



RC AEROGRAM

The Monthly Newsletter of the Eugene RC Aeronauts Flying Club

Editor - Mickey Cohen

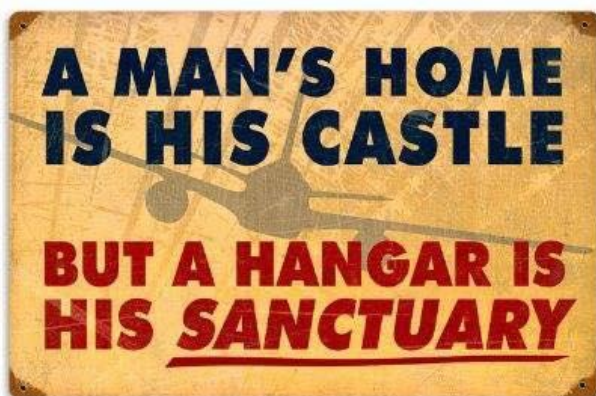
Volume 13 Issue 2

February 2017

Next Club Meeting – Tuesday February 21st at 7PM.

The meeting will be at Abby's Legendary Pizza located at 1970 River Road, Eugene. This meeting will be hosted by ERCA so bring your appetite along for some good pizza.

These meetings are a great time to bring your project or new bird for show and tell to share.



Eugene RC
Aeronauts
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Eugene, OR 97402
www.eugenerc.org

AMA Charter #530

GOLD LEADER
CLUB

President
Roger Dahl

Vice President
Frank Blain

Secretary
Dave Fenner

Treasurer
Jeff Lutz

Safety
Dwayne Graville

Flight Training
OPEN

Webmaster
Jim Corbett

Field Maintenance
Jim Corbett

Presidents Report – Roger Dahl

roger@artistry-in-motion.com



Hey All,

It's February! The rain is cold, the mud is brown, and the fire is warm! I have driven out to the flying field a couple times just to see if it is above the water! Happy to report that mostly it is!

I guess we can be thankful that our local reservoirs are not forcing evacuations of our city!

I have been building another plane, this one a slow mover, a Fokker Eindecker E-III. I must admit that it's the ugliest plane I've ever owned, but it is growing on me. I think the Ugly Sticks are based on this plane, and most know how I feel about those great flying, ugly airplanes!

Tuesday, the 21st is our next meeting. We will be buying pizza for all in attendance. We also would like to have all dues for the year paid by then. Hope to see some show and tell planes! See you then!

*Roger Dahl
President ERCA*

Treasurer's Report – Jeff Lutz jefflutz@q.com



This is the report for February 2017

Balance as of January 12, 2016: \$6,741.58

Checks written for:

Gravel on Mike's driveway: \$243.00

AMA charter and insurance: \$120.00

Field lease: \$1,500.00

Total expenses: \$1,863.00

Income for January:

Member dues: \$645.00

Donations from donated planes and parts
\$200.00

Total income for January: \$845.00

Balance as of February 14, 2017: \$5,723.58

Remember club dues are due now. If not paid by the March meeting late fees will be in effect.

There are 28 paid members for 2017 and 7 members with waived dues bringing the total members of ERCA so far to 35 for 2017.

See you at the meeting.

Sincerely Jeff

Secretary's Report – Dave Fenner dbfenner@comcast.net



The meeting started at 7:10 at Abby's Pizza on River Road. Eighteen members were present. Jeff L. read the treasurer's report, which was approved. Dave F. read the minutes from the December meeting. The minutes were approved.

Under Old Business, it was announced that Willamalane Indoor flying fees have gone up this year – to \$6 for in-district residents, and \$8 for those who live outside the district. It was also mentioned that Lane Forest did regravel have the driveway at the field.

Under New Business, President Roger opened discussion for the planning of flying events for the year. Membership decided to have 4 events:

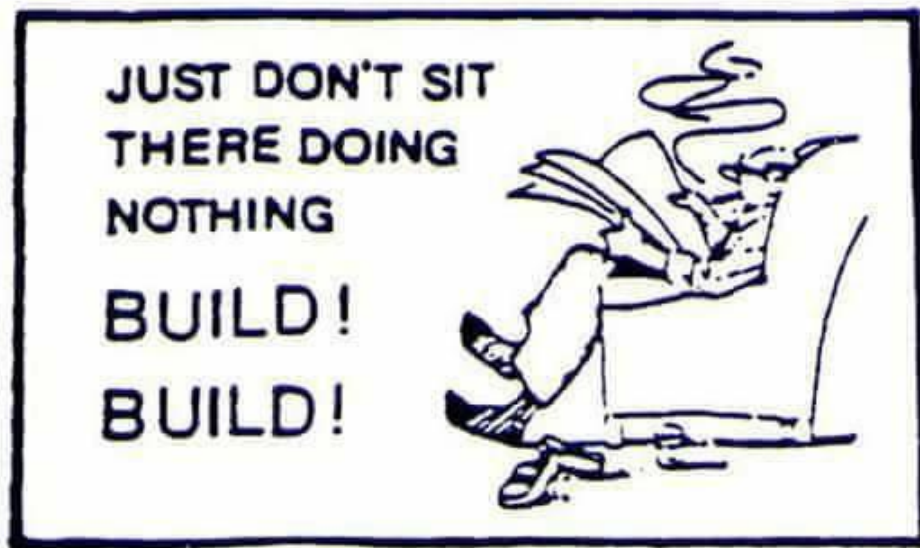
- Memorial Day Event*
- July 4th Warbird Event*
- Monster Fest Event, tentatively scheduled for August 26th-27th.*
- Labor Day Event*

Roger pointed out a need for a broader group of members to volunteer to help out at these events to spread the load so that the "usual" helpers don't get burned out.

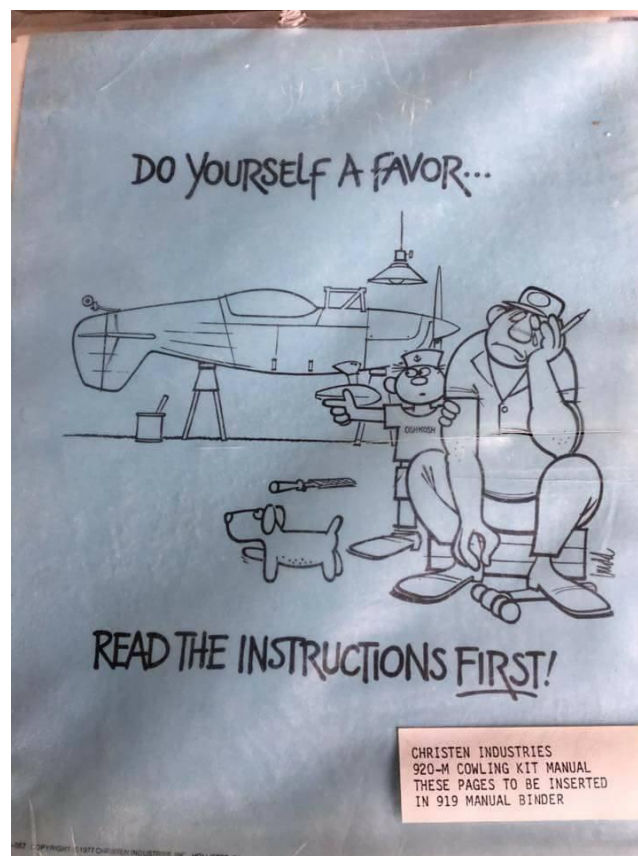
Also under New Business, Richard Walker was introduced as a new member.

Under Show and Tell, Mickey C. brought his beautiful Howard DGA6, aka "Mister Mulligan" to show. Mickey spent 2 years on this project!

Roger closed the meeting at 7:40 p.m.



AND



Safety Report – Dwayne Graville dgraville@msn.com



No report for January.



2017 ERCA Club Contacts

President: Roger Dahl- 541-579-5959 - roger@artistry-in-motion.com

Vice President: Frank Blain- 541-345-7449 – jaibee22@yahoo.com

Secretary: Dave Fenner - 541-461-0820 - dbfenner@comcast.net

Treasurer: Jeff Lutz - 541-689-3567 - jefflutz@q.com

Safety Officer: Dwayne Graville - 541-998-9517 – dgraville@msn.com

A REQUEST FROM JIM CORBETT

FIELD CARE VOLUNTEERS

*I would like to extend the Clubs thanks to last years Field Care Volunteers. **Al Barrington, Dave Carlstrom, Jim Corbett, Roger Dahl, Warren Edwards, David Fenner, Dwayne Graville, Don Hansen, Jeff Lutz, Doug McWha, Delayne Thompson and Brad Werneth.***



I am seeking volunteers for the following 2017 Field Care tasks.

West end of runway.

Monday evening – put out sprinklers, fuel and start pump.

Tuesday morning – turn off pump and put away sprinklers.

East end of runway.

Thursday evening – put out sprinklers, fuel and start pump.

Friday morning – turn off pump and put away sprinklers.

If you would be willing to volunteer please email me and I will start putting a plan together. Let me know what day(s) you are interested in.

Jim Corbett james.corbett@comcast.net





Seasonal Checklist

It doesn't seem possible that our field will ever dry out this year but the flying season will be here before you know it. Its time to inspect your airplanes and correct any suspect problems so that you can enjoy a full season of flying. Attached is a seasonal checklist to help guide your inspection.

Seasonal Model Checklist

Model _____ Date _____

Finish		
<input type="checkbox"/>	Covering	Check fabric/covering for loose seams, fraying, tightness, and pulling free from structure.
<input type="checkbox"/>	Fiberglass	Check for cracking, delaminating, and durability.
<input type="checkbox"/>	Paint	Check for chipping, cracking, lifting, and touch up any hanger rash.
<input type="checkbox"/>	Markings	Double check all markings if not painted on model to make sure they are not lifting.
Airframe		
<input type="checkbox"/>	General Structure	Check all exposed internal structure elements are secure including servo trays, exposed formers, wing bolt plates, etc.
<input type="checkbox"/>	Control Surfaces	Make sure all control surfaces are tight but not binding, and move within the needed range of motion.
<input type="checkbox"/>	Hinges/Linkages	Verify that hinges are secure and none are broken or worn. Replace if needed. Verify all linkages are secure and not loose or "sloppy".
<input type="checkbox"/>	Balance	Verify center of gravity (CG) and lateral balance.
<input type="checkbox"/>	Contact Info	Make sure your contact information is inside the aircraft.
<input type="checkbox"/>	Other	Make sure all hatches, access panels, and cowl fasteners are secure and not worn/stripped.
<input type="checkbox"/>	Cowl/Canopy	Make sure cowl and canopy are secure and not cracked or working loose.
Landing Gear		
<input type="checkbox"/>	General	Check general condition of landing gear / retracts for proper operation, clearance, and are secured.
<input type="checkbox"/>	Wheels	Inspect and verify they spin freely and check for tightness of wheel collars/nuts.
<input type="checkbox"/>	Alignment	Verify all wheels track correctly.
<input type="checkbox"/>	Air system	Verify air system holds air in both retract positions (if installed).
Fuel System		
<input type="checkbox"/>	Fuel Tank	Check for leaks and check front screw for tightness. Verify fuel tank is secure in aircraft and that the clunk moves freely. Replace internal lines if necessary.
<input type="checkbox"/>	Fuel Lines	Check for leaks and/or blockage. Replace if necessary.
<input type="checkbox"/>	Filter/Pump	Check for stoppage. Clean or replace if necessary.
Engine & Propeller		
<input type="checkbox"/>	Mounting	Make sure motor / engine is secured to mount, and mount to firewall.
<input type="checkbox"/>	Muffler	Mounted securely and not leaking around exhaust manifold.
<input type="checkbox"/>	Engine/Motor	Verify engine/motor is operating properly and safely.
<input type="checkbox"/>	Propeller	Check for nicks or cracks and check propeller balance before mounting on engine.
<input type="checkbox"/>	Spinner/Nut	Check condition and tightness.
Radio / Electrical		
<input type="checkbox"/>	Servos	Verify all servos are securely mounted to the aircraft, operating properly, not binding, and servo arms secure.
<input type="checkbox"/>	Receiver	Ensure it is mounted securely but protected by foam. Check antenna to ensure it's properly routed and secure.
<input type="checkbox"/>	Switch(s)	Ensure they are functioning properly. Old switches can have worn contacts that lead to power interruption.
<input type="checkbox"/>	Battery	Cycle and check charge level and capacity and replace if necessary.
<input type="checkbox"/>	Extensions/Leads	Check all connectors and wires for fraying or breaks.
<input type="checkbox"/>	Range Check	Range check model at flying field before flying it.

2017 ERCA Upcoming Events

*March 21st Membership Meeting at Abby's, River Road *NH @ 7PM.*

*April 18th Membership Meeting at Abby's, River Road *NH @ 7PM.*

*May 16th Membership Meeting at Abby's, River Road *NH @ 7PM.*

May 29th Memorial Day Fun Fly.

June 20th Membership Meeting at ERCA Flying Field @7PM. ERCA will provide burgers, hot dogs and drinks. You are encouraged to bring a side dish, deserts, chips or make a cash donation.

July 4th Warbird Fun Fly

July 18th Membership Meeting at ERCA Flying Field @7PM. ERCA will provide burgers, hot dogs and drinks. You are encouraged to bring a side dish, deserts, chips or make a cash donation.

August 15th Membership Meeting at ERCA Flying Field @7PM. ERCA will provide burgers, hot dogs and drinks. You are encouraged to bring a side dish, deserts, chips or make a cash donation.

August 26th and 27th Monster Fest.

September 4th Labor Day Fun Fly.

*September 19th Membership Meeting at Abby's, River Road *NH @7PM.*

*October 17th Membership Meeting at Abby, River Road
NH @ 7PM

*November 21st Membership Meeting at Abby's, River Road, Hosted by
ERCA @7PM.*

FAA Requires RC Aircraft Registration

Don't forget to renew your AMA membership and register to receive your required FAA number which must be on all your aircraft, the number must be visible without having to dig through the airplane. This applies to any RC aircraft weighing over ½ lb. Also remember that AMA requires that you have your AMA number or your name and address affixed to each aircraft. AMA sells great preprinted labels for your convenience.

HERE IS THE LINK TO REGISTER: <http://www.faa.gov/uas/registration/>

February Birthdays



*Peter Firth 2/2
Kenneth Springate 2/10
Kenneth Chikasuye 2/11
Ronald Knox 2/13
Patrick Willis 2/21*

Note from the Editor

This news letter belongs to all the members of ERCA. If you have some input, a project or a for sale item you would like in the newsletter send it to mickeyn83mc@gmail.com.

Active Projects

If you have a build project that's new or have updates to a project we showed in a previous newsletter please send some pictures along with information about the project so that we can share it in the newsletter. New additions to your hangar are also a great item to share.



CAN YOU ALWAYS SEE YOUR AIRPLANE

When a model aircraft crashes, fault is sometimes loss of radio contact or even mechanical failure but often the cause is simply misinterpreting the airplanes attitude and reacting with incorrect inputs. This misinterpretation can be directly related to how well we can see the airplane.

Obviously we must see the aircraft to control it, so the question is, what factors influence how well it can be seen? Conditions can be one of the factors such as sun, cloud cover, haze, etc. also there is the physical aspect such as size, its distance from you and the color scheme.

Some things we have no control over however we do have control over the color scheme. We all know some colors are more visible than others and it varies with people, but first lets think about contrast; which is a color or brightness that is dissimilar to its background. Keep in mind when it comes to contrast it is generally better to have a brightness contrast rather than a color contrast.

The first thing we think about when we talk about contrast against a background might be contrast of the airplane against a background of the sky, trees, mountains, etc. This is an important factor because if a pilot can't distinguish their aircraft from the background you are in TROUBLE. You must also be careful that if your aircraft has good contrast against the background but if all the pilot sees is an aircraft silhouette moving through the air this can be just as bad.

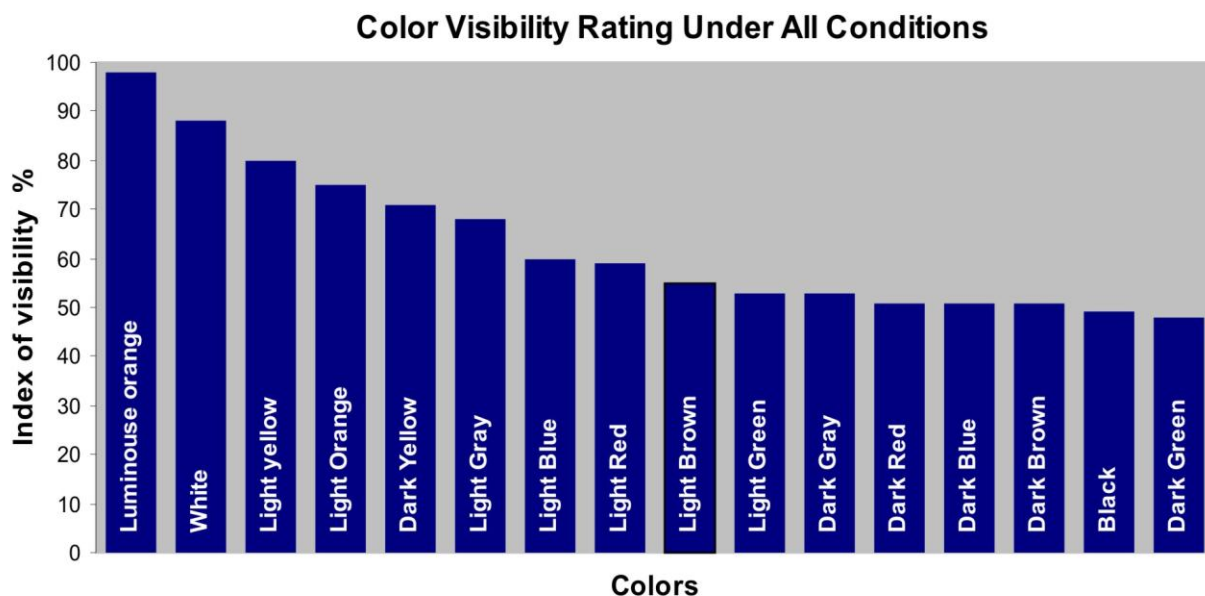
When you just see a silhouette of an airplane in the sky the pilot may be able to determine that it's in a bank but will be unable to clearly identify things such as the top or the bottom of the wing which lets us know which direction the bank is. We all try to make the various parts of our airplanes distinguishable by creating contrast on the airplane with various color schemes.

We typically use different contrast on the top of the wing than we use on the bottom. When we do this it is much better to use color in different patterns instead of different colors with the same pattern. The reason behind this is colors can rapidly become impossible to distinguish as

distance increases however patterns can be better seen further away. A great example is that a starburst pattern on both the top and bottom of the wing in different colors would not be as visible as different patterns such as starburst on top and checkerboard on the bottom of the wing.

There is a rule of thumb for patterns that says the larger the airplane the bigger the pattern needs to be. The bigger the airplane the further away we tend to fly (except for the 3D folks). To give a starting reference point the pattern size on an airplane with a wingspan of about 60 inches should be 1 ½ to 2 inches wide.

To create a pattern with good contrast we need to consider the color we use. The following chart is based on a study completed by the German Air Force. They rated colors on a scale of 0 to 100 with 0 being totally invisible under all conditions. The obvious formula for a good contrasting pattern is to utilize colors from the opposite end of the spectrum. Black on white is great, orange on white not so good and a bad choice.



Scratch built airplane provide the most opportunity to customize the color scheme while ARF's typically come in color schemes decided by the manufacturer or designer. Many look like their full scale brothers. The use of color and pattern contrast is not always a priority. So take some time and imagination, be creative and check out what improvement you might want to make to improve visibility and give you an edge.