

# HOTAS

(Hands on Throttle and Stick)

Volume 2, Issue 1

Q1 January-March 2012

## NorthWest Scale Aero-Modellers Directors Corner - Roly Worsfold

Wow, here we are going into the year 2012! I hope you had a great Christmas holiday and wish the very best of health and happiness to you and yours for the New Year.

2011 was a great year for Scale Aero-Modelling in the North West. Fun Scale events are more common and the first North West Scale Championships were held. NorthWest Scale Aero-Modellers (NWSAM) continues to develop as an organizing platform for Scale Aero-Modelling in the North West and will move forward into the year 2012.

NWSAM supports all national scale organizations, Scale Masters (U.S.S.M.A.), National Association of Scale Aero-Modellers (NASA), AMA and the Model Aeronautic Association of Canada (MAAC).

⌚ NWSAM concept is derived from Scale Masters Regional Managers program.

⌚ Through these affiliations we promote Scale Aero-Modelling in the North West. If other organization like what we are doing and want us to be part of their organization we embrace the opportunity. The bottom line is we do this for the benefit of Aero-modellers - without them we would not exist.

NWSAM provides the stimulus for Scale Aero-Modelling events. This is done through providing information on how to organize and host an event - Fun Scale through to National Scale events. Looking to 2012 the NWSAM website we will be providing all the information needed to host Scale events.

Our goal beyond the above is for events to happen;

⌚ Clubs and event organizers need to use the information.

⌚ The theory behind this is "its easy once you know how"

○ NWSAM provides the information.

### Promoting Scale Aero-Modelling.

For Scale activity to increase and to be successful modellers who participate in events need to promote the activity through their club.

➤ "Grass Root" involvement is needed.

### Scale Events - the way I view it.

Over the years 2002 - 2011 and the 40+ contests I have participated in learning through observation has been a big part the enjoyment. Many very good people/friends participate and organize the events. Club support is required and appreciated by the participating modellers and spectators.

Competitors spend a good chunk of their "Fun Money" in order to:

a. - Build a Model and

b. - get to the events to enjoy participating in Aero-Modelling.

Clubs and volunteers donate not only funds but their time in order for an "event to happen".

Everyone participates to support their clubs and Aero-modelling.

**Spectators** come to the event and enjoy seeing the planes fly at the "Miniature Air Show".

⌚ Such a deal, most of the events are "no charge" and if there is a charge it's less than the cost of one trip to the donut shop or Starbucks coffee.

It seems to me that clubs/events would not be out of line to have a spectator fee;

🕒 Clubs, volunteers and modellers put a lot of effort out to have these events and it's basically free to spectators.

For clubs and organizations I encourage you to work with a local/national non-profit organization and advertise the event and charge an admission; where else can people go to get good entertainment for \$5.00 - \$10.00.

NWSAM is proud to support the Shriners Children's Hospitals through our activities.

**Benefits;**

- 🕒 Provide the club and organizations with much needed funds.
- 🕒 Promote RC Aero-modelling good will through community involvement.
- Might even help save a flying field or two.
- 🕒 Gives the club/members more purpose and focus - encourage more volunteers.
- 🕒 Creates an atmosphere of success for the Club, organizations and modellers involved.

Something to think about and promote within our clubs, lots of potential here.

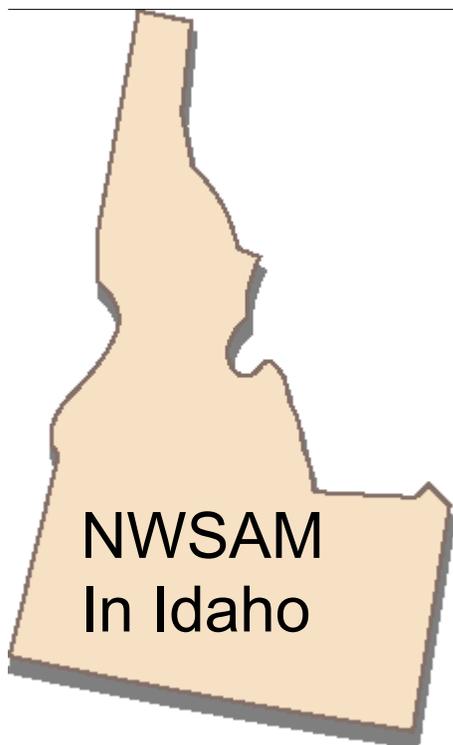
That's the way I view it.

Hope to see you in 2012.

Roly Worsfold

Director

NorthWest Scale Aero-Modellers



Happy New Year to everyone!

I hope Santa was kind to everyone. I hope everyone is busy with their winter projects in preparation for the 2012 competition season and the 2012 NWSAM Championship in Wenatchee Washington. It seems hard to believe that the Championship is only 8 months away. It will be here before you know it. I have every confidence that the Red Apple Flyers will put on an awesome show. Let us know how we can help.

Onto some news from Idaho- the Idaho Scale Squadron who was the sponsoring club for the 2011 NWSAM Championship has decided to fold up shop. Local interest has declined in recent years and there have been few new members to keep our interest level up. So, the Club decided to end things on a high note

It has been my privilege to serve as Club President for the past few years and wish to thank all members past and present for your support. So, does this mean there will be no more scale contests in Idaho? No! Just need a Club to step up and say they want to host a contest. We have a great deal of resources available to help out with the Contest logistics. Any takers?

Our 2012 Contest season is starting to shape up with the first event in Mesa, Arizona on March 2-4. I have not heard any dates from any of the California or Oregon events yet. The Cascade Scale Rally is scheduled for May 18-20. I believe the British Columbia Scale Classic is scheduled for July 13-15. The USSMA Championship is going to be in Indiana, but I have not heard where in Indiana or when.

I have only received 1 proposed rule book change for the 2012 NWSAM Rule Book. The change is in regard to Static Judges notes for downgrades. I will make this change and send it out to be posted.

Bob Bailey told me last year he was tired of the big yellow bird at his event, so I'm working on a remedy for that. I pulled a P-39 canopy for Paul Flemming and hope to see the finished product at the Rally in May. I'm looking forward to seeing everyone's new projects and always look forward to seeing old friends and meeting new ones.

Short and sweet for now. See you in the spring!

Respectfully,

Mike Ingram

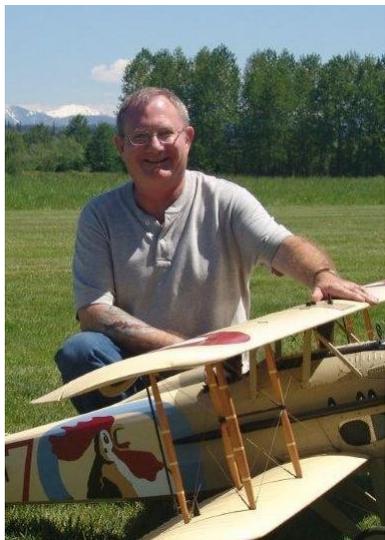
Idaho Coordinator NWSAM



For WA, not a whole lot going right now except lots of building and getting ready for the upcoming flying season. We plan to hold our usual Warbird and Dawn Patrol fly-ins, as well as the Cascade Scale Rally and Qualifier in May. All will be this spring/summer, more details to come. Also looking forward to the NW Model Exposition to be held in Monroe as usual, Feb. 10-12, 2012; our company Precision Hobby Products will have a vendor booth set up there so look us up.

Bob Bailey

Washington NWSAM Coordinator



I'm still experiencing an adrenaline rush from the 2011 NW Championships in Boise and the 2011 USSMA Champs in Fresno. Once you've been there and tasted the fun, these events become addictive, as do the regional qualifiers. In fact, I think anything to do with scale modeling is fun and addictive. Scale certainly does not mean competitive events only. There are many scale events held annually throughout Oregon that are not based on competition....just the desire to have a gathering of scale aircraft, often with a theme event. Examples in the Portland area are Cub Nuts, obviously for those who like docile yellow aircraft, and Big Bird, a gathering of large scale models of any variety.

As we move into 2012 I'll be trying to contact clubs throughout the state to get insight on scale happenings in Oregon. I'm looking forward to having an Oregon page on the NWSAM website with a calendar of Oregon events. I'd also like to solicit photos of pilots and their models, both oldies and new projects underway, everything ranging from master builds to your favorite ARF.

I'm not currently able to travel extensively around the state, but as time allows I hope to meet as many scale modelers as possible, even if that means by phone or e-mail. I'd like to hear your stories of favorite models, flying sites you enjoy, favorite events, best flights ever.....and, ok....even dramatic "retirement" stories.

Hope to see you soon! Scale rules!

Scott Enochs

First of the year and a new newsletter.

On the actual news front there is very little to report from this area that wasn't already done in the last letter.

From the personal front there is some. Just before Christmas my wife found her lung tumour had succumbed to the treatment; it was a good Christmas and now we may be able to focus on something else.

Something else this month is my Mick Reeves Hawker Hurricane. This is the 80" version that has been around for some time.

I got this from a shipment to Hobby Barn in the early 1980's. It was special because it was among the first ones imported and one condition was that the foam wing be let unsheeted as it was felt no one would be able to deal with Obechi wood.

I furiously started building and added some innovations, Swingees on the flaps, brand new Kraft electric landing gear. I used Hot Stuff and 3/4 oz cloth on the front end to keep the weight way down. I remember thickening and fabric covering the tail surfaces; it was becoming a grand plane.

I then hung it up and ignored it for many years. When I finally decide to sell it, the one person that was interested in it, could not bring himself to say that what I wanted for it was more than he could or would pay, but just kept saying it wasn't worth \$200, so I gave it to a friend that had always admired it.

My friend had it for years and gradually got drawn out of the hobby by Mopars, but he kept the Hurricane. Finally he asked me if I wanted it back and I drove a 100 miles to get it and check out his cars.

Renewed interest got some work done on it. Enya R1.20 installed, also proper Mick Reeves landing gear, a radio and painted. Then I was parking planes again.

Now it is hanging up in the shop all nice and blue in its "last of many paint scheme" and will get its maiden flight this Spring. It has gone through many phases and the biggest is from cutting edge scale to old sport flyer, just by the advances in technology. So this Spring "Old 99" and I will be out flying some gentle racetracks, mindful of our ancient and brittle construction.

Gregg Lewarne

British columbia NWSAM Coordinator



# NWSAM In Alberta



Happy New Year to all Alberta Scale Model flyers,

Now is the time to plan your 2012 scale flying activities; this could be at your club or at a host club. This part of RC flying is within our control. Good weather is the part that we have to pray or wish for, so therefore get the part you control in action.

I include below some scale activity shots for your motivation.



The Miles Messenger M.38 is my expected model for this year. It is a couple of weeks from being completed.

Happy Flying

Jean J. Belair

Alberta NWSAM Coordinator

It is hard to believe that 2012 is here already. I think the year ended with more wins than losses.

Financially the club has been very stable. We take in funds through annual membership dues - and spend money on prizes and events. We have been fortunate enough to have donations from our members. Mr.'s Worsfold, Ingram, Holcomb, Fleming and Enoch have all been very generous. In 2011 NWSAM was honored to receive the moral support and a financial donation from the Model Aeronautics Association of Canada.

The latest- A donation of \$180 was received from the Idaho Scale Squadron in December- Thank you ISS.

After our first year in operation NWSAM's assets are:

Checking: \$ 87.32

Savings: \$206.22

PayPal: \$ 77.17

Cash: \$ 0.00

Total: \$307.71

Current Liabilities: \$0.00

Current Membership: 55

Thanks and see you in 2012.

Terri Ingram

There are no reports from either Montana or Alaska. Coordinator positions are available for scale fliers living in those states. Contact Roly for information on how you may represent your fellow scale modelers.

# Cut & Paste

## Thoughts from the Editor...



The last issued had me contributing as your Oregon Coordinator. This time it's just me, your humble Editor. Traditionally, the Editor has a chance to make comments about things happening in the area – usually political. Don't look for anything other than scale here!

I told you about my plans to take my Church Midwing to as many events as possible during the summer. Now I can say, “been there, done that.” After having served as a Scale Masters flight judge for over 16 years, I was anxious to get back on the flight line as a competitor. And I figured the Midwing was a good subject to fly with. It's not modeled very often, is quite colorful (for only having 2 colors), lots of opportunity for scale details, etc. For the most part, it worked out fine. I never scored less than 94 in static and on it's first qualifier, made a good enough showing to go to Fresno this last fall. But not everything came out as planned...

The Midwing is an unusual sort of plane as it was originally designed and built as a racer way back in 1927. It was a fairly small plane with a wingspan of only 26'-6", was powered with a converted Henderson 4 cylinder motorcycle engine of 27 hp.,

and had the aileron control cables on the outside of the wing. That feature alone always brought smiles and questions from both spectators and other fliers. “Yes, that the way the real one was.” “Yes, it's a pain in the butt to set up and tear down.” “What was I thinking? Not really sure except it seemed like a good idea at the time.” Yes, it helps garner more static points, but the down side was the flying. For the most part, it's very easy to fly. Take offs (always 9's and above) are a dream – just advance the throttle slowly, let it build up speed and when its ready, add one more click and it's off. You couldn't ask for a better way to start a flight. Or so I thought. Most of the problem with a scale control system is that it doesn't always work as planned. For starters, the wing has no dihedral. That calls for differential ailerons to counteract the terrible adverse yaw. It can fly fine with just rudder, but it doesn't look very good in the turns; it is definitely a coordinated turn airplane.

Proving that not all things scale work in a scale fashion, was my trip to Fresno. The first flight had one of the aileron cables snap right after take off and the entire flight was just trying to get it back to the field in one piece with one aileron sort of working and learning just how important it is to practice with rudder! The next 3 flights were much better but still kinda ugly. Saturday afternoon had me taking the struts off and making adjustments to add a touch of dihedral and working out the wash-in I had in one wing. That's right, wash-in. I hadn't noticed it, but several others did and upon closer inspection and measuring, I had to eat crow and admit it. I should have quite right then, but was determined to fly every round. After all it was my first Scale Masters final and wanted to make the most of it. Take it from me guys, listen to your gut. The Sunday morning flight was it's last for a while as it spun in while I was trying to find the sub-trim menu to get more left aileron trim and I got disoriented when it got a bit too far away. The good news is that it is totally repairable and hope to have it on the contest circuit again this summer—with major improvements.

My advise is this: just because you have an affinity for a certain subject, make sure it's feasible as an R/C model. They don't always work. That doesn't mean I'll stop modeling difficult or unusual planes, I'll just be more selective.

Please bear with me for a bit as I continue to make improvements with the newsletter. I recently had to upgrade my computer to Win 7 to overcome some major problems. It was much cheaper than a whole new computer, but on the bad side was that a lot of my programs no longer work under the new system – they are just too old. One of them is the program I use(d) for the newsletter. I could no longer use my old templates and this issue is from scratch with another program. Over time, as budgets allow, I'll be able to get back to where I'm comfortable software-wise. In the meantime, I'll have to come up with some creative work arounds.

Keep those articles and how-to's coming in,

Dave Rawlings  
NWSAM Newsletter Editor

Gregg Lawarne's Mick Reeve's Hurricane.



# How to bash an ARF or how to BARF a WACO.

Paul Fleming

This is a short photo essay on how I converted the SIG SRE into a UC-72. Mostly it was just recovering and a paint job, but that doesn't make for a good story so here goes.



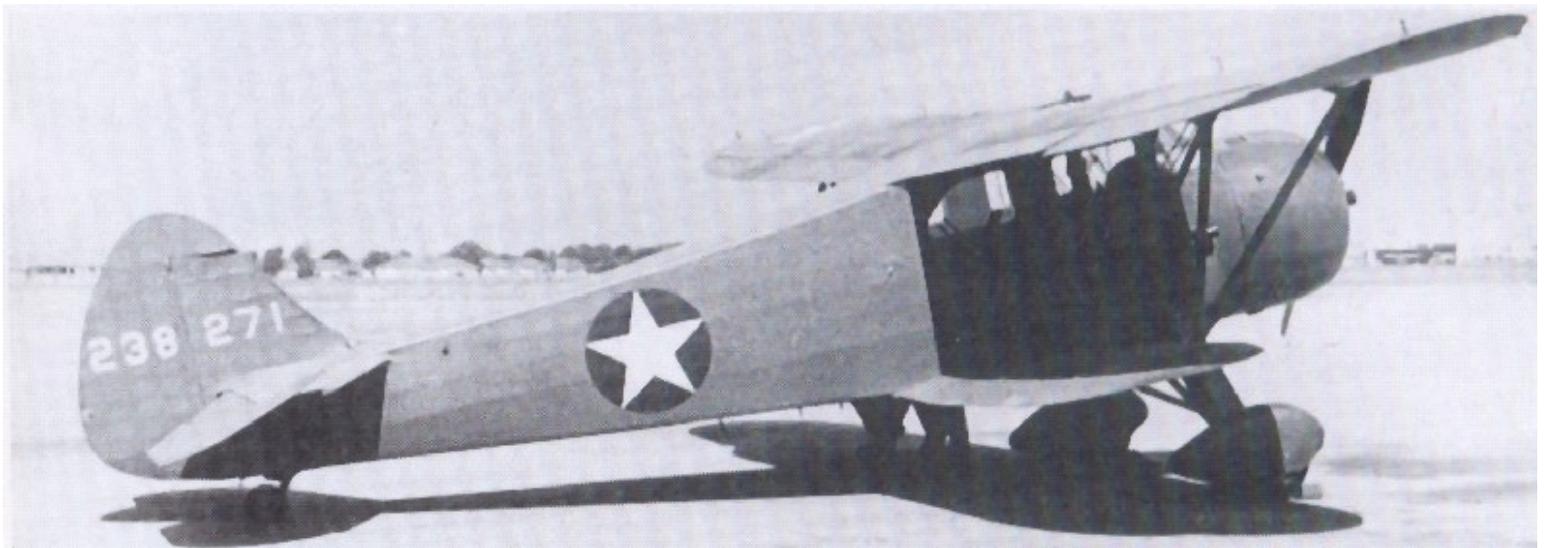
## 1/6 Scale Waco SRE ARF



### Additional Features

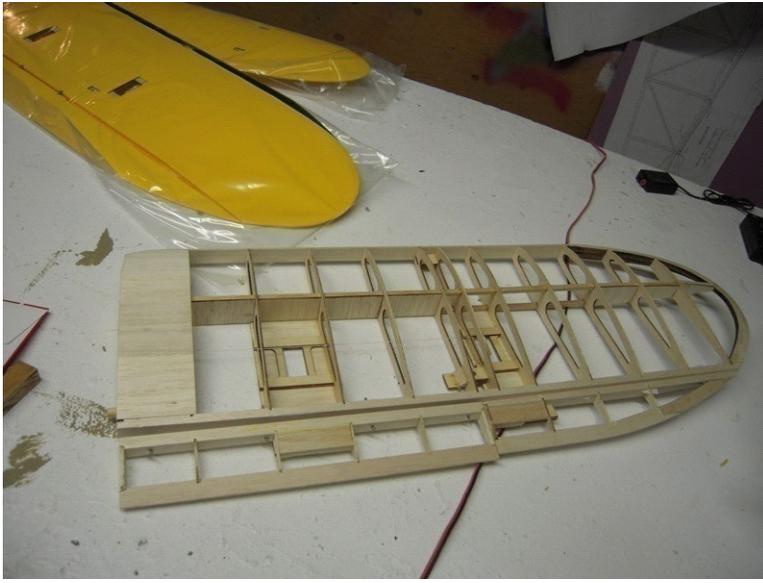
- Scale color scheme using quality SIG AeroKote
- Factory painted windshield
- 2-piece top wing assembly for easy transportation and storage
- 1-piece factory finished bottom wing for quicker assembly

While researching this plane I found that during WWII the Army impressed 28 of the SREs into service as the UC-27. The planes were used as a high speed (200mph+) transport. Eventually I found three pictures of the planes in Army colors.



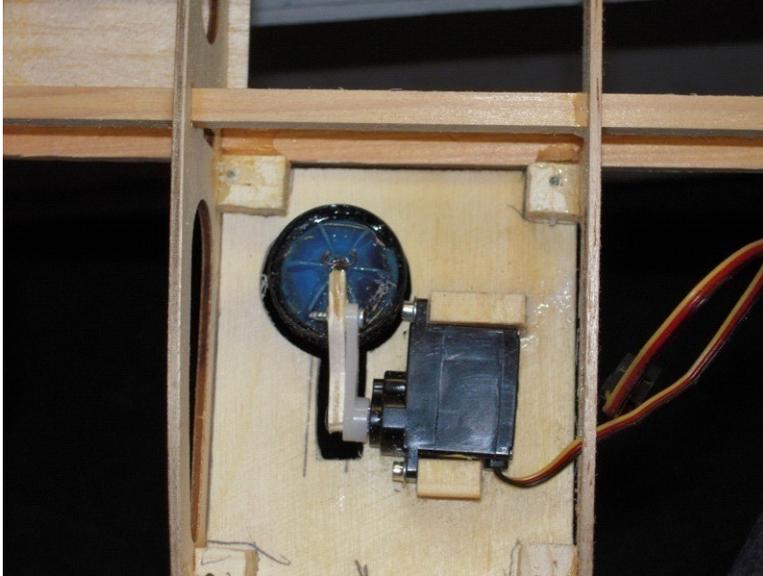
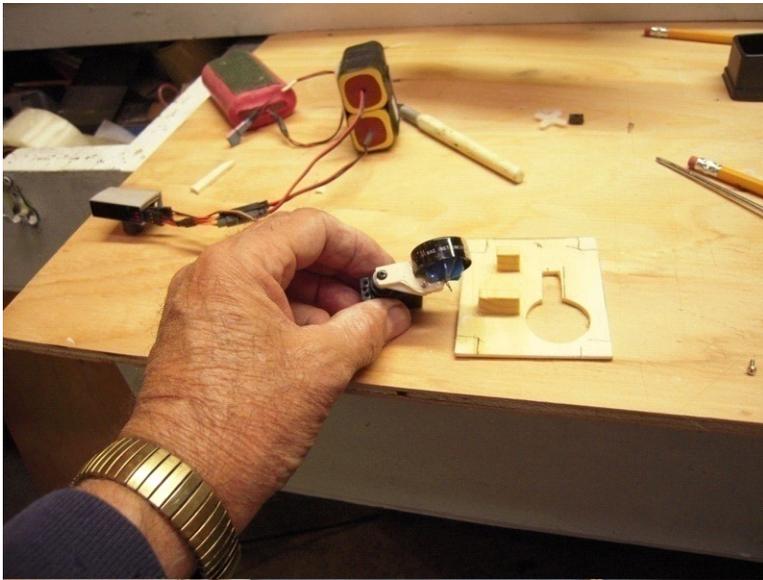
When the plane arrived it was covered in a very high grade covering. Since I intended to paint and wants a more fabric like look I decided to cover it in Solartex.. It took about an hour to completely remove the old covering.





After the covering was removed I re glued every joint I could get to. Since the plane was going to be electric I had to build a new motor mount and batteries rack. I also beefed up the landing gear mounting base.

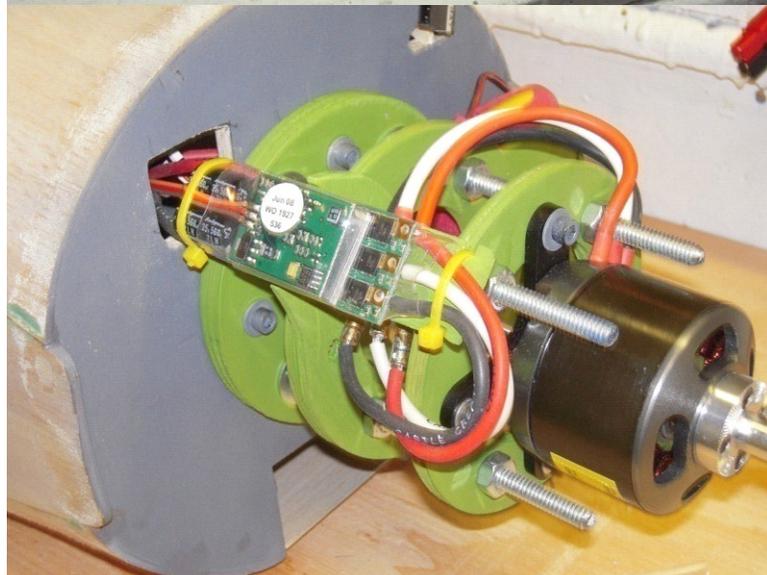
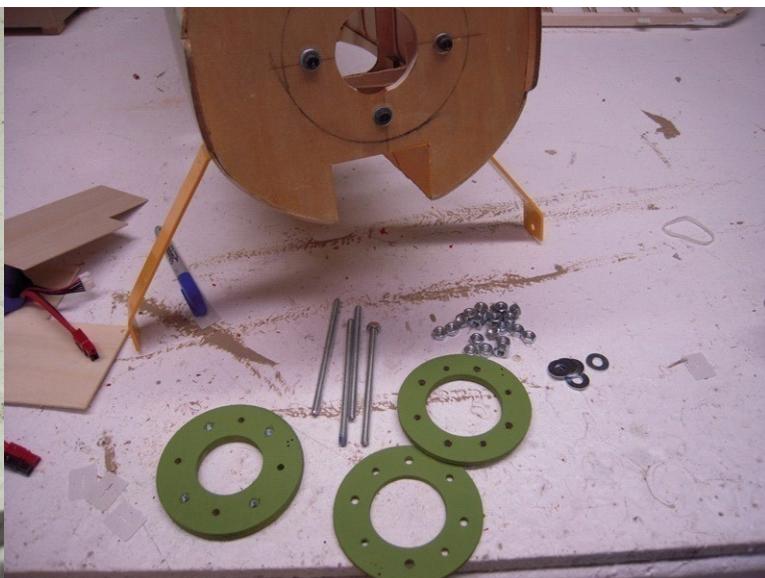
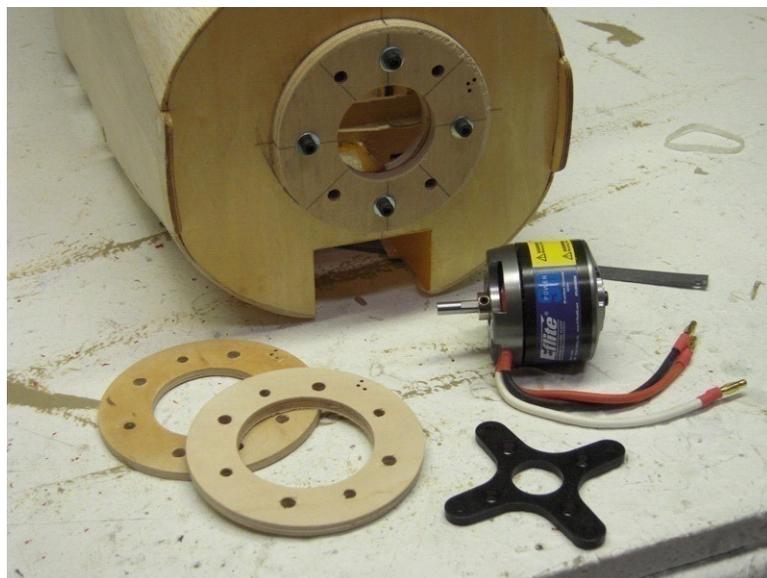
Since the Waco has no operating features except the control surfaces, I decided to build in a retractable landing light. When the flaps are deployed the light also comes down out of the wing. When the flaps hit full down the light comes on.



The landing light in its retracted position...

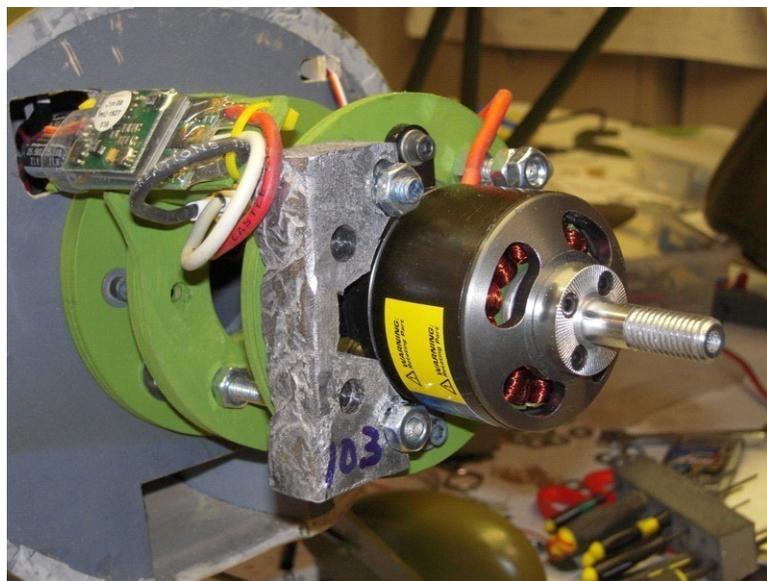
and extended.

Since the airplane was going to be electric, I had to build a new motor mount and battery tray. I chose the E-flight Power 90 with a plan to fly it on 5 or 6S using a 16x8 prop.



Mounted and painted. Those extra long screws will be used later.

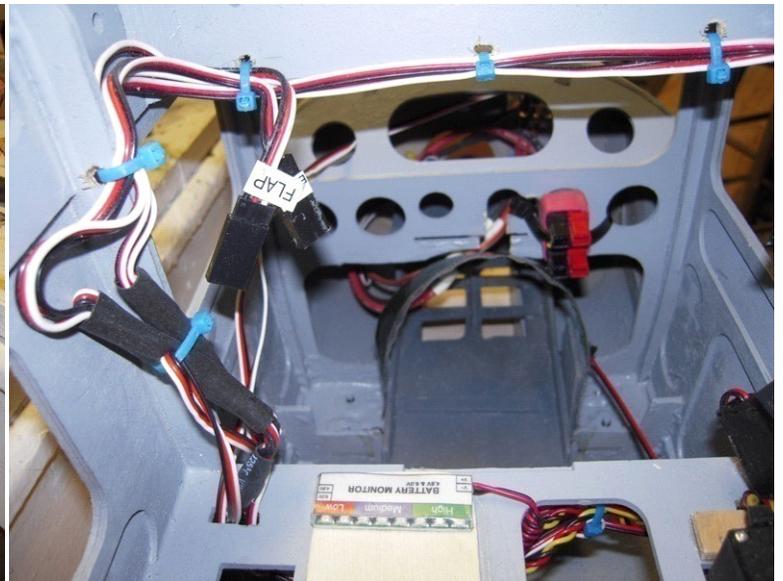
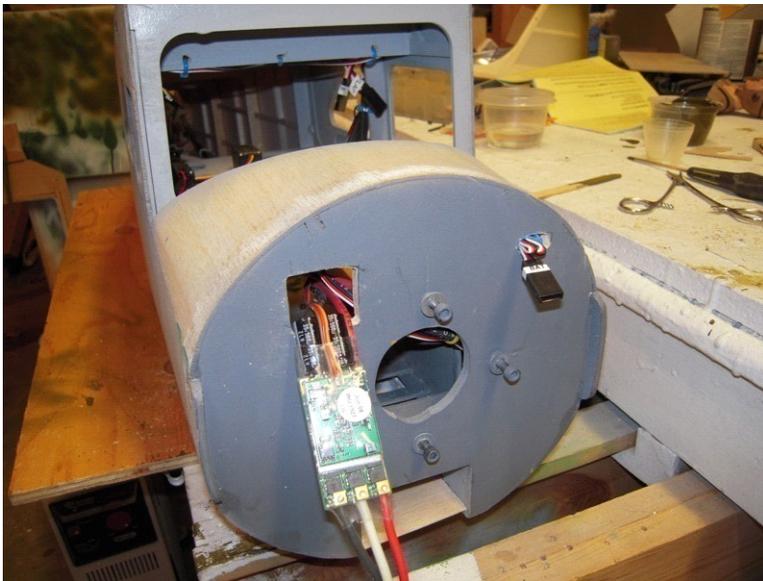
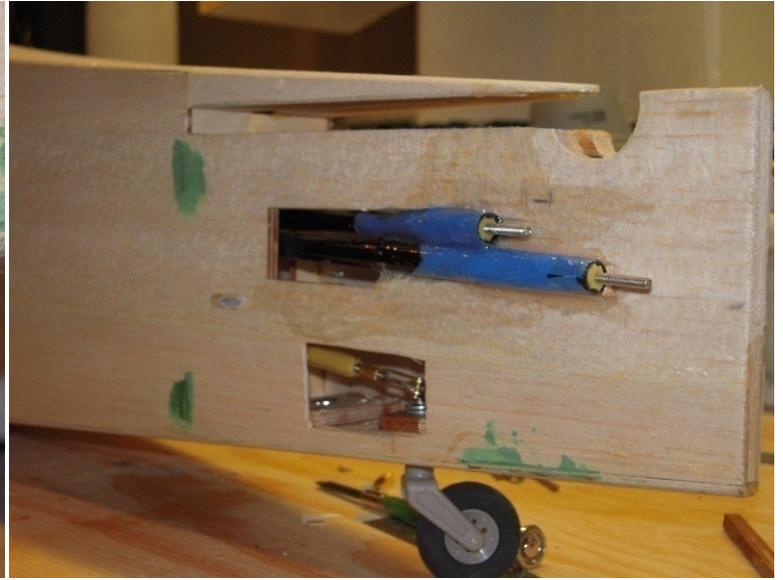
A pocket for the flight battery was added up front. Might as well put all the needed weight where it does the most good.



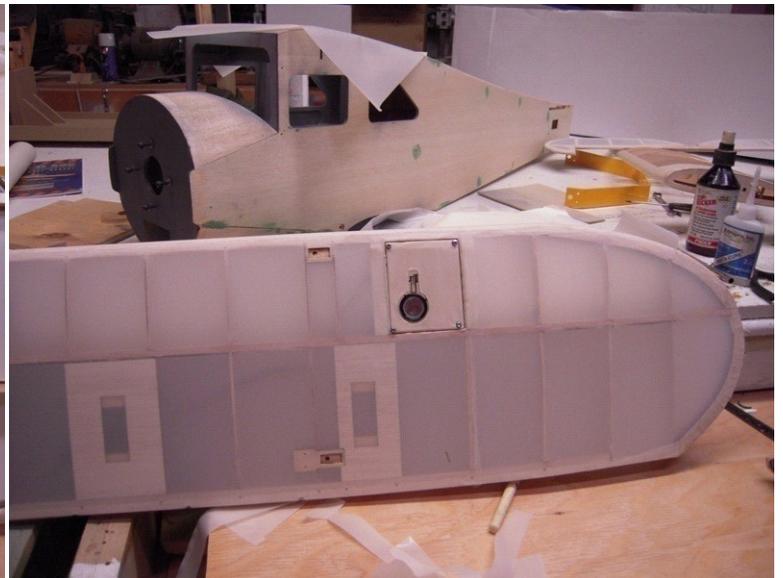
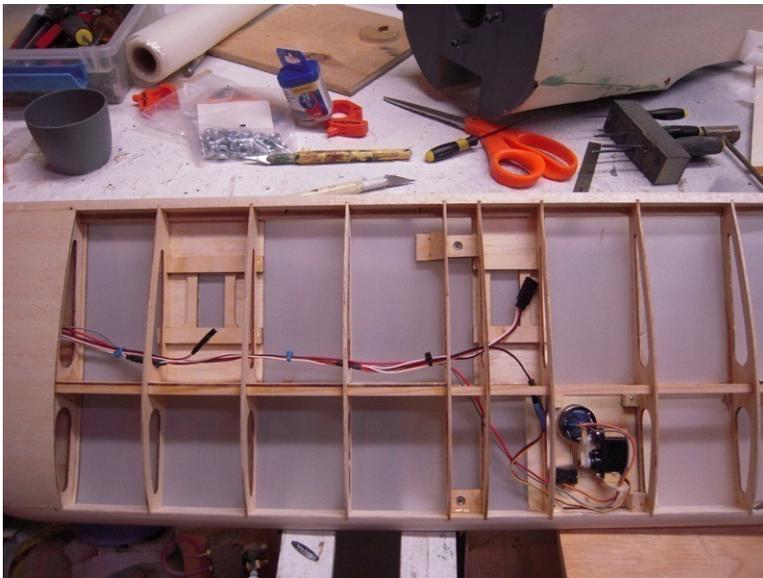
This is where the long screws come into play. A little pre-planning really pays off.

As you can see it took 10.3 ounces of lead to balance for flight. On the bottom of the firewall there was a pocket built into the airframe as a place to hide a muffler, kind of a neat feature. I turned it into an air scoop to cool the flight batteries. Just to get the weight as far forward as I could I put the radio battery on the firewall. Probably not one of my better ideas. Now I either have to bring the airplane into the house to charge it or remove the cowling and prop to change it. Something to fix on the next overhaul.

I didn't like the tail wheel provided. It was hooked into the rudder and not in the scale position so I installed a Dubro scale tail wheel and also went with Golden rods on the control surfaces. Next I installed all the radio gear and battery rack and painted the interior.



Covering with Solartex was easy. Far easier than Monokote or any of the plastic/mylar coverings I've used.



Once the covering was completed, I was ready to paint. Since my airplanes are electric I don't have to worry about fuel proofing or what kind of paint to use. I like to work with latex. My airplane was going to be Olive Drab so armed with the correct color chip I went to Lowe's. As luck would have, it Behr makes the perfect semi gloss Olive Drab, only they call it Mountain Mist. First I painted all the small parts that would be hard to paint when the assembly was finished. I used an air brush and about 1/3 of a pint of paint to complete the job.



Masking off the open areas where the windows go.

The front windows masked for painting of the frame.



The wings got painted last because on the number of times they would have to be installed and removed. I simply didn't want to have to fix scratches and scrapes.





Ta-da! Bet you won't see too many of these at the flying field.



She has had about ten flights now with no adjustments. She flew just fine exactly as she left the bench. This airplane is not difficult to fly, but as Bob Benjamin points out she is "Difficult to fly well". You really need to know how to use the rudder with this plane. She is fast becoming my favorite plane.

This winter she will be back in the shop to have the flying wires installed, the paint touched up with detail and weathering.

