

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

October 2008

**The
Inside Loop**



Safety is our most important Product!

The end of another great flying season is upon us. We have had a pretty safe year so it's time to thank all the members for doing your part. Have fun, fly well and continue to be safe.

The new fiscal year begins October 1st. Our membership year follows the AMA calendar so any new membership on or after October 1st are valid through December 31st, 2009.

Starting this year, if your renewal does not have any changes you may pay your dues using your bank Bill Pay system. Just make the payment to:

Fly-A-Ways RC Club
6707 SW 179 Ave
Aloha, OR 97007-5257

Don Schultz Secretary/Treasurer

President's Soapbox

It's no secret that I like to promote controlled flight. The subject of achieving and maintaining controlled flight has been addressed more than once in past President's Soapbox articles. This month I want to talk about a maneuver that I covered just over a

year ago...the horizontal Figure 8. The club has lots of new members, and lots of long term members, that I think can benefit from this blast from the past. I do occasionally see some of our members flying the Figure 8, but not often.

You may find that it's a lot more difficult than you think to fly what should be a "simple" maneuver. The Figure 8 challenges you to make right and left turns using aileron and rudder, hold constant altitude throughout a considerable distance of flight, make each lobe of the "8" the same size, make each lobe of the "8" a circle, make the crossover point of the "8" directly in front of you, and do all of this while constantly adjusting for wind conditions. To effectively fly this maneuver you must have...say it with me....CONTROL.... of your model.

Here's how you're supposed to do it.....

The model aircraft approaches in straight and

And you think you got problems. All you gas flyers have to do is drive to Kaiser to get ethanol free gasoline. Me, I have to pull guard duty 24-7 to keep the Etho-Haulics from stealing my latest crop of sunflower seeds. Natural gas is the way to go, Washington DC is full of it. See ya..... Sq Earl V

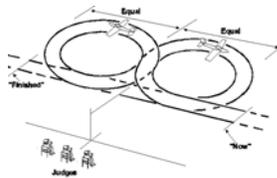
Next Meeting

October 20, 2008

**7:00 PM
Kinton Grange**



level flight on a line parallel with the runway. Make a quarter circle turn away from the flight line, followed by a 360° turn in the opposite direction. This is followed by a 270° turn in the first direction



to complete the maneuver on the original approach line. The intersection of the circles is at right angles to the direction of entry and directly in front of the pilot's station.

Many have tried it and many have failed. Many of us claim to have perfectly flown the Figure 8...in a font such as Desdemona to lamely explain why the lobes of the "8" were so misshapen. The Figure 8 is a mandatory maneuver in most scale competitions, and most pilots consistently score lower on this maneuver than any other. It takes aileron, rudder, elevator, and throttle control to fly a great Figure 8. When you can consistently fly perfect Figure 8's in different wind and weather conditions I assure you that you will have demonstrated that you have great control of your model.

Give it a shot to see if you can master the Figure 8.

Check out (click on) [NASA](#) for more details on the Figure 8 and many other scale flight maneuvers.

Let's fly! *Scott E*

Glider Tow

His first customer seemed rather incredulous about the idea of towing a glider with a Kadet instead of a quarter scale cub, so I didn't mention that last week one of his aileron servos fell out in flight



Who was that Masked Man? Why Hugh Christian of course. For more photos see the Website Site Photo Section, "Glider Tow—Hugh Christian."

Dave H.



Daniel Hernandez in Launch Mode

So wait, let me get this straight, roll L, then apply RR, UE, LR, DE repeat?

Cub Nuts—Saturday the 20th of September

It's 6:00 AM and the clock goes off, I drag my lazy carcass (carcass, interesting word, notice the last three letters) out of bed, Hey it's Cub Nuts day we gotta move. Shave, shower, oh ya teeth always the teeth, hey there mine all I have to do is brush em.

Coffee, a power bar, lets see everything ready, yea, loaded the truck last night, Annie packed some emergency food just in case, got stuff to drink, good to go. Oh ya gotta hook up the trailer, are all the batteries charged, ya, did that Friday. We are ready for Moe Lala Land, our name for Grant Sharps Green Aches in Molalla, Oregon.

We get out of the driveway at 8:00 AM, cruised through the neighborhoods, picked up 217 off of Hall, zipped on to I-5 and headed for the Aurora-Donald exit. Left turn at the exit and on to the first stop light, right turn at the light and head for Hubbard. Hubbard is a place North East of Woodburn on old 99. Keep going South until 211 shows up. Left turn on 211 and Molalla is just 16 miles away and there is only 2 stop signs from here to there. Wow 17 minutes 23 seconds we cruise by the Oregon Skydivers place won't be long now. Right turn at the East end of Molalla and follow the road around to Adams Cemetery Road, turn right and head down the hill, look left, wow look at all those cars, trucks and trailers, turn left at South Forrest Road and slip into Green Acer's parking area. We made it, 1 hour and 3 minutes.

Bob Beardsley come over and help us get setup. Bob has been here since Thursday. Friday was "Tug Nuts" a glider towing event. Thursday Bob got a ride in a Super

Cub on the Pilot scheduled to come in Saturday. The last two years the local Cub Wing did a fly-by. Last year the Carbon Cub, 2006 STOL Champion. came in and landed, spent some time with us and then gave us a short take off demo. That's where the idea of the Carbonator came from.

Kelly Martin came in Friday afternoon, he and Bob plan to camp out Saturday night and finish the weekend flying Sunday. Not Annie and me, we're to old for that, old, hell, too smart would better describe it.

I just found out Bob was on a glider tow run Saturday when the tow line snagged the East fence. Bob said he was about 10 feet up in landing mode getting ready for the next glider tow when the plane just stopped dead in the air, shook a lot and then slammed into the ground. There was surprisingly little damage. Bob could probably come up with a catchy little western song, "Ah Fought the Fence and the Fence Won."

The event went real smooth with plenty of opportunities to fly. I got in a couple of flights with the Carbonator. I also had may inquiries about the onboard electric starter.

The full size Cubs showed up right on schedule. Pictures of the planes that participated are on the photo section of the Website.

That's all folks, time to head home.

Don S.



Bob's Ride

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