



CONTACTS

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FARM and HOME
SAVINGS ASSOCIATION

87th at Blue Ridge
Kansas City, 38, Missouri

MEETING TIME FIRST WEDNESDAY OF EACH MONTH - 8:00PM
 PLACE

THIS MONTH MAY 1, 1968

President's Corner

Last month in this column we wrote about the rather good flying days in March. I guess we bragged too loudly, as the weekends of April all seem to be very windy. We all can hope for better conditions in May. Confident that we will have good weather sometime this year, I urge all of you to bring your families and friends out to the field. It's a great way to get the kids out, and the surprise unplanned picnics are always thoroughly enjoyable, and it gives the wives a chance to meet one another.

I have not been able to reach Dale Lemmons to find out how the club airplane is coming, but it should just about be ready. If you have some friends that are a little hesitant to start out in R/C the club plane might be just the thing to swing them over.

After the large appropriations of funds at the last meeting the club probably will gain in at least three ways. First, having an excellent field with no weeds coming through the gravel, secondly having an excellent new club decal, and lastly a contest raffle plane to rebuild the club's treasury.

Several members have mentioned having a contest (with unusual events) for ourselves. A committee for this contest will be appointed at the next meeting so mention to the committee members any ideas you might have.

Carl Lindsay is supplying the program this month. The volunteers are encouraging. How about a volunteer for the June meeting?????????

Ken Gottschall,
President

I was out at the field today--it was one of those April days that was really too cold and windy to enjoy yourself. But the middle of the afternoon Bill said the wind had stopped so we packed the car and went. The strip was deserted--the wind really hadn't died. We were there alone, but we were going to fly. Several cars showed up within five minutes. Nope, no flyers, spectators that always seem to know when flying will start.

Bill flew and complained about the wind--due west over the parking lot and really raw. Then I fueled up and sure enough it was windy. After that we stood at the fence and talked with the spectators. A man that has been away from the model airplane hobby for years, but decided last fall he would build a rig (he was a ham), and get back easy--possibly escapement. We discussed pros and cons, I recommended reeds over escapement and the usual discussion.

Then more fueling and Bill was in the air again. More discussions at the fence. I then fueled up and flew and we decided that was all as it was after 5. There had been several other spectators come and go, but one group had stayed. A man and woman and a boy, possibly 14 to 16 years old. While I was wiping off the plane the boy came over and asked if that was proportional. When I told him it was, he asked if he could see the control surfaces work. I said, sure. Bill had the transmitter so I called him back and we showed how proportional throw works. I will never forget the way that boy said "Gee", just one word, but with such expression it made me ask him "What type of system do you have?" Then he told me a story all of us should think about.

Last summer the R/C bug bit him and he went shopping. He had money problems (don't we all), but finally he decided on the brand now six channel non simul reed set the hobby shop owner showed him. The price--it really doesn't matter, I guess--the full advertised list price. We all know he could have purchased a used 12 channel set with five servos for the price he paid for the non simul six channel with three servos kits he built himself.

Did he have problems--yes--the transmitter range was only about 100 feet. Did he get help?? Evidently not, as he said he tinkered with the insides and finally all of a sudden, good range he thinks. He tried to fly a plane himself, scratch one plane. Then he built another and has yet to fly it. The servos he built, had some trouble getting them to neutralize at first, but ironed that out. I do not know what he asked of the hobby shop owner, but he did not get the kind of help he needed at that time.

Who is to say who is wrong. The hobby shop owner is only human. He is in business to sell and must make a profit in order to eat. He purchased this R/C equipment expecting to find a purchaser and in fact if he hadn't sold it he probably would not have had this much money free with which to stock the very newest in R/C merchandise. Yet, this kid that was so fired up got something he should not have. Not even trim is available to him. We can say, if only--if only he would have asked for advise from someone he saw flying before he spent all his money (plus, more I am sure his parents came up with). If only he had asked for help with short range--if only he had been sold at least a 10 channel set--if only he had asked for help to take off his plane and trim it out--if only--if only--if only.

Copied from the CARRIER WAVE, March, 1968.

WIFE'S LAMENT

AS I LAY UPON MY BED
OFTEN WONDERING IF I'M WED
ALL MY WANTS, THEY ARE IN VAIN
WHILE BIG DADDY WORKS ON HIS PLANE

MY HEART DOES PINE FOR SOME WOO'N
WHILE THAT SON-OF-A-GUN IS DOWN THERE
GLUE'N
YET I KNOW THAT ALL MY WOES
WILL NEVER COME TO BLOWS

FOR WHILE THE GLUE IS DOWN THERE
DRY'N

HE'LL BE UP HERE REALLY TRY'N.

FOR SALE OR TRADE: \$35.00, or equiv. in R/ C gear, 1 Revere 8mm.
Reg.8, Zoom Lense Electric Eye Camera, like new about 12 rolls of
film run through. GEORGE L. PROCK, JR., 815 Ponca Drive,
Independence, Missouri--Phone SY 6-3615.

Every once in a while I tell something on MERLIN ZOLLARS and
this month will be no exception. Several months ago, he had
a chance to pick up a Max 60 RV from someone who bought it and
then didn't run it. After he ran it for a tank or so the front
bearings became loose so he sent it into World Engines and by
return mail he received a brand new one. They sent him a note
saying that the first few they received had defective front
bearings. He ran several tanks through the new one and the more
he ran, the more excited he got. The power seemed fantastic. He
then put it in an 8½ pound Cat and he swears that it will go
straight up indefinitely. He might even have convinced some
real anti Max men that his is different. He says it idles too.
By the way, all this power was on Piston Power. He is almost
afraid to try something as hot as Duke's. He tried to talk me
into going out to the field with him, but caught me so darn
tired I didn't. But, I am sure you can get him to talk about
it if you ask him.

I certainly owe an apology to BERNIE DRUMMOND. He sent in
a very clever method of getting ele-von control or I suppose you
could call it flap-aileron system. I just have not had enough
spare time to redraw it properly on the mimeograph stencil.
Thanks for submitting it, Bernie, and some how or another, you
will see it.

Why did this upset me? I really do not know. This kid had such a note of enthusiasm in his voice, even after all that has gone wrong! And for sure, I thought about my own boy. What if no one had been around to guide him when he decided he wanted to start. Or, what if, when he wants to go into another hobby there is no one then to advise him? This boy's parents certainly wanted his venture to come out right. They were obviously interested in him as a person. This is the type of boy we need in our hobby and he needs something at this age to keep him interested in a constructive venture.

I gave them my name and address and told him to come over and I would help him adjust the reed bank, tune the receiver and in general, see if his installation looks acceptable. I hope he calls and comes over. I want to help him. But, what can I tell him about his six channel non simul set? Not what he wants to hear, I bet.

There is no answer to this problem I am sure. But, at the same time, could any of us have helped him earlier had we been more accessible at the field? Maybe yes, maybe no, but if you all could have heard what I did this Easter Sunday, you would also wonder.

April Meeting was called to order at 8 P.M. April 3 by President KEN GOTTSCHALL. Old business: Ken announced that 500 large and 1500 small decals were ordered from Finishing Touch. They will be fuel proof and should be in within 90 days.

New Business: The president announced club plane should be completed by May meeting. Ken again outlined the fact that the club plane had absolutely nothing to do with contest plane. Contest plane will be built by volunteer JIM HALL and sold by raffle at our July 6-7 contest. President also reminded the club members that more volunteers could be used to paint and finish contest plane.

Motion made, seconded, and passed to appropriate \$125.00 for contest prizes and trophies plus \$35.00 for purchase of contest plane. CARL LINDSEY reported that Mr. Landahl will put down any weed killer furnished by us. He also reported the "johns" will be in place by April 19th. Motion made, seconded, and passed to purchase weed killer from Bud's brother-in-law for \$23.00. Bud asked for volunteers to help with scale protion of Nats.

We had three guests: AL MAIER, ED FRAZIER, and VERN KLAUSSMAN. MARK VANZANT furnished program. A discussion on torque effects.

Show and Tell: BOB WHITSITT--Stearman PT 17 tail section. GEORGE PROCK displayed his Headmaster.

Door Prizes: BUD ATKINSON, HAROLD PHILLIPS, DALE LITHACUM, MIKE COMFORD, BOB WHITSITT, AND BERNIE DRUMMOND.

HERB HINES, 410 37 st N., Independence, Mo. Telephone CL 2-8543 offers his Digmite 8 with 4 servos, power packs, chargers, etc. for sale for \$200.00. He has recently sent this back to the factory and has the new cases on the servos. A real buy for someone that wants to go this route.

This has been one of those months where your editor has been so busy that he has met himself coming and going. One of the big reasons is that I have gotten together with WALT at EDA Super Store # 3, 10008 E. 63rd st., Raytown, Mo., and will put in a stock of model airplane and model rocket supplies. After seeing the way K-Mart puts on an advertising campaign and draws everyone away from downtown Raytown, I am just as glad we are behind schedule. Originally, we were going to shoot for April 21st but the UPS strike and slow parcel post service makes me wonder if we will make our May 1st target date.

We will originally stock a complete line of balsa, R/C and other aircraft accessories, fuel, glo plugs, dopes, glues, etc. etc. We will try to make this very attractive to the modelers. Space is limited, as well as money, so the start will be on a reasonable basis. Come on in (after we finally get started) and take advantage of opening specials. Walt now operates a very complete wholesale radio supply and offers all merchandise at a very competitive price. Come on in and look around. If you don't see something you think you should, let me know and I'll see what can be done.

Want to buy a Ridget Mustang Kit? No, I do not mean a small toy size, but the real thing? Maybe you don't, but know some one who does---so tell them. ROBERT SWINNEY, 8502 E. 109 Terr., K. C. Mo. 64134, Telephone SO 1-9868 or JE 1-2523, owns all aluminum hardware, templates, plans and specs also a 125 H.P. LYCOMING O-290 G "O" time engine, chromed and fully converted to aircraft use. A very good buy for \$1600.00. If you know anyone that is interested, let Bob know.

As this is written April 28th, we are forced to retract an earlier statement that the Canard of DICK SHAW'S met its end over near the old field. Dick made a new longer fuse and installed a 100% movable stab. Last week there was just too much throw so he cut it down and tried it yesterday-- there was considerable negative in it and had to hold about one half up to make it fly. In bringing it around he relaxed to see how much down was in it, the nose tucked under and no amount of up would bring it back. Full bore inverted into the trees at the south end. We were sorry to see it for sure. Took about 6 of us looking for battery pack, servos, engines, etc, scattered over the country--found them all, eventually and Dick now says 'this is it', nothing but conventional planes for me'. We don't know whether to believe him or not-- Time will tell.

We had an out-of-town visitor over Easter. Our former president (also the one with the shortest term) BILL SHEPARD. He now lives in Oklahoma City and says he hasn't quite gotten used to all the galloping ghost systems there. They are trimmed for wind and on a day with less than 10 MPH they don't fly. Yes, we said less. It was good to see him even though he didn't bring a plane.

There has been more and more activity at the field. Guess you might say it is directly proportional to the nice weather. BOB ALMES is a regular with the twin engine sound, how he manages those take offs and touch and goes with only steerable nose-wheel (no rudder) is beyond me. It certainly has a distinctive sound.

DICK SHAW is another that comes with the canard very regular. However, last weekend saw the last of it. Some how or another it got inverted and went into the ground flat over by the old field. With that pound of lead up front it made inverted flight a little rough. We were sorry to see it as it looked like it was always backwards.

We were pleased to see "PHIL" PHILLIPS come out with his White cloud. Did you ever try to fly one with a 45 up front? You don't need over $\frac{1}{2}$ power at any time. He did a good job though. Looks as if we will have another regular. He is working on a sky Squire also.

The weather is getting nicer every day, so now is the time to start flying on a regular basis. Also as the summer progresses, it would be nice if we could have spontaneous picnics as we did about three years ago. Every member gets to know all the others and their families much better, and besides--everyone goes away stuffed--with food that is. See all of you at the field, I hope.

C. W. Reed, III, Editor
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