

May 2007



## Safety is our most important Product!

**Dispose of all batteries safely.**

**Take used, damaged or dead batteries to a HazMat collection**

### ***President's Soapbox***

Put it on your calendars! Fly-A-Ways Scale Day is announced for Saturday, August 25. Specific time and full details of events to be given later. This is a combination of Cub Day and Warbird Day from past years.....except it's open to all scale aircraft. Military or commercial or private, it doesn't matter. If it's a model of an airplane that flew in the past or present it's in! It doesn't have to be Scalemasters quality....a foamie profile Hellcat will be just fine, thank you. I want to design the day around just having fun with open flying of scale models with some friendly competition thrown in. I can already see at least 3 third scale Cubs flying together and a squadron of Wawbirds in a tight formation low pass. Perhaps a Warbird low pass balloon bust contest? Cub touch & go's? Be there to find out.

Alan Harris was back at the field on a very sunny Friday April 20<sup>th</sup> for the first time since his recent heart valve replacement surgery. He's limited to lifting 10 lbs so he did need some assistance getting his MASSIVE flight box in and out of the car. How many flights did you get, Alan? Welcome back.

As much as I want to promote Fly-A-Ways as

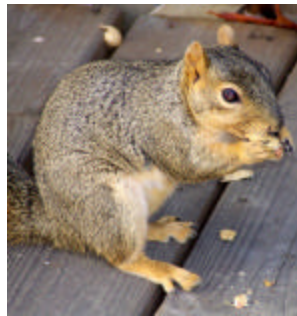
**The next meeting is:  
May 21<sup>st</sup>, 2007  
at the Kinton Grange**

**General Meeting 7:00 pm**

"Radio controlled flying at its best", I'd like to encourage you to visit other AMA chartered clubs in the area, too. Take a drive. All the local clubs have something different to offer as a flying site. There are different runway surfaces from pavement at OMAS and TEAM to manicured grass at Dusters. OMAS has a lake for float planes. Grant Sharp's has open pasture. Bamstormer's has drier felt like FAW and some grass. TEAM also has grass parallel to their paved runway. Runway orientations vary from E-W to N-S. Size and openness of the sites vary. Safety features vary. Combined annual dues and new member initiations vary from \$20 up. Attend an event being held at one of those clubs to get a flavor for what the site and club have to offer. Or, just go, and introduce yourself as a visitor. If you can join more than one club it helps to preserve all of our flying sites and hopefully gives us all a place to fly in the future. There can't be too many flying sites! Support as many clubs and sites as you can! Extend an invitation to someone to visit Fly-A-Ways.

Raffles are back. Come to the next club meeting for a chance at winning a gift certificate from a local hobby shop.

***Scott***



Well this is just great, Bob and Hugh are heading for the Joe Nall with stops in Dayton and the AMA Headquarters. And all I get to do is sit under the barbeque and eat peanuts.. What a bummer.

See ya.....Sq Earl Jr.

**Amazing True Story!** By David Fox

January 10, 1964, started out as a typical day for the flight test group at Boeing's Wichita plant. Pilot Chuck Fisher took off in a B-52H with a three-man Boeing crew, flying a low-level profile to obtain structural data.?

Over Colorado, cruising 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher climbed to 14,300 feet looking for smoother air. At this point the typical day ended. The bomber flew into clear-air turbulence. It felt as if the plane had been placed in a giant high speed elevator, shoved up and down, and hit by a heavy blow on its right side.

Fisher told the crew to prepare to abandon the plane. He slowed the aircraft and dropped to about 5,000 feet to make it easier to bail out. But then Fisher regained some control. He climbed slowly to 16,000 feet to put some safety room between the plane and the ground. He informed Wichita about what was happening. Although control was difficult, Fisher said he believed he could get the plane back in one piece.

Response to the situation at Wichita, and elsewhere, was immediate. An emergency control center was set up in the office of Wichita's director of flight test. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration air traffic control centers at Denver and Kansas City cleared the air around the troubled plane. A Strategic Air Command B-52 in the area maintained radio contact with the crew of the Wichita B-52.

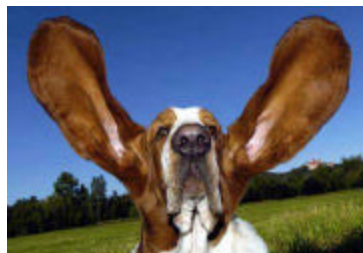
As Fisher got closer to Wichita, a Boeing chase plane flew up to meet him and to

visually report the damage. When Dale Felix, flying an F-100 fighter, came alongside Fisher's B-52, he couldn't believe what he saw: The B-52's vertical tail was gone.

Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and in the control center knew they could be called upon at any time for just such a situation. In the emergency control center, the engineers began making calculations and suggesting the best way to get the plane down safely. The Air Force was also lending assistance. A B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.

As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in Northeastern Arkansas. Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center. Six hours after the incident first occurred, Fisher and his crew brought in the damaged B-52 for a safe landing.

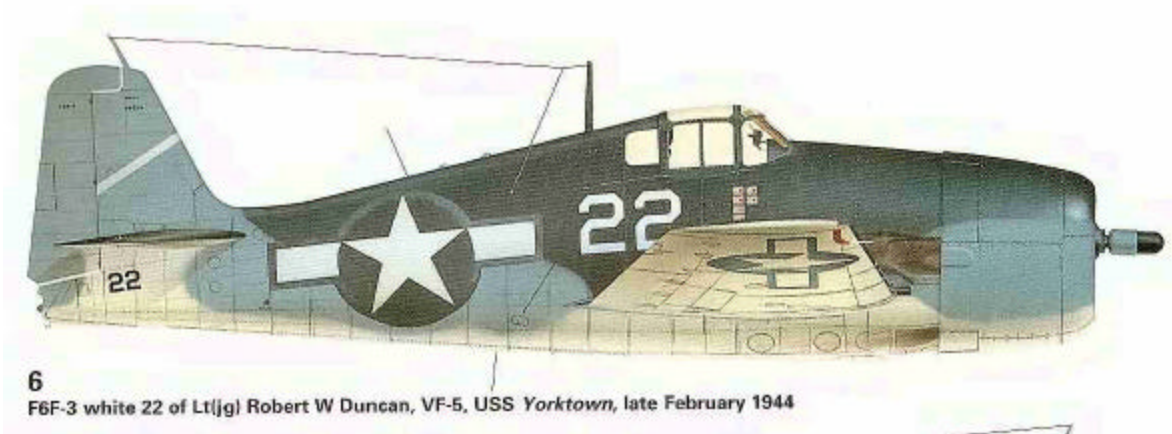
"I'm very proud of this crew and this airplane," Fisher said. "Also we had a lot of people helping us, and we're very thankful for that." The B-52, Fisher said, "Is the finest airplane I ever flew."



**Gone Flyin**

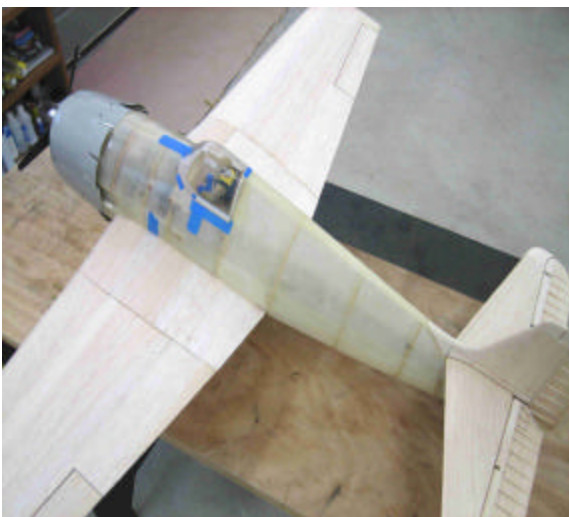
## Hellcat Build—Scott Enochs

I started a F6F Hellcat build about two and one half years ago. It's been set aside numerous times during that period...to build a Sopwith Pup, an Antic, to start a Nieuport 11, to mess around with an electric Zero, and to rebuild or make repairs to my SPAD and the others. I've started to pay attention to the Hellcat again and now it's *almost* ready for the finishing work. I'm going to finish it in the WWII Navy early 3-color scheme rather than the later solid dark blue. It will be based on an F6F-3 flown by Robert Duncan off the USS Yorktown in late February 1944. This pilot scored the first Zero killed by a carrier based Hellcat. My goal is to have it finished by mid summer and fly it at FAW Scale Day in August. I've already had a few thoughts about it making a full throttle low pass at about a foot over the grass runway.



6  
F6F-3 white 22 of Lt(jg) Robert W Duncan, VF-5, USS Yorktown, late February 1944

The build is from a 1973 Brian Taylor plan. I bought a kit from Bob Holman that includes a fiberglass fuselage and belly pan, fiberglass/resin cowl, a molded canopy, and laser cut wing and tail ribs. I had to add fuselage formers, spars, leading edges, wing sheeting, etc. The plans don't include flaps, and after many hours of debating whether or not to add them I finally decided to leave them off in the interest of just wanting to complete and fly the plane. I'm not building the Hellcat as a contest plane.



This plane has a 64" wing span, so it's right there in the same size as many of the Hanger 9 WWII ARFs like the Corsair and Mustang. Power is a Saito 91 4-stroke. I'm going to start with a 12-6 Master Airscrew 3-blade prop. Retracts and wheels are Robart, including a retractable tail wheel. The mains have functional oleo struts. The Robart gear cost more than the entire Bob Holman kit. In fact, the gear cost more than the engine, too. My pilot, Lt. Robert Duncan, will be represented by a pre-painted Officers and Gentleman WWII Navy pilot model bought off the rack at RC Modeler.



This is the first time I've ever worked with a fiberglass fuselage. It needed formers cut from the plan and epoxied in for strengthening. I had to design an engine mount and firewall and figure out how to attach all to the fuse. It is bolted and glued in from the front after cutting out an opening in the fiberglass firewall and will also be glassed along all the edges.



The exterior surface of the fuselage has panel line and rivet detail formed in. Unfortunately, there are a number of spider-web surface defects that need to be filled and sanded over. All of the guts...radio gear, battery, servos, are mounted on supports added between the fuselage formers. Elevator pushrod is hard balsa with threaded rod lashed on at both ends. The rudder is a pull-pull system using Kevlar cord. The canopy is attached to custom built non-functional side rails, then pinned and glued in place. I have some Flite Metal that I'll use for the metal framework on the canopy. I've hidden a remote glow driver, battery switch and charger, and fuel filler behind a hatch in the forward starboard fuselage. The Robart air tank fill valve is exposed through a small hole in the belly pan. So, the wing can stay on if I feel like leaving it assembled. Wing guns are made from brass tube and epoxied into holes drilled into the leading edge. Aileron, rudder, and elevator hinges are very scale in appearance and are made from phenolic.

I have some details to work out on the cowl, need to attach the door on the fuselage hatch, prepare an instrument panel, add the Flite Metal canopy framework, and make a fill piece for below the rudder. Then it will be time to glass the wing, prep the fuselage, and paint. I'm planning on using latex house paint sprayed on, and fuel proofed with Klass Kote clear epoxy.

*Scott E*

## Looking for a Plane

I am looking for a .60 plus size high wing trainer type of airplane. This can be tri-cycle gear or tail dragger; I want to configure another plane to drop parachute guys.

Rick Dunn rjdunn1@gmail.com (503) 798-7318



Just a plain everyday train heading past Dusters Field on its way to the Farm Supply Center..

## Top Ten Reasons Why It's Not So Bad to Crash Your Airplane

10. You get to take a deep breath and usually exhale loudly "AHHHHHaaaaaaa", creating a loud kerpow when the plane strikes the immovable object.
9. You get everyone's attention for a few seconds.
8. You get some people's sympathy for second or two, then hey what happened, then the oh I see.
7. You are promoting physical fitness as Club Members **run** to get their cameras to take pictures of the wreckage.
6. You don't have to wipe off the slime before you store the plane for transportation.
5. You have more spare parts.
4. Now you can get the plane you have always wanted.
3. It never flew right and it will have a better life in the land fill.
2. Your helping the economy by increasing model sales.
1. You will have a great "**CRASH**" story for the next Club meeting.

## Event Programs

[2007 Lake Selmac Float Fly](#)

[2007 Dusters Bigger Bird](#)

[2007 Cub Nuts](#)

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