



EUGENE AERONAUTS

P.O. Box 70724
Eugene, OR 97401

E-mail: eugenerc@ideadisk.com

NOTES FROM THE PRESIDENT

We finally have some summer flying weather. The flying has been good. Unfortunately we have some other problems to deal with and they are significant. The county received a report from someone (not a member of the club) that several vehicles one evening after business hours went into the dump loaded with garbage and then came out empty. They had locks to the gate and let themselves in and out.

The county is concerned about anyone dumping garbage without paying the fees. They have a right to be concerned. The dump is funded by user fees and not tax dollars. Without the fees they cannot survive. They are understandably upset. Since we have keys to the dumpsite they are letting us know about the situation in the hope that if it is a club member it will be stopped. They have also taken the position if it turns out to be a club member that did the after hours dumping, that the offending member is removed from the club, permanently, and his gate key is taken from him. If we fail to comply, the club will probably lose access to any part of the county property at the landfill. They also will press charges against the person doing the dumping.

(Continued on page 2)

SPRUCE UP TIME

Have you been out to the field lately? It doesn't look too bad, but it could look even better...with your help. We have over 80 members in our club, and with everyone's help, our field will always look it's best.

The club keeps a riding lawn mower (yeehaw) in the barn...and you are ENCOURAGED!!! to start it up and "feel the power" as you tackle the south 40. Please be advised that you may need to bring a couple gallons of gas. (A small price to pay for the FUN you will have!)

If you own a weed-eater, or other "power tools" that may be of use...feel free to bring them with you.

The point of all this is that we really need to keep the site looking it's best. Especially with the current issues involving the county. Your help is more than appreciated.

MINUTES FROM THE JUNE 2000 MEETING

The meeting was called to order by Steve Harris. New members were voted in. Marv True discussed the possibility of new flying sites at the landfill. Ken Bailey was voted in as the clubs "Event Organizer & Resource Director". Increased dues for current and new members were discussed as a way to help raise revenue for the club. It was voted down at this time, but may become a necessity in the future if we are forced to lease ground for a flying site. A monthly raffle during monthly meetings was discussed and voted in as a voluntary member option. Member participation (or lack there of) in mowing and weeding was discussed. Everyone agreed they would try to pitch in more. After the meeting ended most of the members stayed to enjoy flying, friends and food.

INDEX

Letter from the president	Pg. 1
Meeting minutes	Pg. 1
Field up-keep	Pg. 1
Prop chart-4 stroke	Pg. 2
Humor	Pg. 2
I am SOOO stupid	Pg. 3
Smoke	Pg. 3
Beginners Corner	Pg. 4
Upcoming events	Pg. 4
Sell & Swap	Pg. 4

Prop Chart For Four - Stroke Engines

Alternate Propellers	Starting Prop	Engine Size
9x5, 10x5, 10x6, 10x7 11x4, 11x5, 11x7,	9x6	.20 - .21
11x7.5, 12x4, 12x6 10x6, 10x7, 10x8, 1x7, 11x7.5, 12x4, 12x5, 12x6, 11x7.5, 11x7.75	11x6	.40
11x8, 12x8, 13x5	11x6	.45 - .48
13x6, 14x5, 14x6	12x6	.60 - .65
12x8, 13x8, 14x4, 14x6	13x6	.80
13x6, 14x8, 15x6, 16x6	14x6	.90
14x8, 15x6, 15x8, 16x8, 17x6, 18x5, 18x6	16x6	1.20
15x6, 15x8, 16x8, 18x6, 18x8, 20x6	18x6	1.60
18x12, 20x8, 20x10	18x10	2.40
18x10, 18x12, 20x10	20x8	2.70
18x12, 20x10	20x10	3.00

You might be an RC flyer if...

- you fly an inverted low pass and then pull UP on the elevator.
- your wedding anniversary falls on the weekend of a Fun Fly and you actually consider choices.
- you consider a family picnic a few hot dogs and some soda at the flying field.
- you cut the grass at the flying field, but won't cut the grass at home for your wife because "it's too hot out there".

RC Humor...

If you pull up and your airplane goes down, you have a problem.



God created gravity to keep pilots humble.

If you crashed it, and were able to repair it...you suck at crashing.

I never get a chance to loose any parts, they spend too much time glued to my fingers.

PRESIDENT

(Continued from page 1)

I hope we can retain access to the Short Mountain site. It's a great place to fly and my son and I have a lot of good memories there. In the meantime, some members are beginning to look for possible optional sites. I want to remain positive about the chances of staying at our current site but realize that things might require a change. In the mean time, Marv True is still going forward and working with the county on finding a new site to fly at the landfill. If we hope for the best (stay at the dump) but prepare for the worst (lose access to the dump and have to find a new field), we will be okay.

In the meantime, the county has asked for everyone's key number. Would you please call my home number and give me your key number? Your prompt response is appreciated. My home number is 746-0814. If you get the answering machine, the message on it is my voice saying "speak at the beep". (I don't like long messages on answering machines.) Please leave your name and assigned key number, thanks. Also, Sue True will be willing to help with this list. The shop number is 895-8885.

I want to make one very special point. Please remember it. Lane County has never owed us anything as far as our use of the field as the flying site. Regardless of whether we are allowed to stay or not, we need to be grateful to the county for 17 years of our being the counties guest. They have been very good to us. To Lane county, I speak on the clubs behalf when I say, "Thanks for everything".

Steve Harris

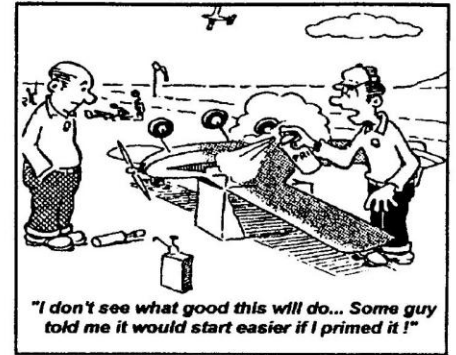
I AM SOOOO STUPID

Received via E-mail: (eugenerc@ideadisk.com)

He..he..he!!! Beat this!

I covered the wing on my LT 40 without taking off the clear protective sheet from the Monocote film. Har...har...har.

Of course there's nothing that makes you feel so stupid as having driven miles to the flying field only to discover that you left your transmitter at home...



I once glued my fingers to the fuselage with thin CA. Put some kicker on it so it would cure faster. OOOOOOOWWWWWW

That's not so stupid...I pushed the power switch to the off position on a Futaba 6ch Conquest radio when I really wanted some up trim. Yes, my new Kaos was flying at the time, but landed itself very quickly thereafter. Dumb, dumb, dumb. But I feel much better now.

KIDS DON'T TRY THIS AT HOME...Those neat little bottles of CA with the real cool snap on cap...Don't open them with your teeth. Put something down and open the bottle. I glued my eye shut with a spot of CA on my eye...Hurt like the dickens for 2 days until my eye healed. No permanent harm done, and lesson learned...

I once completely filled my plane full of fuel. Took like an hour to get all the fuel out, I DIDN'T THINK THE TANK WAS THAT BIG, the thing that gave it away was the dribbling out the end of the tail...OOOPPPSSS!

Send us your OOPS's...we promise not to use your name....grin. Come on, lets have some fun!

MORE SMOKE! I WANT TO DIE!

by Robert Osorio - The Flying Penguin

Okay, let's talk smoke systems. I know, most of you are thinking "hey, I haven't got a giant scale plane with a gas engine, so I can't make smoke." NOT!" I don't fly anything bigger than a .90 four-stroke, all my engines run on glow, and many of my planes have smoke systems onboard. I just love to burn up a clear blue sky with some smoke, and we're not talking about a piss-ant dribble that can be mistaken for a rich engine run. No sir! I'm talking nice, thick, white smoke - thick enough to lay a haze across the runway on a low pass. I've rigged many of my planes with smoke and I've learned a lot from it. I'll be happy to share some of my hard earned insights with you (feel free to ignore them if you're feeling smug and superior, won't bother me). The most important thing is this: be prepared to experiment! If you don't like to experiment you're in the wrong hobby anyway - take up stamp collecting. If you don't like to fiddle around with a plane once it's airworthy then forget this. Trust me, you'll do nothing but tinker with a smoker. Get into that Zen Mad Scientist Mode, and prepare yourself for the grim truth that nothing really comes easy in this hobby, but you can have a whole lot of fun getting there if you're patient. As with most suggestions you're likely to hear about this hobby, take anything you read here with a grain of salt. None of this is the gospel truth, it's not written in stone or any such thing. If you ask four different people at the field about smoke systems, they'll probably tell you four entirely different things. It's not that any of them are entirely wrong (and probably they aren't entirely right either), but that smoke systems, like many things having to do with modeling, are an engineering challenge that can be approached from different angles. No two engines, installations, planes, prop/engine combos, mufflers, etc. are the same. What worked for me and your friend Joe Blow, may not do squat for you. I'm here to give you a starting point by telling you what's worked for me, and hopefully this can save you some aggravation. I've had luck getting engines as small as .40 size to smoke, but .60's are better. I've found four-strokes smoke better than a comparably sized two-stroke. My personal theory on this is that the smaller muffler on four-strokes in combination with the longer pause between exhaust cycles allows the smoke fuel to get hotter. You engineering types out there are more than welcome to comment.

This article was longer than Ken Bailey planned (13 pages to be exact). But it was very well written. Ask Ken at the meeting for copies of the rest of the article, or you can find the article at Robert Osorio's website: <http://soldcentralfl.com/flyingpenguin/smoke.htm>

SCHEDULE OF UPCOMING EVENTS

JULY 25th, 7:30 P.M.

General Meeting at the flying field.
We will be holding our first 50/50 raffle
at this meeting. Tickets are \$1 each
or 7 for \$5.

We will also be having a BBQ at the
field with the rest of the hot dogs
and hamburgers. Donations will be
accepted, to help pay for the food.
Please provide your own beverages.

MEMBERS SELL & SWAP

Super Tigre G.S. .40 \$50⁰⁰
Cloud Kitten .15 w/Enya .15
(your radio), RTF \$50⁰⁰
See Ken Bailey at the meeting. He has lots
of Misc. stuff to sell or call him at 744-0600

Sig Astro-Hog w/OS FS 70 Surpass
and servos, (your radio) \$200⁰⁰
.40 size Mongoose Fun Fly
ready to cover. \$75⁰⁰
for info. call Carl Henson 688-0642

Steve Harris has several aircraft for sale.
These can be seen at True Hobbies in
Creswell.

BEGINNERS CORNER

What happens if the engine stops in flight?

If you're flying, and your engine quits, your plane will glide for some distance... You will still have control of the plane with the radio, although the control may become sluggish. Some models will glide better than others, depending on size, type, and weight. A trainer will have a much better glide ratio than will a pylon racer, which has a much higher wing loading. The wing loading (wing area divided by the weight of the plane, and expressed in ounces per square foot) is a good indicator of how sensitively a plane will handle... The lower the figure, the tamer the airplane will be, as a rule.

It is good to practice engine-out (dead-stick) landings from various points around your field; so you can learn to land from several directions. It's going to happen to you someday; be prepared. It cannot be stressed more... Keep your equipment in good shape, and your engines well tuned. **DEPENDABILITY** is the key to successful RC flying.

If your engine quits on takeoff, try to land straight ahead; turning without enough airspeed and altitude will cause a stall and a resulting crash. If you are forced to make a dead-stick landing during an otherwise normal flight, try to make the runway, if possible. If you cannot, do NOT try to stretch the glide for an unreasonable distance. This will just cause you to lose airspeed, altitude and ideas all at the same time. Go ahead and set the plane down in the best place you can reach safely. Remember that it's better to walk after the airplane than to walk after the **PIECES** of the airplane!

As always, deadline for articles to be included in the newsletter is the 15th of the month. Call Ken Bailey at 744-0600 or E-mail articles to KBailey97478@aol.com



EUGENE AERONAUTS

P.O. Box 70724
Eugene, OR 97401



DAVID OSWALT
40803 Daerhorn Rd.
SPRING OR.

97478X9593 02

97478