

FLIGHT LINE

The Communication Forum for the
SkyKnights R/C Club

Web Page <http://www.sky-knights.org/>

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Volume 42, Issue 3

AMA Charter No. 707

December 2003

A Christmas Tale

From Ken Solomon

Twas the night before Christmas, and out on the ramp, not an airplane was stirring, not even a Champ.

The aircraft were fastened to tiedowns with care, in hopes that come morning, they all would be there.

The fuel trucks were nestled, all snug in their spots, with gusts from two-forty at 39 knots.

I slumped at the fuel desk, now finally caught up, and settled down comfortably, resting my butt.

When the radio lit up with noise and with chatter, I turned up the scanner to see what was the matter.

A voice clearly heard over static and snow, called for clearance to land at the airport below.

He barked his transmission so lively and quick, I'd have sworn that the call sign he used was "St Nick".

I ran to the panel to turn up the lights, the better to welcome this magical flight.

He called his position, not room for denial, "St Nicholas One, turnin' left onto final."

And what to my wondering eyes should appear, but a Rutan-built sleigh, with eight Rotax Riendeer!

With vectors to final, down the glideslope he came, as he passed all fixes, he called them by name:

"Now Ringo! Now Tolga! Now Trini and Bacun! On Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their head, they phoned to my office, and I heard it with dread, the message they left was both urgent and dour: "When Santa pulls in, have him please call the tower." He landed like silk, with the sled runners sparking, then I heard "Left at Charlie," and "Taxi to parking."

He slowed to a taxi, turned off of three-oh and stopped on the ramp with a "Ho, ho-ho-ho..."

He stepped out of the sleigh, but before he could talk, I ran out to meet him with my best set of chocks.

His red helmet and goggles were covered with frost and his beard was all blackened from Reindeer exhaust.

His breath smelled like peppermint, gone slightly stale, and he puffed on a pipe but he didn't inhale.

His cheeks were all rosy and jiggled like jelly, his boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright red, and he asked me to "fill it with hundred low-lead."

He came dashing in from the snow-covered pump, I knew he was anxious for drainin' the sump.

I spoke not a word, but went straight to my work, and I filled up the sleigh but I spilled like a jerk.

He came out of the restroom, and sighed in relief, then he picked up a phone for a Flight Service brief.

And I thought as he silently scribed in his log, these reindeer could land in an eighth-mile fog.

He completed his pre-flight from the front to the rear, then he put on his headset and I heard him yell, "Clear!"

And laying a finger on his push-to-talk, he called up the tower for clearance and squawk.

"Take taxiway Charlie, the southbound direction, turn right three-two-zero at pilot's discretion.

He sped down the runway, the best of the best, "Your traffic's a Grumman, inbound from the west."

Then I heard him proclaim, as he climbed through the night, "Merry Christmas to all! I have traffic in sight."

Elections

Elections are over for 2004 and the results are in. Chuck Adams is our new president with able assistance from Bob Tinsley, our new vice president. Bill Ely and Guy Foreman continue on as Treasurer and Secretary, respectively. Congratulations to the four. Give them your help and respect for the coming year.

Guy is recovering from successful double by-pass surgery and some other minor repairs and maintenance. Dale McDonald is holding down the secretary duties until Guy works back up to his usual 100 push-ups per day. The last I heard, I think he is up to one a day.

Annual Awards Banquet

The annual awards banquet has been set for Saturday, January 24th, 2004. It will be held at JJ North's Restaurant, 10520 N.E. Halsey Street in Portland. This is the same facility

as last year. Festivities will begin at 6:30 pm with dinner (all you can eat buffet) and a program. I believe cost is still \$10.00 per person.

Chuck Adams and Bob Tinsley need candidates for the member of the year, Bob Balch Award. If you have a member you feel has provided service above and beyond the call of duty, give Chuck, Bob or Bill Ely a confidential call with your candidate. The award will be presented as the finale for the banquet. See you there.

New Member Handbook

The new member handbook, to be used as a guide for conduct, is out and you should have received your copy by now. There is a loose leaf in the back that you need to sign and return to Bill Ely after you have read the booklet.

Johnnie Mansfield, Chuck Adams and Steve Martin worked to codify all the various rules, etc. that have been bandied about for years, into one booklet. So now, instead of getting six different answers from six different persons for your questions about the club, you can just consult your booklet for the straight poop. Neat, huh?

Thanks go to Johnnie, Chuck and Steve for their efforts over the past several months.

Dawn Patrol and Aeroplane Races

The Dawn Patrol and Aeroplane Races will be held again at Grant Sharp's field in August, 2004. This will be the second year for this event at Grant's field and promises to be better than ever. The reason for the early notice is so you will have time to build a Proctor Antic. There will be a special race for Antics only so get your kit and get started building. Gary and Joe at Proctors can get you set up and will answer any questions you may have. They can be reached at 503-678-1300.

Give Dick Hansen a call at Hansen Scale Aviation Videos and order tape #72. It covers the 2003 event in detail and will give you a good idea of all the fun. Note the cute little lass that hands out the many prizes! Tapes are \$19.95 (\$15.00 to members) each. You can contact Dick at 503-653-2578 or he is on the web at www.aero-sports/hansen.

See the following flyer for more details about the event. You don't want to miss this one.

Northwest Model Expo

The Northwest Model Expo in Pyallup, Washington will be January 31st and February 1st, 2004 at the Western Washington Fairgrounds. Tickets can be ordered in advance from Bill Ely for \$6.00 per person. This will save you from standing out in the cold line waiting for the ticket booth to open. Order from Bill before the end of December.

Pearl Harbor Days

Pearl Harbor Days will be reported on next month with all the gory details. The festivities were after publishing deadlines for this month.

Newsletter Editor Needed

Due to pressing family needs, Gloria and I have found it necessary to relocate. As such I will no longer be able to edit the newsletter. Our plans are to move after the first of the year; probably in February or March. Therefore, I will continue to edit until a successor can be found but no later than the January issue.

So here is your chance to take over the power of the pen. The job is relatively simple and requires about two days a month. You should have a computer with a word program (I use Microsoft Word). It is also very helpful to be on the internet and have email. The club uses LazerQuick to publish

the written copy while Gary Cosmer takes care of the website copy. Gary provides a zip drive and disk for transporting the file each month.

Now is your chance to be the real power of the club so come and get it.

November Meeting Highlights

The annual awards banquet was set for January 24th at JJ North's Chuck Wagon. See notice earlier in the newsletter.

Bill Ely announced that Pyallup tickets can be ordered in advance through Bill. He needs the money before December comes to a close.

The Northwest Seaplane Championships at Pine Hollow was set for July 10th and 11th. The Evergreen Scale Masters Qualifier at Grant Sharp's field has tentatively been set for July 30th, 31st and August 1st, pending approval from Grant. Mark your calendar.

Jerry Baker has donated a laptop computer to the club to be used for scoring at Pine Hollow and Evergreen. What a guy! Thanks a million, Jerry.

For show and tell I had my Hangar 9 quarter scale Super Cub (sorta). This is an ARF that Hangar 9 came up with by simply adding flaps, an observation window and a full cowl to their J-3 ARF. Anyway, looks good from way, way off. Power comes from a Laser 200 V-twin which is a gorgeous performing engine with tons of power for the model; a nice gentle flyer at a little over 14 pounds.

Glen Thornton showed his new GWS ARF ducted fan A-10 Warthog. Has twin fans and flies for about 6 minutes on a charge. With the power off he says it glides like a brick so you don't want to run out of power in the air. Weighs in at about 15 ounces with batteries.

Eric Short had his new Great Planes 40 J-3 Cub on display. Power comes from an OS LA .46 to pull the 5 1/2 pound model around. Said Dad, Joe, helped him build it.

And for his efforts, Eric won the show and tell prize for the evening; a Coverite Iron Thermometer.

Larry Jensen and Eric Short both won towels while Alan Kisser and Johnnie Mansfield took home shirts for the door prizes.

The evening raffle winners were:
Sig Smith Miniplane kit – Larry Jensen
Top Flight Prop Balancer – Jerry Baker
Robart All-in-One Wrench – Andy Tidwell
Hangar 9 Plane Hangars – Jerry Helfrich
Forceps – Gary Norton
Sheet Zap – Clem Helfrich
HandiBond CA – Alan Kisser, Andrew Jacobs, Fred Dixon, Glen Thornton, Steve Martin and Johnnie Mansfield

Training

Tuesday night training will resume next April 6th, the first Tuesday after daylight savings time begins. If you need help during the winter give one of the instructors a call.

Current instructors are:

Don Curry	503-761-9321
John Fox	503-657-4354
Dale McDonald	503-761-3109
Pete Shull	503-665-3654
Jim Kist	503-669-8208

Club Jackets

Chuck Adams has taken over the jacket orders from Bob Tinsley. Jackets are available in sizes of large (L), extra large (XL) and extra-extra large (XXL). These are ready-to-wear and come in Wolf Grey with appropriate club logos. Prices range

from \$33.25 to \$34.25. Contact Chuck at (503) 658-2955 to order.

*******CALENDAR*******

January meeting at Camp Withycombe on the 12th, starting at 7:00 P.M.

Dec 17th

**Indoor flying at Camp Withycombe
Bob Tinsley (503) 257-3057**

Jan 24th

**Annual Awards Banquet – JJ North's
Restaurant, Portland
Bob Tinsley (503) 257-3057**

Jan 31st & Feb 1st

**NW Model Expo – Western Washington
Fairgrounds, Puyallup, WA
Don Sweasy (253) 445-4763**

*******Exec board meetings*******

Jan 5th Dave Anderson (503) 665-6400

Feb 2nd Pete Shull (503) 668-2886

Mar 1st Dave Higgs (503) 777-2413

Classifieds

Classified ads will be published for 90 days. Ads may be re-published by contacting the Editor. Deadline is the Tuesday before the regular Monday night meeting.

Orville Brooks Estate Sale

OS 5 cylinder radial FR5-300, nib \$850
OS 4 cylinder flat Pegasus 320, nib \$850
Kavan FK 50 MKI Twin wet sump, like new \$750
Super Tigre 56, like new \$75
Super Tigre 40, used \$40
Laser 200 V-twin, new \$495
Ross 60 Twin, factory rebuilt like new \$150
Fox 120 Twin, used \$100
Astro Flight 035 cobalt with battery pack, new \$50
Proctor Fokker D-VII, fuselage framed \$395

Der Jager 1/3 scale, new \$225
Stinger 84" wingspan, kit, new \$115
Dick Hansen, 503-653-2578

Wanted: F4F Wildcat

1/5th scale F4F Wildcat with scale retracts and fiberglass fuselage sold about 1998-99 possibly. Would like to buy back or would entertain the purchase of any 1/5th or larger scale Wildcat.

John DesIlets 503-666-4606

Wanted: OS 40 SF

I need an OS 40 SF case to rebuild an engine for club use.

Bob Tinsley 503-257-3057

Wanted: Used R/C Gear

Looking for any kind of R/C gear that you are not using. It will be used to recycle equipment to younger members of the club.

Bob Tinsley 503-257-3057

I don't approve of political jokes...I've seen too many of them elected.

You know? I started out with nothing and I see I still have most of it left. Not bad, huh?

Merry Christmas to all and I hope you all have a glorious and prosperous New Year. *Ed.*

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FLIGHT LINE

Flight Line is published monthly by SkyKnights for its members. Articles, letters and ideas for publication should be sent to the editor at 11484 S.E. 129th, Portland, OR 97236 no later than the first Monday of the month of publication. Feel free to call in information at 503/698-6449 or email to gary.norton@verizon.net.

That's all folks.

Final Word

2004 Dawn Patrol & Classic Aeroplane Racing

August 21 and 22nd, 2004
AMA sanctioned

Grant Sharp's field in Molalla, Oregon is the perfect location for this event. It's easy to find just south of Portland, east of the I-5 corridor. The huge grass runway is excellent for the vintage aeroplanes. RV parking is adjacent to the field and there are great area motels available.

"Dawn Patrol and Classic Aeroplane Racing" is now a single registered event with a single entry fee for both open flying and racing!

This special event is for **WWI** and **pre-WWI** models of all sizes and scales.

It is not a competition, but there are many **special awards and prizes!** Ask any pilot who went to the 2003 event in Molalla and he will tell you it was one of the best weekend events he ever attended! Special pilot choice awards and big dollar door prizes made it a worthwhile and fun week-end of RC flying for vintage and WWI models!

Pilot choice awards will be given for **Most Realistic Flying, Best Static Display, Most Outstanding WWI model** and **Best Vintage Model**.

WWI flying games will be judged by our very special **"Miss Dawn Patrol"**.

New for 2004!

A new racing category has been created and a handicap system has been adopted for the open class. There were many varieties of aeroplanes in the vintage years. The handicap system gives each model a chance at winning.

Open Class: Any 1/4 scale model aeroplane of a pre-WWI aircraft will be allowed and encouraged (as in the first two years of Dawn Patrol). The new handicap system will be used for all entries. This will allow all vintage aircraft to compete fairly for the 1st, 2nd and 3rd place trophies.

Proctor Antic Class: Restricted to Proctor Antics only. Bipes, parasols, monoplanes of all sizes whether kit or scratch built, or kit bashed, are eligible! No handicap used in this event!

2004 Dawn Patrol and Classic Aeroplane Racing is sponsored by:

Northwest R/C Aviators, AMA #4426

106 Chase Ave..

Cashmere, WA. 9885

The landing fee is \$35.00.

Register by mail before August 1st and receive a **Free Dawn Patrol T-Shirt!**

Send your check to the address listed above. More information about the event and area motels is available by contacting the CD, "J.R." at:

509-782-3471 or send email to: channel.talk@verizon.net

Classic Aeroplane Racing — Overview

Our goal is to maintain the “spirit of the era” and keep it a gentlemen’s race. We have adopted a handicap system for the open class racing. A “speed index” has been developed by the race committee. It will help place more emphasis on pilot skill and variables other than sheer horsepower and speed. We are encouraging the building and flying of aircraft from all pre-war years. This handicap system will keep a degree of fairness and fun for all pilots and all aeroplane styles.

Open Class aeroplane requirements

- * Models must be of aircraft that were **built and flown prior to 1914**. Documentation is required
- * The scale must be **1/4**. Colors should follow the original as close as possible. Flight controls shall be like the original. If the original had wing warping, so shall the model. A 1/4 size pilot figure must be in the model.
- * A three view and photo of the original aircraft are required.
- * All models must use traditional wood and fabric in their construction. No foam, fiberglass, cardboard, or plastics may be used in the overall structure. “Traditional” implies the use of materials similar to the original as close as possible. No film coverings, fiberglass fuselages, or foam core wings will be allowed
- * Models must be completed. No outstanding work should appear necessary
- * There is no “builder of the model” rule. Team entries are allowed.

Antic Class

- * Proctor “Antics” of all sizes whether scratch built or kit built are eligible.
- * Monoplanes, bipes, parasol and kit bashed models are all qualified for entry.
- * No handicap system will be used.
- * There are no requirements on finishing, covering methods and motor size.

The Racing Format

Aeroplanes race one at a time “against the clock”. The sequence of aeroplanes in the first heat will be by drawing. This sequence will remain throughout the balance of all heat races. The aeroplane, with motor running, will be positioned at a designated starting point on the runway. A cannon start will signal the take-off and start of the timer clocks. (Note: directions are subject to wind conditions) The pylon placement shall be approximately 500 feet apart. Wind and weather conditions shall dictate particulars at the time of racing

- * The first turn will begin shortly after take off with the first lap being an oval around the prescribed pylons. Pylons will have lights that indicate when a pylon has been cleared. Each pilot must have a caller. (Note: directions are subject to wind conditions)
- * As the second pylon is rounded in lap one, the pilot may begin setting up for lap two. Lap two, three and part of four will follow a figure eight pattern .
- * As lap four is completed, the timer will stop when the aeroplane crosses the finish line. Landing procedure will begin at once, with a go around in a normal pattern. Landing will be required between runway markers to avoid a 5 second penalty. A penalty of 10 seconds will be added to the total for cutting a pylon. Two races will be run in Saturday and one on Sunday. Aeroplanes must race in all three races over the course of the two days to qualify. A total of the two fastest heats will be used to establish the 1st, 2nd, and 3rd place finishers.

Awards

Awards will be given to **1st, 2nd, and 3rd**. place race aeroplanes in **each** of the classes. Pilot choice awards for **Most Realistic Flying, Best Static Display, Most Outstanding WWI model, and Best Vintage Model** And, all registered pilots will have a chance at winning some great door prizes. **Northwest RC Aviators** gave away almost \$2,000 worth of door prizes in 2003. We make it worth your while to attend!