

March 2008



Safety is our most important Product!

The Runway is a reasonably important place, it's also a busy place, it's a place where—if you have a plane stalled on it, 1. Announce your intention “ON THE RUNWAY,” 2. Go get the plane and get off the Runway, 3. Then last but not least when you leave the Runway call “CLEAR.” Therefore thou shalt be safe from emergency landings, live long and fly well.

President's Soapbox

Another month gone by and things are on the up and up. We've actually seen some pretty decent flying days and activity is increasing at the field. Before you know it we'll be at overflow levels and lined up in the pits waiting for an open flight station! Sounds good to me. Great attendance says “healthy club”. Healthy club means lots of new members. Having lots of new members means we need help getting them trained and safely involved in this fantastic hobby.

Speaking of new members....we have the potential for an entire graduating class of RC students signing on at FAW. What graduating class? Well, the Class of '08 from the PCC course in RC being taught by Ken Gullberg and Hugh Christian. These guys are doing a great job with 6 students. The weekly 2-hour class takes the format of

hour 1 being a “lecture” covering various topics of RC. The lecture often includes videos on a specific subject. Hour 2 is set up to include a project or a guest speaker. Both Scott Carrigan and I have been invited to the class as guest speakers....Scott C. to talk about techniques/methods for training new pilots, and me for an intro to scale modeling. We were both impressed with what Ken and Hugh are doing. I heard that Kelly Martin has already been recruited to be a guest speaker for the next class that will start in the fall. Another possible source of members is the new AMA Park Pilot program. A Park Pilot pays a reduced AMA membership fee, but is only allowed to fly “park flyers”....defined as electric powered, 2 lbs absolute maximum weight, and 60mph top speed. FAW will offer club membership to Park Pilots at our regular club dues structure. That reminds me...I have to figure out how to get this info out...might have to update our club posters at the hobby shops.

Speaking of helping new members....the club

March Meeting

March 17th, 7:00 PM
Kinton Grange



Hey it's almost Spring clean up time. I'm real good at cleanup, leave a peanut bowl out and I'll clean it out pronto. That's a little Indian lingo. See ya Sq Earl

really needs some volunteers for flight training. It would be great to have 6 or more experienced pilots willing to help train the new guys. Before long we'll be in the midst of our May-through-August summer training period when we'd like to have at least one training pilot at the field on Saturdays from 10am to noon. This is TOO MUCH for one person to handle. Plus, lots of our new members are, well, retired, and would enjoy training flights during the week. So we also need training pilots who might not be ready to step up to a Saturday slot, but would be willing to work with new members during the week. You don't have to be a great pilot to be a trainer. You do need to be competent and enjoy helping someone else. You might even find out that helping someone else learn to fly will make you a better and more confident pilot. Let Scott Carrigan know if you're interested. Scott can get you coordinated with a new member...training pilot and new member compatible, schedule compatible. Give it a shot.

Scott E.

Electric Motors pffhfft!

ENGINES ARE BETTER THAN ELECTRIC MOTORS, who said so, I said so, that's my story and I'm sticking to it.

Electric motors are much too quiet. I can't even hear those electric motors with my hearing aid volume cranked all the way up. Of course there is always an exception, so there I am straining to hear my electric motor this guy flying this electric fan jet comes by for low pass whining so loud my hearing aid goes into feedback shock and all I get is a two hour headache.

Now, with my engines I can hear them with the hearing aid volume down low and I fly around until they quit and then I know it's time to land.

If my engine doesn't want to start I can fiddle with it for hours, thinking up and adding new four letter words to the English language, now that's entertainment! Even if my engines never start so what?, that's "character-building."

With electrics you drag the model out of your car and 10 minutes later you have made your flight. After that all you can do is waste precious time with your friends.

Hey, wait a minute, on second thought wasting time with your friends is a good thing. I think I'll get another one of those electric planes so I have more time to waste with the people I really like.

Martin



Telemaster Electric 73 inch AXI-2826-12, Jetti-40 amp controller, A123 4 cell 2300 mAh battery, AR7000 RX, JR X9303 TX



Fly-A-Ways in February, it's just to BRIGHT

US Scale Masters

Just got my March issue of Model Aviation and starting on page 16 is one of, if not the best article covering the US Scale Masters I have read to date.

There are a lot of good photos of local people and their planes in there. If you have not yet attended a regional Scale Masters Qualifier, you will get a good idea of what it's all about from this article. Keep an eye of the event calendar, the Evergreen Qualifier is scheduled to be held in Molalla August first through the third. If you want to see some great airplanes and some excellent flying you have to see this one. There is something for everyone at this event, gas, fuel, electric and some just for fun planes and flying.

Cliff

Editors Note:

See more of the Scale Masters at

<http://www.scalemasters.org/>

Back To Batteries

There is some excellent information in the March issue of Model Aviation about A123 batteries. You may be aware I have switched to the LiFePo4 (A123) for all of my major power applications and I'm pleased as punch with the results.

The test with the Super Flying King went as expected. The Rx and Ignition 2 cell packs were fully charged at the time of installation and the plane sat around for three weeks waiting for the rain to stop. Finally it d

id and we went to Dusters to give it a try. The batteries were still a 95%. Two flights later when we were ready to wrap it up the batteries were at 79%. Back at Dusters a week later one more long flight the batteries had dropped to 69% on the Rx and 71% on the Ignition. I could easily do four more flights without a recharge. So much for the liquid fuel side.

I looked for an electric plane to use to test the four cell A123 power packs and decided on the Telemaster 73 inch electro. Finished RTF it weighed in at 5 lb 10 oz. The Telemaster has been around for a long time and is a specialty of Hobby Lobby. The Electro however is a new laser cut light weight design. Because A123 is not the potential hazard LiPo is the A123 pack is permanently mounted in the plane.

Hobby Lobby recommended the AXI 2826/12 motor, Jeti 40 Opto Controller, a 3100 mAh LiPo power pack and a 4.8 v receiver pack. The Opto 40 doesn't have BEC. Just happened to have the motor and controller so I just substituted the 2300 mAh A123 pack for the LiPo pack. Dennis Laughlin gave me an idea some time ago on making a supper high current switch by shorting out a male Deans plug and covering the exposed end with epoxy and it works great. Ready to fly just plug in the Deans switch and go do it, land, taxi up, pull out the plug and your done. Simple and sweet. The test flights proved this setup will fly the plane from 7 to 12 minutes depending.

Don S.



Fly-A-Ways
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