



AERONAUT'S

JANUARY 1970

CHATTER

NEXT MEETING

January 6th is the date ---- 7:30 PM at the Washington Park building. Guests are welcome and those of you that have been bringing guests to the field and to meetings keep working on them. Ask them back for a second meeting -- those old movies are bound to get to them after while. The Aeronaut Comedy Hour seems very popular with new and old members alike..... Many thanks to Henry B for making sure we have at least one 500' reel every meeting.

CLUB NEWS

The club has elected a new president, Jack Berg, as Don Kalen was unable to make the meetings. See what happens Jack --- learn to fly one day and the next they make you president.

Jack is also the man to thank for the gravel on the pit area and road to the field. He didn't pay for it as you know but he did go out and supervise the the spread of the gravel and had to do quite a bit of running around to get it delivered. Like the rest of us, he could have repaired that last crash with that time.

The club banquet is still on the 31st of January. T-Bird Restuar, and you will either order from the menu or if the crowd is large the fare will be steak for all. Frank says to remind you that a \$2.00 deposit will be due at the next meeting if you plan to attend. 7:30 PM is the time -- the ATTITUDE ADJUSTMENT HOUR will begin a little earlier for those of you that have finished flying for the day. Remember spouses are invited..... good chance to adjust some attitudes.

Have you sent in your reservation yet to the Tyee Motel, 500 Tyee Drive, Olympia, Washington ????? Don't miss this great event. Lots of good fellowship with your own club members as we always have a large group go up for both days. February 7 & 8 which is rapidly approaching ---- Ray-Platy-McClellan says its not too early to get out your swimming suit and see if it still fits. His oops according to Mary or at least as well as it ever did.....

The December AMA mailing said that they have depleted the frequency fund with the latest activity of filing a petition with the FCC regarding the use of 72 hz for boats --- they were not in favor. As you know 72 is reserved for airplanes only and we want to keep it that way. Our club should consider sending in another conation to AMA to sustain the frequency fund --- this is a critical area to the enjoyment of our hobby. In other words a few dollars now may save a lot of dollars in crashes.

REPRINTS FROM THE DECEMBER AMA COMPETITION NEWSLETTER

REPORT ON RC CONTEST BOARD VOTING FOR 1970 RULES

We were, of course, in an excellent mood. The overwhelming thank you notes the individual voting on proposals presented to the RC Contest Board for 1970 rules. Some items came to the Board during the 1969 season, some were brought up by Board members during the National meeting, and some, like the controversial FAI Yacht question, came to light following the World Championships in Hawaii, Germany.

To those 120 AMA members who were requested to vote, we extend our thanks throughout the year, especially after publication in late July of the Board minutes. We thank you for your help and comments which aided in the final voting. We hope most of the decisions went the way you wanted them to. As for the only officers whose comments about the final outcome can only be described as two letters and two lists, we refer you to the slightly qualified famous quote, "Don't bug the AMA about what it should do; come for us, but take a good look at what you've done for AMA."

This report will attempt to explain the reasoning behind the voting shown on the charts, particularly of the most controversial items. We will attempt to make the discussion a survey of the feelings of the Board members. Obviously our comments won't always reflect the opinions of your individual district member, as it's not his life to it.

Pattern

Although it may appear to conflict with other questions, the 9 to 7 decision in favor of leaving the 1969 pattern rules unchanged is basically correct. It was the feeling of most members that the pattern rules used at least two years without changing champions, and the increasing popularity of the A and B classes in an ideal state that we are under in the right direction.

Don Gilmartin, in a special message to members in Class A in our 1969 meeting, said that the Board was a "board of fools". There is a heavy truth that a little more simplification would be a major improvement. The 1969 rules were, and in a quiet phrase, a "board of fools" in a quiet phrase, a "board of fools" in a quiet phrase. The Board's decision to not put through the revised rules, but to put only the changes that were in the 1969 Board's minutes in the 1970 meeting, was a prudent move, and a recognition that we wanted to remain in the Class A Pattern domain at all.

Another proposal was that which bridges two categories, 10 to 9 in favor of Class B. In this case, the proposal was to allow a scale ship with engine displacement totaling more than 100 cc. to enter to compete in the Intermediate class, provided that it qualified for the class event at the same contest. The 1969 rules do not prohibit a 200 cc. scale ship entering but they do require that the ship be 100 cc. or less.

In order to bridge the two categories, the Board proposed that a scale ship with an engine displacement of more than 100 cc. but less than 200 cc. be allowed to enter and compete in the Intermediate class. This change would have allowed us to help solve some of the biggest and most troubling problems associated with many scale projects. Such ships would be particularly handy when in Pattern. Furthermore, the possibility of

new scale ships, tightly limited and heavily overpowered, being designed to qualify in both but intended primarily for Pattern, could not be overlooked.

A small item, which has had no publicity, was also decided to Pattern. The wording in the Judges' Guide regarding the Yacht Pattern Appendix has been clarified to the benefit of both the judge and the contestant. The following has been added: "It is recommended that the descent start at the base of the descent line. However, wind or adverse conditions may rightly dictate otherwise. Award should therefore be made only on smoothness and consistency, not on where it actually starts."

Another item, of a general nature, will appear in the Contest Director's Guide, and reads as follows: "If planes should not be flown at an altitude that would endanger the flight of full scale aircraft."

As mentioned previously, the current, most controversial item in Pattern revolves around the use of the FAI pattern. We made comments in our earlier competition Newsletter that there would be some form of discussion in the minutes as the result of the Inverse Scale Championships.

We are tempted at this point to give strong rebuttal to some things said, agree honestly with others, and then add a bit of our own, but this is supposed to be a neutral Board report, not a commentary. (1969) is just one comment.

Since the very first proposal about that we must have the FAI Pattern in order to preserve our Number one spot in the World Championships (in a competition with many other nations of the world that is, for a change, friendly, why must we win every time?), I have been trying to make one thing clear. NO CONTEST BOARD ACTION IS NECESSARY IN ORDER TO MAKE THE FAI PATTERNS AN OFFICIAL AMA EVENT. It ALREADY IS!! Our National Association's recognition of which the AMA, along with many other national oriented associations is affiliated, is the representative U.S. Aero Club to the FAI. As such, any FAI event automatically becomes an

Continued on p. 2

RC CONTEST BOARD VOTING

1970 AMA Rules
The RC Contest Board has voted on the following proposals for 1970 rules. The results are as follows:

Proposal 1: To leave the 1969 rules unchanged.
Ayes: 9
Noes: 7

Proposal 2: To allow a scale ship with engine displacement totaling more than 100 cc. to enter to compete in the Intermediate class, provided that it qualified for the class event at the same contest.
Ayes: 10
Noes: 9

Proposal 3: To allow a scale ship with engine displacement totaling more than 100 cc. but less than 200 cc. to enter and compete in the Intermediate class.
Ayes: 10
Noes: 9

Proposal 4: To clarify the wording in the Judges' Guide regarding the Yacht Pattern Appendix.
Ayes: 120
Noes: 0

Proposal 5: To add a note to the Contest Director's Guide regarding altitude.
Ayes: 120
Noes: 0

NEW RC NATS COMMITTEE

The Rockland, Vt. committee has been appointed by AMA President John Dutton to be chairman of a national RC committee. The duties of this committee were to study the rules and organization of RC events at the 1970 Nats. Their recommendations would be presented to the National Executive Committee for action at the next planning conference to be held at Intervale Hotel, Mt. Shelburne, Vermont in late February.

The committee consists of a chairman, a representative to the planning conference, in discussion with the national committee members was proposed by Clarence O'Neil, Dan Corey (Chair), Clarence Nichols (Vice Chair), Stanley Melnick (Secretary), Paul Reed (Treasurer). Representatives are all principal competitors in various categories, Dylan, Seattle.

The committee will continue to be made up of only RC competitors in the other categories, headed by the President of the National Model Rocket Society, located in a room at Intervale Hotel, a member of the RC contest committee of the AMA, and a representative

FINAL VOTING OF RC CONTEST BOARD IN 1970 AMA RULES	VOTERS												TOTAL	MAJORITY	
	ALBERTA	BRITISH COLUMBIA	ONTARIO	QUEBEC	MANITOBA	SASKATCHEWAN	ALBERTA	BRITISH COLUMBIA	ONTARIO	QUEBEC	MANITOBA	SASKATCHEWAN			
Proposal 1: To leave the 1969 rules unchanged.	9	8	10	7	5	4	6	5	6	7	8	9	10	9	9
Proposal 2: To allow a scale ship with engine displacement totaling more than 100 cc. to enter to compete in the Intermediate class, provided that it qualified for the class event at the same contest.	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Proposal 3: To allow a scale ship with engine displacement totaling more than 100 cc. but less than 200 cc. to enter and compete in the Intermediate class.	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Proposal 4: To clarify the wording in the Judges' Guide regarding the Yacht Pattern Appendix.	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Proposal 5: To add a note to the Contest Director's Guide regarding altitude.	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120

WITH MAJORITY INDICATED IN CIRCLE ON THE RIGHT:

1. Majority for 1970 rules (leaving rules unchanged)
2. Allow one government plane to enter Pattern
3. Allow one government plane to enter Pattern
4. Allow one government plane to enter Pattern

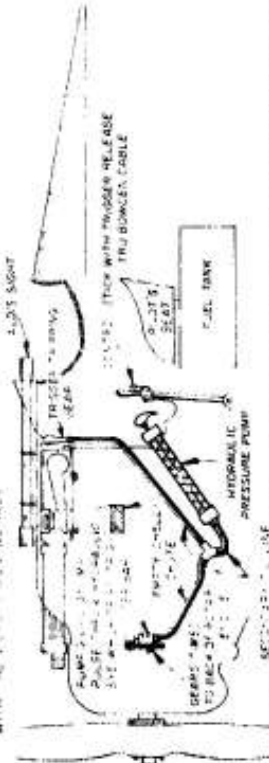


FROM OUT OF THE PAST A BARON GRINIT FEATURETTE

THE BARON

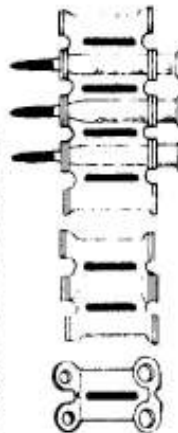
GEORGE C. ... PRINCE WHO BELONGED TO THE FIRST WORLD WAR, WAS ALWAYS DISTRESSED BY PUBLIC OPINION ... IN 1918 ... WOMAN PUBLIC ... OUT THAT HE HAD ... EVERY MEDAL ... AWARDS. WHAT NEW ... IS THERE LEFT ... TO ... SHE ASKED ... NEVER REVEALED ... THE WOODEN CROSS ... THE BARON

THE CONSTANT MESCO GUN GEAR - INVENTED BY A ROMANIAN ENGINEER CONNECTED WITH ...



THE FIXED ... CONTROLLED - NOT OPERATED BY GEARS - TIED TO A HYDRAULIC OIL-LINE SYSTEM. THE PUMP FEELS AN IMPULSE OF OIL UNDER HIGH PRESSURE TO THE TRIGGER TRIPPING GEAR, BUT THE GUN DOES NOT FIRE UNTIL THE PILOT PRESSES THE TRIGGER RELEASE, THEN THE G.C. GEAR CONTROL PREVENTS THE OIL FROM FIRING WHEN THE FOR-BLADE IS IN LINE WITH THE MUZZLE OF THE GUN. THE PILOT MUST FEEL THE PRESSURE OF THE ... UP ON THE GUN WILL FIRE LATE AND THE BULLETS WILL ...

THE DISINTEGRATOR BELT LINK



TO ELIMINATE THE UNSURE AND OFTEN ... THESE LINKS, MADE OF ALUMINUM, WERE SLIPPED TOGETHER AND A POINT OF ... WAS SLIPPED INTO THE INTERLOCKING ... THIS WAY A BELT OF ANY LENGTH COULD BE MADE

- TRI - VALLEY P.C. -

Workshop: New Game, Editor

Tower of Turbulence --

One of our older reports the following conversation: A private plane called the control tower, "You might inform the TWA pilot who is about to take off from the north end that the object near the runway that looks like a rock is really a turtle on the runway."

TWA 707: Tower, we heard that transmitter Underhand. One turtle, crossing runway.

Tower: Based on available pilot reports, turtle's course is oriented southeast, heading toward Gate Five.

TWA 707: Kansas City Tower, can you give us info on turtle's speed and estimated time of runway clearance?

Tower: Computer calculations indicate turtle's speed around 200 feet an hour -- may be less in this quartering headwind. If present course and speed are maintained, runway should be clear in eight minutes.

TWA 707: Unable to wait due to fuel depletion. Will employ evasive action on takeoff roll.

Tower: Roger, TWA. Cleared for takeoff. Be on alert for wake turbulence behind departing turtle."

MYSTERY GUN - KNOWN AS THE VICKERS-BERTHER. ALL PHOTOS OF THIS GUN APPEARING IN BOOKS OR MAGAZINES WERE CAREFULLY "BLACKED OUT" SO THAT NO MECHANISM WAS SHOWN.



US 1 - 19

November 1970



NOVEMBER 1970

CHATTER

*Hi Church
 Thanks for slide +
 letter - will return
 the slide in
 Dec. see if we
 can't send
 you pics or
 something
 TCR*

NEXT MEETING

See you on December 1st at the Washington Park Building about 7:30 PM. Bring a guest, hopefully a potential member. We need more new people to replace some of the old flyers that have flown away.....

Some of you have been skipping our meetings and missing some of the best 16mm, sound, and color films on Marine Jet flying that we have ever had available. We are not able to announce these in advance since the films are loaned to us on short notice. They are great.....

CLUB NEWS

Our club has approved filing for a club FCC license. The cost to the individual member will be \$1.00 per year for the number of years remaining on the club license when the individual application is made. If that isn't clear as said you can see Henry Barokley or Jack Burg. They don't know how it works either but the most it will cost you is \$5.00 for five years..... even ol numb thumb knows that is a \$15.00 saving to the individual.

We sure have to take our hat off to Rob Pilkenton.... he executed a downwind dead stick landing right on the spot last Saturday that had us all watching. Any yr. guys that want lessons, see Rob.

How many of you are building some kind of an airplane????? Don't forget to bring it down to a club meeting and enter it in the club building contest. There is a category for every type of plane..... see Jack B. if you have lost your list describing the points system. Even the JRFSSSSSSSS will qualify for a category.

Host and sponsored a fall symposium that had all the earmarks of a yearly winner. Phil Kraft once again showed that he is willing to go where the modeler is... he was the only major radio manufacturer represented at the show. I bet he has answered the same questions a thousand times --- always congenial and willing to listen to your flying story. Our thanks to Phil....

We were also impressed with the Kiteglass Models display. Their big feature was Ralph Brocke's Gladiator but they had the entire line on show. Many manufacturers don't seem to realize that the modeler cannot go down to the local hobby shop and look over kits or radios before he makes a purchase decision..... the hobby shop just doesn't have the ability to inventory one of everything.

SEE YOU AT THE MEETING

WHAT IS LEGAL UNDER A CLUB LICENSE?

Basically, it's whatever the club says. A club license could be used anywhere in the country, at any field, at any meet, provided the club authorizes such operation. In case of any question the club must be able to show that a club

member's RC operation under the club license was an authorized use of the license. Again it's a matter of the club (or any licensee) being able to show that it does have control over the use of transmitters covered by the license. Any type of operation is possible, but each club should carefully examine what it is willing to be responsible for when authorizing any general usage.

\$100 DEDUCTIBLE FOR 1971 INSURANCE COVERAGE

Rates for liability insurance coverage, in general, are currently being boosted substantially by most companies. It's part of a national trend affecting all types of such coverage. When our former underwriters asked for a 40% increase for AMA coverage earlier this year we balked and switched companies, ending up with paying only an eleven percent increase.

However, the new company, following a review of our accident claim records, has changed the deductible clause in our policy so that for 1971 the figure is \$100 instead of \$50. This means that, in certain cases only, the first \$100 of any claim must be covered by the AMA member himself. In other words, the company will pay all but \$100 in such cases.

What cases? Only those in which one AMA member has an accident in which another member's property is damaged. In cases where an accident caused by one AMA member causes bodily injury to another member, there is no deductible -- the insurance company pays all. Similarly, for either bodily injury or property damage, when the accident involves a non-member (spectator, passerby, etc.), the company pays all.

The net effect of this is to say that members must pay more attention to damaging each others' property. The single most frequent type of AMA accident involves a model hitting a member's car. In fact practically all such accidents have involved free flighters. Typically, free flighters do not park cars well upwind of launching sites -- they usually are closely clustered and flyers launch directly from the car area.

The frequency of models hitting members' cars is therefore directly related to the higher deductible provision for 1971. So while we have not been charged more for insurance coverage we have had our area of coverage reduced. The message seems to be that we need to be more careful where we park in the vicinity of flying activities. If we do the effect of the change will be minimized. A word to the wise.....?

47 WITH THE PRESIDENT

Fun Contest Oct. 25

Results:

1. Ray M^C Clellan
2. Chuck Pilkington
3. Ron Fetch
4. Henry Barkley
5. Roger Breedlove

Note the President's name is not in the list after leading the first event (engine start). Don Adams would not give me a time for the second event (Timed Flight) He said I did not hit the strip, but I did make a nice power dive landing after a VERY short flight. I thought it was "build a new plane " contest!

A BIG thanks to Don Adams and Bob Scraseon for all the help in running the Fun Contest.

Ray is the Fun Contest winner for the Club Year 1969-70. Out of six events he won 3 of them, and placed 2nd and 3rd in two others. The balloon bust was the toughest event--only Henry could break one on his fourth and last try...Better luck next time-- Fun Contest January 17th. ☺

Next Inter-club contest December 13th, Pattern. This contest will count toward next year 1970-71 Club Championships.

Winter is here and it is time to get with building. We need planes for the Inter-club contest for modeling. I have a scale started, and plan soon to have a big glider started. Each plane will be scored by our club members on the following scale:

Construction	
1. Basic appearance	1-10 points
2. Finish paint	1-10 points
monokote	1-7 points
plastic	1-5 points
3. Construction	
scratch	1-10 points
kit	1-7 points
4. Unconventional Configuration	1-5 points
5. General Installation	1-10 points

Flying

25 points will be awarded if the aircraft performs adequately on the ground and in the air.

A warm welcome to our three new members:

Al Jackson
Don Adams
Tim Luxeeford

The awards dinner was alot of fun. North's Chuck Wagen is a good place to eat. I wish more of our members had turned out. Thanks to Baylor for the projector--next time bring a spare bulb! Thanks to Henry for the 35 mm slides. Ed Bartel won the Lenoir faffle--the rich get richer--The club did make \$20. on the raffle.

To fulfill our next year club program we will need complete club participation. On the weeks to come, all will be asked to help in the program in some way.

To help club meeting attendance, we are going to try to have model products raffled at each meeting. Be there December 1 for the first raffle--Must be in attendance to win!