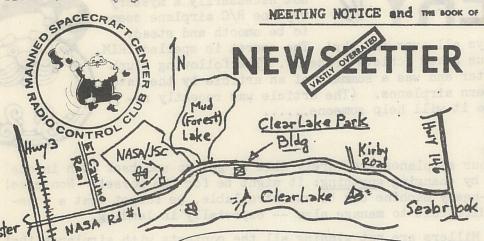
MEETING NOTICE and THE BOOK OF DUCK PIN BOWLIN



7% THK @ 35%

DATE: Thursday Dec. 13, 1979

TIME: 7:30 - 10:00 P.M.

PLACE: Clear Lake Park Bldg.

(you find it)

PROGRAM: "Hot-Wire" Kiker will demonstrate the art of foamwing destruction- cutting!!!



(by His Excellency, Dave Thomasson)

BAD NEWS, GOOD NEWS.....

Hey, guys and gals, no one told me it would be like this! I have received a complaint already. The Clear Lake Park management called and complained about our housekeeping on Auction Night. They said the floor was littered with butts and ashes, lights left on, and outside doors left open. We've got to do Detter! My house just isn't big enough to hold

all of us if we lose the use of park facilities.

Auction Night was a success, thanks to the efforts of our auctioneers Dick Morrison, Tom AcPherson, J. W. Smith, and Dick Centnar! All the paperwork was handled by Dave Hoffman, Martin, Dick Centnar, and Reggie Lewis. Thanks a lot for all this noble effort!!

"Moneybags" Hoffman reports a little in excess of \$200 was taken in as commissions for the Club treasury. Shows that there was a bunch of goodies which were sold off on that night!

Remember, the December FunFly contest is combat, so bring out your high performance type junkers (Ed.Note: no Messerschmitts or Focke-Wulfs allowed??) and give it a try. If you can't fly, at least come out and help pick up all the oieces!!!

There may soon be a presidential edict issued to expand the muffler rule to cover certain items other than airplanes: "Muffled tires are required on 'little red wagons' and plywood field carts now equipped with square iron tires which exhibit noise levels in excess of 120 decibels when rolling". (...only kidding, Gil S. & John K.!!!)

AND REPORTED BY THE SERVICE OF THE S



OVER-THE-SHOULDER WATER-BOMB DROP

The 10th round of the 1979 FunFly series occurred on a beautiful but gusty Nov. 10th with 7 entries showing up. For this event, a cup was attached to the plane

to carry a small water-filled balloon. Object was to do a half-loop and drop the balloon on target! Problem was that the balloons wanted to bounce out of the cups because of turbulent Three contestants never did have a successful attempt, so they were placed 5 thru 7th with a 1-shot spot landing trial! The top 3 winners were Gary Galle (with a best shot of 4 feet!!), Ed Galle, and Lee Foxworthy. In the overall FunFly scoring, this moved Lee into 4th place behind Gary, Ed, and Peter Campo.

Don't forget the last event is COMBAT and will be held on Sat. Dec. 15th!!!!

(Ed. Note: with great sadness we must tell you that Lee Foxworthy is departing to Kansas City on a permanent basis! Lee has consistantly been one of the worker types of MSC/RCC and has, as you know, been "Mr. FunFly" for 1979!! So thanks, Lee, for everything you have done for all of us.)

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BY-LAWS AMENDMENT

At the December meeting, the following amendment will be discussed and voted on. It is proposed that the following be added as "Article 3, Section 5" to the MSC/RCC By Laws.

> "The yearly dues requirement (Article 2, Section 3) shall be waived for elected officers (President, Vice-President, Secretary, Treasurer) and the Club Newsletter Editor for the year in which they serve."

For those who are unable to make the meeting but wish to vote, a ballot is provided. Please fill it out and give it to a friend to bring to the meeting.

MYSTERY

Well, no...maybe not. It's not necessarily a mystery why one R/C airplane seems to be smooth and steady.

The secret is spelled TRIM.

while another (yours??) is always all over the sky! The secret is spelled TRIM, and it's something too many of us never achieve properly. The following blurb appeared in the Oct.'76 Newsletter and was a summary of an article by the late Jim Kirkland on one of his pattern airplanes. (The article was recently reprinted in RCM, I think). Maybe it will help someone.....



Many of us are satisfied if our airplanes are barely able to get up and back down in one piece -- don't rock the boat by changing <u>anything</u>: it might be for the worse!! Nonsense! Although we know that a tail-heavy machine can be uncontrollable, we forget that a noseheavy aircraft can be quite difficult to manage also -- especially in landing.

It is obvious that the Rhett Millers are not winning all the contests with airplanes that require constant corrections just to keep on a straight line. Many hours and days are often spent on loop-tracking alone -- the ability to do both inside and outside loops without pulling off to one side. For the sport flyer, however, this sort of perfection may not seem necessary, but the ability to achieve <u>basic</u> flight trimming will certainly make things easier and more enjoyable.

The flight trimming procedures outlined below are stolen mostly from an article on the A-6 Intruder pattern airplane by the late Jim Kirkland. They are intended to produce a machine that is neutrally stable about the pitch and roll axes; that is, the flight attitude will remain in the condition that you leave it. If the plane gets into a dive, you must pull it out! This is really the easiest way to fly if you have completed "basic" training and no longer experience control reversals and "which way is it going?". The flat-bottom airfoil basic trainer, on the other hand, probably should have some positive pitch stability so that it can get itself out of trouble like a free-flight model (that is, if you get your paws off the sticks in time). Even so, it will still benefit from some trimming. An inexperienced pilot is not helped by a trainer that will fly straight under half-power but turns sharply when full throttle is commanded.

Before beginning flight trimming, it is essential that the airplane be "true" and that it balances where the plans indicate. Every effort should be made to remove warps before attempting to fly. The engine thrustline offsets and the angular difference between wing(s) and stab should be measured to make sure they agree with the plans. Control linkages should be tight with no slop. Pushrods should not be flexible and "whippy". Assuming that your creation meets these requirements and has been test-flown without being re-kitted, let's trim it out!!

BASIC TRIMMING

- 1. Trim for hands-off upright level flight with full power. Use aileron and elevator trim only.
- 2. Trim for inverted straight flight at full power using only some down-elevator to keep the nose up. If airplane wants to turn, use <u>rudder</u> to correct for it. If some rudder was needed, then re-trim ailerons (Step 1), then rudder (Step 2), etc, until model flies straight and level both upright and inverted with only some down elevator needed.

 Note: if a lot of down elevator was needed to maintain inverted attitude, check the CG location, decalage, and thrust settings. Nose-heaviness is the most logical culprit. Correct this condition and then repeat Steps 1 and 2.
- 3. Trim for glide. Fly by upright at full power. Cut power suddenly to full idle. Model should continue on a straight line with no sudden ballooning or diving tendencies. Nose should gradually drop as speed decreases, but only a slight bit of up elevator should be needed to maintain a constant speed and rate of sink in the glide:

(A) If ballooning or diving occurs, then an up or down thrust adjustment is needed.

(B) If a lot of up elevator is needed to maintain glide, then CG or incidence settings should be checked and corrected. If so, repeat Steps 1 and 2.

This completes the basic flight trimming, and it must be done properly before proceeding to "fine tuning". If any changes to decalage, thrust, or CG are made later, always go back and repeat Steps 1 and 2.

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	WRITE-IN	BALLOT	FOR	WAIVER	OF	CLUB	DUES	FOR	THE	OFFICERS	AND	NEWSLETTER	EDITOR	

It is proposed that Article 3, Section 5 of the By-Laws be changed to read:

"The yearly dues requirement (Article 2, Section 3) shall be waived for elected officers (President, Vice-President, Secretary, Treasurer) and the Club Newsletter Editor for the year in which they serve."

	FOR	AGAINST	
SIGNED:	For those who are unable to mail	AMA NO.:	DATE:

PLEASE GIVE BALLOT TO A FRIEND OR MAIL TO: DAVE THOMASSON, 10339 Antrim, La Porte, TX 77571.