

May 2008

The
Inside Loop



Safety is our most important Product!

Field activity is on the increase—just a reminder— Announce your take offs and landings loud enough for other pilots to hear!

President's Soapbox

Thanks to all who came out and helped get our field back in shape on Spring Clean-up Day. And what a beautiful day it was. For those who have already forgotten, the sun was out, winds light, and the temp kissed 70° in mid-afternoon. Ever since then it seems like it's still January. After raking, mowing, edging, leaf blowing, a bit of nailing down loose mat, and safety fence repair the field looks better than it ever has! Of course, everyone got some extra energy for clean up from eating all those great doughnuts that just happened to show up on the tables. I know doughnuts always give me a lot of go power! I think we set a record for time. All the chores were done by 11:30 and we got airborne. The work goes fast when there's over a dozen there to help. Once we actually get some weather that approximates spring I'll spray some stuff to keep the dandelions at bay.

We are at the beginning of the great grass

runway smoothing experiment. In case you hadn't noticed, grass takeoffs and landings were getting pretty difficult unless you were flying something in the scale of Don's Super Flying King or a 1/3 scale Cub. I think my 1/6 scale Sopwith Pup was bouncing 1 foot vertically for every 1 foot of forward roll. Between root clumps in the grass and bumps in the soil from heaving and settling the grass runway was just plain challenging. An internet search revealed the best technique to level our runway would be to prepare the surface by aerating (plugging) the soil, spreading a very sandy loam over the whole surface, then power raking it to smooth and level everything. Well, I didn't want to spend the \$\$\$\$ it would take to get sandy loam, so we punted by plugging the runway during our Spring Clean-up, then came back a couple days later and thatched it. The thatcher has spinning steel tines that cut through the grass root clumps, break up the plugs from the aeration, and dig into the soil to loosen it (my version of a power rake). After about six passes with the thatcher, followed each time by the lawn sweeper on the riding mower, voila, our grass

Next Meeting

May 18, 700 PM



Hey I just got an e-mail my cousin Billy Bob Earl in N. Carolina. At a recent rural elementary school meeting in N. Carolina Mrs. Bill Clinton ordered the kids to be totally quiet. Every few seconds she clapped her hands and said "Every time I clap, a child in America dies from gun violence." A young voice with a proud southern accent from the front of the crowd pierced the quiet! "Well, stop your stupid clappin." **See Ya... Sq Earl III**

runway is not necessarily level but it is now much smoother than it's been in a while. The thatching was done with the soil still pretty wet. We might have to run the thatcher over it again when the soil dries out some more. Let's see those tail draggers and other grass runway aircraft testing it out!

With the field in great shape and better weather (I promise!) soon to be here, it's time for a reminder to all about FAW trash and smoking policy. We have no trash service, no trash cans, and no butt cans. That's not going to change. You are responsible for hauling out whatever you bring in. This applies to everything, including broken parts of planes, paper towels, soda cans, water bottles, food wrappers, and cigarette butts. We've had a recent complaint from Bev regarding cigarette butts found in the parking area. The Flint's are adamant non-smokers, and if our smoking members want to retain the privilege to smoke on the Flint's property there can't be any cigarette butts left behind. Clean up after yourself. And please be proactive and pick up any trash you find that's been left at the field.

Let's fly!

Scott E.

Out and about

Saturday April 19 OMAS hosted the 2008 Skynights Spring Opener, a float fly event. The weather was forecast to be partly cloudy, rain, wind and. possible snow ..and there was two out of three.

The little bit of rain didn't cause any problems, but the wind made flying a bit of a

challenge especially for the electrics. More than ten people participated in the event, flying a figure eight course, then a straight slow flight and fast flight. Although there were a few crashes due to the wind and all during landing, only two planes were not able to continue flying. Participants and spectators alike had a good time. Keep an eye on the events calendar for up coming float fly events later in the year.



Skynights at the Float Fly

Cliff P.

The Western Antique Aeroplane and Automobile Museum



You may not be aware of the newest aviation associated museum in the area, the WAAAM in Hood River. There are about 50 antique planes, most on display and in flying condition and flown on various "Flight Days" throughout the year. There is a good representation of military vehicles and equipment and a selection of antique autos. Hanging in the lobby is the replica Curtiss Pusher that was flown from a hotel roof in Portland to Pearson Field there in Vancouver a few years ago. That was a flight I would not be interested in duplicating, nor would I enjoy, very much, flying in the Curtis at all.



Cliff P.

First Solo Certificate issued! New for 2008

Housed in a good sized hangar the planes are positioned so that they can be seen well and do not crowd the one on either side. There are planes I've heard about but have not seen until my visit to the museum. An original Taylor "CUB" along with a Taylor J-3, the two Aeronca C-3's, one on floats are eye catchers. There are a couple of variants of the "Grasshopper" Cubs that I had not seen that would make an interesting subject for a different scale project, one being an ambulance version with a hinged turtledeck. The Curtiss Robin on display is only the second one I've seen and it is a very nice example. A real cutie is the Pietenpol Sky Scout, powered by a Model A Ford motor.

Dave Hicks, a graduate of the first Portland Community College Class "Introduction To Radio Controlled Models." made his solo flight at Bob Jenne field April 25, 2008. Dave is the first student RC Pilot to solo in 2008 and the first Pilot to receive the new Solo Certificate.

Congratulations Dave



There are a few engines from the early years and some of them are not really much bigger than those used in some of the larger R/C models we fly today.

The museum is open from 9 AM to 5 PM daily, except for Thanksgiving, Christmas Day and New Years day. A bit more than an hours drive from Portland, it is an easy day trip and an easy drive. For more information and directions visit the web site , (www.waaamuseum.org) as it is a bit confusing to find the airport with out them.



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