



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 – August 23, 2011, 7:00 pm at the field. If you have a building project, bring it with you for "Show and Tell".

At the July Meeting – Great turn out for July's meeting, 28 members and 3 guests attended.

Our Fun Fly on August 13th was a success. There were raffle prizes. The prizes were \$25 gift certificate to Trumps. The winners were:

Oliver Willis - Limbo winner, and drawing winner winning - 2 gift certificates. Jim Corbett spot landing winner, Chuck Jenkins drawing winner.

Pylon Racing - next race scheduled for August. 27th Race #4.

Labor Day Fun Fly - September 5th - Bring any and all airplanes ... do any kind of flying!

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:

TUES, AUG 23 - Field - 4th Tues

TUES, OCT 25 - Pizza

WED, NOV 23 - EWEB

WED, SEP 21 - EWEB

DEC - No meeting

Raffle - a second raffle being held

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

Coming Events

August 27 - ERCA Pylon Race Club-40 Race #4

September 3-4 - Emerald Air Corps Pattern Contest - 25th Annual pattern contest

September 5 - ERCA - Labor Day Fun Fly

September 10 - BAM Pylon Race - Club-40 Race #3

WITH THE WEEKDAY WARRIORS

Yes, we finally have been getting some very nice days for flying and, yes, people have been out flying on them. One of those people is Frank Blain who has had several models out at various times. Of course, he's been flying his Obsession, which, at one time, had a Saito 1.80 in it, but Frank is an obsessive (hmm) switcher of engines and who knows what's in it now.

Another one of Frank's machines is an Ultrasport 1000 -an Ultrasport 1000 that the Great Planes people would never recognize. They don't turn out things that pretty. Frank squared off all the tips, but generously rounded the corners. The nose looks like that of a Goodyear racer and the canopy's been moved back as well. Saito 1.80 in it. The one from the Obsession - or does Frank have two such Saitos?

And still with that man Blain, this time a full-blown Pattern ship. When he died of cancer several years ago, club member John Nosier was in the process of developing his own design, called "Zeus", for all-out Pattern competition. He left a partially complete example and another in kit form. How serious was he about this? The kit has a molded carbonfibre fuselage, among other features. Frank finished the first one; installed a YS 140; and turned it over to JR, the younger Graham, for test—flying. It appears to be a winner.

JR has been wringing out the Zeus and likes it. The YS is not, by the way, your Aunt Clara's YS 140. It's a "Special" optimized for Pattern competition. He has been flying his Reactor Bipe, too, and it is now powered by a 20cc (that's 1.20 in real measurements) sparker. Sad to say, not something like a Forster 99, but something awfully modern and whose name I did not write down. If you look closely at the Reactor, you might notice that the fuselage has been completely rebuilt. It was an ARF (pardon the language) and was thus put together with a hot-glue gun. JR took

a heat gun to it and, presto, he had a fuselage kit, which he put back together with improvements. The problem-atic YS 110 has been reduced to its individual components while JR tries to come up with some reason why the gaskets all blow, one-by-one, in the course of a distressingly few flights.

Mel, the far more ancient Graham (he remembers R/C ships I remember), has been juggling engines at blinding speed. Actually engines and motors, because Mel has taken a feet-first plunge into Electric - Competition Pattern style. He first put a 160—size motor into his Revolver whose flight characteristics on glow he knew. Then the Revolver reverted to internal combustion and the electric found its way into the Spot On where it's getting a workout. It should solve that plane's peeling-covering problem or, at least, arrest it at the point where it is now.

Either Doyle Cook is catching on very quickly or Wayne Wahrmond is a heck of an instructor. Doyle has made his own landings with the LT40 (O.S. 52) (52? Good Grief!) after Wayne had him do approach after approach until he was ready to cry.

Chuck Jenkins could use the help on the instruction end of things. One of his new students is a fellow whose name I didn't get, but who has a very slim, nicely-proportioned trainer that neither he nor Chuck could name.

They did know that the engine was the ubiquitous Thunder Tiger 40. Ed Watkins is C.J.'s other new student and he has a Right Flyer 40 with an O.S. 46 up front. The plane was given to him and has been in an attic for 15 years, so he and Chuck are finding little things that are not quite - well - right and I'm not sure how much actual airtime has been achieved. Whoever put it together joined the wings with a noticeable anhedron. You can get away with a little in high-winger, but Chuck said, "It flies a little funny."

WITH THE WEEKDAY WARRIORS continued

Ever hear of an MCR 50? Mark Winz describes it as “a cheap Chinese 50” and you can see one in the Extra that his dad, Roger, is flying these days. The Extra itself is old-hat, ex-Pat Willis and Marty Whitmann. Mark is flying a rather more expensive 50 in an Sbach (Steinbach?). If you don’t know the Sbach, just think Extra-Edge-Giles-Lazer-etc. and blur them all together. Of course, if you don’t know the Giles, just think Extra—Sbach—Edge—Lazer-etc., let them blur together and

Yet another Sbach is in Donny Krenz’s hands, this one being hauled along by a DLE 30 (it’s smaller than Mark’s). Donny also has a rather larger Yak from the Pilot company. Pilot did not vouchsafe to supply us with the exact Yak model number, but we suspect a 53. Or maybe an amalgam of all the Yaks which Pilot thought was better than being pinned down to just one. Whatever it is, Donny’s been flying some neat inverted patterns with it.

Stop Press. I don’t think your Editor’s Optical Reader is up to putting a heavy black border around this paragraph, but it should have one. Or maybe one trimmed in roses and bluebirds. The news is: Doug’s Disgrace is dead. Dead as the Wicked Witch of the East. As the proverbial doornail. A knife—edge did not go at all as planned and “I dumb-thumbed it”. (You know Doug’s an honest man).
 Disturbing Thing: At the end of your favorite horror movie, when the monster has been dispatched and all is tranquil, there is the nagging thought at the basic of your mind that there will be a sequel - the monster will return. The wreck is in the hands of Chuck Jenkins, a known rebuilder of hopeless cases. Indeed, a serial—rebuilder of hopeless cases. You have been warned.

C. O’D.

July Meeting - Good turnout, food and flying!



Visit the web site for more photos

Fun Fly 2011 - Good turnout, lots of flying!



Visit the web site for more photos

PYLON

Eugene R/C Aeronauts



PYLON RACING



Saturday, August 27, 2011



Field will be closed for sport flying from 9 AM to 3 PM

Registration and tech inspection starts at 10 AM

Practice anytime after completion of registration and tech inspection till 11 AM

Pilots meeting at 11 AM and race starts at 11:15 AM.

Three or four airplanes per heat, depending on participation. Three rounds with a "C" main and the winner advances to the "A" main. If we only have three heats the "A" main will be a four plane heat. Should be lots of exciting racing going on!

Requirements:

EVERY BODY involved in the pylon race must WEAR a hard hat.

- AMA Card • Club – 40 Aircraft • Ability to fly it and turn left (going fast is optional) •
- \$5 Entry fee • Bring your own fuel, drinks and food •

Contact: Wayne Wahrmund Phone: 541-915-8625 Email: wwahrmund@comcast.net

Spectators Welcome

--- That's All Folks ---

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Next CLUB Meeting – Tuesday, August 23, 2011 – 7:00 pm at the Field