

FLIGHT LINE

The Communication Forum for the
SkyKnights R/C Club

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

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AMA Charter No. 707

March 2003

General Meeting Time Changed

The club members in attendance at last month's meeting voted to change the general meeting time from 7:30pm to 7:00pm beginning with the April meeting. Make a note or show up a half-hour late.

Awards Dinner March 24th

FINALLY! The 2002 Awards Banquet will be Monday, March 24th beginning at 6:30 pm at JJ North's Restaurant, 10520 N.E. Halsey Street in Portland. The dinner will be a buffet (all you can eat) starting promptly at 6:30 followed by a short program. Being a Monday, hopefully, this will allow you and yours to attend without interfering with family weekend plans.

Come as you are; it will be informal. Footwear **IS** suggested; possibly shirts also! Cost is \$10.00 per person and we might even have a door prize or two. Please pre-pay and register with Bob Tinsley.

Dues

Dues are coming up next month according to our meticulous treasurer. The price is holding solid at \$55 per year. Can't beat that with a stick! Save those refunds on your beer bottles and get the cash to:

Bill Ely
7891 SE Jefferson Court
Milwaukie, OR 97267

If you are going to write a check and play the old bank float game, make it payable to SkyKnights. Thanks for listening.

News from the Southwest

By Bill Redding

Included this month on the picture page are some shots I took of our annual air show here in Yuma, Arizona on the 1st of February. As you can see from the photos, the weather was great. The wind was gentle and right down the runway; check out the windsock hanging down. We had guys from as far as Utah, Colorado and, of course, Oregon and all other points west. Nice crowds and a lot of fun.

I am currently flying six aircraft down here in the sunny Southwest, one for each day of the week with one day off to rest. My summer building project is a Doghouse Extreme. This is a bit of a look alike of an Ultra Stik that was featured in RC Modeler magazine in December. She will weigh in at about 5 ½ to 6 pounds and will be powered by a 91 four-stroker. If you are interested, you can dial in the plane at www.rcrunway.com.

Also on the net at www.amjets.com is an interesting feature on model-powered turbines. There is an enlarged turbine that is being used to fly an actual full size plane

complete with a human pilot inside. It is made in Holland and takes two engines to fly the plane at about 100 mph and it will stay aloft on one engine at 50 mph! Who says modelling doesn't influence full size design?

I get the Flightline off the web now and really enjoy the color photos and articles. Keep em coming and I will see you guys this summer.

House Bill 2294

House Bill 2294, dealing with criminal trespass, has been introduced in the Oregon legislature and has been referred to the Judiciary committee. See the following:

www.leg.state.or.us/03reg/measures/hb2200.dir/hb2294.intro.html

The measure would make it a criminal offence if having been prohibited from doing so by the person in charge, you knowingly fly a model aircraft below an altitude of 500 feet in the airspace above private property.

We need to alert all Oregon clubs and members to contact their representative in the house and the chair of the Judiciary Committee and voice an opinion. The chair of the Judiciary Committee is Max Williams.

Field at Camp Withycombe gets a North/South Runway

Dennis Meyer has done it again! He obtained 5 yards of fill dirt and enlisted a work crew at Camp Withycombe to add a North/South runway. I believe this is the only flying site in the greater Portland area that now has two runways.

Dennis and his crew filled, levelled, packed and seeded the new runway on Thursday, February 20th just in time for the spring rains to work their magic with the grass seed.

The new field should be ready to mow and use by the spring flying season. Right now cones delineate the area so stay clear to let the new grass get going. Kudos to Dennis and his work crew: Glen Bone, Roger Weeks, Dick Hansen, Harry Clark and Leonard Mei.

Northwest Pylon Racing

Jerry Holcomb reports that he attended a meeting with the Fair Association recently about the CCRCS field. It seems that getting on-site is still in the distant future. In Jerry's opinion, it looks like the entire racing season is cancelled for this year.

Permission was requested for limited access while the construction company is working on other portions of the site. The permission was denied at least until the end of May stating that the flying would be a potential hazard and distraction to the workers.

The new site is positioned in the middle of a parking lot with light standards on a 200 x 300 foot grid. Plenty of room for flying but the lights may turn-off a lot of folks (pun intended?) – especially if they have poor depth perception!

So, I guess that is it for pylon racing for 2002 – 2003 race year. And I had a machine that would have waxed everyone! Shucks!

Orient Field Work

Norm Smith and crew have started to make repairs to Orient Field to fix the sunken areas from the drain tiles. Norm and his trusty tractor, Tonto, worked from 3:00 pm until dark three days in a row and all day Saturday spreading and filling the sunken areas under the runway and one taxiway. The temporary runway was taken up and Norm added the fill dirt to bring the runway back up to grade. As weather permits, this filling and packing process will continue in hopes of having things all levelled out and re-seeded for use in early spring.

To help with the project, new member, Derrick Yates donated fill dirt. Just one day after joining the club, Derrick provided 4 truckloads of good topsoil. As luck would have it, Derrick's delivery came just in time for the club to cancel delivery of dirt from a commercial company that would have cost the club \$250! Way to go Derrick.

Although the drain tile project has left a pain in the keester it looks like, in the long run, that this will really keep the surface water away from the field and parking area. So far this year things have remained relatively dry.

Also added last month was more gravel under the tables. The new gravel is smaller crushed rock making a smoother and more compact base to walk on.

More News from the Southwest

By Ken Solomon

I have been in Arizona the last several months flying with several clubs including Luke AFB, CCRS field and the Aamps field. I attended the National Pylon Race at Speed Flyers of Arizona field at the Happy Valley Auxiliary. I had to chuckle as I arrived at this field. I had used it as an auxiliary to practice landings in T-6's when I trained at Williams AFB in 1949. Now the

field is set up for drag racing, motorbike racing and R/C flying.

The pylon races were an FAI 422 event and were at the national level with about 30 competitors, including some pilots from the International scene. The Airplanes were Quickie 400 type, all composite with a size .40 engine. The engines were Ericcson or equivalent flown on straight methanol. They turn about 25,000 RPM and propel the plane at about 200 MPH.

The pilots and models are taken by crew car to the flight line for each heat. The pilots make a race horse start. They stand under the #2 and #3 pylons which are about 20 or so feet apart. They start flying away from them to #1 pylon about 200 feet away and then turn and fly back at themselves for the turn around #2 and #3 pylon. The pilot always turns to face the plane so he is actually walking around in a small circle on the ground. He is protected by two strategically located cages that would catch an errant plane and he also wears a hard hat. Standing inside the pylon circle gives an excellent view and makes it easy to avoid cuts (please note Jerry for you guys at CCRC).

Each pilot flies many heats during the day with the competitors always different in each heat. At the end, the point winner is the champion. Needless to say at 200 MPH it is most exciting and many planes bite the dust. The great thing about doing it here is you fly in the sunshine with the temperature at 73.

My duty down here with flying twice per week and golfing three times is extremely tough but some one has to do it!! Best regards to all.

February Meeting Highlights

Guy Foreman announced that the Miller Family Trust had donated \$50 toward the

cost of the new bench to be installed at the field in Roy Varn's memory.

The breakfast and flying meeting that has been going on for a while at the Orient Drive Café and field on Thursdays has been changed to Tuesdays. So if you have the time boogie on out to the Café on Tuesday mornings and have some hash and go flying.

The members voted to change the meeting time for the general meetings to 7:00pm.

The awards banquet was discussed at length and was decided to go ahead with a buffet dinner on a weeknight. See the headline on page 1 if you missed it.

Had a whole bunch of show and tell. Mike Neu has a Graupner electric called a Monsoon. Powered by a speed 400 geared motor with GWS speed control and BEC. Really neat looking little aircraft.

Jim Weaver presented his version of a Grumman Widgeon made out of the blue foamy stuff that the Frogs are made from. Uses two GWS electric motors, weighs in at 1 lb 5 oz and gets about 20 minute flights. Says he designed and built it in 6 days and on the 7th day he rested.

Gary Cosmer showed his new Bell 222 helicopter complete with full retracts! Uses 7 servos to get all the little things working. Nice looking ship.

Jerry Baker had his MidStar 40 built up from a kit. Made a taildragger version, finished her in red and yellow Monokote and hung a GMS.47 on the front for locomotion.

Dennis Welty keeps getting bigggg aerobatic airplanes for IMAC competition. This one is an Ohio RC 30% Ultimate. Covered in pearl plum, white and blue Ultracote, she spans 64" and weighs about

15 lbs. Power comes from a DME 3.0 gas burner.

Dean Roundy showed his Ryan STA fuselage in progress. Sporting 1200 individually place rivets on Nelson Lite Fab covering painted with Nelson System Three paints. Beautiful looks.

Last but not least was Dale McDonald with a home made charger for Lithium battery packs, both polymer and ion. Dale also had made up packs of both type. These type of batteries are becoming the wave of the future by providing flight times as high as one hour!

The show and tell prize, a Great Planes Accutrow surface deflection meter went to Dean Roundy

The raffle prizes and winners for the night were:

- GWS P-51 Scott Pelkey
- Prop Balancer Ed Hamilton
- Box #64 bands Mike Neu
- \$40 gift cert Ron Caspell
- \$40 gift cert Steve Martin

Door prizes went to Dave Anderson, Dick Hansen, Les Ashton, Jim Weaver, Chuck Adams, Jerry Baker and me.

Training

Tuesday night training will resume on April 8th, the beginning of daylight savings time providing the field is in adequate condition. There may be some delay this year until things dry out and the full runway is restored. Stay tuned. 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 |
| 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*****

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

April 27th

Spring Opener – Roslyn Lake

Jim Weaver?

May 3rd & 4th

**13th Annual Celebration of Silent Flight
FPM Field, Washougal, WA**

Jerry Holcomb (360) 892-7732

May 17th & 18th

Zillah – Ben’s Strip

Yakima, WA

May 24th & 25th

**Central Oregon Jet & Scale Fly-in
Madras, OR**

Dave Kephart, CD (541) 388-0168

Jun 7th

**Warbirds Over Washougal – FPM Field
USSMA judges tune-up**

Jerry Holcomb (360) 892-7732

Jun 27th, 28th & 29th

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*******

Apr 7th Gary Cosmer (503) 761-2606

May 5th Dale McDonald (503) 761-3109

Jun 9th Dick Hansen (503) 653-2578

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.

Super Sportster

Great Planes Super Sportster complete and ready to fly. Brand new OS .46 FX, Futaba FP-T6F6/K Tx w/FP-R127DF Rx, S-148 servos. Just charge her up and fly.

\$300 obo

Thomas Fischer (503) 668-5035

Quasar Slope Glider

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

\$25.00

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

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

There are three basic flying rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges can be recognized by the appearance of ground, buildings, or trees. It is much more difficult to fly there.

“Artificial intelligence is no match for natural stupidity”



Part of the large crowd that attended the show



Sky Raider and a P-51D – Ugly Stik on the stand

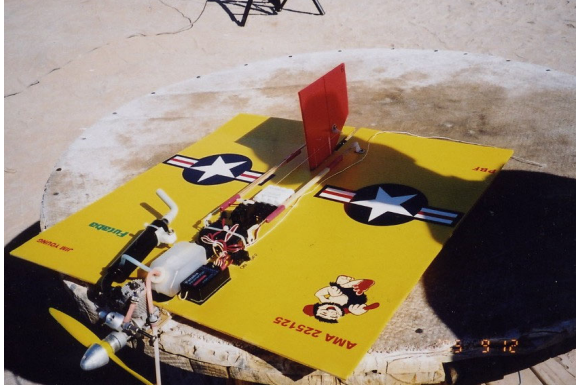
Pics from Bill Redding – Annual airshow in Yuma, AZ



Pitts Special from Denver, CO – note the B-17



46% Giles – 3W-150/B2-F power – nice ramada for the sun



Flying Pizza Box – Jim Young, designer from Utah



Navy SNJ – P-82 Twin Mustang in background – note the “cable spool” work benches