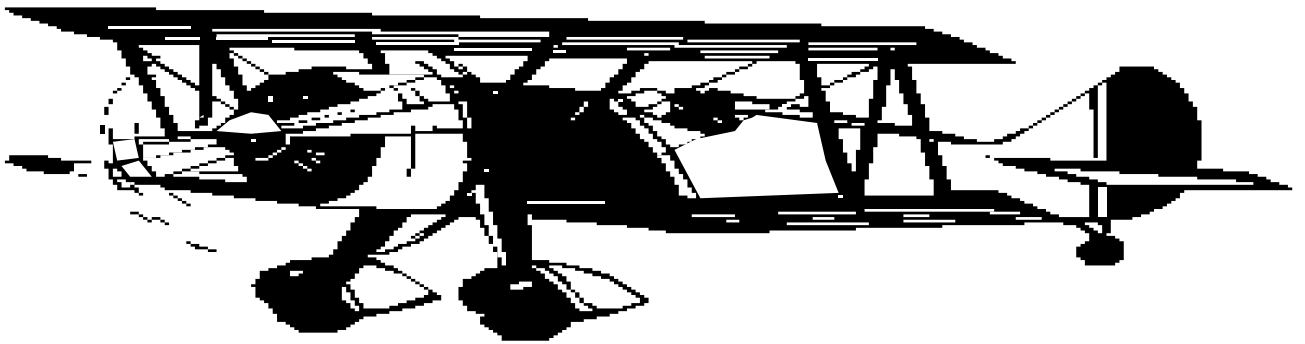


Hangar Talk

Feb. 2012 South Lane R/C Modelers AMA Chapter 1670 Dist. 11

Hangar Talk appears in advance of regular meetings at the Creswell Airport EAA Clubhouse (see last page) on the third Monday of each month at 7:00 PM.

Mel Aikens, Editor



Winter Flying By Mike Reuter

Don't hang up your airplanes, waiting for summer to come. Winter in Oregon is not that bad, at least this winter. Mel and I have been to the field the last two Thursday afternoons (February 2nd and 9th) and the flying conditions have been great. There was very little wind and the temperature was in the 50's. The runway was perfect, thanks to Dave Heisley and whoever is helping him now. Give it a try!

Treasurer's Report By Bill Hastings

Expenses		
EAA hall rental		\$125.00
Bank Charge		\$2.00
Ending balance for January 2012	\$4,357.65	
February beginning balance	\$4,715.65	
(Includes net gain from dues of \$358.00)		
Petty Cash on hand	\$90.00	

Guru Greg on the Attack **By Greg Meyers**



I brought the Hobbico Torque Master 180 Starter Cordless Conversion that I put together for my nitro airplanes to "show and tell" last meeting. I have had great success with it. I bought an 18-volt drill battery from Harbor Freight to use as a power source. The battery has 15 NiCad sub C cells in it to make the 18 volts. I used wire and Deans Connectors to make a charge cord for the battery and a connection to my bump starter. I also made a plate to mount to the bottom of the starter. I did not modify the battery; it is removable and could be charged with a hobby charger or a drill battery charger. You can use a different flat drill battery if you choose to. I charge the battery with my Turnigy Accucell 8 battery charger. I plug in the Deans connector, then set the charger to "auto detect NiCad" for charging. The first charge was set to 1.8 amps auto detect for about an hour and a half with the new battery. After the battery has a full charge it usually takes about 30 to 40 minutes to top it off. I have not run the battery dead even after using it for several weekends at the field without recharging. The starter is great; I like the fact it is portable, and it starts an OS 120 without any trouble. If anyone wants to convert the starter they have, I can help you make a battery mounting plate and show you my starter as an example; just let me know.

On a different subject: Any one wanting to convert an airplane to electric, I can help. I will be ordering a few brushless motors and speed controllers from China, and I could order gear for people who do not know what to buy. I would need to know how much your plane weighs and what style of plane it is, so I can figure out what speed controller and battery combo it will need to convert successfully. I have been throwing around the idea of buying a few .46 size motors, speed controllers and programming cards for them, batteries, and propeller combos. If this may be something any of you would like to try, let me know.

Adventures of the Warbird Kid **By Gus Phillips**

I am writing these notes from a motel room in Monroe, Washington [NE of Seattle] while Greg Meyers and I are manning The Magnum RC and KMP booths at the Northwest Model Expo. Man, those of you not venturing out from your locale are missing some great deals. Show Specials to die for. The fun I have torturing the modelers who get a close up look at the new KMP Spitfire: with an 88" wing, the bird is exquisite. We are introducing very successfully the new science behind Magnum Aviation fuels that Magnum RC is introducing into the northwest. Oil pack formulation is a closely guarded secret I will say a little about at a meeting next. Big planes, small planes, beaters and such. Mr. Harris

from the coast has a full composite KMP Cessna 185 on floats available. Don't know if he will have it after the show, but all in all, we are doing great in sales and the modelers attending are cleaning up. Mark Kniggie was supposed to come but he chose not to at the last minute. Every time we call him, he insists he does not want to know what is going on. He just says, "I don't want to hear it..." Happy Flying!!!

South Lane R/C Club 2012 Events

- Warbirds Over the Pacific, Mosby Field, July TBA
- Fun Fly Family Picnic, Mosby Field, July TBA
- Polar Bear Fun Fly, Mosby Field, January 1, 2013

Directory of South Lane R/C Club Officers and Appointees

President:	David Abercrombie (dabercrombie@centurytel.net)
Vice-President:	Jim Yourdon (jdymby@hughes.net)
Secretary:	Ken Perkins (phonedude3@msn.com)
Treasurer:	Bill Hastings (wehastings@centurytel.net)
Field Marshal:	Joe Owens (kj.owens@hotmail.com)
Safety Officer:	Gus Phillips (gusphillips193@yahoo.com)
Warbirds CD:	Gus Phillips (gusphillips193@yahoo.com)
Board Members:	Dave Heisley (go4sgone@gmail.com) Marvin Goins (marvin_goins@msn.com)
Field Committee:	Dave Heisley (go4sgone@gmail.com)
Introductory Pilots:	Jim Yourdon (jdymby@hughes.net) Gus Phillips (gusphillips193@yahoo.com) Greg Meyers (541-343-2874)
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Hangar Talk ed.:	Mel Aikens (maikens@uoregon.edu)

MEETINGS 7:00 PM THIRD MONDAY OF EACH MONTH EAA CLUBHOUSE, CRESWELL AIRPORT

Exit I-5 at Creswell; go east on Cloverdale Road, take first left toward shopping center, then turn left onto Melton Drive. Go west past the motel complex and continue north parallel to I-5 about .5 mile, then turn east toward the Hobby Field administration buildings. Drive south between the hangars and turn east to the EAA clubhouse beside the runway.

**Thanks to Eugene Toy and Hobby for ongoing Sponsorship of
South Lane R/C Club Gift Certificates**

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