



# LARC Newsletter



LEBANON AREA RADIO CONTROL - AUGUST 2011  
WWW.LEBANONAREARC.ORG

## PRESIDENTS MESSAGE



Another month gone by and a lot of flying has been done. Some good and some not so good. One bad crash and two in the trees. A couple of reminders to think about; Check your throttle idle trim (on fuel planes) and make sure your connectors are plugged in correctly and all the way connected. This will probably be the last meeting (August) at the field due to weather and daylight. Another thank you to Bob Richardson and his son (Mason Richardson from Chico CA) for the rubber mats to stand on in front of the tables. We could still use some more spikes for the mats, and it would be nice to get the old white felt on the south end replaced with the two pieces of petro mat that we have cut. If you do not have anything to fly, bring some show and tell or questions to the meeting.

*Larry Baker - President*



July was very busy at the LARC field. The helicopter guys come in style with their shade tents.

**August meeting will be at the LARC flying field - 6pm**



## 2011 LARC OFFICERS

**President** - Larry Baker

541-409-2128 baker@dswebnet.com

**Vice President** - Dave Noble

541-259-2872

**Secretary/Treasurer** - Rick Bergeron

541-401-5955 ribergeron@comcast.net

**Safety Officer/Field Manager** - Greig Todd, 541-

258-3581, juliat@centurytel.net

**Newsletter Editor** - Rick Bergeron



The parking lot was usually full during Saturday flying in July.

**Next Club Meeting:**  
August, 17, 2011 - **LARC flying field**, 6:00PM (3rd Wednesday of every month)

## FLIGHT INSTRUCTORS

Larry Baker: 541-409-2128

Rick Bergeron: 541-401-5955

David Coddington: 541-401-7488

Don McGlaflin: 541-259-1500

**Secretary Report July 2011 LARC Meeting**

Meeting was called to order by President Larry Baker at the LARC flying field and was attended by: Bob Richardson, Dave Noble, Dave Coddington, John Walker, John Gilley, Greig Todd and Rick Bergeron after some flying.

**Secretary Report:** Approved as printed in the July Newsletter.

**Treasurer Report:** \$636.36 in checking.  
**Old Business:** A discussion about appointing Greig Todd as Field Supervisor and Safety Officer and a discussion about the correct weed killer to use at the field.  
**New Business:** Special thanks to Brian Dixon and Matt Jordan for finishing the painting of the work benches. The petromat that was dug up from the sides of the driveway needs to be measured to see where it will fit on the ends of the runway. Bob Rich-

ardson supplied the club with some rubber conveyer belts that he got from his son. They are to be used as standing mats at the work benches. Larry asked if there was any interest in getting club hats. Not much interest yet.

Meeting adjourned followed by some work on the north end of the runway.

*Rick Bergeron – Secretary/Treasurer*



Mike Ruben taking off with his electric T-28 - solo!



Mike got the T-28 a little out of shape on landing but recovered ok.



Mike Ruben wanted a sweet new awning chair like Larry Baker's!



Mike Ruben says, "wear long pants if you are going to recover an airplane in the Black Berry bushes!"

**From the monthly newsletter of the Mid-Missouri Radio Control Association**

**Landings: Touch-and-Go or Bounce-and-Go?**

by Glynn Mount, from the Cam Journal, Central Arizona Modelers, Inc.

"Touch-and-go" is a great way to practice landings. It's a sure way to rapidly improve your technique. Even the best of us, however, will bring one down a little too hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second, and if the second bounce doesn't break your propeller, you might be lucky enough to dribble to a stop before running off of the runway. This type of landing often will bring an enthusiastic response from the critics sitting on the sidelines. There are however, a couple of ways you could recover from a bad bounce and keep your dignity intact. One is to maintain "full back pressure" on the stick (i.e. full up elevator) in the hopes that there is enough flying speed to cushion the second bounce. If the bounce is

more of a high-speed skip, this method works well. The second method is to immediately apply power and return to level flight. I've tried both methods, and a "bounce-and-go" with quick application of power will usually result in a more positive recovery from a bad bounce. If performed with finesse, you might even make it look as though you did it on purpose. The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try "not to land." The airplane will slow and "sink in" in spite of you, giving you a smooth transition from air to ground.



Matt Jordan and Brian Dixon and their helicopters ready for flying.



Chris from Corvallis with his helicopter contest equipment setup.



Chris ready to thrash the air with his fuel powered helicopter.



Chris performs an inverted low pass. The smoke goes up!



Getting them ready to fly.



Dave Noble taxi's out for a flight.



Austen flying his electric CAP 21.



Austen (?) with his electric CAP 21 which has parachute drop and servo opening canopy.



Mason Richardson (L) and his dad Bob Richardson (center) came out and Mason flew a little electric airplane. Mason came up from Chico CA to attend the Oregon Jamboree in Sweet Home.



The rubber conveyor belt above was obtained by Mason Richardson for the LARC field.



# Santiam Hobbie's New RC Car Race Track

Many hours of work by RC Car enthusiast volunteers built this nice racing track on the back lot of Santiam Hobbie.





John Johnson assembling his electric, GPS autopilot controlled model.

John practices a landing approach with his electric model.



John programs the flight path of his electric airplane with this laptop computer.



Top, Above and Above Right: Aerial photos of the LARC field from the airborne camera on John Johnson's electric Tri-copter.



Right: Mike Rubens put another airplane in the bushes and the camera in the Tri-copter got an aerial picture of it just before Larry Baker located it. Larry said, "not a scratch on it."



John hovers the Tri-copter 5 feet in front of him.

John Johnson brought an electric airplane with GPS autopilot and the above electric Tri-copter with onboard camera. See opposite page for his photos of the LARC field from the camera in the Tri-copter. John is a UAV engineer and pilot and came up from Nevada to visit us and relatives in the area.



# LET'S FLY!




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