



BOEING F4B-4

NEWSLETTER

IT'D LIKE TO SEE LIPS

DATE: Thurs. Aug. 9, 1979
TIME: Clear Lake Park Bldg.
PLACE: 7:30 - 10:00 P.M.
(see map)

PROGRAM: Mike Gaudiano has slides from a Goodyear blimp ride. Anyone else with slides we would like to see, please call Hal at 333-3866

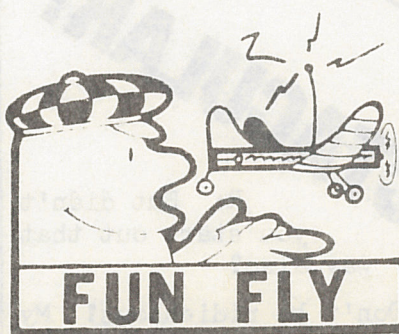
FLYING FIELD NOTES

On Tuesday, July 3, a Paint and Sweep detail repainted the existing lines and added the "Pilot Line". This is the line you are supposed to stand behind after take-off so you won't be in the way of another pilot. Participating in the work detail were Don Fisher, Dick Centnar, Tim Brown, Pat & Dave Thomasson, John & Pete Campo, Ernie Wood, Gil Symons, and Hal Rosenberg.



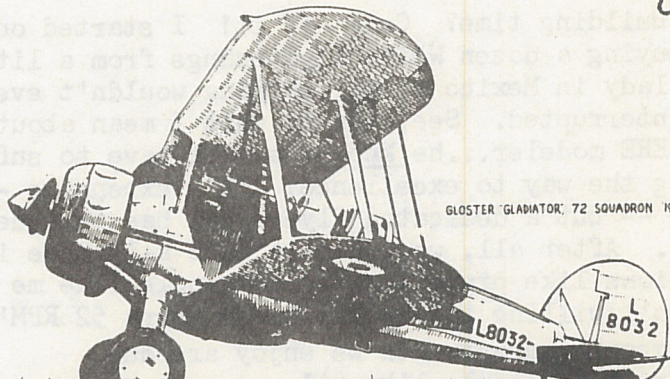
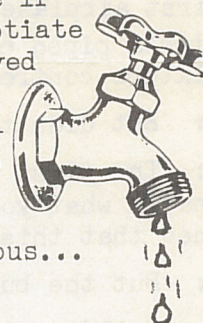
Needless to say, our field had been in pretty bad shape for the last three weeks due to the heavy rains almost daily. Please use caution when flying from the wet field as the normal separation between pit area and take-off and landing area is not possible. It is also expected that the Field Marshall badge be utilized to let everyone know who the current FM is. The implementation of this function was directed by the JSC club and is really something we all should participate in. It should help to remind everyone to pay attention to what's going on.



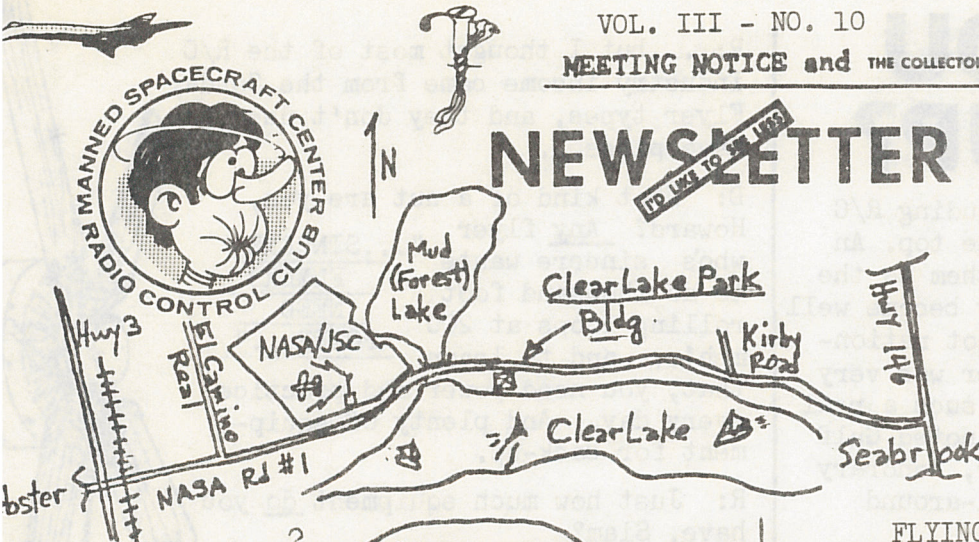


Somebody keeps forgetting to turn off the big faucet in the sky! The donut drop FunFly has now been delayed for three Sats. due to rather large pools covering the flying area. So, come on out on Aug. 4 and we will see if

Lee Foxworthy has been able to negotiate a dry field! BUT... if it is delayed again, then plan on doing both the donut drop and the limbo on Aug. 11 (or whatever Sat. dries out first). Of course, you don't have to fly in both events...in case operating on the deck (limbo) makes you nervous... but it is always fun to watch!!



GLOSTER 'GLADIATOR', 72 SQUADRON 1938



Prez's Corner

(Hal Rosenberg)

MEETING NOTES

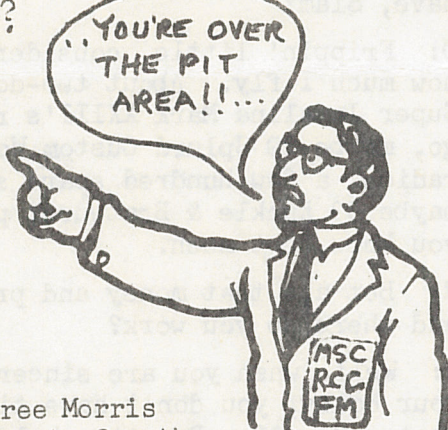
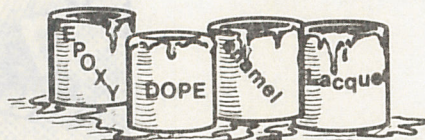
Thanks to Owen & Moree Morris for getting refreshments for the last meeting and also to Gil Symons for picking them up since Owen was out of town. We'd also like to thank Dick Centnar in advance for agreeing to take care of refreshments for the August meeting!

The July program was provided by Charlie Palermo and Tim Brown. Charlie gave a very descriptive and interesting talk on the construction aspects and finishing procedures for his $\frac{1}{4}$ -scale Fleet biplane, which has already flown and did so very beautifully! Tim talked

about the special installation and operational requirements of scale model retracts. It was unfortunate that time ran out on Tim because he wasn't able to address the installation and use of Hydraulocks, show the P-47 installation, and have a question & answer period. The part of the talk we

did hear was a real eye-opener with respect to the complex installation angles required to end up with a correct gear-down condition. It was a well-prepared presentation and would be worthwhile to have him give it again soon. A sincere thanks to Charlie & Tim for the time spent in preparing their talks and actively participating in a club activity.

Enclosed is a marked-up copy of the field diagram. Added to the diagram is an After 4 PM pit area "C" and guidelines for take-off and landing when using Pit Area "C". As soon as our field dries out, the lines will be painted as indicated. Pit areas A & B are to be used at all times prior to 4 PM when the sun is still pretty much overhead. Pit C should solve the later afternoon sun problem, but we must be more alert since other flyers and spectators will have to walk across the flying area to get to the pit.



HOW DO YOU MEASURE UP?

(Editor's note: in any activity, including R/C pattern flying, a few will rise to the top. An unquenchable desire to excel drives them to the point of perfection, and they quickly become well known in their geographical area if not nationally. This Newsletter's sports writer was very fortunate in being able to interview such a real leader: Mr. Porbeagle "Slam" Dunque, noted Gulf Coast competitor, demonstration flyer, honorary member of the Texas City RCC, and all-around nice guy!)

Reporter: Mr. Dunque, when and how did you get into RC flying as a sport/hobby?

Dunque: Well, Howard, it was summer 1978 when a friend invited me over to the Lake Charles Nats and I saw those hackers like Dave Brown, Danley, and Van Putte trying to go through the pattern.

R: ...and you felt you could do this also?

D: Well of course! In any sport, if you want to excel badly enough, then you will excel!

R: So that's your secret! There has to be this driving ambition to be the best.

D: Right! I really get disgusted these days with the number of insincere modelers who are crowding our flying fields and using up all of our frequencies.

R: Insincere....???

D: Sure -- how can anyone claim he's sincere when he shows up with one of these low-powered turkeys and just cruises around for 15 minutes at a time! It's disgusting..and it wastes the time of us dedicated pilots.



R: But didn't you start out that way also?

D: Don't be ridiculous! My first airplane was a White Lightning Mark VII with a piped 60, retracts, spoilers, flaps, and mixture control.

R: But didn't you crash? I mean, how long....

D: The first flight lasted about 5 seconds, if that's what you're driving at. But so what? I knew that this was the price I had to pay.

R: But the building time....

D: Building time? Come off it! I started out by buying a dozen White Lightenings from a little old lady in Mexico so my training wouldn't ever be interrupted. See, that's what I mean about a SINCERE modeler...he knows he will have to suffer along the way to excellence! It's expensive -- sure -- but a dedicated flyer just has to accept that. After all, we wouldn't have all these inventions like piped engines if people like me weren't willing to pay for those extra 52 RPM's. The great improvements we enjoy are due entirely to people like me!

R: ...but I thought most of the R/C industry income came from the Sunday Flyer types, and they don't need to have pipes...

D: What kind of a nut are you, Howard? Any flyer who's sincere wants "...SINCERE FLYERS to do thousand foot rolling loops at 200 mph!...and to learn NEED POWER..." that, you need power and practice every day. And plenty of equipment for back-up.

R: Just how much equipment do you have, Slam?

D: Frippin' little, considering how much I fly. About two-dozen Super Javalina Mark XXIII's ready to go, maybe 20 Splurd Custom Wonderbox radios, a few hundred spare servos, and maybe 33 Kunkle & Bratwurst piped 60's... you know, not much.

R: But all that money and practice time -- where and where do you work?

D: Well, when you are sincere and serious about your hobby, you don't have time for things like that. My wife, Donutta, holds down two -- maybe it's three -- jobs so we can make the payments. 'Course we're into Food Stamps, too...like everybody else. My Belchfire 500 with the trailer and 200 gallon auxiliary tanks that I travel around in is nearly paid for, so things aren't too bad -- but, as I said before, it's the principle of the thing. Excellence requires some sacrifices.

R: I see, I see...well, one more question for you, Slam: just how did you get that nickname?

D: Where you been, Howard? I picked it up after perfecting my Tournament of Champions demonstration maneuver which consists of flying through hoop at full throttle.

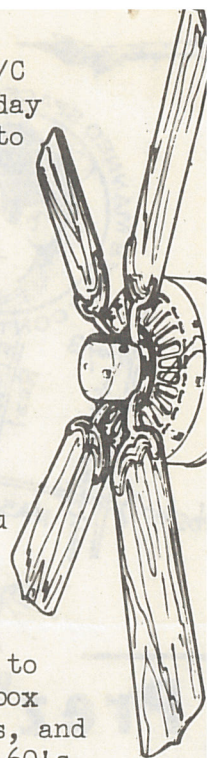
R: A hoop???

D: Yeah...a horizontal hoop bolted to a pole about 10 feet off the ground. I come straight down...

R: ...at full power? You can't pull out in 10'

D: You still don't understand, do you? Sincere modelers don't worry about things like that! I it has to be done, you do it and don't worry about....

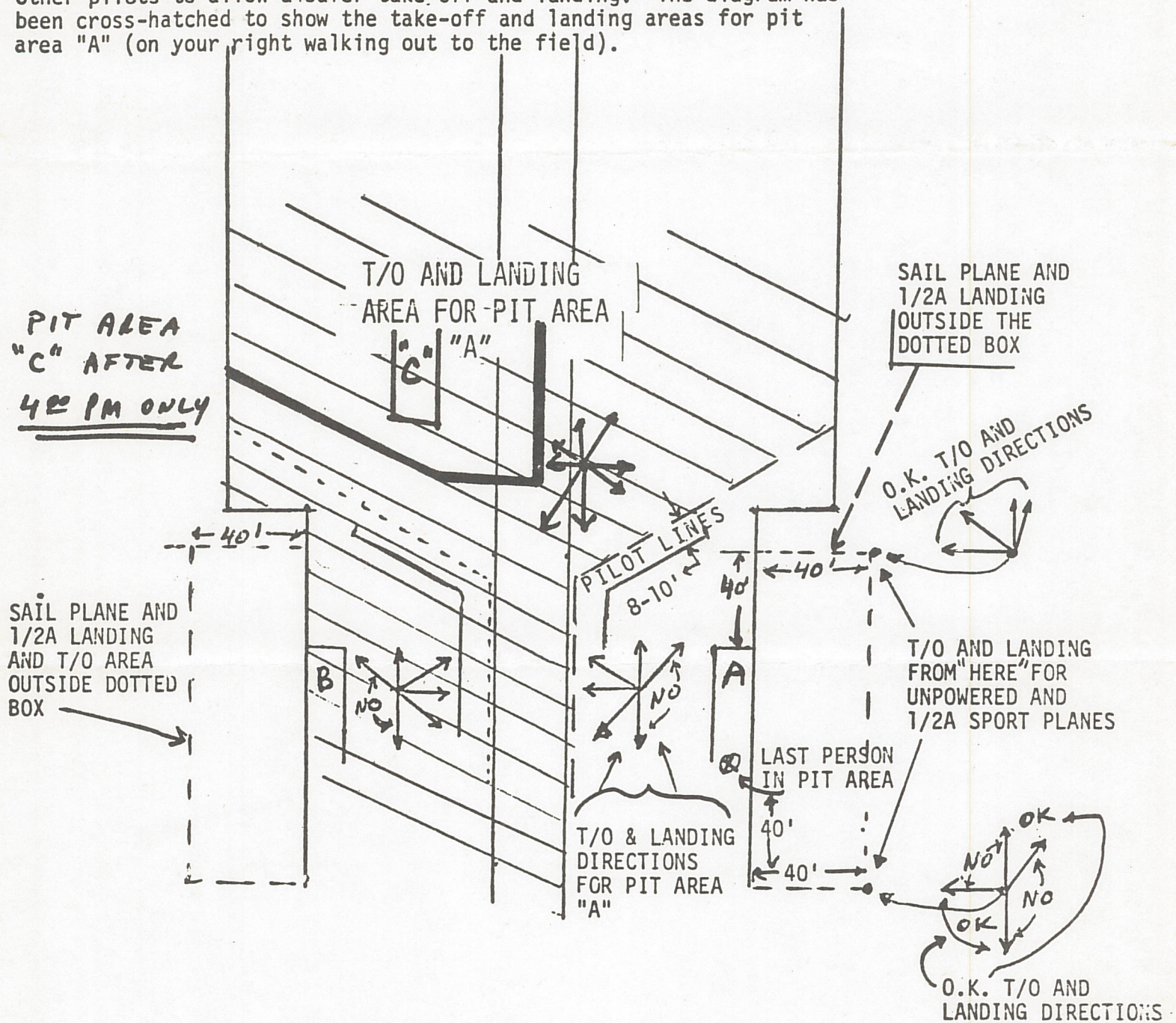
(Editor's note: due to lack of space, we had to end the interview here. But we certainly do appreciate Mr. Dunque giving us the opportunity to talk about the R/C hobby with a truly dedicated and sincere flyer.)



July
JUNE 1979
VERSION

JSC AND MSC RCC FLYING FIELD DIAGRAM (PIT, TAKE-OFF, AND LANDING AREAS)

We now have designated pit, take-off, and landing areas painted on the flying field. The pit selection on any day (or time) is based on take-off direction (i.e., wind direction). The diagram below indicates : which take-off directions apply to each pit area. A pilot line is also shown to allow a pilot to step out in front of the other pilots to allow a safer take-off and landing. The diagram has been cross-hatched to show the take-off and landing areas for pit area "A" (on your right walking out to the field).



SALE!

ENGINES: old, but all in excellent shape. All with throttles.

OS MAX 15, OS MAX 60, Supertigre 46, & Fox 59.

Take all four for \$100, or will negotiate! Bill McCarty 483-2131 (work)

