



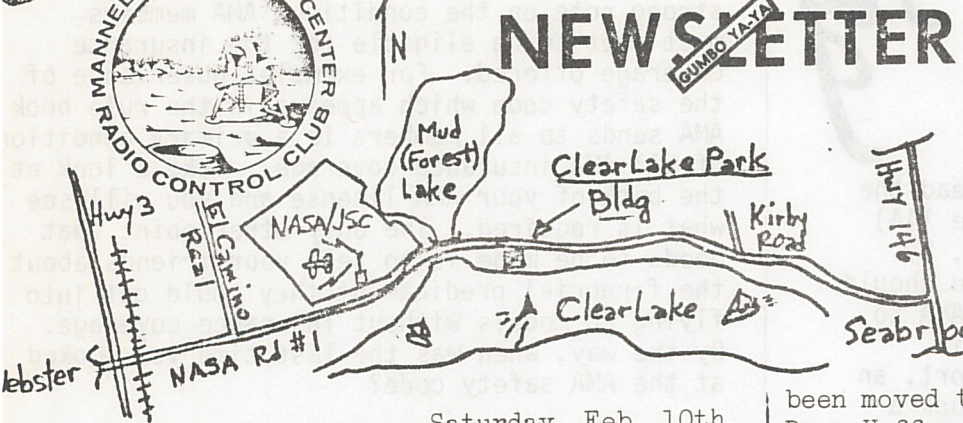
NEWSLETTER

DATE: THURS. MARCH 8, 1979

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

PLACE: Clear Lake Park Bldg.
(see map)PROGRAM: Mike Gaudiano will talk
about integrated circuit stuff!

外交关系的联合公报



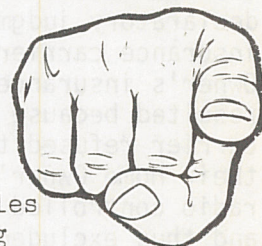
Saturday, Feb. 10th, was the kick-off day for the 1979 Fun Fly Series. As promised, Sat. dawned calm and dry and warm (well, two out of three's not bad)! Just how cold was it you ask? Well, Gary Galle was overheard complaining that his thumbs

been moved to May since weather conditions and Dave Hoffman should be better then. Therefore, you will note (if you bothered to look) that the enclosed rules for the May Poker Hand contest show it will be really flown on April 14th. If you are not confused enough by this time, then call Lee Foxworthy!!! He's the Boss!!!!!!!)

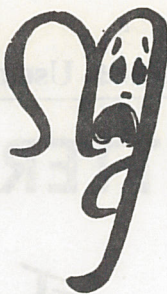


Know The Score!

NOTICE: NASA working hours officially end at 5:00 P.M., Monday through Friday (unless it's a holiday). Our Field Rules say we should not be out flying until after working hours but they don't specify the actual time. Please observe the 5:00 P.M. rule so no one gets in a snit about our being out there too early. (Has anyone ever heard of a "snit" before? See how much you learn by reading the Newsletter??)



LOOK OUT BELOW..



Here's hoping that all of you have read the recent (March 1979) RCM article (page 144) on "RC Flying and the Law," part VII, by Arthur J. Sabin. If you haven't, you should. Also, it would seem prudent for the AMA to seek permission to reprint it in their magazine. To make a "long" story short, an RC model "went out of control and struck a woman spectator at a swimming meet some distance from the flying site. Severe injuries resulted and, as is appropriate, the pilot reported the incident to his Home Owner's insurance carrier as well as AMA headquarters. Out of this incident developed two law suits. The first was what we call a declaratory judgment action between the AMA insurance carrier and the pilot's Home Owner's insurance carrier. This litigation resulted because the pilot's insurance carrier refused to accept liability under their Home Owner's policy on the basis that a radio controlled airplane is an "aircraft" and thus excluded from coverage under the Home Owner's policy.

After extensive work by both insurance companies, the trial court ruled in favor of the Home Owner's carrier, agreeing that a radio controlled model is an "aircraft" within the meaning of the exclusion from coverage in the policy issued to the R/C pilot. It would appear that this is the first such determination by a court on this question in our country.

The AMA carrier then appealed this decision to an Appellate Court in Pennsylvania, again rearguing the issues of law on the question of defining an aircraft. Once again, to the surprise (and chagrin!) of the AMA carrier, the court agreed with the trial court, affirming the decision in favor of the Home Owner's carrier. An appeal was then taken to the Supreme Court of Pennsylvania, but the petition for review by the highest court of Pennsylvania was denied, leaving the trial and appellate court's ruling untouched.

This raises some interesting and important questions. First off, will insurance companies throughout the United States (who get regular reports on matters of this sort) take the position that R/C airplanes are aircraft and thus excluded from their coverage?"

There is much more significant information in the article, so please read it and be thankful for the AMA insurance coverage we AMA members have. The article essentially closes with a strong note on the conditions AMA members must meet to be eligible for the insurance coverage offered. For example, observance of the safety code which appears in the rule book AMA sends to all members is a primary condition of all AMA insurance coverage. Take a look at the back of your AMA license and you will see what is required. The only other point that needs to be made is to tell your friends about the financial predicament they could get into flying RC models without insurance coverage. By the way, when was the last time you looked at the AMA safety code?

HOW CAREFUL ARE YOU?



Last month's program, by Ralph Copenhaver (Houston RCC), on the care and feeding of RC systems provided the club members with a very informative presentation, and question and answer period. Not only was the source of the RC system problems addressed but a lot of interest was expressed on specifics, such as the durability and/or repair frequency of different RC systems. It was also noted that the cost of upgrading a 2 or 3 channel rig to 4 channels was not practical due to the extensive time and effort required to make the modifications. Ralph emphasized the effects of vibration on the flight pack elements and the need to isolate the batteries, as well as the radio and servos, from vibration. In general, there was a lot more discussion of good common sense maintenance and other RC practices that we should follow to reduce the rekitting of our planes.

As some of us may remember, sometime last year Bert Striegler (Houston RCC) gave a similar but different talk on the care of RC equipment and what vibration can do to servos, connectors, etc. The club members who heard Bert's and Ralph's talk were certainly fortunate to get the benefit of many years of experience--from RC flying and the repair of RC systems. The MSC RC extends an appreciative thank you to both Ralph and Bert for sharing their experience with us.

MAY MSC/RCC FUN FLY CONTEST

SATURDAY APRIL 14, 1979
REGISTRATION: 8:30 A.M.
FLYING WILL BEGIN PROMPTLY AT 9:30 A.M.
SITE: MSC/RCC FIELD
EVENT: POKER HAND

- Object is to draw the best poker hand. Up to three cards will be drawn by landing on the landing pattern, and at least two cards will be drawn from the card deck.
- Take off into the wind. Fly around and over the landing pattern once. On the second pass, land or touch and go for the next flight. Each pass after the take-off and fly-by counts as a flight even if the plane does not touch down.
- Each contestant will make three attempts to draw cards from the landing pattern.
- The point at which your main landing gear first touches the ground will determine your card value.
- Each contestant will draw at least two cards from the card deck plus one card for each flight attempted which did not result in a touch down in the landing pattern. A contestant must make at least one attempt to be entitled to draw from the card deck.
- The joker is wild and may be used as any card value. Hand values in descending order are: 5 of a kind, 4 of a kind, full house, straight, 3 of a kind, pair, high card.
- Ties will be determined by a one flight fly-off.
- Points will be awarded for first through last place according to the number of contestants and results. Points are accumulated toward the year end trophies.

