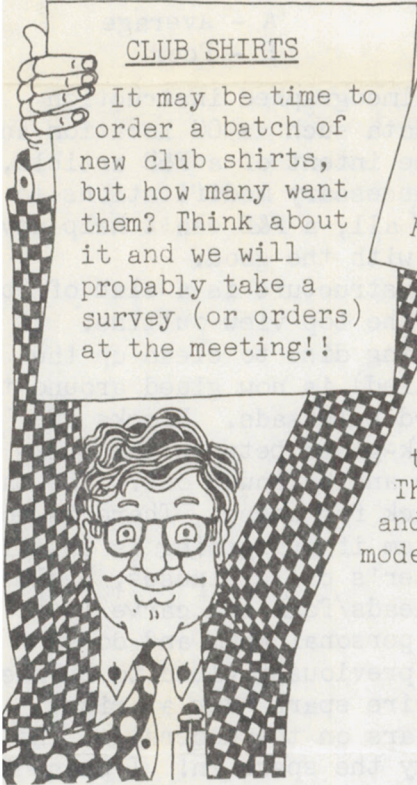


DATE: Thurs. Jan. 12, 1978
TIME: 8:00 - 10:00 P.M.
PLACE: Clear Lake Park Bldg.
(see map)
PROGRAM: To be determined
at a later date!!!

PRESIDENT'S COMMENTS

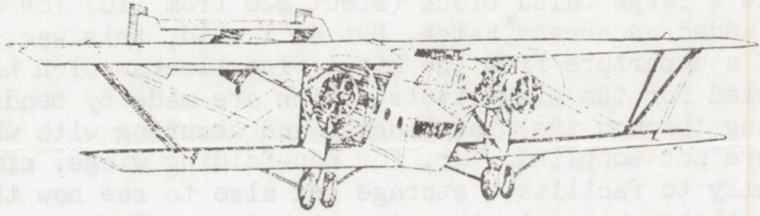


CLUB SHIRTS

It may be time to order a batch of new club shirts, but how many want them? Think about it and we will probably take a survey (or orders) at the meeting!!

CHARLIE P. SAYS...
IF YOU HELP AN RC'er WHO'S HAVING TROUBLE, HE WILL NEVER FORGET YOU --- ESPECIALLY THE NEXT TIME HE IS HAVING TROUBLE!!!

The Hobby Industry of America is holding its second annual convention and trade show in Houston between January 26 and Feb. 1, 1978. This will affect us in possibly two ways. One is that we will move our Feb. meeting date to Jan. 28th so that we can have Mr. John Brodbeck, Jr., of K&B Mfg. as our guest and speaker. The second way the HIAA show may affect us in in club participation in a general hobby and craft exhibit to be held at Westwood Fashion Mall on Jan. 28, 1978. The MSC/RC Club has been invited to assemble a display of R/C models for this one day exhibit. The exhibit will be heavily promoted in the Houston press and our participation would give the opportunity to boost R/C with the general public. Think about first of all if you want the club to support such an exhibit and secondly what you could contribute personally to help. By that I mean models, transportation, manning of the display, etc. (Tom McPherson)



SON-OF-A-GUN

That's what you'll be saying when you don't receive the Vol. II, No. 4 copy of this (censored) newsletter next month! And you won't receive it if you haven't re-joined the MSC/RCC for 1978. In other words, to you we will have to say goodbye, adios, sayonara, and 再见!! If you did join (or think you did) but didn't get your new Field Badge with this issue, then better check with Dave Hoffman -- unless you already know the reason why! For example, if you renewed your AMA membership directly instead of through Dave, have you sent him a copy of your new license? And by the way, from this point on, members are asked to check carefully for 1978 badges when they are out flying (the members flying, not the badges, Clyde!).

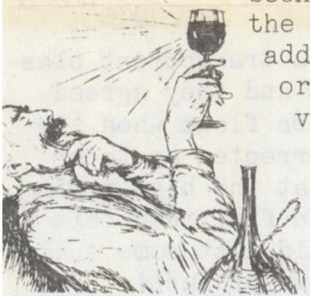


BIRDS OF A FEATHER

..FLOCKED TOGETHER!! The The December bash at the Monterey House turned out to be a roaring success! About 32 members and guests were there, and they just about filled up the lounge area. Everyone enjoyed just sitting around and talking. There were some individual problems such as Editor-With-Burning-Tongue who unknowingly had been dripping hot sauce off of tortillas into his Margarita! At 8:25 the group moved into a private dining room so a little food could be added to all the various liquids. Prez. Tom called the meeting to order at 8:45, John Campo read minutes of two previous meetings, and visitors were introduced. Some discussion then followed about a sign for the field entrance, but this reporter was talking to one of the pretty ladies at the time and missed it. Model of the Month came next, but the only offerings were 3 or 4 paper airplanes which had been folded on the spot! In an outburst of holiday generosity, El Presidente decided to award the trophy to one of these.. so a fly-off was held. J. Campo won, but he elected to save the award for next month. About then, the food arrived, so the meeting was promptly adjourned! Later, O. Morris and H. Rosenberg showed slides of the Las Vegas Tournament of Champions and some taken at our contests. This worked out very well, projected on the M-House wall. (Did we put the picture back up?) We finally cleared-out at 10 (closing time) after a very enjoyable evening!

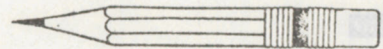
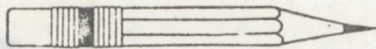


DIANNE W.



TON TUCKER .. His 1st meeting in two years!





Field & Bench

by ORKIN
ERRFOYLE

OBSERVATIONS	E	A
Plans		NA
Instructions	•	
Wood Quality	•	
Other Materials	•	
Accessories	•	
Die Cutting	•	
Ease of Assembly	•	
Scale Fidelity	•	
Performance	•	
Overall Appeal	•	

E - Excellent

A - Average

P - Poor

When the Newsletter editor called a few months ago to ask if I wanted to do a Field & Bench article -- WOW! -- I nearly dropped the phone with excitement! Naturally it would be a WesCraft B-17 or something equally as interesting since I now have three successful flights on my SIG Kadet and am ready to move-up to ailerons. Imagine my chagrin when he offered me Insecta Products latest offering - a stand-off scale ROACH kit. (Ed. Note: see ad in the Nov. Newsletter). However, I must admit I was surprised and pleased when the kit arrived. It certainly is a clever design with careful attention to sound aerodynamic principles. No plans were provided but it was not too difficult to figure things out since I had just finished a Stafford B-24 as a logical follow-up to my sheet, however, to order of assembly.

I elected to construct that I could "tell it one if the writer does

So, let's construct facing plywood which only took a few minutes edges to my satisfaction. outline, followed by styrofoam (not supplied)



Low cost, high performance

heads and then are quickly sanded to shape. They are then popped loose and hollowed out. The ta radio, etc., are then installed and the hollow blocks are then glued back for keeps. There is no hatch provided for access to the "guts", but this is certainly no problem if everything is installed properly in the first place! Since styrofoam dust bothers my daughter's cat's sinuses, I elected to substitute a large balsa block (about \$20 from SIG) for the bulkheads/foam and carve it to shape. I also added an access hatch, but as I said, this was simply a personal whim and doesn't reflect much of a departure from the kit. Pine blocks which have been previously glued to bulkheads #3 are now drilled for the wing pivots, which are made by bending the wire spars over at right angles, inserting through the pine blocks, and securing with wheel collars on the underside. The wheel collars are not supplied. Or, for non-folding wings, simply epoxy the spars in! I chose to fold mine manually to facilitate storage and also to see how the roach looks in a non-flight mode. Also, I made a slight change in the wing structure. Rather than use a coat-hanger wire spar (not supplied), I substituted $\frac{1}{4}$ " music wire (special ordered from Australia). It was felt that this would be desirable since I planned to use a K&B 40 pumper rather than the recommended .09-.25 engines. Because of our high Texas winds, we find a little extra power is needed to get better penetration. I also substituted a $\frac{1}{4}$ " ply firewall for the recommended 1/16" ply (not supplied). Final finishing consists of painting the "body" with styro or epoxy paint and then mounting the head parts, engine, and legs. These are epoxied into holes drilled into the side rails. Since I had used a balsa body, I simply finished it off with fiberglass cloth, resin, and black Superpoxy!

Finally the big day arrived! Normally I am rather calm about test flights, but this one was different -- emotional attachment, you know! The weight had come out at 5 Lbs. 12 oz.....well within specs....for a wingloading of 49 oz/ft². This was OK; however, the roach has to be hand-launched (unless wheels are fitted on the bottom) and this could be rather tricky! Fortunately, one of the club members played baseball in college and has kept his arm in shape. Well, on the first few tries, the bug snap rolled instantly into the tall grass. Finally, by relocating the CG about $4\frac{1}{2}$ " further forward than the instructions noted, we achieved a successful flight. What a sight!! Except for considerable directional instability the bug looked for all the world like some holdover from one of the current "Jaws" type movies! Directional control was later attained by adding a transparent plastic fin of about 70 sq.in. to the rear end. Later, we called Insecta Products and they agreed that the CG should be further forward. It seems that the prototype had not been flown when the first production run of 121,235 kits was made....the instructions have been corrected on later runs. They had originally used the CG location of a real roach and assumed that the higher wing loading of the model would be offset by its higher Reynolds Numbers. As to the fin, they felt it was not needed since a real roach is rather erratic in flight; besides, it would cost some scale judging points. We agree, of course, since they certainly should know their own product!

All in all, I can truthfully say that this has been one of the most "fun" models I have ever built! I would highly recommend the roach kit to anyone who can handle a Kadet or similar trainer. Don't be scared by the seemingly high wing loading -- it really doesn't matter if you have enough power. Right now I am going to build another bug, but this time with servo operated wings. Also if the leg holes were bushed with tubing so the legs could rotate, an MRC Sherman tank drive unit could move them by levers. Imagine folding the wings after landing and then crawling back to the pit! Of course the mouth parts would be mechanized also to chomp on the competition! I figure that these changes would put the WL at about 67 oz/ft², thus requiring a .60 for competition or relaxed Sunday flying. Now, if I can only figure out a way for it to "lay" a styrofoam egg case as a scale operation.....!!!



**TYPICAL
EXCELLENT RESPONSE
TO ROACH KIT BY
STAND-OFF SCALE
JUDGE**