

WMC Patter

Willamette Modelers Club

Vol. 62, No. 3. May-June, 2023

Official AMA Charter Club #536



Contest Report Issue

See inside for reports on the Indoor Finale, a trip to Lost Hills and the Nor'Cal Champs, and the entry form for the August NWFFChamps.

Next Club meeting will be after the outdoor season..

...Around Dist XI...

The outdoor season is soon upon us. Meets in California and Washington loom large. More info on some of them inside this issue. Here's the current schedule:

| | | |
|-----------------|---|-----------------------------|
| May 20-21 | SAM 8 Spring Opener Meet at Elma, WA | Dona, and Tilse, CDs |
| June 17-18 | Three Amigos Small field meet at Tumalo, OR. | B. Hannah, CD |
| June 24-25 | SAM 8 June Contest at Elma, WA | Dona & Tilse, CDs |
| Aug. 16-20 | NWFFChamps/5 Days in Tangent at Parker's Field, OR. | Hannah & B. Grell, CDs |
| Sept. 8-10 | Annual SPOT Meet at Parker's Field, OR. | B. Grell & G. Gilbert, CDs |
| | NW FAI Challenge/Tangent Classic at Parkers Field | Blake Jensen, CD |
| Sept. 29-Oct. 1 | WMC Fall Annual contest at Parker Field, OR | G. Grell & R. LaPrelle, CDs |
| Nov. 10-12 | Dual Clubs Annual FF Meet at Lost Hills, CA. | Fresno GMAC&Orbiteers |

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The Reports of My Demise are Greatly Exaggerated

In the last issue of Patter, the minutes from the club meeting covered the nomination of several of our departed members to be added to the WMC Wall of Fame. Those named were Tom Kopriva, Larry Well and Bob Staley. Shortly after the newsletter was mailed came a postcard from Chuck O'Donnell which I quote, "Dear Bob, I got the newsletter last week announcing Bob Staley's death. I got a birthday card from him this afternoon. Either the USPS is slower than we thought or he's actually still alive."

Well, good to know. I'll venture Bob is still alive!

Canadian Entrants Get Free Admission,

At the May 13 Unmeeting of the WMC, the club voted to not charge an entry fee to our Canadian fliers at the NWFFC, since the AMA now requires foreign contestants to join AMA.

This applies only to the basic \$35 entry fee. Entry in the various rounds events will still be charged. Standard fees will apply at all other 2023 outdoor meets.

A Summary of AMA Rules Proposals and Actions (Preliminary vote)

FF-1-3 withdrawn

FF-04-Reduces motor runs for E-36 and A Electric. Juniors maintain current motor runs. Flyoffs begin at 4th flight after 3 maxes. Reduces flyoff motor run to 4 sec. at 6th max. (Failed)

FF-05- B Electric event reduces flyoff motor run, increases max during flyoffs, Prohibits gearing and flappers. (Failed)

FF-06. Aligns E-36, A and B electric motor runs and maxes to be the same as Cat. III Gas events. (passed first vote)

FF-07. Requires RDT in A and B electric. RDT must also stop motor. (Failed)

FF-08- Establishes two categories of motor runs and maxes depending upon field size/obstructions. (Failed)

FF-09- Requires contestant to be entered an event to set an AMA record. May not set a record in multiple events with the same set of flights (passed first vote)

FF-10 - Requires RDT for A and B electric models (seems identical to FF-07 above) (Failed)

Gen-01 - Allows each category to opt out of multiple event record setting rules - (Passed first vote)

Gen-02. Would allow the use of premade or premanufactured propellers in Indoor events (currently prohibited) (Failed)

IFF-01 - Allows setting AMA records in multiple indoor events with one entry or flight. ((Passed first vote)

IFF-02 - Allows use of premanufactured props in any applicable indoor class. (similar to Gen-02 above) (Failed)

Contest Board Results (Continued)_

IFF-03 - Limits area of horizontal stabilizers to 50% of wing area in A-6 class. (Failed)

IFF-04- Raises the minimum weight of A-6 models from 1.2 grams to 1.4 grams.(Failed)

IFF-05 - Allows commercially available prop hubs for applicable indoor classes. (Failed)

Officers of the Willamette Modelers Club, 2023

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Editorial Assistants: Glenn Grell, Bruce Grell, Roger LaPrelle, Linda Grell does the mailing labels, Garyanna Stalick provides the goodies.

Subscriptions and memberships: Dues for WMC membership is now \$15 per year, which begins in January. Subscriptions are also \$15. Membership give you a member card and decal, and the right to vote at WMC meetings. Send your dues or membership \$\$ to Bob Stalick or to Linda Grell (addresses above), and thanks

April 1 & 2 Indoor Meet--The Results

| IHLG - 1 entry | | Cat. Glider - 1 entry | | No Cal Scale - 5 entries | |
|--|--------|----------------------------|--------|--------------------------|-------|
| Robt. Hauk | :18.87 | Bob Stalick | :54.21 | Mark Allison (Heinkel) | 3:55 |
| | | | | James Alderson (BF-135) | 2:34 |
| | | | | David Cammack(Stallion) | 1:50 |
| Pistachio Scale - 2 entries | | Peanut Scale - 3 entries | | AMA Scale - 5 entries | |
| Mark Allison (Lacey) | 1:20 | Robt. Hauk | 2:33 | James Alderson (Cessna) | 1:41 |
| | | Mark Allison (Chambermaid) | 2:07 | Robt. Hauk (Stinson) | :54 |
| | | James Alderson (BD-4) | 1:11 | Mark Allison)BAT) | 1:17 |
| Moorhead Event -2 entries | | Bostonian-2 entries | | P-18 - 5 entries | |
| Jim Alderson (A-9) | 1:31 | James Alderson | 2:24 * | Robt. Hauk | 2:29 |
| Robt. Hauk | 1:16 | Robt. Hauk | 1:33 | Roger LaPrelle | 2:17 |
| | | | | David Cammack | 2:17 |
| Noon Mass Launch P-18 - 7 entries | | Interm Stick 1 entry | | Coconut Scale - 1 entry | |
| David Cammack | 2:26 | Mike Altig | 7:15* | Mark Allison (Skylark) | 1:13 |
| Roger LaPrelle | 2:16 | | | | |
| Robt. Hauk | 2:05 | | | | |
| Others Flying Mass Launch were: Eric Baxter, David Still. Mike Altig. Jim Alderson | | | | | |
| Ltd. Pennyplane - 2 entries | | A-6 - 1 entry | | F1L - 2 entries | |
| Jim Alderson | 4:03 | Jim Alderson | 1:49 | Mike Altig | 6:22* |
| Robt. Hauk | 3:12 | | | James Alderson | 6:10 |

*Indicates new site record set at this meet

Indoor Records at SAHS Since 2021

The following are the top scores per duration event since the no touch rule was enacted in December, 2021.

| Event | Date Set | Time | Flier |
|-------------------|----------|--------|----------------|
| IHLG | 01/22 | :59.40 | Tom Stalick |
| Std. Cat Glider | 02/23 | :69.50 | David Cammack |
| Bostonian | 04/23 | 2:24 | James Alderson |
| P-18 | 02/23 | 2:44 | Robert Hauk |
| Ltd. Pennyplane | 02/23 | 7:07 | Mike Altig |
| A-6 | 02/22 | 5:11 | Mike Altig |
| Ornithopter | 12/21 | 2:04 | Tom Stalick |
| Mini Stick | 12/21 | 1:19 | Tom Stalick |
| F1L | 04/23 | 6:22 | Mike Altig |
| 1/2A | 04/22 | 3:57 | James Alderson |
| Jr. Interm. Stick | 03/23 | 7:15 | Mike Altig |

April 1 & 2, 2023 Indoor Meet Report by Bob Stalick, CD

The weekend was forecast to be blustery and rainy, and it lived up to its promise. I expected a lower than usual turnout for this two day meet and Symposium, but I wasn't expecting only seven contestants signed up as of Saturday. The day was spent with a lot of test flying and few officials. As usual, we broke for dinner at Elmers at around 5 pm, and came back for the start of the annual symposium in the evening. The Symposium was better attended than the flying events, and excellent presentations were enjoyed by those present. See elsewhere for a complete review of this event written by Robert Hauk.

We had a total of 14 entrants. A good turn out for our meets. I am impressed by the standard of flying in the P-18 event. This beginner's event continues to draw folks who are new to indoor, and they are doing well. Roger LaPrelle and David Cammakc are real newcomers to indoor, and both have posted some excellent times. I am still awaiting a 3 minute flight, but some are closing in on it. This meet was the first with the new records posted, and three were broken at this meet. James Alderson upped his time in Bostonian holding onto his record. Mike Altig did the same in Intermediate Stick and F1L. In fact, James Alderson broke his old F1L record by posting a 6:10, 25 seconds better than his April, 2022 record. But with the last official flight of the day, mike altig bested James by 12 seconds and now is the new holder of that record. Mike's flight was interesting in that it really never got too high , maybe 25 feet or so, and cruised around for the winning time. As usual, of late, Mark Allison's crew from Corvallis came to fly. This group of guys just seems to have fun, and it is a pleasure to see them and their enthusiasm in the gym. I hope they continue to come back and join us next year. Mark also entertained us with flights featuring his Skylark Coconut Scale model. The gym seems just a bit too small for this model, but Mark got it to fly within the confines and suffered no damage.

Thanks to everyone who supported our indoor meets this year. Thanks also to our intrepid helpers and CDs for the season: Glenn Grell, Ben Strauss, Bruce Grell and George Gilbert. It was also nice to have a visit with Ed Lenderman, who dropped by on Saturday and brought back many old memories.

A Listing of Historical Records from the SAHS Gym.

When the WMC started using the SAHS gym for indoor meets in the 1970's, we began keeping records from our official contests. These records were set as noted and have all been retired.

| Event | Date Set | Record Holder | Time |
|-------------------------|----------|------------------------------|--------|
| 1.2 Gr. EZB (1/4 motor) | 12-05-04 | Andrew Tagliafico | 6:47 |
| EZB (1/4 motor) | 4-23-06 | Andrew Tagliafico | 7:50 |
| Ltd. Pennyplane | 2-26-95 | John Lenderman | 11:27 |
| Ltd. Penny (1/4 motor) | 4-29-01 | John Lenderman | 6:59 |
| Pennyplane | 5-28-92 | Dave Hagan | 11:38 |
| IHLG | 1-26-92 | Bruce Kimball | :88.83 |
| Bostonian | 4-21--02 | Jerry Powell | 3:48 |
| Autogyro | 4-24-03 | John Lenderman | 4:40 |
| Ornithopter | 4-30-00 | Jon Sayre | 5:11 |
| Interm. Stick | 1-24-99 | Dave Hagan | 16:52 |
| WMC Helicopter | 1-05-99 | Andrew Tagliafico | 1:02 |
| Cat. Glider | 4-25-99 | Stan Buddenbohm | :85.7 |
| Mini Stick | 1-25-98 | Andrew Tagliafico | 10:34 |
| A-6 | 4-03-00 | John Lenderman | 7:54 |
| A-ROG | 4-21-03 | Bruce McCrory | 15:45 |
| 35 CM | 04-22-07 | Kurt Schuler | 15:21 |
| SO Helicopter | 4-14-12 | Chris Borland (Berray proxy) | 2:44 |
| 1/2A | 04-11-12 | Jake Palmer | 10:11 |

These are the last published record scores and were complete as of April, 2013.

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2023 Symposium. Report by Robert Hauk, organizer

The symposium session was held Saturday evening of the two day indoor meet. About a dozen presenters and interested others were present. Bob Stalick started out with a short talk about our move to sunset the old records for the site because none of them could be bettered with the current condition of the ceiling. We are recording a set of records for flying with no touch rules so the records are wide open for setting and beating. This should be a good incentive for newer fliers to push their flying performance. All current records are possible to beat.

David Cammack showed the tools he has built to sand balsa thinner for making Pennyplane propellers and catapult glider tail surfaces. He handed out a copy of the article from NFFS where he got the idea. It uses a frame that has a coarse sandpaper bed to position the balsa to be sanded. There are plastic guides for the sanding block depth guides that control the final thickness of the balsa. He showed the shims he uses to set the depth of the guides. He talked about using a vacuum cleaner to clean the sanding block of balsa dust when it starts to clog up. In all it is a clever solution to a problem we all face-- building indoor models where we need balsa thicknesses we can't buy.

Mark Allison showed a Peanut scale model framework he is building using a geodetic framing technique on the fuselage. He started with a carved white foam form. He spiral wound soaked 1/32 balsa strips around this form first in one direction forming one layer, and then in the other direction crossing the first layer. Small dots of white glue were used where the strips crossed to connect the structure together. Finally 1/32 longerons were placed lengthwise over this structure, again secured with small dots of glue where the longerons crossed the underlaying geodetic structure. Finally acetone was sprayed over the structure to melt and shrink the foam plug which was then cut and picked out of the structure. Mark cautioned us to make sure and coat the foam plug with wax so the balsa framework doesn't stick to the form. He advised us to use Elmers glue for gluing the structure because this glue is water soluble after drying, unlike the aliphatic resins used in Titebond. This allows adjusting the structure, and in this case to fix the fuselage structure where it had been pulled out of shape by the shrinkage of the foam core. He also mentioned that he had been able to adjust the built in washin on the wings by pinning them down to forms setting the correct washin and spraying the frames with water to soften the glue allowing the structure to settle in the desired final shape. This is a great idea and worth trying out.

Michael Altig made a great presentation, aimed at helping our newer members who haven't had the chance yet to try building indoor duration models. He showed up how to cover a pennyplane stabilizer with modern Mylar film. These films are so thin they can be identified by the color they have when reflecting room light, the color is an interference effect, and the film thickness is related to the wavelength of light scattered. These films are mere molecules thick. He showed us tools he uses to stick the frame to the covering, and his procedure for doing this job cleanly. He talked about the adhesives people use to adhere the film to frames, and why he still uses thinned rubber cement. He had a stabilizer covered and still on the covering frame he uses for this job. He showed us how he cuts the covered stab free from the covering on the frame using a 25W soldering pencil. It was really interesting seeing his hand technique for doing this delicate job, and having him explain why he does things in the sequence he uses. It was a very good presentation by a very experienced modeler. It was a window into a type of construction I have never tried. I marvel at the structures our indoor duration fliers build, and it was great to see how some of it is done. This should be an incentive for anyone interested in indoor duration flying to tap into Michael's hard earned knowledge. His advice about setting up a work area and managing this work area is good advice for all of us.

Finally I (Robert Hauk) showed two scale models I am building to fly in the BMFA Indoor Free Flight Scale Nats which I will be attending April 23rd. in England. I went last year and am really happy to be able to attend again this year. The quality of scale models there must be seen to be believed. The organizer of this contest, Mike Stewart has reports of past events on his web page:

<http://www.ffscale.co.uk/>

Symposium Report (Continued)

I am building a Fokker D8 for the open scale event. I described how I did the 4 color lozenge camouflage on the fuselage using printed tissue techniques. A number of our members have been printing coverings for No-Cal models and that is where I started learning this technique. I knew I needed something that would give denser color to make the model look painted. I first covered the fuselage frame with linen colored domestic tissue that had been chalked on the back. This gives a good dense background for the printed tissue. This first covering was given two coats of nitrate dope and the printed tissue was applied to this covering. The ink is just normal Canon printer ink, it is not affected by dope thinner so thinner was flowed through the printed tissue starting at one end and proceeding to the other, rubbing the tissue down gently to get it to adhere completely to the covering tissue. The edges were carefully trimmed and finally everything received another coat of nitrate to hopefully seal the ink. My first rude discovery when I began putting on decals was that the nitrate didn't completely fix the ink, and there was some ink migration caused by the water. A light coat of Krylon Crystal Clear solved this problem and I got the rest of the decals on the fuselage. I discovered a clear satin acrylic spray made by Valejo, the maker of the acrylic paint I used to airbrush color on this model. This clear acrylic goes on without much smell which is very nice for working indoors. This overcoat makes the finish uniform so the decals don't have a shiny appearance. The results are very nice.

I also talked a bit about making the custom decals I used on this model, If there are any detailed questions please email me and I can walk you through what I have learned. I like doing these scale models, there are always new techniques to develop and learn.

Thank you to everyone who presented ideas for the Symposium. I look forward to having another symposium session next year.

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Notes from the WMC Unmeeting, May 13, 2023

The unmeeting was preceded by a fun fly Delta Dart contest at Tangent school, with 12 contestants. Time Target of 30 seconds, Ray Pope led most of the way with a score of 29, but Bob Stalick did him in with 30 on his last flight.

A premeeting sale of Steve Riley's estate was held at the Grell farm. Much is left to check out. Glenn and Linda did a hamburger feed before the meeting - Good stuff!

The meeting was called to order around 2:40 by President Glenn. There were 18 members and guests present. Two guests were introduced, Mike and Cameron Johnson of Albany.

Glenn suggested the club consider allowing Canadian entry to the NWFFC at no cost because AMA and MAAC are requiring contestants from the other side of the border to be members at a cost of around \$45. Does not affect rounds events or other contests. Motion made by Bill Swift and seconded. Motion passed.

Bob Reported that Bob Staley is still with us and doesn't belong on our memory wall.

Bruce Hannah asked who was attending the 3 Amigos meet on Fathers Day weekend. A couple hands went up.

Coupe Cup discussion. The cup will be resurrected this year. The best two scores from our three meets will be counted. Next year, the Coupe Postal will be included and the top score will be from it and our 3 meets. Coupe designs from up to Dec. 31, 1970 are eligible.

Bill Swift announced Fun Scale will be at all three meets. Judging for people's choice will be at the Spaghetti feed with flights made Sunday AM after LoDoc Scale.

WMC Unmeeting (Continued)

Glenn announced:

1. Larry Wacken's memorial service on May 21
2. . Estate sale from Steve Riley estate
3. . FFCB results (see elsewhere in this issue for specifics)

The unmeeting adjourned at 3:15

Several members were volunteered to process dope thinner and nitrate dope into pint cans for contest prizes led by Jim Taylor..

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Lost Hills 4/23 As recounted by Bill Swift.

Before I start this epic story we, the participants as well as the Willamette Modelers Club need to thank Guy Menanno and the San Valeers for taking the risk of changing their format from two days to four as well as changing their events schedule to permit flying any event except the rounds events on any day and allowing participants to finish their flights any time later if they had maxed out their normal flights. We, the WMC, had endorsed the changes and were glad it worked out.

Our road trip to Lost Hills for the San Valeers Four Day Annual event started on Tuesday April, 11. The Tangent crew awaited Bruce Hannah's arrival from Redmond and left about 8:00 am headed south to collect me in Roseburg. They had thoughtfully stacked the trailer such that I could get my stuff in with minimum fuss. Glenn was driving his pickup with his quad aboard while Brother Bruce was driving his pickup pulling the club trailer. By the time they picked me up the Bruces, Glenn and Bob Stalick had already put in a long morning and it was only 10:30! The plan was to drive as far south as endurance permitted, spend the night and arrive in Lost Hills on the 12th for trimming. As the day wore on and energy levels plummeted we finally gave up at Patterson, CA. Our stay there was described by everyone as "nice". The motel was a bit upscale but reasonable (it even had a hot tub!) and the stop featured several meal choices within walking distance. However gasoline was some of the highest for the trip.

We left promptly Wednesday morning and arrived at the north entrance of the Lost Hills field. As we drove in we were very surprised to see the entire field covered in knee-high grass! News features had mentioned a tremendous wildflower bloom in southern California, and here we were. We were almost alone with only one other truck at the north end. Glenn and I broke out our Vintage Wakes and began test flights discovering the plant cover to be dense enough to foretell retrieval problems. Both our Wakes disappeared on each flight, obscured by grass. The others went ahead with the trailer when Guy Menanno arrived to designate the flight line.

The forecast for the contest was for very favorable winds each day except Thursday and mild temperatures throughout. For a change the forecast and the reality were exactly alike which then called for sunscreen and water. And I must say it was nice to bask in sunshine after our unusually rainy spring. After some trim flights on Wednesday we checked into the trusty Days Inn in Lost Hills only to find a most-comical parking situation. The motel had decided to re-surface their several parking areas so access was not only limited but inconsistent as the various lot sections were alternately open and roped-off. Each day was a guessing game.

The first contest day was Thursday which dawned breezy with a promise of increasing winds through the day. Bruce H., Glenn and myself put our Vintage Wakes together, stuffed motors, and were ready and waiting for the first round at 8 am. Then it was delayed until 9 am then finally postponed to Saturday. Most flyers took the day to visit, finish their set-ups and toward the end of the day do some flying. We elected to do a bit of trimming and headed for Denny's for dinner and hit the sack.

Friday was a superb day with perfect conditions all day. The morning lift was definitely present and made the first two rounds of Vintage Power fairly easy. I continued to suffer engine problems finally diagnosed as a leaking hard tank and trim problems with the trusty but unpredictable La Bestia. Bruce's Monk's model was really in the groove after a

Lost Hills (Continued)

wing and stabilizer re-build and Bob Stalick suffered engine and trim problems with his Senator and could not get his G15 to run correctly in his FAIMan. I got all five rounds in with low times but I scored a couple of maxes. Bruce H. took a second to Glenn Schneider while Bob suffered a terminal crash. In general the day turned into a max-fest with several contestants putting up long strings of maxes in A Nostalgia, C Nostalgia and 1/2A Golden Age with Bruce H. eventually putting up a total of 1440 secs. with his "Classic" for the win.

Saturday was the day for the rescheduled Vintage Wakefield rounds event. The weather cooperated with nice morning lift that disappeared to be replaced by small but fairly reliable thermals. Glenn put up his trusty ET, Bruce H. had his Sky Farer while I flew my Lefever Ottair. Glenn had been slowly bringing ET to heel with its wandering glide. He finally said "ah, let it wander" and it did wander from lift to lift in the closing rounds. Bruce's Sky Farer came on strong with only one drop and I put up five maxes to take the win with Bruce third and Glenn fifth. It was a really good turnout for that event. Later Bruce H. took the time to bring out his brand new and beautiful FubarX with a very hot Veco .19. In fact, it was too hot for the model and on its first flight it leaped out of Bruce's hands was airborne for small seconds and then exploded, breaking the wing cleanly in half with the remains rocketing straight down into Bob Stalick's tarp... where Bob was working on a model. Loud, fast and frightening.

The rest of the day was taken up with other events. Glenn put up his Deere Duck IV for a win in small rubber stick but lost the model to a mighty thermal. The model made good its escape and is likely still out there somewhere. All of us took turns for the rest of the contest to try to find the valiant little thing to no avail. Glenn and his Lamb Climber and I with my trusty Smith Stick faced off in large rubber stick with Glenn taking the win with three maxes and a flyoff. In my flyoff I lost the prop assembly when I forgot to fit my rubber band retainer. I got both the model and the prop assembly back but had to take a zero for dropping parts. Meanwhile Bob Stalick finally declared victory over his Spacer 450 with a Greenhead .23 by getting it really trimmed well. He went on to fly it Sunday and took a third in B Nostalgia.

That evening, at Bruce Hannah's request we went in search of chicken for dinner. The first place was definitely not The Place so we tried at the newly remodeled Mexican store in the middle of town. Bruce said it had Mexican food in a cafeteria format with in-store seating. When we walked in we all were skeptical as

there were no signs in English. As we had to buy snacks anyway we decided to give it a try. Bruce H. and Bob stepped up to the counter to order with Bruce boldly asking for "chicken". The lady who was serving had no English and none of us had any Spanish. So Bruce pointed at a baked chicken and again said "chicken". The lady picked up the whole chicken and was going to package it up. Bruce then asked for just a breast, while patting his chest. The lady picked up a big knife and waved it at Bruce which made Bruce change his mind and ask for "ribs" that were there in a tray in racks of eight. She asked Bruce how many of those he wanted and he gestured "four" so she then tried to package up four racks of eight. Somehow through the miracle of sign language Bruce and Bob got four ribs each for a rib dinner.

When the lady came down to my end of the counter and asked what I wanted I pointed to the sign and asked for Chile Rellenos. "No have" she said so I picked Chile Verde. I got lucky and she served me up a monstrous portion. Brother Bruce and Glenn were next up and chose something easy with "hamburgers". At that moment another customer who had been eating with his wife came over to help Bruce and Glenn by saying "... what do you guys want?" He then translated for them and they almost got what they wanted. No matter what, the food was really good, in large portions so we went on to shop for our snacks. We had a real cultural experience that speaks to our changing demographics.

Sunday was the short day with expected increasing winds towards lunch. That was fine as the contest was over at 3pm. Glenn, Bruce H. and myself lined up for our Nostalgia Rubber combo with Glenn flying his great Torontonion, Bruce with his small Lefever and me with my Becker Unlimited. We had been flying with Glenn taking the first shot, Bruce taking second flight and me taking third, so Glenn led off. Fully wound, leaving few turns on the table, he launched and hit his finger with one of his prop blades. The blade broke off, the motor went wild and all the shaking shook the fuselage to bits. Tony Accurso was filming the launch and caught the whole thing to Glenn's embarrassment. Bruce and I went on to max the first flights, Bruce maxed on his three minute flight while I took a drop and we reversed it for the next, four minute, flight. I wound up taking the win with Bruce in second. Poor Glenn got a zero because he had dropped parts, lots of parts. As predicted, the wind came up to the tune of blowing a couple of pup-ups into the air and caving-in the shelter on the side of the club trailer. Time to go. In the end we brought home some swag and certificates with Bruce H. taking first in Golden Age 1/2A, seconds in Vintage Power, Nos A, Nos Rubber and third in Vintage Wake. Glenn is credited with firsts in Small and Large rubber stick, a third in P-30 with his Mini Twin Fin, and a fifth in Vintage Wakefield. Bob Stalick took a third in B Nostalgia and two fourths in 1/2A Nostalgia and Golden Age and (cont'd p/8)

Lost Hills (Continued)

I took a first in Vintage Wakefield and Nostalgia rubber, a second in Large rubber stick and a (sigh) seventh in Vintage Power. We were saddened to finally give up on Glenn's Gollywock.

Our sunny weekend in Lost Hills ended as we headed north for Williams. Dinner was in Patterson for (you guessed it) chicken. Overnight was in Williams at the Motel 6. The motel is very recently remodeled or at least spruced up, clean, but quite spartan compared to Patterson. As we headed north Predictions for rain came in from home: Rain in Tangent, coming rain in Roseburg. Sure enough, almost exactly as we crossed the state line, showers started but were light and intermittent. I was able to unload and reload in Winston before rain started for real.

It was another memorable road trip. In Bruce Hannah's words, "...had a bunch of fun and got a sunburn to prove it". All of us did. My special thanks go out to Bruce Grell for being timer-extraordinaire, Brother Bruce and Glenn for doing all the driving and immense patience of Bruce Hannah as I trimmed La Bestia. Thanks all.

The 39th Annual Cloud Dusters NorCal Championships Report. -April 29-30 by Bob Stalickj

Glenn, Linda and Bruce Grell and I made the trek to Waegell Field - just East of Sacramento. for the annual NorCal champs. We met fellow club members, Wayne, Kevin and Emrick Smith there. As usual, the field was in great shape and CDs, Bill Vanderbeek and Fred Terzian picked a great weekend for a contest. Weather was warm to hot and winds on Friday and Saturday were nearly calm at 2-4 mph most of the day. Thermals were frequent and the air was pretty buoyant most of each day. On Sunday the wind picked up and flying was pretty much done by late morning. The contest was called at about 1 pm, with cash drawings and "Trophies" handed out. Most of us were off the field by 2pm.

Friday was set aside for Vintage Power, and I believe 9 were entered. Wayne Smith got in all his flights with his Jays Bird. I finally gave up trying to retrim my Frisco Kid and put it away. Glenn was

flying all the rubber events, and when all the dust had settled, he took home the trophy for most first places. This is the second year he's won this award.

The Smiths were having a time as well. Emrick crashed his trusty 1/2A Spacer, and sometime on Friday, he lost his Orbiteer. The family spent most of the day looking for it to no avail. I flew Golden Age, and placed second to Bill Vanderbeek by 6 seconds. The only model I flew and made 3 maxes was my trusty FuBar 36 in Early Nostalgia. Since I was the only entry, I got a first place.

The trophy this year featured a picture of yours truly at age 31 holding my FAlman back in the day. Bill V. had declared it as the model of the year and 2 completed ships were on the field.. Guntis Sietens had a flashy looking one and Bill V. also had one, but neither of them was trimmed or flown. Interestingly, a number of fliers asked me to sign their pictures, which I did with a borrowed Sharpie.

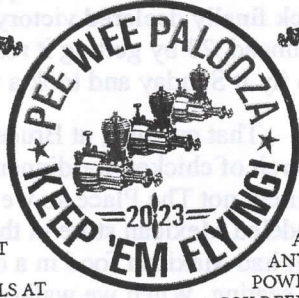
Bruce Grell and Linda Grell did a lot of timing and direction giving, and their efforts were much appreciated. Loren Vanderbeek did the lunch honors again this year on Saturday and Sunday. It's a treat much appreciated by all.

This is one of the contests I look forward to attending each year. This year was no exception, and the experience was well worth the trip. I hope we do it again in 2024.

Albany Airport Historic Week

Glenn Grell represented the WMC at the Albany Airport's Historic Celebration the first weekend in May. A nice writeup featured Glenn in a blog posted by a local reporter. Glenn had a number of models on display and had a signup sheet for anyone interested in the club. A number of folks signed up. Thanks to Glenn for his work!

IT'S BACK!



FREE-FLIGHT SPORT MODELS AT WMC 5 DAY MEET IN AUGUST. PALOOZA PRIZES! NO ENTRY FEE! JOIN IN THE FUN!

BUILD AND FLY ANYTHING POWERED BY A COX REED VALVE .020. DOZENS OF FREE-FLIGHT DESIGNS EXIST FOR THE COX .020.

Pee Wee Palooza Organizer: Ben Strauss
ebs21550@yahoo.com

2023 N.W.F.F. CHAMPS/5 Days in Tangent

August 16-20, 2023

Sanction No. 15030, Cat III

Contest Times:

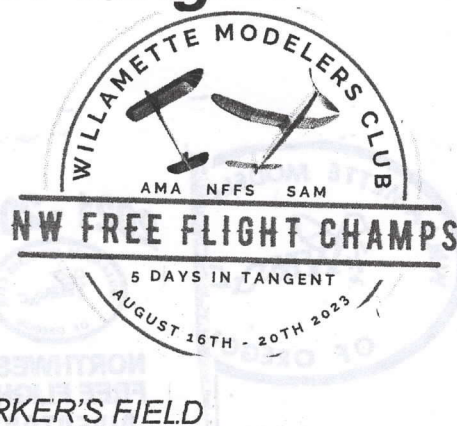
Wednesday - Saturday 8 AM - 4 PM

Sunday: 8 AM - 2:30 PM

Contest Directors

Bruce Hannah and
2033 SW 37th St.
Redmond, OR 97756
Cell: 541 527 5193
email: bolt1938@yahoo.com

Bruce Grell
32353 Tangent Loop
Tangent, OR. 97389
Cel: 541-979-3698



Flying Field: I-5 to Exit 228E for .5 mile. Turn S. onto 7 Mile Lane. Follow the signs to the field. Call CD if help needed.

Saturday Potluck/ Spaghetti Feed: Join us for a WMC sponsored "free" spaghetti feed/potluck at the Grell farm on Driver Rd. in Tangent. Serving begins @ 6:30 PM. Bring a hot or cold dish and your own refreshments. Coffee will be served. Friends and spouses are all invited. Call 541-926-7237 for info. Maps to the farm are available at the CD table if needed.

+++++
AMA age groupings- All contestants must show current AMA membership cards.

Event Listing-All are for Sr.-Open (Jr. as noted)

AMA Events:

1/2A Gas (J+SO)
A Gas
B Gas
CD Gas
1/2A Classic Gas (J+SO)
AB Classic Gas
CD Classic Gas
ROW gas
ROW rubber
HLG (J+SO)
Cat. Glider (J+SO)
P-30 (J+SO)
E-36
A Electric
B Electric
Coupe
Mulvihill

NFFS Events:

E-20
Early Nostalgia
1/4A Nostalgia/020 Replica
1/2A Nostalgia
A Nostalgia
B Nostalgia
C Nostalgia
Golden Age
Small Nostalgia Rubber
Large Nostalgia Rubber
One Design Combo
Classic Towline (J+SO)
Andrade Rubber
Rounds Events(Extra cost-see flyer)
Vintage Wakefield on Thursday.
Vintage FAI Power on Friday,
Pro P-30, F1A, F1B & F1P (Sat.)

SAM Events:

AB Pylon Ignition
C Pylon Ignition
AB Fuselage Ignition
C Fuselage Ignition
O&R 23,
OT Rubber Stick
OT Rubber Fuselage
Special Events:
Dakota Time Target,
FAI man (5 flights)
Fun Scale
Wock Event,
LoDoc Scale,
Small Sport Rubber,
OT HLG (Cash for First place only)
OT Cat Glider (Cash for First only)

+++++
I hereby release the sponsors of this contest from responsibility for any claims of damage, loss or injury resulting from any cause while attending this meet, and I assume full responsibility for injury o any person or property. I hereby agree to follow the AMA Safety Code, and to obey the instructions of the meet officials.

Signature.....

Print Name.....

Address.....

City.....State.....

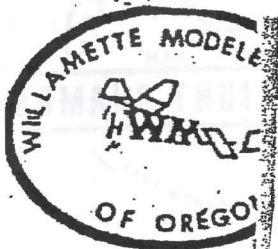
Zip.....AMA No.....

Entry Fees: Open member-\$10 for one event. \$30 for all non rounds events. Youth-No entry fee.

*Lo Doc scale rules can be found on the WMC website. **National Cup events as per NFFS Rules

Notice: Flight cards must be returned to the Contest desk after each flight, except for HLG and Cat. glider, which may be returned after 2 or more flights. All HLG and Cat. flights must be launched from the glider pen.

Willamette Modelers Club
 Bob Stalick, Editor
 1930 NW Heron Point Ct.
 Albany, OR 97321



NFFS

2021 - 2023



**NORTHWEST
 FREE FLIGHT
 DIRECTORY**

\$1.00 PLUS POSTAGE



FIRST CLASS MAIL

2023 Northwest Challenges For Vintage Power, Wakefield, Pro P-30 and FAI F1A, B, P for Juniors, others may enter
 AMA Sanctioned: 15030

Date: 8/17 Vintage Wakefield, 8/18 Vintage Power, 8/19 Pro P-30, F1A, B, P Held in conjunction with the 5 Days in Tangent Northwest Free Flight Championship contest at the same location.

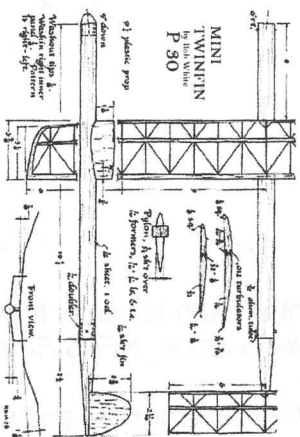
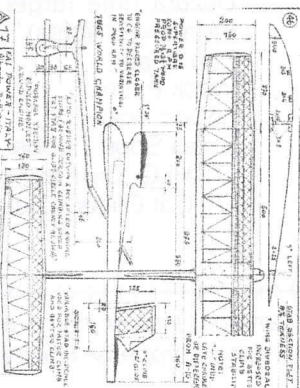
Location: Parker's Field, Near Tangent, Oregon. From I-5 take Exit 228, east to Seven Mile Lane. Turn south on Seven Mile Lane and follow the signs from there.

Times: Registration: 7:30 AM for all events. Early registration for Vintage Power on the afternoon of 8/17. All events start at 8:00 AM.

Schedule: All events will be flown in five, 60 minute rounds, consecutively, with a half-hour lunch break after round four. Rounds may be compressed or lunch skipped with approval of contestants. Fly off rounds will begin 5 minutes after the last competitor finishes round five. Fly off rounds will be 30 minutes.

Contest Information:

- All classes will launch from an identified box.
- Vintage Wakefield, P-30 and F1B models will be wound in a separate identified area.
- Vintage Wakefield models will fly three-minute maxes, other power events will fly three minute maxes depending upon field conditions. P-30 will fly two minute maxes.
- Power models will fly decreased engine run fly-offs. P-30 will fly three minute fly-offs.
- Back-up models are permitted. The back-up for P-30 must be a P-30. Back-up power models must be in the same Era as the primary model or re-entry will be required.
- Vintage Power and Wakefield models will be weighed and stamped at registration. Back-up models will be processed as needed. Models must be marked on the wing with the appropriate Vintage Era in which they qualify. P-30 models will be assumed to be AMA legal. Unprocessed models will not be allowed to put in official flights.
- Vintage Power Era 1 and 2 may be flown hand launch or VTO/ROG with appropriate engine runs.
- Current NFFS Vintage Power and Wakefield rules and AMA P-30 rules apply.



Entry: \$10.00 per event. Juniors flying P-30 or P fly free, others \$10. For hand launch only Vintage Power Class, an additional \$10 will be charged for each class. Multiple entries allowed for each contestant.

Prizes: Medallions to third place in each event.

Contest Directors: Bill Swift, Email swiftb@comcast.net 541-673-1656, Bob Stalick, Email freeflight@aol.com 541-928-8101, Roger LaPrelle Email roger.laprelle@gmail.com 360-402-8144

Sponsor: Willamette Modelers Club of Oregon

