

**From:** Barnstormers RC jwytmsa.hotmail.com@1x1.bbsv1.net  
**Subject:** November 2022 Barnstormer Newsletter  
**Date:** November 17, 2022 at 7:20 PM  
**To:** john@wytmsa.com

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## Barnstormers' Newsletter - November, 2022

### President's Report

Barnstormers all -

**Remember:**

Monday, November 21 Meeting – 7:30 PM  
Willamette Aviation Hangar  
Aurora Airport



**Note:** There will be no December meeting so the next meeting in person will be Monday, January 16 – same time and place at Willamette Aviation. See graphic at the bottom of the newsletter for directions.



Well, I hope you have been able to get some good flying in, though these past two weeks have seen relatively good weather, aside from some windy and chilly conditions.

Since we have no new members to consider this month, we will hold off on any change to the bylaws about the limit on membership numbers since renewals are coming due and there will be members who decide not to continue. So, we should be OK by the time we hold our January meeting and can consider a change by spring.

Please do not forget – renew your membership now! The deadline is January 31<sup>st</sup> or you will be voted off the list. John and Bill Whitsell have made it relatively easy to renew online, so take advantage of the hassle-free process.

Harry is undertaking some runway work to try and correct some of the depressions in the runway but more may have to be done. Please be sure to let him know, if he doesn't already, what some of the issues you may be having are.

As always, please bring a 'Show and Tell' story if you have one. We had an excellent presentation by Dave Tozer last month on the work he had done when teaching from the early '70s on. It was very informative.

Also, be sure to bring your bottles and cans to the meeting Monday so Dave and continue his great contribution towards maximizing our redemption funds. If you are not able to make the meeting, please have a wonderful and safe Thanksgiving and Holiday Season.

Regards,  
Larry

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## Vice President's Report

Good day my fellow Barnstormers! Wow am I missing the field. I've been too busy lately to get out very much and I'm having withdrawals.



Let's have a quick chat about trees. Very tall trees. This is a chat we need to have on a regular basis to remind ourselves about our very tall trees. You all know the trees I'm talking about. The real Bermuda Triangle has less aircraft fatalities than our own Butteville Bermuda Triangle. THIS is not a discussion for the junior/newbie pilots. As a matter of fact I tend to see more experienced pilots fall to the Bermuda Triangle.



A few months back we had a member fly deep deep into the Bermuda Triangle. I decided to investigate and see if I could recover the large cub. I made my way into the dark dark abyss that felt like another planet. I was alone, very alone. While I was extremely scared, started shaking, was instantly lost and pee'd in my pants a little..... I pushed on. (Not really). I was amazed to find aircraft parts scattered around. I found landing gear, tails, control surfaces, canopies etc. etc. I often wonder just how many airplanes the Triangle has taken over the years.

There she was! 5 feet off the ground in a tree. The large cub glowing vertically in the shade of the large green monsters. Actually very little damage, I was amazed.

So, why do we continue to fly perfectly good airplanes into the Bermuda Triangle. Simple, the most common is, its hard to judge the distance of different size aircraft. A lot of us fly a small bird then turn around and fly a huge bird. Hard to judge.

How do we avoid the Triangle? The answer is this. Always have sky behind your aircraft at all times until you are assured your distance judgment is correct. Never have the trees behind your airplane. So.... turn just before the trees or maybe above the trees so you have clear skies behind your aircraft. It really is simple. We like to be precise and professionally square the turn from base to final but relax a bit and make a small adjustment. I usually turn final just before the site line of the trees. Approximately a 20 degree angle approaching the runway on final. I fly towards myself until I know I'm WELL inside the trees then I bank the aircraft to the right a bit and line up on the centerline. Then I roll it on... 1 out of every 43 landings.

Airspeed is everything. Cheers.

**Kyle Huberd**

United Airlines Flight Operations

Captain A320 SFO

Cell 503-475-5900

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**Hi from Runway Committee,**

From the runway committee, we have met with two earthwork contractors and we are waiting for their return proposals. I hope to have a proposal to give to you by next newsletter

waiting for their return proposals. I hope to have a proposal to give to you by next newsletter.

Thanks,

Curt Boardman

Have you forgotten someone's name, awkward?

How many times have you gone to the field and see someone who's name you should remember but forgotten. You know you've exchanged names before and now it is awkward to ask again. Well now we have a solution. We are building a Picture Contact List, as seen below, that you keep in your equipment box or other spot that will provide you a name that goes with that face you recognize. There is over 120+ members and we may not recognize them all, but with the new Contact List it will be easier to connect and remember.

So far we have we have 28 members in the directory, to complete the list I ask that you have someone take a picture, or take a selfie at arm's length, and send it to this email address: [treasurer.barnstormer@gmail.com](mailto:treasurer.barnstormer@gmail.com). Please note barnstormer singular. We will complete the contact list and post it on the web site under the Member's Only section where you can download and print for your use.

Thanks for helping,

### Barnstormer Contact List - Directory

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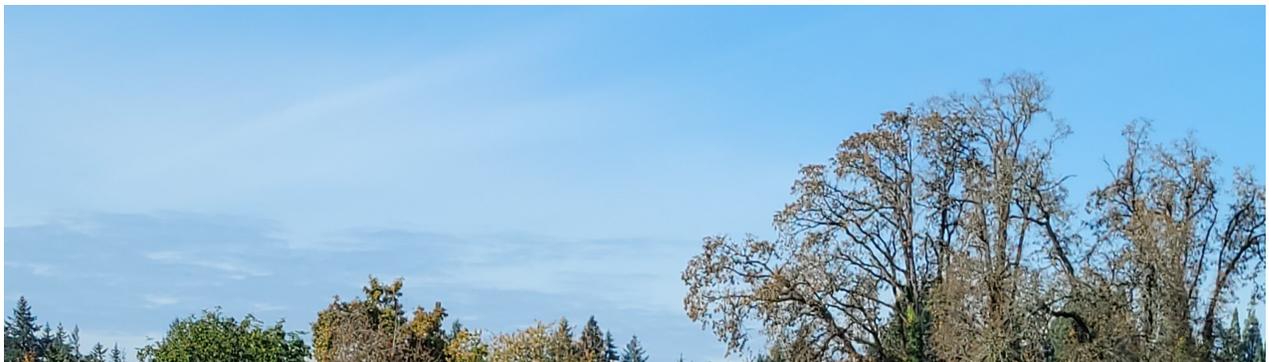
## Field Manager's Report -

From Harry:

Well now that weather is upon us, flying is hit-or-miss based on precipitation but more importantly temperature and wind. I went out on twice this month to roll the runway and our grassy areas.

Members have shared that they think it is helpful and keep things level. I will do it again after we get some more soaking rain.

Thank you,  
Harry





## John Wytsma - Treasurer

To date we have received 25 renewals for 2023 and 3 resignations. Most members are using PayPal to make their payment. Please get your payment in by bringing a check to the meeting or using PayPal.



PayPal account link for payment is [treasurer.barnstormer@gmail.com](mailto:treasurer.barnstormer@gmail.com)

We continue to improve our savings status!

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## Membership Officer's Report

Hey guys, please bring your check to the meeting this month. No need to procrastinate and saves you the price of a stamp.

Thanks  
Ed,

ed\_mitchell\_2000@yahoo.com  
206-276-4187  
21413 1215TH AVE SE  
Kent, WA 98031



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## 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.PortlandBarnstomers.org](http://www.PortlandBarnstomers.org)

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



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## Web Site & FAA Liaison

The project to move our club data into its own Drop Box is complete. It's a great resource for sharing/storing data and linking data to our website. Every month, I make minor updates to the website.

Bill Whitsell

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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](http://www.EatonRealtyGroup.com)

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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.

