



the R/C AEROGRAM

Volume 7 Issue 9 Pages 6 AMA #530 District 11 www.eugenerc.com September 2011

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

ERCA News and Information

Next CLUB Meeting – Wednesday, September 21, 2011, 7:00 pm at EWEB. If you have a building project, bring it with you for "Show and Tell".

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

Pylon Racing - August. 27th Race #4 had a good turnout of pilots and volunteers.

Labor Day Fun Fly - September 5th was a success. There were raffle prizes. The prizes were \$25 gift certificate to Trumps. The winners were: Oliver Willis, Frank Blain and ??.

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

August Meeting - Good turnout, food and flying!



WITH THE WEEKDAY WARRIORS

It seemed to your columnist that the way Donny Krenz was flying his big, green Yak resembled that of a man who was practicing for aerobatic competition. Some in-depth investigative reporting was called for. So I asked him and, yes, Donny is contemplating a stab at competition next season. He hasn't gone as far as shanghaiing some poor soul as a caller, but he is practicing with the plane.

The Grahams, père et fils, were putting even more Pattern practice into the skies along Alvadore Rd., getting ready for the Emerald Air Corps meet at Walker Field. JR was, of course, using the ex—John Nosler Zeus, but Mel had to do some changing of course. He'd intended flying the newly—electric Spot—On, but there was a recall issued for the electronic speed control he was using. That required a switch to the Venus II, but Mel was confident that the change would cause no difficulty, because the Venus “flies as well as I can”.

Chuck Jenkins continues instructing all corners. He was on the buddy box while Connor Wilson was flying his Nextstar. This is the electric version and the manufacturer has taken the opportunity to, in the absence of a bulky glow engine, clean up the nose and make an almost-pretty aeroplane out of the Nextstar. And this model is doing double duty. On a Friday, with Connor tucked away in school, father David was C.J.'s student with the same Next star.

As long as I have mentioned Friday, let me add that it is a good time to come out, if you want company at the field. Or want an instructor, for that matter. Not only was Mr. Jenkins working the buddy box, but Wayne Wahrmond was putting his student, Doyle Cook, through the paces on that Friday. What is it that has suddenly made that particular day of the week so popular? Oh, while speaking of The Wahrmond Himself, you may be aware that he bent his vast, gas—burning T—6 a couple of weeks ago. It is

again in an airworthy state and, indeed, has been in the air, so all's right with the world.

Al Barrington continues to get a lot of airtime on his Radian Pro, though it has not been all clear sailing. On one flight, he throttled up to go back to altitude and got no response at all. As the ship glided closer, the reason became obvious: The whole folding-prop and spinner assembly was missing. A five-man search was initiated and -impossibly - Roger Winz found it in the grass. There was a nut missing, but Al found a replacement and tried again. At around half—throttle, the whole shootin' match dissolved into its component parts and not all of them have been found to date. Al has a replacement installed and is back flying.

Jed Orme had been flying a straight Radian and was impressed by the Barrington Pro - despite the occasional shower of odd parts - impressed enough to buy one. Jed has an after—market aluminum nose on his and he and Al have been dialing in all the transmitter buttons, switches, and knobs to get the best from the bird. They ran into an odd situation where the battery packs (yes, plural) couldn't handle takeoff power and actually spluttered until the throttle wa~ retarded to cruise rpm. A spare pack of Al's, smaller (I think), solved the problem and noticeably improved the climb.

Chick Foster is flying a Kaos, one of the originals with the sub-fin and mostly-open engine room. He built it for someone else ten or more years ago and has just reacquired it. Magnum .61 for power. Chick came to the rescue of Mike Burgess. Mike got an old trainer for his soi from Craig Canaday, but an awful lot of the thing was PINK -not the color of choice for a young guy's trainer. Chick has it recovered in a couple of shades of green and some yellow. For the Fighting Clucks of Oregon. (I'm a Notre Dame man)

Another of Craig's old machines is in the hands of Dwayne Graville. It's a Funtana 90

WITH THE WEEKDAY WARRIORS continued

and Dwayne is powering it with a Magnum 91 which will surely earn him a reprimand at the next club meeting. Eugene R/C requires at least a 1.40 in a 90—size aeroplane, doesn't it? Mickey Cohen is in the clear; his Pulse 60 is pulled along by a Saito 100 and his Yak 54 has an O.S. .95AX. Dave Simmington may be cutting it a little fine by having only a Saito 180 in his Twist 150. Dave's having a little eye trouble and says he likes flying the nice, big models like the Twist 150. While he loops and rolls and does the usual maneuvers, he vows, "No more experimenting".

The Labor Day Fly-In was a weekday affair, but was such a mob scene that it deserves its own column. Somebody will give you the whole story somewhere in these pages. Suffice it to say here that your columnist managed five launches with his Aquila sailplane, but batted only .400 in

finding some lift.

And on the day after that, a fine, sunny day with only a breath of a breeze, Ron Hokenson and I had the field to ourselves. Ron had had to come in from the seashore to run an errand in town and just happened to find that he had three electrics in the car. I was trimming out two Old—Timer Rubber jobs for the contest on 9/10-9/11. We weren't the least bit lonely.

Once again, this column is being handed in early. On the slim chance that I live through two days of chasing Freeflight models down the field in 90-degree temperatures, I plan to leave for distant parts on Monday, not to return until a couple of days after the next meeting. I'll give the Air Force Museum your best wishes.

C. O'D.

AMA Election From Mike Mosbrooker - Candidate for AMA Vice President from District XI.

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.

Labor Day Fun Fly 2011 - Good turnout, lots of flying!



Visit the web site for more photos

Raffle - a second raffle being held

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

Coming Events

Saturday, September 24th, 2011

BCRCC annual Chili Feed & Fun Fly

The Benton County R/C Club welcomes you to Brian Unwin Field at the Adair Aerodrome for a day of R/C flying.

Sign-up starts at 8:00 a.m., flying begins at 9:00 a.m.

Free lunch for pilots and their guests
Prize drawings at 2:00 p.m.
(being present may be required)

\$10.00 landing fee

Current AMA License required.

October 8th
BAM Pylon Race
BAM_Club40 October 8th Club-40
Race #4

November 11-13

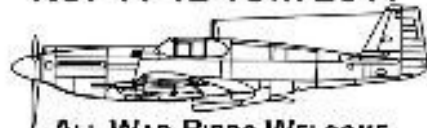
War birds over Saint George Utah

REMOTE POSSIBILITIES RC CLUB

WAR BIRDS

OVER ST GEORGE, UTAH

NOV 11 12 13TH 2011



ALL WAR BIRDS WELCOME

NITRO, GAS, ELECTRIC OR JET

\$40. LANDING FEE

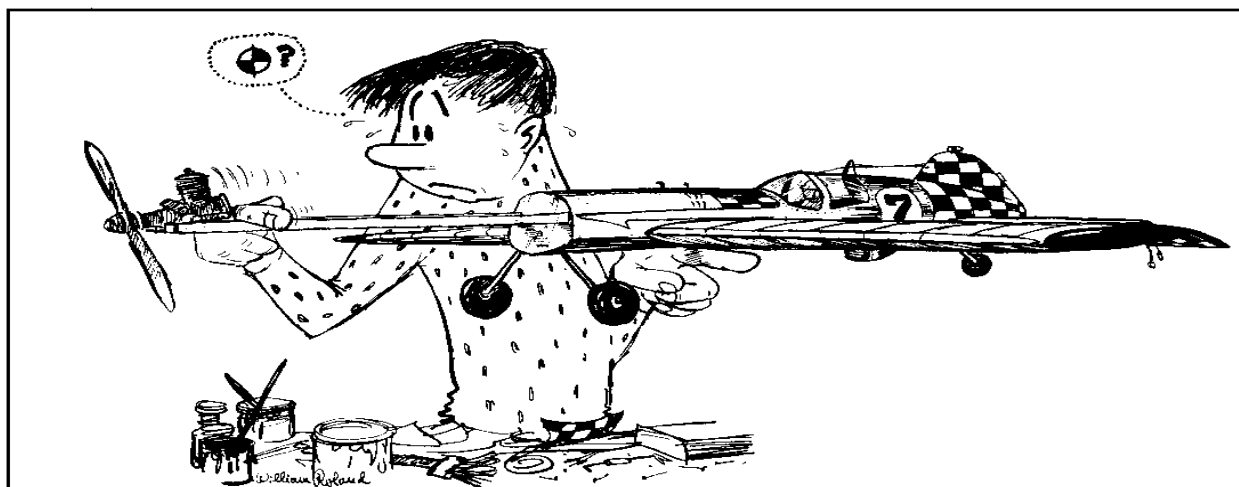
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--- That's All Folks ---

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September 2011

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