

1969_JJD_NL

January 1969 - My thanks to Chuck O'Donnell for passing these along.



AERONAUT'S

JANUARY 1, 1969

CHATTER

NEXT MEETING

After hours of consultation with our glorious Leader we will have a meeting on January 1. Yes we know it is a Holiday but we either have to cancel the meeting as scheduled or have it on the first as we can not use the meeting facility any other nite. OK ?

Since everyone may not be able to make the meeting we will hold a light business schedule and feature movies for those of you full of football by that time of the day --- won't we all be ???

The time is 7:00 P.M. and the place is Washington Park Building, Washington St. and 23rd ----- see you there. Ray McClellan is going to give us a lecture on how to do a Cobra Roll off the low board at Olympia --- the tricky part is to land in the water on pull-out, according to Ray that is.....

CONTEST CALENDAR

RAMS SYMPOSIUM February 22 and 23 at the Tyee Hotel, 500 Tyee Drive, Olympia, Washington. Don't miss this two day event of the winter. We have been giving this great meeting alot of pay and it is worthy of your time. Take a model with you as they will have an event regardless the type of plane you have that you can enter and compete. You can also fly on Sunday afternoon after the awards are handed out. The heated and covered pool adds to enjoyment.

PATTERN CONTEST The Mt. Rainier R/C Society is sponsoring a sanctioned pattern meet April 19 and 20. This is designed as a tune up meet for the Sand Point Regionals and also test your skill on the new maneuvers. No word yet if Pylon will be included but we will advise you when we find out. We will also try to give some directions to their flying site and that should be good as we have considerable difficulty telling people how to find our site..... Memo to Howard Rasmussen - please send a good small map suitable for reproduction as soon as possible.

WW 1 CONTEST July 19 and 20 are the dates on this one and again the Mt. Rainier R/C Society is sponsoring this one. This type of a contest requires lots of advance notice and you now have it so get busy with that scale. Another memo to Howard -- we had several people last year that wanted to know where they could get an authentic three view for an Ugly Stick so you can see you are going to have fun with this one.....

CLUB CONTEST The Aeronauts are having a club contest January 19th limited to members only. The competition will be in Class C novice and Class A. You will have to provide your own arctic wear, your own airplane, and your own life raft in case you land in the pond. Other than that the Contest Director will take care of the details. Those of you with floats will of course be exempt from the spot landing requirement.....

CLUB BANQUET February 7th is the date. The place and menu have yet to be selected. It is our understanding that the money has to be paid to the club in advance this year to hold your reservation. Spouses are most welcome to this event as that is why we have a formal dinner. Wives should attend -- it's always nice to know your husband isn't the only nut. There will be awards all of dubious value to be handed out so don't miss your chance....

WHAT WAS IT ??

Hal Alles showed up at a recent club meeting with an electric tank which was controlled by sound. Hal conveniently brought a whistle along or transmitter in this case. One comment relating to aircraft was that the transmitter batteries should stay fully charged..... Hal does alot of electrical designing and builds his own radio equipment. How about a boat to retrieve those unfortunate aircraft that miss the hump and land in Lake Autzen ??????

Speaking of Lake Autzen, Ron Fetsch says some spots are deeper than others and he is an authority on the lake. At last report Ron was contemplating putting balloon wheels on his golf cart and making an amphibious craft for emergency trips to the center of the lake ----- Don't laugh as he may be after my air plane or even yours.

Flying activity has slowed down considerably --- have you ever noticed that there is an inverse relationship to amount of falling rain or snow and the number of idiots flying ???? We might mention for the benefit of the newer members that we can use the field on Saturdays from 12:00 P.M. to dusk and several people have been flying on late Saturday afternoon. This does two things: one you can watch the football game on Sunday morning and two, you don't get near as wet from all the rain that invariably falls all day Sunday.

It could be worse as we know one modeler living in Sparta, New Jersey where the snow is at least 10 feet deep and gas fuel is guaranteed to freeze solid until sometime around June..... Chuck O'Donnell won't admit it's all true but we haven't seen any pictures of him flying - recently either.....
Hi Chuck -----

IN THIS CORNER



DON DEWEY: "WHADDA YA MEAN PERFORATED ROLL STOCK IS ALL YOU HAVE ON HAND !!"

THE HISTORY OF THE AMA
BY PHIL HELLER
WITH TOM KRAFF, JOHN WELCH

...of the AMA for an insurance starting January, 1969. ...

...to insure members, chartered clubs ...

...to John Worth. John decided that the ...

The old company ... they will ...

...already have ... liability insurance ...

...the new ship hit some ...

...to give rides ...

...AMA, clubs, western, etc. ...

...the club ...

...AMA to insure members of chartered clubs ...

to Phil Heller, 2558 Las Casas Way, Rancho Cordova, Calif. 95670 which puts a copy in your mailbox every month. You will read it first in RC CUE, for example.... the winners of the RCM Winter Nats were: pattern - 1st Tony Bonetti, 2nd Ted White, 3rd Phil Kraff And Formula 1 - Joe Bridi, Ted White was the flyoff winner.

We are reprinting an arti from the December issue o RC CUE as it is about an issue of vital interest t all flyer and members of charter clubs. I had presumed that the insuran program was in good condi ion and mayoe it is now..

It isn't unusual to get competitive bids for any and all types of coverage I doubt if our accidents are any more special than anyone else and it would make alot of sense to hav standard claim forms tnat even us west coasters cou obtain, process, and get prompt results without a photostat of the policy.

Most (the writer at least) of us belong to AMA for th insurance program and certnly we belong to a charter club for the same reason. Two pages of occais and a magazine suscription do r substitute even though bot have been improved and are worthwhile. The importanc and the fee paid for our insurance program should dictate that the coverage and cost be updated and reviewed very frequently.

RC CUE

Phil Heller is to be congr atulated for all his effor as Coordinating Editor. W are off to a good start an CUE should really begin to serve a purpose in 1969. This is a monthly publicat with many articles that ar of interest to all modeler YOU can become an Associat Member just by sending \$3.

SEE YOU AT THE FIELD

June_1969



AERONAUT'S

JUNE 1, 1969

CHATTER

NEXT MEETING

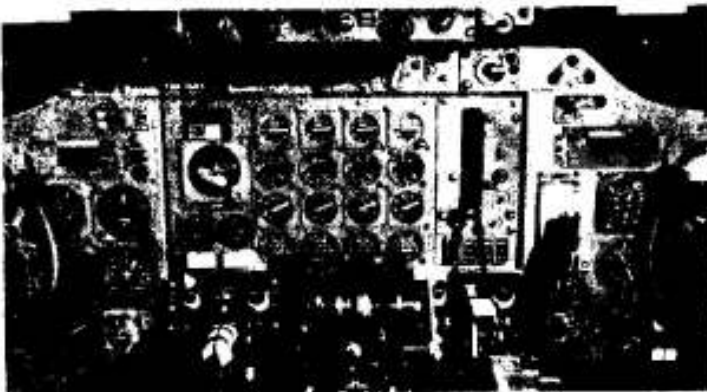
TUESDAY, the 3rd, is the night about 8:30 P.M. and Westmoreland Center is the place. Those of you going to Washington Park won't have any better luck than the last meeting - through an oversight the key was forgotten and Sambo's turned out to be the meeting place.

Flying at the field until 8:30. Guests are always welcome -- lets show off that grass strip while it is still green. Anyone have access to a King size grass mower ????? We need to mow down the edges or have guides to show the way out to the strip. Ah yes, three kilometers due west of the third freezing tunnel lies the strip --- follow the red string out and the green string back.... we lost three club members who turned out to be color blind.

FROM OUT OF THE EAST

Chuck O'Donnell lives and is making airplanes like mad most of New Jersey should be full of wings, tails, and stuff. Chuck writes that he has his free flight scale completed for the Nats. He promises R/C scale next year --- that is what we like to hear. Do you suppose the international competition with the prospect of a trip to Europe helped him decide on that entry??

Hello to the TOP O'NEW JERSEY CLUB. Chuck says they have about 20 members and are ANA chartered. We will be looking for that Newsletter.....



"NOW WHERE WAS THE ON-OFF SWITCH ???"

They seem to be having that age old problem known as find a permanent flying field.... Don't we all ---- very few clubs have the financial resources to obtain a permanent site and the next problem is to keep people from building houses on the final approach.....

GAS TANK THE WRONG SIZE?

Custom shape your tank to fit that odd size -- save the bulkhead for the strength factor it was intended for and still have lots of room for the gas tank. Information has appeared on this in a Model Mag but it bears repeating. You can take a torch and heat your tank until the milky white color turns transparent -- then you may either compress or expand the tank to suit your need.

Yes, you get extra points for starting with a clean tank and avoiding the impending explosion. Avoid a messy shop whenever possible. This is an easy technique to use -- try it.

Oh yes, to expand the tank shut off all but one tube and blow gently while the portion you want to expand is transparent. It's sorta like bubblegum and it helps to do it right the first time. P.S. you can patch holes with glass cloth and Hobby Poxy but that is another technical tidbit....

Perry Carberator --- We have had one flier who lost the needle valve out of his PC while in flight because vibration worked on a weak spring. If your needle valve doesn't turn fairly stiff in the running area you should remove it completely and stretch the spring until it holds the valve firmly. Sure beats pawing through the jungle that surrounds our flying field --- just ask Henry Barckley.....

Some local Perry Carbs seem very critical at the peak out point in tuning including mine while others have a broader range. Anyone know why this is happening???? The blunt edge of the needle valve (or point) would suggest critical tuning (gee, sure hope Clarence agrees with that) but not all are that way. Any answers out there?????

THANKS RCM & TOP OUT

This editor would like to thank Jerry Klienberg and RCM for the Newsletter contest. As all N.L. editors know it's nice to get a little recognition along with the high pay and good hours that seem to go with this job. Thanks again, Jerry.

While on the subject of RCM, how about that Clarence Lee..... the only problem with intelligent discourse is I now utterly fail to understand why my engines ever run or my airplanes ever fly. I have been suspicious for the last three months that someone is sending Clarence detailed reports on my activities at the flight line.....

PAGE THREE

We will try to reprint on the last page this month a survey the national office of AMA is running concerning proposed changes in R/C rules. They ask for club response but our club has never yet agreed on anything so you can send in your own response or we can gather them up at a club meeting and make one mailing.

Ye ol editor would like to urge you to take the time to turn in your suggestions to this committee. All are active R/C'ers and the shape of radio control for some time may result from this committee activity. Loud complaints at the local field are not nearly as good as good solid suggestions turned in to the right people at the RIGHT time and now is the Right time....

WOODS' RC COMMITTEE REPORT

In the mail to all AMA clubs and officers is a copy of the report of Maurice Woods' committee meeting of March 1 - 2, plus some pertinent correspondence since. A special mailing was made (3rd class) to avoid high postage costs which would have resulted from enclosing in this mailing which goes First Class. Most will receive the report between June 1 and 15, according to current 3rd class mail delivery patterns.

Desired from clubs is comment and opinion which may help guide the AMA Executive Council, during its meetings at the Nats in mid-July; of particular interest is whether the committee thinking represents general or special interests. In other words AMA officers need to know how much agreement there is with committee member viewpoints.

Response procedure: send comments to HQ; HQ will make copies and send to President Patton and the district Vice-President. Or, send three copies direct: one to HQ, one to Patton, one to the area V. P. -- but please indicate to HQ that this was done so that duplicate copies will not be made and distributed.

THE RULES "BALLOT"

Technically it's not a ballot because it does not actually provide a binding vote, but the form included in this month's Competition Newsletter is intended to make it easier for AMA members to let their district Contest Board members know of individual opinions and comments on rules proposals. Typically, despite many past attempts to publish rules proposals in advance of contest board action, members have not responded -- except to complain loudly if some rules are passed which individuals do not like. The "ballot," hopefully, may generate more member-inputs to the rules-making process before final rules action rather than later.

RADIO CONTROL RULES QUESTIONNAIRE

The following items are currently on the agenda of the RC Contest Board to discuss during its meetings at the National Contest. Other items may be added to the agenda by written request to the District RC Contest Board Member if received prior to the first week in July. Please indicate your opinion on the following agenda items by checking the boxes provided and/or comments.

1. SPORT AND OPEN Pylon

- A. Should there be only safety regulations, or should there be complete rules?.....() Safety only () Complete
- B. Are present wing area and thickness minimums satisfactory?.....() Yes () No
- C. Would you favor a "wide-open" class?.....() Yes () No
- C1. Would you favor a "wide-open" class if it could not be AMA insured?.....() Yes () No
- D. Should Sport Pylon replace Formula III? () Yes () No

2. PATTERN

- A. To review rules to help improve pattern. Indicate points you feel are not clear? _____
- B. What "grab bag" maneuvers are impossible under reasonable, and should thus be removed? Examples: _____
- C. A proposal of Len Purdy to create a new pattern class (in addition to present ones) especially for magazine? (TURN TO P. 6 FOR CONTINUATION)

RC RULES QUESTIONNAIRE (CONT.)

The following items are currently on the agenda of the RC Contest Board to discuss during its meetings at the National Contest. Other items may be added to the agenda by written request to the District RC Contest Board Member if received prior to the first week in July. Please indicate your opinion on the following agenda items by checking the boxes provided and/or comments.

- 3. **MAIL**
 - A. "Standard" scale class with rules similar to SW 1 (cont.).....() For () Against
 - B. Adopt FAR rules for such WMA aircraft flights.....() For () Against
 - C. Flighten Rules, etc.....() For () Against
- D. Are such points to allow comments? _____

4. FORMULA 1 AND 1.5 LITER CLASS

- A. Is Formula 1 going to have a separate class?.....() Yes () No
- B. Should a separate higher class be established?.....() Yes () No
- C. If Formula 1 is still most popular, not consider like to hold for scale points, should there be a World/Thompson Trophy class in place of Formula III?.....() Yes () No
- D. Should there be an Unlimited Scaling class (1/2 scale) similar to full scale?.....() Yes () No

Submitted by _____ AMA # _____
 District Address _____
 Date _____

RETURN COMPLETED TO THE RADIO CONTROL CONTEST BOARD MEMBER FOR YOUR DISTRICT



5TH ANNUAL CONTEST SPONSORED BY EUGENE R/C AERONAUTS, INC.

AUGUST 24, 1969 9:00 A.M. to 4:00 P.M.

CONTEST DIRECTOR
CHUCK PILKENTON
1050 SNELL ST.
EUGENE 344-6331

LOCATION: EUGENE FREEZING AND STORAGE CO.
310 SENECA ROAD SOUTH
EUGENE, OREGON

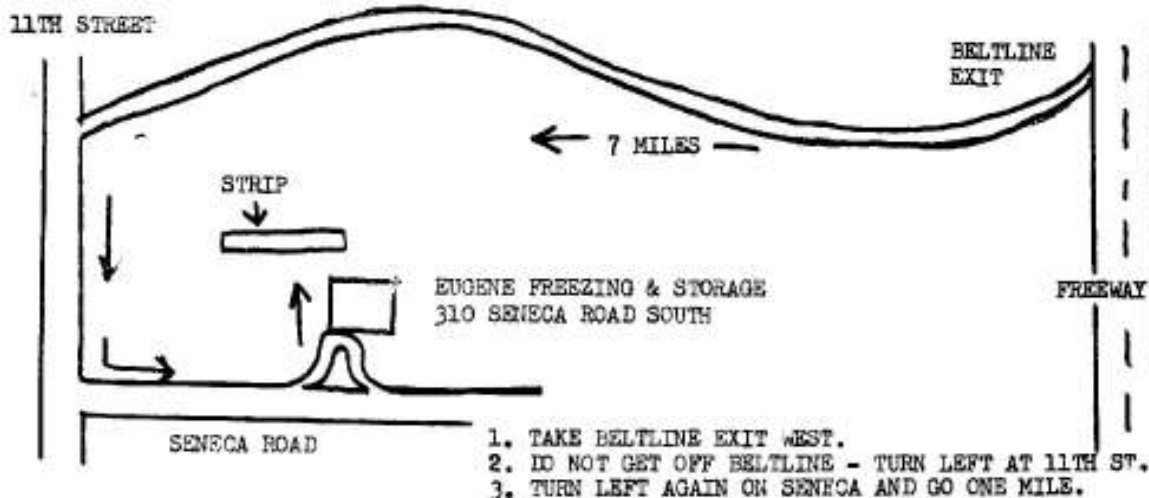
EVENTS: 9:00 A.M. FUN EVENTS - SLOW FAST
LIMBO
SPOT LANDING
12:00 P.M. OPEN PYLON

ENTRY FEE: \$2.00 FOR FUN EVENTS OR OPEN PYLON
\$3.00 FOR ALL EVENTS OF DAY

PRIZES: CASH AND MERCHANDISE AWARDS FOR FUN EVENTS
TROPHIES TO THIRD PLACE FOR OPEN PYLON

CANTEN SERVICE AND RESTROOMS PROVIDED AT FIELD. THE FIELD IS A GRASS STRIP 75' x 300' IN VERY GOOD CONDITION AND USABLE RAIN OR SHINE. CONTESTANTS REGISTER AT THE FIELD.

SPECTATORS WILL BE INVITED AND ARE WELCOME TO ATTEND. NO CHARGE.



December 1969



AERONAUT'S

DECEMBER 1969

CHATTER

NEXT MEETING

It looks like the 16th will be the next meeting by the time you read this hot sheet. The Washington Park building at 7:30 Pm..... see you there. We are going to have a special program featuring talks and demonstrations by those in the club owning more than two sets of props.... they will tell you #1. How they originally stole the money #2. Why they didn't have to spend same on the fairer sex. #3. And finally why the first two sets they bought didn't work leading the third or fourth purchase.....

Oh sure, we know envy won't get us anywhere. Have you ever added up the service charges of keeping one set in operating condition ??? Plenty and I would hate to multiply that by 2 or 3. Not that service charges are out of line.... my personal experience has been quite good both in the time required and the the amount of money charged. The crash before you send it in for service is the killer.....

Speaking of crashes reminds us that The World of Money has made RC famous more or less. I bet Phil was wild about seeing that gold box just fall apart before a tv audience of 50 or 60 million. My wife said "see, they even crash on tee vee" along with other comments. I promptly poured castor oil all over her and sent her to Clarence Lee for repair. OOD of course.

CLUB NEWS

Many thanks to Jack Berg for bring the Apollo 11 films to the Dec. 2nd meeting (16 mm in color) for those of you that missed that meeting. We did have the biggest crowd -22- that we have had in quite some time. Those of you that have been staying home are missing out. We have had club movies at every meeting in addition to some extra special events.

At last count Frank was making arrangements for the club banquet to be on January 30th. Steak dinner for under \$5.00 we think. Spouses are welcome to attend. Call Frank and let him know if you plan to attend as he will need a head count.

A field improvement committee has been appointed by Chuck as follows: Roger, Frank, Jack, and Jary. There should be some rock on the road and pit area by the time you read this..... we are not sure if we will be able to drive on the road area even with the rock but it will be better walking than the mud. We have decided for the time being not to roll the runway as there seems to be quite a bit of debate about the value of trying it at this time. Bring it up at a meeting if you think we should.



MAYNARD HILL: "THEM BOYS WILL NEVER GUESS THE GOODIES IN MY NEW SECRET FUEL."



PAUL "MEGABUCKS" AGERTER: "THERE IS MONEY IN THEM TOYS, BOYS...."

RAMS SYMPOSIUM

Sure hope you have your calendar marked for February 7 to attend the RAMS Symposium at the Tye Motel, 500 Tye Drive, Olympia, Washington. This is really a two day affair and you should plan to stay all night. Take your latest creation --- they will have some category you can enter and that is a promise.

Take your swimming suit -- that indoor pool is one of the feature attractions. Humor has it that that well known diving instructor, Baldy McClellan, will again hang ten knobys out over the edge and do some of his more well known maneuvers. Such as the inverted one and a half belly flopper and the ever popular proto landing..... yall be there.

COMMENT

Lots of printed opinion coming out on the FAI vs AMA pattern. Ye ol editor personally liked Jerry Nelson's remarks in the RQM editorial. Our own thinking is that the commercial interest is really best served by winning re the Gold Medal Series by Kraft. Those contestants from the US that put some other interest first over winning the internats will soon find that the commercial interest is not there either.

It seems logical that the team manager is also a very critical member of the team as a whole per JN's comments and the selection of same should receive the same attention as the three fliers.

We are glad to see more and more comment coming out about the design of American models being as good as available and the emphasis being placed on trim techniques and manner of flying --- we agree. Let's leave our Pattern categories as is too. Go ahead and add another category for FAI if you must but keep A, B, CN, and CE.....

We are reprinting the AMA mailing for November as it contains some very vital information for all RC'ers whether you're on 72 or not as the more slots we have for all the more flying we can all do. We strongly urge that the club send in a response requesting that 72 be kept for airplanes.

MONTHLY MAILING NO. 34
November, 1969

FCC PROPOSES BOAT OPERATION ON 72 MC!

The question came up months ago -- a model boater petitioned the FCC for opening of the 72-76 band to RC boat operation (presently limited to RC model airplane use). After an initial flurry of interest and excitement when the subject was discussed in the magazines (see American Aircraft Modeler, Sept '69 issue, page 30) not much more was heard until the FCC released a notice of proposed rule-making in mid-November.

But during the past few months AMA has been gathering responses from clubs and individual members. Copies were forwarded to the AMA Frequency Committee, to help determine an official AMA position. Initially that position was not obvious -- a number of AMA members operated RC boats as well as planes. Also it was natural to expect that manufacturers of RC gear would be happy to see an expansion of frequency usage.

The response to date from members and clubs, however, has been almost completely in favor of not allowing boat operation in the 72-76 band. The fear is that boat operation will cause serious interference problems with airplanes and it is recalled that the main reason for getting 72-76 frequencies for airplanes was to get away from the interference on the 27 megacycle frequencies; caused by boaters and other users. It is also noted that while model airplane operation seldom interferes with boats, because of ground to ground transmitting conditions, boat operation is much more likely to interfere with airplanes -- a model up high is more susceptible to interference than one down low.

The above reasoning contradicts a claim made in the FCC proposal "that members of the radio control modeling fraternity who race model boats and cars have exactly the same problems as those flying model airplanes." This further contradicted by the fact that interference to an airplane is more dangerous than to boats or cars -- the latter do not fall out of the sky.

Because of these reasons and the one-sided response in favor of airplanes only in the 72-76 band the AMA Frequency Committee is preparing a rebuttal to the FCC proposal. Meanwhile AMA members and clubs may also file comments or responses to the FCC, but time is short:

The deadline for submission to the FCC is December 19. Also, an original and fourteen (14) copies must be sent to the FCC. Address is: Federal Communications Commission, Washington, D.C. 20554. Reference must be made to "Notice

of Proposed Rule Making, Docket No. 18753 (RM-1424), In the Matter of Amendment of Parts 91 and 95 to permit use of 72-76 Mc/s band by Class C stations in Citizens Radio Service for radio control of models."

Note that the proposal says the following, "In the period of more than three years that model airplane modelers have been permitted to use the 72-76 Mc/s band, the Commission is aware of no instances where such operation has created interference to other users of the band." What the proposal doesn't say is that many boaters have been using the band illegally and have interfered with model airplane operation.

Astronauts Chatter
Roger Freedlove
3604 Gilham Road
Eugene, Ore. 97401



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