



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 20, 7:00 pm at EWEB. If you have a building project, bring it with you for "Show and Tell".

Wayne Wahrmond will be bringing a video of the pit area covering another club has installed.

At the September Meeting – There were 14 members and guests at the meeting.

The October meeting will include accepting of nominations for new board members with elections to occur in November. It is very important to attend the next two meetings to ensure you have a voice in selecting leadership for 2010.

The fundraiser raffle for a Futaba 10C radio system in progress and there are \$5 tickets left. The drawing will be held after all the tickets are gone. So, the faster you buy the faster you can win.

Wish list items discussed:

- Raised pilot boxes to aid in a better view of the field and a proper elevation for those wishing to fly seated.
- Overhead covering for the pit area. Brad Werneth is working on developing cost / styles / design information to mull over.

- Increased maintenance and care for the runway - aeration, soil fortification and consultation with qualified professional.

Flying field - The Club house and the mower shed have been painted. Pump and sprinkler system stored for the winter.

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Winter Flying Rules go into effect soon.

Attention All Pilots:

WINTER FLYING RULES

During November, December,
January, February
Saturday, Sunday & Wednesday

NO FLYING before 12:00 Noon.
NO ARRIVING before 12:00 Noon.

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Web site stats - Since the first of the year.

Last months numbers;

ERC Home page	6943
Pictures	2126
Newsletters	810

This month numbers;

ERC Home page	8425
Pictures	2401
Newsletters	891

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

Presidents Corner

The painted shed and trailer look better with the new coat of paint. Many thanks to the painting party for that improvement. At the last meeting, we also discussed other field improvement ideas like elevated pilot stations, pit area cover, grass runway treatments. Please show up at the meeting to voice your support or lend your expertise on how to proceed with these projects.

At the next meeting, we also will take nominations for next year's officers. Please show up to put in your nominations. I will be interested in running for the same seat again next year

if you guys think I've done a good job of serving the club this year. The voting will be at November meeting, which is actually 2 weeks after October meeting.

Regarding the fundraising raffle, it appears that we're not moving well with the sale of remaining tickets. We can decide as a group if it makes sense to raffle off the radio at November meeting regardless of how many tickets remain. Again, this decision will rest on the vote of the membership next week Oct 20th.

Regards, Khoi Tran
ERCA President 2009

PYLON RACING

If there are enough interested members we can setup a PYLON racing course and enjoy another facet of our RC flying sport.

If you are interested, PLEASE talk it up among other members, bring it up at our meeting, get a committee appointed to setup a course layout and rules.

I was inspired by the recent Reno Air Races and an article in the October Model Aviation article (page 66) See the web site www.rcpro.org to get an idea just how far we could go with this.



CLUB HOUSE RE-PAINTED



KUDOS

To. John, Marty, Wayne, Brad and Doug for new paint job on the field buildings.

The Mower Shack



The mowers and fertilizer spreader are stored out of the weather and secured. Our grounds keeper is very happy with it, and has commented several times how much better he likes this than the previous storage area we were using. He even likes the gravel ramp!

The club owes a big thanks to all that participated in making this happen. Those I am aware of but not limited to are; Jeff Engel, Doug McWha, Marty Wittman, Wayne Wahrmund, Mel Graham, Brad Werneth, Dwayne Graville, John Byrne, Chuck Jenkins and several I may have missed.

Several shelves for our oil, oil change stuff and misc. other goodies as well as some pegs to hang the spare mower blades were added to the interior of the shack.

Also the area around the new shack was cleaned up. A full utility trailer load of junk was removed.

WITH THE WEEKDAY WARRIORS October 2009

If I'm hearing the Weather Bureau's radio station correctly, Oregon is about to revert to being its usual dismal self for the next week. It has been nice while it pretended to be some other state, one where the sun shone regularly, but we knew it had to end some time.

Craig Canaday has been out quite often on weekdays with that hulking Yak 54 of his - the one with the DA 100 up front. Craig tells me that, when he first started flying this Yak, everything worked, but the engine was not hauling it around with the verve he had expected. He called Desert Aircraft and told them his sad story. "You have the ignition plugged in backwards", they said, "It will run. but the spark will not advance". Craig looked at his ignition connection and, lo, they were right. The (very faint, according to Craig) +s and -s on the plugs did not line up. He reconnected them with everything lining up correctly and, you guessed it, the DA 100 had enough oomph to hang the Yak on its prop 'til the cows come home.

Mike Lee has an O.S. 40 in an Aerostar and is giving it a workout. Mike is a master of the cliff-hanging, heart-stopping, hair's-breadth takeoff. We are all sure he's never going to make it and we're all getting to our feet to go haul the Aerostar out of the weeds and -pop!-he's up in the air.

Robert Meador is another Aerostar flier and with a Tower 46, no less, but he's under the tutelage of Chuck Jenkins, so things don't get too hairy. Chuck was also standing by Terry Kise when he flew his Eagle II, another bird with a 46, O.S. this time, but Terry was flying a moderate-size electric Piper PA-18, Super Cub, on his own with no apparent difficulties. He and Dwayne Glavine were flying together and landing together practically on the same patch. Dwayne's bird these days is his electric Stik. Repairs are continuing on the Sig Kadet Sr. in the wake of a takeoff disaster a couple of weeks ago. Rebuilding the Kadet Sr. was to have been a

Winter Project, but events have moved up the schedule. Ailerons will be installed, provision for floats added, and did I hear something about the fuselage being stretched?

Our fledglings do make progress. Mickey Cohen has been out all on his own and pulled off a deadstick landing very nicely one day. Otherwise, it has been the usual crowd with the usual models. Wayne Wahrmond's been flying his U-Can-Do and his repaired LT-40. You'll remember that the latter had an unintended encounter with the limbo pole at the funfly. Doug McWha has been flying --- no, I won't even say it. Your Editor, Mr. Corbett, flies his usual flock of small electrics. Hey, Jim! The last time you fixed this typewriter, you left out the paper-release lever. (I have been forgetting to tell him that at the field for over a month, maybe two. Now, with it right in front of me, I'm jumping at the opportunity.)

Your Columnist was away for two weeks, in Illinois, visiting the people he worked and flew with for 16 years. The fliers are flying the same things we are. There are guys with the monster aeroplanes and one of them just won the Regional IMAC aerobatic championship. Not as many helicopter guys, but just as many electric guys and a number of pylon racers. There's a club competition for 4-Star 40s and a regional league for Event 424, the lowest level Quickee 500 class.

As long as I was in the Mid-West, I took a side trip to Fairborn, Ohio, to see the Air Force Museum for the first time in 17 years. It always was a dark place, but it seems worse now. To add to the difficulties, I had a flashgun which was pulling a Pollyanna on me, telling me all was just peachy with its battery when, in fact, all was definitely not well. So I have a flock of photos, but they all should be rather lighter.

From there I went on to Auburn, Indiana, to the ACD Museum. That stands for Auburn-

WITH THE WEEKDAY WARRIORS continued

Cord-Duesenberg and the place is full of examples of all three makes - multiple examples of all three makes! V-12 Auburns, Deusenberg dual-cowl phaetons, Cord 812s knock you flat. I've pictures of them , too, and the lights were on.

From there to Muncie and the AMA Museum. Everything from pre-WWI twin-pushers to relatively modern Pattern ships. Big display windows showing the products of the old and famous kit makers like Cleveland, Comet (Carl Goldberg started with Comet.), and Megow. That's "MAY-go", by the way. A 50s hobbyshop you can walk into, with kits on the shelves and engines and accessories in the display cases. Lots of models of all sorts hanging up, including an Aquila sail-plane.

Hey, wadda ya mean "museum piece"? I'm still flying an Aquila! Out on the big flying field, they were having a Vintage R/C event. They were flying, with modern radios for safety's sake, models from before '65. There were a couple of Falcon 56s, at least one Trisqui re, several Ken Willard designs from RCM, and one of the early DeEolts. There was a beaut of a VK Navaho, a high-winger, but no trainer, an aerobat. The oldest design was a Lanzo RC-1, the first model to make a successful R/C flight at the Nats (1937). Quite a sight.

C. O'D.

FUNDRAISING RAFFLE **ENDING SOON**

ERCA Club fundraising **RAFFLE \$5**

This is the Futaba Mode 2 Airplane Version, 10CG Transmitter and R6014FS 14-ch Receiver with the 2.4GHz FASST system. No Servos Included.



Treasurers Corner

Treasurer Al Barrington reports - We have reached 102 members in good standing.

The pit area has been covered in compacted gravel and looks very nice. It took approximately \$900 to finish.

The budget was reviewed and it appears, due to the higher than expected membership increase, that we could end the year a little richer than projected.

2009 Meeting dates

EWEB downtown Eugene:

Oct 20 7:00 pm. Community Room Nov 3 7:00 pm. Training Center

No December Meeting

--- That's All Folks ---

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



October 2009

Name
Street
CitySTZip

ERCA CLUB CONTACTS

President: Khoi Tran - 685-0086 - kmtranmd@hotmail.com
Vice President: Mel Thompson - 746-5699 - met324@comcast.net
Sec/Treasurer: Al Barrington - 935-4960 - albarrington@msn.com
Groundskeeper: Doug McWha - 741-3326 - flyduke@comcast.net
Field Marshal: Marry Wittman - 968-2094 - wittmanm@msn.com
Newsletter Editor: Jim Corbett - 344-5022 - james.corbett@comcast.net

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