

April 2007



Safety is our most important Product!

Practice, Practice, Practice, until you can stay within the flight boundaries. Stay 50 feet on the field side of the driveway and stay away from the corner garden.

President's Soapbox

The subject of events was raised at the March club meeting. Our annual fun fly and other special events like Cub day and Warbird day are shown on our 2007 schedule of events, but listed as "not scheduled". There are two major of reasons for this. First, our club budget for 2007 was forecasted to just break even (with no money forecasted for events) and an assumption was made that it has to cost something to hold an event.....past events have included a substantial number of prizes and food paid for by the club, and we have costs associated with clean-up. Second, we don't have a VP, and one of the VP's duties is to coordinate events. It's my opinion that we don't have to spend money to have an event. We can plan a BYO food and drinks and the club provides the grill for use. We could have a nominal entry fee if necessary to cover clean-up costs and we can fly for fun and honor rather than for prizes. So, we can have events without club money. What we do need are volunteers to CD and coordinate

the events. A CD can decide what the event will be and when it will be held...it doesn't have to be on the "not scheduled" dates shown on the calendar. So far there's one potential volunteer to CD a fun fly in late July. I'm sure he could use some help. I'll consider volunteering to CD a Warbird event in late August or early September. I could also use some help. Anyone want to CD a Cub day? Anyone interested in helping with any of these events please let me know. E-mail president@flyaways.org, call me at 662-3398, or talk to me at the field or next club meeting. When we have the volunteers the events will go on the schedule.

I'll be posting a field sign-in sheet or "Roll Call" on the pin board. Sign-in is totally voluntary! I'm interested in seeing what our field use looks like, and which members are most active. Who knows, we might end up with a FAW Most Frequent Flyer award. Use the sign-in sheet to make any comments or suggestions you have for the field, too.

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**The next meeting is:
April 16th
At the Kinton Grange**

General Meeting 7:00 pm



Hi guys, it's me up in my favorite tree trying to get some Rays. Not bad, 49 days of rain, 1/2 a day of sunshine and here come the April showers.. See ya ..Sq Earl Jr.

PSB continued from page 1:

If you're not able to get to the field it may be because you're in Sick Bay...that's true for Alan Harris. Alan had heart valve replacement surgery at St. Vincent's on Monday the 19th. I visited him Wednesday afternoon, just a few hours after he was moved out of ICU. He was doing great! Cliffie, Bob Beardsley, and Don Schultz saw him on Thursday. Alan thought he would be released from the hospital on Friday or Saturday. He won't be allowed to lift any more than 10 lbs while he's recovering, so he might have to fly one of those wussy little electrics for awhile.

Harlan will be bringing in rock sometime over the next month. It will be spread out on the driveway back to his buildings and into our club parking area. If you are there when a truck comes in be prepared to move your car.

Scott

The People's Choice

The votes are in. Roger Weeks, president of the Evergreen Aero Modelers, won the People's Choice Award at the 6th Annual Flying Model Exhibit held February 23 -25 at the Evergreen Museum. The People's Choice is awarded to the model receiving the most votes from museum visitors during the show. Roger's Curtiss Jenny took the honors this year. He finished the model the day before the show. Look at all the rigging wires! Great detail! It will fly later this spring. Congratulations Roger!



SHOOT DOWN AT DUSTERS

Well it happened, Spread Spektrum was involved in a shoot down at Dusters, not the way you might think, however it happened. The Dusters has Spread Spektrum pins that you exchange for your card for just like the channel pins. Fly-A-Ways has a Spread Spektrum board you clip your card to. Either way you must visit the pin board, go through the required process and turn your brain switch to **ON**.

This is the story from Dusters. Two pilots were *sharing* a channel. One of the pilots also had a plane on Spektrum and a plane on **72 MHz**. This pilot gave the **72 MHz** channel pin to the other pilot and told him it was his for the rest of the day. Later this pilot turned on his **72 MHz** transmitter and shot down the rightful holder of the channel pin who was flying at the time.

The 72 MHz rule has always been, get the pin then turn on the transmitter. For those of you that fly 72 MHz synthesized modules, get the pin, then set the frequency and then turn on your transmitter.

This a problem you 72 MHz flyers are going to have to cope with when you start using both systems.

Editor



Announcement: 2007 Spring Work Party

Date: Saturday 4/14/07 (rain date 4/21/07)

Time: 9:30 AM - Noon

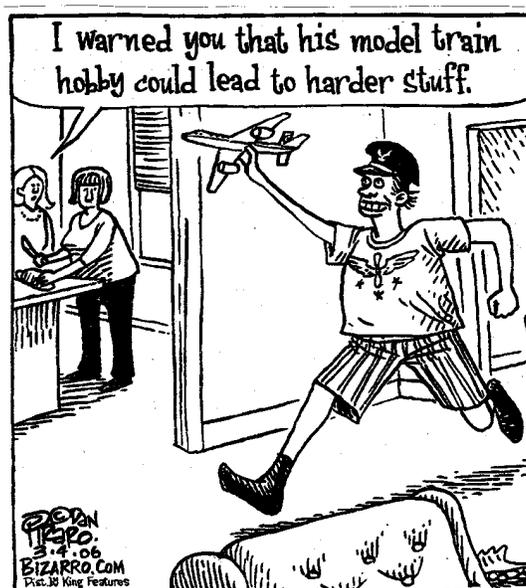
Come join the fun. Help us do a bit of spring cleaning at the field. Last spring's major projects of patching, re-nailing, sealing seams on the runway, and painting the set-up benches have held up well. This spring's projects are mostly clean up from the winter wind storms that brought down lots of debris from the trees, and fixing mats in the pits and the pilot stations that are safety hazards for tripping.

There are 6 broom rakes in the storage shed to handle the debris, and a couple of flat shovels that can be used to scrape moss. The riding mower and one push mower are running well. The leaf blowers and string trimmer should be running again. Material and tools for the safety fence and mat repair will be there. If we have people to use the gear the work should go fast.

Here's the list.....

1. Rake storm debris from grass runway & pits.
2. Scrape moss from runway & taxiways.
3. Mow.
4. Edge/trim taxiways and runway.
5. Fix safety fence. Splice broken PVC. Replace broken metal post. (Materials: 1.25" PVC couplers, PVC Glue, Zip Ties).
6. Clean up under & around benches. Straighten & re-nail mats where needed.
7. Fix torn sections of mat at pilot stations...safety hazard for tripping.

Bring a plane....fly in the afternoon.



**You had to be there:
observed by the Editor**

It was Saturday, March 17th at Dusters just west of Woodburn. Just a great flying day and the place was full of Cubs. It looked like the big Cubs had giant litter of little Cubs over the winter break. Let's see there was Cliff, Allan, Bob B, Tom, Tony, Don, Terry, Bob H, Jackie, Annie and some gals and guys, names that I don't know. This is a fun day.

Every body is flying, one lands another takes off, on and on and on. Bob B puts a friend of his on a buddy box with his big Cub and we have another RC convert. Way to go Bob.

Four Cubs are up practicing pylon racing. Dusters plans to hold a Cub Pylon Race. So anyway, their zipping around the field making high speed turns when one gets away and comes roaring over the parking area about fifteen up. Everybody in the lot is hollering and looking for a place to duck and cover. The Cub misses everything, flies over the pilot stations and heads back out over the field.

Okay that's the setup now for the script.

Tom is flying his Cub he hands the transmitter to Tony and starts back to the parking area.

Tom: "I can't take this, guys flying in front of me, then there flying behind me, then there flying over the top of me and **I'm standing in a pilot station, grumble, grumble.**"

Audience: Har, har, har, Tom your just getting to old, no problem, Tony can handle it.

Tony makes a turn and the left strut comes loose. Tony is flying up wind with the strut flapping in the breeze.

Now comes the real fun part.

Tony: "Landing from the left".

Don: "Tom have Tony do a snap roll and get rid of that strut before he lands".

Tom: "Good idea, Tony go out over the grass field and a snap roll, oh do two snaps and see what falls off the plane".

Tony: "What, are you kidding me?"

Tom: "I'm not kidding, snap it."

The next sequence is:

Snap inputs, strut goes flying to the left. The Cub completes the snap but it won't stop. To low, not enough air speed, almost a recovery. You know the story. It just ran out of altitude, airspeed and ideas all at the same time.

And here comes the proof:



Then there was the usual discussion about who is at fault. **Well, the jury of spectators find:**

The young man in the red shirt is acquitted of any wrongdoing.

The other gentleman holding the wing and strut is guilty of inciting a completely unorthodox emergency landing procedure. Oh well There is a new Cub on the work bench.

Maiden Flight of the J3 Cub “Crashburn T Throttlebottom”

Well we got it done. The maiden flight took place at Fly-A-Ways on March 4th. The static balance test of the CG was right on the money.

Moving the engine forward one inch made up for the difference in weight between the Zennoah 80 cc and the ZDZ 80 cc engine. Of course now the forward weight moment of the plane is one inch removed from the prototype. Now that doesn't seem like much and the plane balances on the manufacturer's CG so let's go fly.

Take off was ok, shaky directional control but not too bad for the first time. Got some altitude and flew about five laps. Hands off was pretty good. One click up and one click of right aileron. The rudder is more effective in roll than in yaw. Takes quite a bit of cross control to make a smooth turn.

Plenty of power, did one loop, no problem, went vertical for a couple of hundred feet, cut power, full right rudder and the plane stall turned nicely to the right and pulled out very smoothly.

Well it's time to land. A few low approaches were made to get the feel of the glide slope. Landing was from left to right. Scott Enochs and I walked to the west pilot station while the plane was heading down wind. The approach angle was ok nose might have been a little down. As the plane approached the ground and elevator stick back pressure was applied the plane did not want to rotate. The touch down had enough nose down attitude to cause a prop strike. Goodbye prop and that ends to days flying.

The next eleven flights were all good except for the landings. This plane is a pig, it does not want to rotate at the flair point. It's either nose down till touch down or a balloon up

because of too much airspeed. I talked to Kelly Marin about the problem and his comment was “I have had that problem, the plane is nose heavy”. Ok, I don't want to move batteries so I'm going to add three ounces of lead to the tail. We shall see.

Got a clear spot about noon on March 21st. Flew three landings that were almost perfect. There is still a slight over pull at the flair point. One more ounce and 5% more Expo should do it .

In hindsight moving the engine forward one inch moved the CG back at least a half an inch. So if you balance the plane on the new CG position without the four ounces of tail weight it's really nose heavy. With the weight added we have a keeper the Cub flies as good as any plane I have ever had.
Don Schultz

The Aircraft Carrier Jon F. Kennedy will be stored in the mothball fleet.

Kelly Martin flew to Florida for the decommissioning of Aircraft Carrier John F. Kennedy, (CVA67/CV67) March 23, 2007. The John F. was Kelly's “boat” during his service in the US Navy. Photos will be posted on the Web and Kelly's story will be published in the May issue of the newsletter.



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