

Green Valley RC Flyers Meeting Highlights

August 9, 2010

Treasurer's report: No change from last month. We still have \$4,203.80 in the treasury, of which \$3,000 is reserved for the capital fund, and \$1,203.80 is for operations.

Safety issue: At the TRCC field a gas-powered plane flew over neighboring homes and went through a wall of one house. Fortunately, we don't have houses close enough to be at risk.

Pres. Ken checked out our future flying field location two days after a rain. He reported that the entry road was damp, but not muddy. The proposed field was dry.

One of our members reminded us that we all should create an "In Case of Emergency" entry in our cell phone contact list.

Ted Dore, our docent at the Pima County Air Museum, is offering to escort club members who would like to photograph planes in the museum's collection for modeling purposes.

Jim Heuer reported that our national organization, AMA, had a booth at the recent Experimental Aircraft Association meet and air show in Oshkosh, WI. The AMA and EAA are now partnering in several areas.

Show & Tell:

Gary Johnson showed his in-progress Consolidated Aircraft Company P-39 Airacobra. He is planning to power it with a G-62 gas engine. The fuse is fiberglass and he will sheet the foam-core wing with a veneer. The retracts will be air operated.

Bob Orr brought his re-built Beech Stagger Wing, kitted by Top Flite. He replaced the original gas engine with a G38. He also replaced the ignition with a CDI unit and made his own prop adaptor. It has Robart retracts and the covering is Solartex.

John Ferrara brought his "still under construction" Stearman 4E. The wings are now rigged, the landing gear is built with lots of welds, and ailerons are still to be built. John designed the landing gear and engine firewall to be removable. He found scale wheels with treads and inflatable tubes. The engine is still to be determined.

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Jim Knudson brought a foam A10 with twin electric ducted fans and electric retracts. It came only with the motors, so Jim had to provide the remaining hardware.

Ken Fleshman brought his new Piper J3 Cub which he kit-bashed into an L4. He used photos from the Internet to help in decorating the plane. It is powered with a G26.

Jerry Case showed his repaired Andrew Jesky 42" Slick, which is an electric 3D capable ARF. So far the weak points are the carbon fiber landing gears, which tend to snap on less-than-perfect landings.