



the R/C AEROGRAM

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

ERCA News and Information

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

Nomination of officers for the upcoming 2011 year, elections will be during the November meeting. budget discussion, safety discussion are all possible agenda items.

At the September Meeting – There were 18 members and guests in attendance.

The Labor Day Fun Fly raised \$200.00 for the club, after prizes and food and the Pylon Racing Event raised \$45.00 as well. Good job to all.

Marty Wittman gave a safety report based on some issues that have come up over the last couple of months. During the Big Bird Fly a complaint was filed with the AMA about flying over the pit area. In the last couple of weeks a call was made to the AMA asking about flying pattern rules. Marty will put together a safety letter looking at these issues as well as others that need to be addressed. Jim Corbett will send the letter to all club members.

Upcoming ERCA events - Pylon Race October 23rd.

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

2010 Meeting Dates

EWEB downtown Eugene:
October 26th 7:00 pm.

November 23rd 7:00 pm
(No December meeting)

EVENTS - Visit EugeneRC.com for this years listings

November 7th. - The Flaming Geyser Flyers are again this year sponsoring an exhibition at the Museum of Flight.

Location @ The Museum of Flight
9404 East Marginal Way South
Seattle WA. 98108-4097

Presidents Corner

Hope you guys are enjoying the lingering sunshine before Oregon weather arrives. Get out and fly while you still have a chance, before the fog and rain come. Soon enough, we'll all be couped up in the garage and do our winter building. My 2 winter projects will be 1) TopFlite GS P-47 ARF that I will convert into razorback version and repaint with forest green finish. This beast will have a 3W 80xi monster for power, rather the marginal 50cc gasser that is called for. 2) Yellow Aircraft Starfire kit that I'm looking to outfit with EDF unit rather than the old school nitro ducted fan. I'm still researching for an affordable EDF 110mm fan unit. I will bring the P47 to Show and Tell when it's done.

At the October meeting, we will take nominations for the 2011 officers. Please

remember to talk to your nominees before putting their names on the ballots. We want to avoid the scenario of voting for members who ended up not wanting to take the position. 2011 may be a very critical year for our club because of uncertainty regarding the flying field. We need now more than ever officers who not only have the interest, but the time dedication to help us throughout the year. So look around for members that want to roll up their sleeves to become officers. We will have the formal election at the November meeting. The present officers will then present the end of year financial numbers to the new officers and membership. See you then.

Khoi Tran

Vice Presidents Corner

Hello to all. I trust that everyone is enjoying as much of this good weather as you can. I have been too busy lately with both work and National Guard stuff; it has kept me away from the flying field. The one weekend I had off was the one weekend that it rained to hard to even try.

This coming year may be too hard to predict. We may get by with business as usual or we may have a lot of challenges ahead of us. I think that no matter what happens with the flying field we will have the whole flying season next year to enjoy doing what we all love to do. I'm looking forward to picking up a few more airplanes next year and maybe start some winter projects in the upcoming months. We all need to remember to work together should we have to make any decisions on a new flying field.

This month will be nominations for club officer for the upcoming year and voting for officers will be next month. Come and be a part of the process. If you are thinking of being a club officer than let it be known and get yourself nominated. As Koi has stated, we may need more than usual club involvement next year. We will need officers that can and want to put in the time.

We have, in my opinion, the best flying field in the state and next year I hope to have more flyers from around the area come and enjoy this great field.

Hope to see you all at the field and at the October club meeting.

Regards, Brad S. Werneth
ERCA Vice President 2010

Treasurers Corner

Membership is at 92. The Labor Day Fun Fly raised \$200.00 for the club, after prizes and food and the Pylon Racing Event raised \$45.00 as well. Good job to all.

Happy landings.
AL Barrington

PROJECT - a Marty Wittman project - Visit EugeneRC.com for more

BONZO

10-12-2010



Bonzo is coming along!! I did a weight and balance check (CG). And not to bad. I will have to add weight to the tail, Install 3 servos in the tail and place the battery at the trailing edge of the wing. all normal stuff..

I did weigh it when it was balanced and I am under my estimated weight. It weighs 11 lb. I still think dry weight will be 12 lb. With covering and cowl and can-o-pee mounts. The muffler is 8oz so YEP 12 lbs. it will be. Should be a rocket with the Moki 1.8

Marty

For Sale - More items on web site

RAYTEC MINI HEAT GUN - WORKS VERY WELL FOR RC ENGINES AND WHAT EVER YOU NEED TO GET A TEMP ON. HAS TWO SCRATCHES ON VIEW SCREEN BUT DOES NOT BOTHER SEEING THE TEMP NUMBER AT ALL. ASKING \$35.00 OBO - CHICK 541/847/1115 fosterc@99webstreet.com

HELIS - I have three helis I'm selling. I'll give a demo flight and even put perspective buyers on a buddy box. #1 Trex 450 SE V-2. 3 lipo batteries, Hitec MG servos on cyclics, hitec gyro and tail servo works quite well on this model. Has a carry case that holds the heli, batteries and can even hold a transmitter. This heli will be bind and fly. Heli is in very good shape and flies quite well for a small one. \$400.00 #2 Trex 500. Stock belt drive version with stock motor and ESC. 9257's on cyclics, JR770 with G3800 on the tail, 3 6s lipos. Again this heli will be bind and fly. It flies quite well. \$450.00

#3 Trex 600 Nitro. this is a great helicopter, has a YS 56 with about 1/2 gallon through it, Futaba 9452's on cyclics, futaba 611/9256 combo on the tail, this is about as good as it gets for gyros. This has been a great helicopter, never had anything but the clutch wear out. \$500.00 - Alan 541-726-7482

Hobbistar 60 MKII - I have flown it about a dozen times with no hard landings. It comes with an OS LA 65 which was new when I installed it in this plane. I also installed a new Futaba radio system in it and a transmitter with a square buddy box port and it is computerized. The whole setup is like new and ready to fly. All you need is ground equipment to learn to fly with this plane, or to brush up on your skills. I would like to get \$200 out of this plane. I have more than twice that in it.

Feel free to call me for any questions. - Bill Spalding 541-653-1439

WITH THE WEEKDAY WARRIORS

Well, we of the weekday crowd have been making the best of the last little bit of good weather before this starts being Oregon again. Roger Winz has been flying a Bellanca Decathlon with a Magnum .91 4-stroke bulging out of the cowl and his orange Skyraider Pylon ship sees a lot of action as well.

There's yet another new Skyraider on the field, Kenton Melville's. Of course, Kent, being an electric guy, has that sort of motor in his, not the usual Thunder Tiger .40. Are you ready for this? It's a 1400-watt motor, the equivalent, Kent says, of a 1.20 glow engine. My eyebrows shot up a foot or two at this news, but Kent shrugged off my shock, "You can always throttle it back." And, as a matter of fact, he does most of the time. When he chooses not to, however, the thing gives a good imitation of a skyrocket, lacking only the noise and smoke. He's using A123 batteries of 2500 mah capacity - seven-cell, I think. Kent also has had one of those foam, profile, electric P-51s in the air, just like Wayne Wahrmond's. I gather that there's a slightly larger version of that model and that we may well see one before long.

Wayne himself has been flying not only the foam Mustang, but also his modified Funtana. He says it's the hardest to land of all his models, so what was he doing with it? Touch-and-goes, that's what. And he's getting the handle on it; the landings I noticed were pretty nice.

Donny Krenz still brings the Toledo Special to the field, but most of his flying is being done with the new U-Can-Do. The Saito .82 looks to be more than adequate power and Donny's handling the model very well. On another day, he had a very small electric T-28, which could ROG from our grass, but I haven't seen it since.

That Trojan caught the eye of Chuck Pilkington, too. When I first made the

acquaintance of this club, back in the late 60s, Chuck was a Pattern flier with a Kwik Fli II and one of the Laniers. The latter were the first of the big R/C ARFs and came out of Georgia rather than China. He dropped out of flying quite some time ago, but has maintained his membership. This was the first time he has seen the new field and, maybe, it will get him going again.

While Donny's new U-Can-Do has the modest .82, Ken Springate's roars along behind an O.S. 1.20. Well, it did roar along until one day recently when it began to act just a bit sick. Ken took piping apart and put it back together; he fussed with this adjustment screw and fiddled with that one. Looked at the plug. Looked at the prop. Then fired it up and flew it. All was well. Upon landing, he looked a bit bemused. "I wonder what I did?", he said.

Mel Graham's been flying a Pattern ship called an Option with a YS 1.40 for power. This was built from a set of plans and has a wing and tail surfaces of foam cores and balsa covering. Mel didn't like the airfoils specified by the designer, so he cut his own foam cores to sections he has used before. The YS is running fine and Mel has been fine-tuning everything - balance, control surface throws, alignments - but, alas, he's still not satisfied with the way the plane tracks through the air. I expect him to put it aside for a while and come back to it later. His Revolver, with which he wasn't entirely happy either, now seems to he flying to his satisfaction after a bit more attention. Ask about the Option, say, in the middle of next Summer.

Yes, Doug McWha has been doing most of his flying with Doug's Disgrace, that ratty old EasySport. I suggested to Wayne that he just run into the horrible old thing on the ground with his Funtana on one of his touch-and-goes, but Wayne declined. Donny Krenz sighed, "Wouldn't do any good anyhow. It'd just come back to life on Halloween".

WITH THE WEEKDAY WARRIORS (continued)

While I was away in September, I had occasion to make a couple of visits to my old club, the Top O’N.J. R/C, at their Hardyston Twp. field. It’s the old township landfill - and they have been flying there over 25 years. They have another field near Waterloo and, usually, two separate groups of fliers use the two fields with little interaction between them. The Hardyston group is pretty easy-going while Waterloo is plagued by a gang who proclaim themselves “Team Wow!” and concentrate on all forms of “Extreme Flight”. One Sunday I was there the “Team” decided to honor Hardyston with their presence. Among other things, they put one of those huge Pitts Pythons (like Khoi’s) into the trees south of the strip and lost a tail rotor from a helicopter between the strip and the Susquehanna R.R. tracks. The pièce de resistance, however, came while one of them was going through wild gyrations (I won’t

dignify them with the term “aerobatics”) with a turbine-powered model. He folded the left wing at the bottom of a loop. I was impressed by how far the thing went before it began the inevitable roll into the ground. The locals did not cheer nor did they even chortle a bit, but I sensed a profound lack of sympathy. By the way, they recovered the Python and the jet and that is not a sure thing on this field. The woods south of the field are a good two miles deep and very dense over rugged, rocky ground while to the West there is dense underbrush, rough ground, and swamp. There are planes in both places which have never been found. By comparison, we have the wide, open spaces.

C ‘OD

TRIMMING

Trimming The Rudder

Some pilots don’t bother to trim the rudder once in the air, they just ground trim it and forget it. It’s important to trim out the rudder for straight and level flight.



Fly some flat figure-8s in the sky and watch to see how the plane reacts. If you’re turning to the left and the plane climbs, you need to add left rudder trim. If the plane dives, add right rudder trim. If you are turning to the right, and plane climbs, add right rudder trim; likewise if it dives, add left rudder trim. Fly flat figure8s until your plane performs smooth turns during right and left banking.

You will need to add in small amounts of elevator and aileron trim during this process. One control surface trim will affect the others. Take your time and get it the best you can.

A trimmed plane is fun to fly and well worth the time to get it right.

--- That's All Folks ---

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