

An AMA Affiliated Club
Eugene, Oregon



the AEROGRAM

January 1984

ANNUAL CLUB BANQUET

- When: Saturday, January 21, 1984
Social time starts at 6:30 p.m.
Dinner at 7:00 p.m.
- Where: The Holiday Inn (The Valley Room)
225 Coburg Road, Eugene
- Menu: "Western Buffet":
BBQ ribs, fried chicken, baked beans,
corn-on-the-cob, cornbread, tossed
salad, fresh fruit tray, relish tray,
coffee, tea or milk. Optional dessert
is chocolate or strawberry mousse or
cake (this is 50¢ extra). Children's
menu is available.



Price: \$7.95 plus 15% gratuity per person
(if you wish dessert, add 50¢)

Spouses, dates and family are welcome. A film entitled "Those Marvelous Miniatures" will be shown after dinner.

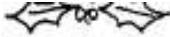
Members of the Banquet Committee will be calling the week of January 16th to get RSVP's as the club has to guarantee a certain amount of people for this buffet.

PLAN TO ATTEND FOR AN EVENING OF FUN, GOOD FOOD AND FRIENDS!

calendar

- | | | |
|----------|-----|---|
| January | 21 | Eugene R/C Aeronauts Banquet, Holiday Inn, Eugene |
| January | 22 | First Workparty, Short Mountain Flying Site, Goshen |
| January | 27 | Salem R/C Pilots and Keiser R/C Assn., sponsoring an AUCTION at 7:30 p.m., Scott Community School, 4700 Arizona NE, Salem |
| February | 4-5 | Northwest Model Exposition, Puyallup, Washington |
| February | 11 | Eugene R/C Aeronauts Mall Show, Valley River Center, Eugene |
| March | 24 | Barnstormers Static Expo, OMSI |
| April | 7-8 | The Great Oregon R/C Model Expo, Benton County Fairgrounds, Corvallis |





CLUB MEETING DATES FOR 1984

3rd Tuesdays: February 21
March 20
April 17
May 15
June 19

4th Tuesdays: July 24
August 28
September 25
October 23
November 27

The club meets at 7:30 p.m. in the Community Room at the Far West Savings & Loan Association building, Broadway and Oak Streets, Eugene.

Meetings are usually over by 9:30 p.m. All visitors are welcome.

BULLETIN

"Reprinted from the "Thundervolt Flash", November 1983.

A new R/C club has been formed in the Lebanon area. It's called the Lebanon Area R/C club. The unofficial name of its private site is "Larc Meadows."

I want to explain why this club was formed the way it was. I've had access to a flying site near my home that is on land owned by the company I work for. The owner had given me and one or two other pilots permission to fly there. After about a year of trial flying, we realized the site would stand more actively without causing any problems to the neighborhood or the company. So I requested permission to open the site up for broader R/C use. The permission was given with the understanding that it would be limited to a specified number of club members.

Three R/C'ers worked on the project: myself, Larry Baker, and Ken Fouts. We decided to open the membership up to Lebanon area flyers first and see what would happen. Within a few days we had the membership filled and dues paid. The funds are being used to improve and maintain the site.

We regret that we need to hold the membership at a low level; we have no choice. It's either that or no site. We are glad that R/C'ers in the Lebanon area have a site that we can control and maintain like we choose. The site is a private, closed site; it is open to non-club members only when L.A.R.C. puts on an open contest.

I personally hope the flyers in the Albany area can be as fortunate as we in the Lebanon area have been in securing a private site of its own.

I have personally enjoyed the few years I've been associated with the Thundervolts a bunch. It's a great bunch of guys! I believe any club member must do his share of the work in a club or get out. I also know I cannot do my share of the work in two clubs; so I need to leave the Thundervolts. I do so with regrets, but I also know that you will carry on without those of us from Lebanon that choose to drop our memberships at the end of this year.

If you have any questions about this development, please feel free to ask me.

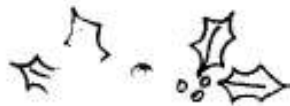
Dave Neizer

EUGENE R/C AERONAUTS CLUB OFFICERS - 1984

President: Steve Gust
Vice-President: Walt Weischedel
Secretary: Mike Ferris
Treasurer: Gene Harless

Welcome to our 1984 newly-elected club officers. Steve Gust has been voted in for a second year as President; he did such a great job the first time around, we decided to bring him back for an encore. Walt Weischedel and Mike Ferris are both newcomers to their positions but are sure to receive help from past vice-presidents and secretaries. Gene Harless has previously service as a vice-president and is familiar with the "ins and outs" of being a club officer.

Just as a reminder to the rest of the members. The people serving as club officers need your help and praise. Before you're quick to criticize, ask yourself, "Can I do better?". If the answer is 'yes', then we better see you run for office next year!! Remember to SUPPORT your club!



COUNTY COMMISSION TO VOTE ON FIELD IMPROVEMENTS

The relocation of the runway and pit area at Adair County Park is included in the Parks Department's proposed improvements projects for the remainder of this fiscal year to be voted on by the Benton County Commissioners on Nov. 23.

Also included in the proposal is the purchase of a chemical toilet for installation at the flying field.

These two projects are part of a \$22,000 package for rehabilitation and new construction at several Benton County Parks. The money, originally designated for expanding another park, became available last month when an addition to that park could not be acquired.

As a result of BCRC presentations to the County Commissioners and the Parks Board in two separate meetings in September and October, the runway and toilet proposals were included in the revised development plan by the Parks Department staff. It is now up to the County Commissioners to decide whether to leave the money in the parks budget, or to transfer it to some other county department.

If the Parks proposal is approved, work on relocating the runways would begin next summer as soon as the ground is dry enough to operate heavy equipment on the site, according to Bill Chapman, Benton County Parks director. He is expecting that surveying and earthwork can be done with the assistance of the heavy equipment operators' school that is part of the Labor School based at Adair, or as a public works project by a National Guard unit or the Army Corps of Engineers. Therefore, the commissioners are being asked to approve an approximated \$3,000 expenditure for laying a base for future paving of the runway and pits, and possibly a basic picnic shelter. The BCRC would continue to maintain dryer mats over the runway base until additional money could be raised for paving. All design and engineering work would be done by the Parks Department staff following the recommendations of the BCRC Field Committee as approved by the membership.

While Chapman is reasonably optimistic that the Parks Department proposal will be approved, the commissioners may feel that other county services, such as roads, may have a greater need for the money. If that occurs, then the proposal would be part of the capital projects budget for the fiscal year beginning in July. That budget will go before the commissioners in the Spring of 1984. The county revenue outlook for next year is not good, however.

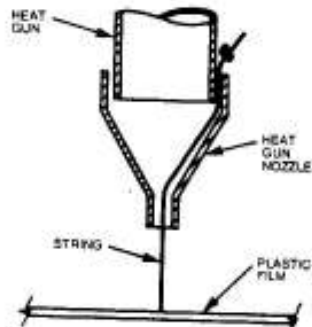
Regardless of how the Nov. 23 vote turns out, it is now clearly evident that the continued use of a portion of Adair County Park for a flying site is not in jeopardy. Having still resumed, probably on a three-month basis, with the growing season next spring, much, the more is paved for full cooperation of the Parks Department if the BCRC should raise some money for flying site improvements. -- Sid.

LET'S CHEER FOR OUR
NEIGHBORS IN CORVALLIS.
LOOKS LIKE THEIR
FLYING SITE PROBLEMS
ARE GETTING RESOLVED!

A problem with the fast setting epoxies is that they do not have enough penetration into wood for the best possible strength. For superior results, heat the mixture with a heat gun for a few seconds. It will flow better, be absorbed more, and greatly increase the strength of the joint; also set up slightly faster. This handy hint was from Dr. Phillip Kantor, Canonsburg, Pennsylvania.

Richard L. Shirey of Sewickley, Pennsylvania, sent along this idea he found to be very helpful on applying film covering.

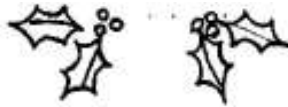
A piece of string can be used to gauge the distance from your heat gun nozzle to the surface of the plastic film covering, especially the low temperature type, to prevent burning through from too much heat. Some scrap covering can be used to experiment with to find the distance in which the material will shrink but not burn or melt through. See the accompanying sketch for details.



A HENDERTOON



Dick Hunt



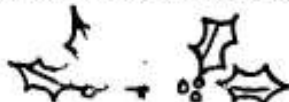
Proposed 11/22/83


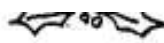

PROJECT: ACE HIGH
OBJECTIVE: To promote development of flying skills, club activity and contest participation by establishing, encouraging and rewarding individual performance
AWARDS: Periodic recognition in club newsletter and award of patch and/or certificate suitable for framing at annual banquet
SEASON: March through October
METHOD: Monthly participation in five categories (listed below) with flights logged by the member and certified by an observer
LOG: The club will provide each member with a log book, which must be checked during monthly club meetings by the vice-president for any member who wishes to participate in the project
HOW TO: A flier can move up a category during any month of the season but must maintain that proficiency during the balance of the season to be eligible for recognition at the annual banquet

CATEGORY:	POWER	SAILPLANE
NOVICE	Flier requires assistance in takeoffs and/or landings	
SOLD	10 unassisted takeoffs, flights and landings	
TENDERFOOT	----- 10 flights monthly ----- including loop, roll, turn, spin and snap	----- 10 flights monthly ----- including 5 flights of 500 points each and one 15-min. flight
SPORTSMAN	----- 10 flights monthly ----- including 5 flights that incorporate the 'sportsman' pattern in AMA rule book monthly and one fun fly or AMA contest during season	----- 10 flights monthly ----- including 5 flights of 800 points each, two 15-minute flights and one informal club contest or NWSS contest day monthly
ACE	----- 10 flights monthly ----- including 5 flights that incorporate the 'advanced' or 'unlimited' pattern in AMA rule book monthly and two fun flies or AMA contest during a season; serve as flight instructor	----- 10 flights monthly ----- including 5 flights of 900 points each, one 30-minute flight and two informal club contests and/or NWSS contest days monthly; serve as flight instructor

Editor

Note: The above program was put together and proposed to the club by Dean Rea as a motivational instrument. This program will be discussed at future club meetings again. In the meantime, read it and give it some thought. Dean did an excellent job with this. Incidentally, it should be mentioned that Mr. Rea is a sailplane enthusiast; his unselfishness in considering the power portion of the club is to be commended!





SO WE'VE GOT A FLYING SITE!
by Samantha McAlister

"We've got the Short Mountain site"! After weeks and months of meetings, phone calls, proposals and hearings, the Eugene R/C Aeronauts were granted a conditional land use permit that allows us to use the Short Mountain landfill area as a flying site. Nicknamed "The Garbage Patch" by Jerry Green, this site is more attractive than its name implies. It meets most of the requirements desired by R/C fliers: a long, level and paved runway; a large pit area; grassy spectator area; and plenty of space for parking. Sound too good to be true? Maybe. At the present time, however, the site possesses very few amenities, as a matter of fact, the basics are pretty crude too!

Many club members have anxiously awaited this site. How we've griped about the shortcomings of Bertelsen, the present flying area. The curbs "ate" so many props that we've lost count; the parking situation was dangerous as well as meager; the area was too close to busy thoroughfares; it was too public and did not allow for safety control; on and on go the complaints. Well now-- Short Mountain is ours and we can all go out there and fly to our hearts' content. Not so fast!! A committee has been out surveying the area and making notes of improvements needed: the runway needs to be cleared, cleaned and repaired; the areas designated for pit, picnic and parking are overgrown and must be cleared and mowed; the parking area needs gravel and lots of it; a portable restroom has to be rented and installed; a key system needs to be developed; the existing transmitter impound and picnic table need to be refurbished; in short, there's a lot of work waiting for us out there.

Some of you are thinking that you don't need all those fancy things to fly. Just let you out there and you'll manage? Uh huh. The County has required some things from us such as the parking of our vehicles must not interfere with the landfill vehicles, we must provide restroom facility, etc. Meaning that before we can actually fly at Short Mountain, we must make some improvements and set up some rules. As a club, we also must plan for the future. To have a good flying field is not a right but a privilege. If you look around, the best and happiest clubs have organized and well-maintained flying fields. And they work hard at keeping them that way.

What is needed right now is the patience and understanding of each and every member in our club. Soon, very soon, we'll all be out there flying and having fun. But in the meantime, we have to all pull together---plan well, work hard and enjoy the fruits of our labors. Let's make it our goal to have one of the best flying sites in the Northwest! HAPPY NEW YEAR!





THE SAILPLANE YEAR IN REVIEW
by Dean Rea



Sailplane activity during 1983 among Eugene R/C Aeronauts involved five fliers who spent nearly as much time flying out of town on the Northwest Soaring Society contest circuit as at local fields.

Unseasonal weather contributed to a general decline in the performance of most sailplane fliers last year, including the local entourage of Roger Breedlove, Terry and Scott Goodman, Barrett Jones and Dean Rea. All dropped several percentage points in season averages over 1982.

Soaring

Rea posted the top season's average of 84.96 percentage points out of a possible 100, down nearly six points from 1982. Breedlove dropped to 81.53 from 84.37, Terry Goodman to 77.41 from 80.26, Jones to 72.67 from 82.16 and Scott Goodman to 72.12 from 78.44.

Breedlove, who flew in the competitor class for those with an average of below 80 percent, picked up a second-place win at Eugene and a third-place win at Portland. Terry Goodman won a fourth-place plaque at Eugene and sixth in Portland in competitor. Rea settled for third- and fifth-place wins in expert during the season.

The Eugene club's May 14-15 contest in Portland was washed out. The traditional fall meet in Eugene on August 27-28 drew 20 contestants and saw a line-retrieval system developed by Scott and Terry Goodman in action. Gene Harless joined the local regulars in the competition.

The competitive Aquila with modified flat wing and the Camano were most popular among local sailplane fliers. The larger Windsong is being built and at least one two-meter K-Minnow is on the building boards.

Competition during the August 5-12 AMA Nats is on the minds of this quintet of fliers, which means that much of the sailplane activity locally during 1984 probably will be pitched to preparation for contests.



*Coming in the February
Aerogram:*

*Build your own portable spray
paint booth, quickly and
inexpensively with directions
from Larry Green!*





From the Top

WINTER DIVERSIONS
by Steve Gust, President

Many thanks to all of those in attendance at this year's elections for expressing your confidence in my ability to lead the club for another term. My "open door" policy will continue.... if you have suggestions or problems, let me know. We've much to accomplish this year and I look forward to cooperation and participation from the membership.

Patience and perserverance finally paid off. After a tremendous amount of energy and effort on the part of Jerry Green, the Eugene R/C Aeronauts were granted a conditional use permit to utilize a portion of the sanitary landfill at Short Mountain for a flying site. The site planning and safety committee is hard at work formulating proposals for developing the new site. These proposals will be presented at the February meeting. Until then, work parties will be performing basic chores to prepare the runway surface and clear away some foliage. Plans for the first work party appear elsewhere in this issue. If you would like to add your name to the work party volunteer list, call me at 687-0416. If you already signed up in November, you needn't sign up again.

For many of us, the winter months are the time for construction. Please don't forget to observe labels and cautions on the glues and paints we use. Remember to don your safety glasses when working with saws, sanders and grinders. Don't set your hot sealing iron on a combustibile surface.

And for those of you who received a new radio from Santa, don't delay in notifying Walt Weischedel of your new frequency.

This year's annual banquet will be held January 21 at the Holiday Inn on Coburg Road. A committee will be calling all members the week of January 10 to get an idea of what attendance the Holiday Inn should expect. Also be prepared to let the committee know if any children will be attending with you. Don't forget we are all responsible for a 15% gratuity. See you there.

dues reminder!

Remember to pay your club dues. Contact our newly-elected Treasurer, Gene Harless for dues information. He'll be more than happy to collect!

Don't forget that AMA dues are now payable. If you haven't received a renewal card in the mail, contact AMA directly.

WORKPARTY SCHEDULE

The first workparty meeting is scheduled for Sunday, January 22, 1984 at 9:00 a.m. at the Short Mountain site (I-5 freeway to Goshen turn-off). This will primarily be an orientation meeting with a "tour" of the site. Please bring shovels, brooms and pruning shears. Wear work clothes and bring boots and rain gear. Be prepared to work.

This invitation is extended to every member in our club. SEE YOU THERE!



With the upcoming R/C Mail Show the Eugene Aeronauts are sponsoring on February 11, here is an article that presents some "food for thought":



HEY MISTER . . . HOW MUCH DID THAT THING COST?

Ten Things To Say When You Hear That Stupid Question.

By Bob Gaffney

I fly models in Brooklyn. I know that may seem an impossibility, or at least an improbability, to most of you, but it's true. But there's an enormous "Sheep Meadow" (the sheep went the Way of the Buffalo) in Prospect Park, and there are great thermals over Grand Army Plaza, and the apartment has an extra bedroom/shop, and I can get to work in The City, which pays my Salary, and so I fly models in Brooklyn.

And I've been host to hundreds of amazed bystanders (not many other people

fly models in Brooklyn) who stop by to watch me tweak my thumbs on my transmitters. I'm usually too nervous to talk when I'm flying, but in retrieving, or charging, or fiddling, I have this whole Mr. Wizard act worked up.

People usually open with the same question. Especially, I hate to say, the grown-ups. I can understand it if the kids ask — after all, they're just trying to figure out if there's any chance in the world of them Getting One Of Those — but it's really disappointing to hear it from people who should have more, well, finesse. In fact, the last time I heard it was from a policeman — who I was afraid would have an entirely different message altogether.

Since I can't believe I'm the only one who gets asked that question, here are a few ideas about what you can say to get past the awkward situation.

(1) The Reasonable Approach:

"Not a cent. In fact, I made a handsome profit on it. You see, it took me over three months to build it, but less than a week to earn the money. I figure I'm eleven weeks salary ahead of the game."

(2) The Romantic Approach — for men:

"Look at it this way: If you found a real passion in your life — let's say an absolutely fabulous young lady with a crush on you — would you really stop to ask how much it would cost to whisk her away to someplace where you could fulfil your fantasies? Of course you would. The model cost about five hundred bucks."

(3) The Romantic Approach — for ladies:

"Only about five hundred. I could have spent more, but then, I like to spend my money where I get real pleasure."

(4) The Angry Approach — to end conversations and encourage thought:

"How much did your dog there cost?"

(5) The Encouraging Approach — for youngsters:

"Oh, you can get models for as little as ten dollars or so. Of course, you have to spend a lot of time putting them together, but you'll learn a lot and have a lot of fun. And when you get better at building them, you can start flying more and more complicated ones. I'm sure your parents would chip in. Stop by a hobby shop and buy a magazine on model airplanes and read up on it. And talk to the guy behind the counter, he'll be real helpful."

(6) The Encouraging Approach — for grown-ups:

"This model here kept me off the streets and out of the bars for four evenings a week for three months. In that time I would have spent, if I'd been frisky, over twice what this model cost me. With the difference, I paid off \$500 on my Master Charge."

(7) The "Next Question" Approach:

"Five hundred. Say, did you see a little brass screw right near your feet there? It fell off the aileron and I can't make another flight without it."

(8) When You're Just Too Busy To Be Bothered (the lie):

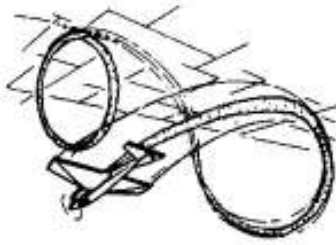
"It was a present. I never asked."

(9) The Pitiful, Imploring Approach:

"Oh, please don't ask me that. If I ever stopped to add it all up, I'd probably be afraid to ever fly it again. Just think of all that money flying away, or crashing to pieces on the ground right in front of me. Come to think of it, do you really think I should fly it right now, or should I go home and check it over carefully to make sure it's all right for the next flight? What do you think?"

(10) The Pay-As-You-Go Approach:

"Not much, really. Less than \$3.50 an hour, when you stop to figure it out. What else can you do for that these days?" □



Chuck O'Donnell
 618 E. Mulberry, #2
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The Eugene R/C Aeronauts
 Editor - The Aerogram
 764 N. 72nd Street
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1984 CLUB OFFICERS	
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Vice-President:	Walt Weitschedel, 1027 Dondea, Springfield 97478 747-4808
Secretary:	Mike Ferris, 365 E. 34th Place, Eugene 97405 484-0657
Treasurer:	Gene Harless, 2282 Four Oaks Grange Rd., Eugene 97405 484-0119
Newsletter Editor:	Samantha McAllister, 764 N. 72nd St., Springfield 97478 747-5136

From March 1984 Newsletter

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December 1984



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the AEROGRAM

DEC 1984

HAPPY HOLIDAYS!

Pres: Steve Gust

I hope everyone has placed their order with Mr. Claus for their Christmas wishes. We should all be asking for a good space heater for the workshop I suppose.....

A few upcoming events for your consideration. Benton County Club's Annual "Polar Bear Fun-Fly" will be held January 1, 1985 at the driving range just east of the bridge on hwy 34 in Corvallis. Flying usually starts about 10 A.M. Then, on Feb. 2nd and 3rd, the Northwest Model Exposition will take place in Fuyallup, Wa. This is one of the largest static displays in America and worth the trip if you are interested. And last, but not least, the Great Oregon Radio Control Model Expo is scheduled for April 14th and 15th at the Benton County Fairgrounds in Corvallis. Help is needed for this show and if you are willing to lend a hand, let me know and I will steer you toward the planning committee. If you can't help out, this is still a great time to bring our your winter project and show it off!

In case you missed the November meeting, an important safety issue was brought before the club which I will share with the entire membership. I would suggest that everyone review the AMA Safety Code which can be found in the last pages of the AMA Rule Book. Take the time to read our own club flying site rules. These regulations were enacted for everyone's safety and the club by-laws provide for stiff penalties for failure to comply. More important, failure to fly in accordance with these rules can void your AMA liability insurance. Each of us has a responsibility to fly safely and to remind our fellow pilots to do so should the occasion arise.

Thank you for allowing me to serve as your club President for the past two years. I appreciate the cooperation and friendships which have developed through my participation in this sport. Wendy and I have moved on to silent flight, but we will both remain active in the hobby and hope to continue to expand our relationships with all of you.

EUGENE TELEPHONE LIST

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 ROBERT BARKON P.O. 411 Spfld, Or. 97477 ph: ?
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 HOWARD BURKS 1406 N. 32nd St. Spfld., Or. 97477 ph: ?
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 MIKE REUTER 3280 Storey Blvd., Eugene, Or. 97405 ph: 484 0052
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 BOB & SUE SALLE 1039 Nancy St. Spfld. Or. 97477 ph: 746 6691
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 BEN TESDAHL 1690 McKinley Ct. Eugene, Or. 97402 ph: ?
 WALT WEISCHDEL 1027 Dondoa Spfld., Or. 97477 ph: 747 4808
 ELSON WHITEHEAD 2778 Malibu Way Eugene, Or. 97401 ph: 345 4112
 HERB WONG 1162 Willamette St., Eugene, Or. 97401 ph: ?
 BRODY WASHBURN 3350 Harris St., Eugene, Or. 97405 ph: ?
 JESS WINDS 535 Delta Hwy N. Eugene, Or. 97401 ph: ?
 MERRILL WILKOSKI 2180 N. 19th St., Spfld, Or. 97477 ph: ?
 HARRY WOLLENBECK 1557 Pacific Hwy. Cottage Grove, Or. 97424 ph: 942 7627
 JOSEPH SPEKLING 706 Oakdale Ave. Spfld, Or. 97477 ph: 746 9684
 LARRY LANGE 4456 Ryan St. Eugene, Or. 97404 ph: 689 8545



Henry Barstow recalls the time he almost
lost his freedom!



Wayne Barstow recalls the time he almost
lost his freedom!



George Barstow recalls the time he almost
lost his freedom!



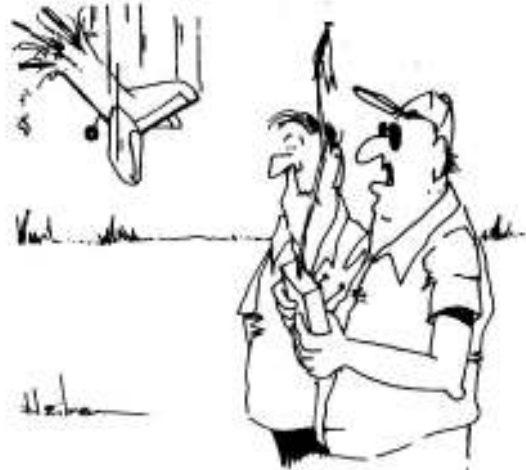
"NOW YOU JUST RELAX! THIS ISN'T THE FIRST TIME
I'VE SEEN THIS SORT OF THING HAPPEN."
The doctor says this and the patient
feels better!



Heath up!

Jerry Goodwin

"Hey pal - could ya tell me a new guy how to fly a light speed plane?"



"Hm-mm! THAT COULD MEAN TROUBLE! I'D BETTER BRING 'ER IN!"
Remember Sherm Stockdale's plane?



"HEY PAL - COULD YA TELL ME WHERE TO GO TO FIND A SAFE PLACE TO PARK?"

Remember the "no fly days" on 9/11? The FAA had to shut down parking right in front of the airport!



"YOU'D HAVE TO BE A COMPLETE JERK TO FLY AROUND HERE!"

I don't remember this guy, but I recall our old flying site I did Eugene Freezer & Storage on Seaside. Seems more than any of us found 14 trees!



Repeating the old adage to avoid too much time missing the point.



Jerry Goodwin

Walt: "I'm a bit telling the beach ball that his fat flight could be a little 'thicker'!"
New Guy: "That about take wind?"
Walt: "No problem."



Per other people's first attempt at negotiating a deal.

I give WA all the credits for the cartoons displayed in this issue of the Aerogram. I included a few captions reflecting some of my recollection. Those named in the captions are just for fun, so don't think I'm picking on anyone! It's the guy with a spinner on my nose! Merry Christmas and a Happy New Year!

Walter,
Gene Harless