



Northwest Scale Aero Modelers

VOLUME 4, ISSUE 2

Apr-June 2014

Hands on Throttle and Stick Newsletter

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Director's Corner

Hello All,

Spring is around the corner and plans are underway for summer Fun Fly's and 5 NorthWest Scale Aero-Modellers competition events for beginners to expert. I hope you take in an event in your area as an Aero-Modeller or volunteering to help out. Thanks to the efforts of NWSAM membership and event participants (Pilots, Builders and Judges) **Top Gun** and the **National Association of Scale Aero-Modellers** have recognized the **North West Scale Aero-Modellers Championships** as an event where the top 30% of the entrants will be invited to participate. Very nice recognition.

Judging is a very good experience for those interested in aviation. Certification can be attained through "online information and quiz" through the NWSAM website. Check it out here <http://www.nwsam.org/judges-corner.html>

Most- if not all - people who try judging enjoy the experience.

Tim McGee is our new Idaho Area Coordinator. Tim is the CD for the North Idaho Scale event. He has had many years of scale aero modelling experience.

Mike Ingram will fill roles as an advisor and looking after the North West Championships Guidelines.

Election

This year, NWSAM needs to fill the Director and Vice-Director positions

for the following two years. With the basics in place the amount of work required is minimal. It is now more of a maintenance PR role of communicating to Aero-Modellers in the North West and reporting activities to the National Organizations in the United States and Canada.

The NWSAM Director and Vice-Director are elected by the Area Coordinators. If you are interested in any of these positions, please advise your Area Coordinator.

We have someone interested in stepping forward as a Media/Advertising coordinator. This person has marketing experience. We should know soon if he will assume the role. This will be very important to raise our profile and hopefully provide some discount benefits from Scale providers to our membership.

Please consider joining NWSAM as a member for \$20.00 <http://www.nwsam.org/membership-applicationrenewal.html>

The funds are used for the Championships trophies and operating the website. Some of the events offer an entry fee discount for belonging.

I hope to see you on the flight line this year, "If it's Scale its Good." Please promote scale activity through your club.

Best Regards, Roly Worsford -
NorthWest Scale Aero-Modellers -
Director

NWSAM in OREGON



It's still a bit soggy in my part of the world. So, while we're waiting for our fields to drain and the flying season to really start, I'd like to recognize and welcome a couple of Oregon modelers who are new to scale competition.

First is Scott Carrigan. Scott is a newly certified USSMA static and flight judge. He trained last summer and judged at last year's Oregon Scale Fly-In & USSMA Challenge. Thank you, thank you, thank you for having the interest and commitment to join the local pool of judges. Without people like Scott who are willing to judge, we would have no contests.

Scott is also working on his first scale competition model, a 1/4 scale Grumman AA5B Tiger. The Tiger is scratch built, and like many of us, his building progress has been slowed by other commitments and a lack of building space. He's uncertain when the Tiger will have its maiden flight or when he will enter his first competition event. I'm looking forward to being there for both whenever it happens. Check out the photo below and meet the Grumman Tiger.....in tiger stripes of course!



Another local newcomer to scale competition is Lance Nordby. Lance is a mechanical engineer by trade and just happens to have access to a 3D printer....lucky boy! Needless to say, Lance builds (just about everything, I think) from scratch, first developing the plans in 3D CAD, then getting various parts laser cut, along with other parts and assemblies created on the 3D printer. He builds and flies electrics, so we are talking lighter models here. The low weight of his designs allows him to make some highly detailed and load bearing parts on the 3D printer.....for instance the tail wheel assembly for his Fairchild AU23 Peacemaker, and even the wheel and brake assemblies for his F-20 Tigershark EDF jet. The Peacemaker is an unusual subject and Lance made his competition debut with it at last year's Oregon Scale Fly-In & USSMA Challenge. Both the Peacemaker and F-20 look awesome close up and great in the air. Some photos are included below. I hope you can appreciate the intricate details on both, courtesy of 3D printing.....I love new technology!

Hope to see you soon!

Scott Enochs, Oregon Coordinator





Lance Norby's AU23 scratch built Fairchild Peacemaker. Yes it looks like a Pilatus Porter, just don't say it in front of Lance!



NWSAM in IDAHO

Greetings all,

Here is what's happening in N. Idaho at Silver Hills R/C field this season. First is the NW qualifier June 20-22 in Athol followed by the 4th of July scale fun fly - everything from electrics to turbine jets. The best of all we have.

The Silverwood theme park just 3 minutes away so bring the whole family. There will be a shuttle to and from the park 4 times a day. Pick up will be at our entrance gate.

The next two events are pattern flying Aug. 22-24 and IMAC challenge on Labor day weekend Aug. 29-1 Sept.

The new field is 800'x 100', all grass, mowed to 1" high and has wide open, blue sky flying.

Just a few of the airplanes that will be at the qualifier.

Tim McGee

Idaho Coordinator



NWSAM in Washington



Coming up soon in Western Washington is the Cascade Scale Rally, a USSMA scale contest and qualifier. Same location, the Cascade Flyers field in Snohomish. Recently an AMA sanctioned club, Emerald City RC, was created



for this site and is co-hosting the event along with NWSAM and Washington Scale Squadron. Date is May 16-18.

We are also once again hosting Warbirds Over the Cascades at the same site. Date for this event is July 12. Aug. 30-31 will see a warbird meet at the nearby CMAA field in Monroe.

Washington Cont...

From a personal standpoint, my collection continues to grow! My son Grant and I have approximately 24 scale airplanes flyable now, and a couple more big twins getting close.

Hope to see you out there, please come out and support these events and therefore the hobby in general. Of late, there has been a destructive trend from a minority of people in the hobby who dislike organized events and have worked to prevent them. We recently had all our scale events for this year cancelled as a result of this attitude, and had to work very hard to get just two of them reinstated. We should ALL be working hard to avert this trend and actively work to resist this counter-productive behaviour. Thanks much and look forward to flying with you this year!

Bob Bailey
Western WA Coordinator

EDITORIAL/Projects in Progress

Not nearly as much to go on about editorially this time as before. But something new to report as far as projects in progress. I have met many of you personally over the years at various

events and recently enough to keep you up to date on the Heyford project. It seems my reputation (such as it is) has preceded me and I have been commissioned to build a Grumman F3F-2 for a "future" scale enthusiast. I gave him a delivery date of the first of July, so needless to say, they Heyford is on the back burner.

I guess there may be something to "editorialize" after all. I offer this only as an encouragement more than anything else based on first-hand experience.

We, as a hobby, are in a precarious position today of losing not only flying sites, public acceptance but those who would follow us. Allow me to spout on a bit with some background.

I was lucky enough to work in a hobby shop back in the later 70's – early 80's. Not only did I learn a lot about the retail side of things, but I met some truly

incredibly nice people (one of whom became my best man) who shared a genuine love of this hobby/sport. Many of those customers from too many years ago, I still fly with today and we often share stories of way back when. At our age, *everything* is way back then... Anyway, some of those customers were brand new to the hobby having been exposed only hours before at what once was *the* place to fly in Portland, Delta Park. They had driven down I-5 and seen the flying only hundreds of yards away. They pulled off the freeway and parked in the gravel parking area and took in what was happening. Remember, this was a few years ago; electrics were still a few years away from becoming even close to being a new form of power. Radios were basic enough few even had servo reversing. A giant scale plane was anything with a .60 and about 65" wing span.

But they got hooked and with some careful directions, they found themselves in our shop. We only carried airplane stuff so there was no guessing why there were there. We prided ourselves as being as helpful as possible especially to newbies. We opened at 11 and were often at the field giving flying lessons in the mornings.

We also had to go through what every shop owner dreads – how to convince a new customer that their first airplane should **NOT** be the P-51 their grandfather flew in WWII. Too many times I had to see a dejected look when I told them they needed to start with a basic high-wing trainer and maybe, with enough flying time and a few more advanced kits under their belts, they could tackle the Mustang and not get into too much trouble. I know first hand, by talking with other shop owners, how many prospective customer/hobbyists simply turned and walked out the door and never came back. It's not easy watching a sale walk away let alone knowing he may be bad mouthing your shop because he wasn't catered to. In these cases, the customer was **not** right.

Herein lies my encouragement part. When you have the opportunity to work with a newbie, whether they are a youngster or an adult, be gentle in your explanations and most of all, patient, when you show them the steps they must take to be successful at both building and flying before they can get to their dream airplane. It doesn't matter if its a scratch built or ARF project, allow them the time to realize on their own that we are only helping them and not hindering them. It will go along way in gaining new friends as well as new flying buddies at the field.

Dave, Editor