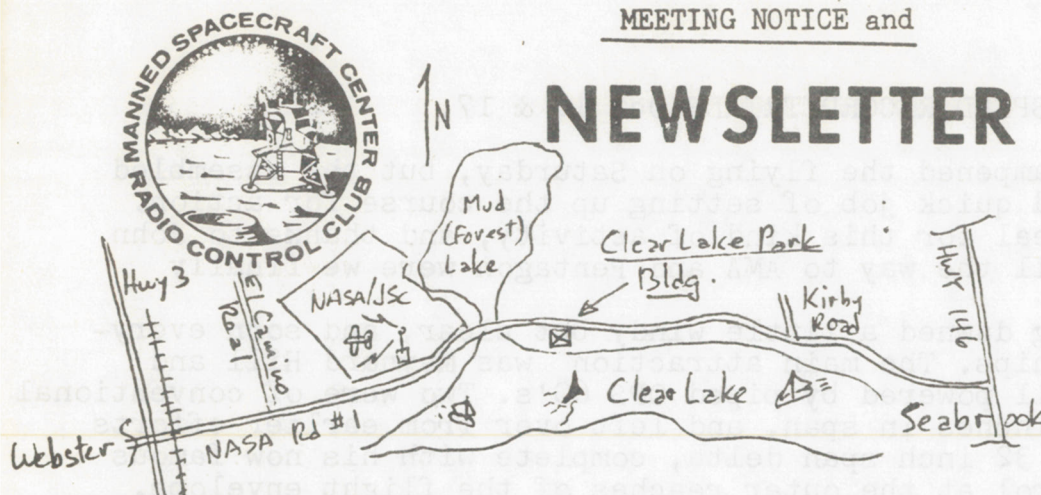


MEETING NOTICE and

# NEWSLETTER



DATE: Thursday, Nov. 11, 1976

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

PLACE: Clear Lake Park Bldg.  
(see map)

PROGRAM: THE AUCTION!!! starring Don White, Paul Claeys, a cache of thousands, much \$, many R, goodies & bargains (and possibly some junk?)!

APPLICATIONS & RENEWALS - in addition to this Newsletter, you have also been sent (1) an MSC/RCC club membership application, (2) an envelope addressed to Dave Hoffman, (3) an FCC license application. Hopefully by this time you will have received your individual AMA license renewal form. PLEASE do the following things immediately!

- \* Make out a check to AMA for your renewal.
- \* Make out a separate check to MSC/RCC for \$10 (\$5 for Juniors) to cover club dues.
- \* Fill out the club membership application.
- \* Send the two checks and the two renewal forms to Dave in the envelope. Please MAIL them: there isn't time at meetings for him to process everyone.

If you have already sent back your AMA renewal, then send Dave the club material. When you receive your 1977 AMA license, send him a photocopy. No 1977 club badges will be issued until Dave sees the license (or copy of it).

All members are requested to apply for their own private FCC license with the enclosed application form. It only costs \$4 for about 5 years --- a cheap way to stand up and be counted! The recent flap with the CB'ers over use of RC frequencies shows that we need as many as possible to be represented to the FCC.

OCTOBER 14, 1976, MEETING - as expected, this was certainly interesting and exciting. How could it be otherwise with Maynard Hill as guest and the club election to boot? The latter activity was completed in what must have been the shortest time in history. Results were:

- \* President - J. W. Smith    \* Vice-Pres. - Hal Rosenberg    \* Secretary - Tim Brown
- \* Treasurer - Dave Hoffman (who else?)

Maynard Hill and George Pickrell had come down from Maryland to participate in the speed tri held at Ellington AFB. In addition to airplanes, Maynard also brought along films and slide showing many years' effort with R/PV's and other large military and scientific machines. This also included descriptions of the electrostatic stabilization system which he developed. Unfortunately, we ran out of time before everyone was ready to go, but the 10pm building curfew got to us!!

THE AUCTION! - What could be more exciting for the next meeting?? The yearly MSC/RCC monstrosity will highlight the Nov. get-together. Don't forget to bring all of your goodies as well as a fat wallet so that you will be prepared when the golden voices of Don White and Paul Claeys persuade you to bid on someone's  $1\frac{1}{2}$ " = 1' scale LWF Model H "Owl".....

SCOUT CAMPOREE DEMONSTRATION - (Hal Rosenberg) - On Saturday, Oct. 23, 1976, at JSC, an R/C plane and helicopter demonstration was put on by MSC, JSC, and other R/C club members for the Boy Scouts who were camping here. According to feedback from some of the scout leaders, the event was very much appreciated by all. A big thanks to the following for their help in making it a success: J. W. Smith, Mike Gaudiano, John Kiker, Peter Campo, Kerry Powell, Jim Gos, Dave Church, Hal Rosenberg, Jim Mathenia, Dave and Pat Thomasson, Kirk Crest, Hugh Bittner, and Steve Davis.

FAREWELL, ART! - As you will notice in the Pylon Corner, Art Arro is leaving us soon. Of course the pylon flyers are fully aware of the tremendous amount of work he has done in that phase of R/C, but few of us probably realize just how many hours he has put in so that we could have a Newsletter! It is a major effort each month, especially when so few of us have submitted copy to him for the letter. Many thanks from all of us, Art, and good flying in the frozen North!!!.....



FAI WORLD SPEED RECORD TRIALS Oct 16 & 17.

Rain and wind dampened the flying on Saturday, but the assembled 8 AM crew did a great and quick job of setting up the course for action. The Ellington site is ideal for this kind of activity, and thanks to John Kikers endless efforts all the way to AMA and Pentagon were we finally allowed to fly.

Sunday morning dawned a little windy but clear, and soon everyone were testing their ships. The main attraction was Maynard Hill and his three speed ships, all powered by piped OPS 60's. Two were of conventional configuration, about 45 inches in span, and left over from earlier efforts in 1972. The third was a 32 inch span delta, complete with his now famous autopilot to aid in control at the outer reaches of the flight envelope. Maynard experienced some control surface reversal at high speed and soon had to put away the delta in favor of the more reliable ships. When the smoke cleared, he turned a fine average of 205mph, just 9 mph shy of the record. Meanwhile Art Arro raced on the scene with a just finished ship, painted red, white and blue and powered by a 6.5 K&B. Harvey Duck hand launched and off it went like shot. Apparent radio link failure set in almost immediately, and Arts magnificent effort joined the crowd as while the crows groaned. Not to be daunted, Art pulled out his Little Tony and turned several flights at just under 150mph, which should once and for all settle the discussion about how fast the F Ones are. Paul Claes brought up his fin Quickie, added some secret sauce and went a honking 120. My own efforts were almost stopped when a horn fatigued off the elevator on my original ship while testing the week before. By moving a sleeping bag out to the dog house I managed to cobble up a second plane in time, this one also OPS powered. Steel Nerve Charles Danley, my pilot, had allowed as to that he thought he could see a 40" span airplane OK, so the latest one was the smallest one out there. Troubles with a servo operated shut-off aborted several flights, and when we finally removed the culprit, I made the mistake of launching the starting dolly slightly cross-wind. The plane was dumped out of the dolly and the engine took a lick that jammed the crank through the back-plate. That terminated our efforts for the week-end. The helicopters in the mean-time were happily buzzing about. Helmut Holder got his chopper caught by a gust of wind that tossed his bird into his arm, resulting in a couple of nasty looking welts a damaged ship. Finally, however, Ernie calmly guided his bird through the traps at a sizzling 38mph and thus established a new world record.

The real heroes were the incredible number of workers that came to help and spectate. Bill Breazeale had spent months brooding over the timing system, and it worked flawlessly under his control. Jack Lipscombe took it on himself to set up a radio link between the altitude judge, timer and the flying line and Hal Rosenbloom, perennial clip board in hand, herded timer to and from with great enthusiasm and confidence. Bert Striegler and Owen Morris CD'ed with great calm. We thank you, gentlemen, it was a great show. Hill said he would be back next year, I'm working on two more ships right now. How about you? Call me...lets talk about it.

Lars Giertz 723 6463



Pylon Corner by Art Arro

MSCRCC Dist. 8 Reps: Art Arro, 2003 Mermaid Ln., Houston, TX 77062  
Paul M. CLAEYS, 2012 N. Williamsburg CT., League City, TX 77562.

There were two races in October to close out the '76 season. The first one was the Houston Area Pylon Racing Association (HAPRA) Championships hosted by the Texas City R/C Club on Oct. 10th. It was a "double" contest so to speak, with a standard District 8 500 Class event coupled with the HAPRA championships to those fliers who competed in the first season of Quickie racing in Houston, Texas. Four local clubs; the Alvin R/C Club, the Houston Area Radio Kontrol Society (HARKS), the Manned Space Craft Center R/C Club (MSCRCC), and the Texas City R/C Club (TCRCC) hosted a total of six races in 1976. All of the heat points in addition to any "worker" points were tallied for a seasonal championship. You can be sure that it was a hotly contested race with several pilots in contention for the seasonal trophies donated by the Monterey House Restaurants. Also an open rivalry between Dallas/ Ft. Worth and Houston prompted several out-of-town<sup>ers</sup> to compete in this race. All in all 24 entires battled it out on the pylon course in Texas City for the top honors in each event. Eight MSCRCC members flew with several more helping out in the "worker" department participated in the contest. The final score of the Dist. 8 500 Class event is shown below:

Place	Name	Club	Points	Plane/	Engine
1	George Parks	Austin R/C	20	Rebel R	K&B 40
2	Gale Helms	Ft. W. T-Birds	19	Haffast	K&B 40
3	Paul Claey's	MSCRCC	18	Slopoke	K&B 40
4	Art ARRO	MSCRCC	18	Quickie	K&B 40
5	Bryan Hughes	Space City RCC	15	HAFFAST	K&B 40

It was a fast and furious race with many pilots turning in their best heat times ever.

The HAPRA Seasonal Championship results are depicted below:

Place	Name	Club	Total Accumulated Heat/Worker Points
1	Paul Claey's	MSCRCC	102
2	Art Arro	MSCRCC	95
3	Mike Johncock	TCRCC	87
4	Harvey BUCK	MSCRCC	77
5	Dennis Drysdale	MSCRCC	75

FAST TIME George Parks Austin RCC Time of 1:31.

Thanks should be given to all the workers in all the clubs hosting races for without them there would be no racing at all. Special tribute in the form of a trophy was awarded to Lenny Magill of the MSCRCC. Lenny worked in every MSCRCC contest in addition to the Alvin and Texas City races. He also obtained and set-up a sound-powered communication system to keep everyone in touch on the course and help things run smoothly. And, most of all he volunteered this himself without asking. Everyone connected with racing in the local area should personally thank Lenny for his efforts.

The second District 8 race was held on October 31 in Mesquite, Texas and five MSCRCC members made the trip up. A total of 20 contestants competed for merchandise and cash prizes all donated by local hobby establishments in the Dallas/ Ft. Worth area. The race was hosted by the Richardson R/C Club who did an excellent job executing the contest. Five rounds plus flyoffs were flown and the results are posted below:

Place	Name	Club	Prize
1	Paul Claey's	MSCRCC	Kraft 7 Channel Radio
2	Dennis Drysdale	MSCRCC	Haffast kit + K&B 40 engine
3	Jerry Small	?	Haffast kit
4	Harvey Duck	MSCRCC	\$ 30.00 cash
5	Dwayne Brown	?	\$ 25.00 Gift Certificate



# Pylon Corner (Continued)

Place	Name	Club	Prize
6	? Angelo	?	\$ 20.00 csah

Art Arro and Claude Cavanaugh of the MSCRCC attended this contest also. We all congratulate Paul, Dennis, and Harvy who took home the lion's share of the winnings.

All of the District 8 proposals for next season's rules are in and should be sent out to the club representatives to be voted upon this month. Please contact Paul Claeys (332-2397) or myself at work (483-3697) to find out what is to be decided upon. Make your views known to us so we can cast our votes to represent the desires of the MSCRCC racing community. It is important because it will determine the type of plane and engine you fly in addition to the entire concept of 500 Class racing.

In closing this column I regretfully bid my farewells to the MSCRCC, the HAPRA, and the many fliers whom I have met in the past two years in Texas. It was very enjoyable. I have accepted another job back in "Yankee-land" and will be departing shortly. Since I dislike any goodbyes I just want to wish the best of everything to each and everyone of you. Fly safe and fast but above all fly left....

Art ARRO

Place	Name	Club	Prize
1	Paul Claeys	MSCRCC	
2	Art Arro	MSCRCC	
3	Mike Johnson	TORCC	
4	Harvey Duck	MSCRCC	
5	Dennis Drysdale	MSCRCC	
6	?	?	\$ 20.00 cash
7	?	?	\$ 25.00 Gift Certificate