



EUGENE AERONAUTS

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FROM THE PRESIDENT

Persistence pays off. In November of 1996 Frank Blain built us a 1/4 scale Midwest Extra 300. It has an 80 inch wingspan. It has about 1140 square inches of wing area. Our first engine in was a Moki 1.80. It flew well. We added smoke. We didn't add on-board glow (mistake). The smoke oil put out the glow plug and we dead stuck into the field. The plane sustained a lot of damage. Frank fixed it like new. We added on-board glow. It didn't dead stick with the smoke. We then had a fuel line problem and another dead stick incident. The plane again sustained a lot damage. Frank fixed it like new...again.

Spencer and I weren't impressed with planes vertical performance. (Big surprise) We put a 3.60 Moki in it. Vertical performance was wild, at full throttle. Below 1/3 throttle it had wild vertical performance also, but the wrong way. The weight of the engine destroyed the planes low speed performance. Also, the on-board glow wasn't working that well. The front cylinder kept flaming out in flight and even with on-board glow it wouldn't refire in flight. On one cylinder the plane was awful to get to the runway. It was a severe stalling plane due to the weight of the big engine. With the power down to one cylinder it was dicey to keep it from stalling.

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...AND THE VICE PRESIDENT

Dad's right, the big Extra was a real pain at first. There was a time I thought dad might give up on it. When we first put the 3.60 on it, Dad was actually scared to land it. It came in really hot. We knew if it dead stuck with the 3.60 on it, it would be smashed. It's much better now. But it is still scary. My heart pounds hard and I get exhausted when I fly it a few times. Afterwards I feel whipped. That's why I like it. It is really awesome to be able to point a giant scale plane skyward and watch it climb like a rocket. When I slow it down and do a fly-by at about 100 feet up, it reminds me of a great white shark swimming by. Some plane!

Spencer Harris

INSIDER'S SCOOPS!

Darrell Cheshire got married August 5th. Congratulations Darrell from all of us!

Dave Upton and his wife Nova, gave birth to a baby boy...she says he looks just like his ~~uncle~~!!

Tom Foust and friend, went to Port Orford to do some slope soaring...check with him when he comes back. We bet he'll have some great stories.

Aaron Bailey recently got a 1/3 scale Lanier Laser 200. He'll power it with a SuperTigre 3000 with a 20" prop. We look forward to watching him fly this one.

Foster Anderson spent the day at the field with his grandsons. They flew kites and fun was had by all.

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TRY, TRY AGAIN!...AND AGAIN

Wow! After 3 plus years in the club and building 3 1/2 airplanes Dave Oswalt has managed 2 takeoffs and non crash landings of his LT40. Much yet to learn as the hand eye brain coordination continues to short circuit. Ken and Aaron Bailey are dedicating weekday hours to getting this old plugger "planeing". Thanks also to Steve and Spencer Harris. Disaster was had when Aaron's "What's-It" was idling on the grass off runway. Aaron's transmitter shorted out sending his plane at full RPM directly toward My LT40 that was preparing for takeoff. It crow-hopped over, barely touching it and then crashed nose first, breaking the fuselage into 3 pieces. A classic case of flight-rage. My sympathies Aaron though honestly, I was glad it didn't include mine.

I can't say enough about the patient and thorough instruction by all those named especially, ...right of the extra time it has taken me to 'get it'. Many thanks!

Dave Oswalt

INSIDER'S SCOOPS!

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Rex Leshner repaired the landing gear in his Ultimate Bipe and it's back flying again.

Joe Kizer's ThunderTigre Extra 300 Fun Fly met it's demise. But he had a new .20 size P51 up and flying the next week.

Doug McWha's Slow Poke 40 is on the repair bench. Seems it had a meeting with good ol' "terra firma".

Dave Oswalt is now landing and taking off with a little work. Good job Dave!

Dave Simington is just about ready to solo. Congratulations Dave, it's been a battle - but you'll do fine.

Ken Springate, Tim Reynolds and Bob Napora all have 3 or more flights under their belts and are doing great. Keep up the good work guys!



FYI

Topic: Hotter weather-richer or leaner?

In general, if your engine is set right for 70 degree air, do you need to richen or lean out the setting for 90 degree air?

You'd need to lean it, since warmer (thinner) air couldn't burn as much fuel as cooler (thicker) air. As the air gets hotter and/or more humid your engine will run richer and you will need to turn the needle valve a bit to get it to run at peek performance.

FROM THE PRESIDENT

We stripped out the smoke and the on-board glow and removed any wood we thought nonessential. We added 140 square inches of wing area. We put in a Moki 2.10 which performed well but not well enough. We put the 3.60 back in it. We tried some different glow plugs and did some further work to get the Kline pressure system for the fuel system working properly. Finally on Friday, August 7th, 2000, we took the plane out and got in an essentially perfect flight. The planes performance was fantastic. We flew it the following Saturday and some of the covering came off the bottom of the wing. (cursing!!!) We glued and taped it back on and flew it several more times. No doubt about it, the giant scale stuff can really be difficult, but when everything comes together on a large aerobatic plane with monster horsepower on the nose and a pilot with Spencers skill flying it, it's all worth while.

Steve Harris

WELCOME NEW & RENEWED MEMBERS!

The following members were voted in at the last general meeting. Please make them feel welcome:

Bob Napora, Tim Reynolds, Dan Randt, Kevin Driscoll, Ken Springate

MURPHYS LAWS-OF COMBAT

- Never forget your weapon was made by the lowest bidder.
- Try to look unimportant; the enemy may be low on ammo.

HOOKED ON R/C By Robert Napora

Remember when you started in radio controlled modeling? Everybody has a different story about entering the hobby. As a new member of the club, I'd like to share my tale.

Sparking Interest in R/C

It began when I accompanied my friend to the R/C Airfield back in Chicago. My co-worker Jesse was an experienced flier with dozens of planes and hundred of hours of flight time. On that day, he chose to fly his bright-yellow giant-scale biplane. I was fascinated with the stunt flying and the realistic scale appearance. Then near the end of the day during an inverted fly-by, Jesse lost control and the plane screamed into the deck with a heart-stopping crash. I discovered this hobby requires building skills and flying aptitude to turn a box of balsa into a beautiful, powerful yet fragile flying machine. I was hooked.

Started on the Ground

Since the nearest flying field was over ninety minutes away, I decided to start out with ~~R/C cars~~. My first model was a 4WD Nitro scale sports car. Unlike airplane kits, there is no wood or foam in the box at all. The kit consists of hundreds of plastic and metal components removed from the packaging and assembled on a tiny scale. The .15-size engine was perfect for starting out in the hobby and I loved its sound roaring across a vacant parking lot. I conquered the movements of a model in two axes and I was ready for aircraft flight.

Elevated to Planes

When we moved to Eugene, I was determined to try my hand at airplane modeling. About a year ago, I bought a Sig Kadet LT-25, a basic .25 engine and a simple four-channel radio. I spent a year on and off building the plane up in my garage. I was quick to note that planes require a whole lot more room for assembly than cars do. Finally, the day came to take her up on her maiden flight. The club was very supportive in setting me up with buddies and buddy boxes. With trepidation, I watched as the plane took off down the runway and into the air. Fifteen minutes later, we had just logged a very successful first flight and I was thrilled.

Hooked for Sure

I'm glad to be in this hobby. Once I've got my starting experience with my trainer, I will pursue my interests in WWI scale models such as Nieuports and Sopwiths. But overall, I'm happy as a new member of a club that shares my interests. I'm glad to find others like me hooked on R/C.

MINUTES FROM THE JULY 2000 MEETING

The meeting was called to order
by Steve Harris.

New members were voted in.

31 people attended the meeting.

5 new members joined or re-
joined.

FIRST RAFFLE IS A SUCCESS!

Fourteen people participated in our first 50/50 raffle. Lester Levitt was the lucky winner. We will be holding another raffle at this months general meeting. Monies raised through our raffles helps to purchase airplane related items to be raffled off at future meetings. I hope everyone had fun and that everyone will take part at future meetings. Tickets are \$1 each or 7 tickets for \$5. Thank you to everyone who participated last month. See me at this months meeting for tickets.

Ken Bailey

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SCHEDULE OF UPCOMING EVENTS

AUGUST MEETING
22nd • 7:30 p.m.
at the flying field

50/50 raffle again....bring your money!
Congrats to Lester Levitt
(Last months winner!!!!)

For Fly-In notices from other clubs,
please check the ~~board~~ our flying field.

GOT SOMETHING YOU WANT TO SELL OR SAY?

You can give Ken Bailey anything you want in
the newsletter before the **15th of the month**.
You can mail items to Ken at 788 N. 66th Pl.,
Springfield OR 97478. or, you can E-mail them
to him at kbailey97478@aol.com.

Please keep articles short so that everyone has
the opportunity to take part. (200 words or less if
possible.)

- FROM THE 'NET - BOY KILLED BY 70 MPH

MODEL AEROPLANE by Sam Wallace

In Europe, an 11 year old boy was killed when a model aeroplane crashed into him at 70 mph after it's pilot lost control. The boy was unable to hear warning calls from other members of the Phoenix Model Flying Club because of the noise made by another airplane that was sitting on the ground.

The plane went out of control because another pilot was sharing the same frequency.

The club operated a system where fliers would stake a claim to a particular frequency by putting a named and numbered clothes peg on a large board.

The pilot had earlier placed an unmarked peg on the board to claim frequency 67. He took turns with another pilot flying using the same frequency.

Shortly afterwards, the 14 year-old-boy began flying his model airplane on the same frequency after removing the blank pen from the board.

We all know what obviously happened next. The moral of this story is: Always put your radio in the impound and make sure you have a clear frequency BEFORE turning on that transmitter.

BE SAFE — AND HAPPY FLYING!



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