

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

November 2007



## Safety is our most important Product!

The walkways, taxiways and runway are slippery in this wet weather.  
Take care when walking.

## Annual Nomination and Election Meeting

Monday, November 19, 2007

7 PM

Kinton Grange

Nomination and election of club officers and directors for 2008.

Interested in helping with club business and activities?  
Volunteers for nomination welcome!

*Over \$200 in raffle prizes. Must be present to win!*

## President's Soapbox

I've recently returned from the Scalemasters finals. This year's event was held in Hemet, CA, on the far eastern side of Los Angeles and just a stone's throw away from Palm Springs. This column is not about the finals. It is about a few things I learned about RC flying sites and how fortunate we

are to be in Oregon rather than urban California.

First, let me say that the city of Hemet is VERY supportive of RC as a recreational activity. The city owns the site and the local club leases the grounds for \$1 a year. The Vice Mayor of Hemet was one of the speakers at the Saturday night banquet and she was also present at the field for a good part of the

### Next Meeting

7 PM

November 19, 2007



What? That can't be right, Washington County Tax Assessor adds a peanut tax the Property Tax Statements, well I won't pay, it's time for a revolution. See ya Sq Earl III

event. She and the city recognize the need for recreational sites and this is a major reason why the flying site exists. It appears that this site will be protected from development for many years to come. That's a good thing, because at the banquet a comment was made that Hemet is only one of three flying sites remaining in southern California. I checked this out through the club locator on AMA and .....that statement is a bit of a stretch.....there are a number of clubs in the LA and San Diego area, but.....it looks like you'd better be prepared to drive and spend some freeway time to get there. Some of the members of the Hemet club drive 75 miles across southern LA freeways to get to the field. Otherwise, their options are San Diego or..... Good grief, Charlie Brown! That means "close in" options are slim.

I suppose the reason is obvious, though I had not thought about this before..... where's the land? There's no open space left in the urban sprawl. Even a field in northern California at Woodland, near Sacramento, is going to give way to development. The Woodland club owns the land (by grant), but homes are now being built directly across from it, so its days may be numbered. A prominent Woodland club member who was participating at the Hemet event said it would probably be shut down within a few years maximum. Very sad!

Back to Oregon. We are certainly not free from the pressures of urban growth. But, we do have land use planning laws that help preserve open space. When we look to the future and try to figure out where we might be flying in 10 years, we can at least know that there's an Urban Growth Boundary around all Oregon cities that is supposed to support growth for 20 years. A potential field site outside of the UGB has a fair

chance of survival. I'm not trying to be a political advocate here. I am not defending or trying to sway you for support of Measure 49, or past support of Measure 37, or past support of any land use planning laws. In fact, when some of the land use planning laws went into effect, many of our fields came close to extinction. We were fortunate to have a State Representative put legislation in place to make flying RC planes a permitted use of Oregon farmland. I'm simply trying to point out that these laws are in place, and if we compare ourselves to southern California we still have open space that could support an RC flying site within relatively close distances to metro areas. And that's the point...there is still open land. When we look to the future, at least we have someone close by to ask if we can establish a RC flying site on their property.

*Scott E*

## *101 Flying Days*

In March I put a voluntary field sign-in sheet in the pin box. Lots of members signed in. And, I suspect, lots didn't. I was interested in tracking field use stats just for fun. I didn't know in advance exactly what I was going to look at or how I would analyze the data. I didn't know when I going to look at the data. Well, you may or may not have noticed that the sign-in sheet disappeared a few weeks ago. The sign-in sheet was in place from late March to late September. It just so happens that members signed in on 101 separate dates.....so, here's information about *101 Flying Days*.

Total number of flyers who signed in & used the field: **336**

Number of different club members who signed in & used the field: **52**

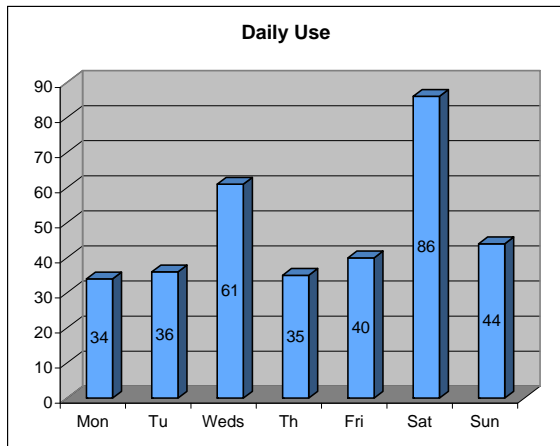
Percentage of our 89 club members who signed in & used the field: **58%**

FAW Flyers, and how often they admitted being at the field.

What surprised me is how consistent field use was over the months. I thought we'd see field use spike in July or August...but no. Take a look.

<i>Month</i>	<i># of Flyers Signed-In</i>
April	58
May	63
June	60
July	64
August	61
September	21 (looks like we got tired of the sign-in sheet)

There does seem to be a favorite day for our members to get out and fly. Not surprisingly, it's Saturday. Thanks to all you working folk who are paying into Social Security to help support us retired guys.... who seem to like to get out on Wednes-



days...the next most popular day. OK, now on to what you really wanted to know. Who gets to get out and fly the most? Well, here's the list of the Top 20

### Top 20 FAW Flyers

<i>Rank</i>	<i>Member</i>	<i># of times</i>
1	Cliff Pemberton	40
2	Don Schultz	32
3	Bob Beardsley	20
4	Virgil Delker	19
5	Kent Blair	16
6	Scott Enochs	16
7	Martin Dietrich	15
8	Jeff Jones	14
9	Tim Olson	14
10	Wally Odeh	14
11	Dave Fox	14
12	Hugh Christian	10
13	Alan Harris	9
14	Scott Carrigan	9
15	Mike Carty	8
16	Ted Draper	6
17	Warner Lowe	6
18	Juan Valencia	5
19	Ron Bacon	5
20	Wayne Wagner	5

*Scott E*

### Scalemasters Finals

I don't want to say much. The finals were fun. They were in Hemet, CA, near Palm Springs. It was a 2 day drive each way. Local talent, Bill Ensley (builder) and Bernie Boland (flier, relocated to Phoenix), took 1<sup>st</sup> in Team with Bill's fantastic Stinson. IT DOES RAIN IN SOUTHERN CALIFORNIA. The sun does shine in Southern California. Winds were variable, sometimes calm, sometimes quarter-

ing at about 10mph, sometimes shifting 180°. The contest was well managed. The field was “deserty”....a broken but patched asphalt runway surrounded by broken rock and sand.....got sand or grit into one wheel of my SPAD on first test flight and landing.....didn’t know it until 1<sup>st</sup> round of competition.....did donuts on take-off attempt since one wheel was braking and had to scratch the flight. Fixed the wheel. Flew 2<sup>nd</sup> round. Other wheel fell off on take-off on 3<sup>rd</sup> round. Still got airborne and made a better landing with one wheel than I normally do with two.....think I might try that again. Fixed that wheel and finished the 4<sup>th</sup> and 5<sup>th</sup> rounds. FANTASTIC FULL SCALE FLY BYS with jet trainer, twin Beech, and T34 at about 20 feet off the deck!!!!!!! AWESOME!!!!!!! Many pics of contest by different folk on Scalemasters website at [www.scalemasters.org](http://www.scalemasters.org)

*Scott E*

## Garden Rail Roads

Seven Salem Garden railroaders opened their homes to the public on Saturday the 22nd of September. The Pacific Crossing Model Railroad Club organized the tour by supplying a pamphlet with directions from home to home. The weather was perfect for us to visit the Salem homes. The Garden Railroads vary from small areas of the backyard to railroads surrounding the house. One railroader had the driveway grooved so the track wasn't damaged by autos. The train cars and engines are large, 12" - 18" long, 6" high and 4" wide. They are easy to see from a distance.

These Garden Railroads are much more than a train track in the backyard. The modelers plan the layout, the house deck, the track, the water features, the tunnels,

the switches, towns and trees. The yard is transformed using truckloads of dirt for overpasses and hills, installing water systems and water features, routing power and switching cables. Then, the track grade is installed. Tracks can't be laid on the ground, a track grade is constructed!!! Then tracks are laid, the towns are set up and floral landscaping continues forever.

We enjoyed the tour. Each railroad visit was short, probably 15 minutes. Hats off to these modelers, the railroads were beautiful.

Pacific Crossing Model Railroad Club's web site is [www.pcmrc.com](http://www.pcmrc.com)

*Hugh Christian*



**Real Garage Door Art**



**Don: Perfect, I caught the third wire.**

**Joe: Looks like cept it don't count on take-off.**



**In the fence 9-22-2007. Rebuild complete 10-25-2007. Engine test 10-26-2007. Test flight 10-27-2007 at Dusters. The Cub was renamed "The Carbonator."**

This as close as I could come to the "Carbon Cub" using the parts removed from the fence, some new wheels and a couple of quarts of paint from Ace Hardware.

*Don S.*



### **Field Damage**

Take a close look at this picture. This is damage done by a turbine at Duster in Woodburn. The photo shows the damage but really doesn't show how deep and badly burned the sod is.

Some of this damage might grow back and some will have to be replaced. As a result turbine powered aircraft of any type are not permitted to fly at Dusters.

The Fly-A-Ways Field Rules now include the following notice:

**NOTICE: Turbine or Ram Jet powered aircraft of any kind are prohibited.**



### **The real "Carbon Cub"**

At Molalla 09-21-2007

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