

1972 FD NL

February 1972 - My thanks to Chuck O'Donnell for passing these along.



AERONAUT'S

FEBRUARY 1972

CHATTER

NEXT MEETING

February 1st is the night, around 7:30 PM at the Washington Park Building. There was some confusion and a rumor that our meeting location might be changed ---- not so for the time being.

Jack Burg has arranged for some excellent films beginning with the upcoming meeting. For example, a Blue Angel w/phantom jets and others. These are all color and sound productions so mark your calendar now.

Between those never ending monsoons that have been creating water take-off areas everywhere, some people have been flying. Lots of activity at the field on January 16th, a really beautiful Oregon day with warm sunshine and a very slight breeze. EAT YOUR HEART OUT, CHUCK O'DONNELL.....

Roy McCracken has made the perfect start for a beginner--- a Jensen Ugly Stik, a Merco .61, and a set of Proline. He was last seen flying all over the sky on a buddy box system. Why wasn't it that easy way back when.... some of us still occasionally wish for a buddy box.

TIP O'THE HAT

BILL NORTHROP, Editor and Publisher, of the MODEL BUILDER magazine has kindly offered to send a complimentary subscription to the Skipworth Home for children. Many thanks, Bill.

THE FOR SALES

A 1971 Proline. 6 channel with retract switch on 72.96, open stick with four servos. In top flying condition for \$325.00. See Chuck Pilkenton.

Farrell Bird has several airplanes, several engines, field box with 12 volt battery, 6 channel Pro series logictrol complete in top condition, full set of Wing retracts with Wing Driver servos and tons of other stuff his wife doesn't know about - all for \$500.00. The retail is well over his asking price. The only catch is that he will only sell it all or none. Two or three guys could get together....

DISCOUNT R/C PRODUCTS

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"CHUCK" PILKENTON - R/C Dealer

THE VANISHING (RC) HOBBY SHOP

While not exactly RC is disappearing from the shelves of the hobby shops. He says why. Discounter, who can sell retail cheaper than the usual hobby shop in the large towns, are getting the "real business." The retail hobby shop operator told me that he considers himself real lucky if he can sell the first kit to the business RCer, because he can't count on the hobby store. If he sells him a radio he may get a little book. But, he must count the (literally) hours of conversation, hand-holding, and encouragement he has to give to get the kit started. So, the retail hobby stores are shutting back their stock to the staff that the guy who needs something right the way out. He stocks a few RC airplanes, the usual hardware (providing it can also be sold for other hobby purposes) some paint, and a few kits. He is now saving his space for faster routine items in lines where the discounter hasn't put the best sign on his.

It's not going to argue about the value judgments in the above. It's a free country. If you want to save money, the opportunity is there. Do your thing. But, let me back you with something which

has been running through my mind.

The hobby is more to me than putting together a plane "as a project" and flying it. A lot of the fun I get out of the hobby is talking it up with other hobbyists. I find a lot of fun at our fields. I enjoy their company. But... sometimes I would like to talk to someone else and see what he has to say.

I find I see some good opportunities to talk to RC hobbyists at the few remaining hobby stores who serve the RC guys some. They come from miles around and even from way out of town just to see what is on the shelves. They often have seen things I haven't ever had a chance to check about. Just talking with them is worth a lot to me.

Then, a lot of the hobby stuff we see in the magazines are very poorly illustrated and even more poorly described. Sometimes I get a chance to see and "inspect the merchandise" at some new shops at the hobby stores. Sometimes I buy it and sometimes I don't. At least I have had a chance to inspect it.

Well, both of those pleasures will be denied me if the hobby store goes out of the RC business, or limits its business to the routine items which will move. Pretty soon the opportunity to visit there will be gone forever. Yes, I will have to journey many miles to other club fields, pack myself into the car again at the various hobby shows like Toledo, where my neighborhood has lots. Just to enjoy the other side of the hobby. I hope that doesn't happen.

So, I resolve: To pay for my seat at the croaker barrel at the hobby shop. I will trade with the retailer. I will buy as many kits as possible. If he doesn't have what I want, I will go elsewhere--possibly to the discounter. If I cannot place buying new radio gear. I will have a serious talk to him and if it doesn't look too much, I will give him a chance to "bid." I will remember that on this big item he doesn't have to stock it and keep it on the shelf if he just orders it for me. His expense is just passing it through his books. I will concentrate my hardware purchases at the hobby store if he has what I want. If he doesn't have what I want, I will buy the mail order or other store. Propellers, too, I will try to buy from the retailer. I hope some of you will do as I intend to do. I intend to spend just a little more for the services rendered. I want to keep the social atmosphere going too. Give it some thought. Maybe you may find this a good idea too. I hope you do, as I will not be able to keep the local stores in business all by myself.

The Social Modeler
(Reprinted from the newsletter of the
D.C. Radio Control Club, Steve Vance, editor.)

REPRINTS AMA MONTHLY MAILINGS

CONFUSION ABOUT CLUB FCC LICENSES

In the December '71 issue of Flying Models there is a statement which says that the club license is only good at the club field. Not so. What the FCC says is that the license may be used by members only in connection with the official club activities under the control and responsibility of the club officers. That doesn't necessarily limit club activities to the club field. The club license can be used anywhere that club officers authorize it to be used.

The FM information also says that a person with a club license is not authorized to use it at other club contests or other functions that his own club is not sponsoring. Again, not so. If the club authorizes its license to be used by club members at other fields, meets, or activities of other clubs, then the license is good for such purposes. The only thing that counts is what the club officers approve for use of its license.

FCC CLUB LICENSES

Questions continue to come to HQ concerning the extent to which club FCC licenses can be used away from the normal club flying site. In particular clubs want to know if the license is okay for use at out of town contests by individual club members. The answer is yes, provided that the form of club license being carried by the club member clearly indicates this -- so that the Contest Director or even an FCC agent can see the club's intent without any doubt.

We suggest that each club member be given a photocopy of the club license with some statement signed by the club president to the effect that the club license is approved by the club for use by club members at all AMA sanctioned contests regardless of location. This could go even further and state that such use of the license is an official act of club representation at any such contest. The basic idea is to provide documentation for each club member which clearly shows that the club authorizes and approves of this use of its license.

7th Annual NORTHWEST R/C CONFERENCE

Sponsored by RAMS

February 5 - 6
Seattle, Washington
SEA-TAC Motel

18740 Pacific Highway So. Seattle, Wash. 98188
HIWAY 99 AND 188TH S.
Take the S. 188th St. Offramp from Freeway, U.S. 5
1 Mile West on S. 188th St.

DISPLAY OF RADIO CONTROL

AIRPLANES CARS BOATS

SATURDAY, 9:00 TO 6:00 SUNDAY, 10:00 TO 3:00

MANUFACTURERS' DISPLAYS

59 TROPHIES

Banquet Saturday Night, 7:30

Music and Dancing

Continuous Show of Home Movies

Featuring R/C Airplanes, Boats and Cars

Technical Talks and Discussions on Various R/C Model Subjects

Conference Chairman:

Donald Toepel
1040 South 174th St.
Seattle, Wash. 98148
CH 4-7690

Motel: Each person will contact the motel to make his own reservation.

RULES

GENERAL RULES

1. General admission is \$1.50 per adult, 50¢ per Junior (12 to 18), under 12, Free.
2. Model entry fee is \$2.00 for the first model and \$1.00 for each model thereafter.
3. Any model entered for the second year must have been run or flown prior to entering the second time.
4. No special lighting effects allowed for display of models.
5. No trophies from previous contests to be on display with the model.
6. Any one entry can only enter one of the listed classes except, "Best Finish", "Best of Show" and "Junior".
7. All entries are automatically entered in the "Best Finish" and "Best of Show" classes.
8. Entries may be entered by proxy.
9. "Best of Show" entry will be selected by general ballot. All other class winners will be selected by a panel of judges.
10. Entries must be registered by 1:00 p.m. Saturday and left until noon Sunday to be eligible for a prize.
11. Entries to be complete (radio installation may be incomplete).
12. First prize trophies will be awarded Saturday night after the Banquet.
13. There is no prize for the "Best of Show" and the trophies for "Best of Show" and "Junior" will be awarded Sunday morning.

December 1972



AERONAUT'S

DECEMBER 1972

CHATTER

NEXT MEETING

January 2nd, Tuesday, about 7:30 P.M. at the ol Spear & Jackson water hole. Your annual dues of \$12.00 will be due and payable at this meeting so make every effort to be there with money..... no money, no membership. It will be that simple this year. That also means no field privileges until you are paid up.

Our President felt a snowflake on his nose on the afternoon of our December meeting and cancelled same.... the word was spread rapidly to at least one person so most of us showed up - Jack made me say that.....

Members only will receive a copy of the proposed club budget with this newsletter which will be up for consideration at the meeting. You will notice the cash on hand is blank.... we hope not, but we haven't seen Jerry Green since the heat waves in August. Rumor has it that Jerry is still alive and doing private research on a self propelled Zeppelin fashioned from Monocote and hot air. His problem is getting all that hot air to hold still.... just wait till Sid hears about this..

Do hope most of you can make the January meeting. There is considerable club business to discuss and some like the budget proposal will have long range impact because of our new method of dues collection. You come too, Jerry....

MAKE YOUR

Reservations now for the 8th RAMS SYMPOSIUM at Seattle -- see page three for all the hot details. Take your new airplane and enter it in the appropriate class. Participation is what makes this a worthwhile activity.. where do you suppose those 200 other airplanes come from???? Should note that some special activities have been planned for the wives this year.... besides taking care of the kiddies that is....

HUMOR OF

the year was trying to guess who the bad boy at the Masters flyoff was until one brave magazine r/c Editor let ol Ted White have it right in the tail feathers. No wonder most magazines can't do a decent product review --- it is all too kissy kissy for me. Hats off to Maynard Hill for telling it like it is --- Flying Models too.

1972 has been a great year. Buddy boxes have made instant flyers out of many new hobbyists. It is almost as easy now to fly as it looks. When was the last time you saw an airplane crash? SEE YOU AT THE FIELD

EUGENIE RC AERONAUTS, INC.
1973 PROPOSED BUDGET

PREPARED 12/1/72
BUDGET COMMITTEE

		EXPENSES	INCOME
1	ANNUAL DUES		
2	34 @ 12.00		408.00
3	INITIATION FEES		
4	10 @ 5.00		50.00
5	NEWSLETTER SUBSCRIPTIONS		
6	10 @ 1.00		10.00
7	NEWSLETTER: PRINTING	120.00	
8	POSTAGE	48.00	
9	AMA CHAPTER FEE 34 @ .50	17.00	
10	SOCIAL ACTIVITIES	20.00	
11			
12	FIELD MAINTENANCE:		
13	LAWN MOWER ENGINE	125.00	
14	✓ TUNE UP	10.00	
15	GAS, OIL	10.00	
16	FERTILIZER	30.00	
17			
18	ANNUAL STATE INCORPORATION FILING FEE	5.00	
19	NEW GLIDER WINCH (INC LINE)	50.00	
20	NEW LINE / PRESENT WINCH	30.00	
21	GLIDER CONTEST: TOILET	25.00	
22	TROPHIES	-	
23	PRIZES	60.00	
24	SUPPLIES	10.00	
25	PRINTING	10.00	
26	CONCESSIONS	30.00	45.00
27	REGISTRATIONS @ 3.00		90.00
28			
29	PATTERN CONTEST: TOILET	25.00	
30	TROPHIES	-	
31	PRIZES	60.00	
32	SUPPLIES	10.00	
33	PRINTING	10.00	
34	CONCESSIONS	30.00	45.00
35	REGISTRATIONS @ 3.00		90.00
36			
37			
38		735.00	738.00
39	CURRENT BUDGET		3.00
40	CASH ON HAND +2/5/72		

Students Have Idea, But Will It Get Off the Ground?

Two Men Will Pedal Like Mad
To Get an Odd Craft in Air;
What Will It Prove? Nothing

By WILLIAM M. CARRY

Staff Reporter of THE WALL STREET JOURNAL

CAMBRIDGE, Mass.—It all started some time ago with a fellow named Daedalus and his son, Icarus. Leonardo Da Vinci gave serious thought to the matter. And now Steven Garbocki and Jack Simes are giving it a fling.

Steve and Jack are trying to fly, sort of like a bird. Sort of, that is, because most birds don't have to pedal like mad to get off the ground. Steve and Jack will pedal like mad. Whether they'll get off the ground isn't yet clear.

If they do get off the ground this spring in their funny-looking man-powered plane, they'll try then to fly a one-mile, figure-8 course, staying at least 10 feet off the ground. And if they succeed at that, they'll win about \$25,000. If they don't succeed, they'll be out about \$11,600 in materials, labor and computer time.

And win or lose, Steve and Jack will be two tired fellows with one useless plane.

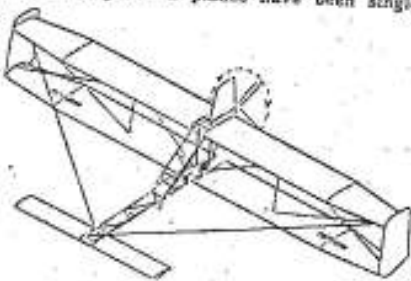
Beware of the Sun

It's all the latest chapter in man's continuing effort to pretend he's a bird. Besides involving Messrs. Garbocki and Simes, this effort involves the Massachusetts Institute of Technology and a little-known British industrialist named Henry Kramer. MIT students are building the fragile plane that Steve and Jack will pedal. Mr. Kramer is donating the coveted Kramer prize—the \$25,000—which goes to the first person to fly the strange course.

(It isn't clear why Mr. Kramer has put up the money. He did so about 10 years ago, which was too late for Daedalus and Icarus. Which is too bad for Daedalus, because he could have won. Greek legend has it that Daedalus, imprisoned on an island, fashioned wings for himself and his son, Icarus. Daedalus, managed to fly away, but Icarus flew too close to the sun, and his wings of feathers, embedded in wax, melted. He fell into the sea and perished. As for Leonardo, he drew plans for a man-powered helicopter, a man-powered ornithopter (a wing-flapping aircraft) and a parachute, but he never used them. Steve and Jack do not expect to get too close to the sun.)

The MIT craft "will be like a big model airplane, made of balsa wood, plastic and glue, and not much good for anything," says Bob Peterson, one of the student builders. Aside from the possible prize money, he says, the students are building the plane for the fun of it and for credit toward MIT courses.

The students think their craft's design will enable it to succeed where others have failed. Most man-powered planes have been single-



winged, having a very long wing span of up to 120 feet. A low-flying plane with a long wing finds it tough to turn—the wing tends to hit the ground. And when the wing hits the ground, the plane crashes. Which is what has happened to some of the planes—though the only injury reported so far involved a bystander who sprained his ankle sprinting toward a crashed man-powered plane in England.

Two-Man Plane

The MIT craft, however, is a biplane, which allows the wing span to be cut to only 60 feet without reducing the wing surfaces that lift the craft. The MIT plane is also unusual in that it will have two men flying it instead of the usual one. "If you have only one man, you have a problem," says Paul Hooper, another MIT student. "When the pilot is concentrating on pedaling, he's flying all over the sky. But when he's concentrating on flying, he isn't pedaling much."

So in the MIT plane, Mr. Simes, a professional bicycle racer, will concentrate on pedaling. Mr. Garbocki, a professional air pilot, will concentrate on flying, though he also does some pedaling.

The MIT plane is also different because its propeller is in the rear, pushing the plane, and the tail is in the front. Thus, the plane in drawing above flies the opposite way you think it flies.

At the moment, the plane is about 80% built but students already have tested a model in wind tunnel. Soon they'll begin "flying" the plane on a computer-run simulator to learn flight characteristics. James Mar, former chief scientist for the Air Force and now an MIT professor, says the students "have a better than-even chance" of winning the prize. Mar is faculty adviser to the project.

Even if Prof. Mar is right, the MIT students won't suddenly have a huge commercial success. The plane will be very fragile—it probably won't be taken out of the hangar except dawn or dusk, when wind is at a minimum and it won't be able to carry freight or passengers, or fly in rain, snow or strong gusts.

"We're not promoting this as a finance project," says Mr. Hooper. "If we did, it could be tried for fraud."

Collector prints from Echelon ...
The Great Old Crates of W.W. I



FOKKER

Packed with authentic detail, these full color reproductions from originals by noted illustrator J. B. Dances present the aircraft of W.W. I seen in dramatic aerial action. These classic prints are handsomely lithographed on heavy, embossed art paper. They are big, 19 X 22 1/4 inches overall self-mailing and complete with descriptive captions. Collector quality, satisfaction guaranteed.

Subjects available:

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FOKKER D VII (steer)	SOPWITH TRIPLANE
SPAD XIII	PFALZ D XII
NIEUPORT Z7	MORANE-SAULNIER

\$3.00 each, any four, \$9.95

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A NEW COLLECTOR PRINT SERIES



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Each color print measures 18x20 inches overall ready for framing. Superbly reproduced on heavy embossed art paper. Complete with descriptive captions. Available only as a set.

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In Collector Prints from Echelon



B-26

These air combat paintings by noted illustrator, J. B. Dances, will thrill you with their action and authenticity ... are sure to hit the nostalgia button with W.W. II aviation buffs. The prints are big and beautiful, 19 x 22 1/4 in. overall, and are printed in full color on heavy, embossed art paper. Complete with descriptive captions. Collector quality, a great gift idea, satisfaction guaranteed.

Choose from these famous aircraft:

RAMS
8th ANNUAL
NORTHWEST RADIO CONTROL
MODEL SHOW

February 3-4

Seattle, Washington

SEA-TAC Motel

18740 Pacific Highway So. Seattle, Wash. 98188

HIWAY 99 AND 188TH S.

Take the S. 188th St. Offramp from Freeway, U.S. 5

1 Mile West on S. 188th St.

DISPLAY OF RADIO CONTROL
AIRPLANES CARS BOATS

SATURDAY, 9:00 TO 6:00 SUNDAY, 10:00 TO 3:00

MANUFACTURERS' DISPLAYS

60 TROPHIES

Banquet Saturday Night, 7:30

Demonstrations of R/C Boats & Cars

Continuous Show of Home Movies

Featuring R/C Airplanes, Boats and Cars

Talks and Discussions on Various R/C Model Subjects

Conference Chairmen:

David Harvey
3612 So. 263rd
Kent, Wash. 98031
UL 2-6583

Bill Bone
13 - 165th Ave. N.E.
Bellevue, Wash. 98004
SH 6-0769

RAMS 8TH ANNUAL NORTHWEST RADIO CONTROLLED MODEL SHOW RULES

GENERAL RULES

1. General admission is \$1.50 per adult, 50¢ per junior (12 to 18), under 12 free.
2. Model entry fee is \$2.00 for the first model and \$1.00 for each additional model. This includes modeler's admission.
3. Any model entered for the second year must have been run or flown prior to being entered the second time.
4. No special effects allowed for display of models.
5. No trophies from previous contests to be on display with the model.
6. Any one model can only enter one of the listed classes except, "Best Finish", "Best of Show", and "Junior".
7. All entries are automatically entered in "Best Finish" and "Best of Show".
8. Entries may be entered by proxy.
9. "Best of Show" entry will be selected by general ballot. All other class winners will be selected by a panel of judges.
10. Entries must be registered by 1:00 p.m. Saturday and left until 3:00 p.m. Sunday to be eligible for a prize.
11. Entries to be complete. Radio installations may be incomplete.
12. The trophies will be awarded Sunday 2:30 to 3:00 p.m.
13. Classes are as follows: