

1973 MD NL

March 1973 - My thanks to Chuck O'Donnell for passing these along.



AERONAUT'S

MARCH 1973

CHATTER

NEXT MEETING

April 3rd about 7:30 PM at the ol Spear & Jackson water hole on West 11th. Be sure you make this meeting as we have a 16mm color sound film from Boeing on testing the 747 --- thanks to Jack Burg. According to the way Jack tells it, he called Boeing on the telephone and ask them if they had ever heard of the Aeronauts.... after a carefully phrased no, he said send me your best film or else. Anyway be there.

Most of you have probably noticed the new transmitter impound shelter at the power field... the idea is if you don't have the frequency flag on your Tx it should be in the box. We have had one mistake in the last two months that cost an airplane so it can happen even when everyone is careful. Thanks to Don Krieger and Ray McClellan for the impound shelter. Oh yes -- if you do happen to use the impound area, be sure to turn the tranny off before you hide it way in the back.....

Bob Sorenson is building a DuBro Helicopter... the most exciting part of this venture is listening to Bob tell how he is going to redo helicopter flight training theory. He must not have complete confidence though because at last report he was making extra rotor blades and rigging his machine with whiffle balls..... this is all chopper talk to those of you that don't unnerstan.....

Jack Burg has some good items for sale.. a Cumulus glider, a Phoebus glider, a 6 ch. Royal radio with 2 receivers and 2 battery packs, 4 PS-4 servos all on 27.095 Hz for \$400. He also has a Topflite Contender with engine and proline retracts.

Henry Barclay has a new job as consultant extraordinaire with the Eugene Toy and Hobby shop. His hours are 3:00 to 5:00 PM Monday and Wednesday, 6:00 to 9:00 PM on Friday, and 9:30 to 12:00 on Saturday or anytime by appointment. Sounds like tough duty.....

Several members still have not paid club dues or shown proof of AMA membership and do not have field privileges including the following: Jewett, Sorenson, Doyle, Green, McCracken, McKelvey, Kalen, Del Koke, Adams, Prondzinski. If you have complied, please let Jerry Green know. Thanks

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| | |
|---|----------|
| Lanier Colt, red & white kit | @\$40.00 |
| Joy Products- Outlass Kit | @35.00 |
| World Engines- Hawk Kit | @16.00 |
| Kraft 5 channel Sport series with 4 servos | @240.00 |

AMA

The AMA Executive Council met in Washington on Feb. 17 and after several hours of intensive discussion decided to pursue a conservative but significantly different course concerning AMA's publication plans for the future. The significant difference is that AMA will attempt to give members a choice concerning whether they will continue to receive AAM magazine or if they will receive only the AMA News section as published in that magazine.

If negotiations with AAM are successful, those who want the magazine will get it in 1974, as now, as part of their \$15.00 dues benefits. Those who do not want AAM will pay \$12.00 and get a reprint of the AMA news instead. If, however, an agreement between AMA and AAM is not reached concerning cost of copies purchased for members, AMA will produce its own publication in 1974 -- size, nature, and dues structure to be determined at the summer council meeting.

Thus the council decided that no AMA member would be forced to take a commercial magazine against his wishes. Yet a previously established principle was again upheld -- AMA would provide the same basic publication to all its voting members rather than make any arrangement which would have required those members to obtain the publication indirectly or at separate and additional cost from basic dues.

The vote was 8 to 4 in favor (the President and Executive Director abstained). This was the most decisive vote of many on various publication proposals, except one which resulted in unanimous rejection of a new price increase by AAM. This action to reject the increase (from 30¢ to 37 1/2¢ per copy beginning in August 1973) automatically terminates AMA's current contract with AAM at the end of 1973, based on a recent letter from AAM.

The decisive vote to seek an optional choice arrangement with AAM came after it was obvious that there were wide differences among council members concerning other possible arrangements. A proposal which had agreement of five major model magazines did not get council majority support -- this would have resulted in an AMA News section appearing in all five magazines (AAM, FM, MAN, MB, RCM) with AMA paying the costs involved for paper and printing of the AMA pages. This arrangement assumed that practically all AMA members got one or more magazines on their own so there would be no need to buy copies for members. Because this idea had unanimous agreement of the model press it had appeared that it was most likely to be approved by the council. But council support was weak so nothing further came of the proposal.

Perhaps the most important aspect of the council decision is that it represents a truly democratic vote. With 8 in favor (districts 2, 3, 4, 6, 7, 9, 11, and the Sec-Treas) and 4 against (1, 5, 8, 10), the council cannot be fairly accused of any rubber stamp action. Note also that the three new VP's for '73 (2, 4, 6) voted in favor. More details will be forthcoming after the official minutes of the meeting are approved.

AMA INSURANCE COVERAGE TRIPLED!

We switched insurance companies as of January 1. Our new company, the Hartford Insurance Group, began immediately to process the usual requests for special certificates. Noting that many clubs asked for one million dollars coverage rather than the standard \$300,000, and also noting the considerable paperwork involved, the Hartford people agreed to make one million the new standard, effective March 1.

The saving in paperwork justifies the additional coverage so the net effect is that AMA will be paying the same price as before but with much less effort and complication to most club secretaries. Unfortunately, no rebates can be made to those who already paid extra to obtain the higher coverage prior to March 1, so the benefit will be realized by new clubs this year and all clubs beginning next year.

The one million dollar coverage is now in effect for individual AMA member insurance as well as for clubs and living site owners. New certificates will be issued

You missed going to Toledo? Shame on you, if you had the chance-- or too bad if the boss (at home or at work) wouldn't let you off. To help ease the pain, CN has arranged this special feature which concentrates on what's new. Our author, we think, did an especially good job--for which as owner of two hobby shops (in Dearborn and East Detroit, Mich.) he has a special insight. Our author is also AMA District VII Vice-president.

Take approximately one hundred and twenty model manufacturers representing just about every phase of our hobby, and the Lucas County Recreation Center filled with wall-to-wall people, and what do you have? The 19th Annual Mid-Winter Radio Control Conference & Exposition sponsored by the Weak Signals Radio Control Club of Toledo, Ohio!

Doing a "What's New" column isn't an easy task as what is new to the writer might be "old hat" to the reader, and the same in reverse also holds true! To do a complete report booth by booth would be almost an impossibility and would certainly take much more space than we have here. So let's take a quick swing down the aisles and see what indeed was new!

Helicopters

The dominant theme was again, as last year, helicopters, but with a heck of a lot more sophistication. Mr. Johannes Graupner was present with his beautiful Bell 212 Twin Jet copter. This machine features both collective and cyclic pitch. The Staro 61 engine sits in an inverted forward position in the fuselage. Price will be about \$500 and will include the engine. Shugo-Hegi, producers of the now famous Bell Huey Cobra, demonstrated their new DS-22 machine by Dieter Schluter--this is a civilian type utilizing the proven Schluter mechanics. The model uses any .60 size engine. Pricing is similar to the Huey Cobra which, incidentally, has gone from \$350 to \$390 due to the devaluation of the American dollar just recently.

Aristo-Craft, the importers of the Shugo-Hegi, also import the Kait heli copter from Japan, and this machine put on an impressive flying demonstration. Probably one of the most unusual helicopters we've seen to date is the Du-Bro Hughes 300, a semi-scale. You really have to see Dave Gray put this one through its paces to believe it! The Hughes will come complete with O&R 1.2 cubic inch engine, gear box, and inertia clutch. It stands 22" high, has a rotor span of 57-1/4", and weighs 14 lbs. And would you believe--it will lift a five-pound payload! Price will be \$350. Len Sabato of R/C Helicopters had his Bell Jet Ranger on display and announced a decrease in price due to improved sales, from \$475 to \$399.95.

Radio Equipment

Radio equipment manufacturers appeared to show no really startling developments this time around which indicates to this observer that perhaps we have reached a plateau of miniaturization and reliability. This is not to say that there were not some new trends, gizmos, etc.

Cannon Electronics--these people make so many different radios that it must keep their catalog run busy eight hours a day! There are Economy, Sport, and Professional series systems in two to six channel. Their most interesting line is the Mini-Block system which features a receiver-servo block weighing only 3.9 ounces complete with 225 rah pack, or 5.1 ounces with 2 servos.

EX Products--Basically no major change this year. President Bob Elliott told us, "It worked so good last year, why change?" Sounds reasonable to us, too! EX produces the Little Red Brick (2ch) 3 channel, The Champion 6 Channel, and the Super-Pro Six Channel. New for 1973 is an all-new warranty policy which extends this protection for up to one year.

Heathkit showed their new GD 1047 Three Channel System. With miniature or subminiature servos, it is priced at \$149.95, and with their larger servos, \$139.95. There is a 4th channel option at \$19.95.

Kraft Systems--Series Seventy Three sets have been upgraded to five channel and seven channel units, at no increase in price over the 72 Series. Three new servos were introduced, among them a powerful KPS-16 which develops eighteen pounds of thrust. Also on display was a prototype of the 2-axis autopilot utilizing Maynard Mill's electrostatic principle.

Model Rectifier Corp.--Two all-new radio systems were displayed. The Mark V Five Channel set with a low \$285 price tag and a Master Series Eight Channel made by MRC in the U.S.A., featuring plug-in printed circuit boards. Both systems have a full one-year guarantee which appears to be a first in the industry!

Orcit Electronics--1973 Custom Series sets in 4, 5, and 6 channels, with a Compact series in two and three channel. Chuck Speer proudly displayed his new open gimbal stick assembly. Also new is a yet un-named "cradle" which accommodates a 4-6 channel transmitter and is hung around the neck with a sling. The "cradle" is contoured to fit the stomach and lets the operator be completely free to handle the transmitter control sticks without actually holding the box. This was developed primarily for the helicopter pilot. Orcit, incidentally, is merchandising the Shugo-Hegi copter either as a kit or ready-to-fly!

Pro-Line. No major changes for 1973, but a new super-selective receiver front end demonstrated by Jim Whitley.

RS Systems. Not real new to Californians, but unseen here in the Midwest to any extent, RS showed a complete range of systems from three to six channel in both dual and single stick configurations. They claim one of the smallest receivers being presently offered, weighing less than 1.3 ounces. All sets are unconditionally guaranteed for ninety days--even against crash damage!

Royal Products--complete line of Apollo and Classic systems, including their new Tech R/C 8 Channel system.

World Engines. Bill Welker showed a new eight channel Series II Expert Series with open gimbal sticks to retail at \$440 and an eight channel set, with the World label and closed sticks, for \$350. The latter will eventually replace the Blue Max Series. Both of the above sets have had the buddy box feature eliminated. Transmitters have a handle which snaps down to make a neat stand.

Planes

Probably the largest variety of new items to be seen was in the plane kit category, with a surprising emphasis on balsa rather than ARF. Phil Kraft shows the "Wingmaster", a flying wing designed around the two channel eleven system. Kraft says it can be put together in 5 hours and with a cost of less than \$200, including radio. Price of the kit alone is \$29.95. Airtronics, well known sailplane manufacturer, was showing their new Aero-Star biplane. This is a sport biplane similar to the EAA Biipe, uses a .40 to .60 engine and has a 50" span. Deluxe kit features plywood sides and 75-piece hardware package for \$69.95. Also on display was the recently introduced Gear Sprit Vee-tail sailplane and a stretch out version with a 154 inch span, appropriately named the Super Sprit. Prolific Lee Hensel also showed the Cunic 100" span competition class V-tail sailplane. Graupner showed a new sailplane called the "El Fly" which can be powered with two Electro Prop electric Motors, one placed on each wing, and flown as a pusher. Mr. Miltky of the Graupner firm demonstrated the tremendous thrust of the Electroprop, which turns a special 14-inch folding prop through a 5/1 reduction gearbox which is an integral part of the motor. Power is derived from a pair of 6-volt 1-amp batteries. Mr. Miltky has flown this electric-powered RC ship to a height of 500 meters.

VK Models displayed their Corben Super Ace which is 2" eyeball scale with a 56" span for .27 to .25 engines, and priced at \$32.50. Also in the works is a 2" scale Sopwith Camel with 900 square inches of area. VK offers quite a variety of W&M goodies including scale pilot figures, propellers, rigging and cable, and spoked wire wheels. Top Flite Models is producing a new 2" standoff scale P-39 Aircobra, third in a series which includes the P-51 Mustang and P-40 Warhawk. Southern R/C Products had their new "Sweetster" kit which was flown to 3rd place at the 72 Nationals. Like their well-known Tiger-Tail kit, the Sweetster will be available as a deluxe kit with finished Gator-hide wing at \$94.90, or as a standard kit at \$64.95.

The Mini-Flite Company has a neat little beginner's trainer called "The B7" in glorious balsa for .09 - .15 engines and 2-3 channel radio. This is an orbis type model and retails for \$19.95. New releases from R-P for 1973 will be an Anderson Kingfisher Sport Amphibian with a 6' span, a Stampo standoff scale biplane, and a Cessna 150 all-balsa kit.

Probably the ultimate in ARF type models has been reached by Model Rectifier Co. which was showing a completely finished ready-to-fly Cessna 177 Cardinal. Already installed in the fiberglass fuselage is an Maya .29 engine and MRC's new Mark V radio. All this for \$475 retail. MRC was also showing an all-balsa line kits, "testing market reaction."

Joe Bridi had his new "Super Xaos", soon available at \$37.95, and a new low wing model named "The RCX Sportster" which uses the RCX basic trainer wing.

Sig had a host of new items including a scale Myers 145 for Control Line, an trainer called the Kadett at \$23.95, as a full scale Liberty Sport biplane which took 2nd at the 1971 Nationals.

Very impressive was the display of J. Brucher, making his first trip to the Toledo bash. An uncovered built-up of his MiSport was truly a work of art and also on display was the Arctic biplane floats. The biplane is a recent introduction and sells for \$74.50. Lou also has an assortment of rigging hardware, turn

new offerings in balsa, including a stand-off scale HS-109 for .60 size engine at \$59.95; a biplane for .40 size mills at \$44.95, and a semi-scale tiger moth biplane for .23-.35 engines at \$32.95.

One of the most spectacular scale offerings would have to be the P-24 Liberator by Jack Stafford Models. This is a 4-engine (.15-.19) full-scale bomber with a 90' span, and plans will show retracts, flaps, all the details--no price disclosed on this one. Also new is a P-39 Aircobra at \$49.95. In addition, for the Formula I guys, Jack has a new ship called the Rickey Rat.

Royal Products with some new all-balsa kits--Aquarius, a low-wing Pattern ship for .60 size engines at \$49.95, a scale Spitfire with 66-1/2" span for .60-.80, and a scale Zero with 61" wingspan for same size engine--both kits retailing for \$69.95.

J & J Industries displayed their new kit, Tony Bonatti's "Tumble-Naker" which sells for \$59.95. Also shown was the J-Bipe designed by Joe David and aimed at the mass modelling market. In that it is an easily built, easily flown model.

Two new imported kits from **Midwest Models**, a Piper Super Cub for .40 size engines featuring a fiberglass fuselage and cowling, 60" span and price of \$74.95. The other, the Salto RC Scale Sailplane which is a V-tail design with balsa wings and stabilizer, and fiberglass fuselage.

The Salto utilizes an undercarriage Eppler airfoil with 90" span, and sells for \$64.95. Midwest also showed a sample of Dave Platt Models, Inc., new Spitfire for Stand-off Scale.

Lanier Industries adds the Sprint 25 to their line of ARF models. The Sprint 25 is a smaller version of the ever popular Comet, and uses a .19 to .25 engine for full-house operation. In the Quarter Midget department, they have a Carquest underway for delivery later in the year.

Chuck Gill Models were doing the old-time bit to draw attention to three new kits they are producing--the Coroset for .15-.19 engines, the Mercury, and the Powerhouse. For those of you too young to remember, all three of these models were produced during the 40s and 50s.

Warbirds is the name of **Ace Radio Control's** latest kit, and it will build a P-51B, a Hurricane MK IIC, or an ME-109 B--take your choice--for Tecumseh .049-.051 engines. It is designed for use with the Ace Pulse Commander rubber-only system or for light-weight two channel digital radios. Kit is priced at \$17.95.

Pilot Models (World Engines) displayed a new sailplane called the Medallion which had a fiberglass fuselage and balsa-covered foam wings similar to the Cumulus. Also on hand was a scale/semi-scale Cessna 177 Cardinal in plastic which appeared to be for .25-.30 size engines.

The **Sea Bee** people showed their new RC TV float set for up to .35 size models at \$19.95. There was a very interesting amphibian called the Mallard for .19-.35 engines having a finished polyethylene hull (which bore a marked resemblance to one of the floats) and uses a water rudder for maneuverability.

Span Aero had their redesigned J-3 Cub with 8-foot span for .60 to .80 engines. This is convertible to a clipped wing version or a PA-18 Super Cub. Price is \$94.50.

Tidewater Hobby's Dave Sobelen showed his new Pronto low-wing basic trainer featuring high wing stability. Ship has a 48" span and can be flown with .09-.23 engines. Kit is \$18.95. The Super Pronto is an advanced trainer for .15-.23 engines at \$24.95, and the Square Shooter

for full-house with a 48" span and for .29 to .45 engines.

In addition to their small, but well done line of kits (M7-6 Texan, FM-190, etc.) **Aero Precision** has a new Piper Vagabond for .19-.30 engines at \$32.50. A film strip running at their booth showed the Vagabond to be equally at home on floats or wheels.

Miscellaneous

In the miscellaneous department there were enough goodies to write a book on, but in the interests of time and space, we'll keep it brief.

B & K has a new open gimbal stick assembly which is presently being used by three firms--RS Systems, Cannon, and Royal Electronics, and a new line of connectors designed around the ITT Cannon pins. Back in the Kraft booth, there was a new Multicon accessory pack which contains about 40 pieces of the most used plastic accessories (horns, bellcrank, etc.) for \$1.95. There is a new 12 ounce Slim-line tank for tight spots when using nose gear retracts, and a 4 ounce tank for quarter midguts.

Roberts Manufacturing showed their rapidly developing line of hardware with a brand new Mini-Hinge point to supplement their present hinges which has had excellent market reception. New Stand-off Scale propellers in the three and four-blade variety by **Woodcraft Model Products**. There is a kit at \$11.95, or completely assembled props at \$15.95.

Midwest Model Supply with a score of interesting things like a new line of "Sportsman" mufflers for .19s through .61s--all aluminum construction and priced from \$6.95 to \$7.95. There is the Midco Executive Flite Case, an all vinyl construction carrying case with room enough for all items including transmitter at \$13.95. A totally new concept is the new CE Muffler Mount which is a motor mount with built-in muffler having two exhaust stacks, for most .60 size engines, for \$26.95.

Top 'Lite Models with four new colors of MonoVote--a transparent blue, and three flats--olive, gray, and aluminum. They now will have their own iron with pointed shoe and also a heat gun to sell for about \$25. The Six-Shooter, a hand-operated rotary fuel pump, which pumps 6/10 ounce of fuel per turn, was shown by **Southern R/C Products** and priced at \$9.95. Neat field box by **Lynar Products** features 3-drawer storage, fold-up legs, walnut grained fuel proof vinyl finish, \$35.95. They also produce a tote-box kit for \$2.95.

Dan Dross of **Sea-Pr-Line Products** showing his very complete line of pushrods and accessories, and introducing his latest, the All-Weather pushrod claimed to have less shrinkage or expansion than other rods on the market. **SRD Products** showed a Servo Analyser which should prove very useful in checking out servo operation. It can be used to set up neutrals, and in the automatic setting will exercise servos by cycling them continually for whatever time is desired. Works with any three of four-wire servos, positive or negative pulse, and sells for \$24.95.

In addition to their well-known line of gas retracts, **Kom-Air** was showing an additional cylinder setup to operate flaps. Under development is a retract leg which will rotate 90° at P-40. **VK Model Aircraft** appears to be an excellent

pieces, including such items as scale propellers, laminated servo wheels, pilot busts (even a meister!), control horns, turnbuck, etc. **Sonic Systems'** pneumatic setup retracts, while not completely a new item, was noteworthy in that they have developed their own gear called the Tor-sionaire which features a low profile (3/4"). So far, this is available in just a main gear set at \$19.95, but a nose gear is under development. Their standard pneumatic system will operate other retracts such as the KDH, Pro-Line Goldberg, Royal, etc. **Sonic** has also developed a retract servo which operates on the pulse omission principle which means an extra channel is not required to operate it! You simply push the ludd box button on your transmitters, or install a simple pushbutton switch in the Tx. The same effect can be had by turning off the transmitter switch momentarily--the servo cycles 180°. Retail \$35.

New **Stripe-Rite** striping tape from **Big Manufacturing** comes in five colors with widths from 1/4" to 1". **Big** states this makes an ideal tape for attaching canopies. New **Challenger II** electric starter from **Sonic-Electronics** featuring improved torque characteristics, priced at \$35.95, and new **Nif-T-Pins** have carpenter's-type square shaped point for easy penetration with less splitting into wood, packaged 40 pins for 59 cents.

In the what's new engine category, they were a few noteworthy items. **Shamrock Imports** was showing new OHS .29 and .40 engines which will be available in April. Lots of optional setups on this line as they may be had in either front or rear rotor versions with the exhaust ports facing rear, side, or front. Front exhaust, you say? Don't forget the boat guys; in many cases the front exhaust is desirable--engines are usually mounted in boats facing rearward!

Dennis Donahue at **Northfield Precision** booth showed Lou Ross' new single cylinder .61. Reports tout this as one of the most potent yet in the .60 class--price at around \$95.00. **Duke Fog** displayed his very complete line of engines and the new Fox .19R/C engine. The .29 & .36 engines have a new RC carb. **Model Rectifier Corp.** had a sample of the new **Webra-Speed 61** proclaimed as a luxury class engine with Sobheurlie porting, and available in either front or rear intake versions, priced in the \$125 area. These will be a supplement to the **Webra** line and will not replace the .61 Blackhead.

Lots of RC boats in evidence this year, not only from the number of manufacturers in attendance, but many boats on display by individuals. **Ed Hughley** showed his new .19 boat, similar to his record-holding .40 size. This is also molded from urethane foam, comes complete with all hardware. Ed claims his .40 boat with a stock M&B .40 SR is the fastest boat in the world. You might call these ARF (Almost Ready to Float) boats that require very little assembly time, yet are extremely competitive.

Sea Models had some interesting fiberglass hulls--the new Whirlwind Hydro for .19 size engine at \$35, and a **Lighting Bolt 32**, a ski boat for .40-.60 engines at \$39.95. They also have a neat little waterproof pushrod exit price at \$1.69. **Tom Perzentz** of **Onuma Models** with his usual excellent display of marine hardware, including a new 10° canted motor mount to make it easier to get the exhaust stack out of the hull. **Dumas Products** has a new **Atlas Van Lines** kit for

CONTEST SCHEDULE -- 1973

March 4 -- 1/2 Pylon -- Props
 March 17 -- Pattern -- SRACS
 March 18 -- Fun Fly and 1/2 Pylon --SRACS
 March 3-April - -- Pattern, Scale, Open Pylon, Nov. Pattern -- RCFCBC
 April 1 -- 1/4 Pylon -- Props
 April 14-15 Gliders -- RAMS
 April 29 -- F.A.I. Formula I --- Mt. Rainier
 May 5-- Pattern
 May 6 -- Pattern and Stand-off Scale -- SRACS
 May 5-6 Fun Fly -- Yakima
 May 12-13 -- Gliders -- Wenatchee
 May 19-20 -- Pattern, and Stand-off Scale Pams
 May 26 -27 -- Gliders -- Spokane
 May 26-27 -- 1/2 -- F.A.I. -- Formula I --PROPS
 June 3 -- Northwest Kidney Benefit -- RAMS
 June 9-10 -- Pattern -- Pylon F.A.I. -- RCFCBC
 June 16-17 -- Pattern -- Eugene'
 June 22-23-24-- A.A.A. Spokane Internats
 June 30 - July 1 -- Gliders -- Vernon B.C.
 July 7-8 -- Stelic 8 Flying Scale Kent Boeing
 July 14-15 -- Pattern -- Fun (15th)-- Red Apple Flyers at Lake Chelan
 July 21-22 Gliders -- Portland
 July 21-22 -- Pattern and Standoff Scale -- ~~XXXXXXXXXX~~ ,MAAC Victoria B.C.
 July 28-29 -- Pattern and Stand-off Scale -- Mt. Rainier
 August 4-5 -- Gliders -- Eugene
 August 11-12 -- Pattern, Pylon (12th) -- Portland Stardusters
 August 18-19 -- Pylons -- RAMS
 August 25 - 26 -- Pattern -- RAMS
 September 8-9-- Gliders -- RAMS
 October 6-7 -- Gliders -- Pattern -- Spokane Polo Field
 October 13-14 -- Pattern -- 1/2 F.A.I. Pylon ---RCFCBC

December 1973



AERONAUT'S

DECEMBER 1973

CHATTER

NEXT MEETING

Tuesday, December 18th, at the Spear & Jackson saw house around 7:30 PM. Don't be late to this meeting as another terrific movie has been ordered - "The Luftwaffe", an airpower series film.

The incoming officers will provide treats and a Santa Clause in celebration of the holiday season.... that is if they can talk Henry into wearing a red suit..... By the way, for those of you that missed the elections our new officers are: Prez - Ray McClellan, VP - Chuck Pilkenton, Treasurer - Frank Ball, and Secretary - Ken Eaton. Let these guys know what you want from the club.... DON'T EXPECT IT, IF YOU DIDN'T ASK FOR IT.

The response to John Jack Burg's article in the last newsletter has been overwhelming.... Jack called me to task for misspelling his last name..... all that theory clouded my mind, sorry Jack.

Some guys trade horses and others don't do badly with airplanes, Farrell Bird should have to register down at the police station as a Bandit if the latest rumors are true.... they are... Don't be surprised if he opens a hobby shop next.

ARE YOU MAKING THE EFFORT ???

Several people were flying last Sunday without mufflers on engines. For many different reasons.... our club rule is not ironclad, nor should it be as there are some good reasons for not always using a muffler. Consider the situation though before you decide that \$8.00 is too much money or you just don't have time to install a muffler before your next time out. What is the field worth ??? A flexible rule relies on you.... Don't we want to keep it that way....

FEBRUARY 9 & 10

The RAMS of Seattle will hold their 9th annual RC symposium on the above dates. You can make reservations (room) at the Sea-Tac Motor Inn, 18740 Pacific Highway South, Seattle, Wash. 98188. This is a great show with gliders, power, scale, pylon, boats, cars, and anything else radio controlled you might desire to see on hand. Take your latest plane... about 300 to 400 other modelers do... that is what makes it a show. Several RC manufacturers are usually present in person to answer questions... deliver your gripe in person. Or compliment --- I think RC equipment is the best working value per dollar ever... SEE YOU AT THE FIELD



NEW '74 NATS SITE LIKELY

TO: CHARTERED CLUBS, MODEL PRESS, EXECUTIVE COUNCIL,
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From many varied possibilities, most of which proved to be lacking, one extremely strong Nats possibility has emerged. This is at Lake Charles, Louisiana, about 200 miles west of the Mississippi and roughly halfway between New Orleans and Houston. The site is the former Chennault Air Force Base, now belonging to Lake Charles community since the military moved out.

The site is huge, offering free flighters at least a mile in several directions and two miles in the prevailing wind direction, plus open country beyond the base in most directions. Abundant room for radio control and control line is also available. There is no full scale aircraft activity on the base; only a small crop dusting operation off to one side. Ample accommodations for all tastes and budgets are part of the package: camping on the base or within 11 miles at a State Park, air-conditioned dormitories at the state university within 3 miles, many major motels within 5 miles. Campers can rough it on base or enjoy plumbing and electrical hookup at the state park. And the range of motels offer low cost to plush facilities with an appropriate range of prices.

AMA's Executive Council is currently voting on whether to go to Lake Charles or to explore further concerning other possibilities. At press time, however, only Lake Charles was a strong contender since a previous Air Force offer to host the Nats at Chanute, in Illinois, came out negative (the Air Force decided against supporting the Nats even to the very limited extent of the last Navy Nats). Also, the previous possibility of the Ontario raceway in California died when it turned out that a \$25,000 rental fee would be required and also that AMA would not get any share of concession proceeds.

Current thinking concerning Lake Charles is for dates in the range of August 5-15. There is a possibility of an expanded Nats schedule, encompassing ten days instead of one week. The idea is to stretch out some activities and to add others. RC Soaring and Quarter Midget pylon racing, for example, might be added. The August dates permit unlimited use of the university dormitories and the college cafeteria would also be open.

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| Name _____ Address _____ City _____ State _____ Zip _____ | Name _____ Address _____ City _____ State _____ Zip _____ |
| APPLICATION-1974 AMA MEMBERSHIP | |
| FOR THOSE 19 OR OVER BY JULY 1, 1974 Open Includes all membership and competition privileges—and <input type="checkbox"/> monthly AMA News (required) \$12.00 <input type="checkbox"/> Add difference for AAM 4.00 <input type="checkbox"/> Add extra for MODEL BUILDER 6.00 <input type="checkbox"/> New <input type="checkbox"/> Renewal (number _____) TOTAL \$..... | FOR THOSE NOT 19 BY JULY 1, 1974 FILL IN DATE OF BIRTH Mo. _____ Day _____ Yr. _____ <input type="checkbox"/> JUNIOR OR SENIOR—No magazine \$ 3.00 <input type="checkbox"/> Add for monthly AMA News (OPTIONAL) \$ 2.00 <input type="checkbox"/> Add extra for MODEL BUILDER 6.00 <input type="checkbox"/> Add extra for AAM 6.00 TOTAL \$..... |
| MAIN INTEREST (Check only one): <input type="checkbox"/> CL <input type="checkbox"/> FF <input type="checkbox"/> RC <input type="checkbox"/> INDOOR <input type="checkbox"/> SCALE <input type="checkbox"/> ALL 1974 Membership expires Dec. 31, 1974 | |
| Name _____ Address _____ City, State _____ | HQ use only |

THE USUAL RULE BOOK SITUATION

Since the new two year cycle of rules change processing does not begin until 1974, we still have the typical year-end new rule book situation: awaiting final contest board action on some details. This means, then, that the new rule book won't be available until after the first of the year. The best guess at this time is that, as has been the case for many years, the new book won't be in the mail until late February. In the meantime, the Competition Newsletter and the next two issues of AAM will contain summaries of the new rules changes.

The situation should actually be looked on as better than usual, in one sense: the contest board total output (number of rules proposal) this year was far greater than normal -- probably the most ever in a single year -- yet the work has been done within the normal schedule. So the boards deserve credit instead of criticism and the delay situation simply emphasizes why we will have a 2 year cycle of rules changes beginning in 1974 -- it's the only way to be sure, starting in 1975, that the new rule book will be produced and in the mail before the rules take effect.

80% OF MEMBERS BUYING AAM

Of over 12,000 AMA members already signed up for 1974 (as of Nov. 13) slightly better than 80% have also signed up to receive AAM magazine. The 4 to 1 ratio of \$16 to \$12 members has held steadily since renewals started to arrive at HQ in October -- the percentage has varied between 80.5 to 82% over a four week period.

1973 MEMBERSHIP REPORT

The books closed officially for the 1973 membership year on Sept. 30 (this is to avoid confusion with renewals for the following year which begin in October). Here are some of the statistics involved:

| | <u>1972</u> | <u>1973</u> | <u>Gain/Loss</u> |
|-------------------------------|---------------|---------------|------------------|
| Open Age members (19 or over) | 36,745 | 38,567 | + 1,822 |
| Senior (15 or over, not 19) | 4,863 | 4,630 | - 233 |
| Junior members (not yet 15) | 5,234 | 5,137 | - 97 |
| | <u>46,842</u> | <u>48,334</u> | <u>+ 1,492</u> |
| Total new members for '73 | 14,332 | | |
| total not renewed for '73 | 12,840 | | |
| Net Gain | | | + 1,492 |

Comment: considering that a 50% dues increase was involved during 1973 the growth factor is significant. Note: that in 1972 (no dues increase involved, the total of new members was 15,842, compared with 8,461 dropouts. Thus we had close to the same number of new members and only an increase of about 4,000 dropouts -- a remarkably low figure for such a major change in dues structure.



AND WHAT'S MORE, JACK, IT TAKES 3 FT. LB. OF ENERGY TO ROLL UP YOUR THEORY AND 35.4 FT. LBS. TO STUFF IT INTO SAID OFFICE...



SEE, HENRY, I TOLD YOU IT WAS TOO LEAN....



LEON WORKING AT THE OFFICE.



Roger B.