

R C NEWSLETTER

E. L. COX

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Well we have two TV stars. Jennifer Webb was shown on TV following the glider contest. Greg narrated and both did a fine job. Don Dulle appeared on Channel 8 on the MD telethon. I hope each member of the Club made a donation to this worthy cause. If you made it in Don's name it would even be better. I personally hope even the smallest contribution will help bring this terrible disease to a final halt and the sooner the better. My hat is off to Don for a spirit and courage that many of us would not have in similar circumstances. If you haven't made a contribution it is never too late.

Bill Stodgill flew with Al Signorino at the Jeff City Air Show last Sunday. I had Ken all set to fly his biplane as the Red Baron against Snoopy but I fouled up by not passing on Al's frequency to Ken. Bill came to the rescue and put on a nice show in front of several thousand spectators. My humble apologies to Ken.

Next Thursday, September 7, is the meeting at Bruce Webb's house. We have movies of our contest and several events to show. Come and see them.

While I'm on the subject of meetings, I have something to say about the last one. Outside of the fact that it was terrible and I hope we never have another like it, I do not feel the subject of alcoholic beverages on the field should be dropped. We organized and adopted a constitution to promote the hobby, promote safety and to group together as friends with a common interest. We have forced a rule on the Club members that is unpopular with some to the extent we may never see them again. This is one rule the Club had no right to adopt as we have no say as to what can or can't be taken on our flying field as the property belongs to the City and is open to the public. Requiring a muffler on an airplane is one thing, however, specifying how a person must conduct himself is quite another matter. This is also a rule which is strictly unenforceable and so the rule has no real value irregardless of the merit and good intentions for which it was intended. I know of no member of this Club who conducts himself in any manner chastising himself or the Club. I believe and hope every member of this Club knows what can hurt the hobby and the Club in the way of his personal conduct and knows enough to avoid such circumstances.

All of us can best promote the sport by conducting ourselves in a manner which is a credit to ourselves and the Club and not impose a rule such as this on the members. I suggest we wipe the rule off the book and get down to some good and happy flying.

Come to the meeting prepared to make nominations for officers also. The nominating committee has come up with the following slate of officers:

President	- Ken Cottle
Vice President	- Don Dulle
Secretary	- Jennifer Webb
Treasurer	- Jennifer Webb

If there are no nominations from the floor, I would suggest we go ahead and vote on this matter too as our vote is suppose to be at this next meeting. Come prepared to nominate an officer of your choice and maybe vote.

Another thing we want to discuss is mufflers on scale ships. Think about this also. AMA does not require mufflers on scale ships and we would like our rules to correspond with AMA; however, there is nothing wrong with our adopting a rule more restrictive than AMA. As a person both interested in both scale and pattern, I hope we can amend this rule to except scale ships from the muffler requirement.

I guess as editor I am entitled to expressing personal opinions, there they are anyway.

Well I got that off my mind - The Club contest came off in fair shape and with exception of high start problems I believe everyone had a good time. George won it with Niel's airplane. Don Dooley came in second with his plane, I don't understand yet how that little thing flies so good. I know it isn't the pilot. Yours truly came in third just edging Ken and Greg. Bruce had troubles which are unexplainable since he did so good in practice sessions. Bruce can blame it on Greg for knocking his tail off. The contest didn't last long enough for Jennifer, she was getting better all the time. Roy Cobble needed his power pod in silent running, every body was getting lift ahead of Roy. I don't know where it went Roy, I wish I did. Mark Woytessek was sure a handy man on the spot, he was catching the high start on the fly with his bike. Thanks to the Marshalls and to Harold Reeder for timers and flagmen.

George put another first to his credit at the McDonnell meet in St. Charles. There was a good turnout of flyers at the field Labor Day. I left a little early but as far as I know not a plane was hurt.

Did you know that lift is not a lifting force at all if you think of lift in the normal context as a pull from above. Let's do a little review for those who haven't done their homework in a long time. A wing produces lift because of a basic principle called Bernoulli's effect. The air in most airfoils must pass a greater distance over the top of the wing than under the bottom. Having to travel farther it must travel faster over the top. Bernoulli showed that when this happened the pressure over the top of the wing was less than on the bottom. Lift, therefore, occurs as a result of a pressure differential in which the pressure on the bottom of the wing is higher than the top producing a net force up on the bottom of the wing. Some contribution to lift is also caused by the kinetic force of the air at positive angles of attack however a non symmetrical air foil will produce lift at negative angles of attack. For the benefit of those of you who are sticklers about accuracy, I concede that the wing is passing through the air and not the air over the wing however we know the effect is the same and the principle of superposition holds true in theory.

I'll have a surprise for you Thursday

Ed Cox