

NEWSLETTER

DON'T THROW IT AWAY

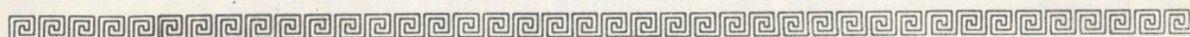
DATE: Thursday March 9, 1978

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

PLACE: Clear Lake Park Bldg.
(See Map)

PROGRAM: "THOSE MARVELOUS MINIA-
TURES" -- Every now and then,
something comes along that is
so well done that it is really
a crime to miss it! The title
is for a newly released AMA
movie that explains and covers

virtually all aspects of model airplanes, including RPV's, electrostatic autopilots, etc. It was shown at the recent HIAA Trade Show and Doris Rich told us there were many people in the audience who said that it was the first time they really understood what our hobby is all about. So, if your wife, girlfriend, mother, etc., has never figured-out how you can keep on building & crashing, then make sure they see this film! DON'T MISS IT!!!!



SMOOTH HOWLERS

That's what we heard about at the special Jan. 25th meeting held at the JSC Recreation Center. K&B-type howlers, to be more specific! John Brodbeck, Jr., who runs the operations part of K&B came to town for the Hobby Industries trade show....and he "volunteered" to be the program. In spite of a bad cold and sore throat, he managed to hang-in there for nearly 2 hours of talk. After giving us a quick history of K&B (such as when they manufactured molded styrofoam wig-heads), he was then bombarded with questions, opinions, etc. Some of the more interesting items were:

--No K&B .61 Schneurle yet. The prototypes keep breaking con-rods. Now researching materials.
--When shutting down for the day, always unplug the fuel line and let the engine run dry when it is hot. If cold, then restart and run it up to temperature first. Otherwise, the methanol won't cook out. It attracts moisture and this causes rust.

--When using an electric starter, just hit the engine in brief spurts. Turning it over for long periods will just flood the crankcase. If there is fuel and air above the piston and the plug is hot, then it has got to start!

--The better synthetic-oil fuels are better than castor oil. The flash point of the best synthetics is within 10° of castor. Don't peak-out lean -- keep it slightly rich on the ground since it will lean out some in the air. This richer setting costs 8 to 10% power at most.

--K&B can't keep boat engines in stock. They are bought up immediately! Very big demand for them at the moment.

--Perry carbs and pumps used by K&B are serviced by Perry. When a pump goes bad, K&B simply replaces it. Also, there is a ball check-valve in the carb used on pumpers. This can cause trouble for inverted operation. Take it out-- K&B doesn't think it's needed anyway.

--J. B., Jr., never breaks in an engine on the ground. He flies it and uses a fairly rich needle setting...but it will still break into 2-cycle when the prop is loaded like on the up-side of a loop. Also, regardless of various "theories", he always balances props carefully! Always inspect even new props for cracks, odd looking grain patterns, etc. K&B occasionally has props "explode" in its test room.

As you can see, it was a very interesting meeting for all. We certainly thank John for his patience and fortitude.



...tunes a 12-8 at
25,000 on 25%
nitro...



Getting Down To Business



Here is part of a note that was received from Mike Gaudiano. It points up a very important aspect of our field operations. This should be thoroughly understood by everyone.

"I think the attached letter has a paragraph that is worthy of being included in the club Newsletter. It contains a fact of life which modelers tend to ignore far too often. To minimize any possible confusion, I have underlined the key points:

SPECIAL NOTES ABOUT LIABILITY PROTECTION: AMA's liability coverage (but not the accident insurance) is in "excess" to other insurance; such as Homeowner's. This means that AMA's liability protection applies only if there is no other coverage or if any other coverage is insufficient to meet a claim. This feature holds the cost of AMA dues down -- it would be much higher otherwise. In the case of property damage claims (not personal injury), there is a deductible amount which must be paid first by the AMA member before the AMA insurance will apply. In 1977 the amount was \$250, and this is expected to continue until March 1, 1978. After that date the amount may be expected to continue, when AMA's liability protection coverage is renewed. It should be realized that even with these provisions, the AMA coverage is a real bargain -- it has paid hundreds of claims over the years, involving thousands of dollars."

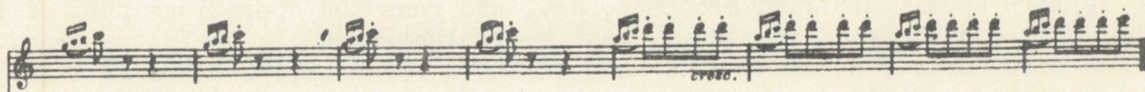
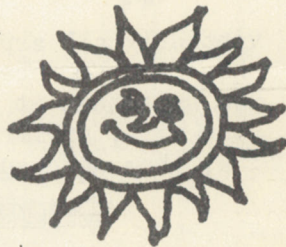


PRESIDENT'S COMMENTS

Enclosed you'll find the rules for the first two club-only fun-flyers! These events were put together by Peter and John Campo to give everybody an equal chance to win. There's no great amount of flying skill required beyond takeoffs and landings required for either event (...but sometimes that's too much - Ed.), and the luck of the draw plays an important part in the Poker Hand. Unlimited verbal coaching is OK in these two events. Flyers will be called on to help run the events also, so be prepared to assist when asked. Now the important part -- you!! The Club is putting on these events to bring out the sport flyers that form the backbone of our group. The idea isn't so much who wins as it is whether or not we had a good turnout and had fun flying together! (Try counting Coors cans - Ed.) If only the Saturday morning regulars show up, then we've missed the boat. We need to see lots of new (at the field) faces. On thing you've gotta admit -- the price is right!!!

GOOD WEATHER, LARGE CROWDS, COURTESY, SELF-PROTECTION, & THE FREQUENCY TREE!!

The weekend of Feb. 25-26 offered the first opportunity in many a moon to enjoy flying in good weather. As a result, quite a few club members took advantage of the situation! This is a round-about way to lead into a "lecture", as you may have guessed. We may tend to become a little careless after the long winter layoff with only an occasional uncrowded flight session. For your own protection as well as others, PLEASE keep reminding yourself about using the frequency tree. Then, when you have the proper pin and turn on your TX, listen for that saddest of all sounds, "I've been hit!" and be ready to turn off instantly. If everyone really tries to adopt this procedure, maybe we'll save a few models this season -- and, after all, only one would make it worthwhile....especially if it's yours!

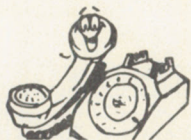


KOW MANOO !!

Yes indeed, the Monterey House had a copious supply of it on Jan. 29th when AMA Prez Johnny Clemens honored us with one of his "short" speeches! Of course we are talking about the 2nd First Annual Unequivocally Rowdy Party (URP!) for some of the industry & AMA visitors who came to Houston for the Hobby Industries Assoc. Trade Show. Once again, Mel Brewer did his usual superb job as host, so naturally the supply of food & Margaritas was endless! Mel and the M-H staff simply out-did themselves to insure that everyone was kept happy. After everyone had eaten, Tom McPherson called for around-the-room introductions since there were about 50 people present. In addition to those pictured, the guest-list included Earl Witt, Doris Rich, John Brodbeck Sr., Mike Higgins, Oley Olson, Dan Lieberman, Velma Teubner, Roger Christie, as well as a few whom I missed! Oh yes, the one who identifies himself as "Pina Colada" is really Larry Bolich (AMA) who kept on calling for his sister "Margarita"!! Then the speeches began. AMA's John Worth put the "official" stamp on Lake Charles as the site of the '78 Nats. He says a lot of people have decided that it wasn't such a bad place -- and this time they'll be able to use the facilities better. Then, as mentioned previously, ol' Johnny C. really piled it up for us! (...but really, he hides a lot of serious stuff in his hilarious routines). On to Walt Schroder (cold and all) who told us about the next CircusCircus/MAN Las Vegas Tournament. Only one event -- stand-off scale of any real airplane which has competed in aerobatic competition. Minimum areas of 800 in² for monos and 1000 for bipes, and they will fly a real-world type pattern. This means, of course, that practically all entries will have to be new designs developed for this event. Frank Garcher of Midwest talked about getting young people interested through Delta Dart programs. Astronaut Joe Engle who recently flew the Approach and Landing phase of the Shuttle Orbiter Program noted the large number of pilots and engineers who have started out as model builders. He even brought in his 1st Ukie model -- an old Goldberg "Nifty" biplane, which delighted Carl! And then there were comments from many of the others, too, but by then your Rambling Reporter was into the 4th pile of green slush -- thank you, Mel -- and didn't take very good notes! Sorry to have slighted you, folks!! So, as you can see, the URP was a rousing success again this year. Several of the guests say it is one of the most relaxing and fun events they attend all year. So, thanks again to Mel Brewer & the M-H staff who worked so hard to make it a success! We really did appreciate it.



(EPILOGUE: a couple of weeks after the party, the club received a thank-you note from J. Clemens. At this point we learned that his voracious verbosity is matched by his limitless lettering! The note was 19 feet long, but only 2½" wide -- which probably indicates that he is really quite narrow-minded, or possibly that he has a one-track mind!)



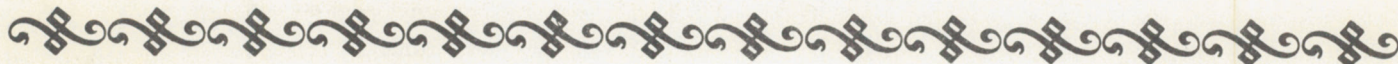
ONE RINGY DINGY, TWO RINGY DINGY

een having communications problems lately????
eeded to call your ol' buddy at 3 A.M. for to
orrow some 1/8" square or a bottle of cyano-
crylate, but just haven't had his number?????
ell, your troubles are over! As you have may-
e already noticed (unless you are asleep), a
omplete MSC/RCC telephone directory is includ-
d with this edition at no extra cost! **WARNING:**
SE OF THIS LIST TO CALL OTHER MEMBERS' WIVES
AY BE HAZARDOUS TO YOUR HEALTH!

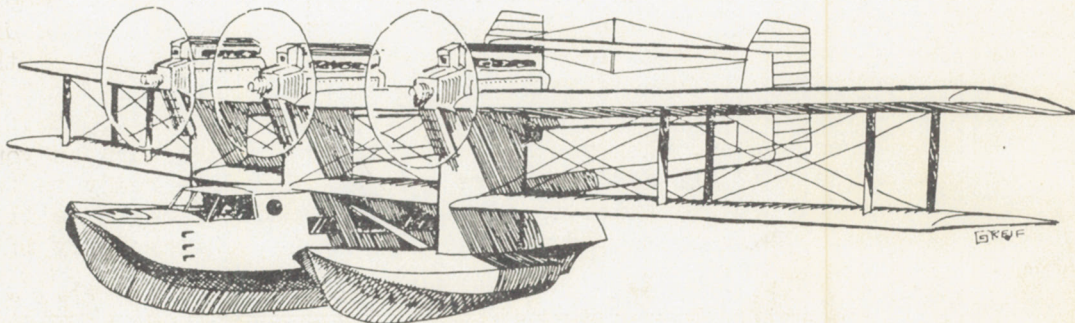


ANNOUNCING

On April 15,
Clear Lake
Models will
sponsor an R/C car booth from 10 a.m.
to 5 p.m. at the CLC Town Fair to be
held at the CL Recreation Center. Cars
will be operated on 27 MHz at less than
100 mw TX output. At the distance invol-
ved & the low power radiated, no problems are
expected on the club flying field - if anyone
still flies on 27 - however, CL Models wanted
everyone to know what they are doing & also to
extend an invitation to anyone who may want to
see the cars perform!!



ALE!! Attention, Palermo,
rris, Blick, and all you
ale fans. As a special
rvice, your Newsletter has
und an excellent subject for
ur next project. This is the
rd-Sud Deutschland Flugze-
werke, Uberwasser (Overwater)
esel. Sort of the Nordic
usin to the Hall XP2H-1
vy flying boat.



(CUT ALONG DOTTED - it's really dashed - LINES USING APPROPRIATE TOOL)

MSC/RCC 1978 TELEPHONE LIST

| | | | |
|----------------------|----------|------------------------|----------|
| ADAM, CHARLES | 488-4921 | HENRY, BERNARD | 488-6981 |
| ANDERSON, JOE R. | 486-1485 | HOFFMAN, DAVE | 941-8485 |
| ARMSTRONG, GARY A. | 481-5137 | HOLDER, HELMUT | 465-0577 |
| ARROW, BERNARD | 333-2949 | JARED, LOUIS A. | 474-4780 |
| BARTOS, DONALD | 487-0814 | KIKER, JOHN W. | 645-1886 |
| BESCH, ROBERT | 944-7295 | KLOTZ JR., DELL | 481-6366 |
| BLACKSHEAR, LAWRENCE | 946-8312 | LAICH, WALTER | 444-3665 |
| BLICK, JAMES | 488-5145 | LEQUIEU, CHARLES M. | 474-2179 |
| BOGIA, III, JAMES T. | 474-4013 | LINDLY, RONALD | 481-6983 |
| BORY, JAMES R. | 488-0438 | LODEN, HAL | 488-2273 |
| BREWER, MEL | 944-1889 | MATHENIA, JAMES | 488-4349 |
| BROWN, GERALD | 477-0377 | MCKAY, ROBERT | 643-7706 |
| BROWN, TIM | 333-3103 | MCLANE III, JAMES C. | 488-0312 |
| BUTLER, JEFF | 474-3323 | MCNEELY, M. L. | 488-5153 |
| CAMPO, JOHN A. | 488-7748 | MCPHERSON, THOMAS M. | 334-2906 |
| CAMPO, PETER A. | 488-7748 | MILLER, EARL | 534-4984 |
| CAVANAUGH, CLAUDE E. | 332-3436 | MOORE, MIKE | 488-2204 |
| CENTNAR, RICHARD D. | 488-5489 | MORRIS, OWEN G. | 334-1407 |
| COOPER, JOHN | 443-9764 | NYE, MILES | 482-0497 |
| CRAWFORD, WAYNE | 488-7507 | NYLUND, JR., JOHN E. | 488-5650 |
| DABNEY, OSCAR | 481-4292 | PALERMO, CHARLES | 481-0089 |
| DAVENPORT, MARK | 471-5975 | PATON, CRAIG | 644-0315 |
| DRINNEN, ROY E. | 481-0754 | POWELL, KERRY G. | 481-8892 |
| DUCK, HARVEY | 488-7493 | PRYOR, STEVE | 488-5170 |
| DUNEHEW, JOHN | 488-1972 | RAINS, JAMES | 473-0943 |
| DUPAQUIER, ED | 723-1629 | ROBERTSON, R. D. (DICK | 474-2397 |
| DUPAQUIER, TONY | 723-1629 | RODDY, DICK | 481-4205 |
| EDGECOMB, JACK F. | 944-2851 | ROSENBERG, HAROLD | 333-3866 |
| ENGEL, RICHARD L. | 944-6426 | ROSS, GENE | 991-2889 |
| FOXWORTHY, M. LEE | 481-6340 | SMERZ, DENNIS R. | 482-9431 |
| GALLE, EDWARD M. | 482-6454 | SMITH, ERIC W. | 334-5000 |
| GALLE, GARY L. | 482-6454 | SMITH, J. W. | 334-3429 |
| GAUDIANO, SAVERIO | 334-2186 | SNIPES, DAVID | 488-1290 |
| GIERTZ, LARS | 723-6463 | STONE, RANDY | 488-1437 |
| GIERTZ, TOMMY | 723-6463 | STRIEGLER, BERT | 729-5652 |
| GILLILAN, CHARLES | 675-6976 | SYMONS, GILBERT | 471-2491 |
| GONZALEZ, FRANK | 488-1947 | TEMPLE, JIMMY | 946-1924 |
| GOSE, JAMES B. | 334-2608 | THOMAS, KEITH | 488-4007 |
| GOSE JR., JAMES M. | 334-2608 | THOMASSON, H. D. | 471-0642 |
| GRAHAM, RON A. | 481-0883 | TUCKER, KEN | 488-4233 |
| HANNING, KENNETH | 643-3510 | WHITE, DON | 488-1024 |
| HARGROVE, PHILIP | 864-1542 | WILLIAMS, MARVIN F. | 559-2697 |

MARCH MSC/RCC FUN FLY CONTEST

SATURDAY MARCH 11, 1978

REGISTRATION: 8:30 a.m. (no fee)

FLYING WILL BEGIN PROMPTLY AT 9:30 a.m.

SITE: MSC/RCC FIELD BEHIND BUILDING 14

EVENT: CLIMB AND GLIDE

- Target time 4 minutes (240 seconds) total.
(Total time is sum of time from 3 attempts.
Any take-off will be considered an attempt.)
- Time starts when wheels leave ground and ends
when plane touches ground or disappears from
sight.
- 20 second climb. Then engine must be killed.
If engine does not stop (checked by applying
full throttle after 5 seconds), flight scores
20, and counts as an attempt. 20 second climb
is counted toward target time.
- One flight flyoff will determine ties.
- One point per second awarded for time up to 240
seconds total. One point per second penalty for
each second over 240 seconds. Timer will reveal
elapsed time during an attempt on request only.
- Points awarded for first through last place
according to number of entrants and results.
These points are accumulated toward year-end
trophies.

PJC
1/24/78

APRIL MSC/RCC FUN FLY CONTEST

SATURDAY APRIL 15, 1978

REGISTRATION: 8:30 A.M. (No fee)

FLYING WILL BEGIN PROMPTLY AT 9:30 A.M.

SITE: MSC/RCC FIELD BEHIND BUILDING 14

EVENT: POKER HAND

- Take off into wind. Fly around and over landing pattern area once. Land on second pass, or touch and go for next flight. The point at which your plane first touches the ground will determine your card value (except as noted below). A no touch down on the second pass will count as a flight.
- Three flights will determine your first three cards when touch down is in the marked off landing card pattern. The remaining two cards will be drawn from a deck of cards. Any flight not touching down on the landing pattern will require drawing an additional card from the card deck to make up your poker hand (everyone gets five cards). Some beginners may be drawing all 5 cards, but they must make the required 3 flights.
- The joker is a wild card and may be used as any card value. There are no suits and therefore flushes will not count. Hand values in decending order are: 5 of a kind, 4 of a kind, full house, straight, 3 of a kind, pairs (plus highest card for identical pairs), highest card. One flight fly-offs will determine ties. Points will be awarded for 1st thru last place according to the number of contestants and results. Points are accumulated toward the year end trophies.

| | | | | |
|----|---|-------|---|----|
| | J | Q | J | |
| 10 | K | A | K | 10 |
| Q | A | Joker | A | Q |
| 10 | K | A | K | 10 |
| | J | Q | J | |

Landing Pattern

Anywhere outside the landing pattern area calls for a card draw from the card deck.

