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January 1981

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

Eugene R/C Newsletter

Eugene, Oregon

Eugene R/C Aeronauts

January 1981

TUESDAY BANQUET TO KICK OFF NEW YEAR

"What a way to start a new year," says our brand-spanking new president, Henry Barckley. "It's the one time each year we can get together, get reacquainted and get happy."

"On orange juice?" asks Roger Breedlove, his face wearing his patented look of disbelieving innocence.

No, Roger. It's Tuesday night's annual Eugene R/C Aeronauts banquet. The festivities start with dinner at 7 p.m. The steak dinner will be followed by speeches, awards and the showing of a film. The Jan. 6 banquet meal will cost \$6 per person and the club will pay the gratuity. The place: Mr. Steak restaurant's banquet room at 922 Garfield St., Eugene.

Former members and prospective members are invited to join more than 50 current members and their families. For those who want to pay their \$10 dues for 1981, Treasurer Jim Spicer will be on hand. Secretary Bob Staley also will be prepared to issue a copy of the club's FCC license to members who pay 1981 dues. This service is among those offered by the club to members who do not have their own FCC licenses.

A 30-minute film, "Pistons, Props and Pilots," will be shown. The film is being furnished courtesy of the Pennzoil Co. in Eugene free of charge.

EUGENE R/C FLIGHT LINE

The recent mild winter weather not only has attracted power fliers to the Richardson Point flying site, but also a number of dogs, kids, go-carts and spectators.

However, most members of the club who fly there say they're getting some air time despite these hazards and a persistent early-morning fog.

George Amrhein, George Bodley, Jim Spicer, Henry Barckley, Mike Reuter and Al Jackson are among those who have taken advantage of recent spring-like weather at the Fern Ridge site. As many as five non-members also are using the grass and blacktopped strips provided by the county parks department.

Amrhein reported that traffic was heavy during the Christmas vacation but that frequency control, children and dogs on the strip and other obstacles continue to be a problem during prime flying hours, usually in the early afternoons on Sunday. Bodley reports that as many as 10 planes have been ready

for flights on weekends. Amrhein says the flying is beginning to attract a crowd as motorists notice the activity from the nearby highway.

Some power fliers have been showing up at Fern Ridge both weekend days, and most flying is taking place between 11 a.m. and 2 p.m. Others are flying during week days, which is nice for those who have those hours available. Most of the power fliers are using the grass strip. And Reuter is happy that the water has been drained from the reservoir. It's easier to find his wayward airplane these days.

Jack Feldman and several other power fliers have been using the Gilham Elementary School site, off Gilham Road, on Saturdays. However, power flying is a no-no there Sundays while the glider guys use the Harlow field less than a mile away. Which means, of course, that the glider guys don't fly at Harlow on Saturdays.

In addition to the Harlow site, the glider guys sometimes use the Churnhill High School playground in west Eugene, a favorite haunt of Berrett Jones and Roger Breedlove. And Terry and Scott Goodman, Ken Eaton and Dean Rea drove to the crest of the Coburg Hills overlooking Coburg early in December for some slope flying. Excellent site when the wind is out of the west or southwest. Not much of a landing spot as Terry Goodman learned while breaking the tail off his Katie II on a rocky roadway. An excellent crop of sticks, stumps and rocks tends to prevent frequent landings and longer flights. By the way, Al Maine attempted to join the slope fliers but logged 60 miles on his red racer looking for the place. Take McGowan Creek Road en route to Mahawk, drive to the top, pick the correct access road to the slope. And these days, carry chains.

A note of warning. Since the club doesn't have an official flying site, R/C fliers will tend to fly where they can, which is understandable. However, as a rule of thumb, if you can hear a model engine in the distance, better check it out before smokin' up your own. Otherwise, Crash City, U.S.A.

THE EARL WITT AFFAIR

An editorial by Dean Rea

The February issue of "Model Aviation" attempts to set the record straight on the Earl Witt affair. Unfortunately, the response by AMA's executive council amounts to "too little" and comes "too late."

Witt, AMA's 1980-81 president, apparently was miffed when his name wasn't included on the 1981-82 ballot. He used his column in AMA's official magazine to register this and other complaints immediately before and during the election. The inadequate and untimely response to Witt's comments made it extremely difficult for members to determine the facts in the case and to make an intelligent decision in balloting for an AMA president.

Why the membership wasn't presented more information in a complete and timely fashion raises serious questions about the effectiveness of our executive council in dealing with issues of this nature and about how such issues are reported in our official magazine.

For example, a response should have been made in the November issue to Witt's statement that "I feel as though I am the victim of a Watergate-type conspiracy which managed to keep me off the ballot for the 1981-82 AMA

President.' Was he a victim? Why wasn't his name included on the ballot? These questions still haven't been answered adequately. And the executive council's response to claims made by Witt in his December column should have been published in that same issue, not two months later.

It is even more disturbing to read in the AMA news section of the December issue that "AMA's employees have had to publish what has been provided to them with no authority to correct or prevent publication." This, it would appear, applies to the presidential column, which certainly should not be used to campaign or for political purposes. Other candidates for the office are not offered equal space in as prominent a portion of the magazine.

'Model Aviation' staff members are not journalists in the sense that they are charged with the responsibility of seeking out, quickly and objectively, the veracity of statements like those in the Witt case. However, the executive council should untie their hands to some degree and let our magazine journalists "tell it like it is" and even to "stop the presses" if that is necessary to get at the facts.

It could be argued that "Model Aviation" is the official mouthpiece of the AMA and that members of the magazine's staff should not be given the liberty to report issues and controversies involving officialdom. However, a stronger argument can be made that a more objective and timely vehicle should be found to represent 76,000 stockholders who pungle up as much as \$25 a year for membership. We want to know what's going on in Washington, D.C., headquarters. Now, not later.

We have chosen a representative form of government, involving thousands of volunteers, to conduct AMA's quasi-public, million-dollar business, but that doesn't excuse the untimely, incomplete and unobjective reporting of important issues like those in the Earl Witt affair.

APPLICATION—1981 A.M.A. MEMBERSHIP
Academy of Model Aeronautics
815 Fifteenth St., N.W., Washington, D.C. 20005
11981 Membership Expires December 31, 1981

For Those 19 or Over by July 1, 1981	
<input type="checkbox"/> OPEN FULL MEMBERSHIP \$25.00	All membership and competition privileges, liability and accident/medical insurance, and subscription to Model Aviation magazine.
<input type="checkbox"/> OPEN LIMITED MEMBERSHIP \$21.00	Same as above, except only "AMA News" section from Model Aviation magazine.
<input type="checkbox"/> FAMILY MEMBERSHIP \$17.00	For second adult member at same address—no publication.
FOR ALL AGES	
MAIN INTEREST (check only one)	
<input type="checkbox"/> CL <input type="checkbox"/> FF <input type="checkbox"/> RC <input type="checkbox"/> Indoor <input type="checkbox"/> Scale <input type="checkbox"/> All	
FAI STAMP * Required for FAI team programs <input type="checkbox"/> \$5.00* <input type="checkbox"/> \$1.00	

For Those Not 19 by July 1, 1981		MONTH DAY YEAR
Fill in Date of Birth: <input type="text"/>		
For Those Not 13 by July 1, 1981 — Check One Only!		
<input type="checkbox"/> JUNIOR FULL MEMBERSHIP \$13.00	Same privileges as Open Full Member.	
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For Those 13 Not Not 19 by July 1, 1981 — Check One Only!		
<input type="checkbox"/> SENIOR FULL MEMBERSHIP \$15.50	Same privileges as Open Full Member.	
<input type="checkbox"/> SENIOR LIMITED MEMBERSHIP \$11.50	Same privileges as Open Limited Member.	
<input type="checkbox"/> SENIOR NO-PUB MEMBERSHIP \$7.50	Same as above, but no magazine or "AMA News."	

INSTRUCTIONS: PRINT CLEARLY IN CAPITAL LETTERS. PUT ONE LETTER OR NUMBER PER BOX. SKIP A BOX WHERE SPACE WOULD NORMALLY APPEAR. REQUESTED INFORMATION MUST FIT WITHIN THE NUMBER OF BOXES PROVIDED. ABBREVIATE IF NECESSARY FOR FITTING.

REDUCED RATE FOR PARTIAL YEAR MEMBERS: AMA membership with each year on December 31, regardless of the date a membership application is received. Last-year membership policy is as follows: those who apply between May 1 and July 31 pay the full current rate, but will receive quarter-year credit of the date paid for the current year toward the next year's membership—they must, however, use this credit by April 1 of the next year; annually, those who apply between August 1 and September 30 pay the full current rate, but will receive half-year credit of the date paid for the current year toward the next year's membership—they must, however, use this credit by April 1 of the next year; those who apply between October 1 and December 31 pay full next year's rate and receive no credit toward the following year's rate, whatever day of membership results in the year of application.

FIRST NAME <input type="text"/>	INIT. <input type="text"/>	LAST NAME <input type="text"/>
MAILING ADDRESS (TYPICALLY NUMBER AND STREET) <input type="text"/>		
MAILING ADDRESS CONTINUATION (USE ONLY IF REQUIRED FOR YOUR ADDRESS) <input type="text"/>		
CITY <input type="text"/>	STATE <input type="text"/>	ZIP CODE <input type="text"/>
Total \$ <input type="text"/>		<input type="checkbox"/> Enclosed <input type="checkbox"/> Charged*
<input type="checkbox"/> New <input type="checkbox"/> Renewal (Number <input type="text"/>)		<input type="checkbox"/> VISA ACCOUNT NO. <input type="text"/> <input type="checkbox"/> MASTER CHARGE ACCOUNT NO. <input type="text"/>
		*Only Visa or Master Charge
		EXPIRATION DATE OF CREDIT CARD <input type="text"/>

AMA NO	<input type="text"/>
PLR	<input type="text"/>
CI	<input type="text"/>
CD	<input type="text"/>
CO	<input type="text"/>

HIGH USE ONLY

1981 CLUB OFFICERS

President: Henry Barkley, 1251 Diamond St., Springfield, 97477, 747-3744
Vice President: Terry Goodman, 1255 Janus St., Springfield, 97477, 746-2477
Secretary: Bob Staley, 4515 Pearl St., Eugene, 97405, 686-1651
Treasurer: Jim Spicer, 880 E. 43rd Ave., Eugene, 97405, 344-3879
Editor: Dean Rea, 1228 Clinton Drive, Eugene, 97401, 344-1167

FEBRUARY MEETING:

The Jan. 6 banquet is the only official club activity during January. The next meeting will be Tuesday, Feb. 3 at the Eugene Register-Guard building. Note that this is a change in meeting dates from the fourth to the first Tuesday night of each month.

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Chuck O'Donnell
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An AMA-Affiliated Club

Eugene, Oregon

SHORT MOUNTAIN HEATING UP AGAIN

Hobby groups interested in developing and using the Short Mountain site south of Eugene as a "sports park" have been granted permission to apply for a conditional-use permit by the Lane County Board of Commissioners.

However, an environmental impact statement must be submitted with the application before the current landfill can be considered for use as a sports park, according to action taken by the county commissioners on Oct. 29. The impact statement and another round of meetings and hearings by the parks and open space advisory committee could require as long as two years and will involve some expense.

Club members may discuss whether the Eugene R/C Aeronauts wants to become a party to the application project during the club meeting Tuesday, Nov. 24. A radio-controlled model plane site was included in the original sports park plan and is shown on the existing map.

Auto-cross and go-kart groups have spearheaded the lobbying efforts that led to the recent action by the county commissioners. Representatives of these two groups have persisted in keeping the issue alive even after the matter became bogged down in the slow-moving innersanctum of county indecision. What at one time appeared to be a dream site for sports activities, including RC flying, was thwarted temporarily by a few property owners adjacent to the 350-acre site near Goshen south of Eugene. The noise potential of the park was cited as a reason for a small group of property owners to oppose what appeared to be support for the sports park by county officials a year ago. Much to the credit of the auto-cross and go-kart interests, the matter has been kept alive and now appears to have a chance at succeeding.

The commissioner's order permits other interest groups to join the auto-cross and go-kart groups in applying for a conditional-use permit. However, some consideration must be given to offering financial support in conducting the environmental impact statement and the services of at least one representative from the Eugene RC Aeronauts club in assisting with the project.

The order by the commissioners reads: "Ordered, that the go-kart and auto-cross applicants be permitted to make an application for a conditional-use permit for the operation, maintenance and management of a track at Short

Mountain, and further that the applicants be required, as a condition for being allowed to submit the conditional-use permit application, to submit an environmental impact statement using Heritage Conservation and Recreational Services guidelines as standards and be referred to the Parks and Open Space Advisory Committee for a recommendation prior to review by the hearings official, including the recommendation of any condition to be attached to the conditional-use permit."

RICHARDSON PARK FLYING RESUMES

The Eugene RC Aeronauts club has been granted permission to fly this winter at the north parking lot at Richardson Park adjacent to Fern Ridge Reservoir.

The special use permit was issued on Oct. 13 by the county parks department for the winter months between the hours of 9 a.m. and dark. Proof of AMA insurance coverage was required and we've been asked to remove all trash and debris after flying. Take your busted props and planes home. Don't leave them at the park.

Club members flew at the park last winter with various degrees of success. The site has grass and a wide expanse of blacktop for use as landing strips, which are particularly inviting to tail-draggers that have been bouncing off curbs this summer at the Bertelsen site. We've encountered our share of problems with spectators, dogs and kites at the Fern Ridge site. And we've found that non-club members have been uncooperative at times. The park permit covers club members only. However, it does not permit us to act as policemen or to argue with non-members about whether they have a right to fly there. So keep it cool, which it usually is during the winter at Richardson.

TUESDAY NIGHT MEETING

Officers will be elected during the November meeting that begins at 7:30 p.m. Tuesday, Nov. 24 at the Far West Savings and Loan basement, Broadway and Oak streets, Eugene.

The following people have been nominated and are unopposed in the election: Terry Goodman, president; Gene Harless, vice-president; George Bodley, secretary; and Jim Spicer, treasurer.

Officers will begin their duties on Dec. 1. However, the club doesn't meet again until the annual banquet, which is scheduled at 6 p.m. Tuesday, Jan. 5, at Mr. Steak Restaurant, 922 Garfield St., Eugene. More details will be announced in the January newsletter. However, keep in mind that the cost is \$6 per person for a steak dinner. Spouses, children, friends and guests are welcome to attend.

The secretary reports that we have five new club members: Charley and Samantha McAister, Russ Sweeney, Dick Milligan and Walt Weischedel.

NEILSON TOP TOM AGAIN IN TURKEY BOWL

Tom Neilson of Portland won the "Top Tom" award during the annual Turkey Bowl glider contest on a foggy Sunday, Nov. 1 in Eugene.

Neilson posted the best score for the second year in a row and won the first-place plaque and \$10 gift certificate. He flew 96.56 percent of perfect compared to 97.7 percent the previous year. Sixteen other contestants from Seattle, Portland and Eugene participated in four rounds of 5-minute flights. The weatherman promised sunny skies and 70-degree weather, but contestants were greeted by fog that didn't lift until 11:30 a.m. and closed in again during the third round. The ceiling encouraged short launches and gliders often were lost momentarily in the fog as they darted from clearing to clearing. Weather conditions limited what was intended as a six-round day to just four rounds.

Kevin Martin won the guessestimate portion of the contest and returned to Portland with a canned ham. Each contestant estimated the number of points for two of the first three rounds before knowing which one of the first two would be discarded. Kevin came within eight seconds of his guessestimate. Dave Johnson was second with 14, Tom Culmsee was third with 20 and Neilson and Dan Juhlin tied with 22.

The top ten contestants were awarded Thanksgiving pumpkin, cranberry sauce and other holiday goodies based on four rounds (1,600 maximum) as follows:

Tom Neilson	1,542	Scott Goodman	1,250
Dave Johnson	1,504	Arro Brewer	1,230
Kevin Martin	1,459	Anwar Meherally	1,216
Tom Brightbill	1,456	Dean Rea	1,213
Barrett Jones	1,395	Terry Goodman	1,137
Dan Juhlin	1,387	Roger Breedlove	1,072
Tom Culmsee	1,274	Ron Englund	951
Bob Nelson	1,273	Gene Harless	801

Arro Brewer turned in a fine all-around performance with a glider that is slightly past its prime. However, he's expected to begin the '82 season with the highly-competitive Camano like the model that Terry Goodman has been flying. Ron Englund of Springfield showed up at the contest and quickly caught on. Won't be long until he's in the winner's circle. Despite the fact that Gene Harless hasn't had that much contest experience, he also did well. Too bad that George Amrhein couldn't stick around for all four rounds. He had a couple of good rounds before leaving because of illness. Doug Koke showed up briefly. Don Cottel is learning to fly.

POSTSCRIPT ON FLYING

The newsletter editor has received few reports of power flying activity, especially with the arrival of the stormy season. However, winter weather often offers good flying here in the southern area of the Willamette Valley. And rain seldom deters folks around here.

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