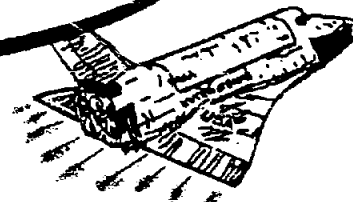
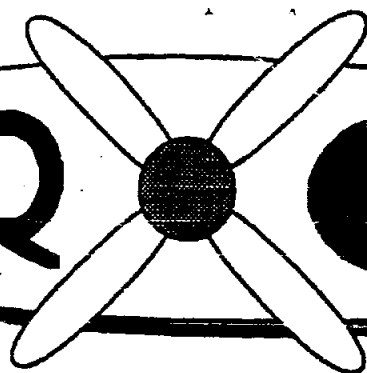


# The R/C Flyer



October 1996

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

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## President's Corner

Bill Landoc

A special thanks to Mike Laible for the program for the September meeting. The video of the 1996 Scale Nats, which had just been held in August, was most informative. Obviously there were a number of beautifully built aircraft, but what really got my attention was the GPX powered T-33. Ducted fan jet models look good and fly very realistically. But they just don't sound right. Every time I hear one I think of a Formula 1 race car or a high speed router. But not any more. The true turbojet powered model looks AND sounds like the real thing. Now we have scale jet modeling that is something to behold. Sure it costs a lot, but what results. If you get a chance to see one of the true turbojets fly, check it out.


We passed out copies of the Club Handbook at the September meeting. This handbook has been in the making for most of the year, but now we have a single comprehensive document for all club members. This handbook should be especially helpful to new members. If you weren't at the last meeting, plan to come to the next one to pick up your copy.

We had our fall fun fly and cook-out scheduled for September 28. But at the last meeting the club voted to slip it to October 26, so that it wouldn't

conflict with the AT-6 races at Scobee Field that several folks wanted to see. The weather at the end of October should still be very good, may be even better, so make your calendar and plan to come out for a really good time. Details of the fun fly will be given at the October meeting.

It is time for the annual election of club officers. In accordance with our bylaws, nominations were made at the September meeting and a ballot has been included in this R/C Flyer. Please mark your ballot and either bring it to the October meeting, or mail it prior to the meeting to Mike Goza. Mike will count all ballots during the refreshment break at the October meeting and announce the new officers before the meeting ends.

It is also the time of year to start planning for our annual November auction, which will be Nov 14. Last year you may remember we had a good crowd of buyers, but not much to sell. Maybe many of you were like I was, too busy to get anything cleaned up to bring in to sell, and assuming that someone else would bring their treasures. Well it didn't happen and we had a very disappointing (maybe even embarrassing) auction. This year has to be different or this event is going to be doomed. So, take the time to look over your "stuff" and make it a point to bring something to sell, not just come to buy.

The fall has some of the best weather Houston has so plan to fly often, but fly safely. 

## Words From The VP

Michael Laible

Sounds like everyone enjoyed the video at the last club meeting. I am glad to have had the opportunity to share that event with everyone. If you thought the video of the turbine was neat, imagine experiencing it in person. The October meeting should be as interesting. Glen Lyons went to the Greater Southwest Fan fly and snapped two rolls of slide film. I can't wait. We need to make sure we do not harass him about his photography, hee, hee.

I can't believe that this is the last month I will be solely responsible for the entertainment schedule. It has been fun but with the newsletter and entertainment responsibility it has been cumbersome from time to time. I keep waiting for all the ARTICLES from our CLUB MEMBERS (editors note: I hope my hint is obvious). Remember, you can send it via email: mlaible@phoenix.net. Speaking of the net, I just got done loading the new HISTORY page on the club homepage (along with every months newsletter). It is really something to see. In fact, I still get around 10-20 emails a month expressing how they like the page. Everyone take a look at <http://www.phoenix.net/~mlaible/msc.html>. One more note about the net, if you have email why don't send your address it to me. I could put together our club electronic mailing list.

By the time you read this email another Laible original will have taken to the air. Remember to duck and watch out for falling planes. I blew up the Sorta Pattern to 63" wingspan with a .60 in front. Should be a great flyer. I am determined once again to try a Fox, this time the FOX Eagle .60 (editors note: quite laughing Goza). Speaking of FOX, I noticed in the latest Model Aviation that FOX has a new carburetor for the .40 size engines. It's about time. However, I did buy a TT .60 just in case the FOX decides to act up. Got the TT off the net for \$80.00 NIB. I have really been finding some good

deals on the newsgroup for RC items. Anyway, I can't wait to fly the plane. As usual, my father has done a superb job of construction. One problem, he is building faster than I can design.

In recent months a new online chat forum has been started. The forum is called RCONLINE and is very easy. You download a chat software and talk away. I have talked to modelers across the country on various topics. Sometimes it gets rather confusing with 5-6 people typing away. Anyway, if you have a computer you ought to try it out at <http://rconline.com>. This is the homepage and it will instruct on how to get connected to the chat line. GOOD LUCK.

The Delta Dart for Creekside intermediate is on for October 16th and 17th. Each day will consist of a 1-1/2 hour class. I figure two people per class (four volunteers) will be sufficient. I will have several delta darts for demo purposes. The kids are usually well mannered and hardly ever toss the Xactos at you, Hee, Hee. No just kidding, the teacher really takes care of a lot. Anyone that has the time and wants to volunteer let me know at the next meeting.

Till next meeting.

tl

### The R/C Flyer

#### EDITOR

Michael R. Laible

#### ASSEMBLY, POSTING, DISTRIBUTION

Bob Blaylock

Articles and want ads can be submitted to Mike Laible at 474-1255, on 3.5" floppies in ASCII or Microsoft Word, E-mail at [mlaible@phoenix.net](mailto:mlaible@phoenix.net), or hard copy formats can be sent to: 2823 Sea Ledge, Seabrook, Texas 77586. Club Homepage at ["http://www.phoenix.net/~mlaible/msc.html"](http://www.phoenix.net/~mlaible/msc.html)



"Support Your R/C Flyer"

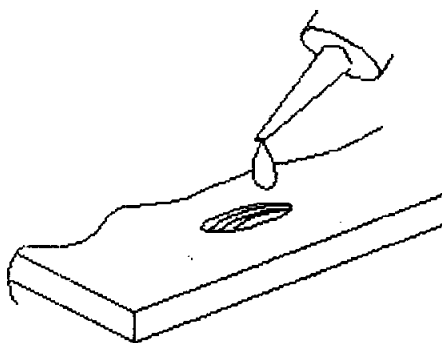
Lighter Than Air



Tip of the Month

Repairing Tapped Holes

AMA National Newsletter and Mike Laible



When you drill and tap holes for wing bolts and hold downs, adding some CA is a good way to add strength to the threads. After it sets up, tap again. If the

old ones become loose, the same process can be used to make them as good as new.

One word of caution. Make sure the CA is dry otherwise you will be cleaning out your tap. Also, if the threads are really damaged, rub some baking soda in the threads prior to using the thin CA. Once dry retap. This has worked numerous times on some of my planes.

Aircraft History

North American B-45 Tornado

Propwash Newsletter

The B-45, America's first four-engined jet bomber to fly, was designed before the end of World War II. It was built to a specification that mandated the application of jet power to piston engine designs. Three prototypes were ordered in 1945, and the first flew from Muroc on 17 March 1947, piloted by George Krebs. Shortly thereafter a production order was placed for 96 B-45's.

The B-45 was a straight-wing monoplane, with four General Electric turbojets paired in nacelles under the wing. The stabilizer had a high dihedral angle to clear the exhaust. It carried a crew of four- two pilots, a bombardier, and a gunner.

The B-45A went into service in November 1948 with the 47th Bombardment Group at Barksdale AFB, Louisiana.

Many variants were produced, notably the B-45B with a new radar system; the B-45C with a stronger airframe; the RB-45C reconnaissance version; the TB-45A target tug; the DB-45A and DB-45C guided weapon followers; and the JB-45A and JB-45C engine testbeds. In 1951, an RB-45C was first successfully refueled in-flight using the flying boom system.

The last B-45 passed out of service in 1958, and although the original specification was of limited value, the Tornado had a very notable career.

Wingspan:	96 ft. 0 in.
Length:	75 ft 11 in.
Empty Weight:	49984 lbs.
Gross Weight:	110721 lbs.
Max. Speed:	570 mph at 4000 ft.
Initial Climb:	4340 ft/minute

Service Ceiling: 40250 miles  
 Range: 2530 st. miles  
 Armament: Two 0.5-inch M-7 guns in tail turret, 22,000 lbs. of bombs



Although Solarez is fairly expensive (\$8.99 for a 3.7 ounce tube, or \$2.43 per ounce), it can serve as a good filler for wood and fiberglass, because it cures very quickly, and is easily workable.

Jeff Sorg



**Product Review**

**Solarez**

Propwash Newsletter

Solarez, distributed by Wahoo international, is a one-part polyester resin with a UV activated catalyst. It is available in as a liquid in tubes, fiber-reinforced putty, pre-impregnated patches, and laminating resin. It is excellent for filling dents in balsa, and it sands very easily. It works on fiberglass, wood, metal, and most plastics except Styrofoam. Avoid smelling the vapors in it's liquid form - it contains styrene (just like plastic model cement) and is fairly obnoxious. Let's say we have a large dent in the leading edge of a wing. First, remove any film covering from the area, and make sure the wood is clean and dry. Next apply Solarez into the area. Do this in a shady area, out of direct sunlight. Then take some clear plastic wrap (a plastic bag could work also) and press over the area. The plastic wrap gives the Solarez a smooth surface, and if not used will require more sanding. Take the wing into direct sunlight, and Solarez gels in 45 seconds, and cures hard in 3 to 5 minutes. Cure time will be a little longer in cloudy conditions. After it has hardened, peel away the plastic wrap. The area can then be sanded with fine to medium sandpaper with a minimum of work. Film Covering (Monokote was tested) can then be patched over the area. Monokote adheres to cured Solarez about as well as it adheres to balsa. Cured Solarez is durable but brittle, it is a little less resilient than cured epoxy. Do not use it to fill dents in foam wings - it will slowly dissolve the foam until it cures, and will not adhere at all.

**Minutes from the September 1996 Meeting**

Don Fisher -Secretary



Meeting called to order by Bill Langdoc at 7:30 PM.

No minutes reported due to early mailout for elections

**Next Meeting on Thursday  
 October 10th 7:30 PM  
 Clear Lake Park Building**

The official 1996-1997 MSC RC Officer Ballot:

President

Mike Laible

Write-in \_\_\_\_\_

Vice Chairman:

Frank Jenson

Write-in \_\_\_\_\_

Treasurer:

Dave Hoffman

Write-in \_\_\_\_\_

Secretary:

Bill Langdoc

Write-in \_\_\_\_\_

### 1996 MSC/RCC Calendar

<u>Date</u>	<u>Event</u>	<u>Date</u>	<u>Event</u>
Sept 7-8	All Scale Flyin, Hockley, TX	<i>Oct. 26</i>	
Sept 12	Club Meeting, Nominations	<del>Sept 28</del>	Club Fun Fly Annual BBQ
Sept 14-15	Texas City Big Bird, Texas City, TX	Oct 10	Club Meeting, Elections
Sept 20-22	Bomber Field B-17 Gathering, Monaville TX	Oct 12-13	Prop Nuts Big Bird Fly IN
Sept 28-29	Midwest T-6, Dick Scobee Field	Nov 14	Club Auction
		Dec 12	Club Christmas Party

**The R/C Flyer**

fold here

Manned Spacecraft Center RC Club  
 2823 Sea Ledge  
 Seabrook, Texas 77586

Mike Goza  
 2111 Castle Drive  
 League City, TX 77573

September 1996

### Fuel for Sale

Jim Brock	334-1715
John Campo	488-7748
Tas Crowson	474-9531
Don Fisher	474-4942(H) 483-2157(W)
Wayne Green	484-3151
Don White	488-1024

### Club Officers

President	Bill Langdoc	482-2369
Vice-President	Mike Laible	474-1255
Treasurer	Dave Hoffman	476-5206
Secretary	Don Fisher	474-4942

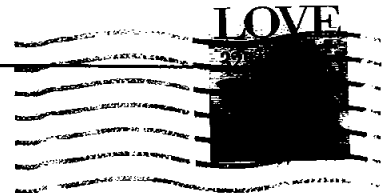
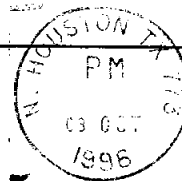
### Instructors

John Campo	488-7748
Charles Copeland	474-1195
Paul Ellis	480-3839(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 R/C Flyer



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