

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

October 2007

**The  
Inside Loop**



**Safety is our most important Product!**  
Read the FIELD RULES, stay on the Club's  
leased property, **KEEP OUT OF THE FARM  
STORAGE AREAS.**

**President's Soapbox**  
**Turkey Dinner at the Grange**  
**Check the Website**

**Just a thought:** Don't get your fingers sliced. Avoid reaching over the prop to remove a glider. Reach in from behind.

I am pleased to tell you that one of our newer members, Gary Mahone, has invited me to speak at an upcoming Beaverton Optimists' club meeting. The subject.... RC of course...and specifically RC model aircraft. The date is October 4<sup>th</sup>. The time is, well, very, very, very early in the morning for a "not a morning person". But Gary has assured me that the guest speaker gets a free breakfast, so I'll go. I'll do almost anything for a stack of pancakes with a couple of fried eggs on top.

Anyway, this invitation got me thinking

**Next meeting**  
**October 15<sup>th</sup>, 2007**

**Kinton Grange 7:00 PM**

about where our new members come from. That's not where they come from geographically. I don't think anyone has moved here recently from Des Moines. Although, if they did, I suppose we would welcome them. I'm thinking more of the context "in what walk of life" do our new members come from? If we were going to have a membership drive where would we put our recruiting efforts? To whom would we promote our club and our hobby? I've read a number of articles that say our future is in the kids. If we don't get kids interested in the hobby we won't have any new members in the years to come. If we don't get involved with the youth our hobby will disappear. I'm not so sure about that. Most local clubs have very limited youth members. Most of those kids will probably lose interest as they get into their teens, then go off to school and start careers. Sure, they might come back later, and I'm not advocating that youth be ignored, but what about now?

My opinion is that most of those who will be-



**Hi guys, guess what, it's time to put in the winter stores. We tree rodents have thousands of walnuts to peel and hide from the Scrub Jays. See ya next month! Sq Earl III**

come long term members in this club, or stick with the hobby and join other clubs if they relocate, are adults that have just gained some financial and personal freedom. To me, this means someone in their 30's or 40's who has established a career and a family and now has a chance to take a breath and get involved both financially and time wise in a personal hobby, or recreational activity as some would say. It also means, to me, someone approaching retirement or newly retired. Some members in their 30's and 40's may well get their kids involved, too.

So, where do we look if we were going to "recruit"? I think most of recruiting is just getting information to those who might become members, and then getting them excited about our activity. For instance, Ken Gullberg and Hugh Christian will be teaching an Introduction to Radio Controlled Model Aircraft class at PCC Sylvan during winter term 2008. Maybe we "advertise" in the local community...perhaps a float in the Hillsboro 4<sup>th</sup> of July Parade (rather than at Rose Festival activities in Portland). If we were to relocate the club to North Plains, for instance, perhaps we hold a "Garlic Fly" event during the local community "Garlic Festival" activities. My point...stay local, emphasize attracting adults to our hobby. Encourage our adult members to get their kids involved. This is why I'm excited about speaking to the Optimists. I'd like to try to get adults excited about joining our hobby. I can envision future speaking dates with the Kiwanis, Elks, Rotarians, Masons, Shriners, and more.

Let's go fly!

*Scott E*

## Hellcat Test Flight

I love test flights. I'm not being facetious. I really do like them. First of all, making a test flight usually means you have something new to fly. Of course "new" could mean "good as new" after a repair, but let's go with the glass half full and say NEW. New is exciting. New could end up being a great flying experience. New could deliver the unexpected. New gets the blood pumping and the body ready for an adrenaline rush.

That said, I recently got to test fly my Hellcat roughly 3 years after receiving the kit. This was a plane ordered from Bob Holman Plans, so the kit consisted of a fiberglass fuselage, resin cowl and clear canopy, and laser cut wing ribs. Everything else was additional...like the Robart pneumatic gear (\$\$\$\$), or scratch built. But I was happy with the way the model came out, and was anxious to get it in the air. I was curious how this plane was going to fly, and if it did well was thinking of putting a larger version on my wish list for the future. This one is 65" wing span...right there in size with most of the Hanger 9 WWII war birds. This model was my first experience with a fiberglass fuselage and with glassing wings. I was concerned it might be under-powered with a Saito .91 4-stroke due to the 1.5 pounds of nose weight needed for balance and the final total weight of about 11.5 pounds. I learned that having 90° rotating retractors that retract parallel to the wing cord rather than the span complicate the balance...like when the wheels are up for flying the gear place a fair amount of weight aft of the CG. I was also curious how the plane would slow for landings since I did not spend the time to add flaps. Forgot to tell you...the paint scheme and markings are based on the first carrier based Hellcat to score a kill of a Zero.

The Saito .91 was an engine I've had for some time, so it was ready to go. I propped it with a

3-Blade 12-8 for starters. The plane is set up on my Spektrum DX7 with a 6 channel Rx. Here it is!!! Prop spinning, ready for 1<sup>st</sup> take-off roll



I was surprisingly not nervous for this flight. I did expect good manners from this plane and got them. The 1<sup>st</sup> take-off roll was straight and wheels lifted off after about a 50 ft roll. My fears of being under-powered vanished pretty quickly. I didn't try unlimited vertical, and don't expect that it would deliver that, but air speed seemed quite scale and there was plenty of power for a nice big loop. I really liked the low fly-bys....that's one of the most pleasing things for me when flying a war bird...I have no problem doing low fly-by after low fly-by until the fuel runs out, then tank up and go do it again. I needed NO aileron trim at all. I had to add only a few clicks of UP on the elevator for hands-off straight and level flight. The plane did roll out a bit to the right in a loop, and I didn't figure out if that was due to rudder trim or just me on the sticks. The stall was a mush-out with the nose dropping and no wing tip drop at all. And, it did not act like a brick when power was cut...it has a pretty decent glide. To sum it up, I really liked it right out of the chute!

Time to land. I tried a long approach and came in pretty hot...I seemed to have forgotten all about the good stall characteristics...and was excited about the first landing. It was hot but smooth....didn't bounce

it. Unfortunately it did roll to the end of the runway and flipped on its back when it hit the rough...cracked the canopy and did some other superficial damage....oh well, always wanted to learn how to mold a

canopy. A few minutes later and its time for flight two. I replaced the 3-blade 12-8 prop with a 3-blade 12-6. The goal on this flight was to have fun in the air and then demonstrate a nice slow carrier landing...it is a Hellcat. So, I do some more stalls at altitude...yes, it does slow down nicely. Then its time to land and I do a carrier approach, a nice descending 180° down to the deck. The seas are smooth...the carrier deck is still. I have throttle cut way back on the descent. The plane is slowing nicely....maybe too nicely. About 50 ft off the end of the runway, Cliff Pemberton yells, "too slow, Scott". Too late. The Hellcat stalls and mush's forward, falling the last 10 ft of altitude into the soft dirt just short of the runway. The nose and gear take the impact in a nice three point stance. The gear is pretty well bent up, but repairable with patience. Same for the cowl and engine mount...a bit of patience and some structural fiberglass repair and all will be fixed. The Hellcat will fly again. It has to go back up to get that Zero!

OOOOOPS.



*Scott E*

## RC Guys Super Decathlon

If you want a full review of this kit check out Model Airplane review available at rcguys.com. I'll just give my highlights here.

The Super Decathlon from RC Guys is real close to 1/4 scale, only a few things keep it from true scale. Some of the things are the side windows, the tail wheel, and hard wear. The plane is good sized at 96" and weighs about 15 lbs with the OS 1.60FX two stroke I used. The plane is well built, with only minor things I thought could be improved. The covering is pretty good, they say Oracover, but it is not the heavy stuff I'm used to seeing. Trying to remove some of the few wrinkles using a heat gun on med heat, shrunk the covering to the point that it caused a gap at the overlap at the fuselage side at the top. I would like to see a bit more of overlap, at least 1/8". Hinges are the hinge point type and installed but not glued. The hardware is not IMAA legal as the pushrods are either 2-56 or metric equivalent. The clevises are unusable so I replaced everything with 4-40 rods and Sullivan metal clevises. The control horns are heavy duty aluminum trumpet type and are very good. Most every thing fit well, except the door and the vertical fin. The door is built on a flat surface, but the fuselage slants in above the window line, causing the door to gap at the top front. This can be fixed with a bit of trimming the door frame and warping a bit. The door is a nice touch as you can put your charging jack, switch, remote fueler, and remote igniter inside the cockpit for a really clean installation. The top

front of the rudder was warped to one side about 1/8" so I had to pull back the covering on the leading edge, wet the balsa and warp it back into alignment. The vertical fin had to be trimmed as there was a gap when fitting to the horizontal stab. None of the measurements are correct, the worst being the engine installation instruction. There is no way to get the prop shaft centered in the cowl opening if you follow their instructions. Check out RC Universe thread on the build and you'll see what I mean. I used the measurements for the installation of the rudder control horns and this caused the pull-pull cable to rub on the bottom of the slot where they exit from the fuselage. Landing gear is HEAVY DUTY and is bolted from the inside of the fuselage, making a very neat installation. The wheels are medium density foam, and could be 1/2" to 3/4" larger diameter and harder as they tend to flatten if the weight of the plane is on them for any length of time. The wing struts are aluminum airfoil shape and they too need trimming to fit properly. Plenty of room inside and you could make 3/4 cockpit with no trouble. The glass cowl and pants are good quality and look great when installed.

The dark tinted windows fit into recesses in the fuselage and look good. The top glass is supposed to be installed from the inside, but I thought it looked better if put on from the outside held by eight screws thereby allowing a bit more ease in access to the interior. Two piece wing with aluminum wing tube make transporting a bit easier. I used an OS 1.60FX two stroke with a Perry pump as the tank installation is a bit lower than I think it should be. Plenty of power, and the plane flies well, slows

down good for landing and I haven't found anything bad about the way it flies yet. At a price of about \$400 I think you could do worse.

Cliff Pemberton



## Saturday at Cub Nuts '07

Cub Nuts '07 was held on Friday and Saturday Sept 21 and 22. This is the second year for this event and turn out was great.

The \$20 entry fee included a burger lunch. There were, I heard, 79 Cubs and close to 90 entries in all and size didn't matter, planes ranged for 18" span to the giant 1/3rd scale biggies. The premise for this event is to get as many Cub fliers as possible together in one place at one time just to have a good time and I think they've got a handle on it as pilots came from the Portland area, Washington, Canada and even Texas.

Fly A Ways did their part as Bob Beardsley, Tom Thomasian, Don Schultz, Kelly Martin, Dan Lurvey and Joe Salus took part. Saturday was the "big" day and there were flight exhibitions and the one "contest". Two helicopters flew, one a turbine powered scale Huges 500 and the other an aerobatic performance set to music flying a T REX. The aerobatics were impressive, considering the pilot has been flying helis for only 18 months and he flew to music he heard the day before. I've only seen a few performances like

this, but I would venture to say this was as good as any you will see.

There was a performance glider flight, being towed, by a mission built plane, to altitude, then doing his show.

Dusters RC Club put on an exhibition of Cub racing. Three pylons and 10 laps, no limits on engines, so big engine, small well built plane = winner. The event contest was a timed event flown against the clock, one plane at a time, around the race pylons, three laps and one loop required. Time started at wheels up and stopped at touch down. The winner was around 40 seconds, and the second place less than one second slower, flown by Joe Salus.

Around noon there was a full scale fly by of eight planes, four of which landed and stayed for awhile. The flybys included some touch and go's which were neat. The short landing and take off capabilities of these planes was impressive ( check out the video on the web site).

In the after lunch segment there was a Concourse De Cub, where all planes were lined up, 40 of them, on the runway for inspection and a winner of Best of Show to be voted for. The winner was not a Cub but a beautiful Stinson 108. No details, except it was built from Hostetler plans. There were pilot drawings throughout the day and if your name was called you got to pick out a prize, either glue or license plate frame or can cozy. The big raffle came at the end of the day with prizes ranging from batteries, electric motors, accessories, to airplanes and two radios.

You might consider putting this event on your calendar next year, it is less than an hour from Portland, in Molalla. This year there was no parking fee, so you get an all day air show for next to nothing plus a nice drive through the country side.

Cliff Pemberton

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