

The News Letter of the Manned Space Center Radio Control Club

President's Corner

David Tadlock

Now that February is here, have you finished building your sweetheart of a plane or maybe repaired your sweetheart after that last "rough" landing? I hope so, because, the more at the field the merrier.

At the field recently there was confusion over who can instruct at our field and who can't. One of the students had a friend from another club who said that he instructed at his own club and was just here to help his friend. I did explain that only MSC-RCC club instructors can instruct at JSC. Since everything seemed under control, I told them that after that flight they would have to wait for one of the club instructors to help on any other flights. That flight ended in a bad landing which stopped the flying for the day anyway. Don Fisher said that he had to stop them the next day as well. Please pass the word to any students that you talk with that our use of the NASA field is as a guest to NASA. We do not have to pay rent but we do have to live by the safety rules of our club and NASA. While some clubs can have very loose requirements for its instructors, ours all need to not only be good pilots and instructors but enforce the critical safety rules which preserve the privilege to fly at NASA. Please spread the word.

The diversity at the field is growing and adds to the fun of watching while waiting on your frequency to clear. Andy Copper's new
(continued on Page 2)

Words From The VP

Ed Copeland

Thanks from all of us to Dave Gilbert for entertaining us last month with his "old timer" airplanes. Dave is a good craftsman and will testify that he really enjoys the hobby. For myself, I intend to go out and see that bunch of people have fun when they are competing. It should be a good example of how to lay back and enjoy friendly competition.

**Next Meeting
This Thursday
February 11th
7:30 PM
Clear Lake Park Building**

In March we hope to have Bob Noser and, if available, Tom Street to talk about some of the big birds they have built and flown. Bob and Tom attended the "Top Gun" invitational with a giant scale B25 "Mitchell", dressed out to match the one in the Lone Star Air Museum at Sholes Field in Galveston. You may have seen this model fly around the big bird circuit, and if so, you must agree it is a beauty. Bob has agreed to give us some helpful scratch building hints along with something about his latest project, a Grumman F6F Hellcat. If Tom is able to visit with us
(continued on Page 3)

Minutes from the January 1993 Meeting

Resha Hill - Secretary



David Tadlock called the meeting to order at 7:40 pm. The minutes of the previous meeting were accepted as published in the newsletter.

Old Business:

- Access to the flying. It was determined that RC members could contact the guard force and tell them they are going to the field, the guards should let you in.
- Any one needing fuel should contact Don Fisher or Taz Crowson.

New Business:

- 1993 Badges are in.
- Safety Glasses. Ultra-violet protection, blue blocker, and wrap around are available if the club is interested. If the club purchases in quantity the approximate price per pair would be \$10.
- A discussion was held regarding the proposed frequency restriction. The proposal to the FCC developed by the Mobil Land Service if implemented would have a profound effect on model frequency use. Members are urged to write to their Senator, Representative, and the FCC concerning NPRM - Docket 92-235. The deadline for comments is February 26, 1993.

Model of the Month:

Andy Copper won January model of the month with his 1/3 scale Spacewalker. Andy used 21st Century fabric, installed a smoke system 24 oz tank, 24 oz fuel tank, 1/4 scale servos, and soft mounted G38 engine.

Entertainment:

Dave Gilbert kept everyone entertained speaking on old timer model aircraft. He is a member of the Bayou City Flyers and flies at both Scolby and Tom Bass Park. The old timer model must be of the 1930s design and simple, 2 to 3 channels. He brought with him several old time, free-flight planes.

Refreshments for February will be provided by John Simmons. Thanks John.

The R/C Flyer

EDITOR

Jerry Hajek

ASSEMBLY AND POSTING

Daniel Hamala

THIS MONTH'S ARTICLES

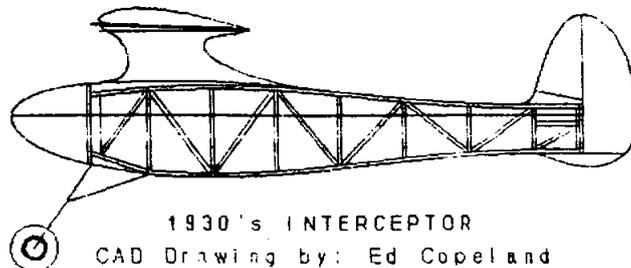
Articles and want ads can be submitted to Jerry Hajek, 486-4722 or on 5.25" or 3.5" floppies in ASCII, Word Perfect, PFS, Word Star, Modem Xfer, or hard copy formats. "Support Your R/C Flyer"

(Pres from Page 1)

big bird that won the trophy in January really flew well. It was interesting seeing a 2x2 with a foam pad being used as a chicken stick and Don Smith standing on the anchor rope to restrain that mighty engine. The new winch that Santa brought to Jerry Hajek really gives his sailplane a spectacular launch. It was just barely more spectacular than watching a helicopter pilot flying his new Airtronics Legend sailplane. Thanks for the show Wayne and Jerry. Speaking of helicopters, John Campo seems to be coming along nicely with his venture into this area of the sport. Maybe you can teach an old dog a new trick -- sorry about the dog comment, John.

If you haven't written your representatives and senators yet about the cellular phones being granted frequencies between our channels, it is still not too late. It sure seems like we will be exposed to near certain interference if that thing goes through. Keep those cards and letters going folks.

Hope to see all of you at the club meeting, Happy Valentines Day.



1930's INTERCEPTOR

CAD Drawing by: Ed Copeland

(VP from Page 1)

we may get to see his new twin Beech and find out something about its construction. In February we should have an interesting session on those big gas engines. Charlie Stevens is a two cycle gas engine mechanic and can repair your Quadra or Zenoah when needed. He has ample experience with the big engines and will be able to give us some good tips and can answer our questions.

Again, we had a tough bunch of new planes to judge. David Dale had a really nice looking Sportster 60 which had obviously consumed many hours in construction. John Simmons had a beautiful Ace Bipe which is reported to fly quite well. Congratulations to Andy Copper who won the prize with his very nice 1/3 scale Sig Space Walker. He had a smoke system, gyro stabilized rudder and a very nicely finished airplane indeed. Thanks to all three for bringing their efforts for us to see. I hope we will see a steady stream of new airplanes as we move closer to the spring flying season.

"Builders Hint" of the month: There is a neat trick for building access doors and removable panels which cover small areas on, for instance, your scratch built scale project. Build the area solid in the normal course of things, and then cover the area with Monocote, or your favorite film covering. This makes an ideal parting agent for epoxy, or epoxy paint. Then, with a single layer of light weight fiberglass cloth and a smooth layer of epoxy the shape of the panel is formed. Finally, trim the panel and cut out the corresponding area in the aircraft for a matched fit. This trick was well developed and used extensively by one Charles Copeland. Now you know where I learn this stuff.

"Builders Not Hint" of the Month:

If you use one of those powerful shop vac's on your home made vacuform machine, use a male mold which is very strong. One of our ex club presidents, who is building a giant scale Spitfire (you know the one), formed his canopy this way and the vacuum was so strong that it compressed the balsa plug until the grain started popping out. ~~Hummmmm!~~

Our weird "Airtrails Tales" of the Month is about aircraft lofting. That is the process used by designers to draw the basic shape of the aero surfaces and subsequently, the design of individual parts. I managed to borrow two books written by Roy Liming, who was the chief loftsmen on the North American P-51. The first of the two was published in 1944 by Macmillan Publishing Company, in college textbook form, and the second was his Doctoral Dissertation published in 1979 by Aero Publishers Inc. They both cover the techniques which were used in lofting the Mustang. It was the then new "conic lofting" technique which was a major contributor to the fact that the airframe was designed, developed and fabricated in the unbelievable span of 90 days, at a time when 2 years was the normal template. The parameters necessary to completely describe the fuselage can be tabulated on a single page. The basic algorithm was founded upon a rediscovered 350 year old theorem due to the French mathematician Blaise Pascal (1623-1662).

Since the late 1930's there have been many advances in the field of computational geometry but aircraft lofting still depends heavily on the techniques developed by Liming and his contemporaries. I have coded the Liming approach in BasicCAD which runs out of DesignCAD, thus allowing me to bring my model aircraft design technology all the way up to the late 1930's (WOW!). If anyone is interested, please give me a call.

STUDENT PILOT RESPONSIBILITIES

- MUST BE A MSCRCC AND AMA MEMBER
- MUST FOLLOW ALL MSCRCC AND JSC FIELD RULES. Ask a MSCRCC instructor if your not sure about the rules.
- MUST BE SUPERVISED BY A MSCRCC INSTRUCTOR WHEN FLYING. Only MSCRCC instructors have the authority to give flight instruction at JSC.

Any violation of the above rules may result in the suspension of field pass privileges and put the entire club at risk.

Jerry Hajek - MSCRCC INSTRUCTOR / EDITOR

The R/C Flyer

501 Regency
Deer Park, Texas 77089
(713) 476-5206



RESHA J. HILL
2305 RAMADA
HOUSTON, TEXAS 77062

February 1993

Fuel for Sale

Jim Brock 334-1715
John Campo 488-7748
Charles Copeland 532-1570
Tas Crowson 474-9531
Don Fisher 474-9531(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)
David Fennen 557-5866
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) 246-4472(W)
David Hoffman 476-5206(H) 479-1945(W)
David Tadlock (Glider) 481-5227