

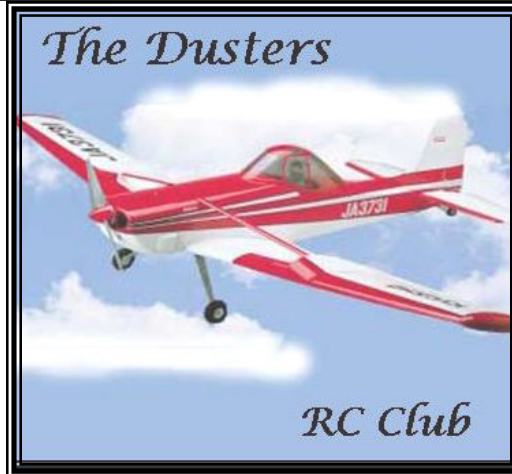
Dusters News



We caught **Mike Reilly** at Duster field, wringing out his large scale Cap 232. I was so astonished with his flights, I didn't get any relevant information about the plane. It is realistic to note, however, that plane and pilot flew well.



We caught **Chris Christopher** flying his new mistress, Tony Thomasian's "old" Extra 330. We couldn't wipe that grin off his face, so we decided to take his picture and put it in the newsletter. This is the result.



Yes, Yes, I know I am late with this issue. I will call it another unfortunate consequence of my annual rocket ride through the Holidays.

It is with some trepidation that I watch Halloween approach, for I know from a lifetime of experience that the last day in October sparks the beginning of what I frequently refer to as the rocket ride...a smoking two month blur of activities and events that typically end on a New Years Day, with that "what happened" look on my face.

But through it all, I always manage to find solace in the world of model flying. (I always get my next projects on Christmas) So lets get on with, and here's hoping we all find some peace in our modeling activities this season!

-jay



This is **Jeremiah Vinogradoff's** second airplane !! A .90 sized Seagull Yak 54 with a 1.20 for power and very professionally done. This one first flew in October, and like all versions of the Yak seem to, flew in a very outstanding manner. Congratulations, Jeremiah, on a job well done

As Usual

This space in this column is reserved for our Monthly Meeting Notice.

This month, our meeting can be found upstairs at Nelson Financial at 7 PM on Monday, the 26th of November.

In addition to an always exciting agenda, this is also an excellent opportunity to sample the finest baked goods produced in the Criswell kitchen.

*Inside: Meeting Notes
Flight Tips
Classified*

Meeting Notes

The October meeting of the Dusters came to order at 7:00 Pm on October 22nd, 2007 in the conference room at Nelson Financial.

There were 9 members present.

Minutes were read and approved as well as the treasurer and field officer report. All revealed we are in good financial and physical condition. The fall fertilizer has been administered to the field, the lease is paid and we have money and 2 CD's in the bank. These are all signs of a very healthy club.

Terry did ask the Newsletter editor to remind all that our dues will soon be due. Current planning includes another January drawing for a prize to be awarded to an eligible member who has paid his dues. More in the next issue I am sure

New Business:

The first topic discussed was the idea of an IMAC Boot Camp to be conducted at our field. This is an idea that has been discussed before, but has not found a champion who will consistently press forward with the planning and organization that an effort of this magnitude requires. In light of the fact that this has not seemed to generate the club's interest, it was decided to table this idea at this time.

The Bigger Birds over Woodburn event will be a two day affair this year. Dates are June 28th and 29th. There will be a \$10 landing fee charged at this years event.

The club has also been approached with the idea of a Scale Masters training session. Topics covered include scale flight maneuvers, judging and a general question and answer format. The field would remain open for sport flying during this session or sessions. This program is in response to a Scalemasters desire to develop a training protocol for more widespread use. The Dusters voted to authorize Rick Dunn to proceed with planning for this event. Dates will be determined in the near future.

The next item up for discussion was the condition of the roof on the canvas covered Quonset structure on site. Various vendors and pricing were discussed, including the original manufacturer. Pricing will be collected and presented at a meeting in the near future, as the present material is nearing the end of its useful life.

The new Porta Potti will be delivered to the field by the end of October. The present one will remain on site and locked unless needed for events.

It was suggested that the newsletter would be more effective in rallying members to meetings if it was published by the Wednesday prior to the Monday meeting night. This was agreed to in principle and a new effort will be made to get this done.

Earl concluded the meeting with a history lesson involving the amazing George Welch. One of two American fighter pilots airborne during the Pearl Harbor attack, Welch went on to finish the war and then attack the sound barrier in the F-86 fighter...before Chuck Yeager and the X-1. There is an outstanding write up on Welch that can be found @ home.att.net/~historyzone/Welch1.html or just type *amazing George Welch* into your search engine for access to some very interesting history.

Fuel Drawing winner was Francke Snow... Terry Criswell won the gift Certificate and the perpetual drawing name chosen for the \$100 was Larry Kniskern, who was not present.

Next club meeting is Monday, November 26th, 2007 at Nelson Financial.



Letter to the Editor:

Dusters:

I see by my received mail that my AMA membership dues are due. When I write the check to AMA I also write a check for my club dues. By doing it this way, I do not forget or put off sending my check to the club.

Members who have paid their dues for 2008 before or during the January 2008 club meeting will be entered into a special drawing. Last years winner received a new OS 46 AX engine. This years prize will be just as valuable.

Last year we were receiving membership renewals into June. I would like to see all renewals paid by the first of March.

The annual dues are \$60.00!

If you are under 18 your membership in the Dusters is free but you need a current AMA membership. Make check payable to.

The Dusters

then

Mail to:

The Dusters

PO Box 225

Woodburn, OR 97071

Of course, you can also bring them with you to the monthly club meeting, or you can also give your check to any Club Officer at the field,. Bring it with you when you come to the field.

Terry Criswell

Eliminating the bounce in your landings

In order for a taildragger not to tip over on its nose, its wheels must be ahead of the center of gravity (CG). As it is further forward, it can tolerate rougher ground and the tail wheel can get a better grip on the ground, but the tendency to bounce is worse. But when a taildragger lands, the impact of the main wheels tends to push the nose up, increasing the angle of attack, lowering the tail, and increasing lift—and the airplane is flying again. Eventually, air speed is reduced, and it falls to the ground again, maybe harder. The nose is rotated, and the airplane becomes airborne once again. This process will continue until all flyable air speed is exhausted. The aircraft may continue bouncing due to a phenomenon known as “loping.”

Loping occurs in a taildragger when the bounce of the main wheels causes the tail wheel to slam into the ground while the main wheels are still in the air. Then, the tail wheel bounces, slamming the main wheels onto the ground. This argument between the front and rear continues until momentum is lost. But the severity of the loping can increase in the interim.

Loping can occur in trike-gear aircraft as well. If the nose wheel strikes the ground before the main wheels do, the nose is pushed up severely, slamming the main wheels onto the runway. Being behind the CG, the rebound of the main wheels rotates the airplane forward so the nose wheel slams down again, maybe harder than the first time. The process repeats.

Loping in a trike airplane can start with taxiing. If the main wheels hit a bump, weight is shifted forward onto the nose gear. It rebounds, returning weight backward. This pingponging can grow, especially if the airplane is accelerating. The only way to stop it is to stop the airplane. The longer the distance between the main wheels and the nose wheel, the greater the tendency to lope. Loping also increases if the main wheels are too far aft of the CG. Stiff struts and bouncy wheels aggravate matters.

Trike gear has less potential for bounce because the main wheels can be placed closer to the CG. When the main wheels touch down, the impact lowers the nose and the angle of attack, reducing lift. Some trike-gear designs actually have negative angles of attack when sitting on all wheels. This holds the airplane on the runway. Trikes have more positive ground steering because the nose wheel makes firmer contact with the runway than a tail wheel, especially at higher speeds.

Another little-known cause of bounce is main wheels that are too far apart. This may be shocking because this practice is generally considered good for ground handling. It usually is because it improves directional stability when rolling along the ground. What happens when the airplane lands and one wheel hits the ground before the other? A lateral form of bounce occurs from one wing to the other.

One might think that soft tires and springy struts would increase bounce. Not so. More often, bounce is aggravated by the landing gear that is too stiff. *Rigidity does not absorb energy; it reflects it.* The hardness of the runway contributes to bounce for the same reason. the uncontrollable bouncing that occurred.

**R.C. Modeler N.W.
Month of November 2007**

MERRY CHRISTMAS to ME!

**"Flight Simulator"
Real Flight G 3.5
sale price \$159.99**

**Hanger 9 FS One W/ Controller
sale price \$149.99**

**ALSO:
Factory rebates on O.S. four stroke and
multi
cylinder engines**

Searching for the Perfect Windy Weather Airplane

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's just common sense—but for someone with experience, the wind should be another challenge to add some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of airplane you're flying also has an effect on your ability to handle winds. Let's go through some airplane design features and see which ones have the best flying characteristics to handle winds and the resulting turbulence.

Size: In general, the larger the airplane (everything else being equal), the better it will handle winds of all kinds. They don't "flop around" as much!

Dihedral: The more dihedral in an airplane's wing, the more it is going to be affected by crosswind gusts. It is hard to keep the wings reasonably level, and therefore, lineup to the runway is difficult in a crosswind situation.

Wing loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and the lower aspect ratio wing has a greater tolerance to changes in angle of attack caused by gusts.

Power: It's pretty obvious that having the power to overcome the forces provided by the wind is a must. The same goes when you get into a sticky situation.

Lateral control: Ailerons are very beneficial in a crosswind, in landing, and in takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping the wings level with aileron during landing.

Landing gear: Tri-gear airplanes are easier to land and take off in a crosswind than taildraggers. The wider the spread on the main gear, the better.

Maneuverability: This one's a bit harder to quantify. You want an airplane with stability, yet you do need good maneuverability to cope with wind gusts. So you want an airplane that is stable, yet responsive.

Wing mounting: Generally, a low wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. So the low wing airplane is not rolled by a side gust as easily. Also, by mounting the main landing gear on that low wing, you can spread them out wider.

It's unfortunate that almost every item above is in opposition to the characteristics of popular trainers, the main exception being the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Cadet Mk2. While the Seniorita is a bit slower and easier to fly, the Cadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane to fly in windy conditions.

In closing, I offer Confucius' only know saying about Radio Control flying—"To learn to fly in wind, one must fly in wind."

the late **Clay Ramskill**

Items for Sale

1) The plane is a **Stinger 120** with very little flight time it includes:

- a) Super Tiger ST2000 with installed Ignition
- b) A smoke oil pump with 4 Gallons of Smoke Oil
- c) A Futaba Radio already installed

The asking price is \$385.00

2) The Plane is a **Balsa USA Airbatic Pro**. It is completely built and Ready to Cover it includes:

- a) A Brand New OS 108 engine that has never been run.
- b) 11 servos installed in the plane
- c) It comes with Stits Giant Scale Covering to cover the plane with
- d) It includes a Futaba 7 Channel receiver installed

The asking Price is \$375.0

3) The plane is **Carl Goldberg J3 Piper Cub** anniversary cup edition with a 76 inch wingspan which is framed out and the wing is half finished. It includes the following:

- a) The engine is a brand new GMS 2000 .61 size which has never been run and comes with a Pitts Muffler
- b) It also comes with 4 Rolls of Monokote Covering

The asking price is \$275.00

4) Have a number of battery chargers for R/C

5) Also have a large number of back issues of Radio Control Modeler, Model Airplane News and Model aviation to give away.

please **contact Leroy Bates at: (503) 436-2220** for additional inquiries.



Good Deals Abound

Wattage dual output PF-12 charger

Will charge both TX and RX at the same time.

Will charge both Ni-CAD & Ni-MH batteries.

Charge up to 2,000 mah battery.

Input current, can be 120 outlet, cigarette lighter or any 12-volt battery.

New price: \$80.00; will sell for \$40.00

Thunder Tiger Engine

Pro 46 BB ABC with/muffler

New price: \$85.00; will sell for \$40.00.

Package Deal

Sig 1/4 scale clip wing Cub

(Hazel Sig Cub) Have pictures for documentation.

Saito 150, used very little

Kit and engine for \$350.00.

Contact Earl Cox

503-266-3098

ewcjcc@canby.com

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



2007 Dusters Officer Roster

President: Terry Criswell
503-378-0473 trcjsc@aol.com

Secrtry/Newsltr: Jay Penninger
503-472-4067 jpennin@verizon.net

Vice President: Bob Hoover
503-393-2446

Safety Officer: Cliff Farnham
503-620-2590

Treas/Membrshp: Dale Nelson
503-981-0710 dale.nelson@raymondjames.com

Field Maintenance: Gus Opall

Webmaster: Terry Criswell

Chemical compatibility of common finishing materials

	Polyurethane	Acrylic Enamel	Epoxy Enamel	Alkyd Enamel	Acrylic Lacquer	Butyrate Dope	Nitrate Dope	Aero Gloss Dope	Du-pont 305	Poly Resin	Vinyl Spackle
UNDER OVER											
Vinyl Spackle	C	C	C	C	C	C	C	C	C	N	C
Poly Resin	C	C	C	C	C	C	C	C	C	C	C
Dupont 305	C	C	C	C	C	C	C	N	C	N	C
Aero Gloss Dope	C	C	C	C	C	C	N	C	C	C	C
Nitrate Dope	C	C	C	C	C	C	C	C	C	C	C
Butyrate Dope	C	C	C	C	C	C	N	N	C	N	C
Acrylic Lacquer	C	C	C	C	C	N	C	N	C	N	C
Alkyd Enamel	N	N	N	C	N	N	C	N	C	N	C
Epoxy Enamel	C	C	C	C	C	N	C	N	C	N	C
Acrylic Enamel	N	C	N	C	N	N	C	N	C	N	C
Polyurethane	C	C	C	C	C	N	C	N	C	N	C