

August 1994

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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

Hope you enjoyed the brief overview of the Vulcan design and lofting project. I had more drawings and no way to display or repro them. I will put the finished drawings on display later. And, thanks to Charles Copeland for showing us the Spitfire MK-1. He has learned a trick or two in the construction of that one and not from myself. He still has not told us when he will fly it although I sense that the time is approaching.

We are having problems with the balancing job but it will probably settle out at not less than 3 pounds of balance lead at about the forward face of the engine crankcase. We poured a rectangular chunk about the size of a thick bread slice and then hammered it into a shape that folds around the lower engine crankcase. Then we discovered an error and it is still tail heavy. One lesson learned here is that "it ain't the weight but where the weight is" An ounce or two on, or near, the tail can be costly to balance with lead in the nose. Well, once that is all settled, a few small details, a few engine runs, a few taxi tests, and then comes the dry mouth and shaky hands.

Next month's entertainment will definitely stir some interest. Most of us prop and chicken stick pilots are not aware that the world center of model pulse jet engine technology is right here in, yes it's true, Houston Texas. One of the top technical people in this unusual field is Dale Hungerford. Dale is a research physicist in super conductivity at U of H and is seriously interested in rocket and jet engine and fuel technology. And, if you have  
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## Words From The VP

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Ray Randolph

**Going's On** - The absence of choppers at the field in July says it must be Nationals time and the guys are competing.

*>>> Good Luck Guys! <<<*

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

The July club meeting had a wealth of model-of-the-month candidates. Looks like Ed's call for planes is getting results and some excellent planes and workmanship were displayed. They were all winners even though only one trophy was awarded! Charles, Your Spitfire is a work of art!

Lots of hype taking place over the Apollo 11 25th Anniversary! For those of us that were working that mission, the memories are still vivid. I remember letting my kids stay up later so we could all watch that famous "First Step". I was lucky in that, at that time, I was working in Crew Training -- so, when the mission was underway, my job had essentially been finished and I could "enjoy" the flight. Great times and accomplishments!  
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## Minutes from the July 1994 Meeting

Resha Hill - Secretary



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

### Old Business:

- Fuel: Don Fisher has picked up the club fuel.
- Mike Laible will report on the "Youth Program" at the August meeting.

### New Business:

- Kim Evans volunteered to do the assembly and posting of the club newsletter. Thanks Kim!
- Dave Hoffman distributed a sign up sheet for club members interested in purchasing pop-carts.
- Bill Langdoe mentioned that when the building 14 construction is completed (projected for November) that the parking area will be expanded.
- Dave Hoffman will coordinate the "Sail Plane" fun fly event for August 20.

### Model of the Month:

Mike Laible presented his green and white covered Midwest Cherokee. It appears he christened it Lil'Meg from what I saw on the tail. Lil'Meg has a Super Tiger 40 engine mounted and the spinner is a TruTurn which he won at one of the club meetings. Mike stated that he has flown the plan eight times, three of which he landed.

### Entertainment:

Charles Copeland entertained us displaying his "Spitfire" and Ed Copeland contributed to our entertainment by displaying his CAD design drawings for the Vulcan Bomber project.

**Refreshments:** - Resha Hill for the August meeting.

### Calendar of Events:

- Sept 9-10-11 - 12th Annual Greater Southwest Fan Fly, Bomber Field, Monaville, Tx
- Sept 16-17-18 - 6th Annual B-17 Gathering Big Bird Fly In, Bomber Field, Monaville, Tx
- Oct 8-9 - October Charity Event, Prop Nuts, Crosby, Tx

## 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"

*(Pres from Page 1)*

noticed in the model literature, RC rockets are gaining interest and developing a following.

Dale has undertaken a massive project, to build and fly a radio controlled B-70 Valkyrie. Add to this multiple pulse jets (SIX!) and a scale of 1:10! (19 FOOT!), and we are talking serious scale modeling. Dale will bring video tape for us to see including both static shots of large and small pulse jets and some footage of pulse jets in flight. He said he may bring some hardware as well. Dale has also researched fuels for both jet and rocket power. My guess is that we will eventually have liquid fuel rocket engines with fuels that are relatively safe to handle. In terms of modeling it may be RC that provides the controls that are required to get us over the safety hump. If we had a non-volatile fuel of some sort that ceased to burn in the absence of continuous external ignition, then the task of safety would be much simpler. Anyhow, do not miss the August meeting. It will be a good one.

We really did have a good turn out in new airplanes at the last meeting. Of the five contenders there were five that deserved a prize, as was reflected in the closeness of the voting. Mike Laible gets the congratulations for his Midwest? Piper Cherokee? Great job Mike. I hope to see all these planes fly. A quick scan of these airplanes reveals solid testimony to the popularity of the 40 size RC combination. Nationally, the most popular RC aircraft is the 40/45. And for good and sufficient reasons. Large enough to detail and to fly in the visible range (even for slow people like myself), and small enough to fit in an automobile. Also, the price is right, the accessory equipment is plentiful, and it can be built without having to add onto the house or garage. I really enjoy flying my 40/45 size airplanes for the pure recreation of it all, and, losing one doesn't threaten the home mortgage.

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(Pres from Page 2)

Charles and I are in a loop in trying to balance the Spitfire. We started out trying to weigh the thing, just like grown up aircraft, and then calculate the CG and amount of ballast required to correct the situation. The first problem was that there is no really suitable hard point for supporting the aircraft. We could do it easily with the gear deployed but the CG is given for the gear retracted. Then, we ran into a problem with the spring type kitchen scale we were using. The scale is a ten pounder which continues to rotate around a second time. It was only by accident that we discovered that once it gets past ten pounds it is totally wrong, even though it continues to register. What is really needed is a balance type scale. We still have not satisfactorily solved the problem of how to support the plane. We would appreciate some help if any of you have a good idea. We first thought this was an afternoon job and now we have been working it for three weeks.

—See you at the meeting—

(VP from Page 1)

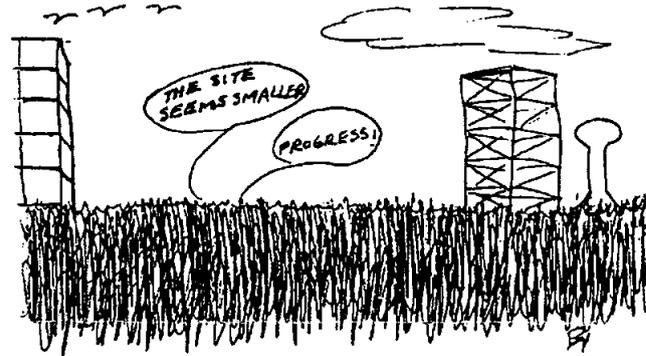
The Lone Star Flight Museum has added an exhibit commemorating the "USS Hornet CV-8" and this ships' contribution to Naval Aviation History. Should be an interesting addition. Support the museum. They restore and fly aviation "Treasures".

**Mini-product Review** - Of all the 4-cycle engines on the market, the "Enya" four cycles don't seem to get a lot of attention or positive reviews. I can only say that the "Enya 53" that I put in my "Cherokee" has turned out to be a really fine engine. It's easy to start, has an excellent and reliable idle, accelerates without hesitation and so far has never "quit". I think part of the success has been the use of the on-board glow plug driver that comes on at low rpm. Anyway, if you are looking for an "affordable" 4-cycle engine for a 5 to 6 pound plane, the "Enya 53" may be the answer.

**Projects In-work** - The ACE 4-120 Bipe kit is still in the closet and the plans are still "uncurling". However, I must be getting close to doing something 'cause I ordered the engine. I decided to go with a 4-cycle (got hooked on the sound I guess) and ordered a "Laser 200, Vee Twin" from Proctor Enterprises. The "Lasers" are made in England and have no castings. The housing and cylinders are machined from aluminum billets and the pictures in the catalog look great. I hope to have it by the time the newsletter is issued and I'll bring it to our next meeting for a "show and tell".

**Entertainment** - Late update - August entertainment will be great! See Ed's column for details.

**Cartoon** - Nothing stays the same!



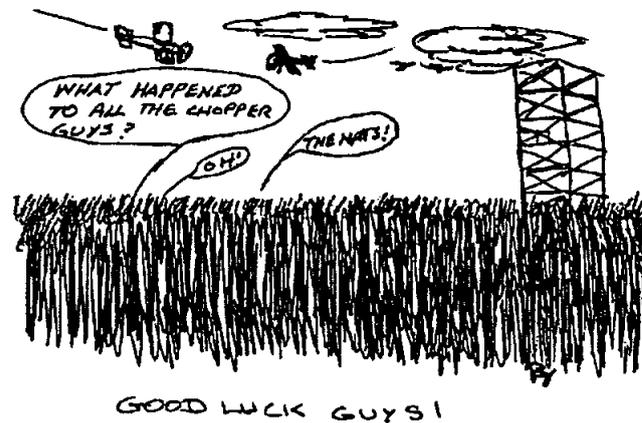
## WANTED

### New Newsletter Editor

No experience required, but it helps to have a computer and Word Processing or Publishing software and a little time each month. It's time to let the creativity of our other club members be seen and enjoyed.

If you are a budding Editor or just want to show us a different point of view, contact me at 486-722(H) or 246-4312(W) and I'll get you started on your first assignment before I back down.

Jerry Hajek - EDITOR



## *The R/C Flyer*

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**August 1994**

### ***Fuel for Sale***

Jim Brock 334-1715  
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Charles Copeland 532-1570  
Tas Crowson 474-9531  
Don Fisher 474-4942(H) 483-2157(W)  
Wayne Green 484-3151  
Don White 488-1024

### ***Instructors***

John Campo 488-7748  
Charles Copeland 326-2360  
Paul Ellis 480-3839(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