



# the R/C AEROGRAM

Volume 6 Issue 1 Pages 8 AMA #530 District 11 [www.eugenerc.com](http://www.eugenerc.com) January 2010

Club Mailing Address: Eugene R/C Aeronauts, PO Box 26344, Eugene, OR. 97402

**DUES TIME** 2010 is here, PLEASE pay your AMA and ERCA dues ASAP!

## ERCA News and Information

**Next CLUB Meeting** – January 26, 2010, 7:00 pm at EWEB. If you have a building project, bring it with you for "Show and Tell".

**At the November Meeting** – There were 19 members and guests at the meeting. There are still plenty of tickets available for the fundraiser raffle.

**President Khoi Tran** - I'd like to announce that we recently received a generous donation of RC stuff from Mike Duncan. He was an avid builder/flyer many years ago, now lost interest in the hobby. But he wanted to give away some of his RC supplies for newbies and builders. The donated stuff now resides at Frank's shop.

I've asked Frank to put the stuff into our shed at the field and let members look through them for anything they might use. Mike also is selling his RTF planes for good prices as posted on our web site. Please contact him for further details.

**Marty Wittman** is the point of contact for organizing pylon racing at the field. If you are interested in becoming involved he wants to hear from you.

**Electrical guru's column ?** - How about an electrical guru's column? Surely there are some members who can help demystify the technology for the rest of us. Mark Giessen

The above request that I think is a great one. This would not have to be a ONE person column, several contributors would be great.

If you would like to contribute, PLEASE let me know. Jim Corbett, your Newsletter editor.

**Projects Page** - Several contributions. What you see in the newsletter is a brief part of the reports, you will have to visit the web site to get the "Rest of the Story"!

**Flying field** - The wet season has arrived, good flying days will be limited, but there will be some. If the runway is wet, please walk with caution.

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### WINTER FLYING RULES

During November, December, January, February  
Saturday, Sunday & Wednesday

**NO FLYING before 12:00 Noon.**  
**DO NOT ARRIVE BEFORE NOON**

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Meeting minutes are ONLINE at: <http://eugenerc.com/meetings.html>

**2010 Meeting Dates**

**EWEB downtown Eugene:**

January 26 7:00 pm.  
 February 23rd 7:00 pm.  
 Papas Pizza,  
 11th and Chambers  
 March 23rd 7:00 pm.  
 April 27th 7:00 pm.  
 May 25th 7:00 pm.

**At the flying field 7:00 pm.**

June 22nd  
 July 27<sup>th</sup>  
 August 24th  
**EWEB downtown Eugene:**  
 September 28th 7:00 pm.  
 October 26th 7:00 pm.  
 November 23rd 7:00 pm.

No December Meeting

**Field Condition**

Very wet, very green and soft, wear your boots. Pit area - just plain ASSUME!

**Treasurers Corner**

Treasurer Al Barrington wants your dues. He took good care of last years funds, not like those folks on wall street.

Trainers – Contact Al (after you pay your dues) if you still are willing to be a club Intro Pilot.

Officers – Set an example – pay your dues at the January meeting.

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**ERCA CLUB CONTACTS**

President: Khoi Tran - 541-685-0086 - [kmtranmd@hotmail.com](mailto:kmtranmd@hotmail.com)  
 Vice President: Brad Werneth - 541-285-5935 - [brad@werneth.com](mailto:brad@werneth.com)  
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 Safety coordinator: Marry Wittman - 541-968-2094 - [wittmanm@msn.com](mailto:wittmanm@msn.com)  
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Next CLUB Meeting – **January 26** 7:00 pm at EWEB.

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**Pylon Racing** Coming in 2010



# CLUB-40

Way to go Marty!



Marty will have the above Club-40 aircraft for show and tell at the January meeting. Word has it they have been test flown this month.

Marty Wittman      541-968-2094      [wittmanm@msn.com](mailto:wittmanm@msn.com)

Check out the menu selection for the Pylon Racing on our web site.

**Presidents Corner**

Welcome back, fellas. Last year was actually a good year for the club, despite the economic downturn. This was in large part due to many members rolling up their sleeves to help out. We lost 20 members not renewing as I predicted, but gained 18 new members. We ended the year with 105 members and had a balanced budget. This is quite remarkable.

In recap, we successfully engaged Oak Ridge Airport to hold our annual Big Bird Fly-In. We made numerous field improvements including: painting the old shed, building a new shed for field equipment, compacted gravel/sand in pit

area, building an elevated pilot station, and in process of putting up a rain/sun canopy for pit area. These are expensive ticket items made possible by new members' dues, fundraisers, and pure labor of love

Al, Brad and I met last week to comb over the 2010 Budget Proposal to present for approval at the Jan club meeting. Please attend and present your ideas for club activities. I look forward to another exciting year as your President and hopefully can keep the momentum going in 2010.

Khoi Tran

**KUDOS**

I'd like to extend special thanks to Doug, Wayne, Jeff, Brad, Frank, Jim, Marty for helping with field improvement and maintenance. They went well beyond being just club members who paid their dues. We can now argue to have the best flying field in the state. Special recognition should go to our Treasurer Al who kept awesome bookkeeping and maintained a complete spreadsheet to keep track of our income and expenses.

Khoi Tran, President, Eugene R/C Aeronauts



## WITH THE WEEKDAY WARRIORS January 2010

It has finally happened. Your columnist has been up to the field on only one weekday (since the last column) when there was anybody flying there. If we didn't have fog down around our ears all day, we had rain. There was that stretch of a few days which saw the high temperatures not getting out of the low 30s and I doubted that even the usually intrepid Weekday Warriors would be daring those frosty morns.

On the one day mentioned above, I found only Wayne Wahrmund and Dwayne Graville flying from a quite soggy runway. Wayne had his U-Can-Do, now powered by a new Saito .82 4-stroke. He's been breaking in the engine and has it so far along that he has confidently shrouded it in a cowl. The Saito .82 is worming its way into Wayne's heart; he says it's a first-class engine. We do have to convince our Wayne that holes in cowls for exhaust stacks, needle-valve extensions, air intakes, and the like should have rounded corners. This is an aesthetic consideration, of course, but it is also true that square corners in plastic tend to develop cracks.

Dwayne was flying his faithful LT-40, the one with the distinctly elderly Enya .46 up front. He tells me that he got a handful of wrecked models from Chuck Jenkins, among which was one slightly smaller than the LT. (Seniorita?) He intends to repair that one and put it on floats. He has a set of floats which are just a bit small for the larger ship and should be just right for the smaller.

Dwayne gave me a list of P/c frequencies he got off the computer. It gives all the ham frequencies, the 72 meg frequencies for airplanes, the 75 meg frequencies for cars and boats, and even those in use in the UK, though not the ones for Canada. This list also has the still-legal 27 meg spots the toy manufacturers are using on things you see in department stores. Down at the bottom of this list is 27.255 mc. Ah, doesn't that bring hack memories! When I started flying P/C in 1958, I was on 27.255. So was everybody else. Well, there were quite a few people on the Ham bands, but those of us without Amateur Radio licenses were on 27.255. You took turns - one guy in the air at a time. You had to have a Citizens' Band Radio License to use the gear, but there was no exam required as there was for the Ham band.

All you had to do was send in the application and the fee to the FCC and back came the license. I remember that fee as \$8.00, but Editor Corbett says that \$12.00 comes to mind. He confesses that, as a lad, he flew illegally, sans license. (N.B. If the next issue of this newsletter bears a Leavenworth, Kansas, postmark, you'll know that the Statute of Limitations has not run out.) The fee was annual, by the way. Fairly early in the game, they dropped first the fee and then the license, but I cannot remember the years of their demises.

There was another exam-free frequency available, 465mc, but I never saw a 465 rig in use on any of the fields we flew on. It had a reputation - deserved or not, I don't know - as being short on range. It also had an antenna with two elements, one of which had to be oriented vertically and the other horizontally. The antenna had to be installed in the wing, away from batteries, receiver, and assorted wires. When you put on the wing, you plugged in your antenna as you now do your aileron servo. That may have contributed to the marginal popularity of 465 mc..

There was no fuss about plugging in the aileron servo, because there was no aileron servo. These models were single-channel, rudder-only. There was a variety of actuators for that rudder, some of them a bit, let's say, bizarre, but the most common were the escapement operated by a wound-up loop of 1/4" rubber and the pulse actuator. I used the former which gave you right rudder on one push of the button and left with two pushes.

That's full right or left, none of this effete proportional stuff. Turns were made in a series of steps, because holding down the button dropped the nose into a spiral dive. Loops, rolls, and Immelmans were possible, but that's a story for another time.

Pulse-proportional actuators kept the rudder in constant motion from left to right. The pulse was fast enough that the plane, which was quite slow, simply did not notice the rudder motion and flew straight ahead. When you moved the stick to one side, the rudder pulsed more to that side than the other and, voila, a turn, either open or tight. The drawback to pulse-proportional was that the

WITH THE WEEKDAY WARRIORS continued

constant operation ate batteries and we were using the classic carbon-zinc flashlight batteries. (Alkaline? What's alkaline?) When the batts gave out, the rudder went full-left and you spiraled in. No throttling back - no throttle. With escapement, you could run out of turns on the rubber loop (I did that but once) or the escapement could stick. My Esquire was set to fly in a big left turn, so I just had to follow it up the road where it generally lit on the long-abandoned Scudder dairy farm. I flew with a fellow who had pulse-proportional and he'd spiral into the

field in front of us, which, fortunately, was, more or less, a swamp. It was rare for the models to be damaged to any serious extent. Bob did come back from one retrieval, though, covered in mud up to his hip pockets.

See, that's what happens when there's no flying to report on; I ramble. This is being typed a good 10 days early because I'm off for Florida on the 12th. I'll return with a bunch of old-airplane photos.

C O'D.

FOR SALE - Visit [EugeneRC.com](http://EugeneRC.com) for listings with full descriptions and pictures

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Mike Duncan 541-510-7054
   
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**Building Table for Sale** - Solid Oak Table-was originally a high end drafting table  
Size: 72 x 45. Two drawers (one long one, and one smaller one) Excellent shape, top always protected with piece of sheet rock \$200.00 **Field Box** - with detachable power station Starter, glow plug igniter, and battery included \$40 **Great Planes Extra 300** - 58" wingspan Engine: Super Tiger 90 Servos: Futaba S3004 This is the last plane I built and has never been flown. Engine has been broken in only. This is normally a 40-50 size kit, so the plane will be very fast. \$200.00 **Carl Goldberg Anniversary Edition Piper Cubs** - 76" Wingspan, Engine: Saito Golden Knight 80 , -Stroke These planes are rough but very fixable. There are two kits included. Servos: None \$150.00 **Piper Cub Floats** - New in box \$25.00 **Tower Hobbies 40 trainer** - Engine: Tower Hobbies 46 Servos: Futaba S3004 Only flown once \$110 **OS Max 61** - 2-Stroke with pitts style muffler \$75.00 **OS 40 FP** - 2-Stroke \$40.00 **Royal 40** - 2-Stroke New in box \$50.00

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Aaron Bailey 541-514-4162
   
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**1/3 scale laser 200** - Famed needs covering, 96" span, 12" root, 78" from rudder to cowl wheels and pants only, no motor or radio gear. \$300 obo

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Mark 541-588-9884
   
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**Staudacher GS-300 95"** - 8.5hp ZDZ80 - 26x10 Carbon, Carbon pants, Gear, Spinner, tail wheel, wing tube. Sell \$3000 Invested 2500

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Doug D. 541-999-1844 (Florence)
   
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**TWIST 40 / Evo .46 OFFERS W/WO Engine. Reactor 41" Electric** Make Offers.

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Jim Emerson emspunkin@msn.com
   
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Have some Engines For Sale **OS FS61 4 cycle** W/perry pump excellent, **OS MAX VR 77 D/F** engine new in box, **HB 40-pdp**, **Fox 59**, **K&B 40 (2)**, **OS MAX 61**, **Olson** ignition engine complete, **Tornado (C/L)** engine, **Fox 19**, **Olson 23** ignition engine (2) mostly complete, **OS 45** no carb, **Olson 29** ignition engine, **McCoy 29**, **DENYMIT** (1930") complete great condition. Will sell the lot for \$250.00 in Eugene

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John Risbrough [risbrough@worldnet.att.net](mailto:risbrough@worldnet.att.net) 541-767-9883 (Cottage Grove)
   
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**Sorpio "Miss Moravia"** w/ speed 480 brushed motor and 20 amp speed control. Plane has less than 10 flights and is in like new condition. This is a well built and is a nice slow flier. Paid over \$100.00 new. Asking \$65.00 or best offer.

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Aaron Bailey [duneman450@yahoo.com](mailto:duneman450@yahoo.com)
  
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**Great Planes Super Sporster 40 ARF** - with newer Magnum 46 never been crashed no radio gear. \$125.00 **Dont know what it is** but is new with new asp 108, 72" span 59" long no radio gear \$170.00

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Jim Emerson 541-915-6730 emspunkin@msn.com
   
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**Jet Hangar Hobbies f-86**, built w/rom retracts. needs finishing, Turbax-1 fan unit w/ K&B 7.5 engine. used but very good, Turbax-1 fan unit. **New K&B 7.5 fan engine**. New in box, **Digipace ni-cad maintenance system**. New, 2 tuned pipes. 1 used and 1 new, **Jet Hangar Hobbies P-80 kit**. New, never started. All for \$400.00

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Mark Cross 541-741-0180
   
[mchartmann@yahoo.com](mailto:mchartmann@yahoo.com)
  
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**Stinson Reliant** - Unbuilt in box, includes extra interior detail kit. \$180, **Hobby Lobby Gee Bee model y Sportser - ARF 48** in span electric, includes brushless motor, both brand new in box. \$80, **Carl Goldberg Falcon 56** - Unbuilt in box. \$40, **Heli Max AXE CPV3** helicopter With original box, includes extra battery and charger. \$80, **Kyosho Hein (Tony)** Latest version ARF, brand new in box. \$140

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Dan 541-729 8764
   
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**OS fx .46** good running motor with a Macs pipe.
   
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KHOI [kmtranmd@hotmail.com](mailto:kmtranmd@hotmail.com)
  
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I'm selling some of my small warbirds. Examples include: **Hangar 9 P40**, **KMP Sea Fury**, **Patriot XL**. They are 60-120 size birds. They can be sold as airframe only or RTF with engines, radio, retracts.

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Mark @ 541-688-0026
   
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**WASP** electric trainer, with or without ailerons - foam wing and tail feathers very simple construction. \$30

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Gar Van Blericom 541-385-9424 cell 541-285-8000 [gvanblericom@yahoo.com](mailto:gvanblericom@yahoo.com)
  
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I'm selling my last back-up **Funtana 90** that is in virtually mint condition. owered by the super reliable YS FZ 1.10S engine with a Dave Brown Vortech spinner. Has a brand new JR 6volt 1650mah Nickel Metal pack. Voltwatch installed, (2) Hitech Digital HS5474HB's on the Elevator, Hitech High Torque HS645 metal gear on the rudder, (2) High Torque S9350 metal gears on the Ailerons. and a micro on the throttle. have almost \$1,000 in building this plane like this. If someone is willing/first to give me \$600, then I will part with one of my babies

**Projects**

**Electrifying Nexstar**

Here is the stuff I did to my Nexstar in Nov '09. A few of the guys have seen it out at the field a few times in December.

I have 27 flights sofar, it's very stable. Just waiting for more sun. Feel free to link a picture of others to see where/what this link represents. Kenton Melville



[http://www.rcuniverse.com/forum/m\\_9209307/anchors\\_9209307/mpage\\_1/key\\_/anchor/tm.htm#9209307](http://www.rcuniverse.com/forum/m_9209307/anchors_9209307/mpage_1/key_/anchor/tm.htm#9209307)

**Sig 1/4 scale clipped wing Cub**



Hello Jim, attached are some pictures of my winter building project. It is a Sig 1/4 scale clipped wing cub.

The wing span is 86 inches and I expect it to weigh in at 15 pounds.

The power comes from an OS Gemini 160. The landing gear is a functioning bungee gear. Mickey Cohen

**Ultra Sport 60**

It started as a Ultra Sport 60 kit, I have modified it to a twin with two OS 46 AX's.

The fuse has a new nose and I modified the tail surfaces to provide more area.

It has retracts (tri) and the wing is fully sheeted.

Has a bit of clean up work to go, but is getting close to color coats. I probably will use something different this time like maybe WHITE, RED, and BLACK. Hmm. Ann says I am a "touch" predictable?? Mel Graham



**Bonzo is on the boards!!!!**

It must be raining! I got the itch to start working on Bonzo so off to the man cave!!!!



When you only have a set of plans and no kit to start to build you have to start someplace. So the first thing you do is cut out all the parts you will need for the kit out of paper (that's why you make a copy of you original planes) then you have to transfer the paper cut outs to the wood so you can cut them out to make a kit to build !! You have to really, really like building.

Oh Well - More to follow!!! Marty Wittman

See the FULL reports and pictures on the [EugeneRC.com](http://EugeneRC.com) web site Projects page.

**Lets TALK RADIO** Delayne Thompson

## Spektrum DX-7

In August 2008, I had a question concerning my Spektrum DX-7 transmitter and associated Spektrum AR7000 receiver. I wrote (or called) Horizon Hobby about the matter. They answered my question and also sent me a small flyer entitled, Spektrum Air Receiver Power Requirements. In this material, there was a Q&A section. The following might be of interest to Spektrum 2.4GHz users:

### Tips On Using 2.4GHz Systems

**Q:** Which do I turn on first, the transmitter or the receiver?

**A:** it doesn't matter. If the receiver is turned on first, the receiver starts scanning the band looking for a signal with its pre-bound GUID. At this time no servo output pulses are present and the throttle channel doesn't put out a pulse position, preventing the arming of electronic speed controllers, or in the case of an engine-powered aircraft, the throttle servo remains in its current position. When the transmitter is then turned on, the transmitter scans the 2.4GHz band and acquires two open channels. Then the receiver that was

previously bound to the transmitter finds the GUID (Globally Unique Identifier code) stored during binding. The system then connects and operates normally.

If the transmitter is turned on first, the transmitter scans the 2.4 GHz band and acquires two open channels. When the receiver is then turned on, the receiver scans the 2.4GHz band looking for the previously stored GUID; when it locates the specific GUID code and confirms uncorrupted repeatable packet information, the system connects and normal operation takes place. Typically this takes 2 to 6 seconds.

## VPs Corner

I'd like to start by thanking Pat Willis for the nomination and to the club for letting me be V.P. Unfortunately with this great weather I haven't had the opportunity to fly for nearly four to five weeks but hope to get out to the field as soon as the rain stops. You may know me as a helicopter flyer. After being around so many airplane pilots, and watching all the fun going on, I had to get my old P.T. 40 out and try flying airplanes again. I've been having so much fun with these fixed wing aircraft that I broke down and picked up a Great Planes ESCAPADE. I put in a OS 55AX and she's ready for her maiden flight. I look forward to all of you giving me a hand with this airplane stuff.

As Khoi has said we got a lot done at the field last year and still have some more ideas for this up coming year. I will be bringing the final design and cost estimate for the Sun/Rain Shelter to the January meeting for approval. If we can get some decent weather I think we could have the Shelter up in a month or two.

See you at the January meeting and remember bring some money to buy raffle tickets for the Futaba 10CG radio.

Regards, Brad S. Werneth  
ERCA Vice President 2010

--- That's All Folks ---

Eugene R/C Aeronauts  
Newsletter Editor  
1618 Gilham Rd.  
Eugene, OR. 97401



**January 2010**

Name  
Street  
CitySTZip

\_\_\_\_\_ **Renewing Current Member** \_\_\_\_\_

**INVOICE FOR 2010 MEMBERSHIP RENEWAL - EUGENE R/C AERONAUTS**  
**Please fill in the following information and send back with your Dues Remittance**

Member Name \_\_\_\_\_ Name Tag Clip \_\_\_ Pin \_\_\_

2010 AMA Membership No. \_\_\_\_\_

I certify that I have paid my 2010 AMA Dues. Initial \_\_\_\_\_

Member Address \_\_\_\_\_

Member Phone No. \_\_\_\_\_ Cell: \_\_\_\_\_

Member Email Address \_\_\_\_\_

Newsletter Via: Email \_\_\_\_\_ Regular Mail \_\_\_\_\_ Do not need to receive newsletter \_\_\_\_\_

Please enclose your check for \$ 60.00 as a current member renewing for 2010 and  
Mail to: Eugene R/C Aeronauts, PO Box 26344, Eugene, Or. 97402.  
Or bring this INVOICE and \$60.00 to the Meeting.

**Next CLUB Meeting – January 26 7:00 pm at EWEB.**