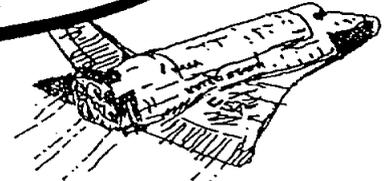


The **R** **C** Flyer

July 1987



The Newsletter of the *Manned Space Center Radio Control Club*

President's Corner

Dear Members,

This month's Newsletter looks like it's going to be pretty thin on the ground, as Dave Thomasson says flying at the field is slow, and he will be out of town for a lengthy period, and since the last club meeting I have not been down to the field either. My family has returned to Europe for vacation and I have used the time to catch up on all those unfinished projects I have, and done some crash repair work.

At the last Club meeting we discussed the radio interference problems we have been having, and the scanner (or purchase of one) was talked about. There are two schools of thought on this subject. One that says the scanner is of no use because if you are flying and it picks up another signal on your channel it's too late to do anything about it, and the other school that says you use the scanner before you fly to determine if there is interference on your channel and don't fly if there is. One way or the other the two sides are fairly equally divided, however we did decide to enquire about the cost of a scanner and at the next club meeting we will make the final decision whether we purchase one or not.

Also discussed were the procedures for arranging and approving contests with the club. It was generally agreed that we are in favor of contests as they do promote interest in the sport as a whole, however the C.D. must make sure that a large notice is inserted in the RC Flyer immediately prior to the contest, warning members that the field will be closed to all flying on that given date and between specified hours. Since these contests are approved nearly a year in advance this is necessary to warn people so

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Next Meeting
Thursday,
July 9, 1987 at 7:30
in the Clear Lake Park
Building

A Case For Common Sense

OK it's my day — my one day per year. Fathers Day!! Whatever you want to do today go do, my wife says. Ok I haven't been flying in three weeks, I will pack up and go out at about 7:00 PM, fly two tanks of fuel and be back by dark.

On the first two flights everything went great. Second flight I did three touch and goes, no problem! I do my down wind leg, then turn for my crosswind leg. I level out and everything looks good. Then the engine goes to idle. No problem here, just head it into the wind and land in the tall weeds. Whoops, no control, all servos are driven to their extremes. Flat spin all the way in...

When I got to the scene of the crash, I tried the radio out. Everything works great. I ran the

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President's Corner (Continued From Page 1)

that we do not have the situation we had with the last Sailplane contest. No notice was posted in the newsletter and several members drove a long way to fly, only to be turned away. They were quite annoyed to say the least.

If you did not come to the last meeting, you missed Mr. Spence Mann giving his talk on the DC 3 which he would like to promote as a Club project. It has a lot of merit and whether this does materialize into a project depends on the interest that is shown. He will gauge this from the returns he gets to his questionnaire/form that was in the last newsletter.

It looks very much at this stage as if I will miss the next meeting myself, as I plan to spend my vacation in Europe over the next meeting date. That being so, see you at the August meeting. Enjoy your flying, and do it safely.

A Case For Common Sense

(Continued from page one)

servos to full stops and back for 30 seconds. Just to see if I could figure what happened to the radio, I decided to turn the transmitter off and see if the receiver could pick up anything. You guessed it! At waist high the servos were a little jittery but getting a signal. I held the plane overhead and the jitter went away. Some one else was flying, or rather trying to fly my airplane. I watched the surfaces move until my arms got tired of holding my plane over my head.

This is what I think happened. Some one within a two mile radius of JSC was either breaking in a new engine already installed in the airplane or setting up there control surfaces with the transmitter antenna fully extended.

I am on channel 52, red and green flags or 72.830 MHz. My suggestion is this. Please if you live close to JSC, like within two or three miles, do not put up your antenna all the way while setting up your control surfaces while at home. Don't worry, you won't burn up your R.F. section final amp.

If you must pull your transmitter antenna all the

way up, then wait until after dark. I don't fly then and I don't know anyone else who flies on instruments!

Yes, you should test the radio and servos with the engine running at various throttle settings, with everything mounted in the airplane. This is also a good way to break in the engine at the same time. But please do this at JSC while under frequency control or at home after dark.

I'm convinced we are shooting each other down!!

For Sale

Scratch built 40/60 with O.S. 61 FS. Airtronics SR-4 radio with extra servo. Flight box complete with battery, fuel pump, starter, fuel can. Flown four times only. \$450 the lot.

Clay Bergman 331-5732

FUEL



Don White has 5, 10 and 15%. Call 488-1024 before 10PM.

Hal Rosenberg has 5 and 10%. He can be reached at 333-3866.

Dennis Smerz has 5, 10, 15% (mostly 5 and 10), and limited four stroke fuel available. Call him at 482-9431.



The Manned Space Center Radio Control Club

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ASTRONAUT WILL VISIT

Be sure and attend the **August** meeting when Astronaut Robert "Hoot" Gibson will attend and make a presentation. His subject will be raising yellow roses in the home....no seriously folks, please attend to hear Hoot discuss his two trips into space.

THE MANNED SPACECRAFT CENTER
RADIO CONTROL CLUB PRESENTS :



The NASA Soaring Championship Meet



R/C SAILPLANE COMPETITION

WHEN: July 25th & 26th 1985. first flight 9:00 AM

WHERE: Johnson Space Center (Houston)

WHAT: Saturday - 20 minute Add em Up
Sunday - 7 minute International Duration

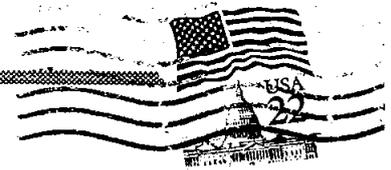
CLASS: Unlimited. prizes thru 3rd each day.

For more information call Jim Farris @(713) 947-9045
or Gary Ward @(713) 326-1931

The R/C Flyer

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JUL 7
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