

February 2008



Safety is our most important Product!

"Twigs & other winter debris on the runway and taxiways will **rapidly** divert your plane...be alert!"

President's Soapbox

Got the winter doldrums or a bit of cabin fever? It's certainly been wet and cold so far this winter, and now the wind's blowing. Let's face it...flying conditions just haven't been good. Indoor projects can fill the void a little. It's always fun to have a building project (kit or ARF) underway in anticipation of better weather. Here are some more activities you might not be aware of that can help get you that R/C hobby "fix" during the winter and into spring.

First up is the NW Hobby Expo, at a new site this year...Monroe, Washington, north of Seattle. It looks like the format is similar to the Expo of years past when it was held in Puyallup...a giant swap meet, vendors' booths, information booths, and static shows. Also the same as before, it appears to involve all aspects of R/C...planes, cars, and boats. When is it? Looks like Saturday and Sunday, February 9 & 10. More info at the expo website: [Link](#)

Next is the 7th Annual Flying Model Exhibit at the Evergreen Aviation Museum in McMinnville, sponsored by The Evergreen Aero Modelers. Show dates are Saturday March 1 and Sunday March 3. All modelers are invited to bring planes for public display. Categories include Radio Control, Control Line, Free Flight, and Helicopters. Planes are regis-

ed late Friday afternoon (2/29) and/or early Saturday morning (3/1). Members of the Evergreen club staff the registration table and direct modelers where to display their aircraft...typically models are displayed near or with full scale aircraft of the same type...I brought my SPAD XIII last year and it was displayed under the wing of the full scale Sopwith Camel! Your plane does not have to be a masterpiece in order to have it on display. Museum visitors are invited to view and vote for their favorite models in the different categories. It's a nice way to present flying models to the public... at a GREAT venue...the Evergreen Aviation Museum. Modelers don't have to hang around for the entire weekend. They can tour the museum for as long as they'd like, then pick up their models late Sunday afternoon. Come on out...to display one or more of your models or just to have a look.

A bit deeper into Spring...Saturday, May 10 to be exact...will be a brand new Scalemasters "Boot Camp" to be held at The Dusters in Woodburn. This fantastic concept comes from past FAW President Rick Dunn. The idea is to promote scale modeling and scale competition by having prospective contestants, and prospective static and flight judges, get valuable tutelage and pointers from the "experts". The "experts" in this case are experienced scale competition fliers and judges. The prospective contestants are rookies to scale modeling, less experienced modelers and pilots, and those interested in becoming scale static or flight judges. Come on out, fly some maneuvers, get scored

Next Meeting February 18th



Hey guys, you hear what that idiot Presidential Candidate Huckleberry said? Well let me tell you, he said "In college I used to fry squirrel in my popcorn popper cause that's all I could sneak into my dorm room." Well he sure as hell lost the Evangelical Squirrel Vote on that one. See Ya **Sq Earl**

by the judges and then get specific feedback on how to improve that flight score! Or, get some specific feedback on how to maximize the static score of your first scale entry in this year's Evergreen Scalemasters Qualifier at Molalla, August 1-3. Want to be a judge? Get some preliminary training. Full details for this event are still in development!

Beat the Winter blahs and have some fun!

Scott E.

Don't see this anymore



The Last Day

With one day to go in 2007 Wally Odeh couldn't wait to get that first flight on his new 1.20 size Raiden Tech **Zero**. Good looking plane, fiberglass fuselage with ply formers spaced back into the rear to give it rigidity. The wing is a foam core with a hard formed covering to make it quite sturdy. The whole plane is painted in a semi-flat fuel resistant paint. The wing span is 71" and all up the plane weighs about 11 pounds and is powered by an OS 1.20 two stroke. I'm sure it will fly well and I think it is a good deal at around \$200.00.

We met at the field at about 1 P.M. Just as the nice blue sky turned ugly grey and got very moist. It started out as a light rain but didn't take long to get heavy and cold, turning to frozen rain and specks of wet snow. After about twenty minutes into our B.S. session in the nice warm and dry van, the clouds lightened up a bit and the rain stopped. We got the plane started and out onto the runway for takeoff, opting to do a downwind to the east for safety. The long main gear became very wobbly and an instant before liftoff the right main collapsed, too late to turn back, the plane jumped into the air only to have the engine sag. It was obvious that there just wasn't enough speed to keep the plane flying and Wally had his hands full just keeping it in the air long enough to get it flattened out and settle down out in the crop grass. Not the prettiest landing ever, but the only damage was the external fuel tank, that broke away when the plane hit the ground.

Back on the bench we found that the retract servo died letting the gear unlock and fold during takeoff roll. Running the engine we found that it was over heating and would not come up to or hold RPM. It looks like minor repairs on the gear and enlarging the cooling hole on the bottom of the cowl and the plane will be ready for a real test flight.... So unless someone shows up Monday with a new plane this was the **"The Last 1st Flight" of 2007.**

Cliff

And then the 48 hours later!

HAPPY NEW YEAR, January 1st and only the brave truly dedicated RCers' are out to welcome in 2008....(YEAH... heh heh, dedicated). Those who showed up to get the first flight of the year were pleasantly surprised to find only a light breeze and temps around 40 (above Zero).

Scott Enochs and I, Cliff Pemberton, got into the air to lead off and do some chase-a-plane flying, Scott flying his Sopwith Pup and I flew my Aeromaster. During the sort of combat flying there was one of the closest near mid-air I've ever seen when Scott came up from behind and under the Aeromaster, his left wing tip passing between the right main wing and horizontal stab of the Aeromaster. Don Schultz and his Ultra Stick E25 electric got airborne and shared the sky. Adding to the group was David Harburg and Ken Gullberg, both with electric wings. The late breaking news update reports that Ken has the honor making the last flight of the Old Year having flown on **Monday**. Randy Carpenter came out with his helicopter to get the first rotary wing flight of the year.

Last but not least was Wally and the new Zero. With the required repairs made, Wally was determined to get a "real" 1st flight. With the engine running well, (a smaller prop) and tuned, the gear down and locked it's time. A good takeoff roll and the plane was airborne. Needing a LOT of trim the plane was, to say the least, squirrely but flyable. After some time to get the plane settled down (and Wally too) it looked really good in the air. The 1.20 is plenty of power and the plane is fast and pretty agile. After about 10 or 12 minutes Wally decided to bring 'er in for that 1st landing. A bit fast, but the plane looked solid and settled down to a landing only to trip and skid a ways on the nose. With some more air time this will be a good flyer. So there ya go..**good-by '07 and hello '08.....**

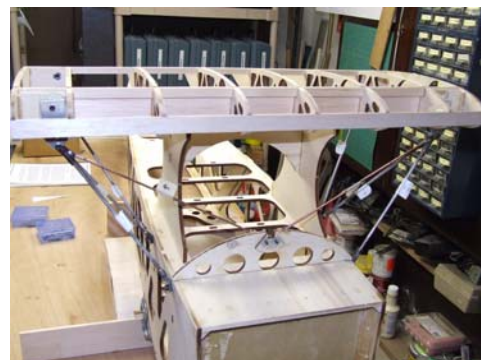
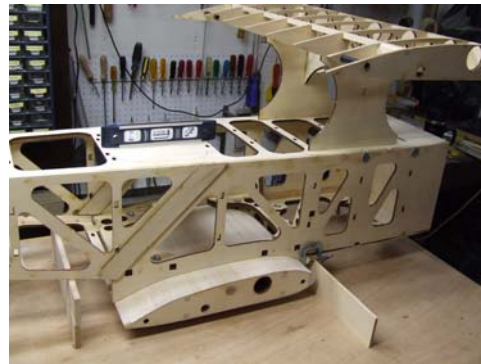
Cliff

**I don't have a carbon footprint,
I have a carbon fiber foot**

Kudos to Cliff Pemberton!

Reference the January issue of the AMA magazine. Cliff's write-up of the 2007 Cub Nuts Event was published in the District 10 information page. Thanks for the effort Cliff.

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