

Dusters News

November 2005



Duster Field was attacked this fall, with an apparent infection of P-38-itis. **Ken Solomon** shown here in the break -in process with his .

Ken was first in the air with his profile boomed Great Planes kit

"The kit is good although overly complex, built too strong and produces a heavy plane. "

"The kit is advertised to weigh 4 to 5 lbs. Mine with OS 25 engines came in at 5.75 lbs."

"It flies well but you must carry a lot of power and speed on final because of weight. It is a good looking kit and costs \$99. I use large wheels because of grass."

"The 25 size engines perform very well. I think it would be marginal with the 15's the plans call for."



First Flight



At Last.....

What began as a faulty fan in my computer power supply evolved into a blown power supply, a high voltage electrical surge, a blown motherboard, hard drive, all the cards and the loss of everything I had ...not backed up!

How many times did I say "I should start burning some disks.."

So, I'm starting over, with a rebuilt newsletter format that might be a work in progress for the Month of November....

Plenty of action at the field though, as early November rains broke often enough for stick time while the end of the Month provided some of the most perfect flying weather available...

Nothing like cold dense air to make engines run, wings lift and propellers pull.....

-jay



Gary Norton director of finance for the US Scale Masters Association presents to **Terry Criswell** a new Kondor Model Products P-38 Lightning with two OS 65 engines. The winning ticket was drawn at this years National Scale Masters event held in Phoenix Arizona.

"I bought 5 tickets on the Scalemasters web site for \$25.00. I bought the tickets to support Scale Masters. I never thought I had a chance ."



Inside:

*Pearl Harbor Days
Field Action*

Meeting Action and Dues Reminder

Meeting Notes

As many of you are aware, there was no **Executive Board Meeting** in October.

I would like to take this opportunity to remind everyone that you are welcome to the board meeting to be held **Monday, November 28th.**

Should you have any items you wish to see included on the agenda, and are unable to attend, don't hesitate to contact a club officer.

Our next **General Membership** meeting is Monday, **January 22, 2006**



Dusters Meeting Schedule Fall and Winter 2005-2006

Oct. 24, 2005 7:15pm
Executive board meeting

Nov. 28, 2005 7:15pm
Executive board meeting

Dec. No Meeting

Jan. 22, 2006 7:00pm
General Membership meeting

Feb. 27, 2006 7:15pm
Executive board meeting

Mar. 27, 2006 7:00pm
General Membership meeting

Apr. 24, 2006 7:15pm
Executive board meeting

The above meetings will be held
at:

Raymond James Financial Svc
354 N Pacific Hwy
Woodburn, OR 97071



The Skyknights Annual

Pearl Harbor Days

Dec 4th at Duster Field

9:00 AM

This is a spectacular spectator event, as well as a chance to fly that old reliable hangar queen, one more time.

Timed events with numerous planes in the air produce plenty of fast paced action.

Bomb dropping capability a plus.

Hot concessions are an added bonus as the Dusters Kitchen Crew pull out all the stops.

Make plans now to bring the family out to this annual event held at our field by the Skyknights

Sealing that Engine Compartment

I have found the most effective engine compartment sealer to be a good heavy coat of Rustoleum, high gloss paint. This is a polyurethane enamel, sold everywhere.

This not only seals the woods, but also seals the edges of the covering that end in the engine compartment.

This product is fuel proof and tough. I have left engine areas uncleaned for months and have no sign of paint wrinkling or peeling.

If you have any doubts about toughness, spray a test block, set it aside for several weeks, and then try to sand it...you will see what I mean !!

-jay

WHAT??

Can you believe this?

The Dusters want to give away a sparkling new
O.S. Max 46AX?

Are you aware, that in return for paying your dues by the January Club meeting, you automatically qualify for a better than 1 in 50 chance of owning this pearl of an engine?

That's Right...all members with membership dues of \$60, paid by January 22, are eligible to win!!

The drawing will be held at that club meeting.

Don't miss your chance.

Dues can be sent to our Treasurer:

Dale Nelson

Nelson Financial

PO Box 225

Woodburn Oregon, 97071



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The **O.S. Max, 46 AX** introduces a new sleeve material, "ABL" for Advanced Bi-metallic Liner.

Still no chrome, or true ABC construction, as chromium is presently a dangerous toxin in Japanese society.

This is apparently an attempt to correct a documented history of O.S. Nickel plating failures in their previous liners

These engines currently flying at our field exhibit even more of the usual O.S. power and trouble free operation.

I have noticed that this engine has a propensity for tank pressure, as they will not richen out with vent pressure alone.

This engine, despite the impressive power available, is a fuel sipper. It will run 25 % longer than it's Chinese built competitors, and do it consistently!

This engine runs strong, however run lean, it will take out a plug or two, especially during the break in.

As usual, OS has a winner here. This is a reliable, powerful, cost effective engine!!

Model Aviator Photos



The Model Doctor sez:

Did you ever have a problem where your wire landing gear seems to get weaker and weaker. A possible solution is to remove the gear from the airframe and remove all the hardware from the gear wire (i.e. - the wheels, collars, pants, etc). Preheat your kitchen oven to 450 F degrees. Place the wire on a cookie sheet in the oven for one hour. Turn off the oven and let the gear and the oven cool down together. Don't try to speed up the cooling process! What you have just done is to re-temper the music wire and you should have put new life into that old gear. Note that soldered joints should not be harmed as solder doesn't melt until about 700 F degrees. Note: This hint assumes you have used a high temp solder (silver solder or other low lead solders). Some solders will melt at low temperatures and possibly leave lead deposits in your oven. Be carefull





Jim McLucas Showing everyone that it is possible to relax and fly at the same time, especially if you have been at it as long as Jim has.



Jim Hammock, Salem Oregon with a beautiful Balsa USA Phaeton 90 Super Tigre 2000.



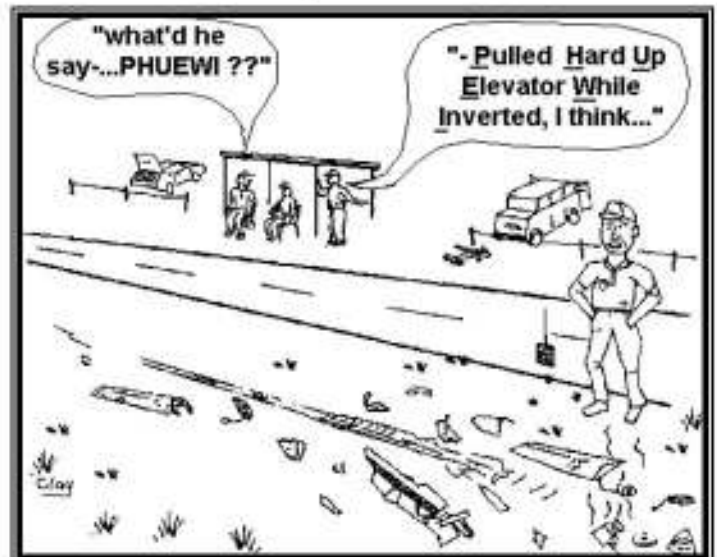
Kevin Kennedy after the first flight on his O.S.46 AX powered Skylark. Solid Flyer



Cliff Farnham replaced his vibrating Fuji 50 gas engine with a new one.. Great Planes Extra 300 now performs like a dream. This is an extremely stable aircraft.



New member **Chris Christopher** of Hood River, with his modified Phaeton 90, Super Tigre 2000.



Gus Opal has some aircraft looking for a home,

Sig Rascal 110 seen at right, Peoples Choice at 2004 Bigger Bird. Saito 1.50 and a graceful flyer!!

Kyosho Stearman seen at right, 40 size with an OS .52 Four Stroke. Not Flown

Jack Strafford OE 1 Bird-dog, as seen below right, with flaps and a Saito .80 Honest Flyer

Piper Cub, with an OS .70, 4 stroke

A complete .46 powered **Sig Kadet**

Several .46 engines!

If you are interested in any of this equipment, please give Gus a call at

503-982-8597



Officers and Phones

| | |
|---|--|
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NAVIGATION

I-5 Exit 271

West on 214 to Butteville Rd.

South on Butteville to Le Brun Rd

West on Le Brun Rd. until you Cross the Tracks

Look left, towards Duster Field

