

Home of the Fly-A-Ways R/C Club

September 2006

The Inside Loop



Safety is our most important Product!

Intermittent flight control problems are the most difficult to diagnose. Don't taxi or fly the plane until the problem is found and solved.

Don't miss the Flight of the Antic story by Cliff Pemberton on page 2.

Cliff Nicholson's Top Flite Gold Edition P-51 at the August 21st Meeting

Notice! Field Rules Changes.

Smokers: We are finding cigarette butts on the ground. The can marked "cigarette butts" was full of paper towels and broken props. All containers for the disposal of smoking material were removed from the field. If any more cigarette butts are found on the field the Board of Directors is prepared to make the field and over fly area a NO SMOKING ZONE.

EVERYTHING YOU BRING TO THE FIELD YOU TAKE WITH YOU WHEN YOU LEAVE THE FIELD — That includes cigarette butts.

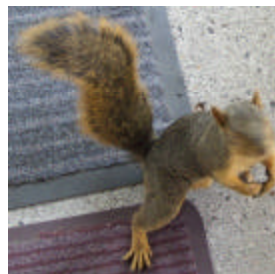
All gasoline and glow fuel powered planes are prohibited from flying 3D and freestyle maneuvers because of the type of noise produced by this type of flight.

Changes are posted on the bulletin board.

Link to the Field Manual

Don Schultz, Secretary/Treasurer

**The next meeting is:
Monday, September 18th
General Meeting 7:00 pm**



Hi, I'm Sq Earl Junior. I'll be taking over for Pops in the up and coming months. Here is what happened. Sq Earl was out on 179th faking out Mini Vans, getting hi-fives from his pals when along comes this Soccer Mom straight from a Wine Tasting session at Bale's Thriftway and Bam ole Sq's dryin in the Sun.

See ya Sq Earl Jr....

THE ANTIQUE ANTIC

(The Antic was designed by Lou Proctor in 1958 and first kitted in 1965. It has been available ever since, and along with the original high wing mono-plane, is now available in many variations including electric versions.)

How many times have you heard someone ask How long did it take to build that plane? Well here's an answer you won't often hear "Just about thirty years" Yep that's what I said, thirty years. It's a short story about R/Cers you might find interesting.

In the 1970's Joe O'Brien lived in Oregon, near Portland and belonged to The Flyaways RC Club. A typical R/Cer, Joe was always open to something new and the new then was the Evolution helicopter back in the days when there were no gyros, was one of his challenges. One day a flyer showed up at the field with something different, an antique looking plane, open framework and fabric covered wings and tail. Impressed with the way it flew and it's unique look, Joe got a turn at the sticks, and fell in love with the plane. Joe had to have one. He purchased a kit and started construction putting in about 500 hours and getting it about 80% complete.

Due to personal and business obligations R/C started to lose priority, even building the Antic had to move to the back burner. Over the years Joe kept his R/C gear just in case he could find the time to get active again. Well that didn't happen.

Earlier this year I met Dave Fox, who had become a friend of Joes' and had kept in touch with him after his move to Arizona. On one recent visit to Arizona Joe gave Dave most of his RC gear including the partially finished Antic he had started thirty years earlier, with a request that Dave either finish and fly the plane or even find someone that would. Enter Scott Enochs, builder of scale planes of the WWI era that are of competition quality.

Scott agreed to take on the project. Over the past few months and investing more than a few hours, Scott inspected the plane, checking the 30 year old glue joints, and adding a bit of CA where needed for insurance. New fabric to replace the aged and brittle silk and dope originally used, a fresh coat of paint and a new OS.70FS for power brings the plane to an air-worthy condition ready for the first test flight.

Now is the moment of truth. It's August 14th, two thousand and six, it's sunny, it's five in the afternoon, the sky is blue with a few white clouds, there is a gentle breeze and then...

On the runway, power up and after only a few feet the tail comes up and a few more feet the plane is airborne. With minor trim adjustments the plane flies hands off, steady and solid.

Scott makes a couple of low passes for the cameras then climbs for a little altitude and does

not one, but two loops. A big figure 8, a Chandelle and a descending 360 turn, all done with precision and ease. Coming around for what looks like another flyby, Scott lines up with the runway and makes a perfect landing, but... on rollout both tires leave the rims. Not a major problem, a little Goop will take care of that. Flight two is another show time flight, the plane behaves and does exactly as requested, big round loops, easy floaty (floaty?) rolls, then another perfect landing.

Flight three, the tires come off the rims during take off so the flight is cut short and an uneventful landing made. This plane is a winner, great looks and even better flying characteristics, maybe because it is mature at 30 years of age. Even though Joe couldn't be here for the event, he was on the phone getting a play by play account and with two video and two still cameras recording the event he'll get some good pictures of his great little airplane in action.

Well there you are, after 30 years and with the help of a couple of fellow R/Cers, Dave Fox and Scott Enochs, Joe's Antic has flown, and flown well.

Cliff Pemberton



Following the maiden flight and additional test flights the 30 year old Antic flew in the Antic Pylon Races at the Dawn Patrol held at Grant Sharp's Green Acers, August 19 and 20. Pictured is the Antic, Scott Enochs and Dave Fox.

Cub Day in the Morning, Kelly Martin CD with Warbird Day in the Afternoon Gary Russell CD.

All in all it was a pretty good day. The wind cooperated and didn't blow too much dust, it was nice and warm but not too hot. The Cub drivers were out in force, fourteen of them. Kelly Martin started the Cub Fly with a borrowed plane. He flew Bob Beardsley's 1/3 scale Cub. Bob incidentally won a Cub Cap for bringing the largest Cub to the event.

The contest proceeded with Cubs performing the various Cub maneuvers, slow fly bys, descending 360° turns, touch and go and most important the landing.

Lunch was served starting about eleven thirty. We had hamburgers, cheese burgers and sausage dogs. Soda and water were available until the event was over.

During lunch we had a demonstration of Kelly Martins four cylinder Pegasus engine. This is really a super engine and it really sounds great. It will power his new 1/3 scale Super Cub which should be finished some time next year.

We had a great demonstration of slow combat flying put on by Brand Kvavle and Hugh Christian. I'll explain this slowly. We have two Senior Kadets, one is a tail dragger and the other has tricycle gear. Each has a extra long crape paper streamer in tow. There they go chasing one after the other trying to cut the each others streamer. Now the Senior Kadets might seem slow when flying solo but when they are in close proximity they are plenty fast and really great to watch. Hugh got the first kill. Both pilots escaped without a midair. Thanks guys, the spectators really enjoyed the show.

Then on to the Warbird event.

Mike Ripley flew a SA5E WW1 bi-plane and an electric ducted fan jet. Joe Salus flew a P-51. Scott Enochs flew his Sopwith Pup. Mike really gave us a good demonstration flight with the electric ducted fan jet. The landing was perfect and on the grass, no landing gear on this model.



Saturdays only quiet moment



Jim Riggle's 1/3 scale Cub

Fly with Jim at Cub Nuts day at Grant Sharp's Green Acers in Molalla on September 23rd. Program