

# FLIGHT LINE

The Communication Forum for the  
SkyKnights R/C Club

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

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## Pearl Harbor Days

The losers



**A small part of the motley crew and their broken airplanes.**

Who would have thought with all the wind and rain on Sunday, December 7<sup>th</sup>, Pearl Harbor Day, that 49 entries would sign on to fly and be watched by nearly a 100 spectators?

Well, not me. When I left the house at 7:00 am, I told Gloria I would probably be back within the hour. I got back at 2:30 pm, wet, tired and thoroughly pleased with the annual rock em, sock em, crash em, inventory reduction special. What a show these guys put on.

Jim Weaver came undaunted by the weather and fully prepared to keep everyone comfortable. He set up a shelter for the announcer (me) complete with a heater. He

set up a shelter on the flight line for the judges to keep them out of the rain. He handed out plastic bags for the pilots to put over their transmitters. And he had spare rain slickers for anyone who wanted one. What a guy! And he and Joe Topper are the only guys I know who just absolutely enjoy this kind of destruction derby and gleefully crash their airplanes. They just have more fun than anyone.

Although this event has always been touted as the one without any rules we made an exception this year due to some near disasters last year. Cones were set up behind the flight line to keep spectators at a safe distance. The pilots were required to fly the three routines at a reasonable speed. And the flying was stopped when there was a need to recover bombs. Also added this year at the suggestion of Jerry Holcomb; anyone still flying at the end of a round was awarded an additional five points to the team score. These minor changes seemed to work very well and we had a very safe and fun event while still retaining the excitement of a wild and crazy contest.

Incredibly, there were no frequency conflicts with the 49 entrants so we had three teams of twelve pilots and one team with thirteen in the air. Now put that in your minds eye with 12 or 13 airplanes in the air at the same time trying to take off, drop

bombs, fly through limbo poles and spot land! Boy, you had to be there!

And this event just gets more popular every year as more and more clubs find out what we are up to. This year saw flyers from all over the metropolitan Portland area, from south to Salem and north to Vancouver and beyond. And trust me, they all have a ton of fun and adrenalin rush you can't beat with a stick. Some day when I get over being so "Scotch" about destroying a perfectly good airplane, I might even try this myself. The neat part is that I heard a young fledgling pilot whose just getting started in the sport tell his father that he will have to do this next year. I also heard Dad say that maybe he needed to learn to fly first!

As always there were spectacular crashes and mid-air collisions. Poor Bob Hoover came up from Salem with two airplanes to have them both creamed before he barely got started. In the first round, Bob was getting ready to take off when Joe Topper T-boned him and took the whole front end off his plane. Bob sat out the rest of the round. In his next heat, Bob had just taken off when Jim Weaver took him out with a mid-air ripping off the tail section. That ended Bob's day with about two minutes of flight time all told. We gave Bob a Teddy Bear to console him. Everyone needs something to hug when they are feeling blue.

Joe Topper methodically and slowly destroyed his first plane in the first heat. As parts came off, Joe just kept taping and flying until there finally wasn't anything left to fly. He then went to his backup plane where he performed the same system of exorcism finally giving up when his transmitter became so full of rainwater that the commands to the plane were totally random. By this time just about everything on the plane was held on by rubber bands and it was time to quit anyhow.

Jim Weaver was the same. He just kept on going with more and more scotch tape and CA until things just would not hold together anymore. Jim did manage to make it to the end of the fourth round with all his efforts.

Surprisingly, there were only two hits to the limbo poles this year; both by Randy Watts and Rus Welton in what I guess was a team entry. Randy entered but Rus seemed to be the pilot, except when it came time to hit the pole and then it seemed that Randy was flying. I never did get this sorted out. For this endeavour, they both got a Teddy Bear to share.

The third Teddy Bear award went to Loretta Holcomb for her skill and excitement as Jerry's bombardier. Jerry has a unique system for a bomb drop where the bomb is placed in a cup on top of the plane and then is dropped out the bottom of the plane. Loretta controls the bomb mechanism. Each time she dropped a bomb and hit the target (which was just about every time), she would jump up and down with glee. How could you not award her with the best bombardier award?

The order of finish for the four teams, which win bragging rights until next year was:

Team #4	636 points
Team #2	505 points
Team #3	466 points
Team #1	387 points

Team #4 consisted of Jim Weaver, Bob Hoover, Rob Hoover, Don Douglas, Randy Watts, Mark Findlay, Joe Topper, Pete Shull, Matt Findlay, Bob Tinsley, John Cox and Jerry Holcomb.

As for the spectators, who could miss Grant Sharp in his eighteen aut naut number 11 fireman's hat sitting on the front row egging on the flyers to spill some blood? For the past several years, Grant has shown up with

his entourage to support the group. This is indeed becoming a real spectator sport that you just don't want to miss come hell or high water.

And the really great part of this whole affair is the fact that it has turned into a really neat fundraiser for the Children's Cancer Society, the real winners of this show. All of the funds raised by the event plus the sales of food and drink by Bob and Bev Veley go to the Society which ploughs the money right back to the local area. Bob and Bev are the Estacada airport owners and have been sponsoring this event for many years. Without them this event just would not happen. They are wonderful people and always contribute to the fund by matching revenues.

Barbara Anderson, whose husband started this wild event many years ago, provided the Teddy Bears for prizes; thanks Barb. Mike Valdrow, an old SkyKnight from way back in the beginning of the club, kindly donated the use of the Port-a-potty; thanks Mike. Our judges were Steve Martin, Roy Wilbur, Norm Smith and Glen Thornton; thanks guys for putting up with the cold and keeping track of everything. Thanks to Chuck Adams and Bob Tinsley for the sign advising the spectators of the purpose of the event to raise money for the Children's Cancer Fund. And a special thanks to Jim Weaver, our consummate competitor and all around good guy.

For those of you who like figures (I don't mean the female type) the pilot fees raised \$245 while spectator donations were \$85 for a total of \$330 and the food and beverages were sold out which should bring the total to well over \$500! Now that is a contest you can be proud of.

Check out the club website for some neat shots taken by Craig Cook, our intrepid

photographer, for all the action. See you next year.

### **Scale Aircraft Show**

Watch the Scale Aircraft Show on community TV. For a schedule in your area call:

Portland Channels 23 & 11

503-650-0275

McMinnville Channel 11

503-434-1234, Ext 22

Canby Channel 5

503-263-6287

These shows feature the fine work of Dick Hansen's Scale Aviation Videos. Of course if you want the real thing, give Dick a call at 503-653-2578 or you can reach him at [www.aero-sports.com/hansen](http://www.aero-sports.com/hansen). All videos are 2 hours and cost \$19.95 each (\$15 to SkyKnight members)

### **High Flight**

By Ken Solomon

Continuing to update you on the Scaled Composites progress in regards to the Rocket ship experimental flight tests of Burt Rutan, I thought you would enjoy the following update:

On December 17th the Rocket ship was flown under the belly of its launch ship to about 35,000 feet and released in a glider mode. The test pilot, Brian Binne, at .55 mach, ignited the rocket and pulled up to a steep angle of climb for 9 seconds. He wound up at 0 degree angle (vertical) and 68,000 feet with zero airspeed and experienced weightlessness for a few seconds. During the climb he hit mach 1.6. He then programmed the high drag feathered profile for descent. He descended in a glider mode for 12 minutes and landed back at Mojave. During the landing the left gear retracted and the ship veered off the runway to the left. The damage was minor and there were no injuries.

The ship and it's ultimate mission is to show that we can fly in space at a reasonable price and ultimately Burt wants passengers to be able to go up at about the same price as a holiday cruise. So we need to start saving our money for the space cruises. I am starting to pack my bag now. I can recall hitting mach 1.5 years ago in an F-101 but the profile was far from a vertical climb.

The sponsor of Burt's project has finally been discovered. He is none other than Paul Allen from Seattle, the former Microsoft genius and billionaire and owner of the Portland Trail Blazers!!

Hope everyone has a great holiday season and New Year. Ken

### **Neat Aviation Web Site**

Ken Solomon also noted a new website that Grant Sharp put him on to. It is [www.avitop.com](http://www.avitop.com). Check it out the next time you are surfing around the web.

### **December Meeting Highlights**

Outgoing President Bob Tinsley thanked the membership for their help during his tenure. This was the last meeting Bob presided over.

Chuck Adams takes command in January and noted that if any member has problems or concerns to call anytime. Chuck also extended his personal thanks to Bob for his leadership. I am sure that goes for the entire membership; great job Bob.

Guy Foreman was on hand to take over the secretary duties after his multiple surgeries. He is doing well and up to one pushup a week.

Please note that directions will be placed on the frequency board at the field for 911 emergencies. Hopefully they will not be needed.

A CPR/First Aid course for club members has been suggested if there is enough interest among the membership. Contact a club officer if you are interested.

For show and tell I had my just completed Proctor Antic Monoplane on display. This is an 80" plus wingspan old timer powered by a Laser .70 four stroke. Covering is Nelson Lite Fab fabric in a natural color. The plane was built in order to take part in the Dawn Patrol Antic races coming up next August. The kit, although not a beginner's kit, was an absolute joy to build. All the parts are there and everything fits perfectly.

John Olsen showed his Ultimate Bipe all done up in TOC winner Chip Hyde color scheme using Monokote. Power comes from a Super Tiger .90. John hooked up his pilot, Milley, so that her head turns back and forth with the rudder movement. Really neat.

Fred Dixon had his new Luscombe Silveraire, which Andy Tidwell built for him. This is a little scale electric model weighing only 10.5 ounces with batteries. The plane is covered with Nelson Lite Coat and is powered with a GWS electric motor.

And John Olsen took the prize; an Ernst water rudder.

The raffle prizes for the evening were purchased from Coyote Hobbies at a nice discount for the club. Be sure and show these hobby shops your appreciation by patronizing there places. They often do as well as the mail order houses and you can talk to a real person face to face.

The winners were:  
GWS Formosa kit – Bob Wood  
Great Planes Tutor kit – Jerry Helfrich

Trim Sealing Iron – Dennis Abernathy  
\$35 gift cert to Coyote Hobby – Jerry Baker  
and Larry Jensen took the glue

Mar 1st Dale McDonald (503) 761-3109  
Apr 5th Dave Higgs (503) 777-2413

### Training

Tuesday night training will resume next April 6<sup>th</sup>, 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\*\*\*\*\*

February meeting at Camp Withycombe on the 9th, starting at 7:00 P.M.

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#### Jan 24th

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

#### Jan 31<sup>st</sup> & Feb 1st

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

#### \*\*\*\*\*Exec board meetings\*\*\*\*\*

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Feb 2nd Pete Shull (503) 668-2886

### 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.*

### Estate Sale

Quick Learner EMS Helicopter; engine is an OS .32SX-H; fibreglass main rotor blades; composite tail blades; some upgrades to aluminium parts; complete with JR 8103 8 channel radio. This machine is fully assembled and has only been hovered. **\$950.00 OBO.**

Three drawers of RC parts including various engines, starters, \$70 worth of special screws, gyros, wood main rotor blades, etc. Will sell individually or as a package. Make offer.

Brent Strange, 503-805-5127

### 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 \$50

Super Tigre 71, used \$20

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

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

John Desllets 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

**This is it!**

I think this is my last attempt as your newsletter editor. The reason I think this is because I think I am moving some time soon, maybe. Get my drift, maybe? Anyway, just in case this is my last, I want to thank all the members for putting up with my BS over the past several years, especially the April issues. I will cherish the memories of the excited phone calls and emails and face-to-face concerns presented soon after publication of the April issue each year. Chuck Sloan, Joe Doaks, April F. Doaks, Steve Canyon and all my other characters that were so much fun weaving into an outrageous story that the most gullible guys and gals in the world would suck up like vacuum. I hope I did not offend too many or step on too many toes.

It has been a most enjoyable experience albeit a little time consuming. But it got me out to most of the events and helped me get to know a lot of the finest bunch of model aviators I have ever known. I thank you all for the opportunity to air things out each month and a special thanks to Jim Weaver who, perhaps unbeknownst to him, provided me with many of my screwy ideas for a story. Who will ever forget Jim's flying frog at Platt I? Anyway, it has truly been fun. And don't think you are rid of me. I will be back from time to time to strike terror in your hearts. The Shadow knows!

**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](mailto:gary.norton@verizon.net).

**Final Word**

Credit for the following goes to Bob Hulse, editor of the Fun Flyers newsletter.

Even though this is not a flying story, it is about hunting and I know a lot of you do that here in Oregon. It is early evening in the hunting camp somewhere up in the hills of Eastern Oregon. The member of the party whose turn it was to cook that day looked up and saw two of the other three hunters returning to camp dragging this enormous elk. It had a huge rack worth entry to the Boone & Crocket trophy club. The cook looked around and said, "Hey, I thought Earl was with you guys?" Replied one hunter, "Yeah, he was, but a couple of miles or so back up the trail there, he just started having chest pains and sorta slumped to the ground." "What!" cried the cook? "You mean you left Earl on the trail and drug that damn elk back here?" "Well," came the response, "we didn't figure anybody would steal Earl."

*St. Peter has no penalty for time spent flying with your buddies. Ed*

**--oo00oo--**