

December 1993

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

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## President's Corner

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Ed Copeland

How about that auction? I broke my own rule, as usual, by buying more than I sold. I had to push myself to sell some airplanes that would just hang here for lack of attention. They served the purpose well and now have a new home. And, did you see that Beachcraft? That was as nice a model as I have seen anywhere. It was Scale Masters quality. Well, I'm learning. Next year I will be ready for this thing.

Thanks to the crew who worked so hard to make the auction a success. Dave Hoffman, Tas Crowson, Ray Randolph, and Rescha Hill all worked hard. Thanks, also, to all those folks who got there early to help set up the tables and those who stayed around to help tear down. Jerry Hajek took time out to help with additional announcements. And last, but by no means least, David Dale did his usual smooth and efficient job of auctioneering. Thanks to you David. I thought the entire thing was a great success.

Next month is the Christmas party. The place, day, date and time are the same as the usual meeting arrangements. Write down December 9, 1993 at the Clear Lake Park meeting room at 7:30 PM. The club will supply the essentials. Dave Hoffman will bring the meat tray, drinks, cups, utensils, napkins and plates. The rest of us need to bring only desserts, extras, snacks, and the like. It is not necessary to  
*(continued on Page 2)*

## Words From The VP

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Ray Randolph

If the number of participants and the number of items for sale are indicators, then I guess our auction was a success. I hope everyone bought or sold what they wanted, we had everything from treasures to trash.

It looks like our next club meeting is the Christmas pot-luck buffet. I look forward to the usual variety of great tasting dishes and especially for the return of the swedish meatballs. I hope to see everyone there.

**Party  
This Thursday  
December 9th  
7:30 PM  
Clear Lake Park Building**

On Saturday, November 20, Resha Hill and I took advantage of Jerry Hajek's offer to go flying. It was a beautiful clear morning and we met Jerry at the Ellington Field Aeroclub office, which is adjacent to the hangar where the Confederate Air Force keeps some of their planes. We were especially impressed with the B-17, but that wasn't our ride. Jerry had scheduled a Piper Warrior II for us to take our flight. We went to the flight line, did a pre boarding  
*(continued on Page 3)*

# Minutes from the November 1993 Meeting

Resha Hill - Secretary



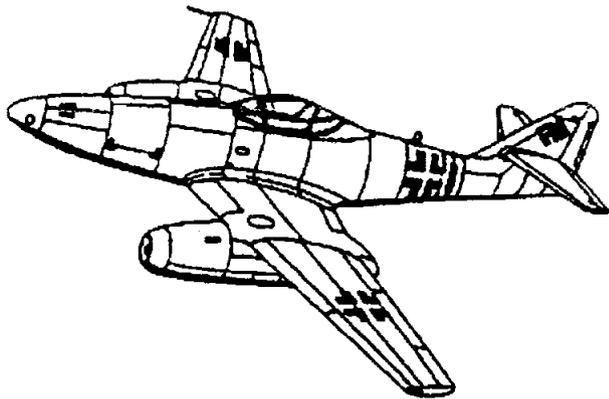
The November meeting was replaced by our annual auction which began at 7:30pm. The minutes of the previous meeting were not discussed.

### Old Business:

-The MSCRCC Auction was held on Wednesday, November 10. Auction bidding began at 7:30 p.m. and ended at 9:40 p.m. The auction was a success with standing room only for bidders and sellers. Thanks go to everyone who assisted in this event.

### New Business:

-The traditional Christmas buffet will be held for our December meeting. Bring your goodies and yourself. Hope to see you there.



*Merry Christmas*

## 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"

bring any kind of cover dish. Cookies, olives, chips, dips, and whatever you would serve on the side at your own gathering would be appropriate and welcome. Bring enough for your attending family unit and it will all come out about right.

We will have some new business to discuss in January. We are beginning to talk up the idea of a fun fly concept for next year. We are also talking about how to introduce categories in the monthly new airplane project judging. Some constructive comments from the members suggest that we need to find a way to encourage our young first time builders with an award and still be able to reward the mature craftsman who has put more years of experience into his project. I hope we will have some floor discussion on this and so the mention two months and two holidays in advance.

Congrats to Kirby Hinson. You may recall the 1/2 A Texaco competition beauty Kirby designed, built and brought in for us to see. At the Oct 24 SAM competition Kirby took 3rd place amidst some fierce competition. Great work, Kirby! I am anxious to have an opportunity to draw one of Kirby's creations with "AeroDRAW".

Incidentally, AeroDRAW is now out in the market. We have finally received distribution packages and will demonstrate the product for anyone who is even mildly curious. It is not necessary to have checkbook or credit card in hand. We are now working on some designs and plans for the scratch builder market.

*See you in December. Bring an appetite.*

(VP from Page 1)

and post-boarding checkout of the airplane. Jerry received permission from Ellington tower for departure and away we went. We took off to the northeast and circled over JSC where nobody was flying. Then we headed toward Galveston. We flew over Galveston, turned toward the ship channel and then to Houston Gulf Airport (Spaceland). We landed at Houston Gulf where Resha and I exchanged seating arrangements, she sat in the pilot seat and I became an observer. Jerry then took off and we headed toward Baytown. We circled US Steel and headed back toward Ellington. After 1.2 hours of flying time, Jerry landed us at Ellington and returned us safely to the flight line. We had a great time. The Ellington Field Aeroclub is a truly professional organization and Mr. Hajek is a conscientious member and instructor. Thanks Jerry, we'll do it again soon!

Progress on the Cherokee - the fuselage and tail feathers are covered, and the radio and servos are installed. I still have the wing to cover and the usual detail stuff. It should be ready for the January meeting.

Hope everyone had a nice Thanksgiving.

*Merry Christmas and Happy New Year to everyone.*

## ***Flight Instruction***



So you can takeoff, climbout, and fly around a little. Your instructor should by now have you doing figure eight patterns at altitude and other confidence building maneuvers. Before you start your low altitude work you will need to know how your trainer handles in slow flight. After all, this is the speed at which you takeoff and land.

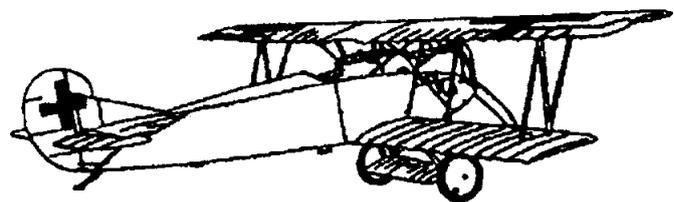
Slow flight will teach you two things; how much controllability, or lack of, your plane has at slow air speeds, and the proper nose high attitude to expect at the flare stage of a good landing. A well balanced airplane, model or full scale, will fly at a slightly nose

high attitude without stalling or becoming uncontrollable. This can be achieved by dropping the throttle to a lower than cruise power setting and maintaining the same altitude. To do this you will need more up elevator which will result in the pitching up of the nose that is needed to counter the loss of lift of the wings at a slower air speed.

Another part of your slow flight training should be to find your trainers MCA, Minimum Controllable Airspeed. This is the slowest airspeed at which an airplane can fly and still be controlled in flight. It will take some coordination to find the power and elevator setting to achieve this slow nose high attitude without stalling and possibly spinning your plane. Hopefully you or your instructor has stalled your plane at altitude to see how it behaves and how well it recovers from an intentional stall. Its better to find out all of your planes flight characteristics before you take it close to the ground where recovery from a bad attitude may be impossible.

Practicing intentional stalls, slow flight, and low slow level passes over the runway are great confidence builders as well as prerequisites for landing. Practicing the slow flight basics is good for all pilots as well as the students. If you learn to control your plane at a slow nose high attitude you will be ready for good landings and it won't be long until that student field pass gets replaced with a pilot pass.

*jerry hajek, CFI*

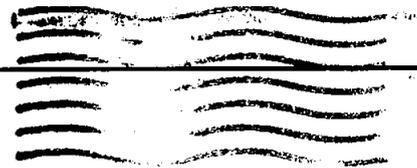


***Happy New Year***

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## *The R/C Flyer*

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



RESHA J. HILL  
2305 RAMADA  
HOUSTON, TEXAS 77062

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**December 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