

J. W.

MSC/RCC Meeting Minutes - June 9, 1977

The June meeting of the MSC/RCC was held in the Clear Lake Park Building. President J. W. Smith called the meeting to order at 8:05 p.m.

1. Minutes of the May meeting were read by the Vice President and accepted by the members present.
2. The Treasurer's report for May/June was presented and accepted by the membership.
3. OLD BUSINESS:

Dave Thomasson passed on some informative comments on the Pilot Cessna 150 ARF (Ed Dupaquier had one entered in May MOTM). Dave said a friend of his had collapsed three sets of wings on his Pilot Cessna 150 ARF. Considerable reenforcing was added each time but did not help much.

Hal Rosenberg gave the financial report on the MSC RCC Sixth Annual Soaring Contest. The Club went in the hole \$5.39. J. W. Smith noted it was a well run contest.

4. NEW BUSINESS:

Bert Striegler discussed the Houston RCC Contest scheduled for next weekend June 11-12, 1977, at the Roy E. Davis Memorial Field.

Owen Morris gave a report on the upcoming MSC RCC Contest scheduled for June 25-26, 1977. Paul Claeys is the Event Director for Saturday's fun fly events and Tom McPherson and J. W. Smith will be Event Directors for the Bi-plane Pattern activities on Sunday. Tim Brown is the Event Director for the Sports Scale Contest on Sunday. Owen discussed some of the contest particulars noting that a bi-plane barn storming event (no entry fee) will be conducted Sunday around lunch time. The raffle ticket sales are being managed by Lars Gertz; tickets are \$1 each with the prize of a Bridi Aero Shrike Commander with two K&B 40's.

Paul Claeys discussed the July 2-3 MSC RCC Contest. Saturday there will be a Quicky 500 racing and on Sunday a Formula-1 racing. Paul gave a brief discussion on the contests and asked if anyone wanted to help with the contest to give him their name.

A short discussion on how to get the FCC to send RC class C licenses, that is, exchange the class D's received when C's were requested, resulted in a consensus that it took some very strong language to get their attention.

Paul Claeys noted that anyone planning to enter the NATS had to get their application in ASAP. Paul also noted that he had at home a Sig Sky bolt (in excellent condition) for sale. The price was \$85.00.

Owen Morris asked if anyone had a van that could be used for contestant transportation. Charlie Palermo and Lars Gertz volunteered their vans and services.

5. MOTM:

Charlie Palermo had the body of his 1/4 scale Great Lakes and discussed the newly acquired chain saw engine and its installation. The motor has a magneto ignition system and burns regular gas (20:1 gas/oil mixture). Mike Guardiano asked if he had range tested it with the engine running; Charlie had not at the time of the meeting but did so soon after. No radio problems were encountered.

Lee Foxworthy discussed his Sig Cadet with an S.T. 35. He had four flights on it with Dave Hoffman helping him.

Dave Hoffman discussed his (pilot) Little John by World Engines. Dave said it had good flying characteristics and appears to be a stable, well built airplane.

Julana Symons discussed Gil's Scooter controlled by a two channel cox radio. The Scooter has had 60 flights to-date and is really fun to fly.

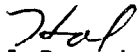
Dave Thomasson discussed his scratch built Wind Free. Wing covering was Monokote with fuselage satin kote finished Super poxy.

Judges Bert Striegler, Paul Claey's, and Ed Dupraquier awarded the trophy to Dave Thomasson for the Wind Free.

6. REFRESHMENTS were provided by Dave Thomasson.

7. The program for June was the Conoco movie on the History of Aviation. This movie was Conoco's gift to the bicentennial and is the introduction at the Smithsonian Aero Space Museum. Bert Striegler gave a short discussion on some of the significant achievements in aviation to-date, what you should be thinking about when viewing the film, and provided some interesting statistics on fuel consumption by today's airplanes (10 billion gallons in one year maps into 27-28 million gallons per day). Bert noted at today's rate of consumption (not including expected growth), we will be out of oil by the 1990-95 time period. In the next 20-40 years, we can expect to see some major changes in the field of transportation with new fuels that may not be as safe as today's fuels.

Respectively Submitted,


Hal Rosenberg
Vice President