

The **R/C** Flyer

November 1986

The Newsletter of the Manned Space Center Radio Control Club

New Format Premier Issue

New Editor For R/C Flyer

Welcome to the premier issue in its new format of the *R/C Flyer*, the official newsletter of the Manned Space Center Radio Control Club. You may have noticed that last month's edition listed two editors, rather than Steve Rothstein alone. Beginning with this issue, the production of the newsletter has been taken from Steve's capable hands by myself, Tim Bond. Producing this newsletter can take time, so let it be known that the club has appreciated Steve's dedicated work during the past months.

So, now that you have been introduced to the new editor, you might be wondering who is this guy? Well, since you asked, I'll give you a quick rundown.

I'm a recent graduate of The University of Texas with a bachelor's degree in

Mechanical Engineering. I have recently begun work as a Civil Service employee of NASA in the Quality Engineering department, moving from my home in San Marcos. Since I've only been at NASA a few months



I am just learning how the government operates, and boy am I surprised!

I have been in the R/C hobby since about 1978 when at the age of 16 my dad bought me a Falcon 56 Mk II. Since that time I have remained fairly active in R/C aircraft hobby. Presently I fly a Sig Cougar, along with a Wing Manufacturing Love Machine. Basically, I would put myself in the same class as a high percentage of rest of the club, simply a sport flyer.

Please make note at this time that I am not an English major, in fact I never was too hot at writing skills. You are bound to notice a few grammatical errors

occasionally. I have been told that it's not too unusual for an engineer to be a little weak in the "nuts and bolts" of communication. Our expertise is concentrated elsewhere!

I appreciate the chance to participate in the club, and I hope the new format of this newsletter can promote a little more participation out of some of you guys.

See you at the field!

President's Corner

Dear Members,

The highlight of the past month was the annual club auction which was held on November 13th. Unfortunately I had to miss it due to commitments at work, but I did manage to drop in for about 30 minutes to check on you all. Congratulations everyone, you did a great job! Special congratulations go to Craig York, who has been the driving force behind this event for several years. I gather that the club account is approximately \$200 greater than before, which is in the same ballpark as previous years. The new system was a great success by all accounts, as we had none of the problems encountered in previous years. Once again thanks Craig, you did us all proud.

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From the Editor's Desk:



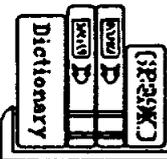
New Flyer Format Details

Beginning with this and future issues of the *R/C Flyer*, you should notice a change in format that should improve the newsletter's usefulness to every club member. I plan to include useful articles removed from modeling books and magazines that should help out the newer pilots. I'm considering adding a column summarizing the past months flying activity. This may include such tid-bits as who has completed what plane, who has successfully (or unsuccessfully) learned to fly, and who has had the terrible misfortune of flying their aircraft at an altitude below that of the ground (i.e. crashing). This is assuming that I can get ahold of such information.

Let it be known that this new format is only tentative, pending the input of others. Don't be surprised if I give you a call to get your opinion. In fact I am considering a membership wide mail-in survey to determine the actual thoughts of the club concerning the newsletter and other issues.

If any of you should have writing aspirations or comments, please give me a call at 532-1167 and offer me some help in filling up the newsletter.

I hope you enjoy the new look of the R/C Flyer!



For Your Information

Source For Club Patch Found

The club president has found a source for the club patches at a cost to club members of \$2.00 each. The 3" multi-color stitched patches are of the same design and size as the water-slide decals that were sold during the last club meeting prior to the auction. 200 patches were ordered, and they should be available at the Christmas meeting.



President's Corner (Continued From Page 1)

I'm afraid I have to get onto my old hobby horse again on the subject of safety and club field rules. Believe me folks, I'm as sick at saying this as you are reading it, but in my recent visits to the flying site I find we still have members who consistently do not, for reasons best known to themselves, follow the field safety rules. I have seen people take-off out of and land in the pits. One gentleman tried a down wind take off and attacked the pilot line with his aircraft at approximately knee height. The only thing this gentleman achieved was to prove that some of our older members can still move with surprising speed when the need arises. In all seriousness though folks we are our own worst enemy. Please...Please follow the field rules, use the transmitter impound, do not land take off or taxi in the pit area, and keep away from building No. 14.

I think a word of warning would be appropriate at this stage of the letter. I expect by now most of you will have heard through the grapevine that my eldest boy's biplane did a ballistic vertical dive into the mud from a height of over 100 ft. I happened to be standing at my sons side when this happened and watched his fingers on the transmitter sticks as the plane came down. Nothing he did could stop the plane from its inevitable destruction. On his previous flight he took several hits as well. Apart from our misfortune I saw three other planes destroyed that afternoon, and on previous weekends the crash rate has been higher than normal. I have heard the familiar cry after many a crash of "I got hit" and like most of you thought hell the guy is just trying to save face as it was clearly a case of pilot error....well maybe not. I would like to make several observations before we go any further.

1. Our safety record is good and the discipline at the flying field is good. We have seen a huge improvement in this area over the last few months.
2. We have also seen a great increase in flying activity, with a lot of new faces and old faces returning to the flight line.
3. We have also had several auctions in the preceding months with old radios changing hands at reasonable

President's Corner
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prices.

4. In connection with the above, I have noticed a few radios in the transmitter impound area whose manufactures names I had forgotten even existed. Coupled with the transmitters of older club members (welcome back gentlemen) who haven't flown for a very long time.

5. We often have upwards of five planes in the air at once, and I have observed all five pilots on the pilot line standing really close together. Sort of safety in numbers and enjoying the smell of each others aftershave.

On returning home with the remnants of my sons plane I got to looking at the situation more rationally, and before we start a witch hunt against the local car and boat modelers, and the high school kid who flies in some school yard locally we might do well to examine our own ranks. We all know that some local model shops will sell a radio often on the wrong frequency to other branches of this hobby just to make a sale. These are all problems that have always been there and quite frankly there is not a great deal we can do about them. True, the price of radio equipment has come down and this has meant we have more people enjoying radio control modeling than ever before. We have derived the benefits from this trend in so much as the hobby has become cheaper for us to follow and it has swelled the ranks of the club. Anyway, as I was saying, before we get bent out of shape about it, we can do a lot to help ourselves as a club by doing the following simple things.

1. If you have returned to the flight line after a long absence, please send your radio to be checked by the servicing agent for that particular brand of radio before flying.
2. If you have bought a radio at a recent auction or a used radio from any source, please have it serviced by the authorized agent for the brand of equipment before flying. It may well be that the radio was involved in a crash prior to being sold to you, despite the sellers assurance to the contrary.
3. If you crash your plane for any cause please remember that just because the radio appears to function after the accident does not mean that the set has not been damaged. Once more, have it serviced before you fly with your latest creation or you could be very sorry.
4. Don't be too friendly with other pilots on the

flight line. Spread out and allow a good distance between you and other pilots.

5. Don't let another pilot stand or walk between you and your plane.
6. If you experience what you suspect to be radio hits while flying, get out of the air as soon as possible and do not fly again that day.

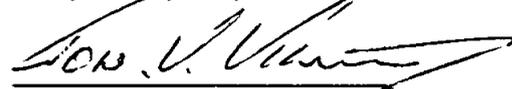
In retrospect, if I had made my son follow at least the last two suggestions he might still have his plane today.

On a better note, we have the annual Christmas party coming up at the December meeting taking place on Thursday, December 11th at 7:30 PM. This has always been a good outing for the family and friends so please come and enjoy yourselves. I promise that the meeting part will be short, so please don't be offended if I ignore the floor and close the meeting for the party part in haste. I haven't had a chance to plan the exact arrangements as yet, but the club will take care of the basics for the party, and as in the past we will rely on the members to bring dishes, cakes, cookies, or dips and the like. Just because you havent been contacted to bring a particular item, please bring whatever takes your fancy.

To wind up this Presidents Corner, I would like to welcome aboard our new newsletter editor Tim Bond. This is a thankless job as any president, committee member, or past editor will tell you. His success depends on us all contributing a little item here and there, so if you have anything to go in the newsletter contact Tim. These could be articles from mags or your own views on any subject.

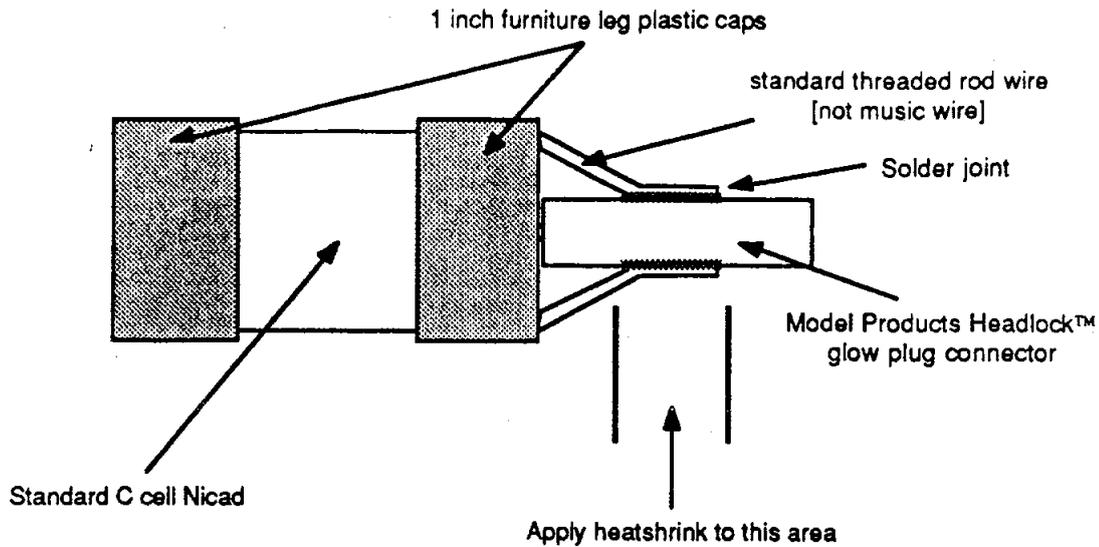
Tim, you do have a lot of competition from other local club newsletters as far as pure entertainment is concerned. As you know I get copies of these letters from time to time, and in my opinion ours is dull by comparison (or at least our activities are). I missed one local clubs annual "big tird" fly in, which goes to show you that if you put a big enough engine on anything it will fly! It also proves that a few misspelled words do wonders for the entertainment value of the newsletter. Best of luck Tim.

Thats all for another month. Enjoy your flying, do it safely, and I'll see you all at the Christmas party.

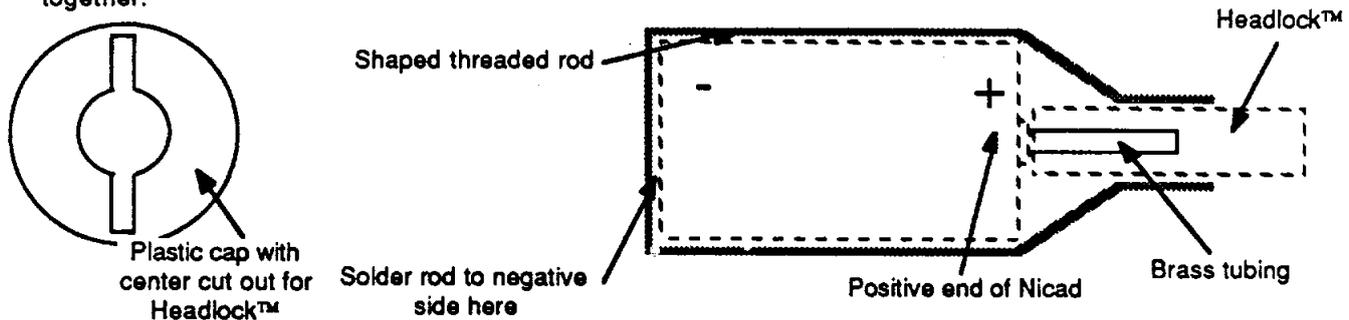


Capt Jon. Vincent
President MSC RC

Build an Inexpensive Ni-start



Go out and buy a Headlock™ glow plug connector, a C cell nicad, and a package of 1 inch furniture leg caps [Wall-Mart]. Drill out the dimples on the wire end of the headlock in order to remove the insides. Take some scrap threaded rod [threads not required] and bend to the shape illustrated below. The larger piece will make the negative connection and also provide structural integrity to the headlock. The smaller piece is actually a short piece of brass tubing of the same size normally included with Sullivan fuel tanks, so you probably have a scrap piece around somewhere also. Figures are for illustration only, and not exactaly to scale. Make all necessary adjustments as required in real time. As soon as you get the headlock taken apart, you will see how it works and understand how the parts shown below fit together.



The correct length of the brass rod is just long enough to remain inside the slider which makes contact with the glow plug tip. If you make it too long, the slider will not be able to deflect inward enough to lock onto a glow plug. I realize that if your reading this for the first time it is very confusing, but once you get the headlock apart you will find it very simple.

Carefully solder the brass tube onto the positive end of the nicad, making sure to keep it perpendicular to the end of the battery. If the solder won't take, try wire-brushing the terminals of the battery first. Take the shaped rod and solder it to the negative battery side as shown. Next, slip the headlock [don't forget the spring] over the brass tube and between the support rod. Solder the rod to the casing of the headlock being careful not to over heat the plastic parts. Make sure the slider moves in and out freely. If it does not, you probably don't have the headlock on straight.

Wrap the battery in scrap Monokote and iron it on. Cut out a plastic cap as shown above, and epoxy it on over the headlock. Use enough epoxy to fill up the entire area under the cap, since it adds strength. Glue the other cap on with RC-56 white glue. It usually helps to heat the plastic caps in an oven slightly before assembly to help prevent cracking from an overly tight fit.

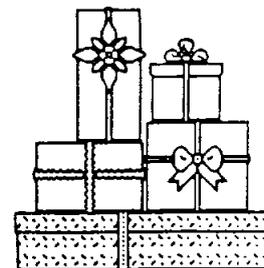
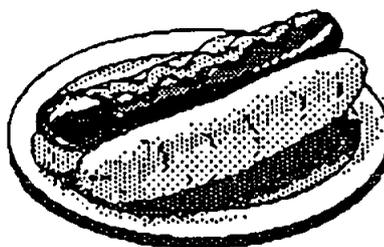
Your finished! Charge with a standard Nistart charger, or see next months flyer for instruction on how to build it also.

PARTY!

Next club meeting will take place at the Clear Lake Park Building on **December 11, 1986 at 7:30PM.**

Topic: CHRISTMAS PARTY

The next regular meeting will be in January, 1987. Make sure and be there for both !



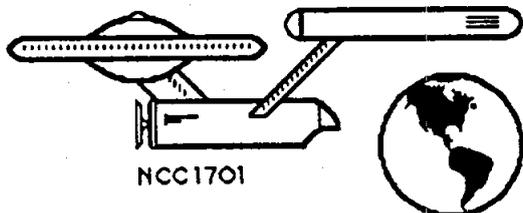
CHIPS
DIP
CAKES
COOKIES

FOR SALE

This is where personal items for sale will be displayed for no charge in future issues. If you have anything to sell dealing with our hobby, please send a note to or call the editor no later than the monthly meeting.

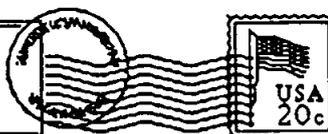
This really is a good way for you to advertise to the entire membership, since the newsletter goes out to each and every one of them, not to mention a few other area clubs. Lets see if we can't get an active **FOR SALE** section going!

Feel free to include **services** in this section also. This would include those that are willing to build models for others, etc.



Star Trek IV is now showing!!!

Letters to the Editor



I hope that in future issues some of the membership will help out with the newsletter by contributing written material. If you want to write to the editor, you can do so to the return address on the outside of the newsletter.

I'm sure that many of you have information gained over the years that could really help out the club, especially the newer pilots, so please send it in. You don't have to be an author to contribute!

I plan to take the liberty of making the newsletter as large, or small, as necessary depending on the information available.

Some possible suggestions might include:

1. Simple construction articles.
 - painting techniques
 - shortcuts
 - covering techniques
 - etc.
2. Other helpful hints for all modelers.
3. General club news.
4. Rumors.
5. Reviews of aircraft kits, etc.
6. Whatever else you can think of...

Please be sure and let me know of any announcements of contests, items for sale, etc. no later than each monthly meeting.

The R/C Flyer

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