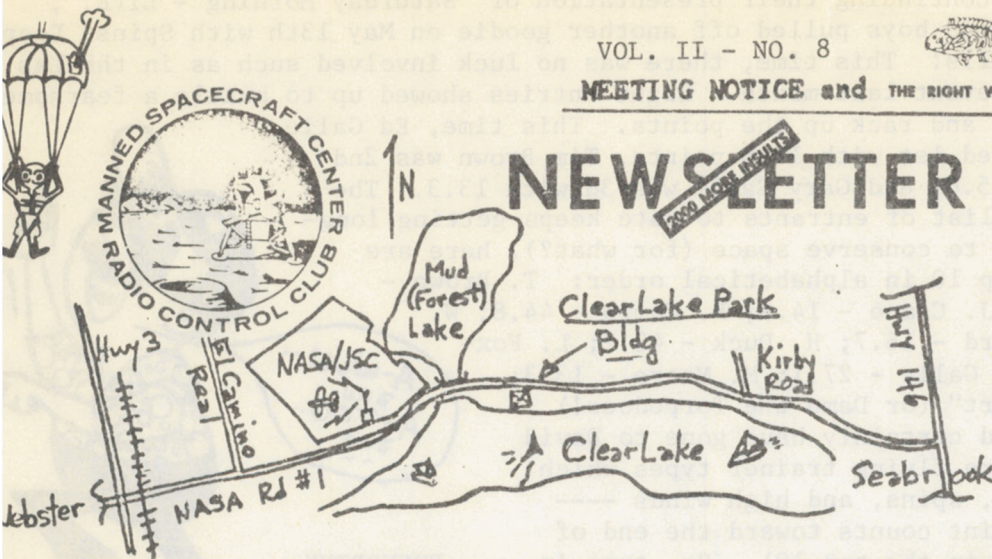


# NEW LETTER

DATE: Thurs. June 8, 1978

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

PLACE: Clear Lake Park Bldg.  
(see map)PROGRAM: Lars Giertz will tell all  
about engines - disassembly,  
repairs, tools, etc.

## IT'S A WINNER!

Right! On Saturday, May 20, 1978, the MSC/RCC Club held their Seventh Annual Soaring Contest. According to the comments received from both contestants and workers, everything was generally A-OK!! There was one issue raised by the Fire Marshall about our using bikes (on the grass) to chase tow lines, but this was expeditiously resolved by Gil Symons. Thanks again, Gil. The nicest and greatest thing about the contest was all the good help that we had. The club members (and wives) really were the ingredients that made it a pleasant and smooth running contest. Beginning with registration (handled by Pat Thomasson and Terri Rosenberg), and ending with clean up, we had lots of good help. Setting up the field and "registration" tent we had Don White, Owen Morris, Tim Brown, Lee Foxworthy, Tip Tindal, Ed Galle, Gary Galle, Pete Campo, John Dunelew, Dave Thomasson, and many others. The major contributor to keeping the contest moving were the tow line retrievers (Gary Galle and Jeff White, with part-time help from John Dunelew and Pete Campo) and the flight-line coordinator John Campo. Lee Foxworthy, backed up by Bernie Arrow, Pat T. and Terri R., did an exceptional job of keeping score and feeding the score sheets to the ready line. For landing judges (2 min. target event), we had Jim Mathenia and Tip Tindall absorbing all those "X%#\$\*&" looks! Timer duty was pulled by many of the above plus Harvey Duck and some contestants. On the winches, we had Ed Galle and Owen Morris keeping them in operating order and helping the contestants as they requested. Doing some of the leg work required to put the contest on, i.e., behind the scenes work, were guys like Tim Brown closing down our regular flying field, making direction signs, opening and checking out the rest rooms for snakes; Owen Morris taking a cross-town (45-50 miles) trip to borrow Paul King's tow winch and batteries; Gil Symons arranging for the trash cans and tables; and John Kiker getting the grass cut and coordinating with Security for permission to use the contest site.

There were 12 entries in the Task III - 2 minute Target Task. Aircraft types were numerous and included the Soarcraft Magnum 12, a flaperon equipped Maestro (hair-raising low altitude turns), Windrifiers, Olympic, Legionnaire 140, L'il T, and home-brew. The breeze was fairly light, but more important it did not change its direction drastically. Task II - 10 minute duration was flown in the afternoon by 8 entries. This moved along rapidly since there wasn't much lift around....only about 6 maxes posted!

With regard to the six trophy winners, it worked out super great! No one won more than one trophy, so the goodies really got spread around!! For the 2 min. Target event, first place was won by Bob deLeon (Houston), second by John Rimmer (Victoria), and third by John Walters (Houston). For the 10 min. Duration event, first place was taken by Jim Farris (Houston), second by David Rutledge (Victoria), and third by Waldemar Stevens (Houston). The Windrifter raffle prize was won by Jim Farris.

So, thanks again to each and every one for the help you provided in making it an enjoyable contest. (Hal Rosenberg)

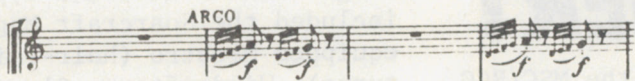


### TAKE A GLIDER TO LAUNCH





worthy - 17.9; E. Galle - 34.7; G. Galle - 27.1; M. Moore - 13.3; and D. Smerz - 15.8. If "Good Sport" (or Damn the Torpedoes!) awards were being given, they would certainly have gone to David Snipes and Lee Foxworthy. They were flying trainer types which were not too well suited for rolls, spins, and high winds ---- but they entered anyway! Every point counts toward the end of the year total. (Note that Lee is in the top 10). So, tune in next month for the DO-NUT DROP!! Better bring your own coffee!



#### SCAREY HAPPENINGS & GOOD ADVICE FROM THE WISE

##### OLD OWL.....

It seems that Tim Brown was out flying his "some-what modified" Sweet Stik (a truly wretched looking airplane!) a few Sundays ago when a funny thing happened...the vertical stab almost blew off! The relatively small 3/16" fin had been butt-glued onto the turtleneck and 3/8" triangular stock added

to each side ---all epoxied, of course. Unfortunately, however, the ~~idiot~~ builder had not removed the layer of 3 oz. fiberglass cloth which covered the balsa fuselage. it pulled the cloth cept for about a one kept the fin/rudder

though it could (and did) flop over on one side.

bird because there was just enough directional stab-one piece. MORAL: get good wood-to-wood contact and with glass cloth and epoxy! Airplanes fly funny when the tail is flapping around!

The second episode occurred when John Kiker was flying a New Era inverted. He had just set-up a large circle when suddenly the nose hatch came open. Fuel tank and batteries rapidly departed the scene! Of course there was no engine and no control, but the loss of nose weight kept the ta- down and the airplane continued on a flat inverted glide path until it smote the ground! Very lit- tle damage, considering everything. So, make sure those hatches are held on securely, because ai- planes also fly funny without engine and batteries....inverted!!!



When the fin broke loose, off of the fuselage ex- inch strip. It held and pretty well in line, al- This probably saved the ility to get it down in then reinforce the joint



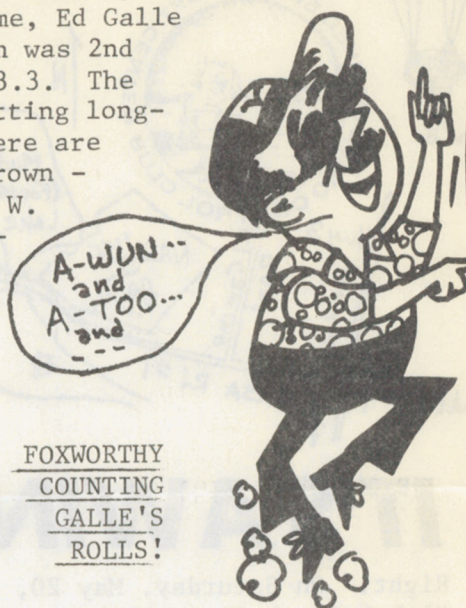
## Who Dares to Tell the Truth ?

....Our ace reporter has uncovered what may be- come a scandal of major proportions involving one of our highly respected long-time fliers! Several months ago a missing servo output arm screw resulted in a spectacular penetration of a Corvette rag top. During the past month, casual post-flight inspection of one of this same flyer's aircraft again revealed a missing servo output arm screw! The defense contended that the screw had obviously come loose during flight and "was somewhere in the fuselage". Subsequent relentless verbal probing produced neither the precise location of the screw nor an admission of its pre-flight omission. Rather, it produced a casual, somewhat dejected, remark of, "I guess I'll have to start carrying a few throw-down screws". The full significance of that remark escaped even this astute reporter until a week or so later. Subject flyer, after **Look! Down on the Ground!** a beauti- ful five or six minute flight, then contacted the hard surface with a famous Don Dewey design. (Ed.Note: if it's a Dewey design, it's got to be famous!) Quick inspection of the wreckage

showed that it did not contain a battery pack! A thorough search of every inch of the flight zone by six keen-eyed associates produced nothing. The flyer then returned to the pit area, walked back into the field, turned around twice and shouted, "Here it is!". There is growing suspicion that what we have here is a "Throw Down Battery Pack". If this can be proved, we can disregard the rumors of certain canine qual- ities recently attributed to this aircraft and acknowledge that it is capable of marvelous flights without any assistance from the flyer! (However, several observers did hear a mournful yelp just before impact.) An unverified report from a usually reliable source indicates that this flyer's car trunk contains enough spare parts for hurried assembly of a complete "Throw Down Aircraft"!!!



....THINK I'LL GO OUT AND FLY AGAIN THIS AFTERNOON!.....



FOXWORTHY  
COUNTING  
GALLE'S  
ROLLS!