

The Clark Flyer
The official publication of the
Clark County Radio Control
Society.

Volume 07, Issue 10,
October, 2007

Editor:

John Shirron
jreshirron@wa-net.com



2007 Club Officers

President

Dave Agar

kamanhusky@aol.com

Vice President

Dave Koon

dkoon2005@aol.com

Secretary

Greg Agar

kamanhusky@aol.com

Treasury

Steve Piper

rcsteve1@yahoo.com

Safety Director

Ted Atmore

tedatmore@yahoo.com

Raffle Director

John Shirron

jreshirron@wa-net.com

Training Director

Dave Agar

kamanhusky@aol.com

Web Master

Alan Cooper

exchoice@yahoo.com

The Clark Flyer October 2007



Well as the summer flying season winds down into winter and the rains persist, it is building time. The new addition to our web site is a great place to show all the members of the club just what you are building. Ed Hagerstrom has a great thread going on his Top Flite DC-3 kit build. He has made changes to it and tells us all just what he is going to do. I have this kit on my shelf and I am following his build closely. Alan Cooper maintains the web site and will post all the projects as he gets them. Just send him low resolution photos and a description with each photo of what you are doing. Yours truly is building a scratch built L-19 and I have been supplying Alan with my story. I am looking forward to seeing other builds on the web site.

The Holiday season is just around the corner. Jim Taylor and John Shirron are planning our Holiday Dinner Party as we speak. These

have always been a great time with plenty of raffle prizes. It is also a chance for your wife or partner to have an evening of good times and maybe win a raffle prize as well. They will let us know all the details, and when they do, mark your calendar for an evening of fun. Alan Cooper will supply the music once again and said something about dancing with someone. I guess we shall just have to wait and see.

The scale contest's have had a lack of flyers. The last one only had 6 pilot's at the start and only 4 competed as 2 pilot's damaged their planes in practice. Some members have asked for the next one to be on a Sunday so they can participate. Larry Tate has agreed to this request and will set one up on a Sunday next summer. If the amount of participants does not go up then this will be the last event that Larry does as it takes a lot of preparation and work to put the event together. The bottom line here, we have all winter long to get a plane together and get ready for the next event. They really are a lot of fun and I have always enjoyed myself at them. I am sure that you will to.

Well I am going to head of to the garage. I have an L-19 to build and pictures to take. Alan, stand by more are coming your way!!!

Keep the wing's level, Dave.

www.clarkflyers.com

Meeting Minutes October 10th, 2007

The Meeting called to order at 7:30 by President Dave Agar.

Guests at the meeting were Jim Haskins, Mark Nicklson and Nick Wills.

Steve Piper supplied a treasures report. We have \$3000.00 in CD's that are going to be rolled as they expire. We have \$2597.69 in the checking. This amount did not include some new members and a couple of bills that need to be paid.

Randy Boardman gave a report on the fun fly. A great time was had by all.

Larry Tate gave a report on the scale contest.



October's Meeting:

There were only 6 flyers; however all at the field had a great time. Larry stated that the amount of flyers was disappointing. It was suggested to have it on a Sunday. Larry has agreed to do the next one on a Sunday at some point in time next year.

It was suggested that maybe some sort of trophy should be awarded at our contests. Any member can make that motion at the meeting. Steve Piper asked about a small entry fee at the contest to help cover the cost of a trophy.

Alan Cooper has set up the new projects section of the web site. He has been getting emails from outside the area about how well it looks and what a great idea. Dave Agar and Ed Hagedorn have projects going on the page and Alan was

looking for more.

Nominations for officers were held.



October's Raffle:
Great Planes Spitfire 25 ARF
Won by Jim Taylor

President: Louis Munos & Randy Boardman



John Shirron's World Models T-34 Mentor

Vice President: Dave Koons

Treasurer: Steve Piper

Secretary: Greg Agar

Our Holiday Dinner is being set up by Jim Taylor

(Continued on page 3)

and John Shirron. Alan Cooper is going to do the music again. The membership approved a \$500.00 amount for raffle prizes.

John Shirron stated that there is no new news on



Ralph Suter's Super Secret Patent Pending Scratch built Retracts for his Wildcat.

the hobby show in Clark County.

Randy Boardman volunteered to be the clubs Contest Director.

It is believed that the problems with Glitch Ditch have been solved. The gas company has some radio controlled regulators in the ditch. These are going to be replaced in January with something that does not bother us.

Jim Taylor is planning on going to the AMA show again in January. If anyone else wants to go, contact Jim.

The criers raffle was won by Andrew Cleveland. He was not there so the money rolls over once again.

The raffle was won by Jim Taylor.

John Shirron had a Chipmunk and a T-34 for show and tell.

Ralph Suter had his scratch built Wildcat and retract system for show and tell.

Meeting was adjourned at 8:40

Fun Scale Contest

On Sept 29 we finally sneaked in an event between days of rain. The turnout was disappointing with only 5 members showing up to fly. Then a

couple of mishaps reduced the number to 3.

Our Prexy had landing gear problems on his entry and Corky Renolder had a mishap during a trimming flight prior to the start of the official flying. Although the judges then outnumbered the contestants, we flew two rounds. Due to the small number of entries we waived the one aircraft per contestant rule and allowed Luis Munoz to enter two airplanes. This turned out to be a chance for Luis to double up on his bragging rights as he finished both first and second!

The results were as follows:

- 1: Louis with his Piper Cub
- 2: Louis with his Tiger Moth
- 3: Clay Cleveland with his Corby Starlet
- 4: Larry Tate with his Aeronca Champ



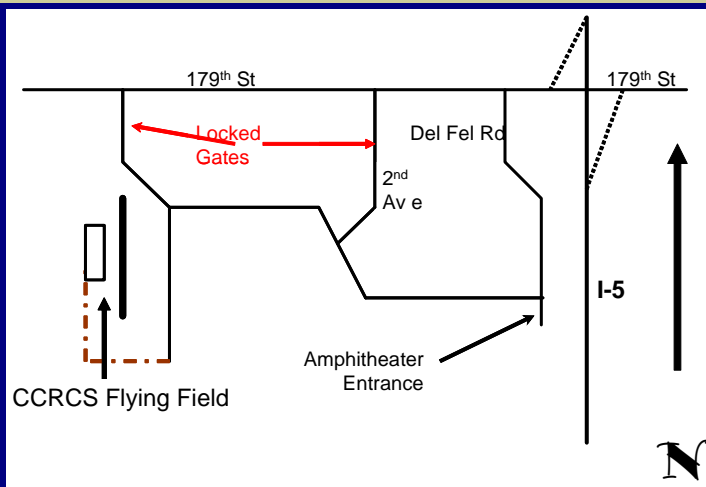
The Great Pumpkin Showed up and won the Raffle.

It's not everybody that can finish fourth with only three entrants!

I want to thank very much the judges who donated their time. Ed Weiss, Cliff Benrose, Greg Agar, and Mike Cooper did a great job.

Although I flew like I had two left hands, I had a great time and believe that all you guys that own scale airplanes really are missing the boat by not participating. I intend to try again in the spring but if the next event is so poorly attended then it will be evident that the interest is just not there and it will not be worth the effort to try to continue to build up to a major event.

Larry Tate .



Directions:

Exit 9 from I-5 (Battle Ground Fairground exit) Head west to 2nd Ave. There are two ways to get to the field. Spectators and club members can use the Amphitheater entrance (open from 8 AM. until 9 PM. most days).

If locked club members can use the club entrance off of 2nd Ave. You must be a member and know the combination of the lock!



November's Raffle:

World Models Clipped Wing Cub

Wing Span : 63.0 in / 1600 mm

Wing Area : 620 sq in / 40.0 sq dm

Flying Weight : 5.5 lbs / 2500 g

Fuselage Length : 47.0 in / 1200 mm

Engine Required : 2-stroke 0.40
4-stroke 0.52

Radio Required : 4-channel radio w/ 5 standard servos

Clark County Radio Control Society members shop
at the following locations

HobbyTown USA®

8720 N.E. Centerpointe Dr.
Suite 219
Vancouver, WA 98665
(360) 823-0904
Fax: (360) 823-0906

HOBBIES UNLIMITED

Discount Pricing on R/C Cars, Planes, & Boats
HO-N Trains, Plastic Models, Rockets, and Paints
Open 7 Days A Week
4503 N Interstate Ave
(Take Exit 303 off I-5)
(503) 287-4090



12024 SW Canyon Road
Beaverton OR 97005

Phone 503-644-4535
FAX 503-626-7490

Email Tammies@tammieshobbies.com



1128 Main Street,
Oregon City, OR 97045
Phone 503-656-2172

www.coyotehobby.com

Email: info@coyotehobby.com

Monday- Friday 10:00 AM - 6:00 PM / Saturday
10:00 AM - 5:00 PM / Sunday 12:00 Noon - 5:00 PM



1224 Jantzen Beach Center, Portland, OR 97217
(503) 285-3917
www.islandhobbies.us



John Shirron's Nitro Planes Chipmunk
Built by Greg Agar



Editors Note: Jim Taylor actually won the Raffle, not the Great Pumpkin. Our apologies for any confusion this may have caused.



A one point landing



Greg Agar's Cap 580.
Shouldn't the propeller be turning????



Before



After



AMA CONVENTION 2008

Ontario Convention Center, Ontario, California

ADVANCE TICKET ORDER FORM

Advanced ticket offer expires December 28, 2007

Name _____

Address _____

City _____ State _____ Zip Code _____

Advance Ticket Price for Members

- One-Day Pass** _____ **\$11.00**
- Two-Day Pass** _____ **\$20.00**
- Three-Day Pass** _____ **\$27.00**

Advance Ticket Price for Non-Members

- One-Day Pass** _____ **\$13.00**
- Two-Day Pass** _____ **\$24.00**
- Three-Day Pass** _____ **\$33.00**

Children under six are free when accompanied by an adult.

Credit Card Number _____ Exp. Date _____

(Visa and MasterCard Only)

Please make checks or money orders payable to AMA.

FRIDAY
JANUARY 11
NOON-6 P.M.

SATURDAY
JANUARY 12
10 A.M.-6 P.M.

SUNDAY
JANUARY 13
10 A.M.-4 P.M.



Return This Form to:

AMA Convention 2008
5181 East Memorial Drive
Waukegan IL 60082

Questions?

Please contact us by phone at
(781) 297-1256, ext. 272 or 270
E-mail to
jmosby@medaircraft.org

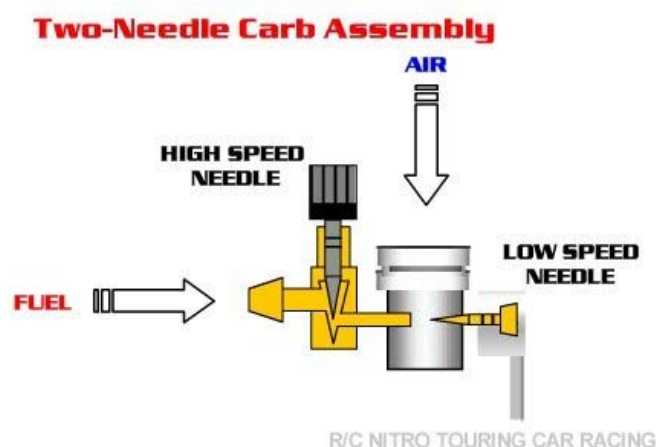
Nitro Engines - 101

For a nitro engine to run reliably and to produce maximum power, the carburetor must be adjusted correctly. The throttle body controls how much air enters the engine, and the needle valves meter the fuel. Most carbs have two needle-valve screws: the low -end and a high-end. Turning the adjustment screws in (clockwise) leans the mixture allowing less fuel. When turned out (counterclockwise), the mixture is richened and allows more fuel to flow through the carb.



Fuel is constantly delivered to the engine by the low-end needle (idle). As rpm increases to 2,000 to 3,000, the midrange, additional fuel is drawn from the high-end needle. The higher the rpm, the more fuel is drawn from the high-end needle. A properly adjusted carb will deliver fuel evenly throughout the entire throttle range to produce a smooth throttle transition from idle to full power. Always adjust the low-end needle first. The low-end mixture should be set as lean as possible but not so lean that the engine doesn't instantly transition from idle to the midrange. If the idle mixture is set too lean, the engine will hesitate and might quit when you advance the throttle quickly. If the idle mixture is set too rich, the engine will sputter and burble with excess fuel as you advance the throttle. You will know the mixture is correct when you advance the throttle quickly and the engine responds clearly and quickly. Set the high-end needle so that

the engine will produce maximum rpm without overheating. If the high-end is set too lean, the engine will sag and slow down as it overheats. Don't run your engine too lean, as this can damage it. If the high-end mixture is set too rich, the engine will run roughly and won't develop full power. It is better to run rich than lean. Make small needle-valve adjustments – 1/16 turn at a time for the idle and 1/8 turn for the high end. After each new adjustment, allow the engine to run for a short time, and continue to lean the mixture until the rpm begin to drop. When this happens, back the needle off ¼ turn (rich). Check the idle setting again, and you're done. If you do have to readjust the idle setting, readjust the high-end also, as both needles affect overall performance.



Remember, factors such as temperature, humidity, air density, and barometric pressure effect engine tuning. There is not one simple setting for your climate. You may need to tune your engine several times per day.



CCRCS MEMBERSHIP APPLICATION

2007

Applicants must be a member of the ACADEMY OF MODEL AERONAUTICS (AMA) before they will be accepted for membership in the Clark County Radio Control Society. (CCRCS)

The initial initiation fee and dues must be paid at the time of submission of application.

Dues are \$56.00 per year, or \$4.67 per month. (If you were to join in June your dues would be \$32.69) plus \$20.00 initiation fee. Any renewal sent in before March 1st will be discounted \$5.00. (\$56.00 less \$5.00 early renewal= \$51.00)

Any member of the same household or any person holding a Junior AMA Membership receives a 50% discount on dues!

YOU MUST submit a photocopy (or show proof) of your AMA card with this APPLICATION.

Applicant Information

Name _____

Address _____

City _____ State _____ Zip _____

AMA # _____ Phone# _____

Email Address _____

Radio Frequency (s) _____

Applicant Agreement

I, the undersigned, have read and understand the AMA National Model Aircraft Safety Code, and will abide by the CCRCS By Laws. Before flying my aircraft I will thoroughly understand the boundaries and rules of the CCRCS flying field

Applicant Signature _____ Date _____

Send this application and a check made out to CCRCS (along with a self addressed, stamped envelope if possible) to

CCRCS

c/o Steve Piper

2438 Lewis River Rd

Woodland, WA 98674

e-mail: rcsteve1@yahoo.com

Website: www.clarkflyers.com

Webmaster: Alan Cooper - exchoice@yahoo.com

President: Dave Agar — kamanhusky@aol.com

UPCOMING EVENTS

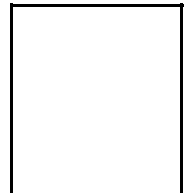
Sunday, December 9, 2007: Pearl Harbor Days
Canby Duster Field, Woodburn, OR
<http://www.dustersrcclub.com/>

January 11-13, 2008: 2008 AMA Convention
Ontario Convention Center, Ontario, CA
<http://www.modelaircraft.org/amaconvention.aspx>

February 9—10, 2008: Northwest Hobby Expo
Monroe County Fairgrounds, Monroe, WA
<http://www.nwmodelhobbyexpo.com/>

The Clark Flyer

P.O. Box 65566
Vancouver, WA 98665

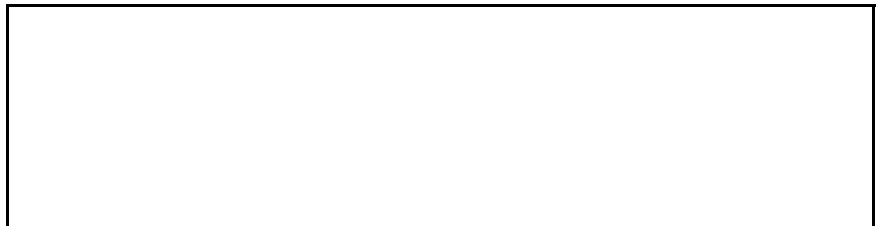


First Class Mail

Address Correction Requested



TO:



October Newsletter