



Northwest Scale Aero Modelers

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Hands on Throttle and Stick Newsletter

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Director -
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Vice Director -
Mike Ingram

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Coordinator -
Robert Bailey

Eastern WA
Coordinator -
Del Herring

OR Coordinator -
Scott Enochs

BC Coordinator -
Gregg LeWarne

ID Coordinator -
Tim McGee

ALB Coordinator
Jean Belair

AK Coordinator -
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MT Coordinator -
OPEN

Membership/
Treasurer -
Terri Ingram

Head Judge -
Doug MacMillan

Newsletter Editor
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Director's Corner

Hello All,

As summer winds down and we move into the Fall/Winter months, I can reflect on our Flying events all over the North West. Thank you all for supporting Scale Aero-Modeling in the North West which in turn supports our National programs in the U.S.A & Canada.

In short we had a very successful event schedule throughout the North West. This includes 5 NWSAM contest events plus one on Vancouver Island which I just found out through the Model Airplane Association of Canada's magazine. (I have started a follow- up.)

Our NW Championships was very successful and continues to grow. Big thanks to the Wenatchee Red Apple Flyers, judges & flyers from all over the NW, our score keeper, **Terri Ingram** - Idaho along with air bosses **Dan Idorn** - Summerland B.C. and **Dean Nicholes** from East Wenatchee.

Congratulations to the NWSAM Champs: Expert - Tom Wolf, California Team - *Builder* Randy Smithhisler, WA and *Pilot* Scott Enochs, OR Advanced - Rick Stucky, WA ProAm/Pro - Mike Ingram, ID ProAm/Sportsman - Don Durden, WA

Hopefully, by focusing our efforts at the "Fun Scale" event level, we will increase the participation in Scale Aero-Modeling in the North West.

I am looking forward to 2015 and encourage all of you to promote to your club the idea of hosting a Fun Scale event where "optional Judging" is provided at one pilot station.

- This allows pilots to try flying a scale routine without the pressure of a full blown contest.
- Allows Judges and Pilots to practice.
- New and Experienced Scale Modellers have a venue to share and learn.

Now is the time to promote this idea for 2015 at your club meetings before the end of the year.

The other suggestion is to promote a practice Scale Flying day at the field, say once a month, where one pilot station is used to fly scale routines and there is an opportunity for judges to practice judging.

This promotes field use without interfering with regular club flying. Other benefits as noted above.

In any case if all of us can do a little bit to promote the above we will create more qualifiers in the North West where more flyers will have a opportunity to participate.

Future Proposal

I will be encouraging our Area Directors to make a formal proposal from NWSAM to the AMA Scale Team Selection committee that will allow American World Championships teams to be selected based on Pilot performance/results at qualifiers & scale contests no matter where they are held in the Country. This would also apply to our "Certified Judges".

Directors... cond

- Those Pilots so inclined could use the results from these events would be able to apply for the team us.
- Currently the team selection is done at a "Team Trial" somewhere in the country where some pilots have to travel a long distance over many days to make the round trip.
- Essentially the Team trials become a "local" event where people within a couple days drive participate leaving many potential Championship flyers throughout the country unable to participate.

In any case I feel it is worth a try to present the idea to the World Championships Team Selection Committee. It will also give more credibility to our NW program and I'm sure the Team would be more competitive.

That's the "gist of it"; there would be many more advantages to our local program when any of our pilots are selected.

Director & Vice-Director Election

Per the NorthWest Scale Aero-Modellers Bylaws; October is nomination month for the NorthWest Scale Aero-Modellers Director and Vice-Director with the vote held in November. This is a two year term.

Please send in your suggestions for nominations through your Area Directors.

- Washington – Del Herring and Bob Bailey
- Oregon – Scott Enochs
- Idaho – Tim McGee
- British Columbia – Gregg LeWarne
- Alberta – Jean Belair

I would like some fresh ideas through someone new to carry us forward. I will put my name in for the Vice-Director position and provide all the support I can for the new Director.

If it's Scale Aero-Modeling it's good.

Roly

Director, NWSAM

NWSAM in OREGON

First, I want to express many thanks once again to all the pilots, judges, and event staff that made this year's Oregon Scale Fly-In & USSMA Challenge a great success! In just the second year of the event we doubled the attendance and quadrupled the fun. I'm



already looking forward to next year. We will continue to tweak the logistics to make sure everyone has a great time.

I also want to recognize and congratulate 4 pilots who entered the contest as first time competitors. First up is Paul Flemming of Washington. Paul has been a judge for a few years but this was his first contest as a pilot. Paul entered ProAm Sportsman with his P6E Hawk. Also entering ProAm Sportman as a first time competitor was David Payne, a local pilot, flying a scratch built EC-121R "Connie", 4-engine electric. Dave wanted to enter in Expert, but his documentation was a bit sketchy so he was convinced to go the ProAm route for his first time out. Dave has been building scale models for many years, and last year traveled to the USSMA championships in Woodland, CA as a spectator. Lance Nordby, also a local pilot, entered the contest last year but never got in a competition flight due to the weather. So, technically, this was really his first competition. Lance also scratch builds models with electric power and makes use of 3D printing for detailing. Lance flew his AU-23A Peacemaker. The 4th first time entrant was Bob Root, who traveled all the way up from Ventura, CA. Actually, Bob was vacationing in the Portland area at just the right time, so he brought his Waco YMF-5 along with him and entered in Expert. Bob must have had a good time because he wrote a very nice article about the event for the August issue of his club's newsletter (the Ventura County Comets). Thank you Bob.

Again, congratulations to all of the first time entrants. We need you! Let's keep working to grow interest in scale modeling! See you soon! Scott Enochs



Paul Fleming's P6E Hawk taxiing to position at the Fly-A-Ways' Oregon Scale Fly-In & USSMA Challenge



David Payne, a local pilot, flying a scratch built EC-121R "Connie", 4-engine electric, taxis back.



Lance Norby's self-designed and scratch built AU-23A Peacemaker sets to execute a picture-perfect landing.



Bob Root, who traveled all the way from Ventura, CA, brought his immaculate Waco YMF-5.

NWSAM in W. Washington

Hello modelers!

There are many wonderful vendors in this great hobby of ours. Sometimes one may have a negative experience, such as the ones we have had with Easy Tiger Models. So I believe when we have a positive experience, that should be pointed out as well. Such is the case with Maxford USA.



I have built two of their ARFs, and now building a new one. I have been very impressed with the quality and value of these kits.

This current project is the F.2B Bristol two seat fighter from WWI. I love unusual airplanes, and

this is one. Interesting history - although large by fighter standards, it was very effective and one Canadian ace scored all 30 of his victories in this plane against Germany's best.

As the photos show, the model is not only built to quality standards but comes with many scale details including flying wires. More scale options are available such as the bomb sets and dual rear-facing machine guns. It comes with a motor box for electric; I went for the optional glow engine box as I prefer the realistic sound of a real engine, plus I have several, such as the NIB Italian Super Tigre 75. I inherited several engines and other items from our good friend Don Connell when he passed away a few years ago. It is a pleasure to put these items to use and I'm sure Don would like it!

When the model is done I'll send out more pictures.

Bob Bailey, W. WA area Coordinator

NWSAM in IDAHO

Here is what happened in Idaho this year. We held the 2nd qualifier during the third weekend in June as we did last year and had a great time. Attendance was a little down but next year should be back up. The time again will be the third weekend in June; I believe 19-21 2015.

We held a fun fly on the 4th of July 4; not a good weekend to have a flying event as it is more of a family weekend. We also held a pattern contest in July that was a fair turn out for the first one. We'll have it again next year in Aug.

Labor day weekend was IMAC; pretty good turn out and had a great time.

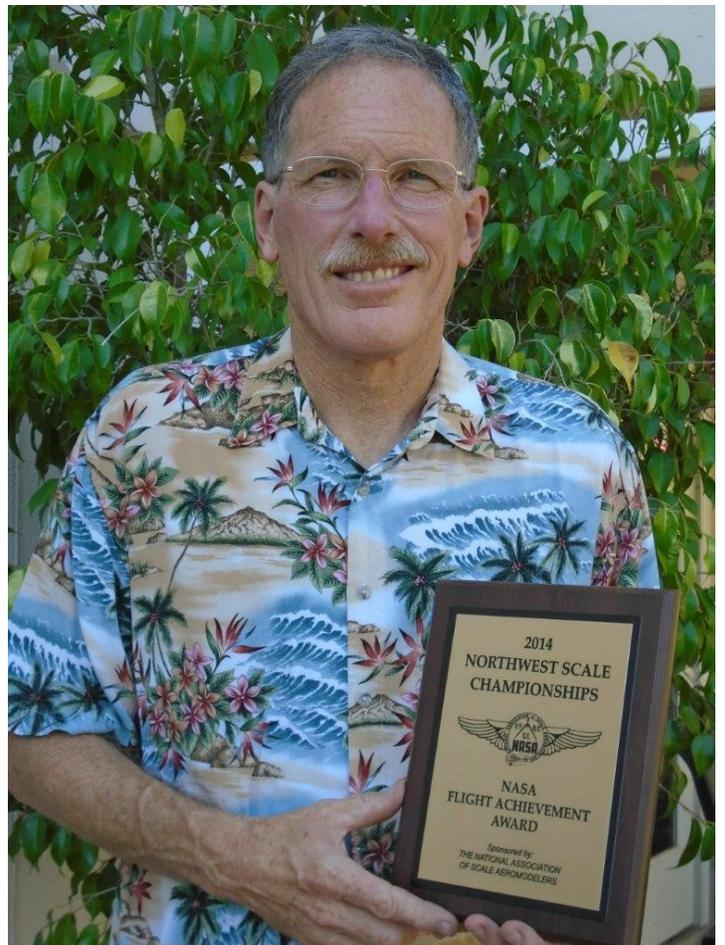
That is what took place at Silver Hills R/C field this year. We look forward to an even better next year.

Thanks Tim McGee, Idaho Area Coordinator

NWSAM Championship

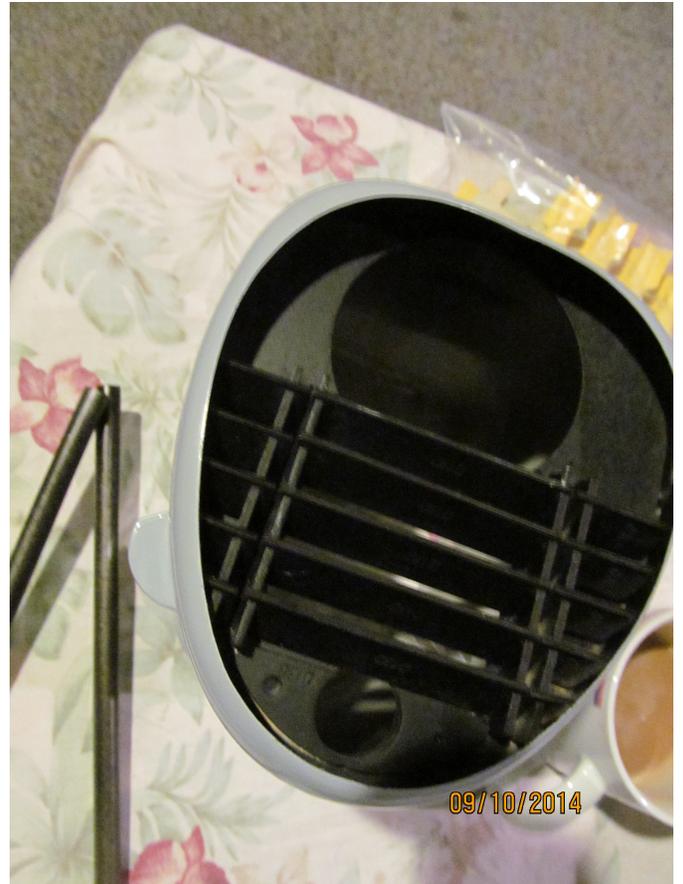
On the flight line and behind the scenes of this year's NWSAM Championships/Scalemasters Regional. Photos submitted by Mike Ingram, ID





Projects in Progress

The following photos show the parts that will eventually become the F.2B Bristol mentioned in Bob Bailey's report.





09/10/2014

BRISTOL FIGHTER

SPORT-SCALE ARF R/C MODEL AIRPLANE
INSTRUCTION MANUAL



Shown with optional simulated WWI pilot, windshield, pilot's gun sight, bombs with mounts, electric motor, wood propeller and servos.

The F.2B 'Bristol Fighter' was a British World War I fighter and reconnaissance biplane designed in 1916 by Frank Barnwell. Although a two-seater, the F.2B proved fast and maneuverable enough to be flown in combat like a single-seat fighter - and it more than held its own against the opposing single-seat German fighters.

The pilot's fixed forward-firing .303 inch Vickers machine gun was the F.2B's principal weapon; the observer's flexible .303 inch Lewis Gun provided an additional "sting in the tail" while the pilot went after the target. The F.2B could also carry up to 240 pounds of bombs.

The most successful F.2B pilot was Canadian Andrew Edward McKeever, who won all 30 of his victories in this aircraft.

After the war, many surplus F.2Bs were modified for civilian use. Some were fitted with a canopy to cover one or two passenger seats in the rear cockpit and renamed the 'Bristol Tourer,' which had a maximum speed of 128 mph.

The Bristol project was first recommended by Mr. Gert Hansford from Dubai UA, one of Maxford USA's valued customers. With a 70-inch wingspan, this RC version is approximately 1/6 scale and is designed to use an electric or glow-power system. It is constructed mainly of laser-cut balsa and light ply and is finished with a Mylar film covering. To enhance its true-to-scale appearance, this model includes an articulated tail skid and the rudder and elevators are operated by stranded wire control cables.

We invite you to enjoy the pride of ownership and the joy of flying this beautiful ARF sport-scale model of the famous F.2B Bristol Fighter.

Maxford USA





EDITORIAL

NWSAM Trailer Decals \$15.00
 Contact Roly for details.



Last issue I announced I am actively looking for someone to take over the Editor duties. With this issue, the searching goes on. I am planning on going into semi retirement in a couple years and need to get some things ready for that time.

Be assured I am not looking to jump ship because I don't like the job; I've been doing this kind of thing since 1960. As with any organization, fresh ideas are needed to keep up with the times and to ensure growth.

The position requirements are minimal; enough experience so the results are a little more esthetic than letters cut from magazine covers, a fair amount of grammatical skills, software to do the job and a desire to add their 2 cents once in a while. Monetarily, the rewards are zip, but you do get to see you name in print..

Dave

