



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 – April 21, 7:00 pm at the EWEB Training Center. If you have a building project, bring it with you for "Show and Tell".

At the March Meeting – There were 26 members and guests at the meeting.

Al Barrington reported we have 75 members in good standing prior to the meeting.

Khoi gave an update on the progress in securing the Oakridge Airport for our Big-Bird Fly on July 18th.

The South Lane club is hosting a swap meet at the EAA clubhouse – at the south end of Creswell airport - on April 20th, 2009, starting at 6:00 pm.

Remember the Fun Fly is tentatively set for August 15th, 2009 and a Labor Day Fly on September 7th, 2009.

Pat Willis advised he was contacted by Carl Green who has several planes for sale. Contact Mr. Green at 741-0384 for more information.

Khoi announced he has been approached by member Jeff Engel about providing materials and labor in the construction of a utility shed at our field.

Khoi, and others, suggested authorizing up to \$300 in club funds to assure the structure is finished properly. This motion was passed by majority vote.

Show&Tell - Local resident, and national sales rep for KMP Models, Gus Phillips came to the meeting to speak about the new and existing products now available from KMP.

Mr. Phillips showed us a DVD of his new products in action and then gave us some hands on time with KMP's new purpose made gasser engine, electric retract system upgrade and an example of their aircraft's scale realism and quality shown in their beautiful giant Corsair ARF.

Pat Willis showed off his almost completed Nitro Planes Cessna 421 that is sporting Robart retracts and K&B .45's.

Frank Blaine brought his newest biggie, a QuiQue Somenzini Yak 54 with an 86" wing and a DL 50 for power.

Ivan Walker displayed his "in progress" TopFlite, Gold Edition Kit, 1/7 Scale P-51 Mustang. Ivan is doing a fabulous job covering his bird in a scale color scheme and markings, all with MonoKote.

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

Presidents Corner

March meeting at EWEB again had a good turnout. Thanks again, Gus, for the nice introduction to KMP line of planes that he now is the US rep. Since he is local, we can get planes directly from KMP without shipping costs. KMP offers more scale appearing warbirds in the form of ARF. At the April meeting, we might have another guest speaker, Drew who works at hobby shop in Cottage Grove, present information about the shop and get input from members what types of RC supplies we want to see in his shop. It's a great way for him to stock what we need and for us to have access to stuff we need right away.

Speaking of scale warbirds, I ran into a Zirol P-40 warhawk hanging up in the ceiling of Tammie's Hobbies last month. I was shopping with wife and kids at the time in Portland. Had to run back up there the next day to bring home the beast. It's 96" ws, weighing in at 36 lbs and has the usual G62 to power it. It was built by well-known master Bill Ensley in Beaverton. He spent 8mos, working on it full time, to put it together. It had won first or second place in all 3 Scale Masters qualifier entries. I will bring it to the April meeting at EWEB for close up look to see what a Scale Master level warbird looks like. Even our local master builder Frank was blown away at the scale detail. Get ready to stand back and be amazed...

On Good Friday, I got a pleasant surprise from a local RC guy. Rick Pepperkorn has quit the hobby due to health issues. He has a couple boxes of

field equipment and misc stuff for small planes that he wanted to donate to our club, even though he's not a club member. I picked up the stuff from his house and will bring it to the clubhouse. I plan to retain the Enya 45 motor and the field support equipment for our club planes. The rest of the stuff will be stored in the shed, to be used for helping out newbies or grounded planes at the field that needed misc parts to get back into the air. If you guys get in a bind at the field, just ask any of the intro pilots who have keys to the shed to find stuff you can use.

On a different note, it was brought to my attention that we have some nonpaying members flying at our field. I don't need to remind people that there is a significant cost to maintain our nice field. We presented the budget information for transparency at the Jan meeting. Field maintenance cost is supported mainly by club dues. Members have been asked for 4 mos now to pay the dues. As of last meeting, we still had almost 30 members that have not paid dues. If that continues, we will have a budget deficit this year. So again, please pay your club dues so you can avoid awkward encounters with members who may feel strongly against nonpaying flyers. We're all out there to have fun and fly with good karma.

Regards, Khoi Tran

ERCA President 2009

Treasurers Corner

Treasurer Al Barrington reports - As of March 30, 75 members have paid their 2009 dues. The roster of intro pilots, and the associated fee, has been submitted to AMA headquarters.

WITH THE WEEKDAY WARRIORS March 2009

We weekday guys have actually been lucky enough to have had several nice, sunny days in the last month. We enjoyed them so much that we even allowed the weekend crowd to have one as well. Pat Willis's new twin is a Cessna 421, not a 444 as I said last month. Well, I was off by only 5.4% which isn't that bad, is it? Pat had the 421 out on that sunny Sunday I mentioned above. (You didn't hear that in this column which is strictly about weekday affairs.) Despite the cheap seats being filled with onlookers offering buckets of good advice, the engines, a pair of long-unrun K&B .45s, were paragons of non-cooperation. Our President (No, not that one, I mean Khoi Tran.) told me that Pat had the Cessna out again on the Monday and that both K&Bs were singing happily, but that Pat did not attempt a first flight. Khoi put that down to rank pusillanimity, but I haven't heard Pat's side of the story as this column went to press (4/13).
(Bet it's different.)

Khoi himself has sworn off twins, so he says, in the wake of the Mosquito debacle. Shall we get up a pool about how long it is before he shows up with another? Khoi'll never be able to resist a big, honking warbird guaranteed to rattle the dishes on shelves clear beyond Halsey.

Larry Nielson has taken to flying a full-blown Patter ship, quite a change from his Ugly Stik and 40-size Kaos. This Olympian Medal is a hefty, red-and-yellow, glass-fuselaged bird whose power is an O.S. 140RX, a 2-stroke with a tuned pipe. Rex Leshner, a real Pattern guy, has been standing by as Larry comes to terms with this beast. Larry seems to be having no difficulties at all.

Speaking of big beasts, the new Great Planes Reactor Frank Blain has added to his stable is no Park Flyer, either. Frank has a DL 50 under the cowl and he's found that the Reactor dead-sticks pretty well, because the

DL has quit on him a couple of times. Pat Willis was flying it when one elevator half went u/s after a servo plug came loose. The thing lands pretty well on one elevator half, too. I think that both problems have been resolved at this writing.

Chuck Jenkins has been trying Wayne Wahrmond on the instructor's side of the buddy box with himself as student. He hadn't been able to talk Wayne into it with a real student until he, himself, had Vern Wells up. Chuck handed the instructor's transmitter to Wayne, stood by for a moment, then said, "I have other things to do", and walked off. This is called, "Throwing them in at the deep end". Now Vern's pretty good, except for landing, but I think I did hear some knees knocking from Wayne's side. When not becoming a (somewhat reluctant) new instructor, Wayne has been flying the blazes out of his Pulse. He changed from a Master Airscrew 15-6 prop to a wider-bladed Graupner 15-9 and put in a Hanger 9 glow plug as well. Says it all made a noticeable improvement.

Also on the buddy box, though with Chuck, not Wayne, was Delayne Thompson whose Superstar has an O.S. .46MX. All seemed to be going well. How about going on the buddy box with a helicopter? Larry Neilson, not content with going Big-Time Pattern, did just that with Alan Wellentin on the instructor's side. Larry, the helicopter and Alan - all survived.

There was a new ship in the hands of Mike Burgess the other day and I had to ask him what it was. Not new, in fact. It's his old Avistar with a complete re-covering job. Upped the engine to an Evolution .46, too, and he's quite pleased with it. That's an engine whose owners all seem to feel that way.

Gary Moorhead's all-foam electric T-28 is what I'd call on the low side of medium-size, but it takes off our grass runway with little

WITH THE WEEKDAY WARRIORS continued

difficulty. The deeper grass on edges causes a modicum of taxiing problems, but nothing dire. In the air, the T-28 seems to handle quite well and Gary aerobats it to his heart's content.

Clearing up more lapses in last month's column, I now report that the Jeff-Engel ship whose name I couldn't remember is called a Diablo. There, I'm clean again.

Believe it or not, your columnist has had a glow ship in the air. It's a 15-650 with an O.S. .60FSR for power. The engine hadn't been run for a good ten years or more and I had to borrow a starter a couple of times until the rings loosened up and stayed that way. After that, hand-starting was a doddle. Only one flight because I'd run down the receiver battery while getting the engine and control

surfaces all sorted out. Like Larry, Alan, and the helicopter above, we all survived. The plane is an enlargement of the old 15-500 pylon racer. Thick (15%) wing, wing area as in the second number of the designation, tailwheel l.g., boxy fuselage, engine out in the breeze, square-cut empennage with a modest dorsal fin, strip ailerons. Nothing remarkable, but a steady flier.

You will have noticed the absence of a usually-prominent name in this month's column. He's, beginning to think I'm picking on him, so here is a month of rest. I did mention his starter just above and I thank him mightily for the use of it, but it remains an anonymous starter for the nonce.

C.O'D.

Events

April 2009

From the Rogue Eagles EVENTS page

April-----17th thru 19th Agate Lake Float Fly CD Floyd (Bill) Grove

Link to Rogue Eagles EVENTS page http://www.rogue-eagles.org/2009_events.htm

May 2009

May 22-23-24 - **Northwest Control-Line Regionals**, Eugene Airport.

Aerobatics, Combat, Navy Carrier, Racing, Scale, Speed.

August 2009

ERCA Fun Fly is tentatively set for August 15th, 2009.

September 2009

ERCA Labor Day Fly on September 7th, 2009.

Know of any upcoming RC events? Please pass that info to your newsletter editor.

Projects

Ag-Wagon

December 10, 2008

As some of you know or don't know Carl Hansen was a builder. He designed and scratched built many airplanes. He started scratch building an Ag-Wagon (some of you may think of this as a crop duster) from "New Zealand Aero Products Planes" (123.5 wing) many years ago which he never had time to finish. Carl is now flying with the angles.



I was fortunate enough to come across this plane and I am now in the process of trying to finish Carl's work. I love building and you fall in love with them and yes when they go in it makes you think of an ARF. You know 2 days from box to in the air.

What engine is he putting in it you asks? Well thanks for asking. I have a Brison 3.2cu (53cc) that I made an engine box and fitted to the firewall. It will spin a 22X8 prop.

It should weigh in around 22lbs. - 23 lbs. (I hope).

I'm glad the rainy season is here so I can work on it. You see, when I start one of these it becomes unfinished business and I can't stop until it's finished.



Ag-Wagon

April 13, 2009

It is finally done !!!!!
123.5 in wing,
Brison 53cc,
and 23 lbs !!

Yahh Hooooo!!!!

Marty Wittman

2009 ERCA Meeting dates

April 21 7:00 pm. EWEB Community Room

EWEB downtown Eugene:

May 19 7:00 pm. Community Room

Sept 15 7:00 pm. Community Room

EWEB downtown Eugene:

Oct 20 7:00 pm. Community Room

Nov 3 7:00 pm. Training Center

At the flying field June, July and August December no meeting

Northwest Control-Line Regionals
38th Annual **2009**
 MAY 22-23-24

STUNT RACING SPEED

CARRIER SCALE COMBAT

EUGENE AIRPORT **COURTYARD Marriott**

FLYING LINES
NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

Eugene, Oregon

For Sale

Health say I can't go chasing planes around the fields any more.

Jet Hangar Hobbies F-86. - Plane is built and ready for radio and fan unit. Includes ROM retracts installed. \$350.00

Jet Hangar Hobbies P-80 (T-Bird). - Complete untouched Kit. Has fiberglass fuse and foam core wing with optional built-up wing kit included. \$300.00

Turbax 1 fan w/ K&B 7.5 fan engine. - Used. About 6 tanks run through it. Excellent condition. \$100.00

Turbax 1 fan w/K&B 7.5 fan engine. - NEW. Never run \$150.00

OS Max 77VR ducted fan engine. - NEW IN BOX. \$200.00

Digipace II ni-cd battery cycling system. \$50.00
Contact: Jim Emerson Phone (541) 915-6730
or email: emspunkin@msn.com

Funtana90 - YS FZ110S

I'm selling my last back-up Funtana 90 that is in virtually mint condition.

If someone is willing/first to give me \$600, then I will part with one of my babies. :^)

Feel free to send your questions or call me. 385-9424 or on my cell 541-285-8000 (must dial 541).
Gar Van Blericom <gvanblericom@yahoo.com>

S.E.5a KIT - FOR SALE OR TRADE

WING SPAN: 64" WOULD TAKE 91-120 4S
FOR ENGINE OR 2S 61-120

PAID 130.00 FOR IT WOULD LIKE \$100.00
OR TRADE FOR HIGH WING PLANE AIR
FRAME CUB, CITABRIA SOME THING IN THAT
ORDER.

CHICK FOSTER 541 847-1115 .
fosterc@99webstreet.com

Great Planes Reactor

Wing Span: 41 1/2" Length: 42" Wing Load: 9-10
oz. sq ft Wing Area: 384 sq in RTF Weight: 24-

27 oz. Motor: Eflite Park 480 - 910K /v ESC:
Eflite 25A Servos: 4 ea. Futaba 3153 digital
Flown / Built by Jim Trump Est. cost \$275
Needs RX and Thunder Power 11.1v 2100mah
15C bat pack.
\$175 or trade for 40A ESC and compatible motor
Doug 541-999-1844

YS 110FZS

New in the box 110 YSFZS new and improved design with the fuel regulator on the pushrod tubes. New design crancase. Stronger with more boost for even more power. Sells for \$379.97 at central hobbies plus shipping.

Will sell for \$300.00 cash.

Chuck Jenkins @ 285-6822
email cjajkoko@earthlink.net

GoldBerg Extra 330 1.20. It has a BMCA 43cc
It has a 77 inch wingspan. Futaba 3010's all
around, with two 2200mah 6v batteries for the
ignition and reciever. It has no reciever with it.
Asking \$400

Kevin Kelm imdbombboarder@gmail.com

Frenzy 100 Main Wing

I have a brand new. Main wing for a Frenzy 100. (I have 3 built wings for this plane) I don't need a forth. Anyway it sells for about \$150. I would like to see \$95 for it. And I have the new push rods and clevises. Please let me know if you need anything else.

H # 736-8638 C # 513-2716 email
allelectric50@yahoo.com Thanks, Jeff Engel

WANTED

Looking for vintage r/c radios, engines and tether cars for my collection

Michael Diamond, 2784 Great Smokey Court,
Westlake Village, CA 91362 Tel: 805/496-7656
e-mail: dgem@earthlink.net

KUDOS

The Ford mower is running again thanks to Chuck Jenkins having the knowledge and tools to help take the fuel pump and carb apart and clean it out. He had carb cleaner and a compressed air tank that made it possible to get some more life out of that old relic. He also brought a compressor that had a low pressure gauge and we were able to pump up the tires on all three mowers. Thanks to Chuck, Doug and Jim we are now ready for the coming MOWING SEASON!

--- That's All Folks ---

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April 2009

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Next CLUB Meeting – **April 21**, 7:00 pm at EWEB.