

EUGENE R/C AERONAUTS  
P.O. Box 70724 Eugene Or. 97401

NOVEMBER NEWSLETTER

-----  
Pres: Mark Stafford 747-3072

Vice Pres: Richard Ellak 941-0442  
-----

MEETING

The final meeting of the year will be Nov.24,7:30pm at the EWEB building. As you know we will not have a December meeting, the EWEB chairs are too small for all the turkey stuffed bodies if we had that meeting. Therefore, the new year meeting will be Jan. 26 when we welcome our new club officers. Speaking of officers we are fortunate to have both Mark rerun as the president and Carl has agreed to be the sec.-tres. person for another year. Dave Upton has also volunteered to be the Vice Pres. unless we have some new nominations on Nov. 24, however, as has happened in the past if someone sticks their neck out it usually comes to pass. Chuck will continue on as the Assistant Editor doing those stimulating Weekday Warrior reports and yours truly will continue doing the licking and sticking. Speaking of Chuck.....

His column this month is not specific to the midweek gang but in typical Chuck format it is extremely informative. Chuck has been at the field but has been licking his wounds at home after his confrontation with an automobile. According to Chuck his bodily damage was minimal but the car suffered some expensive repairs, anyway he will be back to his normal encyclopedia-self in no time.

CLUB STUFF

I'm trying to put together a yearly agenda of things that happen in our area so you can stay abreast of what is what and when. I'm thinking about a wallet sized thing that you'll be able to carry with you. Several events are annual happenings like our Big Bird, Corvallis Polar Bear Fly-In, and the Plat-I float fly. If anyone has some data they can pass on please get in touch with me, Harry 684-0981. The Grant's Pass guys have a swap meet early in the Spring and Corvallis has one too as well as an auction and their GOME (Great Oregon Model Exposition). The field is looking just fine and the grass area keeps expanding and improving to allow for emergency landings, helicopter flying, and glider throwing. Thanks to all those who keep the lawn mower running. This is a good time of year to flatten ant hills if your one of those pilots that happened to make a great grass landing only to have your landing gear sheared off by a hill. The shovel slices them off with minimal effort and its a good idea to look for large boulders while your examining the area. I'm glad to see all the new members who are showing up at the field with all kinds of neat airplanes or more advanced planes than their trusty old trainer. Be sure to ask for help if your nervous about that first flight, we have lots of really good pilots you have mastered rudder turns as well as the standard aileron/elevator ones that we all learn first and seem to get stuck in a rutt doing just them.

Stuff from the Prez:

Our meetings are held on the fourth Tuesday of each month. Our next meeting will be November 24th. Carl Henson will be giving us a demonstration on cutting foam core wings. We will also be voting in our officers for next year.

We have been asked by the County to change the way we lock the gate during the closed hours. It will now be necessary to lock the gate with the locks *under* the protective guard AT ALL TIMES. Why the change? The Bozo contractors at the new sediment site are constantly leaving the gate completely unlocked. The county officials believe that if they change a rule and apply it to everyone, perhaps it might stick. This is the same philosophy my Jr. high school coach had when a small group of kids went to complain about Fred Swindle's B.O. problem. He then made everyone start to where deodorant. It didn't do any good. Fred still stunk. Oh well, we live in a bureaucracy and under the grace of the County management..

Pilot Certification/Review? We learn to fly by adding skills and experience gradually. When certain matters become habitual, we can go on to the next step and add complexity. Because flying is so complex we must form good habits from the beginning or at some point our deficiencies will show up and hinder progress if not compromise safety. If we take a hiatus from flying, our skills atrophy as well. How many of us have a difficult time making an approach from the west at the beginning of the year? In the past the Aeronauts have had a pilot certification program which gave new pilots a guide to improve their skills and a goal to become "certified". I am not convinced that all of us who are now considered experienced pilots could now pass these tests which were created as a base line.

The old rating system required a pilot to perform the following:

1. A straight takeoff and roll out.
2. Fly inverted
3. Make an Approach from the right and the left.
4. Fly a box pattern
5. Fly a circle pattern
6. Make 3 consecutive landings and takeoffs without killing the engine.

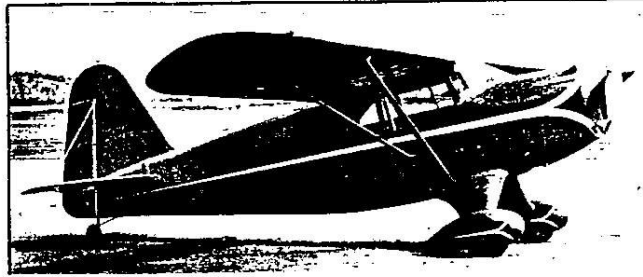
My question to the club is: Should we require all pilots to perform a pilot review? Should we reinstate our old pilot rating system with student and certified rated pilots? I hope you will attend our next and last meeting of the year to discuss this important subject.

On January 1st you are officially invited to attend the Eugene Aeronauts first annual polar bear flyin. Come celebrate the new year by flying in whatever weather we shall encounter. We will be giving away prizes from the local hobby shops and rumor has it that we will be dining for lunch on black-eyed peas and corn bread. Have a Aeronaut Espresso (served by yours truly) or be adventurous and try some Canadian Army Coffee. What a great way to start the new year. Hope to see ya all there!

## NOT WITH THE WEEKDAY WARRIORS

What with the weather turning foul and me nursing a leg that was hit by a car, I haven't been to the field and thus there is no Weekday Warriors column this month. Instead I have submitted the following to your Editor in the hope that he is really desperate enough for material to publish. This is proposed to be the first of a series of occasional pieces on planes which were flops in the real world, but which modelers have embraced wholeheartedly.

WHY DIDN'T THEY  
JUST HAVE  
COMET OR MEGOW  
OR CLEVELAND  
BUILD IT  
INSTEAD OF  
REARWIN?



THE REARWIN SPEEDSTER

The prototype Rearwin Speedster first flew in 1934. It was a two-place, high-wing, strut-braced, cabin plane with tandem seats and powered by, at first, a Cirrus Hi-Drive of 95 hp and, later, a 125 hp Menasco. In an era when light-planes tended to be boxy, the new Rearwin was slim and sleek, a real hotrod. A few of the pilots who were allowed to fly the prototype thought that it was just a bit too slim and that the cabin cried out for more elbow room, but the praise for its performance and handling qualities was unanimous. Well, almost; the Feds disagreed.

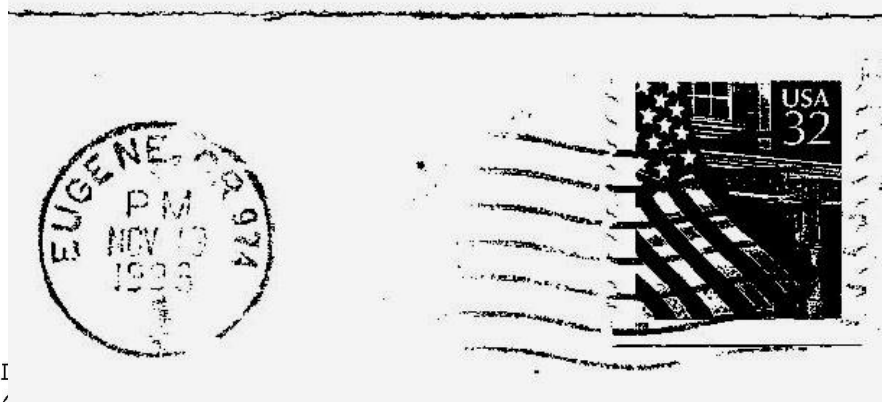
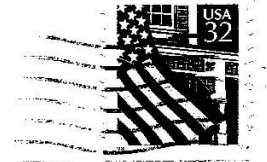
One of the certification criteria of the time required that a plane recover from a 6-turn spin in  $1\frac{1}{2}$  turns without any corrective action on the part of the pilot and the Speedster wouldn't do it. Indeed, one of Rearwin's pilots released the controls after six turns, then sat there as the plane merrily tacked on fifteen more, but it recovered immediately after normal corrective action and the spin showed no tendency to go flat.

The program to get the Speedster certified was protracted - not helped when the designer quit in frustration - and the Approved Type Certificate was not issued until 1937. In the interim, Time had passed Rearwin's hotrod by. Private pilots had matured, wanted more comfort in the cabin, and were even willing to sacrifice some performance for it. The star had finally made its entrance on stage, but two acts too late; only eleven Speedsters were ever built. Three remain on the register as of a recent count.

Of course, when you are outside the plane, watching it fly, you are not disturbed at being poked in the ribs by your own elbows and modelers and kitmakers took the Rearwin

Speedster to their hearts. John Pond's Old-Time Plan Service lists no less than twenty kit and magazine drawings for Speedsters. They range from a 72" gas freeflight through a 64" R/C ship down to a 15" rubber job. In the middle is a 28"-er from the famous Earl Stahl series that appeared in Model Airplane News. In fact, there always seems to be one of them around, as witness Ikon Northwest offering a kit for a 96" example today and the cover of a recent Aeromodeller showing a flier launching an Earl Stahl version at the Old Warden fly-in this August. If only it could have been that successful for Rae Rearwin!

MARY & KAY BLODGET,  
16 S BREWER AVE  
EUGENE, OR 97401



Springfield, Or 97478-9593

688 0642

