



RC AEROGRAM

www.eugenerc.org

Volume 12 Issue 3

March 2016

Club Mailing Address: Eugene RC Aeronauts, PO Box 26344, Eugene, OR. 97402

ERCA News and Information

President
Roger Dahl

Vice President
Frank Blain

Secretary
Dave Fenner

Treasurer
Jeff Lutz

Safety
Mike Burgess

Flight Training
Marty Wittman

Webmaster
Jim Corbett

Newsletter
Jim Corbett

Field Maint
Jim Corbett

COMMITTEES

Events
Brad Werneth

Noise
Frank Blain

AMA# 530
District 11

Next CLUB Meeting – Tuesday, March 22, 7 P.M at Abbys Pizza on River Road. Got a project? Bring it for show and tell.

February meeting – 22 members and guests were present.



Food and



Discussions

Show and Tell



Frank's project nearly finished



Jim Thomas's is finished.

Indoor flying still happening each Wednesday at 10 am. At the Willamalane Center in Springfield.

See

<http://www.eugenerc.org/EEF/EEFindex.htm>

President's Report – Roger Dahl - roger@artistry-in-motion.com



Hey All,

I think that we have been experiencing "Global Wetting" this year, and we may all need float planes soon!

I know a few of you who are building models, and look forward to getting them out to fly someday! Hopefully, we can get our "Swampway" to dry out soon for a good year of flying! The rain seems to be getting warmer lately, so Summer is on the way!

We have yet to put together our annual "budget" for the year, but I would like to have it two days after our March Club meeting. Our

Club meeting will be on the 22nd, at Abby's Pizza, and If you are an officer, or consider yourself to be one of the "leaders" in the club, I want to invite you to a budget meeting on Thursday, the 24th of March, at 7:00 p.m. meeting to plan our budget for the year. It will also be at Abby's.

We have some models, engines, and lots of other "stuff" from the Estate of Chuck Jenkins, so if you need something, let me know, and I'll try to remember what is available for sale! I have purchased a table for the May Swap meet in Creswell, but would love to see some of Chucks planes remain in our club!

See you soon!

Roger

Treasurers Report - Jeff lutz - jefflutz@q.com



Well it's March already and I am looking forward to some decent flying weather soon.... Fingers crossed. I did have a chance to fly last month and the field was in pretty decent shape

after a few days of dry weather. Thanks to Jim, Al and others that had the grass cut it was a very fun day. I would like to say thanks

to the volunteers who cut the grass and maintain the field. They help make our take offs and landings a little smoother. There were several members that paid dues at last months club meeting and I believe the number of members who have paid 2016 dues is in the 40 plus total now. If you haven't paid your dues yet come to the meeting and pay them to avoid going on the inactive roster. See you at the meeting Tuesday 3/22/16 7P.M.

Sincerely, Jeff Lutz

2016 Meeting Dates - Time 7pm

January 19	Tue - Abby's Pizza Parlor RR *NH	July 26	Tue - At the Field
February 23	Tue - Abby's Pizza Parlor RR	August 23	Tue - At the Field
March 22	Tue - Abby's Pizza Parlor RR *NH	September 27	Tue - Abby's Pizza Parlor RR *NH
April 26	Tue - Abby's Pizza Parlor RR *NH	October 25	Tue - Abby's Pizza Parlor RR *NH
May 24	Tue - Abby's Pizza Parlor RR *NH	November 22	Tue - Abby's Pizza Parlor RR
June 28	Tue - At the Field	December	NO MEETING

*NH – means NO HOST, you buy your own pizza and drinks

2016 ERCA Club Contacts -

President:	Roger Dahl	- 541-579-5959 - roger@artistry-in-motion.com
Vice President:	Frank Blain	- 541-345-7449 - 541.954.2342
Secretary:	Dave Fenner	- 541-461-0820 - dbfenner@comcast.net
Treasurer:	Jeff Lutz	- 541-689-3567 - jefflutz@q.com
Safety Officer:	Mike Burgess	- 541-998-1839 - mikeshanb@hotmail.com

FAA to require RC AIRCRAFT Registration

IF YOU FLY ANY RC AIRCRAFT .over 1/2 pound

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

Upcoming Events

Events 2016

May 15 Sunday - CRCF Swap -n- Shop
See Flyer
http://www.creswellrcflyers.org/Flyers/CR_CF_Swap-n-Shop_May15_2016.pdf

May 30 Monday - ERCA Memorial Day
Fun Fly 2016

Flyer coming soon

February at the field



March at the field



Get ready for the Season

Soon those cloudy days will give way to sunshine and after some dry days the field will start to dry out. The field should be in great shape for the start of flying season after the wet winter. So keep your fingers crossed for an awesome spring, summer and fall with little or no crosswinds. I can dream, right.

As you get ready to bring those air machines out of hibernation it's a good idea to take a good look and inspect your airplane and do a little maintenance before you bring it out to the field so when you are out ready to fly your airplane will be safe and mechanically sound so you will be able to enjoy your day. I know everyone knows what to look for, however for your assistance I have attached a simple checklist to help you. Feel free to print them and follow the steps for each of your airplanes.

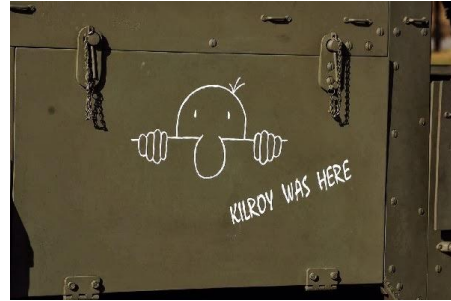
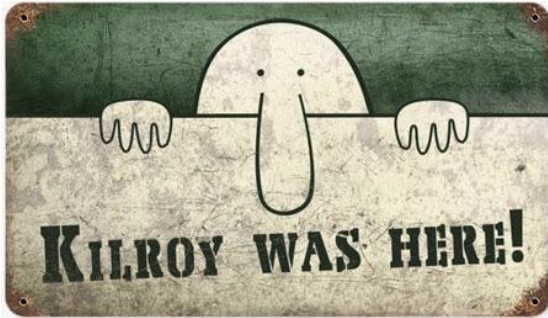
Here's to a Great Flying Season 2016.

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.

A HISTORY LESSON !!!!!!! KILROY WAS HERE ! - Thanks Mickey Cohen
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We have all heard this saying at some time in our life, but where did it come from, does it have a meaning, just what is the history?

He is engraved in stone in the National War Memorial in Washington, DC, back in a small alcove where very few folks have seen it. For the WWII generation this will bring back memories. For the younger generation, its some trivia that is part of our history. Anyone that was born between 1913 to approximately 1950 is familiar with KILROY. No one knew just why he was well known, but indeed everyone got it.

So who was this KILROY ?

In 1946 The American Transit Association through its radio program "Speak T America" sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who would be able to prove himself to be the genuine article. 40 men stepped forward to make the claim but only James Kilroy from Halifax, Massachusetts had the evidence to prove his identity.

"Kilroy" was a 46-year old shipyard worker during the War who worked as an inspector at the Fore River Shipyard in Quincy. As a checker he was to go around and check on the number of rivets completed. Riveters were paid piecework and got paid by the rivet. Kilroy would count a block of rivets and mark them with semi-waxed lumber chalk, that way the rivets would not be counted twice. However when Kilroy went off the clock the riveters would erase the chalk and then an off-shift inspector would come through and count the same rivets a second time resulting in double pay for the riveters.

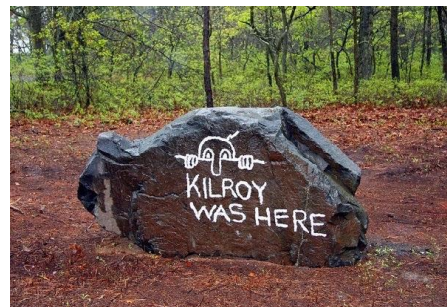
One day Kilroy's boss called him in to the office. The Foreman was not a happy camper about the wages being paid to the riveters asked Kilroy to investigate. He then realized what was going on. What to do? The tight spaces where he worked did not allow him to carry around a bucket of paint and a brush so Kilroy decided to stick with the waxy chalk. So he continued to put his check mark on each job he inspected but he added

A HISTORY LESSON !!!!!!! KILROY WAS HERE ! - Thanks Mickey Cohen**"KILROY WAS HERE"**

in king size letters next to the check and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message.



Once he did that the riveters stopped trying to wipe away his marks. Normally the rivets and chalk marks would have been covered up with paint but with the war on ships were leaving the Quincy Yard so fast there was not enough time to paint them. As a result Kilroy's inspection "trademark" was seen by thousands of Servicemen who boarded the troopships that the yard produced. His message apparently rang a bell with the Servicemen and it spread all over Europe and the Pacific. Before the war's end "Kilroy" had been here, there and everywhere, on the long hauls to Berlin and Tokyo. To the troops outbound on those ships "Kilroy" was a complete mystery. All they knew was that someone named Kilroy had been there first. Servicemen began placing the graffiti wherever they landed claiming it was already there when they arrived.



A HISTORY LESSON !!!!!!! KILROY WAS HERE ! - Thanks Mickey Cohen

TO HELP PROVE HIS AUTHENTICITY IN 1946, JAMES KILROY brought along officials from the shipyard and some of the riveters. Kilroy won the trolley car which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts.

AND THE TRADITION CONTINUES...

Kilroy became the U.S. Super-GI who had always “already been” wherever GI’s went. It became a challenge to place the logo in the most unlikely places imaginable. It is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc de Triomphe and even scralled in the dust on the moon. In 1945 an outhouse was built for the exclusive use of Roosevelt, Stalin and Churchill at the Potsdam conference. It’s first occupant was Stalin who emerged and asked his aide in Russian “Who is Kilroy”?



EVEN Outside Osama Bin Laden’s House
!!!!!!

--- That's All Folks ---

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March 2016

«FirstLast»
«Street»
«CityStZip»

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