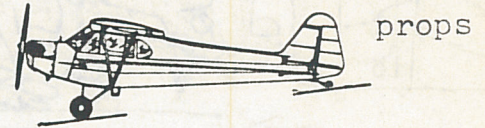


# NEW LETTER

**DATE:** Thursday, Aug 13, 1981  
**TIME:** 7:30 - 10:00 PM  
**PLACE:** Clear Lake Park Bldg.

**PROGRAM:** George Siegler  
 will tell about



## GET YOUR

## MESSAGE ACROSS

(The Prez SPEAKS  
 esp?)

This past month was very active as far as Club activity was concerned. The Lunar Rendezvous (is this spelled wright?) Flying Demonstration had approximately twenty flyers actively participating (some participated too much by repeatedly flying over the pits). We had one aircraft fatality. Charlie Palermo's 1/4 scale biplane was demolished. Jay Peterson flew an impressive 1/5 scale Jap Zero, powered by an OS MAX 90. It was very good looking and a fine performer (the Zero).

Hal Rosenberg reports that our hats were shipped but they have not arrived as of 7-31.

The Club is having a Barbeque in September. The date is 9-29-81 at the Gilruth Center, Johnson Space Center. Social HOUR

is from 6PM to 7PM and dinner is at 7:15 PM. More (all) information will be "served" at the next club meeting.

Fuel is still available (for the small percentage of the membership who still fly) from, as usual, R. Centnar, Hal Rosenberg, and Dave Hoffman.

The program for this month is tentatively about model propellers, to be given by G. Siegler. Feel free to ask questions about engines as well.

For those of you who have been out at the field lately, and noticed the good looking frequency tree, you can thank Dennis Smerz for the excellent piece of workmanship.

DICK

# DON'T SHOOT DOWN YOUR Friend







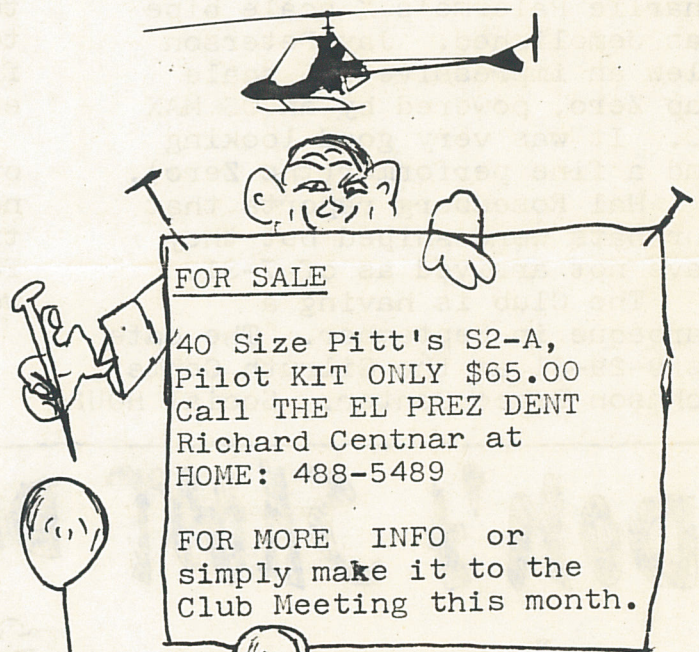
Safe Flying Is  
No Accident!



#### A WORD TO THE WISE

Last wensday, I talked to Charlie Palermo about his airplane crash. He told me that he has determined that the failure was NOT of an Electronic nature. He said it was more than likely a structural failure. The rudder servo aparently broke loose from all those touch and goes, including generally knocking it around in the garage. The rudder went hard over whic caused the crash. Charlie also said; whenever an accident occurs 99 of 100 are pilot error, NOT radio failure. We all must remain safety minded. I allways check my prop nut(unless , aupon a few occasions, I need a new prop, as with last weekend) and engine bolts (my prop balancer dissapeared on my work bench).

Jeff



**BROWN**

for a fine

P.S.: Let's all thank TIM  
Job, as the Xeditor, giving years to this "publication"