

Welcome Packet For New Members

South Lane R/C Modelers Club

We Fly For Fun!



Mosby Field, Cottage Grove

Welcome to the South Lane R/C Modelers Club!

South Lane Modelers have two flying fields for you to enjoy. One is located east of Creswell and the other is east of Cottage Grove. Be prepared to fly with some of the friendliest folks in the hobby. Our members like to meet new people, and we welcome your participation in our activities. Whether you are new to the hobby, an experienced modeler, or just want to watch the fun, *you and your guests are invited!*

Both fields have a grass runway 60 feet wide by 500 feet long. Safety tables are provided for setting up your model. Each field has a covered shelter and a restroom. The Creswell and Cottage Grove fields are located 15 minutes and 25 minutes south of Eugene, respectively.

This packet contains useful information for everyone. The novice pilot will find tables of data, such as propeller sizes for various engines, normal battery voltages, and a checklist of equipment to bring to the field. The experienced pilot will find specific information related to the operating procedures at each field, and a list of local resources for R/C flying.

Everyone will want to know the location and time of the club meetings and special club events planned throughout the year. There are maps to the flying fields, and a map to the club-meeting location. A few safety rules and suggested field practices have been summarized to introduce you to our way of doing things. There are pages with emergency information listed for each field. A membership roster and a complete copy of both the club by-laws and club rules are provided in this packet. Please read this information and save it for future reference.

Our club officers and members want you to feel at home when you attend club meetings and fly at the field. You are welcome to bring guests to the meetings, or to the flying field. We encourage you to participate in club activities and join in the discussions at the meetings.

When and Where We Meet

The club meets at 7:30 PM on the second Friday of each month. The meetings are held in the Experimental Aircraft Association's building, located at Hobby Field in Creswell. (See map on the next page.) At the end of every meeting we have "Show and Tell", where members may bring in their models to share information, stories, tips, etc. about the model. A club raffle is held at the end of the evening. "Show and Tell" participants get a free raffle ticket for each model they bring in. Winners of the raffle may elect to accept a gift certificate from Eugene Toy and Hobby for the full amount of the "kitty", or take one half the "kitty" in cash.

When and Where We Fly

We have two grass fields. One is located about one mile east of Creswell on Cloverdale Road. The other is located about three and a half miles east of Cottage Grove on Mosby Creek Road.

Some members fly at the Creswell field on Tuesdays and fly at the Cottage Grove field on Thursdays. (See the maps on the following pages.) Around noon they stop to have lunch. Anyone is welcome to join in on the fun and meet them for lunch! Members may fly at both fields seven days a week.

Flying Field Rules

Before you fly your model read and understand the [AMA National Model Aircraft Safety Code](#) and the [South Lane R/C Modelers Club](#) flying field rules. The club's rules are published in the *Club Rules and Policies* section of the club bylaws and rules booklet.

Here are a few important field rules to get you started:

1. Consumption of alcoholic beverages is not allowed before, or during, R/C flight.
2. Novice pilots may fly their models only when an instructor pilot is present. Novice pilots may never fly their models while alone.
3. Before turning on your transmitter make sure the frequency is open for your use. Upon arriving at the field go to the frequency board and select the numbered tag that matches the frequency channel of your transmitter. Leave your AMA card on the board where you removed the tag. If your channel tag is already in use ask the pilot who has the tag for permission to use the frequency. Never turn on a transmitter without having the tag in your possession. Doing so could cause a serious accident, should another model crash or take off across the pit area. An unwritten rule at most fields: If you cause a model to crash; you buy the wrecked plane. (Some models can cost well over \$1,000.)
4. Be sure to identify your model. The AMA insurance policy requires that your name and address, or AMA number be written in or on the model.
5. Pilots may fly their planes between the hours of 8:00 AM and dusk, daily at both fields.
6. Please collect your trash (paper towels, pop cans, smashed planes, etc.) at the end of the day. There is no trash pick-up service at either field. The club asks all members to haul off their own trash when they leave the field.

These are some important safety recommendations:

1. As you assemble your model check the mechanical condition of all systems, including engine mounts, servos, linkages, setscrews, electrical connectors, and control surface hinges and horns.
2. Always check the receiver battery voltage between flights. Even if the battery has been on a charger all night. A fault in the wiring, or the failure of a cell would otherwise go unnoticed. Unless you can see and count electrons (no one can), use a voltmeter every time.

3. Paint the tips of propellers to make the spinning arc more visible when the engine is running.
4. Do not use chipped, cracked, or otherwise damaged propellers. They can fly apart without warning.
5. Scrape the sharp edge off of a new composite propeller. New plastic propellers will have “flash” material (thin plastic caused by the mold seam on the blade edges. This can be very sharp and will cause a severe cut if contacted during starting. Balance the propeller once this is done.
6. Snug propeller nuts tightly. If an engine backfires while starting it could easily cause the nut to loosen and throw the prop across the pit area.
7. When starting an engine set the throttle no more than a 1/8th open, or less. There is no need to start an engine at high R.P.M.
8. Stand in front, and slightly to the left side of the plane when starting the engine. Do not start the engine while someone is standing in front of the propeller, or to the immediate right of the engine. If the propeller does come off when the engine starts, it will fly in the direction of rotation (to the right of the plane).
9. After the engine starts move behind the propeller and to the left of the plane. Avoid getting your hands or loose clothing near the spinning prop. It is much safer to adjust the needle valve from behind the engine, avoiding a reach around the propeller.
10. As a courtesy, warn anyone standing near the rear of your plane before you open the throttle wide open for tuning. Blasting someone with smoke and oil is not the best way to make a new friend. Bystanders should not be in front, or to either side of the propeller when the throttle is opened for high speed.

Safety: Preflight Check List

Use Your ABC's

ABC is a simple way to remember the important safety checks to be performed before your plane leaves the ground for each flight.

A = Antenna

Make sure the **receiver's wire antenna** is not balled up inside the fuselage. Did you lay it out full length and fasten it to the rudder?

Be sure to pull the transmitter's telescoping antenna all the way out before you taxi onto the runway.

B = Battery

Always check the voltage of the transmitter and receiver battery before the first flight, and every time the plane comes into the pits. After the first flight of the day it is best to check the receiver battery immediately after a flight. This is when the actual battery voltage can be measured most accurately.

C = Control Surfaces

With the transmitter and receiver powered up, check the control surfaces to ensure that they all move in the correct direction. Check the transmitter switches for proper settings; such as "Full Rates", or that trim settings have not been bumped. Confirm that control surface hinges and linkages are in good working order.

Field Specific Rules

Cinderella Park – Creswell

Pay particular attention to the field limits described in the *Club Rules and Policies* (page four, number five) for Cinderella Park. This field adjoins a golf course on its north side. Do not fly over the golf course. It is very difficult to judge distances when your plane is in flight. Many experienced pilots have been caught flying beyond the north boundary and over the golf course, even when they thought there was plenty of room. The first time you fly at Creswell have someone walk out to the boundary of the field. Instruct them to hold their arms up and shout when you fly too close. Try to form a mental image of the range. Because Creswell is a Lane county (public) park, any AMA cardholder may fly there when club members are present. It is important that club members explain, and enforce, these limits to non-members flying at the field. If you have any questions about this safety rule, you may contact any club officer for clarification.

Mosby Field – Cottage Grove

Be aware that workers may be present in the fields to the east and south of the runway at any given time. Flying models over populated areas violates the AMA safety code and will invalidate your AMA insurance policy. Nursery workers are active all year long in the field on the east side of the runway. During the spring and summer months hay production, or other farming activity, takes place on the

field south of the runway. If you see workers in the field avoid flying your model over or near them.

Because Mosby Field is located on private land, the use of the field is open to club members only. The club does allow a guest pilot to fly at the field a few times. He or she must hold a current AMA card.

The use of a portable barbeques at Mosby field is limited to the designated area during the summer months. The designated area is located on the gravel near the picnic tables in the grove. During the dry season the danger of a wild fire is very high due to the high temperatures, wind, and the dry grass that surrounds the field.

The frequency board has a combination lock similar to the field entrance gate lock. The combination for this lock is the same as the first three digits of the gate lock. Be sure to latch the door in the open position when using the board.

A telescoping rescue pole is located in a plastic pipe attached to the ceiling of the shelter. The combination lock on the pipe cap is identical to the one found on the frequency board. The pole will extend to 22 feet. It may be used to retrieve a model from high tree limbs or the middle of a berry patch.

There is an engine test area located behind the shelter. Members are asked to use this area when breaking-in engines or otherwise running an engine for a long period of time. The area has a large bench-type table and an engine test stand. The stand features an adjustable clamp that will accommodate most engines. There is an angle bracket available to fit larger engines and the O.S. Wankel engine. A fuel tank and throttle control is built into the stand. The stand requires a hex wrench (Allen) for adjusting the engine rail clamps. The table has two adjustable uprights to restrain a model while running an engine for break-in. The test stand is located away from the flight line to isolate noise from the pit area. Please be considerate of other people on the flight line and use the test area when it is appropriate.

Gate Protocol For Flying Fields

Both Mosby Field and Cinderella Park have a metal gate at the entrance of their driveway. These gates are normally locked. New club members who are qualified R/C pilots will be given the combination to the gates. Novice pilots will be given the combination only after they have graduated to 'Pilot' status. The gates have a combination lock with a four-digit code.

Cinderella Park – Creswell

The first member to arrive unlocks the gate, and latches it in the open position. There is a wire loop to hold the gate open. Theft of the lock has been a problem when the gate is left open. For this reason be sure to attach the lock to

the gate in the locked position. This will prevent a passerby from stealing the lock. Cinderella Park is a Lane County Park and is open to members of the public whenever the gate is open. Anyone holding a current AMA membership card may fly at this field, whether a South Lane member or not. Because we are responsible for the gate, all non-member flyers must leave the park when the last South Lane flyer leaves the park.

The gate must be closed and locked by the last member to leave the field.

Anglers, hikers, or other non-R/C users may want to park inside the gate while you are flying. There are signs warning them that the gate must be locked when club members leave the area. If you notice anyone parking a car inside the park, try to warn of this possibility. Because anglers (or those walking their dogs) can be well out of sight when you are ready to leave, it is best to catch them before it is too late.

Mosby Field – Cottage Grove

In General: The first member to arrive unlocks the gate and latches it open. The last one out closes and locks it. (See text below.)

The Plum Creek Timber Company owns the property on which Mosby Field sits, as well as the surrounding area. The club is allowed to use our part of the property in accordance with the lease agreement we have signed with them. The land to the south of our field is leased to an individual for hay production in the summer. The land to the east is used all year by Plum Creek for a seed cone nursery. A caretaker for the nursery lives in the house on the south side of the driveway. All of us share the same driveway.

With so many users the gate may be open when you arrive. If it is open you may notice tractors or pickup trucks in the area, and work activity on the grounds. If these people are still working when you leave, there is no need to lock the gate behind you. The workers may need open access to the road. If all is quiet when you leave it is best to lock the gate. Plum Creek wishes to limit access to the property when no one is there. If in doubt, lock the gate when you leave.

Flying Field Maintenance

Your flying field is maintained by a group of volunteers. There will be occasions when help is needed to complete regular maintenance, special projects, or seasonal clean-ups. All club members are encouraged to roll up their sleeves and help out whenever they can. Muscle power and money power are two things the club can always use. Work at the field is often a fun gathering of friends who enjoy working together and sharing a picnic lunch. The fields have been developed for the enjoyment of you and your family. This work has been completed over a long period of time. Volunteering is one way to 'pay back' those who have provided a beautiful field for you to enjoy while flying. Plus, there is no better feeling than giving your time to a worthy cause!

Mosby Creek Field (Cottage Grove) Emergency Information

**EMERGENCY HELP
MEDICAL ----- 911
FIRE -----911**

**Game and Wildlife Officer*
Jeff Hagerdron 726-2536 (Message box #409)**

THE ADDRESS HERE IS:

**77401 MOSBY CREEK ROAD
COTTAGE GROVE, OREGON**

IN CASE OF AN EMERGENCY:

1. CALL 911 FOR HELP.
2. GIVE THE 911 DISPATCHER THE ADDRESS PRINTED ABOVE.
3. SEND SOMEONE OUT TO THE ROAD TO MEET THE RESPONDING VEHICLE. HAVE THEM FLAG DOWN AND DIRECT THE DRIVER TO THE LOCATION OF THE EMERGENCY.
4. ADDITIONAL INFORMATION:
 - A) NEAREST CROSS ROAD: GAROUTTE ROAD.
 - B) DRIVEWAY ENTRANCE IS LOCATED ON THE WEST SIDE OF MOSBY CREEK ROAD, ABOUT 300 FEET SOUTH OF THE INTERSECTION OF GAROUTTE ROAD.
 - C) THE DRIVEWAY LEADS WEST ONE TENTH OF A MILE TO THE FIELD.
 - D) GPS COORDINATES ARE:
43° 45.93 NORTH
123° 00.12 WEST

OTHER EMERGENCY INFORMATION FOR MOSBY FIELD:

DISCHARGING OF FIREARMS

Contact the Game and Wildlife Officer to report people discharging firearms on or near the field. (See number above.)

EMERGENCY WATER FOR FIRE FIGHTING

Should a fire occur, emergency water for fire suppression is available in the blue drums located behind the shelter. Buckets are provided for carrying water to the site of the fire. Remove the vent plug from the right hand barrel before opening the drain valve. This will allow air to enter system and speed up the flow of water. The water in these drums has been collected from rainwater and has not been purified for human consumption. It is unsafe to drink. This water is provided for small fires only, and is not a substitute for calling 911. Be sure to call 911 before a fire spreads too far.

Cinderella Park (Creswell) Emergency Information

EMERGENCY HELP
MEDICAL ----- 911
FIRE -----911

THE ADDRESS HERE IS:

CINDERELLA PARK (A Lane county Park)
CLOVERDALE ROAD
CRESWELL, OREGON

IN CASE OF AN EMERGENCY:

- 1. CALL 911 FOR HELP.**
- 2. GIVE THE 911 DISPATCHER THE ADDRESS PRINTED ABOVE.**
- 3. SEND SOMEONE OUT TO THE ROAD TO MEET THE RESPONDING VEHICLE. HAVE THEM FLAG DOWN AND DIRECT THE DRIVER TO THE LOCATION OF THE EMERGENCY.**
- 4. ADDITIONAL INFORMATION:**
 - A) NEAREST CROSS ROAD: DALE KUNI ROAD.**
 - B) DRIVEWAY ENTRANCE: ON THE NORTH SIDE OF CLOVERDALE ROAD, LESS THAN A TENTH OF A MILE EAST OF DALE KUNI ROAD.**
 - C) CINDERELLA PARK BORDERS THE EAST SIDE OF THE LANE COUNTY RECYCLE CENTER ON CLOVERDALE ROAD.**
 - D) GPS COORDINATES ARE:**
43° 54.95 NORTH
122° 59.67 WEST

TIPS FOR FIRST TIME FLYERS

Have Your Model Inspected

You have a nice new trainer, you have your AMA card, and you just joined the club. Now you are ready to take your plane to the field and begin your first flying lesson. Or are you?

There is one more thing to do. Before starting your first lesson it is very important to have an experienced pilot look over your model. This inspection usually turns up a few items that require modification or an upgrade in hardware. This may be true even though you followed the instruction manual to the letter. A knowledgeable R/C pilot has learned sound mechanical practices and good building technique. He or she can “certify” your model as being air worthy. It is best to have this inspection take place before you drive all the way down to the flying field. Contact one of the instructor pilots to arrange an inspection, and then when you arrive at the field your plane will be ready to fly.

Instructor Pilots

The club has several instructor pilots available to help you learn safe operating practices and the necessary skills to become a good pilot. It is a good idea to seek out an instructor you feel comfortable with and then stick to a weekly schedule of training. Computerized R/C flight simulators, such as *Real Flite* from Great Planes, can greatly accelerate the learning curve for a novice pilot. It is much more cost effective to crash many virtual models on a computer than it is to crash one real model that you have spent weeks building. Instructor pilots are listed in the club roster.

Your instructor pilot will take you up using a ‘buddy box’. The term ‘buddy box’ refers to a system where two transmitters are connected together with a cord. The instructor holds one transmitter and the student holds the other. The instructor’s transmitter has a switch that allows the student to fly the plane when it is pushed. If the student gets into trouble, the instructor releases the switch and regains control of the plane. This is an excellent system that will build your confidence and save your plane from damage.

Mentor Pilots

In addition to instructor pilots the club has a list of mentor pilots. These pilots can help you in many ways. They can help you get ready for your first lesson by checking out your plane. They will go over your plane in detail and help you make the necessary changes, if required. A mentor can also help with questions that arise as you build your model, break in your engine, charge batteries, or

other such activities. Ask a club officer or any member to introduce you to a mentor.

Ask Questions

Do not be afraid to ask experienced modelers questions. There are no stupid questions. There may be some stupid answers, but that is not your fault! Modelers are a unique group of people who enjoy talking about their hobby to practically anyone who will listen. We enjoy sharing information and opinions with new people. Our reward is in seeing you learn new things and succeed in this fascinating hobby. It is important for you to let us know how we can best help you.

Field Support Equipment

Once you have become familiar with your new plane it is a good idea to start gathering the accessories needed to fuel, start, and maintain your model at the flying field. A 'field box' or 'flight box' is an item every pilot should have. A flight box is a container to carry all the support equipment needed to operate and complete minor repairs to your model at the field. The box might be a simple cardboard box, one assembled from a pre-made kit, or one custom built for your needs. It is a good idea to talk to other pilots and observe what others are using at the field before you buy your support equipment. Take some time to evaluate what will work best for you, or if you need a particular item at all.

There are some items that are found in everyone's box, and some that are just the personal preference of a particular pilot. Below are three lists of equipment to consider.

A. Basic Support

1. Fuel
2. Fuel pump
3. Glow plug igniter
4. Chicken stick

This is the absolute minimum you need to fly your plane. Most club members use fuel with a 15% nitro content. Fuel is formulated with two different percentages of oil. One blend is made for use in two-stroke engines, and another is made for use in four-stroke engines. The difference between the two is that the two-stroke fuel has a higher percentage of oil mixed in the fuel. A fuel pump is needed to transfer fuel to the tank before starting the engine and emptying the tank at the end of the day. The fuel pump may be a simple rubber bulb with a section of tubing on it, a hand crank pump, or an electric pump. It is best to remove all fuel from the tank when the plane is put away. The glow plug igniter is needed to heat the glow plug while starting the engine. It is removed once the engine is running

well. Once the engine is running, the heat from combustion will keep the glow plug hot. The igniter provides 1.5 volts to heat the glow plug element. It may be a Ni-Cad battery in a small holder that attaches directly onto the glow plug, or a clip that attaches to the plug with wire leads that connect to a separate power source. A 'chicken stick' is a simple rod used (instead of a finger) to flip a propeller over when starting an engine. A person who uses this simple device is not a 'chicken'; they are a 'wise owl'. Propellers have bitten many fingers on start-up.

B. Advanced Support

1. Electric Starter
2. Electric fuel pump or rotary hand pump
3. 12 volt battery
4. Power panel
5. Glow plug clip with a wire lead
6. Battery test voltmeter
7. Tachometer

These items can be purchased later, as the need for them arises. An electric starter saves time when starting an engine, especially if the engine is hard to start by hand. These are made from small DC motors and are equipped with a rubber cup on the end of their shaft to engage the propeller nut on the engine. An electric fuel pump is more convenient than a hand cranked pump, but the hand pumps tend to last longer. A 12-volt battery will supply power for the starter and the fuel pump. Most commonly these are sealed lead-acid batteries known as gel-cells. They are leak proof and will not spill corrosive fluids in the flight box. A power panel has 12-volt outlets for the electric starter and fuel pump. There is also an on-off and reverse button connected to the 12-volt outlet for the pump. A special 1.5-volt outlet for driving a glow plug is found on these panels too. A meter on the panel shows how much current the glow plug is using. This is a helpful indicator when starting an engine. A battery-test voltmeter is an important device to have. A wise pilot checks the battery voltage before every flight. The meters sold for this purpose have a digital display and have an internal load (resistance) to simulate the receiver of an R/C model. Without the load the meter will not show the true voltage of the battery. A tachometer will show the speed of the engine. This is useful for fine-tuning an engine, but it is not a necessity.

C. Maintenance and Repair

1. After run oil
2. Paper towels
3. Cleaning Fluid (Alcohol, Windex, Simple Green, etc.)
4. Spare propellers
5. Propeller reamer
6. Propeller balancer

7. Screwdriver to fit servo arms and mounting screws
8. 8" adjustable wrench
9. Five, or ten minute epoxy
10. Medium CA glue
11. Thin CA glue
12. Hobby knife
13. Spare clevis and wheel collars
14. Packing and/or electrical tape
15. A length of silicon and brass fuel tubing

This list suggests items you can collect as your modeling experience grows. You will want to have some tools and repair materials on hand for minor mishaps at the field.

The first four items on the list are needed from the first day of flying. After run oil is a used if you will not be running your engine for another week. A few drops of oil will prevent the build up of rust inside your engine. After flying a model with a glow engine the oil blown out the exhaust will need to be cleaned from the wing and fuselage. Paper towels and cleaning fluid will do a good job of this. It is always a good idea to have a spare prop or two on hand. A flying day can be cut short when a propeller is damaged on take off or landing.

There are many other items you will want to have. This list is just something to get you started. Again, it is a good idea to get these items after you have some experience at the field. You will have a much better idea of what you will need, or prefer, after a few laps around the field.

Enjoy Yourself

Learning to fly a model airplane may be a difficult task. If you are getting a little too tense during a flying session with the buddy box, let your instructor know. Every experienced pilot started out as a novice. Your instructor will understand the need to relax from time to time. Just sit back and take a breather. Much of the fun in modeling comes with the social contacts we make at the field. Use this time to get to know the other flyers. As your stick time builds, your confidence will grow and your flying will improve. The first time you solo you will feel the joy of achieving a significant goal.

One of the main goals of the club is to promote the R/C hobby. Everyone should have a great time learning how to build and fly models. If you are not enjoying yourself, let us know how we can help make your building time or flying time better. We are here to help you succeed and have fun!

USEFUL INFORMATION

2-Stroke Propeller Chart

Engine Size (cu. in.)	Recommended Prop Sizes	Engine Size (cu. in.)	Recommended Prop Sizes
.020	4 1/2 x 2	.45-.50	11 x 5, 11 x 6, 10 x 8
.049-.051	6 x 3, 6 x 4, 5 x 3	.60-.61	11 x 7, 12 x 7, 11 x 8
.09-.10	7 x 3, 7 x 4, 7 x 6	.71-.80	12 x 4 to 14 x 6
.15	8 x 4, 8 x 5, 8 x 6	.90	14 x 4, 14 x 6
.19-.25	9 x 5, 9 x 6, 8 x 6	1.08	15 x 8, 16 x 6
.29	10 x 5, 10 x 6, 9 x 7	1.2	14 x 6 to 16 x 4
.30-.35	10 x 6, 10 x 7, 9 x 7	2.0	18 x 6, 20 x 6
.40	10 x 6, 10 x 7, 10 x 8	2.4	18 x 10 to 22 x 20

4-Stroke Propeller Chart

Engine Size (cu. in.)	Recommended Prop Sizes	Engine Size (cu. in.)	Recommended Prop Sizes
.20-.21	9 x 6, 10 x 4	.91	11 x 10, 12 x 10, 14 x 7
.26	9 x 6, 10 x 6	1.2	15 x 8, 16 x 6
.40-.45	11 x 6, 10 x 8	1.6	16 x 8, 18 x 6
.60	12 x 6, 13 x 5	2.4	18 x 10, 20 x 8
.70	11 x 8, 11 x 9, 12 x 8	2.7	20 x 8, 20 x 10
		3.0	20 x 10

LEAD-ACID BATTERY VOLTAGE CHART

DIGITAL VOLTMETER OPEN CIRCUIT VOLTAGE	APPROXIMATE STATE- OF-CHARGE
12.65	100%
12.45	75%
12.24	50%
12.06	25%
11.89	DISCHARGED

Ni-Cad Battery Voltage Guide

Airborne Battery	Transmitter Battery	Safety Factor
5.2	10.4	SAFE
5.1	10.2	
5.0	10.0	
4.9	9.8	
4.8	9.6	
4.7	9.4	RISKY
4.6	9.2	Do Not Use
4.5	9.0	

Local Shops of Interest to Modelers

Name	Phone	Address	Notes
Eugene Toy and Hobby	344-2117	32 East 11 th Eugene	Local hobby shop. Complete line of R/C and scale plastic models. Lots of supplies and materials for modelers.
Eugene Fastener	342-5978	595 Wilson Street Eugene	Industrial supplier of fasteners.
Multi-Craft Plastics	485-1727	225 Madison Eugene	Industrial supplier of sheet, corrugated, and extruded plastic. Acrylic, Polycarbonate, and PVC. Solvents and glues. SPAD heaven.
Batteries Plus	349-5030	420 Coburg Road Eugene	Batteries for all applications. They can custom make R/C battery packs (you supply the pigtail and plug).
Mac's Battery	342-5123	1330 West 6 th Avenue Eugene	Good source for sealed lead-acid batteries (gel cells).
Norvac Electronics	345-2904	960 Conger Eugene	Industrial supplier of electronic components, wire, shrink tubing, etc.
Oregon Air and Space Museum	461-1101	90377 Boeing Drive Eugene (At the Eugene airport.)	Aviation museum.
Jerry's Home Improvement Center	689-1911 and 736-7000	2600 Hwy 99N Eugene and 2525 Olympic St. Springfield	Source for building materials, hand tools, power tools, paints, and hardware. Great place to equip your shop.
Home Depot	344-1312	1045 Green Acres Rd. Eugene	Same as above.

Name	Phone	Address	Notes
The Sign Shop	342-1199	3430 West 11 th (Behind Skipper's)	Local source of vinyl cut letters and graphics.
Gene Perry	744-1818		Tree Surgeon. Will climb trees to retrieve planes.

Websites

Alan Tong's Website	http://homepages.ihug.co.nz/~atong/	Alan Tong has amassed an extraordinary amount of RC links. Here you will find answers to any question you can think of, and a few that have not been thought of yet!
AMA Website	http://www.modelaircraft.org	This is the site to look at to see all the things your dues have paid for. Lots of information on tap.
Sport Aviator	www.masportaviator.com	This is an on-line magazine for novice and instructor pilots.

Restaurants Near the Flying Fields (Where the regulars buy their lunch)

Vintage Inn	942-7144	1590 Gateway Blvd. Cottage Grove	American food, family type restaurant. Open 24 hours.
The Pink House	942-0533	1408 East Main Cottage Grove	BBQ and great curly fries.
Emerald Valley Golf Club	895-2174	83301 Dale Kuni Road Creswell	The soup and sandwich shop at the golf course.

