

FLIGHT LINE

The Communication Forum for the
SkyKnights R/C Club

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

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Central Oregon Jet & Scale Fly In

Holy Smokin Jehosafat!, were you at the Jet Rally in Madras on Memorial Day weekend? Bruce Tharp had his Double Whammy, dual DynaJet powered jet airplane on hand for an ear splitting demonstration of raw power and flying perfection. When those jets fired up you could have heard them in Bend. It was not possible to talk to someone right next to you when the plane flew by. Wow!!! Bruce flew like the plane was on rails at I don't know how many miles per hour but it was fast and **loud**. After all kinds of low passes, loops, rolls, unlimited vertical climbs and other neat maneuvers, the engines shut down at about two hundred feet altitude and the real show began. Bruce glided the ship around in loops and rolls reminiscent of Bob Hoover's Aero Commander demonstration and with a long low level glide landed the plane at his feet!

Dave Kepar, CD, had expanded this year's rally to include scale aircraft, which expanded the field of pilots and made a nice event for spectators. The weather was good and warm and the new runway was much smoother although it still seemed that several of the jet jocks didn't fly. The bad news for the day (Saturday) was the crash of Jack Lindsay's Cap 232 and Joe Topper's Ju-52. Jack's big 232 had an engine out at

low altitude and spiralled in doing severe damage.

Joe, during pre-flight, had a balky left aileron on his huge Junkers that seemed to fix itself. Moving on, all three engines were fired up and Joe took off, instantly noting that he had minimal power. With the altitude at the Rally at about 2,300 feet and the warm temperature, density altitude was the problem. Joe made one round and landed to tweak the needles on the engines for more power. On his next take off the power seemed worse and he elected to land again for more adjustment when trouble began. On turning on base, Joe discovered that he had very little roll and directional control of the big plane and it was headed directly towards the crowd. Frantically yelling at the crowd and applying all kinds of body English to the transmitter, Joe did a masterful job of getting the plane away from the crowd and back over the runway. Just as it seemed he had her down, a burst of power brought her back up over the runway and into the sagebrush where she hit hard on the left side. Remarkably, the damage was limited to broken gear and damage to the left (that's port, Jerry) engine nacelle and a few minor nicks and dings.

With all this excitement and thunderheads brewing in the East, Dean Roundy, my pilot

for the day, and I decided to head for the barn. All in all a very interesting day.

My Plane Flew Away!!!!

Flying in real heavy south winds and marginal weather at the Barnstormer's field near Butteville, what do you do when you are flying with Dennis Meyer and he announces that he has to land to get his sunglasses? Well, you pull up away from the runway and start a loiter pattern at altitude. But then what do you do when Dick Hansen yells for you to "Look out for Sam!"? Well, you look back and here comes Sam Richardson chasing down his Piper Cub at fast idle right between Dennis and me headed for the runway. So, what to do? I yelled at Sam to look out, Dennis was landing. Sam did not hear me and continued on. I yelled at Dennis that Sam was coming on the runway. Dennis heard me and saw Sam out of the corner of his eye and pulled up just in time to miss Sam at about the same time Sam caught his airplane on the runway. With the excitement over, I look back up at my airplane but (remember what I always tell the students about never taking your eyes off your plane) the plane wasn't where I had left it. In fact it wasn't anywhere at all. A frantic search by all parties noted a small speck to the far north. Putting in several control inputs on the transmitter only resulted in the speck flapping its wings (turned out to be a buzzard). Concluding that the plane was gone, I cut the engine power off and proceeded to hunt the fields to the north and a good deal of the neighbors back yards and trees; all to no avail so I packed up my transmitter and headed home. This was Thursday, May 15th.

Incredibly, Tuesday night, May 20th I got a call that the plane had been found! The next morning I met with a very nice Mr. Rich Haner, a local grass seed farmer. One of his hired men had found the plane the day before setting on its wheels right by a road

about a mile and a half southeast from the flying field! The only damage turned out to be a lot of holes in the wing and tail from hail and everything was full of water. The plane had apparently landed perfectly all by itself. Although my name, address and phone number were inside the plane, Mr. Haner had not even taken the wing off. He knew someone at the Barnstormers and called him, who then called Leonard Mei, who then called me Tuesday night. Some story, huh?



Looked like it had been shot with a shot gun

When I got the plane home, the engine started with the second flip and ran perfect. I tore it down and found no evidence of rust or damage. The covering has been stripped off so the wood can dry out and the radio components have all been dried out and work fine. She will fly again one day.

High Flight

By Ken Solomon

“WW1 Flying accident reports.”

I thought I would share with you some of the humor garnered from actual flying accident reports during the rather exciting days of early flying. Flying has changed just a bit over the last several decades!!!!

WW1 ROYAL FLYING CORPS
MONTHLY SAFETY REPORT

December 1917, and extracted from a recent Daedalian Foundation Newsletter.

"Another good month. In all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November during which 84 accidents occurred, of which 23 were avoidable. This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units.

RESUME OF ACCIDENTS

1. Avoidable accidents this last month:

a. The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook.

b. A B.E.2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signaling to the gunners.

c. Another pilot in a B.E.2 failed to get airborne. By an error of judgment, he was attempting to fly at mid-day instead of at the recommended best lift periods, which are just after dawn and just before sunset.

d. A Longhorn pilot lost control and crashed in a bog near Chipping-Sedbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 MPH between top speed and stalling speed.

e. While low flying in a Shorthorn the pilot crashed into the top deck of a horse drawn bus near Stonehenge.

f. A B.E.2 pilot was seen to be attempting a banked turn at a constant height before he crashed. A grave error by an experienced pilot.

2. There were 29 unavoidable accidents from which the following are selected:

a. The top wing of a Camel fell off due to fatigue failure of the flying wires. A

successful emergency landing was carried out.

b. Sixteen B.E.2s and 9 Shorthorns had complete engine failures. A marked improvement over November's fatigue.

c. Pigeons destroyed a Camel and 2 Longhorns after mid-air strikes.

COST OF ACCIDENTS

Accidents during the last three months of 1917 cost 317 pounds, 10 shillings, sixpence, money down the drain and sufficient to buy new gaiters and spurs for each and every pilot and observer in the Service.

ACCIDENT BRIEFS

No.1 Brief:

No. 912 Squadron, 3 December 1917, Aircraft type B.E. 2C, No. XY 678, Total solo 4.0, Pilot Lt. J. Smyth-Worthington, Solo in type 1.10.

The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet. This resulted in the aeroplane entering an unprecedented maneuver, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machines altitude, and by skillful manipulation of the flying wires successfully sideslipped into a nearby meadow.

Remarks: Although through inexperience, this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage has earned him a unit citation. R.F.C. Lundsford-Magnus is investigating the strange behaviour of this aircraft.

No. 2 Brief:

No. 847 Squadron, 19 December 1917, Aircraft type Spotter Balloon J17983, Total

solo 107.00. Pilot Capt. D. Lavendar, Solo in type 32.10.

Captain Lavendar of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion and the balloon carried out a series of fantastic and uncontrollable maneuvers, whilst rapidly emptying itself of gas. The pilot was thrown clear and escaped injury as he was lucky enough to land on his helmet.

Remarks: This pilot was flying in full-dress uniform because he was the Officer of the Day. In consequence it has been recommended that pilots will not fly during periods of duty as Officer of the Day. Captain Lavendar has subsequently requested an exchange posting to the Patroville Alps, a well-known mule unit of the Basques.

No. 3 Brief:

Summary of No. 43 Brief, dated October 1917.

Major W. deKitkag-Watney's Nieuport Scout was extensively damaged when it failed to become airborne. The original Court of Inquiry found that the primary cause of the accident was carelessness and poor airmanship on the part of a very experienced pilot. The Commandant General, however, not being wholly convinced that Major de Kitkag-Watney could be guilty of so culpable a mistake ordered that the Court should be re-convened.

After extensive inquiries and lengthy discussions with the Meteorological Officer and Astronomer Royal, the Court came to the conclusion that the pilot unfortunately was authorized to fly his aircraft on a day when there was absolutely no lift in the air and therefore could not be held responsible

for the accident. The Court wishes to take this opportunity to extend its congratulations to Major de Kitkag-Watney on his reprieve and also on his engagement to the Commandant General's daughter, which was announced shortly before the accident.

FLYING SAFETY TIPS

Horizontal turns.

To take a turn the pilot should always remember to sit upright, otherwise he will increase the banking of the aeroplane. He should NEVER lean over.

Crash precautions.

Every pilot should understand the serious consequences of trying to turn with the engine off. It is much safer to crash into a house when going forward than to sideslip or stall a machine with engine troubles.

Passengers should always use safety belts, as the pilot may start stunting without warning. Never release the belt while in the air, or when nosed down to land.

Engine noises.

Upon the detection of a knock, grind, rattle or squeak, the engine should be at once stopped. Knocking or grinding accompanied by a squeak indicates binding and a lack of lubricant.

WATCH THAT FIRST STEP

The First Marine Air Wing had this write up in their Safety publication Wing Tips:

It was conceded by all that the pilot had accomplished a brilliant piece of work in landing his disabled machine without damage under the circumstances. It is not with intent to reflect less credit upon his airmanship, but it must be noted that he is a well experienced aviator with over 40 total hours in the air, embracing a wide variety of machines, and this was his seventh forced landing due to complete failure of the engine."

Until next time keep those models flying and make sure there is adequate lift in the air on the day you fly!!

Ken Solomon

Dues

If you don't know what the blue dot is on your label, it means your dues are still due. 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

Hansen Scale Aviation Videos #69

Dick Hansen has a new video out in his fine series covering the 2003 "49'er" Scale Masters Qualifier in Woodland, CA; the 2002 "Coming of the Birdman" exhibit in Oregon City; and the Northwest Antique Club fly in at Evergreen Airport in Vancouver, WA.

The "49'er" features several club members who made the trek to compete and, unfortunately, includes the demise of Vern Alberg's big WACO.

In case you missed the exhibit at the Museum of the Oregon Territory on aviation in Oregon you need to see this tape. It not only features full-scale aviation and such famous aviators as Tex Rankin and Jack Lenhardt but also includes a lot about model aviation and the early SkyKnights at various functions. Some of these guys you are flying with today actually had hair and it wasn't grey!

The Northwest Antique Fly In is a must see for old airplane buffs. This is the last meet held at the old Evergreen Airport in Vancouver so this tape will be a collector's

item. The airport is losing out to housing development and will soon be no more.

Tapes are \$19.95 with a discount to club members. Give Dick a call at 503-653-2578 or you can contact him on the web at:
www.aero-sports.com/hansen

May Meeting Highlights

It was announced that the club picnic was cancelled until further notice. Mike Whitney, who had volunteered to run the event, could not get away from work demands. And, unfortunately, no one else would carry the ball.

Dennis Abernathy has repaired the damage to the club trailer and has it looking better than new. Bob Tinsley will have some sort of logo or picture painted on the side to advertise who we are.

New member rules have been established which include having a sponsor and attending meetings among other new requirements. Johnnie Mansfield volunteered to head up a rules committee to set forth, in writing, the club rules. Once completed, the rules will be sent to all members for their acknowledgment.

There being no further business, we went right into show and tell.

John Olsen started things off with his Extra 300S, beautifully done up in blue, white and green Monokote. Power comes from a .75 Super Tiger. John felt a bit dwarfed by the next plane.

Dennis Welty showed his 40% Extra 260 weighing in at 21.5 pounds (which he said is ultra light) powered by a DA 100 pulling a 28" prop. He uses a dual receiver system, which basically control 1/2 of the servos system on each receiver and battery pack for safety. Done up in red and yellow colors.

Dennis won the draw for the show and tell prize; a new HS-81 Hitech servo.

The raffle prizes for the evening went to:
Sig 4 Star kit Dennis Abernathy
JR Aerotech T-152 Bill Ely
21st Century Heat Gun Steve Martin
Tachometer Joe Topper
And Ardis Hood took the glue.

JK Aerotech is providing a kit for each month's raffle. Say thanks by patronizing their shop.

Training

Tuesday night training still remains slow. Where are all the new students? Several current students are getting near that feared solo ride. But they will do fine.

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*******

July meeting at Camp Withycombe on the 14th, starting at 7:00 P.M.

Jun 13th, 14th & 15th

Platt I

Sutherlin, OR

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 & 24th

Dawn Patrol – Grant Sharp Field

John Radebaugh

channel.talk@verizon.net

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

Jul 7th Gary Norton (503) 698-6449

Aug 4th Steve Martin (503) 663-7883

Sep 3rd 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.

Nothing for sale this month!

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.

Final Word

If the enemy is in range, so are you.
Remember, tracer bullets work both ways!

Pics from the Jet and Scale Rally



Bruce Harlo's Jenny



Part of the line-up



French Raffelle on take-off roll



Bruce Tharp's new prototype for turbine engines



Perfect landing



The Double Whammy – check out those two Dynajets – unbelievable roar