

August 2007



## Safety is our most important Product!

The Summer, if you can call it that, is in full swing. Be real care full around the business end of that airplane.

### President's Soapbox

Now that we're in the dog days of summer, wherever that phrase comes from, we're also in the peak of event season. Events actually started back in April when the Sky Knights held their annual spring float fly at OMAS. Just a few weeks ago the Dusters held their annual Big Birds over Woodburn event. And just last weekend, everything being relative to when I'm writing this, OMAS had their annual R/C Air Show. The weekend before that, Bob Beardsley trekked up to Kamloops in British Columbia for an annual IMAA big bird fly-in., not to mention Bob and Hugh's great cross country adventure to get to the Joe Nall Fly-In. I'll be following Bob's path up to BC this weekend for a Scalemasters regional qualifier in Vernon. And it's only been a month since I drove east to Idaho for another qualifier.

So what's the fuss? Well, I think events are fun. Whether they're a theme event like Big Birds or the upcoming Dawn Patrol for

vintage aircraft only, or Cub Nuts, or competition events like IMAC and Scalemasters, they always seem to generate smiles on the faces of the pilots and spectators. Plus, depending on how an event is structured, it can be either a fund raiser or simply a "fun raiser" for the sponsoring club. Our Fly-A-Ways Club Day falls in the "fun raiser" category.

I think OMAS has the right idea for the best all around club fund raiser with their annual R/C Air Show. They advertise the event, get a pretty decent spectator turn out, and charge for parking and snack shack items. Pilots get to have some fun performing demo style flights for a public audience, and there's raffles and prizes specifically for the pilots. I look forward to the day when FAW can have a true fund raiser by holding a public event.

On the pure fun side there are the theme events like Big Birds, Dawn Patrol, and Cub Nuts. Planes are restricted to the theme category...like IMAA legal size, vintage and WWI, or Cubs. I think it's a blast to have similar aircraft only flying. If you think the

**The next meeting is:  
August 20<sup>th</sup>**

**General Meeting 7:00 pm**



I'm the cleanest squirrel in the whole country. It's August already and I'm still soaking wet from July. I need a big hair dryer.

See ya ..... Sq Earl Jr.

pilots are confused when there's 7+ yellow Cubs flying, how about the spectators? It may be as much fun to watch stuff like this as it is to be one of the pilots. You could attend Dawn Patrol, camp out, and be treated to the 6am air raid siren, followed by a sky full of WWI fighters.

And there's always competition events.... and, yes, competition is fun. Here I'm talking about IMAC and Scalemasters events. If you have an interest in scale aerobatics or simply scale aircraft these events can be good to attend just as a spectator...and talk to the pilots and builders to get ideas or information that can help you get started in these special interests. Most pilots love to talk about their aircraft and techniques to build or fly.

Check out the calendar of events on the FAW web-site. There's lots of upcoming activity In July there's still Classic & Warbird pylon racing at Dusters and IMAC at Molalla. August is very busy. There's Scalemasters and Dawn Patrol at Molalla. Back at home FAW "Club Day" is August 25. On the road again to Molalla in September for Cub Nuts. Tucked into the September schedule is an IMAA event at Turner in Salem. Check out some or all of them and have some fun.

*Scott*

## British Columbia Scale Classic

The British Columbia Scale Classic was held August 20-22 in Vernon, BC. This is a NW regional Scale Masters qualifier event. It's a bit of a haul up to Vernon, but worth the trip if you get a chance. Vernon is at the north end of

Okanagan Lake, a year round recreational area and the center of British Columbia wine country. I tried some "Dancing Rooster" merlot on Saturday night....not bad.....started to dance and crow shortly thereafter. But what about the contest? OK, back to the subject.

This is the 4<sup>th</sup> year for this event. It was held in Kamloops on year one, and has been at Vernon since then. 26 pilots, including a few each from Oregon and Washington turned out for this one..... a pretty good field of contestants! And speaking of fields, Vernon has a great one. It's 100% manicured grass, approximately 60' wide X 550' long, with an irrigation system put in a few years ago. A grader was brought in for the initial leveling, along with loads of sand to mix with the soil for improved drainage and soil stability. There's a wooden clubhouse, and of course, some set-up benches and picnic tables. They, too, like FAW and other local clubs, have a trash policy of "if you bring it you take it away". They also have a "no smoking" policy evoked in summer to avoid fires in the surrounding crop. The field is leased on farmland (sound familiar?) and has been there for almost 30 years. Their landlord likes having them around. The club has voluntarily increased their lease payments over time to keep the landlord happy (and the payment is still pitifully low). But what about the contest? OK, back to the subject.

It didn't rain during the 6 rounds of flying...4 on Saturday and 2 on Sunday. Did I tell you how friendly everyone was? The host club was great. Volunteers for judging, scorekeeping, air boss, field maintenance, etc, came from the host club members and as far away as Edmonton. Friday was static judging, with pizza 2on Friday night at the field. After a very warm and humid day of flying on Saturday, 77 folks turned out on Saturday night for a pot luck supper.... beef and buns for sandwiches provided by the organizers of the event and side dishes provided by contestants and volunteers. A local catering truck...the Friar Tuck Truck....was at the field early on Saturday and Sunday to offer breakfast and lunch. But what about the contest? OK, back to the subject.

Lorne Hansen, a member of the Vernon club, took top honors in Expert Class. He flew a

gorgeous 1/4 scale Sopwith Camel...a Mick Reeves (famous British designer and competitor) kit. Roly Worlford, the CD, took second with a 1/3 scale Cub. Scott somebody (I talked to him a lot but never really got his name) placed third with a 1/4 scale SPAD. All these guys have the honor of having qualified for the Nationals being held in October in Hemet, CA.



There should be plenty of pictures posted on the FAW website as soon as I can get a disk to Don. (Pictures Posted 7-27)

*Scott E.*

### Happenings

July 21 and 22 were busy days at the field for two new members. Scott Carrigan and Cliff Pemberton held training sessions on Sat, making the maiden flight on Juan's new Hobbico .60 size trainer. Despite the not so good weather Juan got two good training flights in. Sunday Juan came back for more, and was joined by another new member, Belal Hamzeh with his PTS-51 trainer. Both got three good flights in and are progressing nicely, as Juan made his first takeoff and landing on his third flight. It won't be long before they both solo.... Wally was flying his newly acquired Extra, when shortly after take off the throttle stuck wide open. Not the best way to find out how long a full tank will last, but Wally dogged around the sky and made a picture perfect dead stick landing. Cliff got a chance to make a few flights on his Decathlon, a Dynaflyte ARF, with a OS 1.60 two stroke and a 86 inch span. Fly's pretty good for a four year old airplane, nimble yet not wild..



Cliff Pemberton

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