

December 2006



## Safety is our most important Product!

Spread Spektrum is here to stay. What will the PIN BOARD considerations be?

### .2006 Scalemasters Finals Scott Enochs

It was a long way to go to have fun...about 2400 miles to AMA headquarters in Muncie, Indiana.... to compete in the 2006 Scalemasters Finals. And despite the distance and some fairly bad weather it was still fun. Other NW regional pilots making the same trek and flying in Expert or Team categories included Dick Hansen of Hansen Scale Videos, Randy Smithhisler from the Seattle area, Paul Haynes from Redmond, OR, and Roly Worsfold from British Columbia. Robert Terhune from the Boise area was also there to compete in the new Open class.

The contest dates, October 18 – 22, were very late for that part of the country. I beat snow across Wyoming by one day on both the drive going and coming home. Cheyenne has the heaviest winds, by far, of any place I've ever been. North Platte, Nebraska has a brand new Starbucks that just opened! And, there was a Subway shop at almost every exit! Gas prices dropped the further east I drove...lowest was \$1.99 somewhere around the Iowa - Illinois border. A few audio books helped to make the drive go a bit faster. Wednesday the 18<sup>th</sup> was "set-up" day and registration. Nasty wind and rain...most folks set up

canopy poles but left the covers off, waiting for Thursday. Thursday might have been worse. Static judging was under a large "carnival" tent with no sides. It was cold, raw, windy, rainy.... the static judges had almost no light to see by, were damp and cold...and were kind of ornery by the end of the day...they deserve all kind of kudos for making it through the day. Two sides of the tent were draped with tarps in the afternoon to help stop the rain from blowing in. The last plane was judged at about 6 PM in the fading "light" of a very dark day.

Flying started on Friday. There were two paved runways making a shallow "X", and soggy grass along the edge of the pavement. The schedule was for 2 rounds for Expert, Team, and Open classes on both Friday and Saturday, then one round for just Expert and Team on Sunday. Wind on Friday was around 10 mph but close to right down the runway. Rain actually stopped!!! Two WWI planes went in on the first round. A Fokker DVII had a suspect radio problem and dove straight in...very sad. Paul Haynes' Nieuport 28 probably got hit by the weather. After take off he had control of everything.... except ailerons....

**The next meeting is:  
Monday, November 20th**  
**Last meeting this calendar year**

**General Meeting 7:00 pm**



**If you spend the Winter in Oregon!**

1. Grow long Ear Hair.
2. Grow a thick coat.
3. Keep your Tail DRY.

See ya... Sq Earl Jr.

....inspection of the pieces looked like the wet weather caused a wing panel to swell and warp and bind one aileron. My first flight started on a high note...got a "10" from both judges for my take off....but it was downhill from there...so much for glory.

Saturday saw some sun also, but the wind kept up at 10 plus mph and was now nearly a 90° cross wind from behind. Oh shit!!! But, everyone was flying in the same conditions. I wasn't the only one to nose over in the soggy grass on take-off or landing, or have trouble maintaining a heading. There were a few close encounters in the pits since the wind was from behind and making most pilots really struggle to keep on a straight heading. Both Dick Hansen and I had one flight (attempted flight) where the wind lifted a wing and we went over on take off.....all damage on both planes repairable before the next round. To give you an idea of the wind conditions my SPAD crabbed in at 45° for landing on my 5<sup>th</sup> round flight.

Everything was over on Saturday. The forecast for Sunday was winds at 20+ mph and lots of rain. Open Class flying rounds were reduced from 4 to 3, and Expert and Team then flew 3 rounds on Saturday to get in a full 5 round contest. Off to the awards banquet on Saturday night...we were indoors and it was finally warm and dry! I was thrilled to finish dead in the middle of the pack with my SPAD...16th in a field of 32 in Expert Class. I was more than thrilled to win the judges award for "Best WWI"!!!! You can bet that plaque is hanging on the wall in my shop!

So, it was a fun time. Met lot's of good people, made some new friends. Saw some phenomenally good looking aircraft. Visited the AMA Modeling Museum. Flew at the AMA national flying site. Came home with an airplane needing only minor repairs. I want to do it again.

Check out the Scalemasters site at.....  
[www.scalemasters.org](http://www.scalemasters.org) and/or Fly-A-Ways site at.. [Photos 2007](#) for the trip pictures.



**Flight line getting ready for round 1.**



**Wind!!!!**



**How windy was it?**

## **Local Boys make GOOD**



**Left to right:**

**Ron Bacon and Richard Styffe**

Hangar 9 Sopwith Camel  
Cliff Pemberton

If you have wanted to have a WWI plane, but didn't want to do all the building involved, check out the Hangar 9 Sopwith Camel ARF. There are a couple of reviews in various publications, Aircraft Modeler, and M.A.N. So I won't go into much detail. The pieces all fit and there are a minimum of problems.

Something I didn't see in either review was a mention that all of the pre-drilled holes for the landing gear straps were too far apart and had I had to enlarge the holes in straps to align with holes in fuselage. There were eight flying wire attachment tabs missing that can be replaced with du-bro small landing gear straps (\$2.00) or get in touch with Horizon and they will send you a set.

Being a very short nose airplane it is by nature tail heavy, therefore the included one pound of nose weight is required plus a little more. It is interesting to note that if you balance this plane with an empty fuel tank then fly, you will find it real pitch sensitive on the elevator.

After my first flight we checked the balance and found the plane tail heavy. We drained the fuel, re-checked balance and it was back close to level. If you look at the location of the fuel tank, it is mostly aft of the CG point and with 17 ounces of fuel the plane becomes tail heavy.

I am going to balance the plane with a full tank and see if the pitch sensitive problem goes away. The plane flies at 1/2 throttle with an Saito .91 FS in the nose, with LOTS of reserve power. The plane flies quite a bit like a Cub, I think, and lands gentle, with a bit of power on 'till just before touch-down. Ground handling is not the best with the fixed tail skid, but it can be done. For the price, you get a good looking good flying WWI plane.



**It might fly good but it needs rings.**

**Relive the Drama and Destruction at  
Pearl Harbor Days  
Dusters Field, December 10, 2006**

This is an Annual Charity Event, conducted by the Portland SkyKnights Club. \$5 (or any further contribution you wish to make), an airplane and an AMA card are the only requirements to allow you to fly with randomly chosen combat teams. These are timed, competitive events, flown in a Charity for the Children's Cancer Fund.

Bomb Drops, Spot Landings and a Limbo are a few of the maneuvers attempted in a Titanic Battle for Supremacy of the Oregon Skies. This is a fun, spectator friendly event, rain or shine and guaranteed to provide you with astounding entertainment.

The Duster Deli Crew is present to provide warm liquid aids and foods, to see you through the day.

The fun starts at early, with the Official Events starting about 9.

**A TIP from Martin  
A Truly Sharp Razor Blade**

The blade we are after can be found in a cheap disposable razor like a BIC. The razor usually comes with one or two blades. These blades are thin and very, very sharp. They will cut paper that ordinary blades will bend out of the way. That's the good news.

The not so good news is that separating the blades from their encasement requires skill and enormous endurance and patience. Use of words of a profane nature will not assist in freeing the blades.

Martin Dietrich

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