

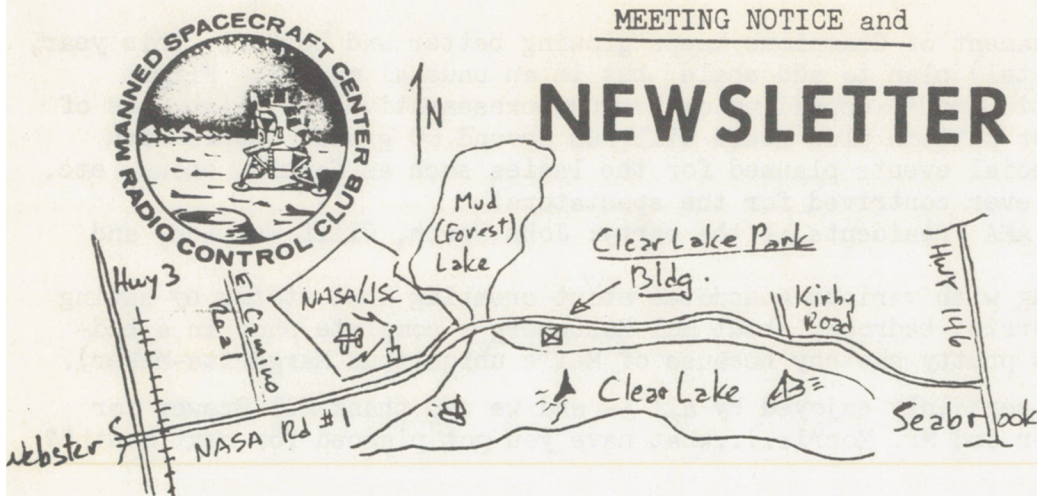
NEWSLETTER

DATE: Thursday, Feb. 10, 1977

TIME: 8:00 - 10:00 P.M.

PLACE: Clear Lake Park Bldg.
(see map)

PROGRAM: Charles Danley will
talk about R/C pattern contest



MODEL OF THE MONTH - Things have been looking up for the past couple of meetings. Three airplanes were brought in for the December meeting. January entries consisted of a Platt T-28 by Jim Blick, an Andrews Trainermaster from Tom McPherson, a Lanier Rebel biplane by Don White, a Quarter Midget from Tommy Giertz, and a pair of QT trainers by Bruce Wood. The T-28 won! Please, everybody, bring them in! We like to look at them.

HEY, KID! CAN
WE ENTER THE
FAI SPEED TRIALS
IN MARCH?



NAA! LARS ISN'T
PLANNING AN EVENT
FOR US
ORNITHOPTERS!

THE HIA BASH - Those of you who have read your newspaper the past few weeks (or came to the last club meeting) know that the Hobby Industry Association (HIA) held its 40th Hobby Industry Trade Show for some 7500 hobby retailers and wholesalers at the Albert Thomas Convention Center during the week of Jan. 30. This was open to the general public, but the Houston downtown public library offered a two-week Parade of Hobbies in conjunction with the trade show. (John Kiker had the Orbiter/747 models there). Of course the AMA and the model airplane industry were represented at the show, so many old friends were in the Houston area. Many of them had never seen the Johnson Space Center, so Kiker coordinated tours for them with the help of Don White who works on the Orbiter Aeroflight Simulator. But enough of these mundane details!

The best part (for many of us) occurred on Sunday, Jan. 30, the opening day of the show. Mel Brewer, honcho of the new Monterey House on NASA 1, hosted a party for about 30 MSC/RCC members and guests. To start with, we were honored by the presence of Walt Schroder, publisher of MAN. AMA was represented by Johnny Clemens - Pres., John Worth - Exec. Director, Carl Maroney - Asst. Exec. Dir., Larry Bolich - Special Events Dir., and Velma Teubner. From the industry we had our old friends Doris & Bob Rich, Carl & Beth Goldberg, Cliff Weirick, and Lee Renaud. Continuing with club members (in the order they signed the "attendance roster"), we had Juliana & Gil Symons, Tom McPherson, Dorothy & J.W. Smith, Hal & Lisa & Terry Rosenberg, Pat & Dave Thomasson, Lars & Geneva Giertz, Beverly & Bert Striegler, Owen & Moree Morris, Mike Gaudiano, John Kiker, and Bunny & Tim Brown. Unfortunately, this reporter did not get the name of the most important person at the party -- Mel's lovely young lady-bartender who did a superb job of keeping Larry Bolich & John Worth (& this reporter) well supplied with Monterey House Margaritas!! (Hope that Larry didn't take his van back to the Rice Hotel via the Gulf of Mexico!)

After the food was put away...but the Margaritas were still flowing... we were treated to a series of speeches. Some details of particular interest were:

John Worth - The '77 Nats will be in the Riverside, Calif., area, mostly at March Field. Plenty of motels, dorms, etc., available. Tremendous enthusiasm out there since this is the first West Coast Nats in 10 years.

Walt Shroder - The Las Vegas Tournament of Champions keeps growing better and better. This year, he & Bill Bennett (CircusCircus Hotel) plan to add scale, but in an unusual manner. Flight scores will subtract from the static scores depending on how unrepresentative the flight was of the real aircraft! Prize money for pattern plus scale will run around 60 grand! Doris Rich pointed out that there will be special events planned for the ladies such as fashion shows, etc. It sounds like the very best deal ever contrived for the spectators!

Johnny Clemens - There were three AMA Presidents at the party: John Worth, Cliff Weirick, and himself!

John Kiker finished off the evening with various anecdotes about creating dust storms by sawing styrofoam (the 747 model) in O. Morris' bedroom, about Hal Rosenberg's complete shop in a bedroom, etc. (The reporting here is pretty sketchy because of Mel's ubiquitous Margarita-Maker).

As you can see, the gathering was certainly enjoyed by all -- and we can thank Mel Brewer for making it possible. Now, Mr. Kiker and Mr. Morris....what have you got planned for next month??



REALLY NOTABLE ACHIEVEMENTS - Every now and then, someone comes up with an idea of truly staggering proportions - then works like a dog to make it come true! The John Kiker - Owen Morris Boeing 747/Orbiter R/C project certainly is a good example. NASA's Hewitt Phillips (Langley Research Center, Va.) has also done this several times with items such as R/C rubber-powered models. Many of you probably saw pictures of his latest effort in the Jan. '77 Model Builder - a scale Douglas DC-8 sailplane! The model has a span of about 10' with a fuselage 10'3" long, 11" wide, and 12" deep. Phillips has proposed that there should be two classes of R/C scale sailplane contests: those that model full-scale sailplanes and those that model powered aircraft. The DC-8 was built to show what could be done in the latter category. Now J. Kiker has received a letter from him and a reprint from SAILPLANE, the Journal of the National Soaring Society.

Quoting at random from SAILPLANE with reference to a fun-fly held on a West Va. mountaintop: "The highlight of the two-day affair was provided by NASA's Hewitt Phillips and his magnificent DC-8 GLIDER!!! This ship is built of balsa and foam, and sports 14 sq. feet of wing area with a loading of 12 oz. per sq. foot. The fuselage is built in two sections which are joined together at the field with an almost invisible seam. Total set-up time approaches 45 minutes and is performed on a specially built cradle. Rudder, elevator and aileron controls do a great job. Phillips incorporated a dowel-rod handle in the forward section of the fuselage which is covered by a trap door when in flight. Launching is accomplished by holding the dowel with the left hand while the right hand grasps the trailing edge of the right wing. The transmitter is carried in a horizontal cradle which is supported by a neck strap allowing Phillips to handle the launch unassisted.....Many of us felt certain that this 10½ lb. plane would give the winch a hernia but the launch was spectacular and without incident except for the oh's and ah's that came from the spectators. Once off the tow, Phillips pushed out over the valley where the lift was tailor made for him and treated us to one of the most unforgettable sights ever seen at a sailplane event. The illusion is total and this is undoubtedly the most realistic model, in the air, that any of us have ever seen."

To this, Phillips' letter adds, "I gave you some statistics on the model but the most unbelievable is the root chord - 28". The model was made as simple as possible with rudder, ailerons, and stabilizer for control but without spoilers, flaps, or landing gear. The nacelles are dummies, with covers over their fronts to prevent the drag of internal airflow. The fuselage is made with balsa rings and stringers, with the space between the stringers filled in with ¼" thick styrofoam cut to contour with a hot wire. Likewise, the wing has spruce and balsa spars and a few ribs, with the contour formed from foam ranging from 3/8" thick at the root to 1/8" at the tip. The whole model is then covered with the light-weight heat-shrink film. I would have preferred to cover the model with sheet balsa, but the cost would have been prohibitive, at least to me. The nacelles are fiberglass and weigh 6 oz. apiece. They snap off in case of a hard landing.... I used the Eppler 387 airfoil, which is about 2" thick at the root. The scale airfoil would have been 3" thick. The structures dept. knows how to utilize spar depth! I thinned the tail airfoil also. Other wise the model is true scale."

J. W. Smith

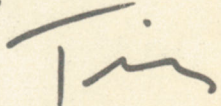
MSC/RCC MEETING MINUTES - February 10, 1977

The February meeting of the MSC/RCC was held at the Clear Lake Park building. President J. W. Smith called the meeting to order at 8:10 p.m.

1. Minutes of the January meeting were read by the President and accepted by the members.
2. Dave Hoffman gave the Treasurer's report which was accepted.
3. The Pres. asked how many members had flown the previous weekend and whether anyone had experienced any interference problems. None had.
4. Old Business:
 - A. Dave Hoffman noted that he had finally gotten a Class C license from the FCC after writing a letter explaining that he did not want the Class D that had originally been sent to him. This is apparently the only way that this situation can be rectified.
 - B. Tim Brown read an article in the NASA Roundup written by John Kiker which explained the interference from other hobby transmitters which has occurred too often. He asked all those owning transmitters to check with the club.
 - C. J. W. Smith announced that the AMA had provided Kiker with material on forming an Air Show Team. Those interested should call John.
 - D. Dave Hoffman announced that plastic badge holders were available again.
5. New Business:
 - A. Kerry Powell asked if we have a Builder of the Model Rule for the Model of the Month contest? (No). Jim Mathenia asked if a year-end trophy would be awarded? A discussion followed concerning the intent of MOTM, etc. No decisions.
 - B. D. Hoffman had borrowed a home-built battery tester from Kiker and told how he discovered a couple of bad cells with it. He then asked if there were enough members interested to make it a club construction project. When only 2 or 3 responded, the matter was dropped.
 - C. Tom McPherson announced a Texas City informal pattern contest for March 6. Also, a sanctioned contest in the summer. Several others have also been scheduled in the Houston area.
 - D. Lars Giertz discussed the FAI Speed Trials in March and asked for help.
6. MOTM: entries were Lars' speed model, a Honker Bipe from James Brazeale, a Free Spirit TD.051 flying wing from O. Morris, and a Formula I Toni from H. Duck. The Toni won.
7. Refreshments were provided by Robert Besch.
8. Program: O. Morris showed slides of the Dallas Trade Show which he and Hal Rosenberg attended and ran the NASA display booth. An AMA movie showing both models and real airplanes at the Rhinebeck WWI Jamboree was enjoyed by everyone.

The meeting was adjourned at 10:00 p.m.

Respectfully submitted,


Tim Brown, Secretary

