

January 2008

The
Inside Loop



Safety is our most important Product!

When flying, try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees, and interstellar space. It is much more difficult to fly there.

President's Soapbox

Merry Christmas to all and Happy New Year....or am I too late for that? Is it already January? I did, after all, just wake up from a long winter's nap and am a bit sleepy and maybe a bit confused about the date. I think there was a song or a poem that included a nap of some kind on Christmas eve. But then I also have a distant memory of some Dutch guy who lived in New York and woke up after 240 years or something like that, really needed a shave, and was confused if he was hearing thunder or if someone was bowling up in the sky.....and that was in the summer. I have a lot of empathy for the Dutch guy....he reminds me of me.

Anyway, it's cold outside and a bit foggy so I'm guessing it's winter. That makes it January. The weather looks as confused as I am, so guess I'll just stay inside. It's been awhile since I've been able to get to the field. I've driven past on the way to perform errands and get to appointments and haven't seen any cars in the lot or planes in the air, so I suspect I'm not the only one who doesn't like to fly in the cold or has been otherwise occupied. I did get down to Duster's to enjoy Pearl Harbor Days in early December...as a spectator...what a melee! But talk about penetrating cold. I had ice on my shoes.

It's great weather for kicking back in the easy chair next to the woodstove and reading the latest copy of

The next meeting—01-21-2008:
Board Meeting @ 6:00 PM
General Meeting @ 7:00 PM

Report, High Flight, Model Airplane News, or another of your favorite hobby magazines. Maybe some of you were lucky and your wife or kids gave you gift certificates for Tammie's or RC Modeler. If so, make sure you look at all the adds in those magazines...there's new stuff out there! Being a 4-stroke fan and wanting to get into gasoline engines I'm excited about the new Saito FG-36....their brand new 4-stroke gas engine with electronic ignition! I think that's going to be my engine of choice to go into a Balsa USA ¼ scale Nieuport 17. Maybe more of us will be flying on 2.4 GHz this year, since Futaba and JR are entering the market to compete with Spektrum. And, of course, there's lot's of planes to choose from, kit or ARF. Anyone going to get the new Hanger 9 B-25 Mitchell? For you electric fans there's a good looking PBY Catalina electric twin from Great Planes. Of course, you'll need a lake for that one.....you can borrow my shovel if you'd like to consider a man made lake at FAW.

There's lot's of stuff to dream about. Dream? It is warm here by the woodstove. Must be time for a nap.

Come to the meeting if you can, we need to start planning activities for 2008.

Scott E.



What a picture, it's my buddy Zipper the Humming Bird. Zipper is under the bush getting out of the snow. Hey, if you guys want to learn 3D ole Zip gives lessons.

see yaSq Earl III

“Pearl Harbor Days”

Pearl Harbor Days is an annual event put on by the Portland Skyknights and has been hosted by the Dusters for the past couple of years including this year. All the proceeds of the entry fees, \$5.00 per person per team entered, is donated to charity. This is a “rain or shine” event and being held in December, you never know what it is going to be like. The weather guessers said it would be around 30 degrees with high overcast and a possibility of light rain or snow flurries...sounds good to me.....What a surprise, 9 AM at the field and it was 31 degrees, but thankfully dry and no wind. Sweat pants, Jeans, two shirts, gloves... hmmm snug and the gloves helped when not flying.

The event is really sort of a free for all, with little or no coordination. Basically there are “teams”, this year made up of six flyers for each of four teams. Each team is allotted 30 minutes to score as many points as possible doing four maneuvers, with ALL planes flying at the same time..... Take off, fly a circuit around the outside of the Limbo poles, drop a “bomb” in the target area, around the outside of the Limbo poles then back through the Limbo (two sets) then another lap to land in the target area and reload with another bomb. You don’t have to follow a sequence or even do all, just, if you want, the one that you can do the best and score the most points at. Do this as many times as you can with out having a mid-air or hitting a Limbo pole..... the only requirement is that you all fly the same direction in the “pattern”. There is also a fuel break at the 15 minute mark to make minor repairs, and gather up the “bombs”.

Utter chaos, close calls and near misses ga-

lore. Oops.. there’s a mid-air and, OUCH ! a lawn dart.... Limbo poles are solid wood, maybe small in diameter, but they can slice a wing in two, if you hit one of them just right, and how would I know???? Anybody that would fly in this thing are either an avid R/C-r or just a nut... But either way a load of pure fun...It took less than two hours to narrow the field down to three finishers out of the 13 that started. It seems the best kind of plane is the slow agile flyer, as the Twist, Magic and What’s-it were popular, even a Tower Fun-51 sporting a dual bomb drop was there and was one of the last flying.

The Dusters Deli was up and running offering welcomed hot coffee and cocoa, doughnuts and chilidogs or chili and cornbread at a nominal fee. There must have been about 50 people there, more spectators than participants, and everybody had a good time. Be sure to put this event on your calendar for next year, either as a flyer or a watcher....

Cliff Pemberton



Scott’s perfect flight



Correct Forecast



Dusters Deli



I Hate This



**A perfect
HARRIER
landing**

A123 Batteries

I'm sure you have heard or read about the new latest and greatest Lithium batteries. No, these are not Canadian batteries, that would be Eh-123.

"A123 Systems" introduced a new cell in 2006. It is known mainly as 'A123' but also 'M1'. The cell development came about through the development of the hybrid auto battery. We know of course the only real use for these cells is the powering DeWalt power tools, running model cars/trucks, receiver/ignition for RC planes and power packs for e-flite RC planes. The chemistry is Lithium Iron Phosphate which is sometimes abbreviated Li-Fe or Li-FePo₄. These cells have most of the good features of both Lithium Polymer and Nicads. The real breakthrough will come when Lithium Silicon cells are introduced.

The two main RC information websites "Flying Giants" and "RC Universe" have real good threads describing the A123 cells use as flight packs and as e-flite power packs. So I said to myself, "self you should really check this out, if it really works you will save a lot of time and money when you put the electronics in the YMF5."

The next step was to get on e-bay and buy a DeWalt 36v power tool pack. I paid \$97.00 for the pack, that's \$9.70 per cell including shipping. An additional cost will be in new chargers because the Li-ion and LiPo chargers have to high a cutoff. A123 are designed to be charged to 3.6v per cell. LiPo chargers charge to 4.2v. so they will overcharge the A123 and shorten the cell life. Left in overcharge mode long enough the cell will be destroyed. Won't start a fire, won't explode but will never work again.

A123 cells like to be balance charged, doesn't have to be but should be. FMA Direct has a balance charger and all of the supplies and accessories necessary to produce A123 flight and power packs.

The flight packs for my gasoline powered planes are 2 cell packs at 2300 mAh. At full charge these are at 7.20v but fall of in final balance to 6.99v or 7.00v. When a 2 amp load is applied to these packs the voltage drop is .22v. At 70% usage the 2 cell pack will charge at 4 amps to a full charge in 17 minutes. My primary goal was to eliminate the voltage regulator I have to use when running Li-Ion and to eliminate the major voltage drop when the Li-Ions draw more than 4 amps. The bench tests are complete and when the weather breaks the new packs will be tested in the Super Flying King. The pack cost is less than \$25.00 including the balance charge hardware and shrink wrap. I purchased 3 wire locking power connectors from A1 Electronics so I can balance charge through heavy duty power switches.

This looked good so I decided to try a 4 cell power pack in my 25e Ultra Stick, weight 3 lb 12 oz. It had a 4 cell Li-Po at 3100 mAh battery. The new pack 4 cell A123 at 2300 mAh. I flew really hard for 8-9 minute flight including 3 verticals as high as I could go. At the end I did a 30 second full power run on the ground, didn't even get warm. It used 88% of the available mAh. Charging put 2056 mA back into the pack. Not bad at \$45 per pack.

Don Schultz



4 cell power pack

2 cell flight pack

Fly-A-Ways
\$\$\$
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