

September 1994

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

President's Corner

Ed Copeland

I hope everyone enjoyed the talk on pulse jets by Dale Hungerford as much as I did. The only pulse jet powered RC planes I have known of were the two that George Vogelsang brought from Germany to the QSAA. One was a scale model of the ME 163 Komet fighter and the other was some Heinkel or Arado or something. The first was a success and the second blew up. Dale explained the problem that attacked George's plane and is convinced that the methanol based fuel he has developed is much safer. The thing that is so attractive about the pulse jets is the amount of bang for the buck. At one tenth the price of the new turbo jet engines the pulse jet looks very attractive wherever it can be applied. Anyhow, I enjoyed the talk and the video. I am looking forward to seeing one of the planes in the air.

The model of the month was certainly unique in the history of that event. The workmanship was excellent and that is important, whatever the project. I do not recall whether anyone asked if it had flown, but if it has not we probably could get Dave Hoffman to volunteer. He has flown almost everything else. Many happy landings to whomever may be the pilot.

At the next meeting the chair will introduce the subjects of the annual club auction and the Christmas party and will open the floor to any other suggestions for club events during the remaining months of the year. It is a little early for Christmas party planning unless there is any interest in changing our recent tradition to dining out. In that case we would need additional time for reservations, and other
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Words From The VP

Ray Randolph

Going's On - Well, we have swiftly snuck up on Labor Day and that means happenings at "Bomber Field" are underway. The Fan Fly weekend is from Sept. 9th to 11th and the B-17 War Birds and Big Birds will be flying from Sept 16th to 18th. I enjoy attending the "Bomber Field" events -- except for trying to get something from the concession stands. Maybe they'll get that fixed this year -- there's money involved!

**Next Meeting
This Thursday
September 8th
7:30 PM
Clear Lake Park Building**

This construction at our club flying site seems to have put a damper on flying. At least for the airplane folks. I've only been out a few times in the last several weeks and I haven't heard very many engines running in the meantime (I live within earshot of the field). Maybe the coming of fall will get us all a little more active. After these long intermissions, its like starting over on flying skills --! UGH!

It sounds like there were a couple of bad accidents at the Reno Air Races and some serious injuries occurred. There
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Minutes from the August 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:

-Mike Laible was on vacation, so he will report on the "Youth Program" at the Sept. meeting.

New Business:

-The club is looking for a "Newsletter Editor" volunteer. If you are interested contact Ed Copeland.
-Dave Hoffman will mail out flyers regarding the Sail-plane Fun Fly event for Aug. 20

Refreshments:

Resha Hill will bring refreshment for the September meeting.

Calendar of Events:

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

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planning. At this point we would like to establish that we will indeed have the annual event and whether we want to go out or continue the festivity at our usual location. Any discussion will be welcome. By the way, why is there no verb, "to fest"?

The glider event was fun. I only lasted through the "first heat"? If we didn't call it that, we certainly could have. I got to see some real glider flying and some dumb blind luck. I was the latter. I did sort of OK until I was forced to choose between time and spot landing. I made a bad choice. I was impressed with the fact that my old Goldberg Electra (sans 05 electric) held together under the 7.75 lb high start. One of my outboard spars is cracked. I was careful to use full down elevator at launch to minimize the load until I used up some of the tension. Wonder why I have left it un-repaired.

Now, what I want to know is: how much work is done in dragging the high start back to the release point. Let's see tension is linear with distance and increases from approximately zero to 7.75 lb. In some cases the distance was as much as 300 feet. Now, it takes approximately 360 cal per hour per 100 lb just to sleep so - every time I dragged that high start back to the launch point I lost approximately 1/2 hour sleep. No wonder I was so tired. I lost at least 2 hours sleep! Someone has got to figure out how to use a thin fishing line or something to pay out with the high start so that it can be used to drag it back (by use of electric motor or something).

I had designed a new glider just for the competition and almost got it finished. I made a mistake in construction that would have taken a lot of time to correct so I fell back on the "good ol' Electra". The new design is more like a

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slope soarer than a thermal plane. It has a high performance 8% Eppler 205 airfoil, low aspect ratio wing (7" chord X 56" span), has low dihedral angle (8 deg), and minimal surface area in the tail feathers. All I can say for certain is that I would really like to stumble upon a nice windy slope!

—See You At The Meeting—

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will probably be some "fall-out" from this and hopefully, future events will be safer for participants as well as spectators. Some of the Unlimited class planes (and AT-6's for that matter) have awesome power and have exceeded the structural integrity of the building materials technology. (Witness, the wing collapses on the Lancair's at Galveston). It is time to put some sensible limits and regulations on the conduct of these events. They're fun and they're exciting --they're also risky. I don't like regulations for the sake of regulations -- but when regulations improve safety -- they are needed. We'll see what comes out of Madera.

Mini-product Review - This is a little different from the "normal" type of product review and these are strictly my views. I read four of the hobby magazines on a fairly regular basis and here is how I rank them.

1. **"RC Report"** is probably the best "tell-it-like-it-is" publication and most of the articles are interesting with a smattering of humor in articles and editorials. Good Book!

2. **"Model Airplane News"** has probably been around as long as model airplanes. A fairly classy publication with many good articles and a lot of event coverage.

3. **"RC Modeler"** used to be a better book than it is now. They still have good articles and event coverage -- but it seems they are sacrificing content for advertising. I think 80% of the issues are advertising. Somehow that seems a bit much.

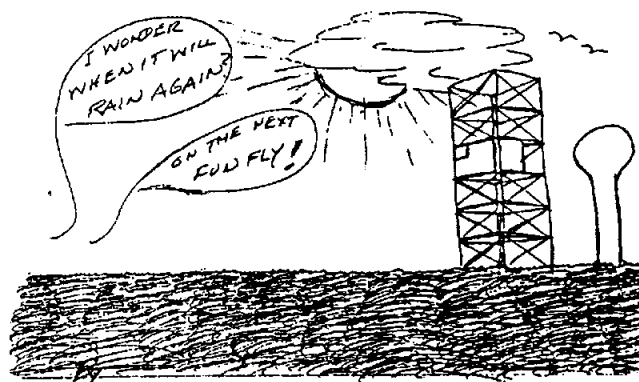
4. The AMA publication, **"Model Aviation"**. I keep wondering if they will ever find an editor that can keep articles on contiguous pages. For me this is the most uninteresting publication and if it didn't come with the membership -- I wouldn't get it.

Projects In-work - The plans for the ACE 4-120 Bipe are still "uncurling". However, the "Laser" engine arrived and

it is every bit as "pretty" as it pictures. But - in the mean time, Resha is probably ready for a new "flying machine". Sooo--we may start building her a "Clancy Aviation Lazy Bee". This looks like a "pure joy to fly" kind of plane (as long as there's not a lot of wind!) Just to make the project a little more interesting, we decided to put an "HP VT .21" four cycle engine on this guy. This is probably going to be the Worlds Most Ultimate "Docile-Craft". I will most likely get to do some mild "kit bashing" as the "Lazy Bee" is only a 3-channel design -- but we'll fix that! Keep you posted on how it is coming along.

Entertainment - In February Dean Umberger came to our meeting and told us about the upcoming Galveston Air Races set for May. Well, all came and went and now the highlights of the event are on video. Dean has volunteered to come back and show us some of the action. The qualifying rounds and all the race heats were taped so there should be some exciting footage -- like the Lancairs having wing collapse at 200 mph. Also, on the first Formula 1 race, all four planes collided on the first pylon turn--ugh! Hopefully, there will be a lot of the good event captured too -- come and see.

Note: Model Airplane News will have a feature article on the Galveston Races in the October issue.



The Eternal Pessimist!

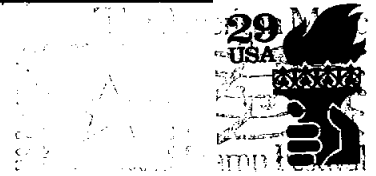
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