

The Evergreen Aero Modelers



FEBRUARY MEETING
THURSDAY, FEBRUARY 9, 2006, 7 P.M.

Meetings: 2nd Thursday of every month @ the Evergreen museum @ 7 PM
at the field in the summer...in the museum in the winter (or raining)

President: Roger Weeks
Phone: 503-554-8187
Email: rogerrc3@comcast.net



V.P. Ken Yoder
Phone: 503-843-3297
Email: None

Treasurer: Dave Bibbee
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Secretary: Jerry Eichten
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February 2006 TEAM Minutes

The Evergreen Aero Modelers

Minutes of monthly meeting – January 12, 2006

Call to order at 7:04pm by President Roger Weeks.

First order of business was the election of officers to the Executive Committee.

Roger Weeks indicated he was willing to serve another term as **President**.

For **Vice President**, Ken Yoder and Bruce Bothwell were nominated.

Terry Criswell nominated Dave Bibbee as **Treasurer**, Jerry Eichten seconded nomination.

Terry Criswell nominated Jerry Eichten as **Secretary**, Cecil Mead seconded nomination.

Nominations for **Field Marshall / Safety Officer** included Bill Wheeler and Bill Lawrence. Bill Wheeler declined the nomination leaving Bill Lawrence as the only nominee.

Nominations were closed, leaving the only contested race for the position of Vice President. Ballots were issued and Ken Yoder was the winner. **Congratulations and thank you to all these folks!**

New Members include **Dick Johnson**, a longtime control line and radio control modeler. Dick has volunteered to handle the club newsletter duties. Welcome and thank you, Dick. Other TEAM newcomers include **Ryan Coleman**, a young man who already has 2 electric airplanes, and **Ken Cunningham** who recently relocated here from Kansas to work for Evergreen. Ken has several rc planes including a Goldberg Cub and a 40 powered Alpha.

A short discussion focused on instructors available for assisting RC fledglings. Dave Bibbee has done quite a bit of instructing. Ron Courtney says he'll be available to help.

Treasurer Report: Dave Bibbee says the bank account held \$446.71. Numerous people were paying dues prior to the start of the meeting so this amount will rise quickly. NOTE: **Annual dues for individuals are \$20**, payable to TEAM. Terry Criswell, Cecil Mead move to approve Treasurer's report. Vote in favor.

Roger will have raffle items at next meeting, and 'show & tell' will continue as long as people bring interesting items to share.

Noel Martin will be hosting a **swap meet** at his Miniature Aviation Showcase, 3182 Rivergate Street in McMinnville, March 24,25,26. Table space is free, please bring a table if you plan to display goods.

Cecil Mead is heading up this year's **TEAM Static Show**. Dates are February 24, 25, 26. Ribbons and Plaques awarded including Peoples' Choice and Best of Class in Control Line, Radio Control, and Free Flight. Entering a plane gets you ONE free admission to the museum. Planes may be dropped off Friday from noon – 5pm or 8 – 9am Saturday. Pickup is suggested Sunday 4 – 5pm or Monday 9 – 10am.

Assorted: The museum has 72 aircraft here already, 20 more are on the way right now.

Dave Bibbee has ordered more **T-shirts** with a silk-screened TEAM logo.

TEAM will host a **control-line fun fly** April 9. Jerry Eichten heading that.

Dave B. will check with Evergreen people on efforts to **eradicate voles** digging up fields.

Laureano Mier briefly discussed the Spruce Goose Model building project. TEAM members will construct an 84" wingspan model from Dick Saropoulus plans. Dick Monson and Laureano are heading the project. Roger suggests dividing the construction up into subsystems. Wing, stab, fuse, power, etc. The hope is to have most of the construction take place at the museum. More volunteer builders needed.

Roger Weeks brought up the idea of having general membership meetings on alternate months. Terry Criswell says the Dusters club does that. Idea tabled for now.

Dave Bibbee moves, Ken Yoder seconds motion to buy push broom(s) for field use. Motion passes.

A great turnout for Show and Tell -- Participants included:

Jerry Eichten with an under-construction Northwest Sport Race model. This class of control-line racer has minimum size requirements and must be powered with a Fox 35 engine. Three or four pilots and planes are flying in the circle simultaneously. Pit stops required.



Merle Hoem showed us his electric depron foam RC version of a Walker Firecat. Merle is having 14 kits laser cut by RC X-planes in Central Point, OR. He'll try to have the kits ready for Puyallup in February. His latest prototype includes heavier wings and thrust line adjustments. 8.5 ounces ready to fly.

Dick Johnson brought a Rat Racer he built in 1959. The model was successful in competing against established racers of the time. It hasn't flown in 44 years. K&B Torpedo .35, magnesium pan, fuel cutoff for pit stops, flies on 60' lines. Top speed of 114 mph.

Ron Courtney displayed a snazzy twin boom electric RC Aerocat. 3000kv outrunner motor screams up to 20,000 rpm. 5.7 x 3 prop, 17 amps at full throttle, 3 cell 1320 pack. Model is controlled with a spread spectrum radio using no crystals and a range of 3000 feet.

Roger Weeks talked about a new firm he's found that does good decal work. Roger is working on a Proctor Jenny. Mentioned Cal-Grafx of West Linn, OR. Vinyl and water slide styles available.

Noel Martin brought a cute 3 channel electric version of the old AJ Pursuit hand launch glider. LiPoly 25, 2500mah. Noel always has something innovative to show.

Bill Wheeler had an Instant Modeler CAD program he wasn't too thrilled with. The software found a new home with Bill Lawrence.

Laureano Mier passed around an RC rocket launched boost glider. The single channel craft will be used in conjunction with some aeromodeling education curriculum Laureano is working on. And we were witness to a real UFO as Laureano flew an RC Flying Saucer, available from finer Wal-Marts everywhere.

Roger Weeks has plans for a Wright Brothers kite.

Next TEAM meeting is Thursday, February 9 at 7:00 pm.

Remember the TEAM website is www.egam.org

[Minutes submitted by Jerry Eichten]

From The President's Workbench:

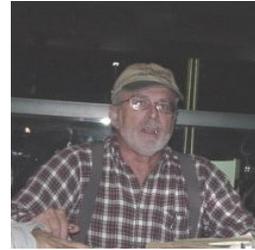
I want to thank Laureano for bringing the idea of the club building a model of the Spruce Goose. It is a doable concept, and several of us have already volunteered to get with the project. It is slated to start fairly soon, so keep the faith, with a lot of work, some luck we shall have an electric flying model of the HK-1: wingspan of 85.5 inches, and using 8 speed 400 motors. I don't know how many batteries, but I hope we can come up with some li-polys.

Next month the meeting will be just a couple of weeks before the static show that we hold the last weekend in each February. Please bring out a plane or two, or three, or more. It is fun to share your "treasures" with the rest of the world, it is fun to get together and share some time with other modelers, and it is fun to see all the new airplanes that have been added to the collection since you last visited.

And then, only one month after that is the swap meet at Noel Martin's facility: if you want room and a table, contact Noel, the tables are being reserved very quickly. It is a good time, a great place to sell some things you really don't want, or need, and at the same time, buy some things that someone else really didn't want or need.

Make sure you come to the next meeting, it is slated for February 9, 2005, at 7:30 at the museum. We will try to get the business part of the meeting over with, and hopefully some of you will bring some show and tell goodies. If I can, I will also try to put a program together for your enjoyment, edification, and clarification.

Take care, smooth take-off's and many safe, gentle landings. Roger



From the Field Marshall/Safety Officer, Bill Lawrence

I visited the site just after the big wind two weeks ago and found some damage. One of our flight stations needs some repair work and others have been pushed over somewhat. Also, with all of the rain, the taxi ways were flooded and the center half of the runway was underwater on the south side. There's not much we can do about the water other than to fly amphibians and wear waders, but we will need a work crew to straighten up things. Safety is our number one concern and it is in everyone's interest to be aware of what's going on around the field when we are there. Don't be afraid to question any unsafe practices!

Gliderbill

Please send to me...

- Your stories, all of you have some...funny, dramatic, tear jerkers...all of 'em.
- Photos. This newsletter is like a 'show and tell.' Share your neat stuff with the rest of us.
- Interesting e-links. What good are they if they're not shared?
- Got some video clips? Please share them. We might be able to set up a repository on our website where you can download them. If we can't set up a repository, I can do it on my website.
- Got jokes? Let's all laugh.
- Please consider this newsletter an extension of TEAM's fellowship.
- Suggestions on new things to include in the newsletter.

dick.johnson1@verizon.net

503-625-0260 (Home)

503-577-5013 (Cell)

Dick Johnson, 17197 SW Smith Ave., #19, Sherwood, OR 97140.

COMING EVENTS

- February 9: TEAM meeting at EAM. Remember, **there's a raffle!**
- February 25 & 26: Static Show at EAM – Details at the January meeting this Thursday, January 12 and in the next issue. See brochure attached.
- March 24 – 25: Collection/Swap Meet. See brochure attached.
- April 9: Control line Fun Fly..."Fly what you got!"
- August 12-13: Control line Contest. Details later.

THE EVERGREEN AVIATION MUSEUM

and

Invite you to participate in the:

5th Annual Flying Model Static Exhibition

When:

February 24th-26th, 2006

Time:

9:00am- 5:00pm

At:

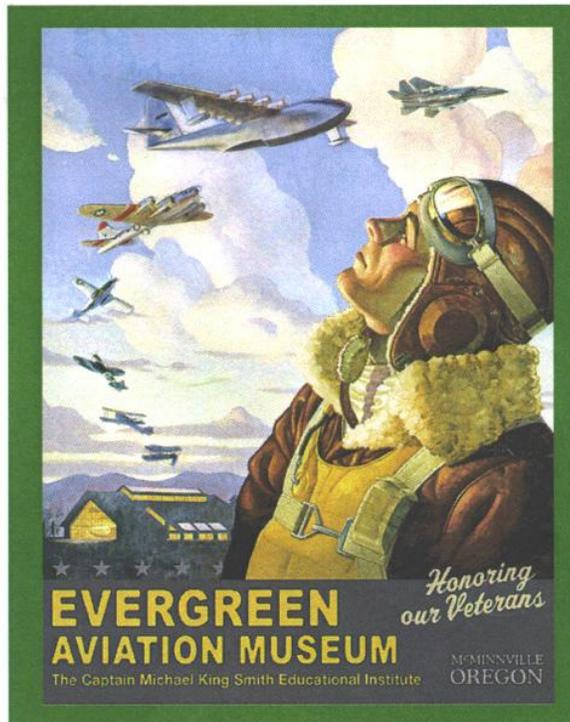
The Evergreen Aviation Museum
500 NE Captain Michael King
Smith Way
McMinnville, OR 97128

Categories include;

*Radio Control *Control Line
*Free Flight *Helicopters



The Evergreen Aero Modelers



Planes can be brought to the museum on:
Friday February 24th between noon and 5pm
Saturday February 25th between 8am and 9 am

Planes can be picked up from the museum:
Sunday February 26th between 4pm and 5 pm
Monday February 27 between 9am and 10am

For more information:

Bill Lawrence 503-435-0230 or gliderbill@verizon.net
Cecil Mead 503-864-3731 or cemead@comcast.net



FUN EXCITING THRILLING

TWO DAYS:

COLLECTION/SWAP MEET

MARCH 24-25

Set up and Socialize Friday March 23: 4-9PM.

Sponsored by: American Junior Classics
and

The Miniature Aviation Showcase

ENTRANCE/TABLES FREE: We are doing this to help with the high
cost of gas and to help get off to a great start.

Location: 3182 Rivergate Street, McMinnville, Oregon 97128:

USE Mapquest or Call for Directions.

Hours: Friday: 4:00 PM till 9:00 PM

Saturday: 9:00 AM till 9:00 Pm

Sunday: 9:00 AM till 2:00PM

Frank Macy frank@americanjuniorclassics.com

Noel Martin noel@martin-iti.com or 503-560-0199

Roger Weeks rogerrc3@comcast.net or 503-554-8187



Sick Engine and Free-Flight Combat in Frederick, Maryland

My main three interests in control line flying were Stunt, Combat and Rat Race. In Stunt, I became skilled, flying either of my two Noblers, but I was sloppy in my maneuver details. My square loops weren't quite square...my concentric loops weren't quite concentric. If I was competing against somebody a little sloppier, then I would win. On the other hand, Control Line Combat was my forte. My flying buddies, John and Jerry Witt and I practiced a great deal and had reached the conclusion that the only defense was no defense at all...simply a totally crazy aggressive offense. This, however, required a model that communicated with the flyer...feedback via the lines through the control handle to the pilot. For a while we flew Ringmasters, which were heavier and somewhat sluggish when pulling high G maneuvers. Then we experimented with other less popular models. Then along came the Flite Streak. The bird was beautiful with swept back wingtips, swept vertical and horizontal stabilizers, thicker airfoil...AND it was light...very light. I always covered my wings with silk scarves, usually with butterflies or flowers on them. Then I would coat them with clear dope and some color everywhere else on the bird. This always drew some wise-acre comments from competitors, but it was deceiving. These Flite Streaks were VERY fast and VERY maneuverable...great for combat. The important thing was that you could fly them without looking at them...meaning that you could keep your eye on your opponent and by simply pointing your control handle at him the Streak would go to that spot. Thus, you would always be on the offense...giving no quarter. **Smile**

Soon, John, Jerry and I were taking trips to the winner's circle at combat events. Of the three of us, I was the most aggressive and began to be known for my spectacular mid-air collisions and balsa showers. My engine of choice in combat was the Fox .35 Combat Special. I still have two of them...one on my Ringmaster that I will fly soon...when the weather turns better.

Shortly after I got home from my first year of college, I entered a number of combat contests. You might remember that I grew up in Delaware and there were many events all over the mid-Atlantic area. One event, in particular, was held at the Municipal Airport in Frederick, Maryland. The airport was a large grass airstrip with intersecting runways. At this annual event, one of the runways would be closed for the modelers and normal air traffic would take place on the other runway. Many planes would be moved to make room for the event and for safety. There was a participant that I'd flown against before (can't remember his name). He flew a newer model design, called the "Quicker." This thing was fast and very maneuverable with a smaller, thinner wing and short nose and tail moments. In an earlier fight (that's right...we called our combat flights "fights"), we were a good match. His plane was slightly faster than my Flite Streak, but the Streak was just as maneuverable in tight turns and it kept its speed up. He was less aggressive and was deathly fearful of getting lines tangled. Note: Good combat pilots could automatically keep the fight on and untangle at the same time. As memory serves me right, I beat him the first time...at an earlier meet.

Now here we were at Frederick and the luck of the draw matched us up again. As we started our engines, somehow I got too excited and set my needle valve just a little too lean. We launched and I immediately learned this. A simple steep climb and my engine would starve for fuel...I was a sitting duck. His engine was sharp and crisp. I think he knew he had me and there was little I could do about it...except dive. The judge started the fight (dropped the flag) when I completed my first lap of flight. My opponent was already at altitude and ready to jump me...he did...and I dove for the ground. One thing I could do with my Flite Streak was steep dive and pull out on the deck...a little unnerving, but when you're in trouble you'll try anything. My opponent wouldn't follow me in a dive to the deck. I regained some altitude and he jumped me again...and again, I dove for the deck. He failed to follow me down. Hmmmmmmmm, I thought, perhaps I can use this. So I quickly decided on a plan and set it up by gaining altitude again. He jumped me again and I dove again and as he pulled up I pulled full up knowing that my engine would starve and possible quit...BUT I may just get a piece of his streamer. It worked better than I had hoped. Instead of just cutting his streamer, my engine barely kept running and I got ALL of his streamer...I killed him. I was amazed. The fight was over and I had killed him in about 40 seconds of the fight. Of course, my opponent uttered a few hundred expletives...the four-letter kind as we both flew out our tanks. My score turned out to be good enough to win the event, but the best (or worst, depending on the viewpoint) was yet to come.

The luck of the draw seemed to be with me when I drew a combat novice for my second and final fight. He, too had a Quicker, but he flew straight and level and was an easy kill for his opponent in his first fight. I thought this might be a truly fun day for me without losing an airplane. At engine start, I set my mixture better and I had confidence that my bird would do me proud. We launched and the fight was on. There he was, flying straight and level, but as he maneuvered, I noticed his engine sounded like it was starving (like mine in my first flight). Not too concerned I pressed my attack and simply started chewing up his streamer from behind. Then, defensively he pulled hard up and his engine starved, but his Quicker rolled inward loosening his control lines. I tried a panic move to keep from colliding, felt a slight tug on my lines, his bird's engine resumed speed and crashed about 30 feet from us. Oh well, it was over and there was my trusty old Flite Streak winging on in a slight climb...and we're OK. I gave a little down to level off and fly out my tank. The Streak didn't respond. A little more down and still nothing. Then, I noticed it than my control lines were angled off to my right and laying on the ground and my Streak about 10 feet of lines hanging from the inboard wing (apparently just enough to compensate for the outboard wing weight) and my Streak was flying toward heaven in a straight line in that continued slight climb. One more thing, it was getting higher and higher while heading for the parked airplanes at the other end of the airport.

Eventually, a gust of wind or the outboard wing weight influence and the Streak started a death spiral to the right from about 250 feet up. Picking up speed it was heading for the parked airplanes. My heart stopped. I prayed that it would not hit an airplane and my prayer was answered. The Flite Streak buried the engine in the grassy soil between two parked aircraft. Of course, the Streak disintegrated into a thousand pieces and it was over. I was also very happy not to have to make an insurance claim to the AMA for destroying a full scale aircraft.

At the awarding of trophies, I had won this event, but I was most embarrassed during the walk up to receive my trophy because many were laughing and calling me the "free-flight boy" and "that's what you get for having butterflies on your pansy-boat wings!" Oh well, I built a few more Flite Streaks and competed with them before going on in life. It was still a good day, but worse for my competitors.



Dick Johnson

