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Barnstormers' Newsletter - October, 2022

President's Report

Barnstormers all -

NOTE: Monday, October 17 Meeting – 7:30 PM
Willamette Aviation Hanger
Aurora Airport
See directions at the end of this newsletter



While we need some rain bigtime, I hope everyone has been enjoying good flying weather at the field.



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Greg.

We will propose language for increasing the number of members we will accept since we are reaching the limit, though a number of people will drop out at the end of this year as happens every year.

We will see about voting in new members if we have room at this point under our current rules.

We need to discuss a calendar of events for next year.

The runway needs to have some more immediate work done to straighten out some of the depressions in it and smooth it out so we don't need floats for the winter.

Dean Zinter can report on the great tour we had last month through the Vans Aurora airport operations. Vans is the largest manufacturer of kit planes and have an extensive program and network to support pilots who want to venture into making an airplane.

Just a reminder about aircraft getting away from you. Be sure to retrieve it if that happens so we don't have issues with creating problems on the properties around us.

Please bring a 'Show and Tell' story if you have one. Want to hear about informative experiences we can all benefit from.

Be sure to bring your bottles and cans to the meeting Monday so Dave and continue his excellent effort at maximizing our redemption funds.

Regards,
Larry

Vice President's Report

Tailwheel Pilots,

Do you have a taildragger? Maybe a tailwheel warbird? These aircraft can be a bit difficult during takeoff and landing. As soon as I get a chance I will do a video on tailwheel aircraft.



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go. Immediately the front wheel will turn and the bike does a couple quick circles and most likely tips over. That is called a ground loop. This is why in full scale flight “you always fly a taildragger all the way to the hangar”. Even when taxiing, if you are not controlling the rudder/tailwheel that tail can ground loop.

Now, most RC taildraggers are fairly easy to taxi unless you have some crosswinds. However takeoff and landing can be tricky. On takeoff don't be afraid to add thrust very slowly. Ease into the thrust. Especially with a warbird with a large prop or a racer with a lot of power things can go wrong quickly if you add too much thrust too fast. The torque from the prop creates a serious control issue. (No gyro). Ease into the throttle, increase speed just a touch, get a little relative wind moving across the rudder giving you rudder authority/control. Let the tail come off the ground. Keep the plane on the runway (may need a touch of down elevator), steer with rudder while increasing speed for rotation. This will take practice but when done right gives you control and also looks very scale.

Now, my V1200 is a very fast taildragger. It has so much torque I only use about 50% thrust for takeoff. I use quite a bit of runway and let the airplane accelerate to flying speed. If I try and use close to full throttle the massive torque wants to roll the plane into the ground. (Again no gyro). Don't be afraid to use some runway. Let the airplane build speed. Even with the Boings and Airbuses we set a reduced takeoff thrust (reduced thrust prolongs engine life) then we let the aircraft accelerate to approx 165mph before we leave the deck. This takes quite a bit of runway.

My Corsair has a large propeller. Because of the torque and prop wash she's all over the runway unless I ease in the power until I have control with the rudder. Then I've got her!

Now for landing. When I try and land the Corsair with a three point full stall landing she tends to ground loop fairly easily. Some friction with the main gear tires, large prop, large heavy nose, crosswinds and yada yada make it difficult with RC models. Therefore I keep a little thrust in in the flare, land on the two main tires, hold a bit of down elevator to keep the craft on the ground and not bounce. This gives me enough airspeed to steer with the rudder. Then slowly bring the throttle back, let the tail settle to the ground as you go to idle. Ha, it takes practice.

In closing, the biggest tailwheel issue I see at the field is not applying a touch of down elevator when landing. This takes practice but right when the main tires touch down (as softly as possible) keep a little down elevator in to keep the plane from bouncing. Just a touch. Practice, practice.

Airspeed is everything. Cheers.

Kyle Huberd

United Airlines Flight Operations
Captain A320 SFO
Cell 503-475-5900



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Barnstormers RC Flying Club Meeting Minutes- September 2022

The September meeting for the Barnstormers was held at the flying field on Monday the 19th. **President Larry Hughes** opened the meeting an hour earlier than normal at 6:30 pm with 17 persons in attendance.

Larry stated that subsequent club meetings will be held at the Aurora airport Willamette Aviation classroom facility from October through April 2023. Larry thanked member Arnold Craig for his assistance and support of the recently held swap meet. Future swap meet events will allow for model flying activities to be conducted simultaneously.

Field Marshal Harry Lenz provided an update regarding field maintenance activities and a report that someone was dumping debris at the north end of the field. He also stated that there was someone flying a model aircraft after dark which is a violation of the club's operating rules. Harry also updated the club on the new 911 signage that will soon be installed at strategic locations around the field.

Treasurer Dick Shipley provided an update on the club's finances. Current balances for operations are \$2687.29 and the runway fund balance is \$15,598.20.

Recycling Officer Dave Tozer stated that the club's recycling efforts are improving. Current proceeds since the report last month came to \$323.50.

Acting Membership Chairman Dick Mitchell stated there were 3 new applicants to vote in. Upon acceptance of these applicants, this would bring the total membership to the limit at 125 persons as stated in the bylaws. The three persons voted into the Barnstormers are listed below:

Sean Patterson

Dan Heck

Les Fackrell

Larry mentioned again at this meeting that the Club needs to have a Safety Officer and is looking for someone to replace Curt Boardman, who resigned from that position recently.

Old Business-Dean Zinter confirmed the Van's Aircraft Factory Tour for Friday, September 23 at 1pm for those members that signed up.

New Business-John Wytsma was voted in as the new Club Treasurer to replace Dick Shipley. President Larry Hughes asked for a discussion on whether to increase the club membership limit. Opinions were varied on this and no motion to increase the membership



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Larry adjourned the meeting at 7:30 pm.

Hi from Runway Committee,

I am putting together some options to present to the runway committee. I am still trying to get grading contractors to at least give us estimates so that we can put together a realistic estimate.

If any member knows of a grading contractor whom I can contact for an estimate, that would be great.

When we do get a budget & a favorable bid for the runway grading, we will need a good number of members available for work parties to make this project come together.

I will work toward having a meeting with the runway committee before the November meeting to be able to give the membership some recommendations. More information when we have that for you all.

Meet one of our members Bob Hines,

Bob has been a member in the club for about 3 years. He's retired from positions as a truck driver and driving for Greyhound.

He's always been interested in aviation and so when he retired it was a natural transition to pursue RC Aircraft and talk airplanes with other club members. Bob is married and has 4 boys! Bob flies an Aero Scout to become proficient but would love to build a Kaos pattern ship after his skills have advanced somewhat. Introduce yourself when you see Bob at the field.



Field Manager's Report -

From Harry:

Hi guys From the looks of things It's pretty dry at the flying field. Be careful if you smoke cigarettes. I notice that there are several cigarette butts around the portable tables. Remember some of these tables have been used by pilots with fuel aircraft



And please police and pick up your cigarette butts, they don't decompose.

Thank you

John Wytsma - Treasurer

Our current Barnstormer balances are:

Key Business Saver (003)	\$15,698.33
KeyBank Basic Business Checking (376)	\$2,297.10
Paypal	\$20.00
Total Cash and Bank	\$18,015.43



Membership Officer's Report

Will outline the renewal next moth.

Thanks
Ed,

ed_mitchell_2000@yahoo.com
206-276-4187
21413 1215TH AVE SE
Kent, WA 98031



Flying Instructor's Report

Training will be conducted on Saturdays with sessions starting around noon, weather permitting. Be sure to factor in the wind because anything over 10 mph and or gusty conditions can be unproductive for new pilots.



Check out the weather link [HERE](#) or head to the club website: www.PortlandBarnstormers.org

Dan Phillips
503-692-5917
Danp52@frontier.com

Shout out to two great volunteers:

Over the last 6-7 years Dick Shipley and Dennis Vanassche have supported this club's finances and membership superbly. We have all benefited from the tremendous amount of time and coordination that was required in these 2 positions. They were diligent and kept us current and financially sound. Please thank them when you see them at the field for the many hours they supported Portland Barnstormers.



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Web Site & FAA Liaison

Registering our planes with the FAA is a requirement.

Registration is \$5 per individual and needs to be renewed every three years.

The FAA DroneZone faadronezone-access.faa.gov the only website where you can register. Visit the AMA government blog to learn about recent updates to DroneZone and for step-by-step instructions on how to complete your FAA registration.

Bill Whitsell



Good news, Jordan is keeping the store open on certain days during the winter. Stop in and get lunch and tell him you are a Barnstormer member and get a 10% discount.

A message from our neighbor Jordan at the Butteville Store,

We all put ourselves through different challenges in our lives such as, I won't eat cake today(that's my wife) or I'm going to make it to the gym every day this month (ugggh that's me). My challenge this winter is a tad different. My challenge is to come up with a new flavor of ice cream, every week, and introduce it on the weekend. I'll do this until we reopen full time in May. And I will make flavors worth getting into your cold car in January and making the trek down to our warm little store. When you do try one or two or all of them shoot me an email and let me know what you think. Who knows we might find a new Dirt or A+.



Let's talk about these winter store hours for a moment yes? So I know that we started our new store hours this last week and yes it was basically 80 degrees every day, but that should be changing soon, we think it's October right? To give you an idea what it's like to try to close your store when it's 80 degrees out at 2pm on a Saturday...well let's just say I didn't stop serving ice cream until 4 and I left a full deck of people enjoying their ice cream after I locked up and went home. So just so you know we are officially closed Monday, Wednesday, and Friday. We are open Tuesday for Tacos, Thursday for 3 homemade soups and griddled sandwiches, and Saturday and Sunday for our original sandwiches from 11-2 each day until May.

Thank you to all who came by and visit our historical store.

Jordan

971-400-6677

halfpintbrothers@yahoo.com



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We thank Brad for allowing us to use his software to draft our newsletters and distribute to our mailing list. Thank You.

Note from Brad:

Keep us in mind when your friends and neighbors start talking about a real estate move. Having someone you know and trust who also is in the top 3% in the state is a strategic advantage.

Brad Eaton
 HomeSmart Realty Group
 503-819-0702
 Brad.Eaton@EatonRealtyGroup.com
www.EatonRealtyGroup.com

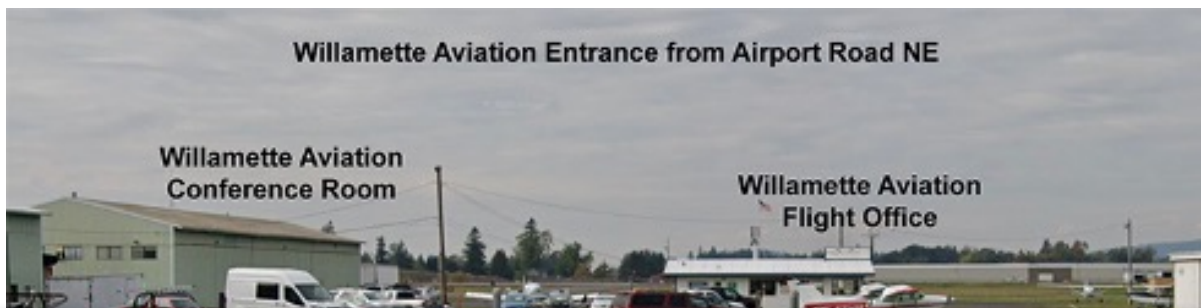
Directions to Willamette Aviation Conference Room:

From the north, take I5 to Exit 282A to Canby/Hubbard after crossing the Willamette River.

At first traffic light, turn left (east) on Arndt Road. At next intersection, a traffic light, turn right onto Airport Road NE. In 1/2 mile, turn right into Willamette Aviation through the gate. The conference room is to the left as you can see in the photo down below in this newsletter.

From the west, or northwest, take 219 South from Newberg to Champoeg Road, head east past our flying field through Butteville to Arndt Road and you run into the airport. Proceed through the Canby-Hubbard Cutoff intersection to Airport Road NE, turn right and go down to Willamette Aviation.

Coming from the south, most people should know where Aurora Airport is located since you probably pass right by it going to and from. Take 99E to Hubbard Cutoff and that goes right by the airport on the west. Turn east (right) on Arndt Road, then south (right) on Airport Road NE.



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