



the R/C AEROGRAM

Volume 7 Issue 10 Pages 6 AMA #530 District 11 www.eugenerc.com October 2011

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

ERCA News and Information

Next CLUB Meeting – Tuesday, October 25, 2011, 7:00 pm at Roaring Rapids Pizza Parlor. If you have a building project, bring it with you for "Show and Tell".

Officer Elections - During this month's meeting we will be taking nominations for club officers President, Vice President,

Secretary / Treasurer and Member of the Year.

At the September Meeting – Low turn out for the meeting, 10 members attended.

Show and Tell - Master builder Frank Blain shared the result of his expert workmanship rebuilding a very broken Breitling.

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

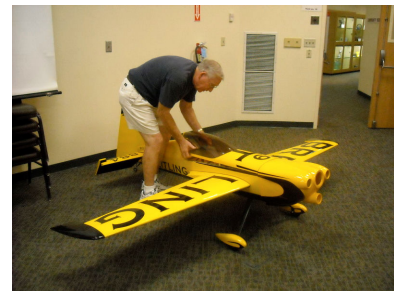
2011 Meeting Dates

Meeting dates EWEB came up with that were available and closest to our requested dates:

WED, SEP 21 – EWEB
TUES, OCT 25 - Pizza

WED, NOV 23 - EWEB
DEC - No meeting

September Meeting -



Raffle - a second raffle being held

Get your tickets from: Brad Werneth, Doug McWha, Jayne Krenz.

Treasurers Report

We have 88 members. Renewal time is upon us again. All members should have received their notices to renew their AMA membership. This is required to make the membership renewal in ERCA valid. Please verify that your member status with AMA is current before submitting your ERCA renewal. I'm accepting renewals for 2012 now. The ERCA dues are still \$60 payable in person at the field, at a meeting, or by snail mail to: ERCA, PO Box 26344, Eugene, OR 97402 Thank you in advance for avoiding the rush.

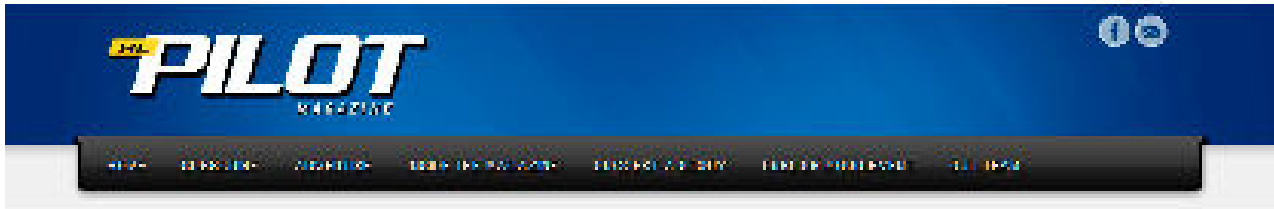
During this month's meeting we will be taking nominations for club officers President, Vice President, Secretary / Treasurer and Member of the Year. The names of the nominees will be publicized and the vote will take place at the November meeting. As we did last year, absentee ballots will be accepted by email to maximize participation.

I'll be looking forward to seeing everyone at the next meeting, Tuesday October 25, 2011 - at Roaring Rapids Pizza, Franklin Blvd in Glenwood.

Happy landings.
AL

At the field





Club Grant from RC Pilot Magazine

Hi,

I am Michael Kranitz, former CEO and co-founder of RCUniverse. In the next few months, my company will launch RC Pilot Magazine for the iPad. The magazine is gorgeous and interesting to read. It's about pilots, not products. I won't use space in this email telling you about it -- there is a link to our website below and it contains a short video explaining why we are different from anything you have seen in print or on the web.

The purpose of my note is to announce a "Club Grant" that RC Pilot will be making to three clubs in early 2012. We will award cash and cool prizes to the top three clubs in our contest! We will send a video crew out to visit and film the top club for our "Club Spotlight" section.

Here's how it works:

1. We want pilots to read the premiere issue of RC Pilot FREE.
2. On our website, we have a form that allows pilots to sign up to receive a notice
3. when we release our first issue. (www.rcpilot.com)
4. The three clubs with the most referrals (that is, individuals signing up who write
5. either the club's name in the "Flying Club" box or a club member's name in the
6. "Referred By" box, will win. In order to qualify, the club must have at least
7. 35 referrals credited to it or its members ("Minimum Referral Amount").*

PRIZES:

First Prize is \$1,000 and 2 Eflite Apprentice RTF trainers for the club!

Second Prize is \$750 and 1 Eflite Apprentice RTF trainer for the club!

Third Prize is \$500 for the club

THE CONTEST IS ON NOW! THE DEADLINE IS JANUARY 20, 2012 AT MIDNIGHT. GOOD LUCK!

If you have any questions, please email contest@rcpilot.com. Otherwise, hop over to <http://www.rcpilot.com> and watch the video!

THE FINE PRINT:

*If no club reaches the Minimum Referral Amount by the contest deadline, we will extend the contest until at least one club reaches the Minimum Referral Amount.

If fewer than 3 clubs reach the Minimum Referral Amount, by the time the contest ends for any reason, we will only award prizes to the clubs that did reach the Minimum Referral Amount.

Michael Kranitz Publisher & CEO, RC Pilot Magazine
www.rcpilot.com 720.838.0700

We're about pilots, not products.

WITH THE WEEKDAY WARRIORS

My sources inside the Weather Bureau tell me that September had only three days with measurable rain. I don't need anybody to tell me that October is trying to make up for it. Oregon has ceased pretending it's another state and is back to being dank, dreary, dismal Oregon, the Mildew Capital of the World. Still, we have managed to do a fair amount of flying so far this month.

Wayne Wahrmund knows just how long his AT-6 will run on a full tank. Oh, he did not plan to acquire that bit of knowledge when he took off one day, but sometimes these things simply fall into your lap. The throttle linkage came adrift and Wayne had no choice but to fly the thing around until the tank ran dry, at which point he pulled off the ensuing dead-stick landing with aplomb. This Texan has a sturdy pair of landing gear legs, but the full-sized ship had retracts. Wayne says that he's not going to spend money on retracts "just to make the model look good". I know that you are reeling from shock as I did when I heard that statement myself. I am hinting to Wayne that he should convert the plane into one of the many versions which did have fixed gear. The BT-14 was exactly the same, but had a P&W R-985, a smaller engine which had a tapered cowl. The Canadian Yale had a Wright R-975 whose cowl was slightly smaller, but of a constant diameter. Other models had variations in the empennage and even fabric-covered fuselage sides. You can put German markings on the latter, because the Luftwaffe captured a bunch from the French and ran a flying school with them until the supply of spares ran out. What's that? The time? Oh, a good 23 mm. 'til the tank ran dry.

Doyle Cook, Wayne's student, has been coming along apace and is making all his own landings. I'd make a big thing here about how Doyle ought to move up to modern times and replace his thoroughly-passé 72 mc. radio with a totally 21st Century 2.4 gig set, but

he's already gone and done it. He had been on Channel 38 and, well, yes, that is my channel for the sailplane. Now, if I can convince Mel and JR to switch all the way,...

Another guy working on his landings is David Wilson who was doing approach after approach with his (and son Connor's) electric Nexstar. Who says that electrics haven't progressed right into the mainstream of modelling? David's Nexstar is as noisy as any other 40—size ship and Mike Vaughan's Christen Eagle will convince you it had at least a .25 in it. For years, the engine gurus have been telling us that propeller noise is a large part of the sound our models make and this seems to back up their argument. Wayne Wahrmund tells me that there is available a gadget you can put in your electric plane to make it sound like a gas ship. Boy, we really needed that!

You remember the trouble Mel and JR Graham had with their gasket—eating YS 110? By contrast, Frank Blain is flying the same sort of engine in his Funtana with not the whisper of a problem, so don't get down on all YS 110s. Frank's also been trimming out an Ugly Stik (and a taildragger at that, by gosh!) with a Saito 100. This one's for his grandsons to learn on. And speaking of Stiks, Mickey Cohen's now sports an O.S. .95 up front in place of the .75 he was using before. Puts him more in line with the prevailing standards in the ER/CA.

Doug McWha's had his Super Stik in the air as well as his two different—size T-28s, though I'm not sure his heart's back in it yet after the demise of Doug's Disgrace last month.

I gather that Donnie Krenz had more than a little trouble one day with his Sbach, because the DLE 30 is now in a new ship. The new one is an MXQ or MXR or something like that. Whatever it is, I believe it to be the abbreviation of a Chinese phrase meaning,

WITH THE WEEKDAY WARRIORS continued

“Oh, no, not another one of those!”, because it looks pretty much like a Giles, an Extra, a - well, you get the idea. But Donnie says it flies fine and he likes it, so who cares?

Scott Fellman (and Elizabeth) brought a helicopter out to the field on one of the nicer days and it was a helicopter with a difference. Down deep inside, it was an Hirobo Sceadu (I’ll grant you my spelling there is open to question), a machine Scott has been flying for a while, but it had a scale body wrapped around those innards. This one was a Hughes 500 in Army markings and I can’t think of what the Army calls its 500s. The full—size bird is turbine—powered and the tailpipe exits halfway down the rear of the body. Scott’s .51 has its exhaust ducted to that pipe

where it produces rather more smoke than the Hughes does in “real life”, but looks pretty good just the same. Let’s have more Scale helicopters. Anybody for an R—4?

Len Stolfo was out one day with another of his camera birds. This one had foam wings and tail and a profile body made from a very thick slab of the stuff. Here and there, in strategic spots were strips of what looked like 1/32 ply reinforcement. There were some technical difficulties that day, but I’m told that Len’s gotten some good pictures from the two cameras on board.

C. O’D.

Candidate for AMA Vice President from District XI

From Mike Mosbrooker

I would appreciate the vote of you and your readers in the coming AMA election. If you and your readers don’t want to vote for me, please vote for someone. Ballots should be out later this month.

My complete election statement and those of all others running for AMA office can be found in the October issue of Model Aviation, with your ballot and on the AMA website. In the meantime, I have been a member of five clubs since the 1970's and have been an officer, newsletter editor, webmaster and runway sweeper in these clubs. I have been an AVP in District XI for the past eight years and have tried to assist clubs nearby in solving a variety of problems including field issues, rechartering and legal matters such as taxes and by laws. I often don’t have the answer to your questions right away but I really enjoy finding the answers in short order - most of the time.

I have three main areas of interest that I intend to address if elected. First, we need to involve more young people in Model Aviation by introducing them to the sport - many will not pursue modeling at this time but they will remember the experience later in life when they are seeking a meaningful hobby. Second, we need to focus on obtaining and retaining flying sites, the reason that most of our clubs exist. This is a multifaceted matter with no pat solutions but there are solutions to most site problems. And finally, I believe that AMA as an organization must continue to improve its communication with you, the member. The website is an important tool but people need to know it is there and when they access the site, all of us need to be able to find what we are looking for.

Questions? Please feel free to contact me at mosbrsr@comcast.net. Thank you for your considering me as your next AMA District XI VP.

--- That's All Folks ---

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



October 2011

«FirstLast»
«Street»
«CityStZip»

ERCA CLUB CONTACTS

President: Brad Werneth - 541-285-5935 - brad@werneth.com
Vice President: Mike Farr - 541-689-4564 - far-owt@comcast.net
Sec/Treasurer: Al Barrington - 541-935-4960 - albarrington@msn.com
Safety coordinator: Marry Wittman - 541-968-2094 - wittmanm@yahoo.com
Groundskeeper: Doug McWha - 541-741-3326 - flyduke@comcast.net
Newsletter Editor: Jim Corbett - 541-344-5022 - james.corbett@comcast.net

Next CLUB Meeting – Tuesday, October 25, 2011 – 7:00 pm at Roaring Rapids Pizza