

CLUB MEMBER VOICES
HIS APPRECIATION

The following was received by your Editor from Steve Johnson of Orchard Park. I'll let his missive speak for itself. It is his contribution to the club's Newsletter.

"IN THE FIRST YEAR"

"Herb's Hobbies put me on to the Knights and Elmer Gross is the finest spokesman this club could have. His friendly approachable way can't be beaten. I bought the Telemaster from the Club and got it together with a little coaching from Bob Rogers, despite the horrific instructions provided. I then installed an OS 45FSR and a Futaba six channel FM Radio. There was no point in cheap equipment because I wanted to FLY, not fool with equipment problems.

Anybody that hasn't flown with Bill Hauth really should get a gander at his calm and unflappable way. As an instructor, he is very good at not unnerving his student. But it was on my first flight that he really proved his worth. Now, it's been 25 years since I've flown a model airplane, and they were all control line without any speed controlling throttle. We all know that Lawnmowers, Snowblowers, and other small engines start at full speed, don't we? Well, that's what I was doing with the model until Bill, in his own gentle way, said: "You've got a pretty good engine there as long as it'll start at an idle, let's do that. It's a safety feature." I've been working around machinery all my life and I know enough to be careful, but, later that day, as I started the engine, I had a problem. Holding the plane with my left hand I applied the starter with the right and the engine caught right away. Turning my attention to my Field Box, on the right, I put away the Starter and the Glow Clip. Leaving the plane for Bill to hold, while still looking to the right, I let go of the plane and drew my hand through the propeller arc. A blade snapped off the propeller and the engine stopped dead.

(Steve Johnson's Letter Cont'd.)

My fingers stung. I got a blood blister and bled about three drops. It was a new engine and still tight. A wooden propeller rather than fiberglass but, most importantly, it was running just at idle. Now the way I figure it, I have a complete set of fingers on my left hand due to Bill Hauth. Thanks Bill, you did a really fine job. But there is something else here. The club that established and maintains the instructor program is certainly on the right course and has my gratitude.

The plane, you ask. What about the plane? Well, I soloed it on my tenth flight and despite several minor crashes, it lasted into early September when at about seventy flights, I pulled too many "G's" and the wing snapped outboard of the sheeting. Guess they can't do what a Pitt's does.

The biggest thrill, this past year, happened not on the flying field but on the way home after the first day's flying. I had, you see, a complete and intact airplane to take home instead of a wreck. It was a thrill. Also, my thanks to those who brought in "OLD" magazines. They have been a great pleasure to poke through. Just completed a SIG Astro-Hog. Under construction is a Mid-West Hots and in the box a Great Planes CAP 21. Being considered is a Blue Max."

Steve Johnson

Editors Note: There you go, guys. It doesn't hurt to give a pat on the back...and it doesn't cost anything either. Like a smile, eh? Thanks Steve; keep 'em comin'.

IMPORTANT NOTICE * IMPORTANT NOTICE

THE NEXT MEETING, MAY 8TH, WILL BE THE JUDGING FOR YOUR 1ST AND/OR 2ND AIRCRAFT CONSTRUCTION PROJECT. DON'T FORGET TO BRING YOUR ENTRIES.

NOW'S THE CHANCE FOR YOU TO GET YOUR CRAFT STRAIGHTENED OUT BEFORE FLYIN' TIME. LET'S GO!