

July 2007



## Safety is our most important Product!

“FIELD RULES”

A little common sense goes a long way in complying with our practices and procedures while at the field.

### President's Soapbox

Last month I talked about performing an audible pre-flight safety check to save your plane...and some face....and protect innocent bystanders. Let's continue the theme of safety rules in general....to save some face....your plane....your wallet....protect innocent bystanders.....and protect the club and all our members. Take a minute to go on line and refresh yourself on the field and safety rules. There's really not that many, and they are based on common sense and courtesy to others.

One of the subjects of a recent board meeting was the increase of observed field rule and safety rule violations. It was specifically brought to my attention that flying from locations other than pilot stations is on the rise. It is ok, *after getting clearance from other pilots*, to walk out on the runway with your plane for take off, especially if the plane is new or you are still get-

ting acquainted with it. If you need to do this, bring a spotter with you!!!! It's also ok to launch heli's from the pad or runway, *after getting clearance from other pilots*. After take off, walk back to a pilot station to continue your flight....your spotter can help you get there. Flying heli's or any fixed wing aircraft from the taxiways or runway **IS NOT** allowed and is a safety violation. And please, if a pilot announces he needs access to the runway for take off or recovery, give him the courtesy of an audible response...such as OK, or CLEAR, or NOT CLEAR!!!!

I think Fly-A-Ways has the best protection for pilots of any club in the area. Our continuous 4-foot safety fence separating pilots from the runway gives the pilot the ability to duck and save themselves from an out of control aircraft coming from the runway. The barriers behind the pilots save them from being bit by an out of control aircraft coming down the taxiway. Some other local clubs lack any protection from behind, and frontal

The next meeting is:  
July 16<sup>th</sup>, 2007

General Meeting 7:00 pm



Tell you what, you give me a whole 5 lb bag of Hoodys peanuts, throw in 2 lbs of shelled walnuts and 1 lb of almonds and won't climb on you new screen door for 6 months.

See ya. Sq Earl III

protection is inadequate. It's just not very bright for a FAW pilot to disregard this protection! OK, there's always some common sense exceptions. Maybe for a maiden flight, after announcing, *and when you will have the only plane in the air*, it's ok to fly from a spot near the runway, with a spotter to help! Again, common sense, please!

You may not be aware that you are jeopardizing other pilots when you don't stand in a pilot station. If you are hit and injured it's the responsibility of the pilot that hit you to pick up the medical tab through their personal liability insurance or AMA insurance as the secondary provider or out of pocket. If you are not in a pilot station that puts those pilots around you at higher risk of injuring you...*not very thoughtful, courteous, or intelligent on your part.*

Also, for safety and courtesy, please fly the established pattern when there is more than one plane in the air. I've been told that too many pilots are flying downwind passes over the runway. No. No. No. Downwind passes are always to be flown over the crop, beyond the grass runway. If you cause a mid-air flying against the pattern you buy the other guy a new plane.

Safety and field rules will be enforced. Please don't make me have to contact you for notice of disciplinary action.

*Scott*

## ACCIDENTS

They have happened and will continue to happen. When your plane takes on a freaky attitude and decides to run into something, trees, barns or whatever take the time to look over the surrounding area for collateral damage and report that damage if found.

1. You as an individual are liable for any damage you cause.
2. AMA Insurance is secondary therefore your personal insurance is primary so call your agent. If you have no insurance then the AMA Insurance becomes the primary insurer and you need to call the AMA and file a claim.
3. If you hit a members vehicle, crash your plane in the pits and destroy someone's property you are liable for the damages.
4. If you damage any farm building, farm equipment, stored equipment or stored vehicles go to the Flint home and report the damage to Harlan so he can see what happened first hand. You are liable for any such damages.

Don Schultz, Secretary

## Robert Jenne 1920-2007



Robert (Bob) Jenne passed away at his home, 5 AM, Wednesday the 20th of June, 2007.

Our field was named **BOB JENNE FIELD** in honor of Robert's service in the Army Air Corp and his dedication to the Fly-A-Ways RC Club. For many years he and his good friend Martin Dietrich maintained the field.

Robert flying and trips to the field will be missed but he will always be remembered.

## **P-Factor Theory** What is "P-Factor"?

P-Factor is an aerodynamic effect that causes propeller-driven planes to yaw when they are flown at high power and low speed (takeoff and climb out, for example):

At low speeds, the plane flies at a substantial angle of attack, and so the airflow is not parallel to the plane's axis. Relative to the plane, the airflow is directed several degrees upwards. Now the prop axis is normally parallel to the plane's axis. As the prop rotates, on one side the blades are traveling upwards and on the other side they are traveling downwards.

On most planes, the prop turns clockwise as seen from behind so the left side goes up and the right side goes down. The upward angle of the airflow causes the downward (right) side of the prop to have a greater airspeed and angle of attack than the upward (left) side. So the downward (right) side of the prop generates more thrust. If pull is harder on the right side of the plane than on the left and the plane will yaw to the left.

This is one of the reasons why most real prop planes need a certain amount of right rudder to keep them straight during takeoff and climb out.

The other factor that requires right rudder on takeoff (in planes with clockwise props is spiral propwash. The sideways component of the spiral propwash strikes the vertical stabilizer from the left (in conventional single engine configurations), also causing a yaw to the left. In general, the spiral propwash effect is a lot stronger than P-factor.

You also need right aileron to keep the plane straight to counteract the rotational torque from the engine or engines.

## **FIELD RULES**

It's summer again, although you might be hard pressed to prove it with daytime temperatures in the 50's. Anyway no matter what more flyers are present at the field. We have responsibilities when we are engaged in our favorite hobby pursuits, that is, **COMPLY WITH THE FIELD RULES.**

The Field Rules are posted on the bulletin board on the west wall of the equipment shed next to the Porta-Potty. Now that you know where the rules are posted there is no excuse for noncompliance.

There are two parts to the rules. The first part is safety and the second part is compliance with the lease agreement.

3D and Freestyle Aerobatics with gasoline or glow powered planes is prohibited. Some pilots are pushing the envelope and are getting real close to noncompliance.

### **By Eh-nonymous**

I was driving out to the field last week coming over the top of Clark Hill Road just before the Llama farm when I ran out of gas. Well now I figure the day is shot. I get out of the truck open up the fuel door and just stand there looking at the filler cap when this Bee buzzes up and says "wuzz happnin?" I say "I'm out of gas." Bee says "open the cap" and flies off. Two minutes later the Bee is back with a whole swarm of them little devils and they all fly right into the gas tank. A few minutes later they fly out of the tank and start to leave. The boss Bee flies over and says "hop in and starter up." I do, I got half a tank, truck runs great and I say "thanks Bee how did you do that." Bee shrugs his little wings and says



## Hugh Christens New “Flyer”

Those of you who know Hugh know he’s kind of an innovative guy. Well he’s outdone himself, he just had to have a four engine plane. Since his past experiences with B17 models was somewhat below expectations Hugh decided to design his own four engine plane.

Hugh took his famous “Combat” ready Senior Kadet and converted it to an electric four motor plane which he calls the K-17. One of our more humorous members heard it run and said “that sounds like the wood chipper in the movie Fargo, lets rename it the Fargo Chopper.” Well it’s still the first ever K-17.

**It flies and it flies very well.**



## From the Dusters Bigger Bird. Don Schultz

I didn’t go, to wet and cold for me. Anyway Cliff Pemberton lost his Rearwin Speedster to a midair with a Warbird. Cliff sent me a picture with the comment “if you think mine look bad you should see the other guy.”

Midair accidents do happen, that is why we stress flying a race track pattern when the field is busy.



Some other thing I was told about:

Kelly Martin lost his World Models 1/3 scale Super Cub due to some type of electrical failure. The plane went to idle and the controls locked in their failsafe positions. Kelly said he got control back for few seconds before the plane went into failsafe for the second time and subsequently hit the ground.

Another 1/3 scale Cub towing a flag crashed due to mechanical failure.

There were several additional crashes I don’t have any information on.

Everyone who went to Dusters “Bigger Bird” said they had a great time in spite of the weather. Next year we will have sunshine, 77° and a north wind at 8 mph.

Ya, right.

**Check the planes battery voltage and do a control surface preflight before each flight.**

# 2007 CLUB DAY

**Saturday, August 25**

**\$5.00 Pilot registration fee**

**Burgers, Dogs, Chips, Drinks offered at nominal prices.**

**Pilot Registration 9:30 AM**

**Events: 10am – 3pm . . . . . Open Flying: Anytime there's no event under way**

**Airplane Classes:**

**Trainers & Sport Models....Cub.....Warbirds**

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**Enjoy a relaxing day of open flying and fun competition for 3 classes of airplanes.**

**I can already see sport planes buzzing about, giant scale Cubs flying together with smoke on and a squadron of Warbirds in a tight formation low pass!**

**Is one class better than the others in a low pass balloon bust contest? Smooth touch & go's? What about "slow drag" races? Or??? Be there to find out.**

**Your event staff:**

**CD..... Scott Enochs  
BBQ Chef..... Cliff Pemberton  
Volunteer..... Hugh Christian  
Volunteer..... Dave Fox**

**Sponsors:**

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Month of July 2007

20% off all in stock "VMAR" ARF planes.  
Partial in stock list:

Jodel, Cap 232, Edge 540, Dornier D027, Hornet.

Also we are starting a suggestion box; so if there is a product new or other wise that you think we should have or that you would like to see in the store please write it down and drop it in the box. We will be looking at your suggestions to see what people are looking for.

We will try to bring some of these into the store to better serve our customers.

Must present club membership card.

Look for August special next month.

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