

1975_JN_NL

January 1975 - My thanks to Chuck O'Donnell for passing these along.



AERONAUT'S

JANUARY 1975

CHATTER

NEXT MEETING

Tuesday the 21st, at 7:30 PM at the Laurelwood community center. Be sure to put this meeting on your schedule next week as your entertainment committee has lined up an excellent program -- Bob Staley will show slides on gliders. John Sader will demonstrate several different construction techniques using different types of foam. Those of you that have been requesting more how to do it meetings should find John's techniques extremely interesting and useful.

Other topics of discussion will include the coming year contest calendar, the club budget, the Coburg Slope Nationals, and your dues..... If you haven't paid yet, please do so at the meeting.

RAMS SYMPOSIUM

Make your reservations now at the HYATT HOUSE for February 8 & 9. It should be a great show this year with 3 - 400 entries and manufacturer displays. The cost isn't that great and if you are quick at the next meeting, you might even hook into a car pool as several people are going up.

Speaking of manufacturers, there are so many good kits on the market of every type or style of plane that it boggles the mind and the pocketbook.... How do you pick a scale ship? or a pattern job? Well anyway, you can see the very latest in kits, radios, and accessories next month in Seattle.

Don't miss it and take your airplane.

THERMAL FIELD

Anyone with knowledge of a good field for thermal glider flying in the area should notify any of the club officers. We need a site for the summer as the swamp we used for several years appears to be growing a crop of grass seed much to the dismay of many of us ---- I'm sure the seed grower is tickled to death with it all. Remember, thermals start early in Oregon -- so look around on your next drive outside the city limits.

SAFETY FIRST

Spectators have been observed in the pit areas and lined up along the active runway area recently at the power field.... they don't know any better so be sure you politely ask them to move back. Much of the success of our club comes from having a top grade flying site and one accident could have a very unfortunate end to all concerned ---- so help out.

SEE YOU AT THE FIELD

Eugene R/C Aeronauts, Inc.

MINUTES OF THE DEC. 17, 1974 MEETING

Dean Rea, secretary

Treasurer's Report--A balance of \$43.16 was reported by Jack Burg, the new club treasurer. An estimate of expenditures during the previous month included approximately \$100 for gravel installation at the power field and \$60 for Christmas gifts to the Bond and Lafferty families in appreciation for the use of their properties by club members.

Visitors--Dale Williams, 2763 N. 21st St., Springfield, and Ross Tefft, 460 Blackfoot Ave., Eugene, were guests.

Power Field Committee Report--John Sader reported that gravel has been placed at the power field. He was authorized to obtain cost estimates for installation of benches in the pit area and for seed and fertilizer for the field.

Jan. 26 Glider Contest Committee Report--Chairmen Gary Joseph and Marty Howard requested help from club members in staging the Sunday, Jan. 26 Coburg RC Slope Nationals contest at Bond Butte.

Program Suggestions--Jack Burg and Bob Staley invited program suggestions. Willard Robinson and John Sader volunteered to discuss the use of foam board and related items in model construction. Their program title was tentatively headlined as "Foam in Flight." Club members also were urged to bring planes which are under construction to meetings as a means of sharing tips and of offering suggestions on model building.

Membership--Harold "Claud" Cash, 1721 Concord St., Eugene (third and final reading)

Constitution and By-laws--The second reading of the proposed revision of the club's constitution and by-laws was completed. A vote on the proposed changes is scheduled during the January meeting. A two-thirds vote is required for approval.

Membership Dues--1975 dues can be paid during the January meeting. No dues are charged to persons 10 years through 16. Persons 17 and older pay \$10 and family dues are \$15. It is important that you have your AMA license for 1975 in your possession at the time you apply for 1975 membership. The secretary will issue your club membership card and a club FCC license if you do not have your own FCC license.

Entertainment--Jack Burg showed another in a series of movies dealing with the use of aircraft in "Battle of Britain."

Club Officers--Your new club officers may be contacted at the following addresses or by calling the following telephone numbers:

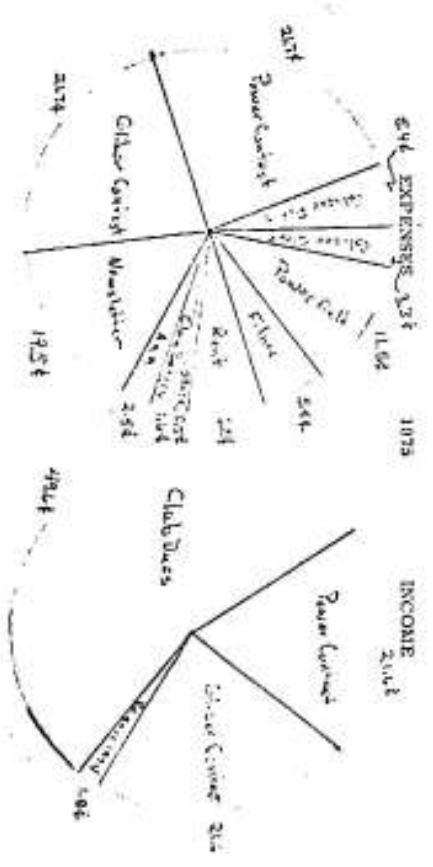
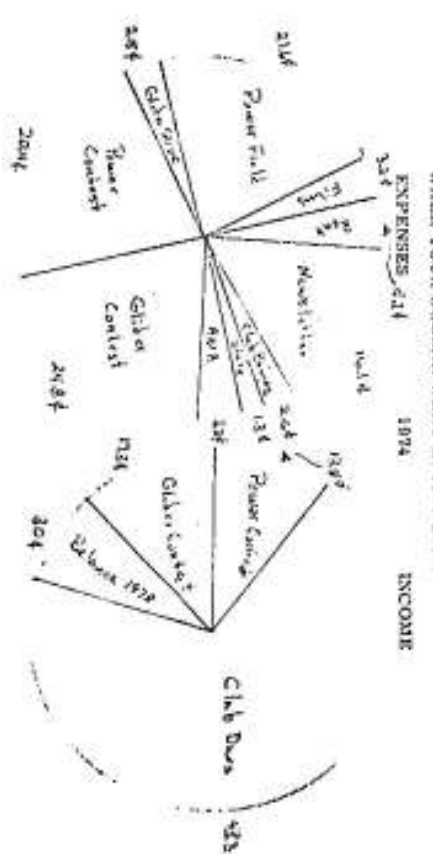
President--Chuck Pilkenton, 5550 W. Amazon Dr., Eugene, 97405; 687-0912; 342-2571
Vice President--Farrell Bird, 3195 Crocker Rd., Eugene, 97404; 689-6800
Treasurer--Jack Burg, 536 Kingswood Ave., Eugene, 97405; 344-5609
Secretary--Dean Rea, 5025 Saratoga St., Eugene, 97405; 344-5729
Aeronaut's Newsletter Editor--Roger Breedlove, 2566 Chuckanut St., Eugene, 97401; 344-9931

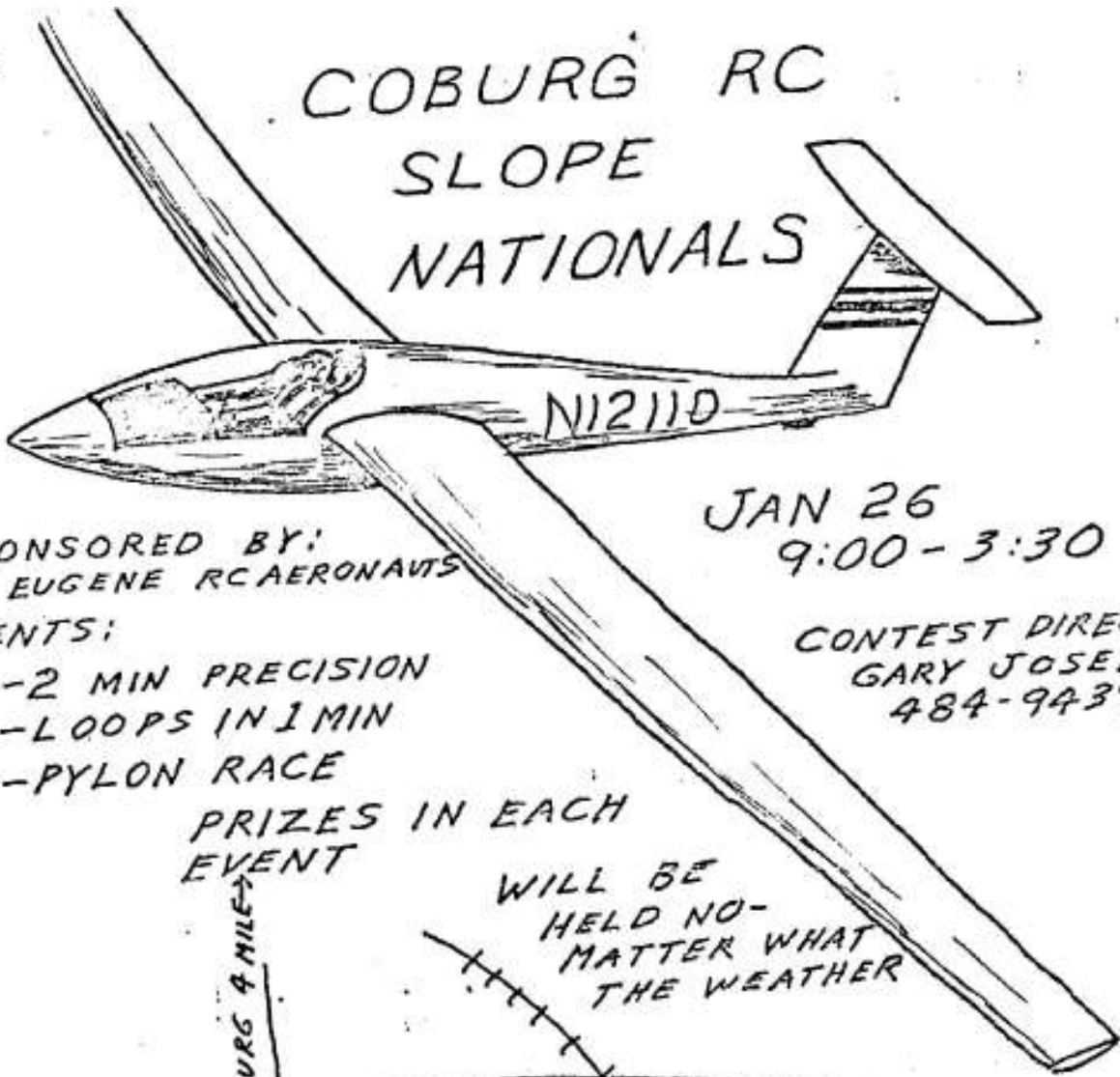


EUGENE R/C AERONAUTS, INC.
1979 PROPOSED BUDGET

	EXPENSES	INCOME
1974 Balance		\$17.00
Annual Dues 45 at \$10		\$450.00
Initiation Fee 10 at \$5		\$50.00
News Letter Printing & Postage	\$180.00	
ANA Charter 48 at \$.50	\$23.00	
Club Badges 10 at \$1.50	\$15.00	
Oregon Corp. Tax	\$ 5.00	
Meeting Hall Rental	\$90.00	
Meeting Activities	\$50.00	
Power Field	\$110.00	
Glider Slope	\$10.00	
Glider Field	\$50.00	
Power Contest	\$200.00	
Glider Contest	\$200.00	
Totals	\$1027.00	\$600.00

WHEN YOUR DOLLAR WENT IN 1974 & 1975





COBURG RC SLOPE NATIONALS

JAN 26
9:00 - 3:30

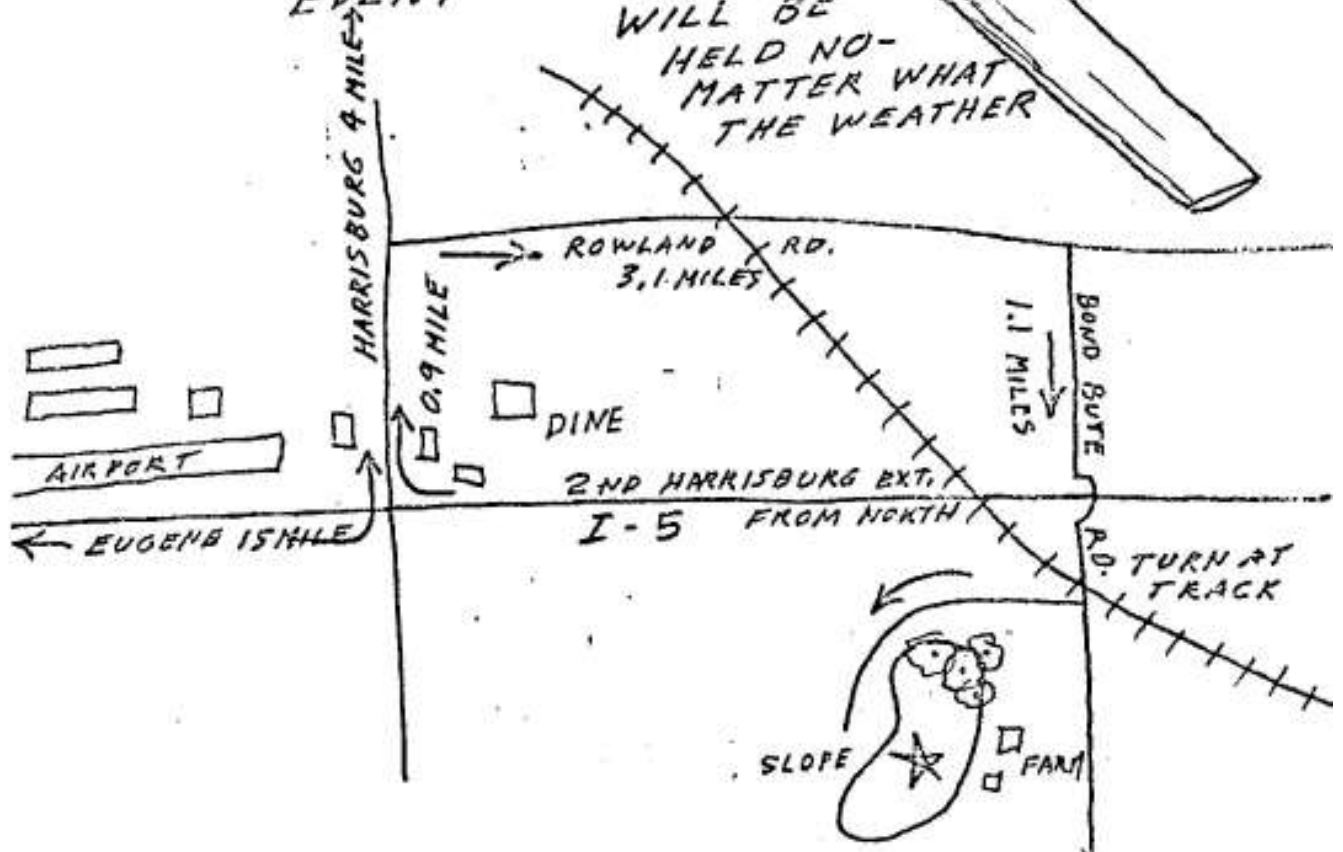
SPONSORED BY:
EUGENE RCAERONAUTS

- EVENTS:
- 2 MIN PRECISION
 - LOOPS IN 1 MIN
 - PYLON RACE

CONTEST DIRECTOR
GARY JOSEPH
484-9439

PRIZES IN EACH
EVENT

WILL BE
HELD NO-
MATTER WHAT
THE WEATHER



November 1975



Aeronaut's Chatter



NOVEMBER 1975

EDITOR ...

ROGER BREEDLOVE

2566 Chuckanut
Eugene, Oregon 97401

NEXT MEETING

Tuesday the 18th around 7:30 PM at the Laurelwood Community Center. Don't miss this meeting as you could end up on the long side of the voting for club officers.

Better yet, show up and nominate your best flying buddy.... that should end a friendship faster than anything else short of turning on your tranny on the same frequency when he is flying.

Last month two fine films were shown, one on the Reno races and a travelog by Art Scholl touring several Canadian air shows. No, it wasn't announced and if you missed them, you can blame all of those of us that didn't.... Big thanks to Frank Bell for arranging the films.

Due to an extended absence from the flying field... my shop looks like the barrel at the field.... the amount of gossip that can be relayed in this newsletter is almost zero. There is some or one event that recently happened to the wife of one of our most renowned members....

It seems that KAY BURG lost all the school lunch tickets for her class for the week recently..... her students didn't want this great achievement to go unnoticed and they promptly nominated her for the KUGN CREAM PIE of the week award..... KAY WON well Jack was over-joyed to say the least with all the publicity... Kay too. For a person who wants to be alone, Kay, you sure go about it in an unusual way.... Congratulations.

If you have been waiting for something good to happen, it won't..... There are several half finished aircraft in my shop as a mute testimony to this observation... how about your shop????

RAMS 11th ANNUAL SYMPOSIUM is scheduled on February 7th & 8th at the Hyatt House in Seattle. Plan now to attend this fun event.



**BE ACTIVEBUILD.....BUILD
GET THE SPIRIT, ATTEND MEETINGS.....
DURING 1976 GET OUT AND FLY**



To all Oregon R/C modelers:

The members of the Benton County Radio Control Club wish to invite all Oregon R/C clubs to participate in the first Oregon Radio Control Exhibition to be held April 10 and 11, 1976, at the Benton County Fairgrounds, Corvallis.

Static display competition will be held in the 17 categories in the attached list. First through third prizes or trophies will be awarded in each category. Entry fee will be \$1.50 per model and will cover the contestant's admission to the show for both days. Any radio controlled model--car, boat or aircraft--will be eligible for competition.

AMA rules and the builder-of-the-model rule will apply. Scale entries will have to be documented with 3-view drawings and photographs. Stand-off scale entries will require 3-views only. Engines must be installed.

Space will be provided for non-competitive display R/C models, both finished and under construction. There will be no entry fee for this section, but modelers will pay regular admission if they are not entered in competition.

Public admission will be 50¢ per person per day with pre-school children admitted free. There will be door prizes for the public and contestants.

Hours of the exhibition will be from 9 a.m. to 9 p.m. Saturday, April 10, and from 9 a.m. to 4 p.m. Sunday, April 11.

We would appreciate hearing from each Oregon R/C club not later than February 1, 1976, concerning how many members plan to compete and in which categories. This will aid greatly in our effort to provide the best service to contestants.

This exhibition is intended to complement, not to compete with, the Seattle RAMS show in February. We feel that a local show will give more Oregonians a chance to exhibit their models while providing a means of improving public understanding of our sport. If we have a good turnout in 1976, perhaps we can expand participation in 1977 to include the entire West Coast and further complement other shows.

If you need additional information, please contact me. Meanwhile, start building, and we'll see you here in April.

Sincerely,

John W. Lindsay
John W. Lindsay

President, Benton County Radio Control Club

P. O. Box 91

Corvallis, OR 97330

Telephone: (503) 745-5359 (after 5:30 p.m.)

1976 OREGON RADIO CONTROL EXHIBITION

COMPETITION CATEGORIES

WWI Military Scale

WWII Military Scale

Non-military Scale

Military Stand-off Scale

Non-military Stand-off Scale

Pattern Aircraft

Pylon Racers

Sport Biplane

Helicopter

Sailplane

Seaplane

Boats, all types, best.

Cars, all types, best

Novelty and Original Design, aircraft, vehicles, boats

*Best Finish

*Best of Show (Contestants' choice)

*Best of Show (Public choice)

TIME: April 10, 1976. 9 a.m.-9 p.m. SPONSOR: Benton County Radio Control Club
April 11, 1976 9 a.m.-4 p.m.

PLACE: Benton County Fairgrounds, Corvallis, Oregon.

ENTRY: \$1.50 per model, includes contestant's admission.

PUBLIC ADMISSION: 50¢ per person. Pre-school children free.

NON-COMPETITION DISPLAY: No entry fee, but modeler will have to pay daily admission if not a contestant.

PRIZES: First, Second and Third place prizes or trophies in all categories.

RULES: AMA rules, and builder-of-the-model rule. Scale documentation: 3-view and photographs. Stand-off scale: 3-view.

*All entries eligible.

THE TREE TURN SPIN by Ron Chidgey (Reprinted from K-Factor newsletter-NSRCA)

Aircraft Trim - The spin is a maneuver in which power is reduced and the airplane is held in a slightly nose high attitude until it stalls and commences to spin. The airplane then autorotates through three complete turns and recovers on the same heading as the entry. Most of us are now trimming our ships fairly nose heavy, mainly because they do the rolls and point rolls better. This nose heavy set up means the C.G. is well ahead of the center of lift so the stab is not flying neutral but rather is flying negatively (more pressure on top than on bottom). As we slow the airplane down for spin entry, the stab becomes less effective and the nose has a tendency to drop, requiring, in turn, that much more elevator to cause the airplane to stall. The usual thing that happens with a nose heavy airplane is that when we finally get enough elevator to spin reliably, the thing is too touchy on elevator in the other maneuvers. When you are faced with this dilemma, you have three alternatives:

1. Move the C.G. back somewhat and compromise the rolling maneuvers, or
2. Use a dual rate elevator circuit in your transmitter, or
3. Learn to live with a touchy elevator.

I think most competitive flyers have elected the second option, as I have. As long as you don't forget to flip the switch you can have the best of two worlds!

In addition to C.G. placement and elevator throw there are two other adjustments that merit a few words; lateral trim and rudder throw. When the airplane is stalled, there will normally be a tendency to gently break to one side or the other - generally left because of torque from the idling engine. For reliable spins the airplane should be spun in the direction of this natural break. However, if you get an abrupt break (indicating a heavy wing or one wing stalling well before the other) the airplane may fall through and regain flying speed before autorotation starts. A spiral dive is the result. If you have this problem, check for: (1) lateral unbalance of the airplane, (2) a drooping aileron (better have them kicked up slightly) and if you haven't cured the problem by now, (3) uneven leading edge radii. I'm sorry, but there is no easy fix for this last one.

Now a word about rudder throw. I used to believe there was no way you could get too much rudder throw. Anything up to about 40° was acceptable and desirable. Some recent experiences have taught me that there is more to it than that. With some airplanes, too much rudder can cause a violent spin, almost a tumbling effect, requiring one or two full turns to recover. Of course, in a situation like that there is no way you can recover on heading with any degree of consistency. The solution is to reduce rudder throw until, ideally, the aircraft recovers in exactly one-half turn. If you are lucky, when you get the spin calmed down, there will still be enough rudder throw for a nice Figure "8".

Maneuver Execution - The spin should be entered from a prolonged stall. Cut power almost to an idle when you begin the run in so you won't have an excessive amount of speed to bleed off. When you are in position and on heading, cut power to a fast idle. Rather than pulling the nose up and zooming the airplane into a stall, just gradually apply elevator and attempt to maintain altitude as the speed decreases. The airplane will assume a nose high attitude and, ideally, will stop flying just as you run out of elevator. As the nose drops, apply full rudder in the direction the airplane wants to go and a spin should result.

Now, just a word or two on the use of ailerons. The purist will tell you that ailerons shouldn't be used in the spin - and perhaps he's right. However, if you are getting a good stall, but the airplane will still not spin reliably, the use of ailerons along with the rudder will help start autorotation. The only penalty is a faster spin which makes recovery a little more critical.
