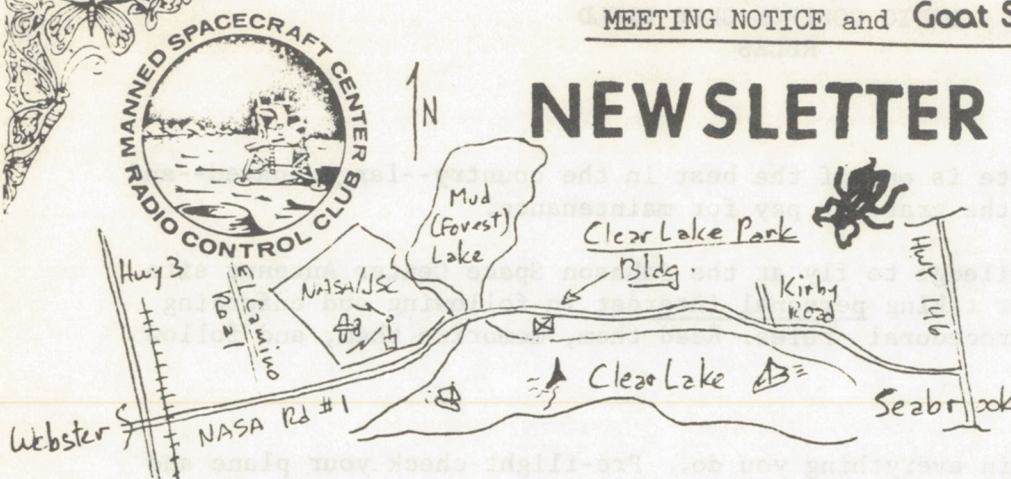


## MEETING NOTICE and Goat Scramble



# NEWSLETTER

DATE: Thurs. May 12, 1977

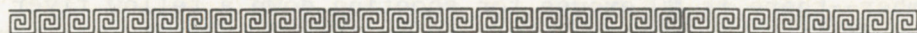
TIME: 8:00 - 10:00 P.M.

PLACE: Clear Lake Park Bldg.  
(see map)

PROGRAM: Probably a movie!!



**OPERATING RULES & PROCEDURES:** A copy of the current MSC/RCC Field Rules is enclosed for your enjoyment, edification, and enthusiastic excitement! Alas, however, rules are not a cure-all, for we still have some operational problems. Pilots will often walk out onto the flying area and stand in the landing path of other pilots, pit areas are set-up in the middle of the field, racers use the pit as a pylon, etc. Maybe a discussion of these problems in conjunction with a review of existing rules will help.....so please read them before the meeting and come prepared to argue!



**MOTM TROPHY:** There once was a time when the MSC/RCC had a very nice trophy for the Model of the Month contests. Apparently it has taken wing and flown away! Somebody someplace must know where it is. If so, please bring it back, whoever you are!



**APRIL MOTM:** At the April meeting, J. W. Smith brought in a Lanier Rebel biplane and Owen Morris showed his newly refurbished Royal B-25. The latter had been reduced to scrap last summer at our standoff and fun-fly contest. But it looks good now.. ..and it won the nonexistent trophy!

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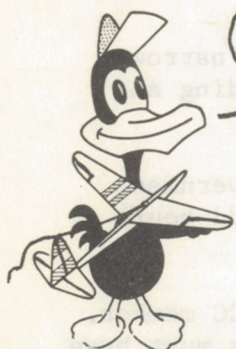
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**WANT TO ADD MORE EXCITEMENT TO YOUR FLYING?**



**THEN TRY ONE OF THE CONTESTS LISTED BELOW!**

May 14-15 HARKS: Pattern and Biplane.....	CD - G. Fowler, 4903 Palmetto
May 21st MSC/RCC: Soaring .....	CD - H. Rosenberg, 1434 San Sebastian
June 4-5 Texas City: Pattern .....	CD - A. Johncock, 2422 21st Ave.
June 25-26 MSC/RCC: Fun-Fly, Biplane, Sport Scale...	CD - O. Morris, 130 Driftwood



"...and I'm now working on my LSF Level V tasks..."

### ATTENTION ALL MEMBERS!

Don't forget the club sailplane contest to be held on Sat. May 21st! CD Hal Rosenberg wants good healthy club participation for this one. Dig out that old glider and get the radio checked out... ..after all, YOU may be the one who hits that wing-buster thermal!! But, if you cannot attend (sob!), please remember that the contest will be held at the usual "Back-40" location. Naturally the Antenna Range will be closed to flying on that day and signs will be posted there as a reminder.

BLEEP



**SAFARI (Final Chapter):** John Kiker had a call from the manufacturer of the Safari "just about ready to fly" airplane (from which J.W. Smith had managed to remove the empennage). He admitted that they had had one "explode" on them also. Wing failure. Anyway, they have cranked-in modifications and are now sure that it is OK. Those who had the earlier kits have been notified so that they can get some new parts to beef them up.



MANNED SPACECRAFT CENTER  
RADIO CONTROL CLUB FIELD  
RULES

Our club flying site is one of the best in the country--large, paved--and we do not have to mow the grass or pay for maintenance!

Retaining our privilege to fly at the Johnson Space Center Antenna site depends on every member taking personal interest in following and enforcing the field safety and procedural rules. Read them, memorize them, and follow them!

SAFETY RULES:

1. Safety first--in everything you do. Pre-flight check your plane and radio gear. Look out for fellow club members on the flight line. Be considerate of others. And most of all--THINK!
2. Do not turn on your transmitter unless you have obtained the proper color coded MSC/RCC frequency control clothespin from the frequency rack and have same clipped to your antenna. Return the pin to the frequency rack promptly after your flight is complete and your gear is turned off. Remember--there is NO excuse for shooting down a fellow flyer's plane with an interfering signal from your transmitter. Legally, you are liable for property damage to the other flyer's plane should you cause his plane to crash.
3. Do not fly over the pit or spectator area at any time. If possible, first flights on a new, untried plane should be made during off hours during the weekend when there are a minimum of spectators and/or club members present.
4. Take-offs and landings must be made away from the pit and spectator area.
5. Set up pit area at edge of paved field taking into consideration the wind direction.
6. All transmitter antennas must be equipped with the proper color coded frequency ribbons.

PROCEDURE RULES:

1. No cars are permitted on the antenna range. This includes the narrow paced strip out to the field. Park your car near the antenna building and walk to the flying site. This rule is a must.
2. Fly only after normal NASA working hours and on weekends or government holidays. Any time the antenna range is in use by NASA be it on odd hours or weekends--the field is CLOSED to R/C flying.
3. Flyers must be MSC/RCC members or guest accompanied by a MSC/RCC member. For liability protection and to meet NASA requirements, all flyers must have a current AMA license and a valid FCC license.
4. Keep the flying site and parking area clean. Pick up litter--yours and any other you might see--and get it off the site. Every member must do his part, even if we didn't have anything to do with creating the litter. Remember, club members will be blamed for any litter on the field. So--pick it up and take the litter home for proper disposal in your trash can.

RICHARD SMITH  
418 HICKORY RIDGE  
SEABROOK, TEXAS

77586

J. W. SMITH  
418 HICKORY RIDGE  
SEABROOK, TEXAS

77586



MSC/RCC MEETING MINUTES - May 12, 1977

add

The May meeting of the MSC/RCC was held in the Clear Lake Park Building. President J. W. Smith called the meeting to order at 8:10 PM.

1. Minutes of the April meeting were read by the Secretary and accepted by the members.
2. The Treasurer's report for April and May was presented and accepted by the membership.
3. OLD BUSINESS:

The president read a letter to him from John Kiker representing the Johnson Space Center. This letter stated a new operating procedure for the flying field to be implemented immediately: all racing aircraft will be flown between the towers on the field and essentially perpendicular to the concrete strip. Several statements and questions followed this presentation which J. W. Smith attempted to answer. Gil Symons then proposed that copies of the letter together with a clarification of the definition of a racing airplane should be mailed to each club member. The officers agreed that this would be implemented immediately.

4. NEW BUSINESS:

A. Hal Rosenberg discussed the May 21st glider contest. Some of the prizes donated by manufacturers and retail outlets will be raffled at the contest. He also clarified some of the rules.

B. An announcement was made about the Houston R/C contest on June 11-12.

C. Owen Morris discussed our upcoming contests on June 25-26.

D. Dave Hoffman announced that Club Charter stickers were available to put on individual AMA membership cards.

5. MOTM: There were four airplanes for the Model-of-the-Month contest:

\* Ed Dupaquier showed a VECO Cherokee Babe started  $3\frac{1}{2}$  years ago and finished 6 weeks ago. Also he had a Pilot Cessna 150 ARF which took about 1 hour to assemble with engine but without radio. Even the pushrods were already fabricated.

\* Tom McPherson showed a Taurus, or rather the 3d reincarnation of a Taurus. Parts of it came from a 1965 Taurus built for reed equipment. It crashed. J. Kiker combined some of the parts with others he had left over. Then later, McPherson rebuilt it again and painted it. Engine is a 1965 Merco 49.

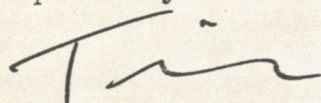
\* J.W. Smith brought a JETCO Eastwind glider which was designed for a small engine which retracted into the fuselage. He had put a hook on it for the upcoming contest and had no engine.

Judges Jim Blick, Mike Gaudiano, and Charlie Palermo awarded the just-returned trophy to McPherson for the Taurus.

6. REFRESHMENTS were provided by J. W. Smith.

7. The program was a movie titled "Universe" which was very spectacular. Hal Rosenberg announced that next month, a Conoco movie on the History of Aviation will be shown. This is the film that is used at the Smithsonian Air & Space Museum to provide orientation to visitors.

Respectfully submitted,

  
Tim Brown, Secretary



