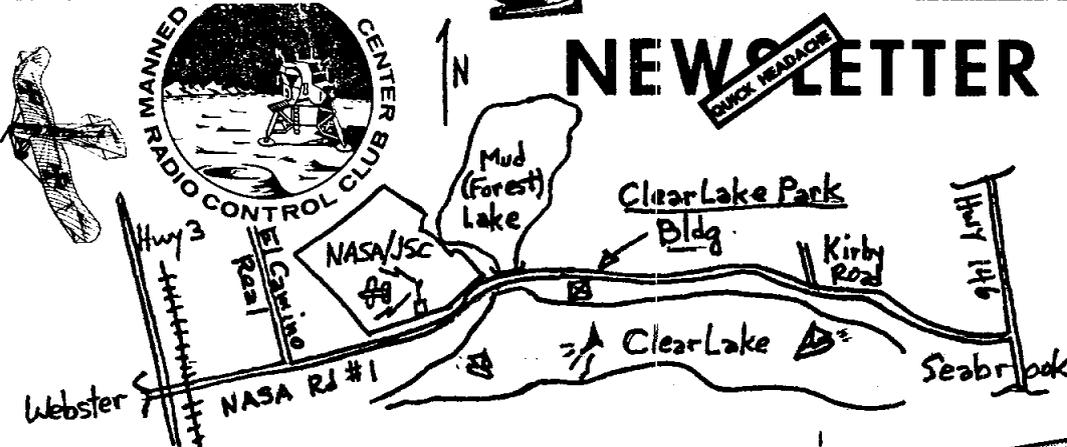


"It's fun to read, fun to look at... nothing like Britannica."



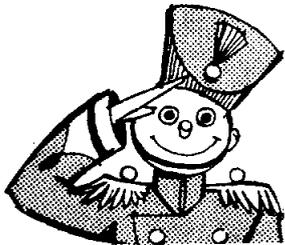
NEWSLETTER

DATE: Jan. 8, 1981
TIME: 7:00 - 10:00 PM
PLACE: Clear Lake Park Bldg.

PROGRAM: Slides by J. Kiker & Dr. Prior on the Nats, TCC & 1/4-Scale Fly-In.



GET YOUR MESSAGE ACROSS



(from R. Centnar, El Presidente)

Many odds and ends this month.....

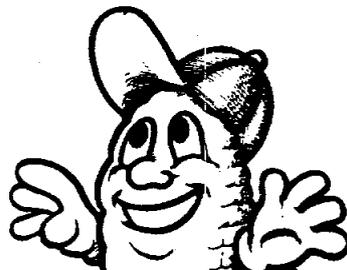
(1) This year's answer to cabin fever will be our Bar-B-Q to be held on Feb. 4th at the Gilruth Center. Social hour (keg of Coors & soft drink) will be at 5:30 PM, dinner at 6:30. Same set-up as the last one, buffet type dinner with tea and coffee included. A guest speaker has been invited for this time however: Capt. Van Skyles, retired Texas International Air Lines pilot and honorary Colonel in the Confederate Air Force, will speak and show us some film on the CAF! Ticket sellers will



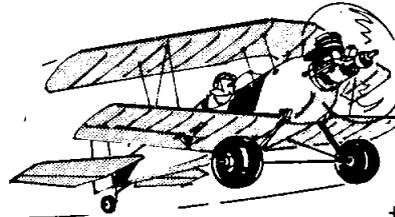
BAR-B-Q!

be: R. Centnar - 488-5489, H. Rosenberg - 333-3866, D. Thomasson - 471-0642, H. Lee - 481-9062. Each club member will be allowed two discounted tickets at \$2.75 each. Deadline on tickets will be Jan. 24. Tickets available at the next club meeting.

There will be an answer to the fun-fly club contests and the helper program at the upcoming meeting also. A helper (builder and flyer) list is being compiled. The program this month will be slides by J. Kiker and Dr. Prior on the Nats, the Tournament of Champions, and the Giant Scale Fly-In at Las Vegas.



LEARN TO FLY!



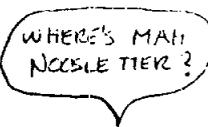
BRIEF COMMENTARY

1. Flyers should be paying more attention to flying safety rules. In particular, flying over the pits and also taxiing aircraft back to and into the pits (looks impressive as hell but also is a good way to get credit for causing an accident).

2. One last comment about the last scale fly-in. The weather wasn't the only thing that needed improving: the results on the raffle showed a very unimpressive return of 29% on the tickets sent out to the membership. So, Question of the Month: WHY ISN'T THE MEMBERSHIP WILLING TO SUPPORT A CLUB SPONSORED EVENT???

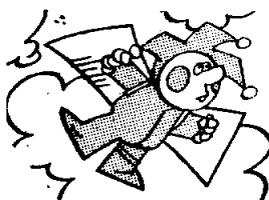


First things first.

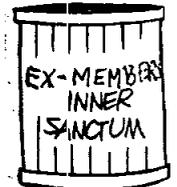


* IF YOU HAVE NOT PAID YOUR 1981 DUES, THIS IS THE LAST NEWSLETTER YOU WILL RECEIVE! (Just think what you'll be missing)

* There has been a dearth (that means not-a-lot, Clyde) of lovely



sailplanes out at the field recently. Dave Hoffman says: for all you glider-guiders to call him for some informa get-togethers. He can be reached at 941-8485.



* IF YOUR NEW 1981 TYPE FIELD BADGE IS NOT INCLUDED IN THIS MAILING, IT IS BECAUSE THE PRINTER FOULED-UP SOMETHING FIERCE! THEY WILL BE BROUGHT TO THE NEXT MEETING SO YOU CAN PICK THEM UP...OR WE'LL HAVE TO MAIL THEM OUT LATER.

"THE WAY IT LOOKS TO ME"



Well, here we go again! I suppose by this time all of you have received the letter from Earl Witt informing you that because of his write-in campaign for AMA Prez, there will be a run-off. You will soon receive another ballot to vote with. This was probably to be expected, since Witt has his two

prominent pages in Model Aviation every month for his soapbox and his targets have to maintain a lower profile since they are salaried employees. Wonder how many of you MSC/RCC'ers even bother to read all that stuff in every issue of MA??....I didn't until all the political turmoil began to surface. For those of you who are new to AMA or haven't been very interested in the past, please allow me to make a few personal observations (read that "highly biased" if you wish):

--On a national scale, AMA is a very small organization with very limited resources.

-- AMA represents a hobby that is not understood or popular with the general public.

-- Through the year, AMA has been fortunate in having a core of dedicated staff personnel at Hq. who, for the most part, have done excellent work with what they have.

-- Some of their decisions have not been very popular with the modeling press (such as the publication of MA) although beneficial to most members; hence, lots of negative editorializing.

-- For years, the "outsiders" running for the elected offices of Prez and District V-P's have attacked Hq. policies & personnel with considerable help from the modeling press --- then, after they were elected and visited HQ, they (surprise!) suddenly decided that everything was just great....until Mr. Witt, that is.

-- Earl Witt is committed to destroy AMA if necessary to get his way. Many of the so-called "facts" that he has published are gross distortions of the truth or inferences that he has been responsible for all of the "good" work that has been accomplished in the past years.

-- We members had better wake up and defeat Mr. Witt: if key members of the AMA Hq staff resign, the organization will be in deep trouble.



By the time young people reach the ages 15 to 17, over 80 percent of them read a newspaper at least occasionally, the American Newspaper Publishers Assn. reports.

OK - if you disagree with me, fine!...but I hope you have reached your opinion by reading all the monthly AMA section in MA and not just Witt's column. I also hope that you have been able to discuss the issues with some of the past AMA officers who have been and are the leaders in our hobby/sport. If you agree with me (or just don't care), PLEASE cast your vote when the ballot arrives. With the small percentage of AMA members who bother to vote, a club our size can be very important. Let's STOP WITT!

(Tim Brown)



Weight watching?

You may have noticed in one of the new mags that there was a report on one of the big scale bashes (Las Vegas??) -- and there were pictures of two Hughes B-4 Spruce Geeses (Geesers?) with spans in the neighborhood of 16 feet! Charlie Palermo has now brought in a copy of the Daily Pilot newspaper of Orange County, CA, which features one of these in a front page story! It is a 1/20th scale project and was built from actual Hughes blueprints by Darrell & Merle Meyer. Weight is around 78# which will be moved by 8 K&B .61 Pumpers. The Meyers estimate that they have spent around \$5,000 on materials. Construction seems routine with hot-wired foam wings covered with 1/16 ply. Fuselage built up with ply bulkheads and planked with balsa. The whole thing is covered with fiberglass and resin. Incidentally, the wing is in one piece!

Apparently there will be two pilots. One will operate four throttle levers, each linked to two of the engines. Lights, etc. are also working. Naturally, a special trailer was built to transport the beast.

So, I guess the next question goes out to Mr. Owen M. and Dave T.: WHEN? Maybe they would prefer something more original, though, since a third B-4 is known to be flying in Canada. How about a Dornier Do-X flying boat, fellows -- it had 12 engines!!

