



October 1993

The News Letter of the *Manned Space Center Radio Control Club*

President's Corner

David Tadlock

Don't miss the next meeting. We are going to be voting for our 1994 Officers! If you would like to nominate someone, the nominee **MUST** agree to serve, if elected, prior entering her or his name into nominations. The club will have at least one nominee at each of the positions but we will, as always, entertain nominations from the floor.

Keep bringing those new planes. The September meeting did see some fine planes. We would really like to see your new one at the October meeting.

Frequencies: The club voted to terminate the "pulling two pins". For some time now the club has pulled both the primary frequency and the 23 channels apart frequency pin to protect single conversion receivers that might have been sensitive to this type of interference. The club encourages those who have receivers, that are known to have such a sensitivity, to pull the pin that protects their receiver but the other flyers at the field are no longer required - nor requested - to pull the secondary pins. It will be prudent, as always, to do range checks and background noise checks (receiver on, transmitter off) prior to flights. The club has had very little radio interference over the years and does not expect any additional problems with this change. If you do experience any, please contact one of the club
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Words From The VP

Ed Copeland

Thanks to Steve Keller for bringing the video tapes from Kingsway RC for our entertainment and certainly to Paul King for lending them to us. Paul is a great guy to deal with whenever you are on that side of town. His store is in the strip center at the intersection of Richmond and Chimney Rock. His prices cannot be beat, even on accessory items that are seldom discounted in the other stores.

**Next Meeting
This Thursday
October 14th
7:30 PM
Clear Lake Park Building**

Next months entertainment is expected to be Randy Rich. Someone requested a talk on small glow engines including carburetor setting, prop selection, maintenance, service, special problems with hard-to-start engines, etc. One of the most knowledgeable persons around is Randy, who knows engines through competition starting with fuel and going the distance. When I contacted him with hat in hand he indicated that he would be happy to help and that he is waiting to find out the schedule for related
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Minutes from the September 1993 Meeting

Resha Hill - Secretary



David Tadlock called the meeting to order at 7:35 pm. The minutes of the previous meeting were accepted as published in the newsletter.

Old Business:

- Don Fisher is coordinating the remarking of the field. Should be done before the October meeting.
- Axles have been made for the field box and frequency pin tree. Don Fisher will continue to work this project.
- Dave Hoffman has guest passes. He plans to send each member one with the October newsletter.

New Business:

- A recommendation was made that a package which includes the club rules be given to new members when they join the club.
- It was voted on and accepted that pilots with dual conversion receivers will only pull their frequency pin, while those with single conversion receivers will continue to pull all pin numbers indicated on their primary frequency pin.
- New officers will be elected in October.
- Don Fisher was authorized to organize a Fun Fly during October.
- Volunteers are needed for the auction in November. If interested contact one of the officers. More information will be provided (place and time) at a later date.

Model of the Month:

Model of the month was won by Art Rasmussen with his Midwest 60 Mustang. Beautiful plan Art.

Entertainment:

Ed Copeland showed videos borrowed from Kingsway Hobbies.

Refreshments volunteer for October is Paul Ellis

The R/C Flyer

EDITOR

Jerry Hajek

ASSEMBLY AND POSTING

Daniel Hamala

Articles and want ads can be submitted to Jerry Hajek, 486-4722 or on 5.25" or 3.5" floppies in ASCII, Word Perfect, PFS, Word Star, Modem Xfer, or hard copy formats sent to: 1035 Bellgreen, Houston 77062.
"Support Your R/C Flyer"

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instructors or club officers to allow us to take the appropriate actions to maintain safe flying at our club site.

Fuel: We have fuel. If you are running low, give the "fuel team" a call and they will get with you at the field, the meeting, or at their houses. Don Fisher still has a strong supply.

In November, we will have our Auction. This time we will even try to tell everyone the real day - the first time. For this event, we will need an auctioneer, an auction organizer, and supplies for the auction. If this is your calling, please get with one of the club officers at the October meeting to help us get the preparations for this important meeting going - right away.

In December, the club will have the annual Gala. You might want to be thinking about this as well and what sort of an event that you might like this year. David Hoffman was a key person on this event last year. Check with him if you have some thoughts about how to do the party this year.

News from the field: Loss of Orientation One of our fellow club members recently lost his plane from the dreaded Loss of Orientation. I have read a lot on this and personally experienced it a few times myself. If you have any tips, please get your tips to the editor to include for the next newsletter. My tips include the following: 0) Throttle back to buy time and minimize
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damage if there is a crash, 1) The plane is probably responding to your last command - If you commanded a right turn, it probably is rolling to the right and NOT ROLLING LEFT, 2) If the plane is spiraling in response to your up command, you probably need to level the wings first, 3) If the plane is upside down (look for the vertical stabilizer -if there is time), roll it out instead of up elevator because you may not have enough altitude for the split-S maneuver to get you back normal again, 4) If you just did something cute or with a lot of control input, you may be in a high speed stall or spin, try HANDS OFF all control to allow the plane to start flying again, level the wings and hope you did all of this high enough to be able to recover, 5) Carry a trash bag in your field box and tell all your buddies nearby that you just got hit with radio interference. They will probably suspect pilot error but they will at least recognize you as a seasoned pilot who has learned to cover up all mistakes with a credible excuse.

--- See you at the Club Meeting ---

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events at the unlimited Reno races in California. He thought that he could talk to us in October and we have a tentative promise. We should all put this one on the calendar and be prepared to take notes. I have a question or two that I have wanted to get answered for some time and am looking forward to this opportunity.

We had three great looking planes for review and, as usual, I wanted to vote for all three. Art Rasmussen won with his Midwest sport scale P51 Mustang. Art did a tremendous job on the aluminum surfaced MonoKote. Never mind his complaints about how hard it was to work with. I am sure it was easy because it looked so good. I also liked the E-Z P40 Warhawk. My experience with an E-Z ARF Zero was a little different. I found that thing much more time consuming to assemble than I imagined at the start, although everything seemed to fit and work eventually. If the P40 flies as well as my Zero did (still flies but is old and tired) it will be a lot of fun. Then, we had a very nice trainer that was certainly

good enough for a prize. It was my favorite.

Have you noticed the recent proliferation in small glow engines - 20 to 60 size? It seems that almost every month there is a new one advertised in the magazines. Some are special purpose or high performance such as the Fitzpatrick but it seems that most are new entries in the low end of the price scale such as the MVVS. The thing that gets my attention is that with few exceptions these engines are made abroad. We are not just talking about Japan and Korea. The MVVS is made in Czechoslovakia, the Moki in Rumania (or is it Hungary), and then there are those monster 3W- Modellmotoren from Germany (or is it Austria). I get the feeling that some of these European countries have state owned numerical control machines that are being put to use wherever they can be so as not to be idle. Most of these products are very high quality indeed. Do any of you have a highly automated, state-of-the-art, numerically controlled 3-axis milling machine that you are not using much? Oh well, it is a birds nest on the ground for us modelers that our little hobby has attracted such international interest that we have so many competing products to choose from. By the way - for those of us left overs from the dark ages, Tom Morrison of Super Cyclone Engines is about to make another production run on the old ignition('37 - '50) Super Cykes. I have an order in for two.

Charles, my state-of-the-art scale aircraft trim expert, has let me in on another of his well tested and don't-bother-buying-the-book tricks. His latest scale rivets are done by use of a sharpened copper tubing segment chucked up in a Moto tool. He cuts the rivet outline in the primer just before applying the base color coat. We will all be treated to the finished effect when the time comes. He also has done scale machine screws and great panel lines. This is all on the 83" Spitfire that he brought to a meeting several meetings ago. He has promised to bring it back.

Keep your batteries charged and...

---See you at the field---

The R/C Flyer

130 W. San Augustine
Deer Park, Texas 77536
(713) 479-1945



RESHA J. HILL
2305 RAMADA
HOUSTON, TEXAS 77062

October 1993

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Fuel for Sale

Jim Brock 334-1715
John Campo 488-7748
Charles Copeland 532-1570
Tas Crowson 474-9531
Don Fisher 474-4942(H) 483-2157(W)
Wayne Green 484-3151
Don White 488-3151

Instructors

John Campo 488-7748
Charles Copeland 326-2360
Paul Ellis 480-3893(H) 488-9878(W)
Don Fisher 474-4942(H) 483-2157(W)
Mike Goza (Heli and Airplane)
554-4016(H) 483-4696(W)
Wayne Green (Heli) 484-3151
Jerry Hajek 486-4722(H) 246-4312(W)
David Hoffman 476-5206(H) 479-1945(W)
David Tadlock (Glider) 481-5227

The Next Annual
Manned Spacecraft Center Radio Control club

AUCTION

2nd Wednesday, November 10, 1992, 7:30 pm

Buy a new project. Sell a project. Upgrade from a trainer to a tiger. Find a proven trainer that isn't a terror. Engines, Planes, Accessories, name your pleasure. Join us for this long standing annual Houston R/C tradition.

It'll cost you a buck to register as a buyer. A buck per lot puts your treasures on the auction block. A "lot" may be one item or a group of items to be sold for a single bid. You set your minimum bid. You may buy back your own merchandise for a buck - if the bids aren't high enough for you. If there are no bids, you get your lot back anyway. No commissions or additional fees - its that simple and more fun than chasing greased pigs.

Setup begins at 7:00pm, the selling begins at 7:30pm. We leave by 10:00pm or when we run out of treasures to sell.

To find us: From the Gulf Freeway (I-45 South), go east on NASA Rd. 1 (at Webster). You'll pass state Highway 3 and Clear Lake at the Nassau Bay Hilton. Take a right at the first traffic light past the water. Thats the Clear Lake Park Meeting Room located at 5001 NASA Rd I. From Hwy 146 (Seabrook), go west on NASA Rd 1. We're at the next light past Kirby on the left. (for reference, there are several baseball fields and a park across the street from the meeting room.)

Contacts: David Hoffman 479-1945 Treasurer
David Dale 943-8617 Auctioneer