

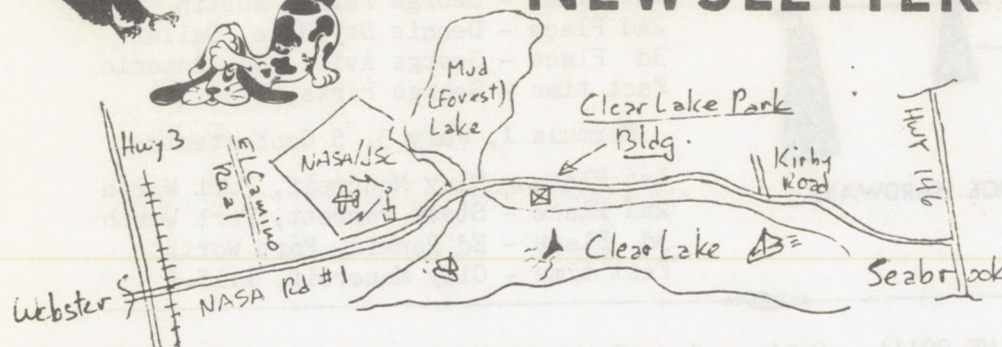


FRANTIC?
DISCOURAGED?
EXHAUSTED?
NO LUCK?
NEED HELP?

MSC-RCC

MEETING NOTICE and The World of Bad Taste

NEWSLETTER



DATE: Thurs. Aug. 11, 1977

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

PLACE: Clear Lake Park Bldg.
(see map)

PROGRAM: The X-15! A movie
about one of the most famous
research aircraft....

EXCITING!

"COOL-HAND" BLICK (by Charlie Palermo): During a recent flying session with my quarter-scale Great Lakes in the air, I asked Jim Blick to take the xmtr to explore the aerobatic capability of the model. He obliged and proceeded with his customary fine hand! The airplane seemed to be responding well; however, we both decided that a little extra airspeed would help to produce a more rounded-out loop. On the next pass, Jim put it in a dive and as he started to level out, the elevator control function failed! From this point on I witnessed a very fine demonstration of the use of throttle as an effective control function - indeed, as a substitute for elevator control. Jim controlled the rate of descent, flare-out and touchdown with the throttle. The model touched down in the grass about 30' out and proceeded to roll out right up and into the pit area, coming to a stop against a fellow club member's field box! Nothing damaged! Later on, the cause of the loss of elevator was found to be an opened clevis at the servo output arm. This should serve to illustrate the magnitude of the air loads that can be generated on control surfaces of the larger models. It also demonstrated to me that one doesn't necessarily have to have the xmtr in his hands to develop a case of white knuckles! My thanks and gratitude to Jim Blick.

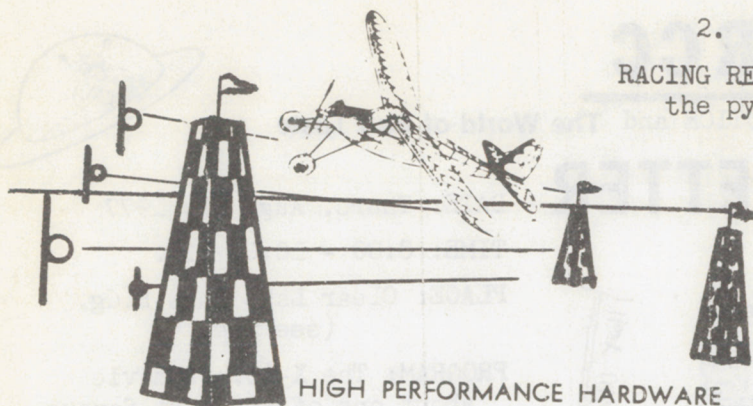


Did You Know ?

(By Saverio Gaudiano): What is your aircraft history I.Q.??? The mark of a good modeler is a knowledge of the history of full scale aircraft. See how many questions you can answer correctly! (Answers on other side)...

1. The most significant advancement in warplane design occurred during WWI when a young Dutchman discovered a method of firing a machine gun through a spinning propellor. He went on to design a number of famous aircraft for the Germans which carried his name. Who was he?
2. The triplane was one of the most successful of designs that were developed in WWI. Who invented and used the first triplane in combat?
3. Eddie Rickenbacker flew "SPADS" for the French as part of an all-American squadron. What was the name of the company from which the word "SPAD" came?
4. Glenn Curtiss designed the first mass-produced airplane (6000) for the U. S. Army. It was the JN-4D. What was the name given to it later by barnstorming pilots?
5. In 1934 Claude Ryan designed and manufactured a remarkable monoplane that had a fuselage skin of aluminum and still looks modern. It was the Ryan-ST. What does "ST" mean?
6. "WACO", pronounced WAY-co, is the name of a Texas town. "WACO", pronounced "WAH-co", is the name of an airplane series. What is the name of the company that originated the aircraft's name?
7. Charles Lindberg insisted the drag be reduced to an absolute minimum on the "Spirit of St. Louis". What material was used to smooth imperfections in the covering of the aircraft?
8. In 1925, Henry Ford hired three MIT grads to design the successful 4-AT "Tin Goose" tri-motor. One designer started his own aircraft company later and is still its head. Who is he?
9. In 1925, an aircraft company was founded to produce the Travelair biplane. Its three designers went on to head-up famous companies in their own right. Who were they?
10. C. G. Taylor designed and built one of the most popular sport aircraft ever made. The name given to the aircraft came from its largest stockholder who was an oil man. What is his name?

2.



HIGH PERFORMANCE HARDWARE

RACING REPORT (by J. W. Smith): Here are the results of the pylon races that MSC/RCC sponsored on July 2 & 3.

Quickie 500, July 2, 6 Contestants

- 1st Place - George Parks, Austin
- 2nd Place - Dennis Drysdale, Dallas
- 3d Place - George Avila, San Antonio
- Fast time - George Parks, 1:34.5

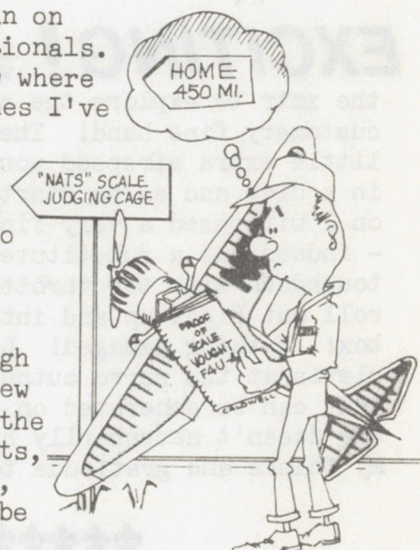
Formula I, July 3, 5 Contestants

- 1st Place - Clay Moncreif, Fort Worth
- 2nd Place - Steve Parrett, Fort Worth
- 3d Place - Ed Pankin, Fort Worth
- Fast time - Clay Moncreif, 1:15.2

IT'S OFF TO THE NATS WE GO!!! Quite a few of the club plan on hiking out to California pretty soon to attend the 1977 Nationals. If you don't see them at the Aug. meeting, then you'll know where they are! The names I've heard so far are:

- Gil Symons
- Dave Thomasson
- Charlie Palermo
- J. W. Smith
- Paul Claeys
- Lars Giertz
- Claude Cavanaugh

...and maybe a few more. Probably the wives, sweethearts, dogs, cats, kids, etc. will also be with them!!!



OH, WELL, THAT'S ONLY NINE INCHES ON THE SCALE MAP

...from Model Aviation

IS YOUR C.D. MATURING?

....well, he must be, seeing as how the next MSC/RCC contest on Sept 17 is called an "Old Timer" event! As usual, Owen Morris will be the Contest Director. Then, another FunFly on Sept. 18. Prez. J.W. says it will have some new events which he claims will not produce "instant destruction"so, be getting some birds fixed up for these two big days!!!



Terrifying Tales

....well, not too often, although Charlie's lead-in article this issue might qualify! We do get some good material, though, by means of the several club newsletter that we receive. They will generally be found on the table at the monthly meetings and are worth reading. Of course, some items may seem familiar since editors aren't above borrowing from each other, from magazines, and wherever else they can! (We are lucky this month with inputs from 3 different members!!) Occasionally, something in another newsletter will grab my attention and seem to beg for a rebuttal of some kind. For example, in a San Antonio area newsletter called the "Birdsheet" (I love that name!), the editor seems to have some sort of vendetta going against AMA Pres. Johnny Clemens. Apparently its' because Clemens doesn't have epoxy on his hands and doesn't fly much.... or something like that. In other words, he spends his time running around the country to trade shows, meeting people, and generally being a public relations man instead of being a "real modeler" like the rest of us. Seems to me that a PR man who understands modelling is just what AMA has to have in order to deal successfully with industry, press, various levels of government, military, and even us! And, after all, we did elect Johnny....you did vote in the last election, didn't you? I'll get off the soapbox with a quote from Ken Willard in his July RCM column: "All kidding aside, Johnny is the greatest ambassador for aeromodeling that the AMA ever had." 'Nuff said! I imagine that Ken Willard has epoxy on his hands occasionally...and his head out of the sand!

ANSWERS TO THE AIRCRAFT HISTORY QUIZ: 1. Anthony Fokker; 2. Tommy Sopwith (England); 3. The Societe Pour Aviation et ses Derivés; 4. "Jenny"; 5. Sport Trainer; 6. Weaver Aircraft Co.; 7. Model airplane cement; 8. James McDonnell (McDonnell-Douglas Aircraft Co.); 9. Walter Beech; Lloyd Stearman, Clyde Cessna; 10. William T. Piper.

J. Smith

MSC/RCC MEETING MINUTES - August 11, 1977

The August meeting of the MSC/RCC was called to order at 8:05 by V-P Hal Rosenberg.

1. Minutes of the July meeting were read by the Secretary and approved by the members.
2. Dave Hoffman presented the Treasurer's Report. This included all of the income from recent contests and puts the club about \$930 in the black.
3. Hal Rosenberg reviewed all of the Newletters, contest information, etc. which was available. Then each person introduced himself to the group.
4. OLD BUSINESS - None
5. NEW BUSINESS:

A. A discussion was held concerning the Sept. meeting. It had been proposed that we meet on the field after 5 PM, fly until 7, and then meet in the Monterey House lounge at 7:30. When tables or a room was available, the group would move into the dining area. Everyone liked the idea and Mel Brewer did not think that there would be any problems.

B. Owen Morris discussed the contest scheduled for Sept. 17-18: a Fun Fly on Saturday and an Old Timers on Sunday. The Fun Fly will have new events designed not to destroy the airplanes. Old Timer will probably be a format similar to Sailplane Catagory 2. Maybe like 15 minutes total for 3 flights.

C. Hal Rosenberg asked about the recent Houston R/C Sailplane Contest. Dick Roddy had entered and said that it was a good meet.

D. Dave Hoffman presented some information he received on a new line of epoxy and polyester products by Evercoat.

6. MOTM: two models were entered...

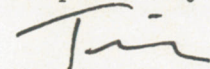
...Walt Laich showed a Bridi Kaos 40. Covered with silkspan, K&B Superpoxy, and K&B 40 engine.

...Owen Morris presented a Sig "Kwik-Bilt" P-51. A $\frac{1}{2}$ " balsa crutch holds all the equipment and anchors the fuselage plastic half-shells. D&R scale prop, Fox Eagle engine, Goldberg retracts, flaps, retract tail-wheel, D&B add-on plastic details, Perfect camouflage paint with matt Superpoxy over all. Featured Platt and handpainted British insignia.

...Kerry Powell also showed a fuselage made from foamcore artboard. This is polystyrene foam coavered with paper, glued with Titebond.

7. Program: this was changed from a movie to O. Morris' slides of the last contest and also the Smithsonian museum.
8. Refreshments were provided by Tom McPherson.

Respectfully submitted,



Tim Brown - Secretary

