

FLIGHT LINE

The Communication Forum for the
SkyKnights R/C Club

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Platt I: A Clean Sweep

The gang from the North went south to the Platt I Fun Fly and brought home all the bacon!



Left to right: The winners behind the winning aircraft - Jim Weaver, Dick Weaver, Bob Hoover, Dave Anderson and yours truly. (Photo by Gloria)

Things were very different this year compared to past events. A regime change had occurred during the year and from the sound of things from some of the old timers, there was a bit of dissension among the troops. So much so, that the host club had split into two clubs and most of the familiar faces from prior years were not in attendance this year. As a result, it was a bit tough to find out just what each days events were going to be until Saturday when things sort of gelled a bit. For example, at one point early Thursday, we were informed that there would be a contest with a first prize of

\$60! Turned out there was a contest of sorts but first prize was a coupon for a pie from a local restaurant.

Attendance was down considerably this year partly from the dissension of the local guys plus competition from a similar float fly that was going on in Northern California on the same weekend. Even Weaver's Army was way shy of troops with only Ron Caspell, Gary Worthington and Wally Tift making the trip. Dick Weaver (no relation to Jim) came all the way down from the Seattle area to join in the fun. Dave Anderson, Bob Hoover and yours truly rounded out the gang from the North. Even Skippy the frog was a no-show. But on with the fun.

There were "sort of" contests on Thursday and Friday for any type of airplane. The events were good spectator type but high-risk type for the pilots. As a result there were not too many entries. For example, events included a pylon race on the water where all planes were launched at once and then raced each other around two buoys with the planes not allowed to take off. Another event put out two balloons on the water drifting with the wind on a tethered float for round one while round two put two balloons floating in the air drifting with the wind. In both cases, the pilots had to put up their planes at the same time and all were diving and flying at the balloons trying to pop

them. In the water race, one plane got pretty badly chewed up by the prop of another while in the balloon pop Jim Weaver nearly lost his Whatsit when he got tangled in the balloon strings and could not get loose! Like I said, these were fun to watch but not so fun if your airplane got smucked. Anyway, Jim won two whole pies in these events so the North Gang all enjoyed apple pie and ice cream on Friday night.

The real contests started on Saturday; and this year the events were much more challenging than prior years and continued for two days before winners were declared. There were two contests each day, one for fun fly and one scale, with each flying two rounds Saturday and one on Sunday. Your \$15 landing fee covered one contest entry. If you wanted to enter the second contest, you had to pony up another 15 bucks.

The fun fly rounds consisted of high speed and slow speed passes through a marked course with the score based on the difference in time between the two passes; a test of nerve where you flew to altitude in one minute and then had to set the transmitter on a table and allow the plane to fly itself until you lost your nerve and took the transmitter back to regain control; and eating a saltine cracker and then trying to whistle before you could take off and then eating another cracker and trying to whistle so you could land. These were all new and different and provided quite a bit of fun.

For scale, this was run just like a Scale Masters Qualifier. That is, you flew three rounds of ten maneuvers each plus static judging. The maneuvers were the five required by Scale Masters plus five of the pilot's choice. Score was determined by a possible 100 points for static plus the average of three flight rounds with a possible of 100 points for a total possible score of 200 points. Documentation was required to receive a static score.

Now for the winners. For the fun fly, Jim Weaver took first, Bob Hoover was second and Dick Weaver came in third. In the scale contest, Jim Weaver again took first place while yours truly captured second and Dave Anderson brought home third. The sum total of prizes this year was 12 gallon jugs of fuel. Jim, with his two first place wins, ended up with 6 gallons; Bob Hoover and I each received 2 gallons; and Dick Weaver and Dave took home a gallon each for a total of all 12 gallons!!! A clean sweep!

It was certainly different this year but turned out to be challenging and fun. And, as always, this is a superb place to fly seaplanes.

Western Front Invitational –

An all new competition event for giant WWI fighter models.

By Mel Santmyers

Approximately 30, including international flyers, will be invited for the first annual invitational event in late 2004 or mid 2005. Initial selection will be from pilots with previous interest in radio controlled WWI aircraft. Building and piloting skills, along with a competitive spirit, will receive high consideration. When the formal invitations are sent out, a specific date to respond will be necessary to meet the time frame for planning, building and test flying. Current location for the event is a great flying site in Southern California.

Scale models are to be very large and must be modelled after an existing replica or restoration of a WWI fighter aircraft. Monoplanes must have a minimum 12 foot wingspan and Biplanes must have a minimum 9 ½ foot wingspan. Engines are to be gas only with either magneto or ignition spark. AMA rules will apply including the maximum weight limit of 55 lbs. Added safety considerations such as

two servos per surface, aircraft inspections and others will be required.

All entries, although not necessary, are encouraged to be a team effort including the building, piloting (only one), ground crew, sharing of expenses, etc.

The model is limited to typical built up type construction and from plans only. Existing plans can be enlarged. A bonus point system may apply for biplanes or tri planes.

Competition will be different than any ever seen. Although the details are to be worked out, the FOCUS will be on REALISM for flight and the model's REALISTIC overall static appearance to the subject's photos. Three views will not be used in the judging process. A given number and size of color photos of the existing museum type aircraft will be used to document the subject according to the rules yet to be finalized. The color photos will probably be 5x7 presented on a single show card or board along with a short history of the prototype. Spectators will be allowed to view the documentation displayed near the model for added information and flavor to the event.

Flight maneuvers may be assigned such as spins, loops, immelmans, rolls, wingovers, split S, etc. In short, no flat stuff. Pilots will be judged on such things as entry, exit and other realistic to scale maneuvers. Free style elements may also be included.

Why this??? Why now??? With the advent of giant aircraft for aerobatics numerous items have been produced for large scale aircraft. These items include large servo power capacities, radios with increased function capabilities, a wide variety of engines, new and stronger construction materials, hardware, etc. With all these new products on the market and the need for something new and different in our sport, this could be a very exciting event with

sponsors willing to join in with the "new kids on the block".

Size, ala European giants, will be everything in this event and that alone should attract considerable new interest. Can you picture 30 of these majestic giants lined up in the pits at a flying site transformed into a WWI aerodrome setting complete with hay bales and machine guns?

Are you interested?? Please contact me by September 2003. The list for consideration has started. The invitations will go out by year end or before.

ARE YOU READY TO BE A PART OF HISTORY? Contact Mel Santmyers – Phone/Fax 909-769-9083 – email mels24@netzon.net

Have You Ever Built a Proctor Kit?

A lot of guys (and maybe gals) are really missing out on about half of the hobby by buying into the ARF craze. I guess I just love to build an airplane and get a hell of a thrill to see my creations fly. I often wonder what the ARF guys do on days and nights when the weather or lack of light prevents flying? Me, I build. I also wonder what happens to the ARF when it receives a less than perfect landing and needs extensive repair? Does it go in the trash and another is purchased or does the pilot just flick it in as receiving the "instant gratification" of flight and move on to some other pastime?

Whatever, these folks are missing a lot of satisfaction of creativity. But, if you are a builder and have some experience under your belt, you owe it to yourself to build a Proctor kit. I purchased an Anitc Monoplane recently from Proctor and started the process. I have to say that this is the most fun and rewarding kit I have ever built. It goes together just like you were building a full size airplane. All the parts are there and they fit perfectly; the plans are

very detailed with all kinds of construction tips and guides; and best of all the kit provides a real challenge to your skills and a huge sense of accomplishment. And to top it off, if you get in a bind and can't seem to figure a step out, the Proctor guys are just a phone call away with all the answers.

So if you are an ARF aficionado, expand your horizons and build a kit. And if you are a kit builder, expand your horizons and build a Proctor kit. You won't be sorry.

Trainer for Donation

Julienne Meyers is leaving the hobby and has an electric trainer that he would like to donate to a young person interested in model aviation. The trainer is an EZ ET with a 42" wingspan and includes the transmitter, receiver, battery pack, charger, etc.

If you know of any young person who would benefit from this donation please give Don Curry a call at 503-761-9321

Dues

If you don't know what the red dot is on your label, it means you have one last chance to re-up. Time is running out to remain a member of the best club in the Northwest. The price is still \$55 per year. Send payment payable to the SkyKnights to:

Bill Ely
7891 SE Jefferson Court
Milwaukie, OR 97267

June Meeting Highlights

The club picnic for this year appears to be a bust, as no one seems to want to volunteer to put one on.

The members voted to not paint a picture or logo on the club trailer, as it would not be to any real advantage to the club for the money spent.

The executive board had passed a measure to use a straight Db meter reading for the measurement of sound level. However, the membership was not in agreement with the decision and, by vote, rescinded the measure. Therefore, sound rules at Orient Field remain unchanged.

Mike Whitney is the new club Safety Officer. Thanks for volunteering Mike.

July 23rd was set for a work party at Grant Sharp's Field in Molalla to set up the field for the IMAC champs followed by the Evergreen Scale Qualifier. Plans are to start at 10:00 am. Be there. Grant is also looking for a scale static display for the IMAC champs on that Saturday and Sunday (July 26th & 27th) with a flying demonstration for half time on Sunday. Let Dale McDonald know if you have a plane for display or if you would be interested in flying your plane Sunday.

There was a ton of show and tell for this meeting. I started off the show with my new Super Cub practice plane for Scale Masters. This is the new Hangar 9 ¼ scale ARF. (I know, I know, I'm a builder). The plane spans a 100" and is stand way off scale. Power is coming from a Laser 200 V Twin with guidance by Futaba Super 7.

Don Curry showed his Stinson SR-7 that he is building from an old Cleveland Model plans for a free flight. The entire airframe is built up with beautiful detail. Will use and OS 61 four stroke for power.

Joe Topper had his new Proctor prototype plane, the Fokker Spin (Spider). This was Anthony Fokker's first aircraft he built in 1912. Joe is doing the plane in ¼ scale. It will have a 9' wingspan and will be powered by the new Laser 180. The wood is mostly ash and the tail feathers are framed from fishing poles. The rigging will include over

100 miniature turnbuckles. All up weight is expected to be about 16 lbs.

Jerry Holcomb is working on a racer for the upcoming Dawn Patrol in August. The framework he showed is a model of a 1911 Antoinette Monobloc. It will have a 13' wingspan and weigh about 25 lbs. Power will be electric pulling a 24" to 28" prop. The construction is all wood from hemlock and poplar.

Dennis Meyer displayed his Great Planes P-51 D. The plane is powered by an OS 45 and features Kraft electric retracts.

Dick Hansen had his Hawker Hurricane powered by and OS 61FX. He put on a three blade prop that quieted down the noise level considerably (might want to give this a try for those noisy engines). Dick also showed his BE2E Royal Aircraft Factory biplane. He used an Enya 90 to pull the big biplane through the air.

Glen Bone showed his Pica Spitfire that he started to build 15 years ago! (*And I thought I build slow. Ed*) He covered the plane with silkspan and painted it with Krylon paint. Power comes from an HP 61.

Last but not least, Bill Redding had a 40 size Sterling Reliant in the bones and a New Aero Mark II complete with an OS 25 weighing in at a mere 2 ½ lbs. Both planes are for sale.

For the raffle winners:
Graupner Terry kit – Jerry Baker
Crazy Max ARF – Glen Thornton
JT Aerotech Zero – Paul Jundt
Coverite Iron – Bill Redding
DuBro ball drivers – Joe Topper
Six Shooter fuel pump – Gary Norton
GloBee Tach – Matt Findlay
And Tony Jundt took the glue

Training

Joe Short is our newest pilot to solo. Joe passed the test with “flying” colors on Tuesday, June 24th (pun intended). Congratulations, Joe.

Current instructors are:

Don Curry	503-761-9321
John Fox	503-657-4354
Dale McDonald	503-761-3109
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 are in the \$35 range. Contact Bob at (503) 257-3057 to order.

*****CALENDAR*****

August meeting at Camp Withycombe on the 11th, starting at 7:00 P.M.

Jul 26th & 27th

IMAC Championships

Grant Sharp Field

Aug 1st, 2nd & 3rd

Evergreen Scale Rally – USSMA Qualifier

Grant Sharp Field

Dale McDonald, CD (503) 761-3109

Aug 23rd & 24th

Dawn Patrol – Grant Sharp Field

John Radebaugh

channel.talk@verizon.net

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

Aug 4th Steve Martin (503) 663-7883

Sep 3rd Gary Cosmer (503) 761-2606

Oct 6th Chuck Adams (503) 658-2955

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.

Wanted: Futaba Radio

Need Futaba FG Series transmitter for a buddy box. **Must be MODE 1.**

Bill Ely 503-657-3480

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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

Each day in life is like a carrier landing. If you can walk away from it you must be OK!

Burrel Sumner, WWII Marine Corsair pilot



Scale judges conferring on Jim's Maul – look at that weather and smooth water!



Ron Caspell, right, advising Bob Hoover on the finer points of something

Pics from Platt I Float Fly



Scale entries: Maul M-5, Piper PA-12 Super Cruiser, Piper J-3 Cub

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