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HOTAS

(Hands on Throttle and Stick)

The Official Newsletter of the

NORTHWEST SCALE AERO-MODELERS

The Business end of NWSAM

We're Recognized!



MODEL AERONAUTICS ASSOCIATION OF CANADA
Modélisme Aéronautique Associés du Canada
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18th February 2011

Dear Mr. Worsfold,

On behalf of the Model Aeronautics Association of Canada, I would like to take this opportunity to commend you, and the NorthWest Scale Aero-Modellers for the work you have ongoing in support of R/C scale model flying.

MAAC is proud to be associated with your efforts, and it is to be hoped that the association will be a long and happy one.

Richard Lyle Barlow
President



The official governing body for model aviation in Canada.
Le Comité d'Administration de modélisme.



Shriners Hospitals for Children® and NorthWest Scale Aero-Modellers

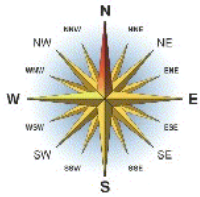
We are happy to announce that we have completed the requirements to formalize our partnership with Shriners Hospitals for Children®. The Shriners Hospitals for Children® relationship will provide mutual benefits to NWSAM and the Shriners. Through Scale events at any club, we can work with the Shriners to promote the event and raise funds that will help sick children and their families. The Shriners would also be able to promote their efforts through Scale Events; utilizing our relationships with local Shriners Temples we can have additional volunteers to look after parking, food vendors and other similar activities.

We would also like to welcome Gerry Hartley. Gerry paved the way for our Shriners relationship and we could not have done this without him! Gerry is also with the Shriners Temple in Kamloops B.C.; we have asked Gerry to accept the position of Shriners Liaison on the NWSAM management staff and he has accepted. Gerry will also communicate with other Shriners Temples in the area of our events and help coordinate and communicate the NWSAM/Shriners story to others.

I received a call from Jack Jones. Jack is the Past Imperial Potentate, Imperial Recorder and Executive Vice President/COO of Shriners International. Jack was kind enough to help understand how we can maximize our relationships and offered some guideline suggestions we will be following. We are also working with Pat Grennan Director of Community Affairs, Shriners Hospitals for Children® - Portland. We have agreed to a single point of contact process at the corporate level. Let me break down this matrix for you so there is no confusion. We have local Scale Events that may also want to work with Shriners and that is awesome! However the communication for that does not have to go Rick Dunn. It would be a contact to our Shriners Liaison - Gerry Hartley and he could help with the communication at that level. Should any NWSAM communication need to go to Shriners Internal or Shriners Hospitals for Children® - Portland, this communication would go through Rick Dunn.

Yes this is a formalized process on purpose; we need to keep the communication process comfortable for both parties and make it manageable. If you have any questions about this, please direct your questions to me (rjdunn1@gmail.com) and I can clarify the process more for you.

I want to take this opportunity to share the guidelines we received from Pat Grennan Director of Community Affairs Shriners Hospitals for Children® - Portland; she has made this incredibly easy for us to



The Business end of NWSAM



Shriners (cond)

follow and comply with at our events!

The following criteria will apply to all third-party events 1. Care should be taken to ensure that the Shriners Hospitals for Children® - Portland name is used in a positive manner and fosters a positive public image. Events should complement the mission and image of Shriners Hospitals for Children® - Portland. Companies that conflict with the mission or values of Shriners Hospitals for Children® - Portland may not be sponsors. We discourage sponsorship by alcohol, tobacco and firearms companies or other companies with products that do not support the health and well-being of children. 2. The sponsoring organization is responsible for all sales, marketing and promotion of the event.

3. Shriners Hospitals for Children® - Portland does not share or sell its internal list of donors, supporters or patients.

4. Shriners Hospitals for Children® - Portland does not provide volunteers to run third-party events. We can assist with providing contacts in the community where the event is being held to ask for assistance from the local Shriners fraternity members.

5. The event/activity must comply with applicable local, state and federal laws and regulations.

6. Use of Shriners Hospitals for Children® - Portland tax identification number requires prior approval.

7. Publicity for your event may not imply that the event is sponsored or co-sponsored by Shriners Hospitals for Children® - Portland or that Shriners Hospitals for Children® - Portland is involved as anything but the beneficiary. Shriners Hospitals for Children® - Portland may only be identified as the beneficiary of the event. For example, you should not call an event "The Shriners Hospitals for Children® - Portland Hospital Walk-a-Thon." Your event should be promoted as the "Walk-a-thon to benefit the Shriners Hospitals for Children® - Portland Hospital."

8. You may not use the logos of Shriners Hospitals for Children® - Portland without our written approval. The official logo of Shriners Hospitals for Children® - Portland should be appropriately used for your event and may not be altered in any way. Any use of the logo must adhere to established graphic standards which we will provide. 9. Shriners Hospitals for Children® - Portland must review and approve in writing all promotional materials including, but not limited to, advertising, letters, brochures, flyers and press releases prior to production or distribution. Proposed materials should be submitted to Rick Dunn, Vice-Director NWSAM rjdunn1@gmail.com

All of the guidelines above are very simple to comply with and we thank Pat for her effort in putting this together for us. I will have clean logos for use at our Events shortly; these are the only Shriners logos we will want to use!

Cheers,
Rick Dunn
Vice-Director

In accordance with our Standing as a Charity organization, our February Financial Statement is made public as follows:

February Expenses paid-
\$50.00- State of Idaho Incorporation fees
\$4.95- X10 Web Hosting

Account balances:
PayPal- \$66.43
Checking- \$347.06
Savings- \$245.00
Membership dues not yet deposited- \$20.00
Total Assets- \$678.49

Memberships- 19
Memberships pending (Judges pending further information)- 12
Total membership- 31

Respectfully submitted,
Terri Ingram, Treasurer

What makes up NWSAM?

In putting together data for a contacts list, I came across some interesting information that makes up the membership that covers the NWSAM area. All information comes from the AMA and the MAAC web sites. Data is good as of the first of the year:

US clubs have 5673 members in 145 clubs with an average club size of 39; the smallest is 4 and the largest is 189. Canada (BC and Alberta) has 33 clubs.

65% of US and 55% of Canadian clubs have web sites.

6.99% of US clubs have size restrictions.

1.38% of US clubs are electric only.

35% of US and 18% of Canadian clubs have fields that are grass only; 12% US and .03% Canadian clubs are paved only; 22% US and .03% Canadian have both.

2% US and .03% Canadian clubs have access to water while 2% US have their flying fields at airports; .05% US clubs have access to hangars for their flying.

I also found several clubs that fly year round by using snow skis! Several clubs have both an outdoor and indoor flying season using gyms, churches and other large facilities. Talk about die-hard builders/fliers!

If your club has an extra special or unusual flying schedule, send the info and a few pics to your coordinator to be added as a feature in the next newsletter.

Dave - Editor



Hello to all the Northwest Scale Aero-Modelers. My name is Mike Ingram and I am the Idaho Coordinator for NWSAM, as well as the current President of the Idaho Scale Squadron. I am also the Contest Director for the First Annual NW Scale Championship!

I hope everyone has had a good building season over the winter and is ready and rearing to go for the 2011 flying season. Things are moving forward with deliberate speed with regard to the Championship. A lot of necessary organizational ground work has been laid out for the NWSAM. Of utmost importance are the rules which will govern our Championship for 2011 and hopefully well into the future. The rule book turned out to be a beast unto itself. Having never written a rule book, I sought input from a lot of sources and people. All of us involved agreed on what the basic concept was to be, getting there however, was quite a different story. To make the long story short, it took 2 months and a lot of editing to get it done. The rule book is a compilation of basically 4 rule books with some new things added to support the basic concept. You will find parts of the Scale Masters, AMA, WSI, & FAI rule books in our new rule book.

While the basics of a scale contest are still there, several subtle changes were made. The most notable change is not having to "Qualify" to compete in the NWSAM Championship. The contestant does however; need to bring a score from another judged scale contest to the Championship. This score establishes your "eligibility" score for the Championship. Hence, it is not necessary to "Qualify" for Scale Masters to be eligible for the NWSAM Championship. Also, Fun scale is included as a Championship event.

I have received several questions regarding NWSAM. Are you trying to compete with Scale Masters? The answer is, yes and no. The yes to the question involves keeping a Championship level event here in the NW regardless of what SM is doing. We proved in 2009 that scale modelers here in the northwest will support a scale championship event. The no to the question is, we need the SM Qualifiers to continue because this is where a contestant can get their score to establish eligibility for the NW Championship. Also keep in mind, the Championship is still a USSMA Qualifier. One of the founding principles of the NWSAM is, "if it's scale, it's good". So, I must attend a SM Qualifier in order to get my score? NO! A SM Qualifier is only one of several ways you can receive your eligibility

score. Any sanctioned AMA or MAAC judged scale event is where you can compete to get your score. So, I have to attend a scale event here in the NW to get my score. NO! The event a contestant attends is entirely up to the contestant. Our intent was never to keep everything exclusive to the NW, other than the Championship.

I hope everyone has had a chance to look at the NWSAM web site and utilize its resources. The rule book and members apps are available online. My hat is off to Rick Dunn for the work that went into getting the site up and running. While all these other things were taking place, Roly was busy setting up the organization. I truly don't think any of us realized how much work actually goes into getting an organization like NWSAM off the ground. Another huge task that had to be completed was setting up the NWSAM as a non-profit organization so we could collect dues and pay bills. My wife Terri, reluctantly took on the tasks of Treasure and within a very short time had things up and running. I do want to thank Robert Bailey for his work as Treasure in getting the ball rolling. I think we now have 36 members and memberships are coming in almost daily. We also have several partners who are supporting the NWSAM. Our Director has been instrumental in getting support for the organization. Not bad for just a couple of months!

So, a little more about the Championship! The Boise Area Radio Kontrol Society agreed to let us have the event at the BARKS field. This was obviously a vital step in having a Championship Contest. The Idaho Scale Squadron agreed to put on the event. The ISS has been putting on scale events for the last 25 years and I think it is very fitting that we are allowed to host the first NWSAM Championship! ISS member Rudy Zuberbuhler agreed to be the Chief Judge for the event. Rudy and I have collaborated on several events over the years and is doing an awesome job of recruiting and training the judges. Rudy, thanks for all your help and guidance. I am still working on a lot of the logistics for the event and I can tell you it's a challenge. It's like playing Whack-A-Mole. Just when you think you have everything taken care of, another Mole pops his head up. Hotel and event information is available on the web site. Event jackets are available from Chris Strasbourg of Winged Stitches. Along with all the Championship stuff, I am trying to complete my first turbine jet and I hope to debut it at the Cascade Scale Rally in May. Never a dull moment eh! (the eh is for our Canadian friends to the north LOL!)

The NWSAM will continue to evolve over time. If any of my Idaho constituents have comments, questions, or criticisms, please let me know! I am very committed and focused on keeping scale modeling alive and well here in the northwest. 2011 is promising to be one of the best years for scale modeling in history. I just received an E-mail last night that the Gunsmoke Qualifier had 39 contestants. I hope this means the 2011 contest season is off to an awesome start!

Thanks goes out to everyone who is helping bring our NWSAM Championship to fruition. I know for one, I could not do it alone!

Here is a list of events for 2011. Eligibility scores started last year with the Cascade Scale Rally that was held in August. Scores from the 2010 SM Championship and the 2011 AMA Nationals are also included for eligibility for the Championship. A calendar of

events is available on the SM web site. Good Luck!!!!!!

Gunsmoke-	March 4-6 (now completed)
49'er (back for 2011)	May 14-15
Cascade Scale Rally	May 20-22
Central Calif.	June 17-19
British Columbia	July 15-17
Evergreen Scale	Aug. 5-7
Wenatchee	Aug. 20-21 (fun scale only ?)
NWSAM Championship	Sept. 8-11
SM Championship	Oct. 6-9

Till next time, Mike

Getting Started in Scale Modeling

By Mike Ingram
NWSAM Idaho Coordinator

So, you think you are ready for that scale model. There are many pitfalls with building scale model airplanes that bear repeating. Scale modeling is about replication, not authentication!!!

1. Do not build the airplane **then** start looking for the documentation for your airplane. Finding the appropriate documentation before you start is essential!

2. Collect as much documentation on the aircraft you want to build before you cut or glue a single part. Where do you find that perfect set of 3-views. Well, they typically don't exist. Sources for 3-views are as varied as the models. See list.

3. Kit manufactures cut many corners when manufacturing a kit for many reasons. Ease of manufacturing and flyability are 2 of the most common. Skill level is another reason to choose a kit or plan set wisely. ARF's can be a good entry into scale models.

4. Choose a plane that suits your building and flying abilities. Warbirds in particular are very difficult for a beginner to fly well. Warbirds do not float, they fall from the sky like a meteor! High wing loading due to scale details are the biggest contributing factors to understanding scale model airplanes' flying characteristics. Balancing of any model, especially a scale ship is critical to success. Low wing vs. high wing vs. mid wing planes?

5. Certain scale subjects lend themselves to being better scale subjects than others. Planes with tricycle landing gear are easier to handle on the ground. Tail draggers and especially WW I tail draggers can be a handful. Tail draggers and a grass runway make for better takeoffs and landings. Tricycle landing gears and paved runways are better suited to each other. What does your flying field have to offer.

6. Big is better! While there are many pros and cons to large scale airplanes there are many more advantages to large scale planes. In any given scale model there is a certain amount of scale detailing that goes into the model. (rivets, screws, flying wires, etc.) Bigger detail is easier for the judges to see. Easier to see, easier to award points! Large scale airplanes will also generally handle the wind better. The wind always blows when it's your turn to fly. Engine choice must be carefully considered. Cost!

7. Getting help with your project. Ask a scale modeler about the project you want to build. Opinions are like holes, everyone has one and sometimes they both stink. Don't get discouraged if you don't get the response you were looking for. Chances are someone has built that particular kit or plan set. The internet is a great resource for info on a particular airplane. (RC Universe, RCScaleBuilder)

8. Retractable landing gear vs. fixed gear. Aah yes, the great debate! With numerous vendors selling retracts today, chances are someone has what you are looking for. Fixed gear has less moving parts to fail. (Robart, Century Jet, Sierra Precision, BVM, Gene Barton, Great Planes, Likes Line, Spring-Air, LADO, to name a few).

Scale Documentation

3-Views

I offer this as a starting point for gathering information about a particular airplane you wish to build. The devil is in the details. This is by no means all inclusive or complete.

Sources for 3-views are as varied as the airplanes. So where to start?

Internet- Google is a great tool.
Wylam and Nye drawings
Kokufan publications (Japan)
Profile publications
Squadron Signal publications
Aircam publications (England)
Books- Amazon, E-Bay, Barnes and Noble, Library, garage sales
Plastic model kits
Plastic model magazines
Old modeling magazines (MAN planes worth modeling, Air progress, Scale R/C)
Old scale modelers- best source ever
Bob Banka- (Bob's aircraft documentation)
Factory drawings
Steve Ginter Books-
Sport Aviation magazines
Kits and plans- Some come with 3-views and paint schemes
Pictures- actual plane
Museums
Airports- Aircraft owners
Aircraft ID cards- WWII
NASAM- National Assoc. Scale Aircraft Modelers
Any where you find them!

So what do I do if I can't find any 3-views that match the pictures or other documentation I have on the real plane. Simple, use what you have and bring this to the judges attention. Also, you must be prepared to take your lumps for a poorly documented

subject. There is a big difference though, between poorly documented and poor documentation! This is where an experienced scale modeler can help you the most.

Scale Documentation

Coverings

What do I use on my scale model to make it look real? That is the \$64,000 question.

What was the real airplane covered with? Very early airplanes used linen to cover the frames. Modern jets have composite skins. What did the real airplane have? Many airplanes have some of each!

Covering materials for models:

- Silk and dope
- Silkspan- usually used on smaller R/C and C/L models
- Japanese tissue- indoor and rubber powered
- Coverite
- Solartex, Worldtex and Colortex
- Stits lite
- Fiber glass cloth (finished with polyester or epoxy resins)
- Wood
- Kevlar
- Carbon fiber
- Foam
- Plastic
- Metal- Litho plating, Flite-Metal, aluminum
- Mylars- Monokote, Ultra-Cote, Solar film etc.

Weathering your airplane

Use your imagination

Black Art Modeling- Secrets of weathering (Dave

Platt)

- Steel wool
- Flat vs. semi-gloss vs. gloss paints
- Leave it outside for a really long time!

Scale details

So how do I add those cool looking rivets and scale details. Well, that's another good question.

Rivets- are they flush or not. There are any number of ways to add rivet details to any model. Most metal skinned aircraft will have a combination of both flush and exposed rivets. Thinned white glue and applied with a dropper or syringe is one way to add rivets. Other ways include, but are not limited to burnishing, decals, pin heads, miniature rivets, and applying with a template and ink or paint pen. Let your imagination guide you to achieve the desired results. If all else fails, ask someone who's done it before.

Scale Documentation

Paint and Color

So you have the airplane all built and you are getting ready for that final step. What do I use to get that scale appearance? Is the paint I am using fuel proof? Do I need to clear coat my model? Are you using a glow engine, gasoline or electric?

Paints

Dope- which kind? (Nitrate vs. Butyrate; there is a difference and in how they're applied)

Epoxy paints- K&B, Hobby Pox, Klass Kote

Urathanes- water borne vs. catalyzed (Warbird Colors)

Automotive paints- can be heavy and most require mask when spraying to protect your lungs (2 stage color coat and clear)

Testors paints

Tamiya paints

Krylon

Rustoleum

Luster-kote

Latex house paints- don't laugh, this is good stuff, cheap and can usually be computer matched to color chips

Stains- natural wood

Epoxy

Polyester

Mylars

Metal

Fabrics- Natural and dyed

Clear coats- Acme 800, clear urethanes, Luster-Kote clear, Dope

Anodizing

Powder coats

Colored plastics

Where do I find out what color was on the full size airplane I have modeled? Please remember, color is subjective! Many times you will only have B & W pictures to work from. Color chip books and written descriptions are invaluable for this situation. And nothing beats a signed letter from an expert source, like the owner of the plane!

Color chip books- Government, commercially available, paint manufactures

Pictures

Aircraft owners

Museums

Plastic model kits

Aircraft books

Written descriptions

Actual paint used on airplane

Computer matching-

What color was George Washington's white horse?

What is white? What is black?

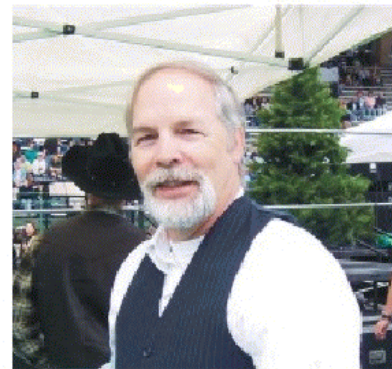
(George's horse was grey, there are no white horses)

How well do you know your subject? Can you guess the plane just by the shape of the rudder?





NWSAM in British Columbia



I am going to be 65 on my next birthday and model airplanes have been a factor in my life, in some form or other, for at least 55 of those years.

Since I retired, I was hoping to get a little more done, but time seems shorter than ever. On my list of builds, there is a 1/4 scale Avro 504K, based on a Dave Boddington's plan that has been around a number of years which just may get finished this year; a 1/4 scale Pica Bucker Jungmeister that is a few years younger, and the granddaddy of them all - a Mick Reeves Hurricane.

I have known Roly for a number of years and watched with interest as his dream unfolded. First with the Big Birds and later with the British Columbia Scale Qualifier here in Vernon BC. I began judging here and plan to compete some day if I ever manage to build a plane that meets my specs.

Roly may think that he can slow down on the travel just a little but, as you can appreciate, BC is the size of Washington, Oregon, California, Idaho and Nevada combined, so he will be out and about.

My wife has a great interest in travel around the province so we will be touring with our little trailer, expounding the merits of scale and our organization. We hope to make it to several clubs this year. Of course, in Vernon, we have the British Columbia Scale Classic in July and we will be involved in that.

We will be at Lake Chelan in the middle of May for other reasons, but I will have to go to Wenatchee to show Barb the flying field there.

My very first plan is to glean all the necessary information from the MAAC web site so that I have a detailed list of clubs, contact names and events that are scheduled.

Hope to see some of you on the road or at the meets.

Cheers,
Gregg Lewarne
MAAC 11800
Vernon, BC, Canada

First, welcome to our second official NWSAM newsletter. Second, you may notice as you travel from one page to another, things may seem a little out of order. Well, yes and no. Allow me to explain. Yes it looks that way on the surface, but no, not exactly. When looking for the news from your particular coordinator, you won't find them in any order. I feel no one area is more important than another, therefore being first up is no more important than being last. Besides, while searching for the news from your area, you just might find something interesting from another! It might take me an issue or two to get some kind of format down, so please bear with me. I'm from the old school of journalism and am more used to physical cut and paste than with the computer.

As Coordinators, we are all new to this and it will take some time to travel to as many of the clubs as possible. Hopefully, a lot of that can be taken care of during the scale events coming up this year. I am probably the most "out of place" coordinator of the bunch as I actually live in Washington. When approached by Rick Dunn, it was reasoned that since I live on the border, that would be of little consequence. So far, it hasn't.

Since I haven't been able to talk with many Oregon clubs yet, there is little to report, so will add this bit of very important information instead.

For those of you who plan on competing in the Championships in Boise, you will need to bring your best score from a judged scale event as your only requirement to qualify. But here's where it can get tricky. Not every contest score is tallied the same. Some may add the static to the average of all flights with high and low flight score thrown out. Some may use the total of all flights and some may use the highest 3 flights. And the fine print of the ScaleMasters rules states that if, after static judging, the event is not flyable for **whatever reason**, only the static scores will determine the winner! What could have been a score close to 200 or more will have a max of 100. Not the highest score to bring to the Championships. That is why we encourage you to fly in as many contests as possible to bring your highest score with you. A flyer who placed 5th with a score of 250 will do better than one who placed 1st with 100. It gives every competitor an equal shot at placing at the Championship.

Check the events listing often for a contest near you or even better, support other clubs and attend one a little further than you normally do! You'd be surprised at how many new friends you make.

Dave Rawlings
Oregon Coordinator/
NWSAM Newsletter Editor



UP-COMING EVENTS IN WASHINGTON

Apr. 2 or Apr. 16	Cascade Dawn Patrol and All Scale (odd freqs. or 2.4 only)
April 29-May 1	Yakima Valley Aeromodelers Spring Big Bird
May 7-8	Wenatchee RAF Apple Blossom Fly-In
May 20-22	Cascade Scale Rallye and Qualifier (odd freqs. or 2.4 only)

The list below are members of our **NWSAM VENDOR PARTNER PROGRAM**; these companies/organizations are working with us to produce a program that benefits all of us. When you visit and purchase from our partners please let them know you are either a NWSAM participant or member. Please scroll down this page as our list of vendor partners is growing daily and we would not want you to miss one of these great companies!!



Keleo Creations specializes in the design and construction of muffler and exhaust systems. We meet the needs of the most demanding RC pilot by creating quality exhaust products.



Hansen Scale Aviation Videos offers over a hundred DVD's of interest to aviation enthusiasts, covering both radio control and full scale topics. Scale coverage includes events of the International Miniature Aircraft Association (IMAA), U.S. Scale Masters Association (USSMA), Quarter Scale Aircraft Association (QSAA), Federation Aeronatique Internationale (FAI), International Miniature Aerobatic Club (IMAC), and Top Gun. Full scale coverage includes video & narration of various museums. Dick Hansen, a Scale Contest Competitor, a model aviator since 1939, videos and narrates the events and museum tours.



Precision Hobby Products & Accessories mission is to deliver the R/C Aircraft Enthusiast high quality, affordable R/C aircraft products and accessories. Our products engage the latest technologies to produce superior competition and recreational aircraft, engines and more!

Dealer for: PHP, DLE Engines, KMP, ArfPros (ESM), Balsa USA, EasyTiger Models, Tower Hobbies



Dynamic Balsa has been a long time supporter of Scale RC Aircraft and our events. Dynamic Balsa offers quality scale products that will help you get that next project to the next level! Check this company out if you are looking for Scale Cockpits, Vacuum Forming Supplies, Documentation Photo Packs, Foam Wings and Canopy Rails just to name a few of the items they offer; they have much much more than what is listed here for your project needs.



AIRBORNE MEDIA

Tired of trying to build your scale project from tiny, blurry prints? Are you looking for something where you see ALL the details - including rivets, panel lines and nomenclature? We are too, so we developed the Aero-Pac - an exciting new twist on scale documentation.

Each Aero-Pac is a digital library devoted to a specific aircraft; Cap 231, P-51D, J-3 Cub, Pitt S2C, SU-26, WMF-5, etc.

All pictures are shot with the latest digital technology, capturing detail never before available from other sources. Since the files are digital, you can enlarge them on your computer screen, print enlargements and/or smaller copies using your color printer to use them for your final scale documentation package.

Manufacturers and Dealers! If you'd like to be included in the Partner's Listings, contact Rick Dunn (rjdunn1@gmail.com) for the procedure used in selecting our partners.