

The News Letter of the Manned Space Center Radio Control Club

President's Corner

David Tadlock

Keep bringing those new planes to the meetings. The April meeting saw a large scale plane that was being returned to service after a period of retirement and a brand new, small, light wing loading plane. The voting was split and one vote decided in favor of the new plane for Model of the Month. Your plane definitely has a chance and everyone enjoys the modeling discussions during the break.

Jim Brock gave an excellent presentation on the methods one can use to get plans for the usual and the unusual plane of your dreams. Jim presented to our club a very fine picture of the help that is available to each of us from our own AMA system of archives and plans service. He told us for a small fee he received not only plans and directories but some excellent referrals to other sources as well. Not only has Jim developed an uncommon grasp of airplane plans directories and mail order sources. He found several really helpful editors and columnist out there in the model builder journals. Jim did finally find some excellent plans for the plane of his dreams. Jim is planning to give us periodic updates as he brings his model to life. If you are looking for aircraft plans, give Brock a call. He has probably already blazed that trail and can give you some good guidance.

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Words From The VP

Ed Copeland

Thanks to Jim Brock for entertaining us at the last meeting with his scale project (Curtiss BF2C-1). The Navy bought 27 of the C-1's and within one year they were stripped and dumped into the San Diego bay. They experienced tuned vibration which resulted from the combination of the landing gear attach points and the two blade automatic variable pitch propeller. This caused the wings to fail and the problem was assessed as incurable. The updated export version,

**Next Meeting
This Thursday
May 13th
7:30 PM
Clear Lake Park Building**

The updated export version, called the Hawk III, was successfully sold abroad. The fixed gear sister ship (F112C-2 Goshawk also called the BFC-2) was also a successful export version. The plans that Jim displayed were obtained from Clark Macomber (designer for Monogram) who had a set of the last shop drawings of the airplane. Jim was able to get copies of the 1:4 scale drawings.

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Minutes from the April 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:

-The sign for the field has been made. Removing the old and installing the new sign still required.

-The new canopy has arrived. A PCV tube will be placed outside the box for the poles, and the canvas with connectors will be kept inside the field box. There needs to be some sort of guidelines/ruling for taking proper care of the canopy. If the person(s) who put up the canopy leaves while others are still using the canopy for shade, they should delegate the responsibility to take it down.

-Safety Rules were brought up again. It was recommended that the Officers review the format to see if it is ok to publish them in the newsletter. Dave Hoffman has the master.

-About the club fuel. Rich's has gotten in touch with Dave Hoffman and it appears that they will meet the Clear Lake Hobby Center price.

-David Dale briefed attendees at the meeting on information regarding the R/C Reports magazine.

New Business:

-The club is considering building a flyer to advertise the club existence and to provide a map for visitors. Visitors at this meeting reported how difficult it was to get information about the club and to find the meeting place.

-Just for your information, David Tadlock found some cheap/neat foldout pliers at Academy. The price for the gadget is \$9.00. It has all kinds of tools in one, i.e., file, screw driver, can opener, etc. Might be a neat item for your flight box.

Model of the Month:

-Ray Randolph won April model of the month with a Davey Systems Citabria, covered with translucent yellow Monokote. The plan weighs about 2 lbs, has mini JR

servos, and an Enya .09 cu in motor. This plane started out as a diesel project, but was quickly converted (too messy).

Entertainment:

-Have you ever fallen in love with a plane you couldn't get a kit for? Jim Brock did, but he is determined to build a 1/4-scale 1930's Curtiss BF 2C-1. Jim shared an enlightening story about his research for a kit/plans. His persistence did pay off, since in the end he was able to obtain copies of original plans which happened to be 1/4 scale.

Refreshments for the May meeting will be brought by Resha Hill.

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. "Support Your R/C Flyer"

FOR SALE

World Expert FM Radios (2)	7 Ch. Dual Conv.
Kyosho FM Radios (3)	2 Ch. Dual Conv.
GE Ni Cad Battery Charger	New
OS Max .61 (2) w/Pipe	Pattern
K&B .61	Sport
OS Max .51	Racing
Fox .45	Racing
McCoy .45	Racing
K&B .4 (2)	Sport
Misc. Cox .15	Sport
Cox .049 (4)	New/Racing
Craft Air 40 Firebird	Never Flown/Sport
Pica 61 Spitfire	Beautiful/Scale
Bridi 61 UFO	Beautiful/Pattern
Jemco 61 F4U Corsair	Beautiful/Scale
QLH 049 Goes Like Hell(3)	049 Sport/Pattern
PLUS: Misc balsa wood, building materials, gear, tires, ect. Carel Farley 407-3745(W) 486-5618(H)	

(Pres from Page 1)

News from the field: The fine weather has brought more planes out to the field. Now that the daylight saving time is back, you can get almost two hours of flying time after 5:00 pm during the week after work. Come out and root for your favorite student, your favorite old timers or hot dog. While some of the gusty winds were a little rough on the winner of the April Model of the Month, several other planes seemed to take it in stride. As a pilot who came to flying late in life, I was amazed at the success of a young pilot who brought his plane in for a successful landing after the plastic covering peeled off of the entire right wing of his trainer plane. Post flight discussions at the field suggested that adding Balsarite to the preparations of the balsa and possibly higher application temperature may prevent this from happening on future flights. Be that as it may, this time, liberal control surfaces and some fantastic flying skills by the young fellow saved his plane.

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I was out of town and missed the presentation but I was told that it got raves. And having asked him to bring his project to the meeting I then had the nerve to ask him to go through it all over again for my benefit. Thanks Jim.

Next months entertainment will be Jim Akkerman to tell us about a very interesting project that may involve models but will be entertaining in any case. He has been designing a launch-to-orbit system called Advent. I had an opportunity to play a small part in this recently in the development of CAD drawings for a computer animation of the stacking and launch sequence. I will leave the exciting details to Jim. Don't miss it!

Thanks to Ray Randolph and Dick Centnar for bringing in their new airplanes for us to see and congrats to Dick for winning the trophy. Dick's airplane is a Great Planes Sportster 90/120. It is covered basic red with white trim. I hope to get to see it at the flying field.

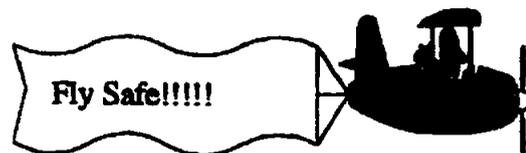
Builders hint of the month. I have not tried this one so, if you experiment with it, you are on your own. A fellow modeler that I know wanted a little harder surface on his "exterior light DAP" so he tried mixing in a little "artists clear medium", which is a water based clear acrylic. He tried three different approaches and got favorable results for each of three different situations. When he built a fillet with the mixture it was stronger, had a harder surface, didn't shrink any more (if as much) but it took a little longer to dry and was a little heavier. When he built his fillet with regular DAP and then "painted" a light coat

of the mixture, thinned a little with water, he got a good hard sandable exterior that had a little glaze on it. When he simply used the uncut medium on the DAP it was harder still, with a higher gloss, was stronger and a little tougher to sand. Well, I intend to experiment with that one when ever I have the time.

"Airtrails Tales" of the month. You have probably heard the story about how an F-80 pushed another one home by putting its nose in the tail pipe of the one with the flame out. There is a story about an F-4 Phantom II that did a belly takeoff. It seems that the pilot was trying to land with gear up on a foamed runway when the aircraft started drifting toward a ditch. He decided to throttle up and was able to take off after touch down. He and his weapons man punched out over the water and were picked up. If you have ever seen an F-16, or F-18 or such take off (and who hasn't) you have to wonder how in the world that F-4 pilot got enough angle of attack to lift off, and without those down-draft elevators being left on the runway? Well, I really did read this in Len Morgan's column in "Flying".

CAD of the month. If you are not familiar with a PC software product for modelers called "Scanover" by Windsoft it is a program which allows the user to call a scanned image into DesignCAD or ModelCAD so that it can be vectorized and used in the generation of a CAD drawing. There is a companion program called "AeroDRAW", by Softland which will aid in performing the vectorizing so as to provide a great deal of automation to the process. AeroDRAW will be available before the fall building season starts and is a product of yours truly, along with Charles and James Copeland. Bill Windsor at Windsoft is handling production and distribution and we are working together to provide the software connection between the two programs. AeroDRAW will draw fuselage lines, generate frame drawings and has a wing rib generator. I will be happy to answer questions on specifics so please call me at home any evening. A little later in the spring I will show a few results at one of our meetings and will talk about how is used and what it will do. The drawings that I have shown around the club meetings over the last year or so were generated using various early versions of AeroDRAW.

See you at the field.



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The *R/C* Flyer

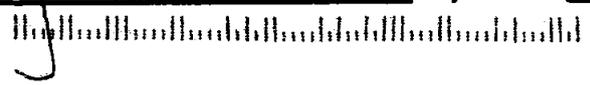
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May 1993

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Fuel for Sale

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Don Fisher 474-9531(H) 483-2157(W)
Wayne Green 484-3151
Don White 488-3151

Instructors

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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)
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