

July 2008



Safety is our most important Product!

Preflight Preflight Preflight

President's Soapbox

I think this is a pretty good story. It includes foresight, good fortune, and persistence. No, you didn't have to read it in high school literature class....let's *not* go there. I'd rather go to Wenatchee, WA and hear the story of the Wenatchee Red Apple Flyers... how they got their first flying site and how they got an absolutely first class facility that they will move into next year.

I was in Wenatchee a few weeks ago to attend a Scalemasters regional qualifier. This was the first qualifier sponsored by the Red Apple Flyers, and the first time after living in the Pacific NW for 30 years that I had ever been to Wenatchee. I had heard rumors that the field there was brand new, and was a bit excited to see it. As it turns out, the contest was held at the OLD field. Hmmmph. The new field was still under construction. But what a field it will be.

Chapter 1: **Foresight**: Lets go back in time. It's the 70's and disco is king....for some.

Wenatchee, a group of RC flyers have been flying on a 20 acre parcel, with permission to fly over neighboring land. The 20 acres is put up for sale (actually two 10 acre parcels for sale at different times, but, $10+10=20$). If they don't buy the property, the group loses their flying site. The group scrounges for cash, and ends up buying shares of ownership in the land. Not bad. Somewhere in the process, the Red Apple Flyers are formed. Someone with foresight prevails and the Red Apple Flyers start to buy back all the land shares from the individual owners. It takes a while, but it gets done. Smart.

Chapter 2: **Good Fortune**: Guess who owns some of the neighboring land? Give up? OK. It's Waste Management, Inc., the company that manages waste pick up and landfill operations for lots of cities. And yes, the neighboring land just happens to be a landfill. Funny thing about landfills...over time they fill up and need to find new places to bury trash. Hey, we could bury lots of \$%^&#* on that 20 acres next door where those guys are flying the model planes!

Next Meeting

July 21st, 7:00 PM



It's a hundred and one out here, of course I have my big shade canopy, plenty of ice water, good back yard buddy's like ole Scrub Jay and Zipper the Humming Bird. Just like being at a great Fly-in. See ya, Sq Earl IV

Wonder if we could buy it?

Chapter 3: **Persistence**: The Red Apple Flyers continue to acquire all those individual land shares, gain a majority of the shares and thus have control in decisions made for the land. So, after lots of negotiation and developing a 70+ page contract, the Red Apple flyers are selling the original 20 acres to Waste Management in exchange for a new 20 acre field with lots of **major improvements**. The new site is on old landfill, completely surrounded by Waste Management land with permission to overfly that property. The site has a 600 foot long paved runway with adjacent irrigated grass runway. Electric power is run to the pits. How about a wood framed clubhouse with commercial kitchen, large meeting room, indoor plumbing and a shower? Oh, and there's an upper deck on the clubhouse...for contest flight operations. There will be 20 RV sites with electrical hookup. The rest of the parking area is paved and there are street lights. The club will be responsible for maintenance... this could be quite a burden as the site ages. They also are responsible for taxes. However, the club wants to become a premier site for major events, including a desire to host the 2009 Scalemasters Finals. With income from RV hookup rentals and concessions the club has a bright future.

This is a thumbnail sketch of the happenings in Wenatchee. Be on the lookout for a major article on this site to be published in AMA Model Aviation in the spring of 2009.

Let's fly!

Scott E.

Preflight's Mandatory before each flight

This dissertation is summarized from a thread on Flying Giants. A pilot flying with Spektrum DX7 equipment lost a 50 cc gasser. He did an extensive after the fact investigation trying to blame everyone and everything except his own stupidity. Here is how it went down:

First flight of the day he did a range check followed by a preflight and found his ailerons reversed. He toggled up the servo reverse program and fixed the problem. Taxied out, made his takeoff, made his flight, landed, taxied in and shut everything off.

Second flight of the day, filled the tank, started the plane, taxied out, made his takeoff, rolled opposite of the stick movement executing a perfect low altitude wing over, hit the ground nose first under full power re-kitting the airframe.

The final analysis was he had a DX7 transmitter failure in that the DX7 is not saving the programming changes when the transmitter is powered off. It is supposed to; however it's just a piece of electronic equipment that can fail at any time. That's why we don't fly directly at people or property.

Had he done the mandatory preflight as written in our training manual he would have saved his plane, discovered he had a transmitter problem, sent the transmitter to Horizon Hobby for repair, received it back repaired and lived happily ever after instead of becoming well known as the **Idiot from IA**.

We have had incidents at Fly-A-Ways where the recommended preflight procedure would have saved an airplane and a lot of time spent dealing with property damage.

Look it UP www.flyaways.org/documents/trainingmanual.pdf *Cliff P.*

Dateline June 29, 2008, Dusters Bigger Bird Fly-in, Woodburn.

Stupidity strikes again. Terry Criswell the CD at the Pilots Briefing emphasized the following safety procedures when starting airplanes.

1. Designated startup area.
2. Use of your spotter to assist when starting.
3. Use of tail-traps, for startup only.

Well Sunday it happened. A pilot who shall go nameless got his hand and arm stuck in a prop. The tail-trap was not used, the assistance of a spotter was not used, no one was restraining the plane. The 50 cc started, came forward and got him. Fortunately he did wear a glove or it would have been worse. The phone call was made, the EMT's arrived on the fire truck followed by the ambulance and another great fly-in gets marred by a preventable accident.

Meat and bone will not win a striking contest with a prop. If you don't want to exercise extreme caution around the front end of the airplane — **go find another hobby.**

Don S.

Guy Oliver's Memorial, Warbirds Over the Pacific

I would like to invite all the Fly-A-Ways members to our Warbird event near Cottage Grove. My name is Gus Phillips and I'm representing the South Lane RC Modelers.

The club is having a unique Warbird event honoring our vets. We had one leave us this last December and decided to hold an event centering around his military service. The event is called **Guy Oliver Memorial,**

Warbirds Over the Pacific. The details are listed on our website www.southlanerc.net and I would invite you to check it out.

Gus Phillips

Guy Oliver's
**WARBIRDS
OVER THE
PACIFIC**



Mosby Field
Cottage Grove, OR

July 12 & 13

Hosted by
South Lane RC Modelers Club
www.southlanerc.net

Jim Yourdan, CD
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