

1974 JAN NL

January 1974 - My thanks to Chuck O'Donnell for passing these along.



AERONAUT'S

JANUARY 1974

CHATTER

NEXT MEETING

January 15th at 7:30 PM.... NOTE the NEW LOCATION, LAURELWOOD CENTER AT 2700 COLUMBIA STREET. If you get lost Tuesday night, call 687-5362.... If anyone finds the place, they will answer the phone and tell you how to get there. Assuming they know how they got there in the first place.

More good news..... Jack Burg says he will have movies this time or a little lady from the Airforce film library will come down and explain why they can schedule thousands of jet flights every day but can't send us one film per schedule.....

The new officers take over this month.... Ray says most of the Jan. meeting will consist of acceptance speeches by outgoing and incoming. If I don't show up until the films start, you will know why.... too many takees.

The Club takes this opportunity to thank Leon Easley and his employer, Spear Jackson Inc., for their hospitality during 1973. We appreciated the facility and the sharing spirit... many thanks.

DUES ARE DUE

Elsewhere in this fine rag you will find a statement for club dues. Only \$12.00 per payable at, on, or before the January meeting. Those of you unable to attend should follow the instructions on the statement and mail your check to Frank Bell. If we don't receive your money, we don't expect you to fly at club flying sites until you pay... fair enough???

RAMS SYMPOSIUM

Several groups from our club are making plans to attend this "indoor" affair in February. If you can go, don't have GAS or a ride, ask around at the club meeting... all it will take is a 5 gallon can of gas. See page elsewhere in the newsletter for details on the symposium. It is a lot of fun and your wife can buy nice things in Seattle too.....

HAPPY NEW YEAR

At least two club members are up to their hip pockets in helicopters, they will remain unidentified as their wives may not realize how involved the hip pocket is, and will soon be flying.... We would all be better off if the Model Magazines would quit printing prices in the advertisements....

WHAT IS YOUR EXCUSE FOR NOT USING A MUFFLER??

ACADEMY OF MODEL AERONAUTICS
808 FIFTEENTH ST., N.W., WASHINGTON, D.C. 20005

MONTHLY MAILING NO. 83
DECEMBER, 1973

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ELECTION REPORT

For the first time in many years an AMA election for the national office of Secretary-Treasurer was hotly contested. Incumbent Earl Witt of Chambersburg, Pa., barely nosed out former AMA President, John Patton, of Frederick, Maryland, by only 124 votes out of over 4500. There was also a tight race in District III for the position of Vice-President: Incumbent Ron Morgan won out over Jim Slater by only 72 votes out of almost 800.

The Voting Breakdown:

<u>District</u>	<u>Witt</u>	<u>Patton</u>	
I	188	152	<u>C. Piper</u> - 372, A. Novotnik - 51, Misc. - 5
II	311	254	
III	445	251	<u>R. Morgan</u> - 430, J. Slater - 358
IV	137	314	
V	177	198	<u>J. McNeill</u> - 438
VI	249	261	
VII	208	182	<u>J. Josaitis</u> - 321, C. Spencer - 155
VIII	166	147	
IX	88	81	<u>S. Chilton</u> - 191
X	298	284	
XI	93	97	<u>H. Smith</u> - 146, R. Carson - 96
*	54	69	
	<u>2414</u>	<u>2290</u>	* undesignated districts

REMINDER TO CLUB OFFICERS

1. Have you sent in your renewal for your club charter, \$10.00 Basic Fee?
2. Have you applied for site owner special coverage for 1974?
3. Have you had a change of officers, or officer's change of address?

Please act promptly on these items if they apply to your club.

Note: AMA HQS often have new groups planning to form clubs and they ask AMA how others organize their clubs. If you can share a copy of your club's rules, guidelines, Constitution & By-Laws, please send to AMA HQS., ATTN: EARL DENNY.

NEW CLUBS SINCE 11/20/73 - 12/3/73

KANSAS CITY NORTHERN KNIGHTS M.A.C.	Mo.	ELKO R/C	Nev.
AUBURN R/C MODELERS	Ca.	HARRIS HILL LIPTOVER DRAG	NY
OH! 49'ers	Ca.	WEST WINDSOR FLYING CLUB	N.J.
COLUMBUS/FT. BENNING R/C FLYERS ASSN.	Ga.	SO. KY. MODEL AERO CLUB	Ky.
CIRCLE - AIRES	Wisc.	NORTHERN VALLEY SPORT FLYERS	N.J.
JERICHO R/C FLYERS	NY	R/C SPORT FLYERS	Mo.
		PLYMOUTH FLYING PILGRIMS	Mi.



AEROBATICS MANUEVER SCHEDULE/DESCRIPTION

IAI World Championships and international contests, the maneuver schedule which follows is not effective until 1975. However, the new rule is effective in 1974 for U.S. purposes--competitions in the Pattern class or AMA Class C, and for team selection competitions. If maneuver descriptions printed here are subject to review and possible change by the GDM officers, based on DC Subcommittee recommendations, when the officers meet in April 1974.

11.1 Take-off. The model must ascend stall on the ground with the engine running without being held by the pilot or operator. The model must take off. The maneuver should be straight and the model should lift vertically from the ground and climb at a gradual angle. The take-off is completed when the model is turned approximately 90 degrees out of the take-off path. The take-off would be down-graded at least one point for each of the following reasons:

1. Model does not ascend stall when released.
2. Changes in heading during run.
3. Model "jumps" from ground.
4. Rebounding the ground after the vertical take-off.
5. Too steep a climb angle.
6. Changes in elevation during climb.
7. Changes in heading during climb.
8. Tumbling a wing tip.
9. Does not turn approximately 90 degrees out of the take-off path. $K = 10$

11.2 Figure 'M'. The model starts in straight and level flight, pulls up into a vertical attitude, then performs a half roll (left or right) then a stall turn (left or right) through 180 degrees; a second half roll in 280 degree as entry. The model then makes half an outside loop pulling up again to vertical flight, performs a third half roll and a second stall turn in the opposite direction to the first stall turn, does fourth half roll and recovers on the same altitude and heading as the entry. When viewed from the side, the model creates the letter 'M'. The maneuver should be down-graded for the following reasons:

1. Model not level at start.
2. Does not become vertical.
3. Changes heading during half roll.
4. Does not pull up to top of stall turn greater than two wing spans.
5. Turn at top of stall turn less than 180 degrees.
6. Diving and climbing paths not vertical.
7. Section of inverted position at different altitude as entry.
8. Altitude of second stall turn different from first stall turn.
9. Model is not at same altitude as entry.
10. Model not level at finish of maneuver.
11. If any of the stall turns are not completed, if the second stall turn is in the incorrect direction or the model rolls in a different direction to the first half roll, then the score is 2800. $K = 15$

11.3 Cuban Flyer-Entry Mane. Model starts in straight and level flight, pulls up into an inside loop and continues until heading downward at 45 degrees. Does half roll (left or right) followed by another inside loop, at 45 degrees, model does another half roll in same direction as first and recovers on the same altitude and heading as entry. The maneuver should be down-graded for the following reasons:

1. Model not level at start.
2. Loop not round.
3. Loop deviates left or right.
4. Model not at 45 degrees at commencement of half roll.
5. Second loop not same diameter as first loop.
6. Second loop deviates left or right.
7. Second loop not at same altitude as first loop.
8. Second half roll not at 45 degree line.
9. Model not level at finish of maneuver.
10. Model does not finish on same heading and altitude as entry. $K = 10$

11.4 Double Snowman. Model starts in level flight, pulls up into a half loop, followed by a half roll (left or right) then does a half outside loop, followed by a half roll in same direction as first half roll and recovers on the same heading and altitude as entry. The maneuver should be down-graded for the following reasons:

1. Model not level at start.
2. Half loop deviates left or right.

3. Half roll does not commence immediately after half loop.

4. Half roll deviates left or right.

5. Model flies loops that are covered upright before commencing half roll.

6. Second half outside loop deviates left or right.

7. Second half outside loop not at same altitude as first outside loop.

8. Half roll does not commence immediately after half outside loop.

9. Second half roll not in same direction as first half roll.

10. Model does not same as main half roll.

11. Model not level at finish of maneuver.

12. Model does not finish on same heading and altitude as entry. $K = 10$

11.5 Slow Roll. Model starts in level flight, then rolls slowly through one complete rotation. Model recovers to the same heading and altitude as entry. Rotation of roll to be in either direction. The approximate time of roll to be five seconds. The maneuver should be down-graded for the following reasons:

1. Model not level at start.
2. Model deviates left or right or in altitude during maneuver.
3. Roll rate not constant.
4. Model does not roll exactly one revolution.
5. Model takes less than four seconds or more than six seconds to complete roll. Roll is timed from when wings "break" from level flight until they become level again at end of maneuver.
6. Model not level at finish of maneuver.
7. Model does not finish on same heading and altitude as entry. $K = 15$

11.6 Three Outside Loops. Model starts in level flight, then half rolls to inverted position, flies for approximately one to two seconds then completes three outside loops, model then flies for a further one to two seconds inverted before half rolling back to level flight, recovering on the same heading and altitude as the entry. The maneuver should be down-graded for the following reasons:

1. Model not level at start.
2. First loop not round.
3. Loop deviates left or right.
4. Wings not level at finish of first loop.
5. Model not at same altitude as entry.
6. Model drifts or changes heading.
7. Diameter of second loop different from first.
8. Second loop not round.
9. Loop deviates left or right.
10. Wings not level at finish of second loop.
11. Second loop not at same altitude as first loop.
12. Model drifts or changes heading.
13. Diameter of third loop different from first and second loop.
14. Third loop not round.
15. Loop deviates left or right.
16. Wings not level at finish of third loop.
17. Third loop not at same altitude as first and second loop.
18. Model drifts or changes heading.
19. Model not on same heading and altitude as entry. $K = 10$

11.7 Four Point Roll. Model starts in level flight, then rolls one complete rotation hesitating at each quarter revolution. Each eighth roll to be 45 degrees, at each hesitation the wing will be parallel with, 45 or 90 degrees to the

line of flight. Model recovers on same heading and altitude as entry. The maneuver should be down-graded for the following reasons:

1. Model not level at start.
2. Model does not hesitate after each eighth roll.
3. Eighth roll more or less than 45 degrees.
4. Roll rate not constant during each eighth roll.
5. Model takes less than four or more than six seconds to complete roll. Roll is timed from when wings break from level flight until they become level again at end of maneuver.
6. Model not level at finish of maneuver.
7. Model does not finish on same heading and altitude as entry. $K = 15$

11.8 Three Inside Loops. Model starts in level flight, pulls up and completes three inside loops recovering on the same heading and altitude as the entry. The maneuver should be down-graded for the following reasons:

1. Model not level at start.
2. Quarter roll more or less than 90 degrees.
3. Model does not hesitate after each quarter roll.
4. Roll rate not constant during each quarter.
5. Model takes less than four or more than six seconds to complete roll. Roll is timed from when the wings "break" from level flight until they become level again at end of maneuver.
6. Model not level at finish of maneuver.
7. Model does not finish on same heading and altitude as entry. $K = 15$

11.9 Three Horizontal Rolls. Model starts in level flight, pulls up and completes three horizontal rolls recovering on the same heading and altitude as the entry. The maneuver should be down-graded for the following reasons:

1. Model not level at start.
2. First loop not round.
3. Loop deviates left or right.
4. Wings not level at finish of first loop.
5. Model not at same altitude as entry.
6. Model drifts or changes heading.
7. Diameter of second loop different from first.
8. Second loop not round.
9. Loop deviates left or right.
10. Wings not level at finish of second loop.
11. Second loop not at same altitude as first loop.
12. Model drifts or changes heading.
13. Diameter of third loop different from first and second loop.
14. Third loop not round.
15. Loop deviates left or right.
16. Wings not level at finish of third loop.
17. Third loop not at same altitude as first and second loop.
18. Model drifts or changes heading.
19. Model not on same heading and altitude as entry. $K = 10$

11.10 Flight Point Roll. Model starts in level flight, then rolls one complete rotation hesitating at each eighth revolution. Each eighth roll to be 45 degrees, at each hesitation the wing will be parallel with, 45 or 90 degrees to the

line of flight. Model recovers on same heading and altitude as entry. The maneuver should be down-graded for the following reasons:

1. Model not level at start.
2. Model does not hesitate after each eighth roll.
3. Eighth roll more or less than 45 degrees.
4. Roll rate not constant during each eighth roll.
5. Model takes less than four or more than six seconds to complete roll. Roll is timed from when wings break from level flight until they become level again at end of maneuver.
6. Model not level at finish of maneuver.
7. Model does not finish on same heading and altitude as entry. $K = 15$

11.11 Rolling Eight. Model starts in level flight and completes one and one-quarter outside loops finishing at entry position. Model then does one and one-quarter inside loops finishing at bottom of second loop, the model passing the intersection three times. Model then recovers to the same heading, although at a lower altitude than entry. The maneuver should be down-graded for the following reasons:

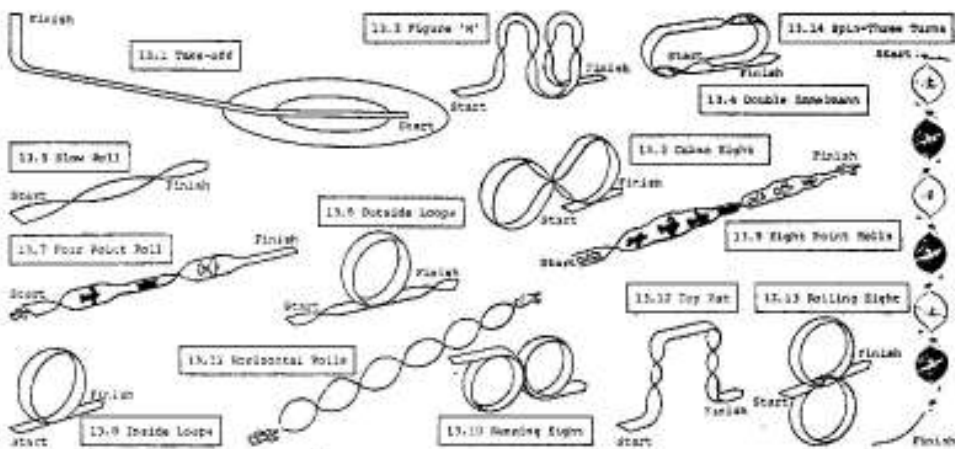
1. Model not level at start.
2. First loop not round.
3. First loop deviates left or right.
4. Model does not become vertical at intersection.
5. Second loop not round.
6. Second loop deviates left or right.
7. Does not become vertical at intersection.
8. Second loop not at same altitude as first loop.
9. Second loop not the same diameter as first loop.
10. Second and third intersection do not coincide with first.
11. Model not level at finish of maneuver. $K = 10$

11.12 Top Hat. Model starts in level flight, pulls up into a vertical attitude then performs one complete roll and regains level flight on the same heading as the entry. After a short upright level flight approximately half the distance of the vertical climb and roll, model does vertically and does another complete roll, finally recovering level flight on the same heading and altitude as the entry. The maneuver should be down-graded for the following reasons:

1. Model not level at start.
2. Model does heading or altitude during roll.
3. Roll rate not uniform.
4. Does not roll exactly three revolutions.
5. Model takes less than four or more than six seconds to complete roll. Roll is timed from when wings "break" from level flight until they become level again at end of maneuver.
6. Model not level at end of maneuver. $K = 15$

11.13 Figure 'M'. Model starts in level flight, pulls up into a vertical attitude then performs one complete roll and regains level flight on the same heading as the entry. After a short upright level flight approximately half the distance of the vertical climb and roll, model does vertically and does another complete roll, finally recovering level flight on the same heading and altitude as the entry. The maneuver should be down-graded for the following reasons:

1. Model not level at start.
2. Climb and roll are not vertical.



3. Model not level before set engine starts.
 4. Model does not remain level after engine starts.
 5. Model not level at finish of second loop.
 6. Model not level at finish of third loop.
 7. Model not level at finish of fourth loop.
 8. Model does not finish on same heading and altitude as entry. $K = 10$
- 11.13 Rolling Turns. Model starts at level flight, then half rolls to inverted and immediately does one complete outside loop, as given at entry model again half rolls to an upright position and does another complete outside loop immediately below the first one, on the same heading and altitude as the entry. The maneuver should be downgraded for the following reasons:
1. Model not level at start.
 2. Model deviates left or right during first half roll.
 3. Model deviates left or right during first outside loop.
 4. Loop not closed.
 5. Wings not level before and after

- second half roll.
 6. Model deviates left or right during second half roll.
 7. Model does not immediately enter first loop.
 8. Model deviates left or right during second loop.
 9. Second loop not round.
 10. Model not level at finish of maneuver.
 11. Model does not finish on same heading and altitude as entry. $K = 10$
- 11.14 Rolling Three Turns. The model accomplishes a heading 360 degree by flying straight and level, rolls up over a stall and performs the spin through one, two, three turns and returns to level flight on the same heading as the initial flight direction. The judge must watch carefully to be sure this is a spin and not a vertical roll or a spiral dive. The spin may be downgraded because:
1. Initial heading is not level.
 2. Commencement of first spin is sloppy or uncertain.
 3. Does not do exactly three turns. Less than two or more than four turns

- 11.15 Rectangular Approach. Model starts at level flight immediately at finish of previous maneuver, turns down a 90 degree turn crosswind, turns 90 degree downward, turns 90 degree crosswind in opposite direction to first crosswind, and a further 90 degree turn back into wind toward start down point. After each 90 degree turn model must assume straight and level flight for a period of time. Descending gradually by touch-down points the direction of turns may be changed from left to right depending on conditions. Maneuver ends just prior to touch down. The maneuver should be downgraded for the following reasons:
1. Turns are more or less than 90 degrees.
 2. Legs of rectangle are not straight.
 3. Model stalls in elevation.

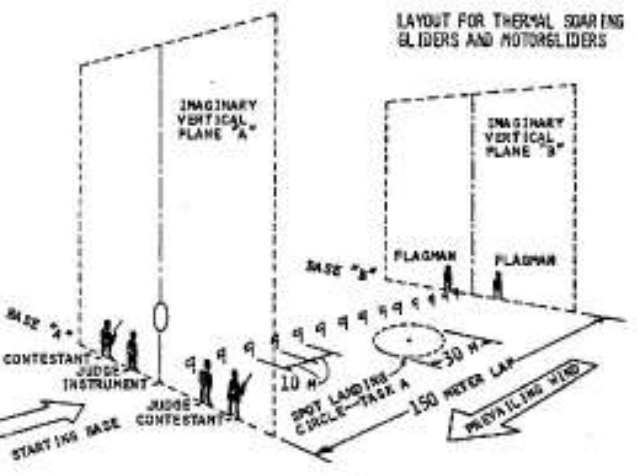
4. Wings are not level.
 5. Turns not smooth and precise.
 6. Approaches to areas not in 10 go round again, 2500 3000 ft.
- 11.16 Rolling. Model flies to touch down within the landing circle, on the same heading but at a different altitude to enter. The maneuver should be downgraded for the following reasons:
1. Lack of flare at touch down resulting in bounce.
 2. Model becomes airborne again after touch down.
 3. Model does not run in straight line after touch down.
 4. Model touches ground with airframe other than the order carriage.
 5. Model contacts objects or persons causing it to break landing run.
 6. Model does not stop in straight line.
 7. If model lands on its back, third points.
- $K = 10$ landing within 10m (45° 3°) circle
 $K = 15$ within 20m (70° 3°) circle
 $K = 5$ outside 30m (70° 3°) circle

FBI PROVISIONAL RULES FOR RC THERMAL AND SLOPE SOARING--EFFECTIVE 1974

1. GENERAL RULES

- 1.1. Behavior of a Radio-Controlled Glider. Model airplane which is not provided with a propeller device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed (i.e., not bracing or helicopter type sustains).
- Models with variable geometry or area comply with the specifications when the surfaces are in maximum and minimum mode. The models must be controlled by the pilot as the ground using radio control equipment. Any variation of geometry or area must be actuated at distance by radio control.
- 1.2. Definition of a Radio-Controlled Glider. Model airplane in which the engine is provided by a plasma type engine. In other characteristics the model must conform to the definition given in 1.1.
- The stopping of the engine run by radio control is allowed.
- 1.3. Classification of the Models. Category 1: models which are assembled by the builder from prefabricated parts and in which the builder installs the equipment. Not Permitted: models which are completely prefabricated and require only a few minutes of unskilled effort for their completion or assemble ready-to-fly models which have been built by a person other than the pilot.
- 1.4. Characteristics of Radio-Controlled Gliders. (i) Common characteristics. Maximum surface area (SW)-150 dm² (2.375 sq. m); Minimum flying mass-5 kg (11.022 lbs.); Loading on the SW-between 12 and 75 g/dm² (between 2.99 and 24.51 oz. per sq. ft.); (ii) Additional characteristics of RC Motorgliders: Maximum empty volume of engine-2 cm³ (1.23 cu. in.); Minimum flying mass-1000 g/ea² of empty volume of the engine (239.2 oz. per sq. in.); Maximum duration of engine run-45 seconds from release of model. Free fuel (no restrictions); (iii) The radio shall be able to operate simultaneously with other equipment at 800 MHz; Any device for transmission of information from the model to the pilot is permitted. The competitor may use in the contest a maximum of two models. The competitor may combine the parts of the models during the contest, provided the resulting model used for flight conforms to the rules and that the parts have been checked before the start of the contest.
- 1.5. Competitor and Helpers. The competitor (pilot) must operate his radio equipment personally. Each pilot is permitted one helper, who cannot take any signaling to the pilot during the flight.
- 1.6. Definition of an Official Flight. There is an official flight when the model has left the hands of the competitor

- or his helper. The competitor can repeat his attempt only if:
- (i) The model or his launching cable collides with another model in flight, with a person when being launched, or touches another launching cable. Should the model continue its flight in a normal manner, the competitor may demand that the flight be accepted as an official flight, even if the demand is made at the end of the attempt.
 - (ii) The flight has not judged by the fault of judges or timekeepers.
- 1.7. Classification of a Flight or Disqualification. a. The flight is nullified if the competitor used a model not conforming with FBI rules. In the case of intentional or flagrant violation of the rules, in the judgement of the contest director, the competitor may be disqualified. b. The flight is nullified if the model leaves any part during the launch of the flight time. The losing of a part during landing (i.e., in the contact with the ground) is not taken into account. c. The competitor is disqualified if the model is controlled by anyone other than the competitor. d. The flight of RC Motorglider is nullified if the duration of run exceeds 45 seconds.
- 1.8. Organization of Starts. The competitors shall be organized in groups with a draw, in accordance with the radio frequencies used, to permit as many flights simultaneously as possible. The draw is conducted in such a way that, as far as possible, there are no competitors of the same nation in the same group. The flying order of different groups is established with the draw too. The competitors are entitled to 5 minutes of preparation time before the starter gives the order to start off the working time.
- 1.9. Organization of Contests. All transmitters to be used during the contest must be checked and placed in a locked bag under observation of a special official. The official will issue the transmitter to the competitors only at the beginning of their preparation time according to 1.8. During the whole preparation time the officials watch the competitors to prevent their switching on the transmitters before the preceding competitors have finished their flights. As soon as the flight has ended the competitor must immediately return his transmitter to the official at the transmitter compound. All unacknowledged transmissions during the contest will result in automatic disqualification of the offender from the active contest, and render him liable to further penalties. The organizer must provide a radio monitor for the purpose of detecting possible interferences.
2. RULES AND RULES FOR THERMAL SOARING CONTESTS
- 2.1. Definition. (i) This contest is a multi-task event for Radio-Controlled Gliders, which involves three tasks: a. Duration b. Distance c. Speed



- The combination of the three tasks is a sound. A maximum of two models must be flown. Any single round must be completed with the same model, without any change of parts. Only the addition of ballast (which must be located internally in the model and with which the model must conform with the rules given in 1.4.1 and/or change of angle of setting) are allowed. Variations of geometry area are allowed if actuated at distance by radio control.
- (ii) In thermal soaring contests may be entered Radio-Controlled Gliders with Auxiliary Power (RC Motorgliders) too. The organizer can establish only one or two separate classifications. The system of the classification must be announced in the propositions of the contest.
- 2.2. Launching. a. The launch of the glider may be by hand towing, "astobait" high start or launch devices. Towing by motor vehicles such as bicycles, motorcycles, automobiles or RC automobiles is not permitted. The model must be towed and/or released by the competitor (pilot) or his helper. The flight is nullified if the glider is not released from a towline within sixty seconds after release of the glider by the launcher. b. The length of towlines used for hand towing or winching must not exceed 150 m (492') when coated under a tension of 2 kg (4.4 lbs.). For high start devices using the elastic members, the un-stretched length must not exceed 150 m (492') and the length of the elastic member-stretched must not exceed 22 m (72'). c. The towline must be equipped with a permit having a minimum area of 5 dm² (77.5 sq. cm.). A parachute may be substituted for the permit provided it is not attached to the model and remains inactive until the release of the cable. d. Launching of RC Motorgliders is by

- hand. The time to start the engine and the engine run are included in the working time.
- 2.3. Task A-Duration. a. This task must be completed within 5 minutes (5 minutes in the case of RC Motorgliders)-working time-from the order of the starter, included the towing time. b. One point will be awarded for each full second from the time the model is free flying to the time the model comes to rest, up to a maximum of 360 points (i.e., 6 minutes maximum). The free flying of the model commences: a. When the model is released from the towline in the case of Gliders, and b. When the model is launched by hand of competitor or his helper in the case of Motorgliders. c. One point will be deducted for each full second from in excess of 360 seconds (6.0 minutes). d. Additional points will be awarded for landing, depending upon distance from the spot, marked by the organizer, according to the following tabulation:
- | Distance from spot | Points |
|--------------------|--------|
| 1 | 120 |
| 2 | 95 |
| 3 | 70 |
| 4 | 55 |
| 5 | 40 |
| 6 | 25 |
| 7 | 10 |
| 8 | 0 |
| 9 | 60 |
| 10 | 55 |
| 11 | 50 |
| 12 | 45 |
| 13 | 40 |
| 14 | 35 |
| 15 | 30 |
| over 15 | 0 |
- The distance is measured from the nose of the model (where it comes to rest) to the spot (center of the circle of 15 m radius).

RAMS
9th ANNUAL
NORTHWEST RADIO CONTROL
MODEL SHOW

February 9-10

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 Chairman:
Bob Gruya, 4118 32nd S.W., Seattle, Wash. 98126 WE 2-7583

General Admission, Adults \$1.50
Juniors 50¢ Children under 12 Free

December 18, 1973

MINUTES

Old business;
None

New business;
Slope-

Motion made to give Robert Bond (farmer) a \$30. gift certificate for christmas.
Motion carried.

Northwest Soaring Society-

Jack Burg gave report on meeting held at Bliss'es to check intrest in said society. To be similar to E.C.S.S.
Motion made for club to support society and to cover expenses, not to exceed \$15.
Motion carried.

Power Field-

Motion made to get gravel for parking lot.
Motion carried.
Motion made to give Lafferty's some flowers and a bottle of booze for christmas. Cost not to exceed \$30.
Motion carried.

Meeting location-

Motion made to have next meeting at laurelwood golf course. Other possibilities to be checked into. Meeting time 7:30
Motion carried.

Miss-

A check for \$15. to be sent to the Rams.
A check for \$22. to be sent to the Bartells for winch line.

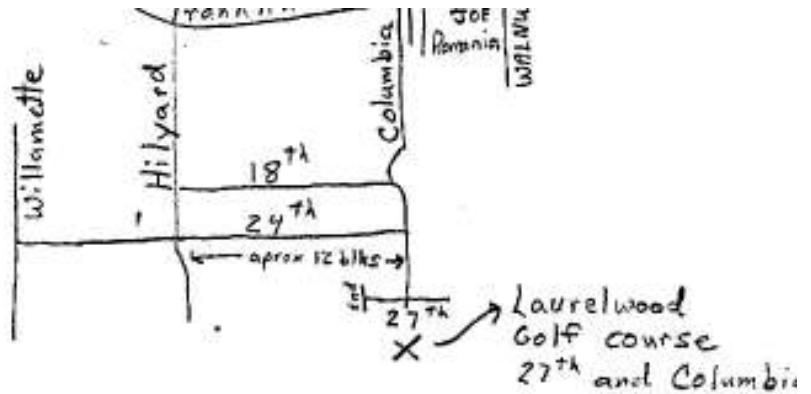
Good of the order-

Reminder that muffler law goes into effect 1/1/74.
Jack Burg will have movies for entertainment at next meeting.

ADJ.

Notes;

Frank Bell has asked that all bills charged to the club must have a reciept. Or you might get stuck with the bill!
Also bring your AMA card (1974) to the next meeting with your dues. You must reregister by Feb. or you loose your right to fly at our fields. If you have a problem, see Frank Bell.



KEN EATON, Sec.

THE VON RICHTHOFEN LEGEND...
A NEW COLLECTOR PRINT SERIES



Red Baron

The flying adventures of the famous World War I Ace, Manfred Von Richthofen, in a series of four air combat prints by noted illustrator J. B. Denese. Four exciting full color art prints plus special portrait and biography bring the "Red Baron" legend to life with detail and authenticity.

Each color print measures 16x20 inches overall ready for framing. Superbly reproduced on heavy embossed art paper. Complete with descriptive captions. Available only as a set.

PLATE I—FIRST OFFICIAL VICTORY
PLATE II—16th OR "BLUE MAX" VICTORY
PLATE III—80th AND FINAL VICTORY
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U.S. Fighters and Bombers of W.W. II
In Collector Prints from Echelon



B-26

These air combat paintings by noted illustrator J. B. Denese, 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 3/4 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:

P-51 MUSTANG	B-24 LIBERATOR
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P-47 THUNDERBOLT	(shown) B-26 MARAUDER
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The Great Old Crates of W.W. I



FOKKER

Packed with authentic detail, these full color reproductions from originals by noted illustrator J. B. Denese present the aircraft of W.W. I seen in dramatic aerial action. These classic prints are hand-drawn and photographed on heavy, embossed art paper. They are big, 19 x 22 3/4 inches overall self-mounting and complete with descriptive captions. Collector quality, satisfaction guaranteed.

Subjects available:

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FOKKER D VII (shown)	SOPWITH TRIPLANE
SPAD XIII	PFALZ D XII
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Address _____

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STATEMENT FOR CLUB DUES \$12.00/year

PAYMENT OF DUES GIVES YOU ALL CLUB AND FIELD PRIVILEGES FOR 1974.

DUES MUST BE PAID BY FEBRUARY 1ST OR YOU ARE NOT EXPECTED TO EXERCISE ANY MEMBER PRIVILEGES UNTIL PAID UP.

MEMBERS THREE MONTHS OR MORE IN ARREARS ON DUES MAY EITHER REJOIN THE CLUB OR PAY ALL BACK DUES AND FEES.

YOU MUST ALSO HAVE A VALID 1974 AMA LICENSE TO USE ANY OF THE CLUB FLYING SITES. THE CLUB WILL PROVIDE A VALID FCC LICENSE AS LONG AS YOU ARE A PAID UP CLUB MEMBER.

TEAR OFF AND MAIL WITH YOUR CHECK TO:

FRANK BELL
2583 STRATFORD STREET
EUGENE, OR 97402

APPLICATION—1974 AMA MEMBERSHIP

Academy of Model Aeronautics, 808 Fifteenth St., N.W., Washington, D.C. 20005

For Those 19 or Over by July 1, 1974 — Check One Only!

OPEN MEMBERSHIP—Includes all membership and competition privileges and monthly AMA News as published in American Aircraft Modeler Magazine \$12.00

OPEN MEMBERSHIP—Same as above, plus subscription to American Aircraft Modeler Magazine (which includes monthly AMA News) \$16.00

For Those Not 19 by July 1, 1974 — Check One Only!

FILL IN DATE OF BIRTH: Mo. ___ Day ___ Yr. ___

JUNIOR OR SENIOR—Includes all membership and competition privileges but no monthly AMA News or magazine subscription \$3.00

SAME AS ABOVE—With monthly AMA News \$5.00

SAME AS ABOVE—Plus subscription to American Aircraft Modeler Magazine (which includes AMA News) \$9.00

MAIN INTEREST (Check only one): CL FF RC Indoor Scale All 1974 Membership Expires Dec. 31, 1974

Name _____

Address _____

City, State _____

Zip _____ New _____ Renewal (number _____)

HQ use only

April 1974



AERONAUT'S

APRIL 1974

CHATTER

NEXT MEETING

Tuesday, the 16th, about 7:30 PM at the Laurelwood Community Center. Plan now to attend and find out about the non flying side of your hobby.... we have some members that attend very infrequently and do not get all ten sides to every argument....

Report on the last meeting was that Henry B. gave a very good talk on how to trim out your plane. If you missed it, good luck on your next crash. Besides the spectators will love you for your fine contribution to the excitement for the day.

Dean Rea advised that the long awaited movie on Buzzards will be shown at the meeting ----- doesn't this remind you of Jack's movies?????? May the Buzzard of Paradise perch on the rim of your soup bowl, Dean, if that movie doesn't show.....

CLUB FUN FLY

April 21st at the power field -- club members only. No entry fees, the prizes will be paid for out of the club treasury.

1. Field closes from 10:00 AM to end of contest for general flying.
2. Mufflers required on all engines.
3. Events -- slow fast, ETA timed flight, bomb drop, spot landing, and mystery grid.

Your happy contest director is that well known helicopter pilot, Chuck Pilkenton. His current claim to fame is hovering his chopper above Ray McClellan's head ---- until the reflection of the sun off something slick and shiny caused him to momentarily lose sight, control, and dent ol #1 slightly..... Anyway come and participate in the club contest.... it is for you to have fun and you will.

FAMILY NIGHT

We would be remiss not to mention the great time had by all who attended the evening out with the wives and kids on April 3rd. The comedy film featuring Buster Keaton and filmed on location by Cottage Grove was a classic and capped a fine evening for all. Thanks to Dean and Ray

BURG'S THEORY

Jack's article on Mufflers has been warmly received....heh heh, like strangle his typewriter, or him..... Chuck O'donnell sent a several page letter saying things like right on ... read it in this newsletter. Thanks, Chuck.

Eugene R/C Aeronauts, Inc.

MINUTES of the March 19, 1974, meeting

Dean Rea, secretary

Guests:

Kelley Jon Ireland, 1665 Curtis Ave., Eugene
Steven Lynn Coleman, 3820 East 22nd Ave., Eugene
Dick Berkey, 565 W. Harlow Rd., No. 53, Springfield

Applications for Membership

Jim Stauber, 2263 University St., Eugene (third and final reading)
Joseph R. Lunak, 386 Bailey Lane, Eugene (second reading)
David D. Buck, 1110 Fairfield St., Eugene (second reading)
Chuck Lott, 1715 W. 12th Ave., No. 7, Eugene (second reading)
Clarence W. Waits, 755 Fremont, Eugene (first reading)
Thomas M. Bodley, 2090 West Irwin Way, Eugene (first reading)

Treasurer's Report

Frank Bell reported a balance of \$580.73.

Meeting Site:

Club members decided not to pursue changing the monthly meeting site to the Armory after considering the expense and related problems reported by Barrett Jones.

Social Event

Tentative plans were approved for a club get together at North's Chuck Wagon during the evening of Thursday, March 28.

Power Contests

Chuck Pilkenton encouraged club members to practice for a club-only "Fun Fly" Sunday, April 21 at the power field. Events which will be open to paid-up members only are (1) slow-fast race, (2) spot landing, 50-foot circle, (3) bomb drop and (4) timed flight, 1 to 3 minute duration to be announced at time of contest. Chuck also announced that the club has received permission to use the Springfield Airport for its July 27-28 contest. Henry Barclay and Al Maine volunteered to serve on the July 27-28 trophy committee. Chuck also reported that an invitational contest will be scheduled after the July contest.

Budget Adopted (Copy appended to formal minutes)

The 1974 budget of \$821 was submitted and approved. Income of \$737 was anticipated at budget formation. However, the treasurer reported as of March 19 that anticipated revenues would offset the \$90 deficit.

Program

Henry Barclay presented the program, which dealt with how to trim a plane so the decoupage is lined up with the wing incidence. All of this, of course, is relative to the angle and thrust of the power source, which, in turn, is protected from metal-to-metal vibrations by oscillating caster oil. However, the latter often results in "streaking," which Henry reports can only be

District XI Notes
by Homer L. Smith, V.P.

February 17, 1974

The eighth annual District XI meeting is now history. A large group of very enthusiastic people turned out and additional chairs were brought in to handle the late arrivals. It was a pleasure to see so many out to the meeting in spite of the problem of getting gasoline. To the best of my knowledge everyone got home in good shape, but if you see a stranded modeler, lend him a hand, or a gallon of gas.

The first item of business was to introduce our district officers. In case the current list is not contained in the next issue of AAM, here they are:

District Vice-President:	Homer L. Smith	Seattle, WA
Associate Vice-President:	Al Culver	Pocatello, ID
Associate Vice-President	Dick Carson	Spokane, WA
Associate Vice-President	Bob Stalick	Albany, OR
R/C Contest Board:	Ralph Brooke	Auburn, WA
F/F Contest Board:	Al Grell	Tangent, OR
C/L Contest Board:	Dan Rutherford	Bothell, WA
Scale Contest Board:	Earl Moorehead	Salem, OR
Soaring Advisor:	Don Toepel	Seattle, WA
Contest Coordinator:	Don Dodd	Seattle, WA
R/C Contest Coordinator	Don Miller	Kent, WA

If your local AVP has not set the date for the mini-district meeting in your area, contact him and find out when it will be held. See the next few issues of AAM for the complete list of names and addresses of the officers. Contest sanctions should be sent to Don Dodd at 10848 - 32 S. W., Seattle, WA 98146. Miller's address has not changed since last year.

A report was given of the Spokane Internats, which is scheduled for June 22 & 23. The events will be strictly R/C and a good show is promised. More on that later.

The BMA Scholarship meet will be held July 13 & 14 at the Kent Space Center with the prizes being \$1750 in scholarships plus trophies and merchandise.

The PAMS Symposium was described by Doc Brooke and Don Miller. It was a really great show with lots of things to see including demonstrations of cars and boats. It is sure to be reported upon in greater detail in the model magazines.

The 1974 Nats were discussed at some length. The dates will be in the August 4 to 15 time frame and the planning looks great. If it wasn't so far from this district it would really be a great event. I wonder how many from this district have been to the nats and competed since 1968?

In 1972 the Eugene Prop Spinners gave Bob Stalick a very nice gavel as a symbol of the office of Vice-President of this district. At the district meeting, Bob presented it to the undersigned as the new VP. The gesture was greatly appreciated and I hope that the progress that has been achieved in this district will continue. Bob has done an excellent job for us and deserves a great deal of credit.

The contest board member reports followed. For R/C, Ralph Brooks noted that a new pattern was being considered and that the FAI pattern has apparently undergone change. It was the stated opinion that there should be one pattern---the FAI. Al Grell reported that in the F/F contest board he was getting up to speed and asked for the support of everyone. In Scale, Earl Moorehead asked for the same ---support. It seems to me that every club in the district should send their newsletter to the CB members that represent the interest of their club. It is, and will be an inexpensive way to get your club feelings to the CB member that needs the information to make decisions for us. The new procedures will help.

District XI Notes (continued)


The new Contest Board Procedures were discussed at some length. Everyone should get a copy of Competition News or AAM and read about them. They are a definite advantage to all of us. There are a few details to work out yet, but the two year cycle will help to put order into the chaos. The basic idea is to receive proposals for the first five months, evaluate, review, and cross-propose for the next 11 months, and take an interim vote at that time. Final revision and publishing will take place during the next two months with two months for final review. The last three months are spent in final vote, publishing a synopsis of the new rules, and printing of the new rule book. The issuing of the new rule book is to take place in December of the last year. That latter point would be nice.

The contest planning for the coming year took place, with each club submitting their plan in writing. Don was able to work things out without any conflicts. The complete schedule will be published at a later date.

The Red-Max club, represented by Ron Scoones, reported that their AAA contest in September would be known as the Tiny Wilson Memorial. It will be two days and the club hopes that the paved circle will be installed at Marymoor farm by then. Ron also asked if any of the R/C clubs would care to put on some R/C events at the same time. Interest was expressed by a couple of the clubs represented. It appears that the meet could be expanded into a large contest that would provide more competition and better spectating than most of the contests in the district. This led to a discussion of whether interested clubs could band together to expand the Tiny Wilson Memorial into something akin to the Jim Walker meets of a number of years ago. Everyone seemed eager to support the activity and Darrel Cheshire volunteered to be the contact point. Drop him a line at 10826 S. E. 228 Kent, WA 98031 if your club is interested in supporting this activity and someone in the club will act as contact point.

Ralph Brooke and Don Miller then treated us to a discussion of the problems that the RAMS have had with noise complaints at their flying club field. They own 20 acres of property and the closest neighbor is $\frac{1}{4}$ mile from the flying site. Due to complaints, hearings, and zoning problems, they are currently restricted to flying on Wednesday thru Sunday and for a few hours a day. They use mufflers, but the disturbing thing is that if they live up to the letter of the rules imposed, they couldn't even fly a Cox TD .049 on the field. The major problem was caused by four families and in spite of recordings showing sound levels far in excess of the models. Full size aircraft, lawn mowers, motorcycles, etc. all showed higher sound levels, but did not help their case. We should all be very careful to prevent noise complaints from being filed if we can avoid it.

A discussion of the current situation in the FAI programs was discussed at some length by those involved in the current and past programs. The meeting was adjourned.


Homer L. Smith
Vice-President
District XI

Mar. 19, 1974

Dear Roger,

Tomorrow is the first day of Spring; today the swallows come back to Capistrano; and this morning our lawn is covered with snow. But it was only a 1/2" or so and it's melting and it has been above freezing almost every day for the last week at least part of the day so I guess that Spring is really on its way in.

What prompts me to write you another letter so soon is the latest newsletter and its news of your muffler controversy. Since we have had a muffler rule since the beginning of our club five years ago and since we had a lot of guys using them even before that we've built up a lot of muffler time on a variety of engines in all sorts of weather and all kinds of ships and I think I might pass along a few words of encouragement to the troops.

I read your muffler rule and laugh hysterically; that passage about "engines over .40 that are exceptionally quiet" is worthy of Thurber, Benchley, and P.G. Wodehouse. Even Jack's suggested revision doesn't sober me up much though I do stop actually rolling around on the floor with laughter. Our rule says that you will have a muffler on any engine for which one is obtainable, regardless of the size of the engine, and there is no relaxation of the rule for break-in. A revision for this year bans venturi mufflers.

My Webra and my Merco have never been run without mufflers; indeed, the Merco has never had anything but an expansion chamber muffler on it. The Webra has spent the last two seasons of intensive use wearing an expansion chamber K8. Both are still going strong. I did burn the Merco out once but that was in dear old Eugene on my visit in '71 and I was up in the air with four other guys, some of whom were unmuffled, and I couldn't hear that my engine had gone lean.

I break my engines in by flying them right out of the box and running them so rich as I can get off the

ground with for the first six or seven tanks. I just go up and roll and loop and immelman and I'm frequently running so rich that I have to dive to get up the speed for a loop. My break-in fuel is Fox Superfuel and I run a whole gallon of it through the engine before I switch to my normal K&B 100. Even after the break-in I never lean it out more than just to the point where it starts to break from four to two cycle and most of the time I run a little bit richer than that. I run mostly 11-7's on the Webra and 11-6's on the Merco to let them turn up a bit more and take a bit of the load off the engine. That does help them run cooler.

While I will be the first one to admit, albeit grudgingly, that I am not a top-notch pattern flier, I do essay a lot of the C-Pattern maneuvers and very often a maneuver done my way takes a lot more zip than one done the right way. I find that I have enough power to do anything I want to do. I may have to dive a bit to get up some momentum for a top hat but I get through the top hat in fine style. No I can't climb out of sight and I don't know how I'll make out with this new top hat but I'd rather be confined to old style top hats and have a field to fly them over. I haven't heard anybody complain about not having enough power to do what they wanted. Laurie Cullen has an O.S. Goldhead in an Aeromaster, with an expansion chamber KÖ on it, and I've seen him doing fine figure M's and top hats.

You may have to be careful of what you build. These 8½ lb. foam-and-fibreglass bows may not take to vertical maneuvers under the rich, muffled, engine regime, especially with fixed landing gear. Leave them to the hot-shot pattern boys. And if you just have to be a hotshot, maybe you'll simply have to do what they do: lean 'em out on 25% nitro fuel and be prepared to go through three or four engines a season! There's

no doubt that your building and flying habits will be in for a bit of adjustment but then what good are flying habits when there's no place to fly.

While most of the planes flown around here are standard pattern types with engines pretty much out in the breeze, there have been several fully cowled birds around and they have had no trouble with their engines. Remember, a properly cowled engine can run cooler than an uncowled one. Leo had an article a few years ago on cowls and he called for an inlet opening the height of the finned portion of the cylinder and $3/4$ the width and an outlet $1\frac{1}{2}$ times the area of the inlet. Remember heated air expands! It is most important to get that hot air out of the cowl. If you don't, it will build up a negative pressure in the cowl and start spilling out the inlet opening and prevent cool air from entering. You may well need to build some baffles inside the cowl. Take a look at how closely a ukie speed engine is cowled; it's cooler that way than having the engine sitting inside a great big barn of a cowl. And pay special attention to getting air flowing over the cylinder head.

There will be guys who will say, "Even if we do use mufflers, there will still be people who will complain". Yes, there will be. They are the crackpots. They would complain about a glider winch or even the glider! They are the sort of people I remember from the long lost days of my youth who would call the police every time we played baseball in the street even though they lived a block from where we were playing and had to walk another block to get to a phone. There is nothing you can do about them, short of assassination. And that is frowned upon by many authorities even, I'm sure, on the stingy West Coast. But the majority of people are not like that or at least, it's been our experience that they are not. I have had spectators remark to me that they "always thought those things were awfully noisy", but that now, on hearing them in person, couldn't understand why people complained about them.

So give mufflers an even break and meet them half-way. They are not monstrous, fiendish, devices which will reduce your Schneurle Webra to something just this side of a Brown Jr. and your Super Kaos to a straight-and-level goat. In fact, they may just possibly turn out to be the best friend you ever had.

By the by, while Jack is no doubt right that castor is the best lubricant, most of the club here ran K&B 100+ last year with no trouble at all and our Summer is at least as hot and humid as yours. The humidity here, I suspect, may even average a bit higher.

And another thing: running rich and muffled will cause the engine to varnish up faster but I've never had to clean it out more frequently than once, at the end of the season and full details on how to go about it are in Lee's book that Jack recommended.

So much for my impassioned polemic on mufflers. I do hope that Henry lets you see the slides though they aren't anything terrific, at least the Nats aren't, due to my judging duties. But whether he shows them to you or not would you see if you can induce him to send them back to me? I have a couple of guys waiting to borrow pictures of their ships to copy.

Time to go back to putting stringers on the turtle-deck of a free-flight scale ship. Hope the flying weather has already arrived there.

Chuck

CONTEST CALENDAR 1974

APRIL

6-7 Pattern- FAI qualifications
 7 Stand off scale, open Pylon
 7 1/4 A final season race
 20-21 Spring Thing, Gliders
 27-28 Pylon, Form I, FAI 1/4 A
 13-14 Miniature pylon "little Stick races
 Formula I, FAI pylon

RCFCBC Vancouver, BC
 " "
 HAWKS, Kent Wn
 RAMS, Enumclaw, Wn
 MRRCS, Tacoma
 BARONS, Spokane

MAY

4 A Pattern
 5 Fun Fly
 11-12 Gliders
 18-19 Pylon; Form I, 1/4 midget, FAI
 19 Sport Scale, Thermal Soaring
 25-26 Gliders
 26 Benefit Fly

Ben's Strip, Zillah
 Wn.
 RED APPLE FLYERS,
 Wenatchee, Wn.
 PROPS
 MAGIC VALLEY AERO-
 MODELERS, Twin Falls
 BARONS, Spokane Wn
 RCFCBC, Vancouver BC

JUNE

1 A pattern and Helicopter
 2 Fun Fly
 8-9 Kinney-Benefit, "Fly for Life"
 8-9 Little Stik races
 15-16 Pattern, A, B, D/N, D/X, 1/4 midget
 22-23 SPOKANE INTERNATS
 Pattern, A, B, D/N, D/X; 1/4 midgets,
 Stand off Scale, Bipe demo
 29-30 Pattern; A, B, D/N, D/X Standoff Scale

RAMS
 HAWKS, Kent Wn
 RAMS, Kent Wn
 BARONS, Spokane
 Portland, Delta Park
 BARONS, Spokane

JULY

6-7 Gliders, 2-3 minute precision
 13-14 EMA
 13-14 Pattern, a, B, D/n, D/X
 20-21 FAI Pattern
 21 Open Pylon, Fun Fly
 27-28 Pattern A, B, D/n, D/X
 27-28 Gliders, AMA, ISF

MRRCS, Tacoma
 Vernon B.C.
 Kent, Wn (Contact
 HAWKS)
 RED APPLE FLYERS,
 Wenatchee, Wn
 VRCM, Victoria B.C
 " "
 EUGENE R/C AERONAUTS
 Eugene, Ore.
 PALOUSE RIDGE RUNNERS
 Moscow Ida.

AUGUST

4-14 NATS
 10-11 Scale, Stand off, Glider Stand off
 17-18 Gliders
 17-18 Pylon, Form I, FAI, 1/4 A
 24-25 RAMS ANNUAL, Pattern, A, B, D/N, D/X
 Stand off Scale
 17-18 FAI Scale, Stand Off Scale

Lake Charles, La.
 BARONS, Athol Ida.
 EUGENE AERONAUTS
 RAMS
 RAMS

31-Sept

Sept
 7-8 FAI Pattern
 14-15 Pylon, FAI, 1/4 A, 1/4 midget
 21-22 Gliders

RIVERVIEW FLYERS
 Vancouver BC
 Sand Point Ida.

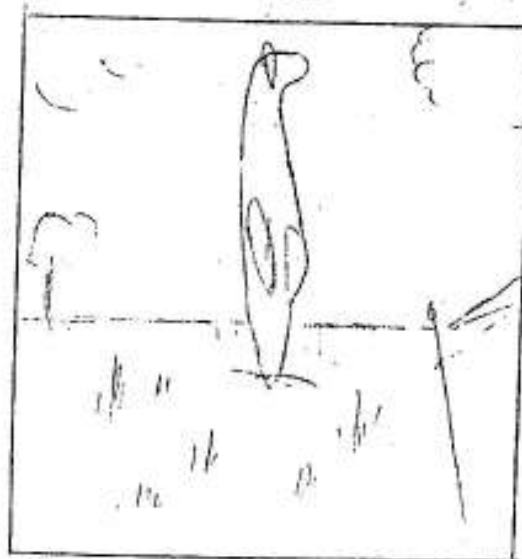
RCFCBC, Vancouver BC
 HAWKS, Kent Wn
 RAMS

SEPT		
21-22	Little Stik races	Barons, Spokane Wn
OCTOBER		
5-6	A,B,C, Fun Fly, Gliders	BARONS, Spokane Wn
26-27	SNOWBALL, FAI Pattern, Stand off Scale Fun Fly, Open Pylon	RCFCBC, Vancouver

CLUB DIRECTORY

BARONS, Soaring	Randy Halseapple, 7025 N. Stevens, Spokane Wash
Power	Bruce Batch, 907 E. Francis, Spokane Wn
EUGENE AERONAUTS	Roger Breedlove, 2566 Chuckanut, Eugene Ore
Boeing HAWKS	Jim Boydston, 206-A15-2025
MAGIC VALLEY AEROMODELERS	B.C. Adamson, 320 Locust, Twin Falls Ida
MRRCS	Kon Crawford 206-LE7-8798
PORTLAND BARNSTORMERS	Tim Olson, 8224 SW 39th Ave, Portland Ore.
PROPS	Bob Reet 206-SH7-4672
RAMS	Don Miller, 206-UL2-8861
RAMS SOARING ASSOCIATES	Don Teopel, 206-CH4-7690
RCFCBC	D. Rankin, 1130 Williams, Richmond B.C
RED APPLE FLYERS	Don Griffin, 777 Jerome Lane, E. Wenatchee, Wn
RIVERVIEW FLYERS	Mr. Anderson, 10730 138th St. Surrey B.C.
SAMS	Derryck Turner 206-GL5-5361
SRACS	Mike Dailey 206-364-9568
STARDUSTERS	Ken Thorstad, 4503 N. Interstate, Portland
VRCM	Al Clark, 3625 Doncaster Dr., Victoria BC

CAPSULES



YOU GOT IT, HASKIN!

COME FLY WITH US!



PURPOSE OF N.W.S.S.

The purpose of the Northwest Soaring Society (NWSS) is to promote and coordinate R/C Soaring activities among the R/C clubs and modelers in the Northwest. This purpose can be accomplished by:

1. Promoting R/C soaring contests.
2. Scheduling R/C soaring contests to permit a minimum of conflicts.
3. Formulating contest organization and flying rules based on NWSS experience.
4. Issue a NWSS publication which contains:
 - a. Contest calendar
 - b. Maps for contest sites
 - c. Results of contests
 - d. Hints, tips and technical articles on gliders and related topics.
5. Compile contest points of N.W.S.S. members to determine a season contest champion.
6. Sponsor a championship contest for N.W.S.S. members and club team champions.
7. Provide information on contest organization to clubs sponsoring contests.
8. Promote general activities related to R/C sailplanes.

NWSS# _____ New
 Renewal

NWSS Membership Application

Name _____
Last First

Address _____
Street

Phone _____ City _____ State _____ Zip _____
R/C Club _____

AMA No. _____ FCC Call Sign _____

Type of Membership _____

Individual \$5.00
Club \$5.00
Family \$6.00
Junior(AMA) \$2.50

Make check payable to : Northwest Soaring Society

Mail to : Randy Holzapple
7025 North Stevens
Spokane, Washington 99208

November 1974



AERONAUT'S

NOVEMBER 1974

CHATTER

NEXT MEETING

November 19th beginning about 7:30PM at ^{AMAZON Comm. CENTER} 2700 MILVARD ST. Plan now to be there as a good schedule of movies and slides are lined up for your little eyeballs to scrutinize..... Attendance was down at the October meeting mainly because ye ol editor failed to get the NL out. No excuse this month so show up. Who knows, you may get tapped for NL editor for next year... Officer election is scheduled at the November meeting and with a general membership going over 60, your participation is needed.

Our club has just finished a tremendous year thanks to the outgoing officers and the many people who worked on the contests. If you enjoyed your hobby and club activity this year, let those responsible know by saying thanks.

That New Jersey prop buster, Chuck O'Donnell, is still kicking up dust in that frozen Eastern land. He is complaining about the price of fuel.... that guy doesn't know how much fun you can have with a glider and a high start.... Of course it helps to live where the sun shines and the thermals go up....

RAMS SYMPOSIUM

Make your plans now to attend this mid winter event in Seattle. We don't have the exact date but it should be the 2nd or 3rd weekend of February. You don't have to send wifey to the in-laws for the weekend, take her along and let her spend your modeling allowance for the next year in Seattle..... Why mention it now ??? because now is the time to start finishing that plane. What kind of meeting do you think it would be if no one brought anything to display. Besides it is a lot of fun and who knows, maybe wifey will go to the in-laws.

E O Y B

Ah yes, those End Of The Year Blues times again. Have you sent in your AMA renewal dues yet????? Why wait until the club officers have to embarrass you in February by saying "Gee, the AMA club charter roster doesn't seem to have Tighternadrum listed, have you really paid your dues?"

Club dues will be on tap in January so space out your financing. The AMA and club dues are the only two things I know of in 1975 that won't cost you more than they did in 1974. Besides Don Dewey says AMA is better than sticky Monocote and he knows.....

HAPPINESS IS GETTING YOUR MOTHER-IN-LAW TO TAKE UP HANG GLIDDING...

ONE GLIDE AND A BIG DING!

FLASH - BURG WILL SHOW AN AIR POWER SERIES 16MM FILM TITLED "EARLY DAYS" DON'T MISS IT

Eugene R/C Aeronauts, Inc.

Current Membership: 58

MINUTES OF THE OCT. 15, 1974, MEETING

Dean Rea, secretary

Treasurer's Report

A balance of \$278.26 was reported by Frank Bell, treasurer.

Nominations

No further nominations for 1975 officers were made during the meeting. The election will be conducted during the November meeting and new officers will begin their duties in December. The following nominations were made during the September meeting:

President--Chuck Pilkenton
Vice president--Farrell Bird
Treasurer--Jack Burg
Secretary--Dean Rea

Membership

Kenneth Erick, 476 E. Broadway, Eugene (third and final reading)
Richard Pugsley, 1333 Oak Patch Rd., No. 40, Eugene (third and final reading)
Gary Ogbin, 95 Myoak Dr., Eugene (third and final reading)
Brad Burden, 4545 Fox Hollow Rd., Eugene (second reading)
Harold "Claude" Cash, 1721 Concord St., Eugene (first reading)

Club Charter, Corporation Report

The \$10 club charter renewal fee for 1975 was mailed to AMA headquarters Oct. 18, 1974.

The delinquent 1973 annual report required by the Oregon Department of Commerce's Corporation Division was completed and was mailed Oct. 18, 1974. The \$5 annual fee and the \$5 penalty previously were paid with the filing of the 1974 report.

Contests

After discussion of interest in power and glider club contests, it was agreed that some type of slope contest should be planned for gliders early in 1975.

Nuts and Bolts

Members approved a motion to purchase a 10-yard load of gravel for use at the south end of the power field. Henry Barckley and John Sader volunteered to install some type of burglar-proof box to house frequency flags where no one can find it. Members also discussed purchase of stop watches and additional fencing materials for the power field.

Next Meeting: The meeting site moves to the Amazon Park for the November meeting during which pics of the League of Silent Flight contest will be shown. The club then returns to Laurelwood for the December meeting.



monthly mailing

TO: CHARTERED CLUBS, MODEL PRESS, EXECUTIVE COUNCIL,
CONTEST BOARDS, CONTEST COORDINATORS, NEWSLETTERS

Reprinting of items from this AMA Monthly Mailing is encouraged, particularly by club newsletter editors. This publication basically reflects the AMA HQ viewpoint and is written by the AMA Executive Director, except when other names are credited.

THE INFORMATION HEREIN IS FOR ALL AMA MEMBERS. IF REPRINTING IS NOT FEASIBLE PLEASE QUOTE AT CLUB MEETINGS OR PASS AROUND. PLEASE DO NOT BURY IN YOUR PERSONAL FILE!

NO. 93 OCTOBER 1974

'75 NATS TO LAKE CHARLES

The AMA Executive Council, at its Oct. 5 meeting, voted to return to Lake Charles, Louisiana for the 1975 National Championships; tentative dates = Aug. 4-10. The former naval air station at Hutchinson, Kansas was also considered but came off second best due to less dormitory and motel lodging and lack of a headquarters hangar. The council also considered delaying the decision until later in the year but noted the need for early announcement to aid planning and to permit vacation arrangements to be made early by potential contestants and officials alike. The council also noted that only the sites at Hutchinson and Lake Charles were known to be acceptable and available.

LAKE CHARLES IMPROVEMENTS

The decision to return to Lake Charles was based largely on the fact that most participants at the '74 Nats praised it and for those that didn't there would be improvements made in '75 to overcome most complaints. It was noted, for example, that much clearing of brush and wooded areas is planned for '75 -- this will aid CL, FF, and RC activities. In addition, a better event schedule is anticipated as well as improved event locations. Better field concession arrangements are planned and more motel space will be available.

RENEWAL PACKETS HAVE BEEN MAILED

By the time this is received, all AMA members should have their 1975 membership renewal packets -- they were mailed by HQ during the second week in October. Even with lowest cost bulk mailing all should be delivered within 2-3 weeks. If you know of someone who has not received his packet by the end of the first week in November, please advise him or her to contact HQ in order to get a duplicate packet by first class mail.

ELECTION BALLOT/SURVEY FORM

Each membership renewal packet includes an election ballot and a special survey form. The ballot must be mailed back to Headquarters no later than November 15. The survey form, which is to help provide a better picture of membership interest, does not have a specific return date but the sooner the better is desirable.

THE FIRST RENEWALS FOR 1975

W. G. Knollenberg, of Alexandria, Virginia, got his 1975 membership renewal into Headquarters first, by mail and within a week of the HQ mailing. Likewise, the Fly-Aways RC Club of Forest Grove, Oregon, was the first club to sign up all club members as AMA members for 1975--42 memberships were received on October 15.

OVER 3,000 MEMBERS ALREADY FOR '75!

Within three weeks of mailing out 1975 membership renewal packets over 3,000 memberships were already registered. So AMA HQ is again deep in the annual membership renewal rush and the rate of renewal is again higher than the year before. It seems incredible that AMA's rate of growth can keep going--but it is!

AMA CLUBS WITH 100 OR MORE MEMBERS -- END OF 1974

	<u>Club No. and Name</u>	<u>State</u>	<u>No. of Members</u>
116	Birds, Inc.	California	279
329	DCRC	Maryland	234
140	Pioneer RC Club, Inc.	California	177
636	No. Va. RC Club	Virginia	170
551	Greater Pittsburg Area RC'ers	Pennsylvania	161
428	Rockland County RC	New Jersey	142
122	Cordova Model Masters	California	141
455	Long Island Drone Society	New York	139
736	Cobb County RC Modelers	Georgia	136
575	Valley Forge Signal Seekers	Pennsylvania	134
162	So. Alameda County RC'ers	California	132
413	Central Jersey RC	New Jersey	120
188	Northern Connecticut RC	Connecticut	113
274	Suburban Aero Club of Chicago	Illinois	111
502	Goodyear M.A.C.	Ohio	108
524	Western Ohio RC Society	Ohio	107
143	Radio Control Bees, Inc.	California	107
641	Tidewater RC, Inc.	Virginia	107
444	Blue Angels	New York	106
154	San Gabriel Valley RC League	California	106
528	Tulsa Glue Dobbers	Oklahoma	103
1109	East Bay RC'ers	California	102
347	South Shore RC	Massachusetts	102
334	PGRC	Maryland	100

PROPOSED REVISION OF CONSTITUTION OF EUGENE R/C AERONAUTS

(Explanations: The proposed amendments to the constitution and by-laws are placed after the various articles which currently govern the club.)

Article I NAME

The club shall be known as "Eugene R/C Aeronauts" of Eugene, Oregon, holding legal and unrecalled charter sanctioned by those members whose signatures are attached thereto. This club cannot voluntarily surrender its charter or dissolve so long as 5 members in good standing object thereto.

This club, which is incorporated under the laws of the State of Oregon, shall be known as "Eugene R/C Aeronauts" of Eugene, Oregon. The purpose of this club is to promote the hobby of modeling and of flying radio-controlled model aircraft.

Article II MEMBERSHIP

Section 1: All candidates for membership must be of the age of 10 years and wards, of sound health, of good moral character, and believe in the development of good fellowship. All candidates for membership must understand that the organization is restricted solely to those interested in the hobby of modeling and flying radio-controlled model airplanes.

Section 2: Should it be deemed necessary that a ballot be cast for a candidate's election to this club, two "no" votes will deny said admission.

Section 3: No suspended or expelled member of another like organization can be received in this club except by being reinstated and receiving a written consent from the organization which suspended or expelled him.

Section 4: Any member claiming reasonable justification may resign from this club by giving notice to the club President.

Section 5: Any person who is 10 or more years old and who is interested in participating in the hobby is eligible for membership.

Section 6: Any member claiming reasonable justification may resign from this club by giving notice to the club president.

Article III PROPOSITIONS FOR MEMBERSHIP

Section 1: The name of a person offered for membership, with his age, residence and occupation, must be proposed in writing, signed by the applicant, recommended by one member of this club, and referred to a committee of three members for investigation, who shall report at the next regular meeting, when the candidate may be balloted for; and if but one "no" vote appears, he shall be accepted; but if two "no" votes or more appear, he shall be rejected.

Section 2: If any person shall gain admittance to this club upon a petition containing any false representations, he shall be expelled.

Section 3: The application of any person interested in becoming affiliated with this club will be sponsored by a member in good standing. The membership application will identify the applicant by name, age, resident address, profession or occupation and will include the current AFA number of the applicant. An initiation fee and dues required by the by-laws also must accompany the membership application before it will be considered.

Section 4: Any applicant who meets the foregoing requirements and who receives a vote of approval by a majority of members attending a regular meeting at which a quorum is present will eligible for membership.

Constitution (page two)

Article IV FEES, DUES AND BENEFITS

Section 1: The fees and dues of this club shall not be less than \$1.50 for ages 10 through 16, and \$5.00 for ages 17 and upwards for initiation, and such amount of dues to the club as shall be determined by the by-laws.

Section 2: All fees and dues shall be payable in advance, and any member who is delinquent in dues for 3 months will be dropped from membership. Said member may be reinstated by making payment of those dues in arrears.

Section 3: Should any special assessments be in order for the promotion of club activity or extension of its properties, said assessments shall be subject to investigation by committee, or by two-thirds vote of active members in good standing.

(Retain all sections above)

Article V CLUB OFFICERS

Section 1: The election officers of this club shall consist of a President, Vice-president, Secretary and Treasurer, who shall serve a term of one year.

Section 2: It is recommended that no member shall be elected as President unless he has served a term as Vice-president.

Section 3: Nominations for elective officers shall be only on the two meetings immediately preceding that of the regular election.

Section 4: Officers shall be elected at the first regular meeting of August of each year, and be installed at the first regular meeting in the following terms.

Section 5: Any elective officer absenting himself from the club for three consecutive regular meetings may be removed from office; after a resolution for that purpose shall have been offered one week before action is taken thereon.

Section 6: The duties of the various officers shall be laid down as specified in this Constitution and By-laws of the club.

Section 7: The President, or officers acting as such shall appoint the majority, and the Vice-president, or officer acting as such, shall appoint the minority of all committees.

Section 8: The club shall at the time of its installation elect 5 members if desired as a Board of Directors, who shall hold their offices for the term of 6 months. The entire club President shall be one member of the Board.

Section 9: (retain)

Section 10: (delete)

Section 11: Nominations for elective officers shall be made only during the two meetings preceding the election.

Section 12: Officers shall be elected during the last regular meeting of November, if more than one meeting is conducted monthly, and the officers will be installed and will begin their duties December 1.

Sections 5 through 9 (retain)

Section 10 (delete)

Article VI TRAILS AND PENALTIES

Section 1: Any member refusing or neglecting to make payment of his dues to the club according to its By-Laws for more than 3 months shall not be entitled to vote or speak on any question brought before the club, but shall be deemed a contributing member until suspended, dropped or expelled, and as such shall be entitled to visit his club, and when any member becomes in arrears for the period of 2 months, the Secretary, having charge of such accounts shall report to the President at a regular

meeting, and at the next regular meeting thereafter, unless the club otherwise directs, such member shall thereupon be suspended; provided that before any member can be suspended or dropped for non-payment of dues, notice of such contemplated action shall be given him by the Secretary; provided further that the delinquent may pay his dues in full or in part at any time prior to such action.

Section 2: Any members who may have been suspended or dropped for non-payment of dues may be reinstated upon the payment of the fee charged for an forfeiture of the same age or such sum as the By-Laws may prescribe;

(Retain all sections above)

Article VII FUNDS AND PROPERTY

Section 1: The funds and property of this club having been raised for the benefit of the club as a whole, cannot be divided in any way among the members individually, or between this club or any other club, but shall remain the property of this club, for its legitimate uses.

(retain)

Article VIII BY-LAWS

Section 1: This club may make, alter or rescind such By-Laws, Rules and Regulations, from time to time, as may be considered necessary, provided that they do not in any way contradict this Constitution.

Section 2: The By-Laws of this club are in force from the time of their approval by two-thirds vote of the members in good standing.

(retain)

PROPOSED REVISION OF BY-LAWS OF EXETER B/C ASSOCIATES

Article I MEETINGS

Section 1: The regular meetings of this club shall be held on the first Tuesday evening and on the third Tuesday evening of each month. The stated hour of opening shall be 7:30 p.m.

Section 2: Special meetings may be called by the President, either at his direction or at the request of 3 members in good standing. No business shall be transacted at special meetings other than that for which the meeting was called.

Section 3: At all meetings 5 members shall constitute a quorum for the transaction of business.

Section 4: The club meeting shall be opened by the President, or in his absence by the Vice-President, and should both these officers be absent, by a Past President, seniority being considered.

Section 1: The regular meetings of this club shall be held at times and places agreed upon by members.

Section 2: (retain)

Section 3: At all meetings the presence of 20 per cent of the membership shall constitute a quorum for the transaction of business.

Section 4: (retain)

Article II MEMBERSHIP

Section 1: All applications for membership must be accompanied by the recommendation of a member of the club in good standing, and otherwise qualified as provided in Section 1, Article II of the Constitution. The admission fee must in every case accompany the application.

Section 2: Should the applicant be rejected, the admission fee shall be returned to him, but if he be elected and fails to appear at 3 succeeding regular meetings thereafter, such election will be void and the amount paid forfeited to the club, unless a reasonable excuse be given.

Section 3: Every person, upon being admitted to membership in this club, shall sign the Constitution, thereby pledging himself to support, maintain and abide by the same.

Section 4: Every member shall record his place of residence, and in case of removal he shall give notice to the Secretary. Any written notification required by the laws of the club shall be deemed legal and sufficient if sent to the last recorded address of residence.

Section 1: All applications for membership must be accompanied by the recommendation of a club member in good standing and must meet other requirements as provided in Article III, Section 1 of the Constitution. The initiation fee and dues required by the By-Laws must accompany the applications.

Section 2: (retain)

Section 3 and 4: (delete)

By-Laws (page two) ARTICLE III FEES AND DUES

Section 1: Persons admitted into this club, 10 years of age through 16, shall pay the sum of \$2.50 for initiation. For those persons age 17 and upwards, they shall pay the sum of \$5.00 for initiation.

Section 2: Members reinstated shall pay the same amount as a new applicant of the same age, and as provided in Article VI, Section 2 of the Constitution.

Section 3: Members of this club shall pay the amount of \$1.00 per month or \$10.00 per year in advance for dues.

Section 4: All members are required to be AHA members before membership in Eugene R/C Aerobatics is in effect. All members must maintain a current and consecutive AHA membership at all times or lose active status and all flying privileges.

Section 5: The Club will provide a current FCC license for all current members whose membership is in good standing. Each member currently holding a personal FCC license may assume the Club license by paying a fee of \$1.00 per year to the current expiration date of the Club license. New members may also assume the club license by the same method of paying fees. All members will pay the full \$5.00 fee during one year of the five year term of Club license.

Proof of a current personal FCC license will waive this fee requirement for club membership.

Sections 1 and 2: (retain)

Section 3: New members of this club shall pay the amount of \$10.00 in dues for each month remaining in the year during which they become members, but the total amount of dues for any one year shall not exceed \$10.00. Annual dues for members in good standing shall be \$10.00.

Section 4: (retain)
Section 5: (delete)

Article IV PENALTIES

Section 1: No member who is in arrears in accordance with the period stated in Article VI, Section 1 of the Constitution shall be privileged to vote on any question before the club (except that he may speak in his own defense when charges have been preferred against him).

Section 2: If any member who shall willfully make false or malicious charges or accusations against another member, in or out of the club, shall be subject to suspension or expulsion, according to the extent of the offense.

Section 3: If any member shall disregard the authority of the President by persisting in the use of improper language, or conducts himself in a disorderly manner, the club may inflict such penalty as the case may require, which may result in expulsion.

Section 4: Any member guilty of improper conduct within the club, or who shall knowingly propose an unworthy person for membership, shall be subject to suspension or expelled, as the club may determine.

Section 5: Any member guilty of an infamous act against the laws of the land shall be expelled.

Section 6: When any Director or member of a Standing Committee shall fail to perform his duties satisfactorily, he may be dismissed from his office by two-thirds vote of the members present at a regular meeting.

Section 7: (amend to delete material inside parentheses)
Sections 8 through 11 (delete)

By-Laws (page three)

Article V BALLOTS AND ELECTIONS

Section 1: The elective officers shall be voted for separately, and must receive a majority of all votes cast to entitle them to election. When there are more than two candidates for the same office, the candidate having the least number of votes shall be dropped at each successive ballot.

Section 2: At all elections for officers and directors, the Secretary shall provide blank ballots for the use of the members. The President shall appoint two members who will canvass the votes cast and declare the result to the President, by whom it shall be announced to the club.

Sections 1 and 2: (retain)

Article VI OFFICERS AND THEIR DUTIES

Section 1: It shall be the duty of the President to preside at all meetings and enforce the due observance of the Constitution and By-Laws, see that the officers of the club and members of committees perform their respective duties, appoint the majority of all committees, have charge of the door, give the casting vote on all matters and questions (except at elections for officers and applications for membership), have charge of the charter, know and sign if necessary all warrants drawn by the Secretary on the Treasurer for sums as shall have been voted by the club, and perform such other duties as appertain to his office.

Section 2: The Vice-president shall assist the President in the performance of his duties, appoint the minority in all committees, preside in the absence of the President, and perform all other duties required of him.

Section 3: The Secretary shall keep a correct record of all proceedings of the club, write and issue all communications and notices ordered by the club, notify members in arrears as provided in Article IV, Section 1 of the Constitution and perform such other duties that may be required of him.

Section 4: The Treasurer shall receive from the Secretary all money of the club, giving a receipt for the same, pay all orders drawn on him by the Secretary and signed or noted by the President, have a book in which he shall keep a full account of all money received and disbursed. He shall after the last meeting of his term furnish the club with a full report of all receipts and disbursements of the term.

Sections 1 through 4: (retain all sections. However, add the following to Section 2. The vice-president shall act as director of contest activities approved by club members.)

Article VII BOARD OF DIRECTORS

Section 1: The Board of Directors shall consist of five members, one of whom shall be the President.

Section 2: It shall be the duty of the Directors to perform such functions as required by the club concerning any major issue that may effect the club as a whole. They shall receive from the Treasurer such sums of money needed to expedite the club's activities, act as a body in fulfilling the needs of the club, their findings and decisions to be voted on by the members, exercise a control over whatever properties the club may have or acquire, in the performance of their duties be under the supervision of the club, and perform all other duties appertaining to them in accordance with the desires of the club.

Sections 3 and 4: (delete)

Article VIII STANDING COMMITTEES

Section 1: At the beginning of each term the President and Vice-President shall appoint a Finance Committee to consist of three members, whose duty it shall be to examine all accounts brought before the club and initial, also to inspect and audit the accounts of the Secretary and Treasurer and all other officers or committees who may be charged with the receipt and disbursement of the funds of the club.

Section 1a (retain) Renumber Article VIII as VII

Article IX
FUNDS

Section 1: Current expenses of the club may be paid at any regular meeting by a vote of the club.

Section 2: No funds of this club shall be loaned to any member or to any person or persons outside the club.

Sections 1 and 2: (retain) Renumber Article IX as VIII

Article X
AMENDMENTS

Section 1: No part of these By-Laws shall be repealed, altered, annulled or amended, unless a proposition in writing be made at least two regular meetings previous to the time of its being acted upon, when, if two thirds of the members present vote in favor of such proposition, it shall be adopted.

Section 2: All former By-Laws are hereby repealed.

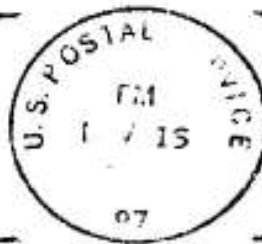
Sections 1 and 2: (retain) Renumber Article X as IX

COBURG GLIDER NATIONALS RESULTS

NAME	Precision		Duration		Overall	
	score	place	score	place	score	place
Marty Howard	1000	1	1000	1	2000	1
Steve Pearson	973	2	895	4	1868	2
David Buck	820	5	1000	1	1820	3
Roger Breedlove	962	3	759	7	1721	4
Barrett Jones	790	7	842	5	1632	5
Bob Srenson	612	9	992	3	1604	6
Bob Staley	749	8	612	6	1561	7
Russ Maine	808	6	636	11	1444	8
Dean Rea	825	4	597	12	1422	9
Tom Bodley	511	10	662	9	1203	10
Ken Erick	441	11	725	8	1166	11
Jack Burg	438	12	647	10	1085	12

The grand prize of this club funfest was fellowship, sunshine, and good air....





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