



R/C Newsletter

May 1982

An AMA-Affiliated Club

Eugene, Oregon

FAMILY PIZZA FEED TUESDAY

The club's annual family pizza feed begins at 6:30 p.m. on Tuesday, May 25 at Papa's Pizza located at 1577 Coburg Road. Bring members of the family and friends who may be interested in some socializing and in seeing some slides of R/C modeling. President Terry Goodman says a few reports and any emergency club business will be tended to. Treasurer Jim Spicer also will accept club dues.

Other dates and events of interest to local modelers:

* May 29-30 -- Northwest regional control-line championships at Mahlon Sweet Airport in Eugene. Flying begins at 9 a.m. Saturday, at 8 a.m. Sunday. Events: Combat, racing, aerobatics, speed, scale, carrier. Free seating for spectators.

* June 12-13 -- The sports show involving full-size and model aircraft takes place at the Valley River Center. Planning committee members are: Charles McAlister (chairman), Samantha McAlister, Steve and Wendy Gust and Jim Dougherty. If you have a model plane available to exhibit or wish to help with the club's display, please get in touch with the chairman at 747-5136. If every club members would volunteer to help for a couple of hours, the task would be easy. We also hope to turn up some potential flying sites. So, look on the show as an opportunity to enhance your flying enjoyment.

* June 19-20 -- National Soaring Society Soar-In at Blue Lake Park in Portland, Ore. Open and standard classes. 3-for-15 tasks; two rounds Saturday, one on Sunday. Fee: \$12.

* June 22 -- Our June club meeting begins at 7:30 p.m. in the Far West Savings & Loan Association basement, Broadway & Oak streets, Eugene.

* June 26-27 -- Pattern meet at Oregon City sponsored by the Salem RC Pilots Association. For information call 657-5696.

* July 3-4 -- Seaplane fun fly at Haystack Reservoir near Madras, Ore. For info contact J. Holcomb in Vancouver, Wash., at (206) 892-7732.

* Let's set a date for a club fun fly, something in which glider and power fliers can participate in something fun and easy. How about two-minute flights from takeoff or launch to touch-down with a point off for every second over or under the target time? And lots of burgers!

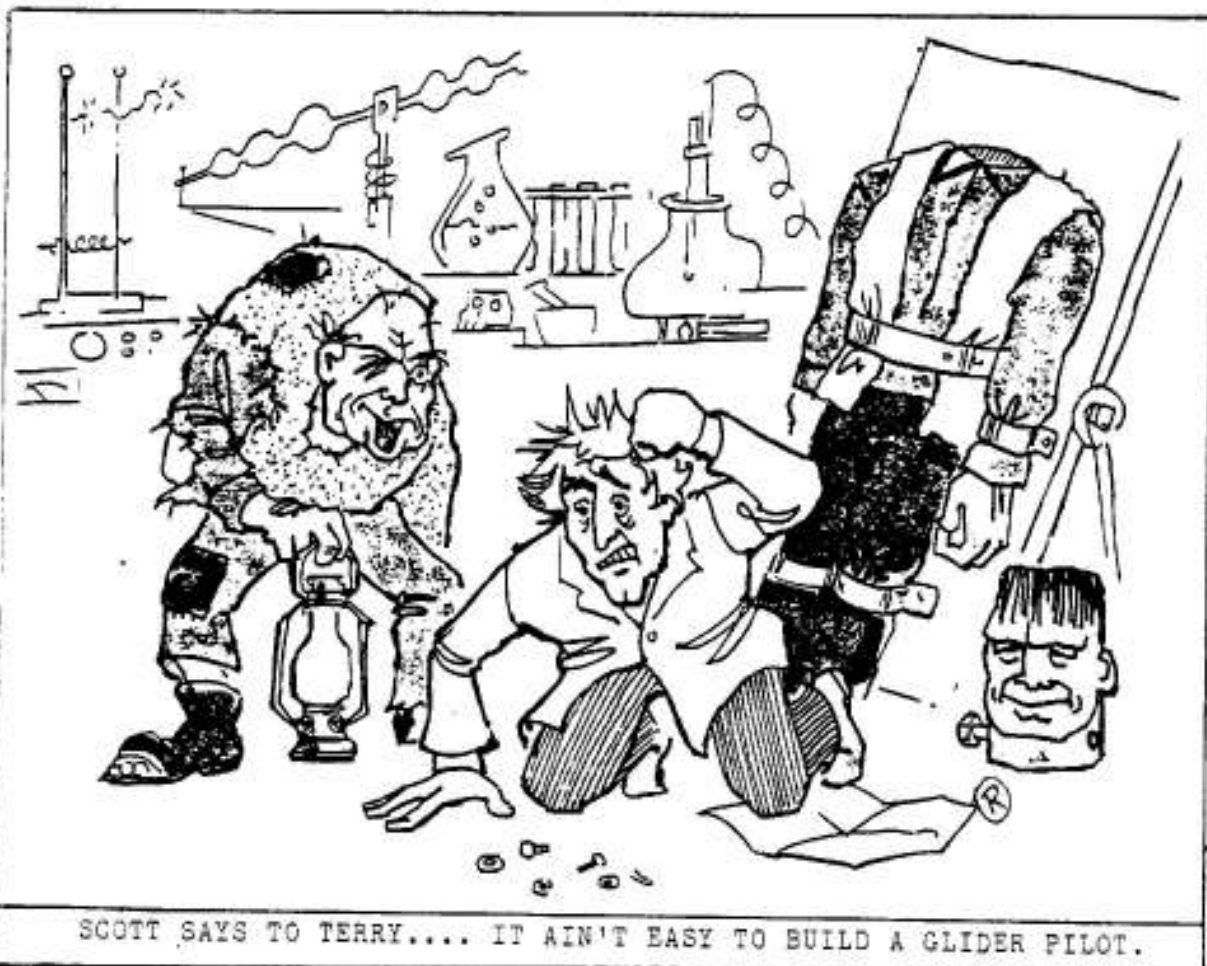
ON THE FLIGHT LINE

Activity has been buzzing at the Bertelson field just northeast of Belt Line and West 11th. Meanwhile, several power fliers are working on and using the Applegate Trail Days field near Veneta and Elmira. Bill Wilcox is responsible for locating the field and is getting a helping hand with the dirt strip from Mike Reuter, Sherm Stockie and Robert Saxton. Club members are welcome to fly there at any time.

The glider guys are moving from the Cantrell site to Churchill High School. Anyone interested in being notified about when a group plans to fly there should get in touch with the Goodman brothers or with Dean Rea.

For anyone interested in power scale, get in touch with Mike Reuter at 484-0053.

Carl Green brought his Kaos, powered by a ST 60 bluehead, to our most recent club meeting. Jerry Green, who has rejoined the club, brought his 60-powered Ugly Stix. George Godley is preparing to spray the body of his RCM 60 and hopes to be in the air early next month. Robert Saxton, 14, is building a 15-powered Headwind. The newsletter editor completed his Camano glider at 1 a.m. Saturday, May 22 and flew it at 9 a.m. Barrett Jones and Roger Breedlove are burning up the sky with new Sagitta's. And the ultimate in building projects is a canard glider designed and constructed by one of our new members, Jim Corbett.



EUGENE R/C AERONAUTS 1982 MEMBERSHIP LIST

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EDITOR'S NOTE: ABOUT STORIES THAT FOLLOW

Few women have been attracted to the ranks of building and flying R/C model aircraft in our local area. Pat Spicer, LeVerna Bodley and Sue Salle have been among the exceptions. More recently, Wendy Gust and Samantha McAlister joined our club and have literally taken off as builders and as fliers. They were invited to write the articles that follow. The flight instructor in the photos is Henry Barckley. The photos are by Steve Gust.

My introduction to R/C flying began in 1981 with a trip to Mahlon Sweet Airport. Near the control tower we noticed U-control model aircraft in flight. Having a casual interest in aviation, we watched with interest but decided another facet of the hobby would be more suitable. We were directed to Henry Barckley whom we knew from another hobby, and Henry invited us to visit a flying session at Bertleson Road.

The sight of Henry's expertise at flying escalated our interest, if not to fly, at least to watch. Our acquaintances through square dancing, Charlie and Samantha McAlister, showed their interest and we all became regulars at Bertleson and at Fern Ridge.

Suddenly, we found ourselves stocking a menagerie of airplane parts, such as props, glow plugs and glues, not to mention several flying magazines. A liquidation sale displayed a framed Big H-Ray with a size .40 engine. We grabbed the bargain complete with a free roll of grey Monokote (such a deal). With some deliberation, we decided to dress her in grey and orange. So with a lot of time and effort from good friends like Garry Greenhaw (also beginning to feel "flying fever"), and Charlie McAlister, "Mi'lady" was completed and ready for show at the Corvallis Model Air Expo on April 11, 1982. Now in the hangar is Steve's Victory Stick .40 power. Also in the hangar and further down the runway of future flying aircraft is our Strato 210 .40 power built by Tom Winters.

All tests were approved on Mi'lady on May 2 at Bertleson Road. So up she went without difficulty. Surprisingly, I was given the control for the first time (no time for "knock-knees"), and for nearly 2 minutes (it seemed longer), Henry and I traded the transmitter back and forth. Mi'lady insisted on heading for Mahlon Sweet Airport. When she was brought down for the first time, checked over and minor adjustments made for elevator throw, I was ready to try again. It was "love at first flight." May 6th proved to be a beautiful day that warranted flight time, so out to Bertleson we went. More minor trim adjustments were made and this time Steve was given the transmitter. Steve had the same reaction: "Let's do it again."



I've learned that (1) one does not blink while controlling the aircraft, (2) foresight is definitely better than hindsight and that (3) eight minutes can be an eternity.

After achieving the required flying proficiency, I hope to try my hand at pylon racing. Yes, my new hobby is definitely getting "off the ground."

Henry was patient and kind, and the entire experience proved to be rewarding. My appetite for flying was whetted; now I was looking forward to it.

This hobby has developed into an enjoyable experience for me. On Sunday mornings I pack a lunch, Charlie packs the planes and we head out to the flying field. At times the weather has not been the best, but the camaraderie of the other flyers and the fun of flying have more than compensated for the lack of sunshine.

It's a hobby I enjoy and want to participate in for a long time. Do you want to know how I know? My new airplane kit just arrived today!

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