

NEWS LETTER

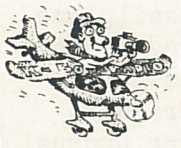
SIX MINUTE SOUFFLE

DATE: Thursday, Feb. 12, 1981
TIME: 7:30 - 10:00 P.M.
PLACE: Clear Lake Park Bldg.

PROGRAM: S. Gaudiano will tell everything there is to know about Ni-Cads!

it's FOR THE BIRDS

GET YOUR MESSAGE ACROSS



(from Dick Centnar - El Prez)

ENROLLMENT TIME IS HERE!

School time has arrived! The start of the "help us" seminars will begin at the Feb. 12 meeting. Schools being offered are:

- 1) Basic building which will encompass the choosing of a correct trainer, building and covering, installation of radio gear. This is headed up by Hal Rosenberg and Dave Thomasson (see Hal's write-up elsewhere).
- 2) Airframes and structures, which will try to explain the mysteries of stresses and load distribution. O. G. Morris, Prof-In-Charge.
- 3) Ground school, which will show you why the plane does the things we want it to do... (By God, Clyde, my plane can fly!)... the fundamentals of flight. J. Kiker officiates.
- 4) Basic aerobatics, which will describe how to properly do loops, rolls, snap-rolls, spins, ~~passes~~ stall turns, etc. T. McPherson, Boss.

A complete explanation of each class will be given at the meeting and sign-up sheets will be available for the members.



DAVE T. SHOWING YOU THE RIGHT WAY!

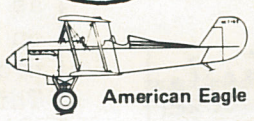
The program for the Feb. meeting will be S. Gaudiano with an informative talk on Ni-Cad batteries (physical needs, breeding habits, and propagation of, etc.)

The fuel is in. Price is \$7.50 per gallon. 15% nitro, synthetic lube. Sellers are: Hal Rosenberg, 333-3866; R. Centnar, 488-5489, and Dave Hoffman, 941-8485. Also, R. Centnar still has some 3/32x3x36" balsa at 50¢/sheet.

Incredible!

REMEMBER—THERE ARE LADIES PRESENT

外交关系的联合公报



IT TOPS 'STAR WARS'!

OF COURSE IT DOES! IT'S THE HELPER LIST, AND IF YOU CAN'T FIGURE OUT THE CODE, IT'S B = BUILDER AND F = FLYER.

J. Howard Allison	471-1485	B
J. Ashley	485-6039	BF
	work 485-2755	
T. Brown	333-3103	BF
J. Campo	488-7748	BF
R. Centnar	488-5489	BF
D. Fisher	474-4942	BF
S. Gaudiano	334-2186	B
C. Bergman	331-5732	B
J. Kiker	645-1886	BF
M. McNeely	488-5153	BF
M. Moore	488-2204	BF
O. Morris	334-1407	BF
C. Palermo (1/4 scale)	481-0089	B
H. Rosenberg	333-3866	BF
G. Ross (sailplanes)	991-2889	BF
G. Symons	334-1194	BF
H. Thomasson (sail. & power)	471-0642	BF
K. White	?	BF
D. Hoffman (sail. & power)	941-8485	BF
J. Farris (sailplanes)	?	BF

Get it together...

That's right...it's time to get it all together. In order to promote and encourage safety on the flying field and the flight line, the following procedure is proposed:

All club members shall pass a proficiency test consisting of (1) Take off; (2) Controlled flight with the ability to keep the aircraft upwind; (3) Land aircraft at a designated spot.

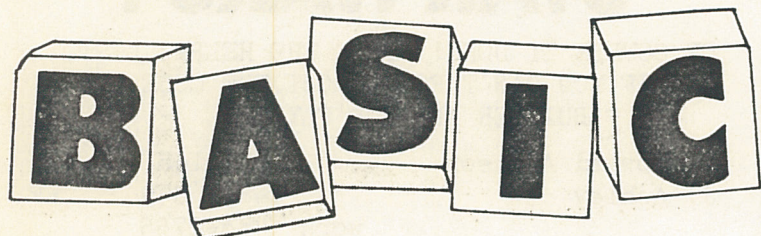
Once a club member has passed the proficiency test, his or her field badge will be marked as Pilot. Members who have not passed this test within a specified time and who attempt to fly unassisted will be subject to disciplinary action. REMEMBER, THIS IS FOR OUR (YOUR) OWN PROTECTION! We don't want an accident and we don't want you to crash or lose your plane way downwind. Get help when you fly until you are sure you can control the airplane. There are usually people out on the field who will be glad to help you. See the Helper List elsewhere in this issue.



HELLO! I'M YOUR FRIENDLY HELPER!

JUST LIKE MONEY IN THE BANK!!

Starting at the Feb. meeting, we will begin a quarterly drawing for a Tower Hobbies \$50 gift certificate! At each meeting, attending members will sign and deposit a raffle ticket. These will be collected for 3 months: then, the drawing will be held.....at the April meeting this time. You don't have to be present for to win, but this will be difficult if you don't have any tickets in the box. After each drawing, the stubs will be discarded and a new 3 months will be started.



R/C FABRICATION CLASS FOR BEGINNERS

On Wednesday, Feb. 18, 1981, at 7 PM; the first of a series of 6 to 8 classes will be held to help the "beginners" in our club to get some information on basic building techniques. For example, the installation of: engine, aerosurface hinges, control linkages, fuel tank, etc. Also to be addressed are things like the importance of CG location, alignment of wing and tail, application of MonoKote, glues to use, tools that are required, and anything else anyone may need help on.

The primary thrust of the class is to help the beginner who is about to start or is in the process of building an R/C trainer type plane ---

preferably a Bridi RCM 60 or a Goldberg Gentle Lady sailplane.

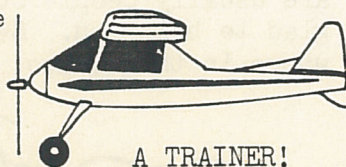
The classes will not be a lecture series but more of a "show how" type of instruction. The lead instructors for the class will be

Dave Thomasson (471-0642) and Hal Rosenberg (333 3866). The 1st meeting will be at Hal's house, 1434 San Sebastian, Nassau Bay. To get to Hal's house, turn off NASA 1 into Nassau Bay on Point Lookout Dr. across from the main NASA entrance gate you use to get to the flying field. Come down two stop signs: the 2nd is San Sebastian. Take a right and count to the 7th house on your left. If this isn't 1434, then go back to Conroe or wherever you live and start over again!

At this time it is not clear if a weekly or a bi-weekly meeting sequence would be better. We will probably start with a weekly one and see how it works out. A sign-up sheet will be available at the meeting, 2/12/81. If you sign-up bring plans, plane & problems (no dogs or cats, please) with you on Wed. Feb. 18th.

The only restriction we have to impose is the size of the class. Seems like a maximum of 8 will be necessary. If interest is high enough, the club will consider another class to catch the overflow, or maybe some other arrangement to help the beginners who were left out.

(Hal Rosenberg)



A TRAINER!

Fresh & New

...AS TOLD BY AN INNOCENT

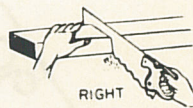
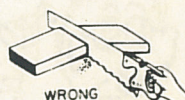
BYFLYER (Ed. Note:

you mean bystander, John???)

One of our famous young club flyers recently convinced his mother that she should learn to fly R/C sailplanes. Naturally, this was a goodwill adventure and would show his mother his skill as well as allow him more time on the flying field. The first problem was to get a sailplane. This was quickly solved by borrowing a Cirrus with a power pod from one of his friends. So far there is nothing unusual about this story. All things went well with Michael and his mother (Patti) during the first flying session. You know..."Mother, you are diving...give it some left -- no, right....you are climbing...give it down....."....and so on! The great first flying session ended successfully.

Then came the second trip to the field. Tim Brown was there to launch it for its first time up and all went well. Tim then left, so it was up to Patti to launch it if they were to fly again. With great encouragement saying, "Mother you can do it", the engine was started and Patti prepared for the launch. All went well until Patti raised up her head which then removed the left stabilizer from the Cirrus! With a great deal of piloting skill (and a darned good Cirrus), Mike completed the flight successfully. As you can see, some mothers really put their heads into learning how to fly....how about that Patti???

Flight training is now continuing with a repaired Cirrus, so fellows look out for this beautiful mother and her son flying sailplanes. If you ask her, she'll probably even launch your for you! Seriously, though, it is hoped that more mothers, wives, daughters, and girlfriends will come out and learn to fly. Keep up the good work, Patti!!!



SUCCESS!

Well, I think it's a success. Maybe this should be labelled as an Editorial so I will not appear to be speaking for all of you. Anyway, the young lady who answered the phone at AMA Hq. the other day told me that John Grigg had won the run-off election against Ear Witt! That makes me very happy. However, the District VI race featuring Witt's cohort Mr. Horrace Cain was won by Cain. I doubt if VP's can muddy-up things too much, though. In case you didn't know it, Ted White is our new District VIII VP. Ted is one of the best barn-stormer demonstration pilots around: he and buddy Dan Parsons flew their MB-5's at our scale "uncontest" two summers ago! Ted also gets mention in the scale columns because he has been known to fuss at the judges. They claim his MB-5 (which appears to be travelling at Mach 5) isn't exactly scale-like in flight! Welcome aboard, Ted!!

(Tim Brown)

