

FLIGHT LINE

The Communication Forum for the
SkyKnights R/C Club

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

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Evergreen Scale Rally

The 11th Annual Evergreen Scale Rally held at Grant Sharp's Green Acres field in Molalla on August 1st, 2nd and 3rd is in the record books. The weather was absolutely perfect with very light winds and cool temperatures keeping everyone comfortable.

Contest Director, Dale McDonald, had the ship running smoothly for a very well run contest. New this year was flight boss, Jim Kist, who did an outstanding job of keeping three flight lines under control and moving quickly.

This year saw 35 contestants compete for a chance to go to the national championships in Dayton, Ohio. Under U.S. Scale Master rules, only 30% of the winners in Expert and Team Scale at a qualifier are invited to compete at the national level. Under the specific rules, nine Expert entries qualified and three Team Scale entries made the cut. For Expert they were: Ward Emigh, Mike Brewer, Kelly Martin, Jerry Holcomb, Art Newland, Bob Raser, Larry Shepard, John Lindsay and Randy Smithhisler. In Team the qualifiers were: Gary Parker/Dick Heininge, Art Newland/Mike McIntyre and Jerry Holcomb/Kenneth Creek.

This was the first year that everything related to the contest was done at the field. Friday started out with registration and static

judging. High static went to Jeremy Fursman with his award winning Tiger Moth. His score was 98 points out of a possible 100. Gene Job and Joe Topper followed him closely with a 97 and 96 respectively. Gene had his Hawker Sea Fury and Joe campaigned his Junkers JU-52.

The amazing story of the day was the appearance of Vern Ahlberg with a brand new Super Waco WMF-5. Vern left his first Waco in a pile of rubble at the 49er Qualifier in Woodland, California in June. Working night and day and with the help of Bill Ely, Vern completely built a Super Waco from scratch using modified plans from his first Waco. This is a 1/3 scale airplane folks! He further amazed everyone by making his first test flight Friday evening with aerobatics and the sun in his eyes! That is the good news. Now for the bad. On his first competition flight on Saturday, the plane went dead stick. It looked like Vern was going to make the field but at the last moment the barbed wire fence bordering the field reached up and grabbed the right main gear and snatched the plane from the sky. Damage was considerable but nothing Vern can't handle.

More excitement occurred on Saturday when Jerry Holcomb was flying Ken Creek's big B-17. Jerry on making a low pass drifted over the active runway just as

Rich Babcock was taking off with his Acrolite biplane. Rich was climbing out and came up under the B-17 clipping the port wing and outboard engine. Rich went down in smoke as Jerry struggled to keep the B-17 under control. Throttling back and fighting for control to an emergency landing it was soon apparent that there was serious drag problems to the port wing. For a few anxious moments it appeared that Jerry was going to be forced to land over the crowd. But fighting the drag, he managed to maneuver the big plane back over the runway and land. On taxing back you could see a large piece of the Acrolite stuck in the outboard engine and along the leading edge of the wing creating a large flat surface and a ton of drag on the port side. When Jerry powered down, the chunk of the Acrolite's wing just fell off!

Shortly after the midair, Dave Kephart blew a prop on his P-47. In his attempt to make the runway he ran out of airspeed and tip stalled into the ground totalling the plane.

Alan Senn also lost his P-47 to competition when the main gear collapsed on landing and blew through the wings.

The Saturday evening banquet was highlighted by Grant Sharp's expertise at the bar-b-cue. This guy really knows how to cook a steak. The meal included baked potato, tossed salad, chips, apple pie and other goodies all served up by Nelson Scott and company from the Windsock Café. Music was provided by CD's from Gary Cosmer played over the really neat sound system procured by Jason Tait.

High static award was presented to Jeremy Fursman. Jerry Holcomb presented the Marion Carl award to Ward Emigh and his Fairchild PT-23. Jerry started this annual award after the untimely death of General Carl, a famous WW II Marine Ace and aviation pioneer, born and raised in

Hubbard, Oregon. It is awarded each year to an outstanding military aircraft model.

Sunday was another beautiful day for flying and two more rounds were completed to give the contestants the best three out of five flight scores. The following is the results:

Expert:

1 st place	Jeremy Fursman
2 nd place	Eugene Job
3 rd place	Joe Topper
4 th place	Dick Hansen
5 th place	Ward Emigh

Team:

1 st place	Gary Parker/Dick Heininge
2 nd place	Bernie Boland/Bill Ensley
3 rd place	Art Newland/Mike McIntyre
4 th place	Paul Haynes/Steve Wilson
5 th place	Jerry Holcomb/Ken Creek

Sportsman"

1 st place	Rollie Worsfold
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Margaret Lamb won the raffle prize – a brand new Futaba 6EXA computer radio.

Sponsors for the event were Handibond Adhesives, a consistent supporter who provides tons of glue, brochures and stickers for all the contestants, Jerry Nelson, Tammie's Hobbies, Aerosports, Hobbies Unlimited, Hobbytown, Coyote Hobbies, R/C Northwest and the SkyKnights.

Many thanks to Grant Sharp for providing the use of his field (becoming very popular with the contestants) and his help with the bar-b-cue on Saturday evening. Could not have done it without you, Grant.

Thanks to the static and flight judges who dedicate their time and patience to make the event a success. These guys really work hard to be fair and impartial while they are sometimes disliked by those that don't win

and loved by those that do! A tough job well done.

Special thank you to all the folks that helped make the event another successful "Fun One". First and foremost, Dale McDonald as the CD; Steve and Sandy Martin for taking on the very big task of registration again this year; Gary Cosmer for bailing us out and getting the computer system going and keeping score (a life saver); Jim Kist who took over the air boss job and kept all flight lines running smoothly; Nick Bowling as flight line coordinator Jerry Holcomb for once again designing the logos; Tom Ries who was on sight every day at 6 am and did everything; Terry Schultz and Bob Tinsley ran the radio impound perfectly; Jason Tait who got his employer to let us use the great sound system; Joe Topper for his advice and liaison with Grant Sharp's club; Bob Wood, Joe Kelly, Craig Cook and John Olson for score running; Earl Aune for scoring analysis; Dick Hieninge, Dick Hansen, Bill Ely, Dave Higgs, Vern Ahlberg, Jerry Sturart, Larry and Lane Jensen, Chuck Adams, Bob Raser for field set-up and take down; and last but not least, Nelson Scott, Jennifer Larsen, Amy Scott, Madison Scott, Gale Schultz, Carol Bowling, Barb McDonald, Don Nothwang and Lorreta Holcomb (Special Consultant) for running the Windsock Café and sales booth. Is this a team or what? My hat is off to you all. If I have forgotten someone, I apologize but you are appreciated none the less.

Hansen Scale Aviation Videos #70 & 71

Dick Hansen has two new videos out for your viewing pleasure. Video #70 covers the Idaho U.S. Scale Masters Qualifier plus shorts from the Greenfield Iowa Air Museum, On Location for Lucas Film Test and the Oregon Air Fair. The coverage of the Idaho Qualifier features some real tough

flying in the wind. And the scenery is beautiful with the Idaho Panhandle country as the backdrop.

Video #71 features the Evergreen Scale Qualifier at Grant Sharp's Field in Molalla plus the 1995 Northwest Model Expo in Puyallup, Washington and the Oregon Air Fair in Portland.

Both tapes feature outstanding scale aircraft and excellent flight coverage at the qualifiers. If you are a NASCAR buff and like lots of crash action, you have to see the Evergreen tape. Dick has captured the crash of Vern Ahlberg's second WACO and the midair between Ken Creek's B-17 and Richard Babcock's Acrolite.

Tapes are available from Dick for \$19.95 or \$15.00 to SkyKnight members. Contact Dick at 503-653-2578 or www.aero-sports.com/hansen.

Announcement

This just in from Jerry Holcomb:

October 4 and 5, 2003, Fern Prairie Modelers will be hosting the Equinox Electric Event. Flying format will have reserved solo 5-minute slots available from 10:00 am to 2:00 pm on Saturday and from 10:00 am to Noon on Sunday. Open flying 8:00 am to 10:00 am and after reserved slot times both days. This is an AMA sanctioned event. Details are available at <http://shredair.com/album/equinox03.html> Contact and Event Coordinator is Dieter Mahlain at 541-954-6842 or email to dieter@shredair.com. Contest Director is Jerry Holcomb at 360-892-7732 or jholcomb@pacifier.com.

New Club Roster

The new club roster for the year will be available next month. If you don't see your name on the roster it means you failed to

pay your annual dues or ESP (error some place).

Orville Brooks 1927 – 2003

Simon Orville Brooks, a long time member of the SkyKnights passed away on August 10, 2003, after a long battle with emphysema. For those readers who did not see the Oregonian article, written by Amy Martinez Starke, here is a reprint in its entirety:

“Friends and family always knew where to find Orville Brooks: He spent most of his waking hours in his Gresham garage equipped with every toy and tool imaginable for building scale-model aircraft. Airplane buddies and fellow Portland Sky Knights members called or came to consult with the master builder, to watch his attentive workmanship, or just to kibitz.

He was bitten by the airplane bug at age 8 and started out in a converted closet in Fairview. He was an only child, and after his parents’ divorce, he was shifted from relative to relative. Model building gave him a refuge.

By trade, he was a long-haul and local trucker, but his true passion was aircraft. After 68 years, he probably had built thousands of airplanes, sometimes spending a year on one – from planes with 12-foot wingspans to smaller models from kits and from scratch.

Each Fokker Eindecker, Nieuport, Travaire, Stinson, Gullwing or Monocoupe had to be an exact replica. He ferreted out obscure details by scouring books for documentation, looking for old photos and written accounts, or watching the History Channel and Discovery Channel. He would research how many rivets the plane had. He stained his own silk for the silkscreen on the plane. He was such a purist that he took a local kit manufacturer to task for its imperfections. All hobby shops knew Orville well.

He particularly liked the ageless, classic artistry of biplanes from 1920 to 1940. If it had two wings and a round engine, he was crazy about it.

‘If it’s not a biplane,’ he would say, ‘it’s not a plane.’

He had won so many awards, Steven Spielberg called one day, and one of his biplane scale models was featured in ‘Raiders of the Lost Ark,’ the first Indiana Jones movie. Another of his planes is displayed at a restaurant in Hillsboro Airport.

But after spending so much time making them, Orville cringed at flying them. And the man would not fly in a real plane unless he absolutely had to.

A smoker for many years, Orville Brooks, known by some as Simon Brooks, died Aug.10, 2003, of emphysema and congestive heart failure at age 76.

Orville went to Gresham High School for a short time before working in the Portland shipyards. He met a 14-year-old neighbor girl, Geraldean, when he was 17; they married three years later. He built a tiny house on the back of their lot and then a bigger home on the same lot.

He worked for Dwyer Lumber Co./Publisher’s Paper, then for Myer Container Corp. for 40 years where he drove trucks, retiring in 1990 after driving 5 million miles.

Orville was an easygoing, ‘get to it tomorrow’ kind of guy. His three daughters knew to ask him, not their mom, for money or candy. When they were little, they glued balsa wood with him. Later, he would repair their broken nails with his airplane glue, and with so many toys, he was a guy magnet.

Orville wouldn’t eat anyone’s cinnamon rolls but Geraldean’s, not even Cinnabon’s. ‘It’s not as good as what I can get at home,’ he said.

Over the years, he traded, gave away or sold most of his planes. When he sold them, he’d use the money to buy more kits. He

did not want Geraldine knowing how much money he spent, but she knew.”

See ya later, Orville.

August Meeting Highlights

Kudos was extended to Norm Smith and Jim Kist for their work in levelling out the runway at Orient Field. The two working alone pulled up the matting, moved it out of the way, graded the runway and replaced the runway all in one day! Wow! Thanks guys.

Johnny Mansfield, Steve Martin and Chuck Adams are “codifying” the club rules, etc. into a member’s handbook. A draft copy should be available soon for comment. The idea is to provide each member with a written copy of the club’s rules and regulations in order to eliminate conflicting views.

President Tinsley asked if anyone has an OS 46SF case available. He needs one for a rebuild for the club trainers. He also asked for any R/C stuff you might no longer have a use for that he can recycle to younger members.

The club is also looking for a good (cheap but functional) laptop computer. The computer will be used for registration and scoring at Pine Hollow and Evergreen each year. Call Bob Tinsley at 503-257-3057 if you can help out.

For show and tell Bill Redding had a new model called a Dog House Extreme. The 6 pound bird has a 54” wingspan and is powered by a new Saito 100. That should make it scoot.

Craig Cook showed his Sig 4 Star 40 all done up in orange Monokote. He used an OS 52 four-stroke to haul the plane around.

Mike Whitney had his new Hangar 9 P-51 Mustang assembled and ready to go. He replaced the stock retracts with SpringAir and hung an OS 61FX on the front. Weighs in at 8 1/2 pounds and is awaiting it’s first flight.

Bob Oeck displayed his Cap 21, which he says he bought about six years ago and finally got around to building. Power is from an OS 46FX; a really nice looking bird. He also showed his P-51 fun fly 40 size that he says flies really smooth.

Raffle prize winners for the evening were:

Fred Dixon – GWS Spitfire

Rich Porter – Sig LT-25

Ron Caspell – Hobbico Digital Volt Meter

Lane Jensen – Sig #64 bands

Bill Ely, Dave Elasser, Dick Hansen and

Craig Cook all took the glue

JK Aerotech, Tammie’s Hobbies and Hobbies Unlimited all provide big discounts on raffle prizes each month. Show your appreciation by patronizing these shops.

Training

Two new trainees have been soloed this month. They are Eric Short and Dave Elasser. Congratulations to both for their hard work and diligence. Keep in mind that October 21st will be the last day for training for this year. Training will resume next year at the beginning of daylight savings time.

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.

Bob Tinsley 503-257-3057

Wanted: Good Laptop Computer

The club needs a good laptop computer for registration and scoring at our two major contests each year; Pine Hollow and Evergreen Scale Qualifier.

Bob Tinsley 503-257-3057

*******CALENDAR*******

October meeting at Camp Withycombe on the 13th, starting at 7:00 P.M.

Sep 21st

Rubber Ducky – Roslyn Lake

Jim Weaver 503-760-4558

Oct 4th & 5th

Equinox Electric Event – FPM Field in Washougal

Jerry Holcomb, CD, 360-892-7732

Dec 7th

Pearl Harbor Days – Estacada Airport

Jim Weaver/Gary Norton

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

Oct 6th Chuck Adams (503) 658-2955

Nov 3rd Vern Ahlberg (503) 786-1356

Dec 1st Ardis Hood (503) 654-0173

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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

When you are flying “are you making something happen or watching it happen?”

Dave Gwinn, CFI

In the men’s room at the A&P mechanics work shop, the new foreman placed a sign above the sink that said, “Think!”

The next day, when he went to the men’s room, there was another sign above the soap dispenser that said, “Thoap!”

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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: F4F Wildcat

1/5th 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 1/5th or larger scale Wildcat

John DesIlets 503-666-4606

Wanted: OS 40SF

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.

Pics from Evergreen



Vern Ahlberg and Waco #2 before the crash.



Another Proctor prototype – a ¼ scale model of Anthony Fokker’s Spider – under construction by Joe Topper.



Proctor’s new prototype – 1929 Fleet – built by Dick Heininge and flown to first place, Team Scale, by Gary Parker.



BT-13 built and flown by Larry Sutherland – 6th place Expert.



Bob Raser’s Sopwith 1 ½ Strutter – 13th overall in Expert.



Another shot of the “Spider” with wings on