

FLIGHT LINE

The Communication Forum for the
SkyKnights R/C Club

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

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Happy New Year

Trust me, this is going to be a much better year than 2002 and here is how I know. I got up early January One to go out to the field to maintain my record of being first to fly at the club field. It was pouring rain and dismal as could be but I loaded up anyhow and told the better half I would be back in about a half hour hoping that at least one member would show up to witness the flight.

Well, when I turned on to the club road the gate was open and there was Tom Ries cooking up a storm. The smell of fresh brewed coffee was in the air mixed with the aroma of cooking link sausages. Scrambled eggs were on the menu along with fresh orange juice, toast and butter, pastries and four kinds of muffins (the blueberry muffins were really good, just ask Tom's dog). To top off all of this, the rain had quit and the air was as gentle as my manners. So, without any hesitation I got out an airplane and flew and it was only 9:30 am. Now relax, Bob, it was an electric this year with no noise.

Joining Tom were Jim Kist, Roy Wilber, Norm Smith, and better late than never, Sandy and Steve Martin dropped in for a bit a brunch on their way home from Sun River. After several flights by Tom, Norm, Jim and me we had a great breakfast, did a few repairs on the

matting, cleaned up and went home. Instead of being back home in a half hour, I showed up about 1:00 pm!!! This is going to be a good year. I can just feel it in my old bones. Thanks, Tom, you are a fine short order cook and a neat member.

Happy New Year to all.

Pearl Harbor Days

And I thought last year's Pearl Harbor Days could not be beat! Was I wrong. It all started out, literally, with a bang! Henry Bartle got all out of shape during an early practice run and plowed into the back of a company pickup driven by Bob Raser. With a loud kabam, Henry buried the engine in the back of the canopy while the rest of the shattered plane fell to the ground under the bumper. Check out the picture page.

Enough pilots signed up to fly to make four teams. Three teams had 10 flyers and one team had 11 which was going to make for some really interesting flying with 10 or more airplanes in the air at once trying to bomb, land, take off and miss limbo pylons all at the same time.

The weather was perfect except for some gusty wind that came up now and then. The good

weather also brought out the spectators. The parking lot was overflowing and people were everywhere and they were not disappointed.

Bob and Bev Veley, Estacada Airport owners, provided the usual good food and drinks to keep everyone warm and happy. They are great sports in allowing this mayhem to go on and supporting the group. As a side note, Bev Veley is a paddler on the Pink Phoenix Dragon Boat. Her team and boat won a gold medal in competition in Philadelphia recently.

For those of you who do not know the event, the idea is to take off and fly a 360 around two sets of limbo pylons about 150' apart. Then the pilot is to drop his bomb(s) in an area about 15' square on the runway and do another 360 to fly under the two sets of pylons. Finally, the plane is then flown another 360 and spot landed in the same square the bombs are dropped in. Of course the only rule is that there is no rules, so some pilots chose to just fly around and around trying to get under the limbo pylons.

Scoring was one point for a bomb staying within the square, one point each for flying under the limbo pylons and one point for landing with the wheels first touch down in the square for a total possible of 4 points. After landing, the plane was then reloaded with a bomb(s) and the process was flown all over again to a 30-minute time limit. Winners bragging rights went to the team who accumulated the most points. Steve Martin, John Caspell and Roy Wilber conducted the fine judging.

During the wild and hectic flying, Dale McDonald was the first to crash, losing his brand new Whatsit that he had just completed the night before and test flew not 20 minutes before the contest! Too make matters worse, he went to his backup plane that also crashed in

very short order. Alas, Dale was through for the day. Joe Topper, a perennial top performer did not fare well either. He also had two airplanes for competition but his first plane also went in fairly early on and his second plane just would not start leaving Joe out for the remainder of the day.

Jim Weaver and the windsock caused the most casualties. I think it was a tie. Both got at least four airplanes; Weaver through mid-air's while the windsock just stood there and waited patiently. Kinda like our old buddy Skippy the Frog waiting for a fly.

Jerry Holcomb, always the master of invention, showed up with a very unique bomb drop. Looked sort of like a tin can setting on top of the airplane. On closer inspection it turned out to be a cylinder open on the top with a set of scissor blades on the bottom that opened and closed much like a camera shutter. This made it very easy to load (just throw the bomb in) and pretty precise to drop (pull the trigger when over the target). Worked every time.

Both Jason Tait and Pete Shull were dropping multiple bombs on each run. Jason abandoned an earlier version that dropped four bombs at once and went to a two-bomb system. I think the four bombs took too long to load.

After two hours of crashing and smashing everything in site, the scores were tallied with the following results:

Team #1	377 Points
Team #2	266 Points
Team #3	346 Points
Team #4	467 Points

Team #4, the winners, consisted of Joe Topper (On the team but could not fly), Jim Weaver, Mark Findlay, Pete Shull, one of the Bartel boys (didn't get his first name), Joe Otnes, Bob

Hoover, Ralph Suter, Jerry Holcomb and Judd Parks.

The real winner was the Children's Cancer Foundation. Through spectator donations, entry fees and concession sales plus an additional \$100 from the SkyKnight Club, \$550 was raised for the Foundation! Best we have ever done. The increased amount of funds donated is perfect evidence of the growing popularity of this wild and crazy "inventory reduction" event.

Besides those on team #4 already mentioned, the following also contributed to this worthy cause:

Bob Raser	Don Douglas
Randy Watts	Guy Foreman
Bill Ely	Gary Norton
John Caspell	Ron Caspell
Steve Martin	Grant Sharp
Dale McDonald	Bob Hoover, Jr
Steve Saylor	Mike Angermier, Jr
Henry Bartle & sons	Jason Tait
Bob & Bev Veley	Bob Tinsley

A well deserved thank you to all. Now let's get ready for next year!!!

SR-71

Ken Solomon has advised that the aviation museum at McMinnville, via fellow modeller Bob Dutton, contacted him and wanted to know if he or his old squadron mate, Bob Gilliland (the test pilot of the SR-71) could give a history of the SR-71 #975 which has been donated to the museum. This bird was in storage at Edwards AFB. Ken has been advised that the plane will be on display at the museum by mid-year. Ken is going to contact Bob to see what he can provide. The bird was stationed at Beale AFB, which was the renowned spy plane center of the world.

Ken also sent along some photos from one of his squadron mates in Germany of the Pt. Magu Airshow. They are pretty spectacular and I will publish them as space permits. See the picture page for a sampling.

Awards Banquet

Don't forget the annual awards banquet hosted by Jerry Holcomb and Bob Tinsley coming up Saturday, January 25th. It will be at the City Grill in Vancouver, Washington starting at about 6:00 pm. The City Grill is located at 916 SE 164th in Vancouver on the corner of 164th and Mill Plain Boulevard. Cost, including gratuity is \$27 per person.

If you plan to attend, give Jerry or Bob a call at (360) 892-7732 or (503) 257-3057, respectively.

Northwest Pylon Racing Postponed

Due to the CCRCS club field still under construction, Northwest Pylon Racing has been postponed till at least March. Stay tuned for the latest news. We may have only one race to see who the fastest and bestest will be for the year.

Support

The club membership is somewhere around 130 now. Membership in any organization requires support by one means or another. In our club it always means helping to put on events and administering club duties. Whether it is supporting a club event or volunteering for work details, each member has an obligation to support the club. Right now the club is in need of a Librarian. This is a simple task requiring very little effort. How about one of you guys out there stepping up to the plate and taking this function over. Give Bob Tinsley a call and volunteer. It won't hurt a bit.

Northwest Model Expo

The Northwest Model Expo at the Washington Fairgrounds in Puyallup, Washington is coming up February 1st and 2nd. This is the largest event in the Northwest for vendors to show their new wares at good show prices. In addition, the event has an outstanding static display competition of not only aircraft but also boats and trains. Included is a huge swap meet area where, with a little care, one can find some real bargains. Come early and stay late.

December Meeting Highlights

The Pearl Harbor Days was reported as a resounding success. The club voted to add \$100 to the proceeds to bring the estimated total donation to the Children's Cancer Foundation to \$550.

Dates were set for Pine Hollow and the Evergreen Scale Rally. Flyers will be prepared for distribution at the Northwest Model Expo in February.

Pete Shull is spearheading a project to get a bench for the field that will have a memorial plaque in the late Roy Varn's name. Pete will finish the bench and install it at the field.

There have been break-ins reported at Aero Sports. The robbers are only taking high-end helicopters and cars. Be aware of anyone selling these type items on the cheap and report it to Aero Sports.

Prez Tinsley reminded all to keep on the lookout for a new lake to fly the Spring Opener and Rubber Ducky. Omas and North Fork Reservoir were suggested.

Joe Topper announced that this year's Dawn Patrol will be held at Grant Sharps Field on August 23rd. Stay tuned for details.

The pre-meeting swap meet was a success. Lots of stuff to choose from. Johnny Mansfield will keep us informed of the next one and also mentioned that anytime you have something to sell, bring it to a meeting. There is a sucker, uh buyer, born every minute.

Door prizes for the evening went to Dave Anderson and Nelson Scott (glue packs), Jeff Helderbrand and Fred Dixon (crying towels) and Dick Hansen and Jim Kist (shirts).

Training

Tuesday night training will resume on April 8th, the beginning of daylight savings time. If you need help during the winter (and the field is flyable) 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
Bob Tinsley	503-257-3057
Pete Shull	503-668-2886
Jim Kist	503-669-8208
Gary Norton	503-698-6449

Club Jackets

Bob Tinsley has a complete inventory of jackets for sale with 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 Bob at (503) 257-3057 to order.

<p>*****CALENDAR*****</p> <p>February meeting at Camp Withycombe on the 10th, starting at 7:30 P.M.</p> <p>*****</p> <p><u>Jan 25th</u></p> <p>Annual Awards Banquet – City Grill, Vancouver, WA</p>

Bob Tinsley (503) 257-3057
Jerry Holcomb (360) 892-7732
Feb 1st & 2nd
NW Model Expo – Western Washington
Fairgrounds, Puyallup, WA
Don Sweasy (253) 445-4763
Mar 9th
Northwest Pylon Racing – CCRCs Field
Jerry Holcomb (360) 892-7732
Ralph Suter (360) 573-2602

Jul 12th & 13th
Northwest Seaplane Championships – Pine
Hollow Resort
Dale McDonald, CD (503) 761-3109
Aug 1st, 2nd & 3rd
Evergreen Scale Rally – USSMA Qualifier
Grant Sharp Field
Dale McDonald, CD (503) 761-3109
Aug 23rd
Dawn Patrol – Grant Sharp Field

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

Feb 3rd Guy Foreman (503) 257-8841
Mar 3rd Pete Shull (503) 668-2886
Apr 7th Gary Cosmer (503) 761-2606

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.

2002 Scale Masters Championships

Hansen Scale Aviation Videos has video tapes for sale of the 2002 US Scale Masters International Championships in Mesa, Arizona. Two solid hours of all the action of the best of the best Scale Masters!

\$19.95/ tape - \$15 to SkyKnight members

Dick Hansen (503) 653-2578

Quasar Slope Glider

Quasar Slope Glider kit #1007 – 99” to 123” wingspan.

\$25.00

Guy Foreman (503) 257-8841

Night Hawk Slope Glider

Night Hawk Slope Glider kit – sheeted wing and glass fuse.

\$25.00

Guy Foreman (503) 257-8841

Aerofly Electric Glider

Aerofly Glider kit from Germany –2,550 mm wingspan – includes electric motor.

\$50.00

Guy Foreman (503) 257-8841

Proctor Antic Bipe

Antic Bipe with Enya 90 4S – new rings, bearing and valve train. Includes floats and wheels, Futaba 6 ch PCM ready to charge and fly.

\$350.00 firm

John DesIlets (503) 666-4606

Taylorcraft

Hangar’ 9 Clipped wing Taylorcraft. All servos installed, switch harness & battery. YS 140 FZ with header & all the bells.

\$400.00 without engine

\$1,000 with engine

John DesIlets (503) 666-4606

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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.

Final Word

Taxing down the tarmac, the DC-10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off.

A concerned passenger asked the flight attendant, “What was the problem?”

“The pilot was bothered by a noise he heard in one of the engines,” explained the flight attendant, “and it took us awhile to find a new pilot.”

--oo00oo--

This picture from our Eastern Oregon correspondent, Bob Daly



The INS new method of controlling border crossing first developed by the Japanese in 1944.

Pics from Pearl Harbor Days



Before



After!



Kabam!!!!



Here come de judges – seated, left to right Roy Wilber, John Caspell & Steve Martin – note the crowd



A perfect touchdown



Some of the carnage

Shots from the Pt. Magu Airshow



