

# Aero-lines

Volume 2, 2014    *News of the Northwest Aeroliners Number 1, February-March*

## **Aeroliners and Fireballs Gather at Midnight!**

**By Mark Hansen**

Members of the Northwest Aeroliners, and Northwest Fireballs gathered on December 31<sup>st</sup> to ring in the New Year with control line flying at East Delta Park. Present at this year's event were: Aeroliners; Mark Hansen, Jim Cameron, Ron Anderson, Sam Baird, and Gary Harris; with Fireballs Gary Harris and Tom Brightbill rounding out the group. This is a very unique Fun Fly put on by the Northwest Aerolines in conjunction with Flyinglines, as it is the last event of the Flying lines series and also the first. I can think of no other event that can boast such a feat!



*Photo 1: Ron Anderson's Flight Streak with 70 lights on the upper surfaces.*

This year's event was visited by the warmest thus far, with temperatures in the mid 40's but with a rather thick fog that

actually made it hard to see all but the most well illuminated aircraft.

Of the six pilots present, only four actually put in a flight, with the total for the evening reaching 8 flights. Double raffle tickets were give out for the brave souls that flew. Mark Hansen had the last flight of the old year with a flight on Sam Baird's MVVS 09 Diesel board wing, with the flight finishing at 11:55pm. While the first flight of the New Year went to Jim Cameron at 12:05am.

After the flying was over, there was a short bull session held a Sherrie's Restaurant at Delta Park, which broke up around 1:30am. All agreed that this is one of the more unique and fun events of the "control line year" and that they will definitely do it again next year.

It bears mention that in years gone by, there has been a question as to whether it is legal to fly at Delta Park at night, and if this event in some ways violates park rules and will jeopardize the use of the circle in the future. It is posted near the entrance to the park that the park is open until— 12:01am. When we arrive each year around 11pm the park gates are open, there are no park employees present, in point of fact, the entire park is empty. Until this year there has not been anyone even near the park, as far as we can see. This year there was a Portland Police Officer parked near the entrance to the park when I and several others arrived, who didn't even bother talking to any of the flyers

present. So, my best guess is that really no one cares if we go into the park and use it for our legal and legitimate purpose. Our flying is better than many of the illegal uses we see the park put to on a regular basis. So don't be shy, there is no chance of anything negative coming from our late night flying, unless you think flying for fun is a negative!

### **Fun Fly and Chili Cook Off**

After a Brief hiatus the fun continued on the morning of January 1<sup>st</sup>, with the continuing of the 1<sup>st</sup> in the Flyinglines Annual Fun Fly series, hosted by the Northwest Aeroliners.

This year incorporated for the third time in four years a chili cook off, and the flyers present were well fed indeed. This year's Chili Cook Off had three pots of chili, and the flyers present judged them thusly: 1<sup>st</sup>--Scott Johnson, with a slightly hot and somewhat tangy Chili Colorado; 2<sup>nd</sup>-- was Mark Hansen with a healthy low fat, low sodium, mild, Turkey Chili; and third was Ron Anderson with a very tasty Ground Beef Chili. All the entrants in the chili cook off got tickets for the raffle for their efforts, with first place taking three tickets, second two, and third one.



*Photo 2: Just some of the planes present at this year's event. Note worthy is Sam Baird by the test stand in the background. This is just moments before Sam started the O.S. 61 rear rotor, and it nearly tipped over the test stand. The engine was just inches from the*

*ground when Sam grabbed the stand, held it down, and then tuned the needle valve.*

A great deal of flying took place over both the paved circle and the grass circle south of the pavement, however as this is a low key event, no one bothered to keep track of the number, and tickets were handed out purely on the honor system. Present at this year's event were: Aeroliners, Mark Hansen, Jim Cameron, Ron Anderson, Sam Baird, Gary Harris and Richard Kennedy; from the Fireballs, David Royer and Gary Harris; from out of town came, Scott Johnson, Daniel Johnson, Nathan Johnson, and a flyer from the distant past Rich Shaper. There were also some passers by that stopped ate some chili and watched the planes fly, but they were not regular flyers, and were mostly just curious. Now they know what control line flying is!



*Photo3: Things were kept light hearted at the Chili Cook Off. Present, (left to right) Nathan & Scott Johnson, Richard Kennedy, Mark Hansen and with the Bunny Ears Sam Baird.*

The Raffle this year was a resounding success! The table was littered with many prizes very useful to building and flying that totaled well over 200 dollars. Notable were five kits for the Frank Macy/Jim Cameron designed Firebaby II. These kits were made by Mark Hansen, and contained all the parts pre-cut, with a complete hardware packet that included:

All nuts, bolts, screws, washers a control horn, bell crank, lead out wires, crimps and push rod. Ron Anderson is currently building one of the two kits he picked up and says it is going together very nicely and is impressed with the quality of the wood (I culled it out of my collection, as too heavy for me). Ron Anderson donated a very nice set of fractional size Skill brand drill bits, and five very nice totes that could be made into field boxes. From Jim Cameron, came a quart of Polyurethane, and a hand full of small syringes suitable for priming. Mark Hansen donated a used volume of "The Rand McNally Encyclopedia of Military Aircraft", a bunch of 2oz syringes, and five sets of walnut ¼ sheet sanding blocks, with an assortment of sand paper. To keep up the sanding theme Richard Kennedy donated a number of foam backed sanding blocks in several different grits. Lastly from last year's event, the Northwest Fireballs donated an O.S. needle valve. As there was no limit on the number of prizes each person could win, most flyers took home more than one prize with the a couple picking up three. Notable were the Johnsons who each got a Firebaby II kit. It should be interesting to see if any Firebaby II's appear at the rest of the fun flies this year.

### **Aeroliners Fly for Fun in 2013!**

***Buy Mark Hansen***

As a new club it is sometimes hard to know what to do, for activities for the whole club. Well if 2013 is any indication, then the Aeroliners are a Fun Fly Club. In 2013, Members of the Aeroliners were present at all of the Northwest Fun Flies, in Roseburg, Eugene, Salem, Portland, and hosted three events in Portland! At the Salem Event in March, Aeroliners Mark Hansen, and Ron Anderson combined to put in 16 flights and event organizer Mike Hazel was heard to remark, "You guys were just tearing up the skies over there" (the grass circle). In Eugene, Mark and Ron

were on pace to eclipse this record, when the host club called the flying, and handed out prizes. But they still got a total of 12 flights in. These events are really great fun. Come out and fly, stand around and talk, run engines, eat your fill of the food, and relax. No expectations, no need to get worked up about rules, or if you got the score you deserved, just flying models and having fun.

Later in this document is the schedule for fun flies we the Aeroliners are planning on holding...If you want to have more, let me know and we will fit your event in.

### **Independence Day Fun Fly**

***By Mark Hansen***

The Aeroliners kicked off the traditional start of summer, July 5, with a big Bang—their Independence Day Fun Fly at East Delta Park, in Portland Oregon. For a first time event, held on a week day, the turnout was quite good, with 11 folks coming for some good food, flying, and general control line camaraderie.



*Photo 4: Jim Cameron and Ron Anderson Fly Doubles. This is the most fun you can have flying level!*

Aeroliners Present: Mark Hansen, Ron Anderson, Jessica Shudarek, Sam Baird and Jim Cameron. From out of town: Dave Shrum, Duke Johnson, Daniel Johnson, and Bill Darkow. Kudos to Dave Shrum for driving the farthest, he came all the way from Roseburg!

From the local area were: Mark Hansen, Jim Cameron, Ron Aderson, Richard Entwistle, Jim Harper, Jessica Shudarek, and lastly Ron Anderson.

The food for this event was the obligatory Hot Dog grill, with the grilling honors, and supplying of the dogs going to—Mark Hansen. Many brought food, and some of the items consumed in bulk were, potato chips, potato salad, cookies, and baked beans.



*Photo 4: Ron Anderson Enjoys the Spread, and was happy at being able to get a Boiled hot dog, and lots of mustard.*

### **What it Was: Mangi Vale!**

*By Mark Hansen*



In our last issue, I published a three view of the rather neat little gull wing

monoplane with very clean lines, for a radial engined plane. Well, leave it up to the Italians to produce such a beautiful, and artistically designed little plane.

Here is a brief description taken from *Italian Civil and Military Aircraft, Jonathan Thompson, Aero Publishers, Inc.:*

#### VALE

A small, Single-seat high-wing touring and aerobatic monoplane of intriguing design, the Magni Vale was powered by a 130 h.p. Farina T.58 five-cylinder radial engine. The Vale feathered a swept wing of elliptical plan form, constructed of wood with plywood covering, a very sleek plywood-covered fuselage, Magni engine-cowling, spinner, and streamlined wheel pants, landing gear legs, and wing struts. Empty and loaded weights were 1188 lbs, and 1683 lb. Maximum speed was 155mph, and cruising speed of 124 mph, and landing speed of 56 mph. Service ceiling was 22960 ft. and range of 621 miles. Dimensions included a span of 29 ft. 2-1/4 in., and a length of 18 ft. 0-1/2 in., a height of 6 ft. 7-1/2 in., and a wing area of 115 sq. ft.

#### PM.3-4 VALE 1937

A 1937 refinement of the Vale, the PM.3-4 differed very little although empty and loaded weights rose to 1320 lbs, and 1760 lbs. respectively. Minor aerodynamic refinements, including a longer engine cowling, increased maximum speed to 162 mph. in all other respects, except for the length, of 18 ft. 4-3/8 in., the two airplanes were practically identical.

#### PM.4-1 SUPERVALE

Similar to its two predecessors, the PM.4-1 was built in 1937 for aerobatic and military training. A 140 h.p. FIAT A.54 seven-cylinder radial engine replaced the Farina unit."



# *Northwest Aeroliners*

Present

## The 2014 Portland Fun Fly Series

### **Event 1)**

Saturday July 5th, 10am to 3pm, Independence Day Fun Fly and Bar-b-q. Bring all the planes you have, fly as much as you can, eat some hot dogs, drink some soda, and go home happy. Some field cleaning may need to be done, to remove fireworks debris.

### **Event 2)**

Sunday August 31st, 10am to 3pm. The huge Labor day Fun Fly. A long standing tradition in the Portland area is now a Fun Fly event for the whole CL community. Three circles open for all types of flying. Pot luck food format, but lots of flying all day long.

### **Event 3)**

Wednesday December 31st, and Thursday January 1st, 2014-2015. Start the year off right with the New Years Eve/Day Fun Fly, and Chili Cook-Off.

Send the old year out the right way with CL flying, starting at 11pm and ending around 1:00am. Each nighttime flight gets a ticket for the Flying Raffle. Contact Jim Cameron for details of the nighttime flying, at: Iflycontrolline@gmail.com

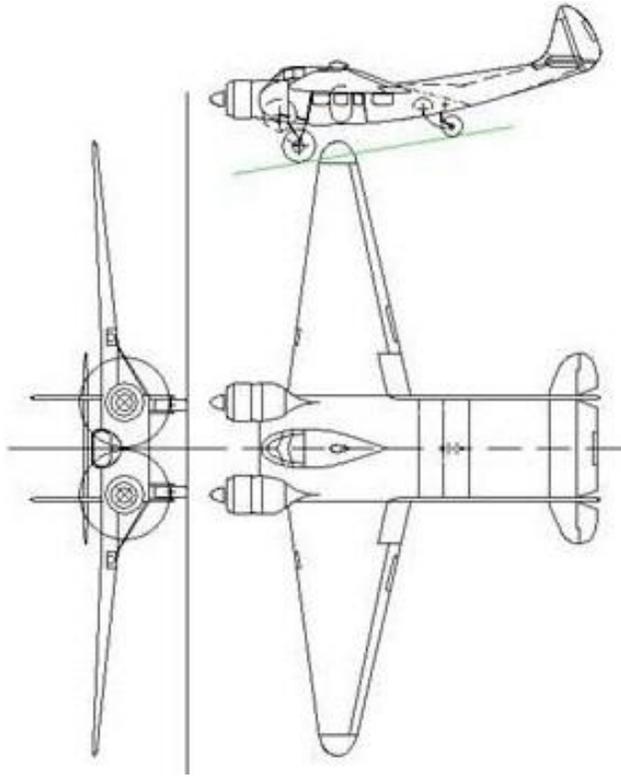
Ring in the New Year with CL flying, 10am to 3pm. Bring a pot of Chili, and get a ticket for the "flying Raffle". Get a ticket for each flight and the first through third place in the chili cook off get 3, 2, 1, tickets respectively.

For further information contact N.W. Aeroliners Mark Hansen, 503-995-1158, Fastcombat@comcast.net or Jim Cameron, 503-287-9620, Iflycontrolline@gmail.com. All events to be held at the Jim Walker Memorial Flying Field at East Delta Park, Portland, Oregon. For directions contact Mark or Jim, or try MapQuest.

## What is it?

*By Mark Hansen*

Guess the make, model, and country of origin, of this real aircraft and you will win, at no cost to you, a grab bag of used propellers (from my collection). I know this isn't much of a prize but this is an easy one! Oh, to give you a hint: It sounds Italian, but it isn't.



## Free Plans -Spectrum!

*By Mark Hansen*



This issue has plans for the Veco Spectrum vintage combat plane. The above pictured plane was built by me, and here is my advice. Be very careful in how you sheet the "C" tube leading wing, as this design is absolutely impossible to get a built in warp-out. If you are not an experienced builder, plan on putting a trim tab on the outboard wing. Mine is warped and I am going to add the trim tab, as I can't get it straight. If you put an engine of 6 ounces move the engine  $\frac{1}{4}$  inches ahead of the leading edge, if a 7 ounce engine is used, have it touch the leading edge, heavier engines can be recessed into the leading edge at  $\frac{1}{4}$ " for each ounce above seven. Beyond this, the plane flies good and is a fun build.

Northwest Aeroliners, Western Oregon Control-Line Flyers,  
The Evergreen Aero  
Modelers and Roseburg area CL fliers present ...  
Oregon flying fun!

A quartet of control-line fun-fly events

Everyone invited — No entry fee! 10 a.m.-3 p.m.  
If the weather is bad, go to the alternate site listed for “hangar flying”  
socialization!

~~Wednesday, Jan. 1 at East Delta Park, Portland  
Includes chili cook-off! Every cook-off entrant gets a ticket in the raffle!  
Bad weather meeting site: Delta Park Burger King; cell 503-367-6210  
Info: Aeroliners: Mark Hansen, 503-995-1158, fastcombat@comcast.net  
Also attend the Tuesday, Dec. 31, midnight flying session to end the Old Year!  
Contact Jim Cameron for details, 503-287-9620, iflycontrolline@gmail.com~~

**Saturday, Feb. 8** at Sunshine Park, Roseburg  
Bad weather: Elmer’s restaurant at I-5 Exit 125; cell 541-537-0061  
Info: Dave Shrum, 541-672-8893, dnpshrum@charter.net

**Saturday, March 8** at Bill Riegel Model Airpark, Salem  
Bad weather: Flight Deck restaurant, 1 block south of the flying field; cell 503-  
871-1057  
Info: WOLF: Mike Hazel, 503-871-1057, zzclspeed@aol.com

**Saturday, April 5** at Evergreen Aviation & Space Museum,  
McMinnville  
Mufflers or electric required at grass-only site.  
Bad weather: Cosmo Cafe, Evergreen Space Museum, cell 503-310-1660  
Info: Evergreen Aero Modelers: J. Eichten, jerryeichten@frontier.com, 503-554-  
0034

- Bring any and all airplanes ... do any kind of flying!
  - Every flight is an entry in the “flying raffle.”
  - Flying raffle prizes will be awarded after a drawing
- Come to all four fun-flies and support four great Oregon CL flying groups!

### **Directions to flying sites:**

#### **Portland:**

The flying site is in the northwest corner of East Delta Park. Take the Marine Drive exit from Interstate 5 and follow the signs to Delta Park.

#### **Roseburg:**

The flying site is the Sunshine Park baseball fields. Take Interstate 5 Exit 124, and follow the signs to Highway 138. The baseball field is about three miles east on 138 at Sunshine Road on the left side.

#### **Salem:**

Bill Riegel Model Airpark is at the Salem Airport. Take Interstate 5 Exit 253, head west on Mission Street Southeast and turn left on 25th St. S.E.; the flying field is at the airport terminal on the left.

#### **McMinnville:**

The flying field is at the Evergreen Aviation & Space Museum, 3.5 miles southeast of McMinnville on Highway 18 across from the McMinnville Municipal Airport. Enter the museum property via N.E. Cumulus Avenue at the stoplight on Highway 18. Approaching the Air Museum, Cumulus will be painted like a runway. Take Runway 36 north up to the Spruce Goose and bear right at the Y toward the Theatre. Carefully proceed north through the parking lots toward the 30-foot-high stone arch inscribed with the Boy Scout motto "Be Prepared." Access to the model fields is via a narrow paved road about 80 yards east of the arch. Circles are to your right north of the Atlas booster and the Beech Starship.