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July 2007 Calendar

7th O & D Meeting - Buzz Inn Harvey Field	9:00 am
7th Club Breakfast - Buzz Inn Harvey Field	8:00 am
14th Syd Russell Memorial - Washington Oaks	2:00 pm
14th Syd Russell Memorial Fun Fly NOTE Time Change 8:30 am	
19th Regular Club Meeting - Galaxy Hobby	7:00 pm
15th Duration - Snohomish Model Flying Field	12:00 noon
22nd Combat - Snohomish Model Flying Field	12:00 noon

June Meeting

The monthly meeting was held June 21st at 7:00 pm. There was the usual friendly verbal exchanges. The standard order of business followed with summary reports included at a later point in this newsletter. A emphasis on safety and field maintenance was heard from the respective officers. That was followed by Rick Etter describing the use of a carbon fiber arrow as a fuselage for the construction of an inexpensive duration model.



Rick used a wing from an older model, and a Berg receiver and micro servos to build this duration glider that weights about 11 oz. The wing saddle was designed using Rick's extensive experience in the design and building of gliders. If you would like outstanding recommendations on the construction of this inexpensive and highly competitive model contact Rick. He is very willing to share his expertise with anyone who would like to make this type of build. Simple and inexpensive appeals to most of us.

Show and Tell



Bob Jacobsen showed his completed model that was displayed laast month. Painted with an airbrush to give a scale look to this classic WW II German rocket design. Plan to attend the regular meetings to view the creative talents of fellow SRAC members.

SRAC's Gee Bee king displayed his latest addition to his flight line collection of this classic airplane. Chris saw this one and just could not resist adding to his collection. He assured us that it is flight worthy, though, a bit of a handful to control under certain conditions. Easily handled when it is on display.



Show and Tell (cont.)



Pete Arrivey shows his Curtiss Robin. This is a replica of Wrong Way Corrigan's plane that he flew to Ireland. Pete shared the model and the story



Pete also displayed another new creation, an electric sailplane that he had recently constructed providing a new opportunity to demonstrate his flying skills at the next Duration Event.



Mike, 'Maddog', Gullickson provided a look at one of his latest creations.



Jim Swanson's flying egg was inspired by his wife. She is a skilled egg decorator and now Jim can say the same, with a little added attraction. Since Jim can make anything fly what kind of power will he put in it?



Russ Horsfall with his newly created Ultimate II. Powered by an OS .46FX This too is a great flying machine Look for it at the field in the near future.



Keith Dubendorf, while vacationing on the east coast attended the Joe Nall Fly-in in South Carolina. He was impressed by this 1000 acre model flying field with a beautiful golf green runway that enabled about 550 pilots to display and fly their 3000 scale models. The friendly atmosphere was only surpassed by the beautiful aircraft and the skilled pilots who flew them. He recommended this experience to anyone interested in modeling.

Following the Joe Nall Keith went on to the Jet Top Gun competition. Another display of beautiful scale aircraft and skilled pilots.

A couple of accidents marred the glory of these model aircraft displays. One of which occurred when someone turned on a same frequency transmitter while the craft in the air was making a run 2 ft off the ground. The second incident occurred when a jet ran out of battery power. Needless to say the resulting fireball was impressive, but the beautiful and expensive airplanes were destroyed.

These are reminders for all of us. The devil is in the details. We must all pay attention to those details.

Condolences

We were saddened to learn of the passing of Syd Russell, active SRAC member for many years. Syd was the editor of this newsletter for many years as well as serving in virtually every SRAC office. He was a dedicated aero modeler who will be missed by all who knew him.

**A memorial service will be held in his honor at their home Saturday, July 14th at 2:00 pm
Washington Oakes Retirement Home 1717 Rockefeller Ave, Everett, Washington**

Welcome to New and Retuning Members

New member - Jeff Davis

Returning member - Jim Jones

Safety Officer, Roy Stubbs, Report

When flying inverted, remember that down is up and up is down!! There is a dent in the south end of the runway to prove that is true.

Prior to take off, always check the control surface directions. A student pilot recently took off and the instructor and students controls were not the same. Result, just use your imagination!

While your plane is in the air, keep your eye on it. It only takes a couple of seconds of inattention for a potential disaster to become reality. The result recently was a destroyed plane and a damaged roof top.

The property line at the north end of the field is at the bottom of the hill. Avoid going over that line and flying near the neighbor's house. They do not appreciate the proximity of model airplanes to their home, therefore, it is imperative that you stay within the filed boundaries. The only exception is during the Duration Event when planes are without power and at a high altitude.

Safety is the responsibility of all members and guests who fly at the SRAC Field. Thanks for your ongoing attention to this vital issue.

Field Marshall, Jim Swanson, Report

The moles have been very busy of late. Mole Patrol is an ongoing challenge. Help discourage the little pests by knocking over the hills. Thanks to Bob Jacobsen and Bill Hedberg for going above and beyond when they knocked over dozens of hills.

If you are the last one out of the field gate, be sure to spin the combination lock after closing it. Two spins may be better than one. It only takes an extra two seconds.

SWAP & SHOP

If you have items for this section, just email the list as an attachment to the editor.

h_ghussey@msn.com

Evergreen Fair Time

Chris Christensen has sent out a call to all volunteers. The Evergreen State Fair in Monroe is just 2 months away (starts August 25, 2007) and we will need people to man the SRAC booth, provide nice airplanes for display and assist with set up. If you are able to donate a few hours in 4 hour blocks to man the booth let Chris know. The central item of the display will be Gary Scott's biplane. If you have a biplane that you would make available for the display please let Chris know so he can make appropriate plans. Let Chris know whatever planes you have for display and he will let you know how he can use it. Manning the booth is a great opportunity to share our hobby with other interested people and provides a time to work on your latest project. Call Chris at (360) 794-5192 or send him an email.

SRAC

June Duration Event

Duration Report for June 2007

There were 7 pilots for the F5Jelectric flyers and they did 5 rounds, or at least tried to. Roy Stubbs, who has been really enthusiastically promoting this type of event, came in 1st. Rick Etter was 2nd and Chris Christensen place 3rd. Mike 'Maddog' Gullickson was told he had to take the combat streamers off his plane before he could fly, he came in 4th.

With 7 pilots launching at the same time we had a few bumps and near collisions. My grandson, Travis Reineer, helped with the paper work and the math. Thanks Travis for that valuable assistance. Being Father's Day, we had some family members come out and help time and give encouragement to the pilots. It was a great family event for everyone who participated and for those who helped.

Open class had 3 pilots participate. A couple kept to the F5J class only and so diminished our numbers in the open class. I had one of my best days in a long time with 2112 points, however, Chris Christensen came in first with 2573 points out of a possible 2700 and Pete Arrivey squeezed by when he bettered me by 90 seconds with a total of 2202 points. There will always be next month to do better.

We are all looking forward to a great turn out next month with more pilots in both classes. Get you planes ready and be a part of this fun event on July 15, 2007. Some of you were a bit hesitant to come out to the field due to potential inclement weather. The weather proved to be superb so for future Duration events we will have an on site telephone to advise you of the current weather at the SRAC Field. Call Mike Gullickson at 425, 210 6522. He will be at the field early and be available to give you up to date reports. Thanks Mike, this will help a great deal.

Bill Renfro
Duration CD

F5J class results

Flight 1 2 3 4 5 6
Time Pts Time Pts Time Pts Time Pts Time Pts Time Pts

Name	1 Time	1 Pts	2 Time	2 Pts	3 Time	3 Pts	4 Time	4 Pts	5 Time	5 Pts	6 Time	6 Pts	Total
Roy Stubbs	5:02	993	5:03	990	7:00	1000	5:00	1000	5:00	1000			4983
Rick Etter	4:57	990	4:59	997	8:27	895	5:00	1000	5:00	1000			4882
Chris Christensen	5:00	1000	4:03	810	5:00	714	4:52	904	4:39	878			4306
Mike Gullickson	2:11	437	2:02	407	1:52	217	3:06	612	3:50	700			2373
Trevor Moody	0		5:00	1000	6:55	935	0						1935
Pete Arrivey	2:02	407	2:58	593	3:16	447	0						1447
Russ Horsfall	1:57	390	0		1:15	178	2:17	310	2:30	476			1354

The COMBAT squawk

Reported By

Srac Air combat commander

Mike (maddog) Gullikson

Fellow pilots and wantabe's,

Here's what happen on a lonely air field some where in the SRAC Theater of operations on Sunday the 3rd of June. The weather was clear with no clouds in the sky, temperature just a little warm about 70.

In the Scale combat we had

Van (Wormzie) Caryl, with a P-51 mustang

Gary (Muckracker) Flickinger, with Zero

Scott (Come Back Kid) Flickinger, with a P-51 Mustang

Mike (Maddog) Gullikson, with a P-82 Twin Mustang

Chris (Snoopy 2) Christensen, with a Mig 3

First off Maddog had a servo failer on one of his Twin Mustang throttles, the first sorty was delayed so his ground crew could fix the troubled servo.

So the first sortie of the day had five airplanes Wormzies P-51, Muckrackers Zero, and Comeback Kids P-51, Maddogs P-82, and Snoopy 2's Mig 3. All five got started on time and finished the round, but it was Snoopy 2 who showed us that he is a formidable opponent as half way thought the round he lined up and took Wormzie's and Maddogs streamers at the same time. The first double cut this combat vet has seen. Followed by that Wormzie took most of Come back Kids streamer also. Muckracker swooped a little low and bailed out just before his plane made contact with the ground; this tore his engine from the plane and put him out of scale for the rest of the day.

Second sortie found four pilots with the same planes in it, this time Wormzie, Maddog, and Snoopy 2 all got one cut and Wormzie kept his whole streamer.

Third sortie, same four pilots and planes, this time Maddog got the first cut off the Come back Kid. His streamer staying on Maddogs wing, Wormzie then came bye and cut that streamer off Maddogs wing soon after that the Come back Kid took most of Maddogs streamer.

Just before the end of the round Wormzie and Snoopy 2 had a mid air which forced Snoopy 2 to the ground and took Wormzie wing off and turned a P-51 Mustang into a lawn dart. Both planes suffered minimum damage and will return next combat to fight again.

Scores for the day of Scale Combat were

1 st	Chris (Snoopy 2) Christensen	600 Points
2 nd	Van (Wormzie) Caryl	542 Points
3 rd	Mike (Maddog) Gullikson	326 Points
4 th	Scott (Come back Kid) Flickinger	204 Points
5 th	Gary (Muckraker) Flickinger	80 Points

Now we went on to the open class combat with six braves Pilots,

Mike (Maddog) Gullikson with a Battle Axe,

Van (Wormzie) Caryl with a Battle Floyd,

Gary (Muckraker) Flickinger with a Ripper,

Scott (Come Back Kid) Flickinger with a P-51 Mustang

Richard (Fire Fly) Etter with an Electric Flying wing

Chris (Snoopy 2) Christensen with a Slasher

First sortie found a bee hive of commotion up there, darting in and out with six planes in the air, there's nothing like the adrenaline rush, shaking of the knee's and even a few thumbs that could not keep still. Wormzie started it off with a cut and then Maddog got one also.

Second Sortie Same pilots and planes, this time the Maddog get the first cut followed by the Come back Kid, Snoopy 2 not to be left out gets a cut and Maddog then comes up with a second cut in the round.

Third round; same pilots with the same planes, Snoopy 2 gets a cut, then Maddog gets a cut which leaves the streamer hanging on his wing for most of the round. Wormzie then comes up with a cut followed by Maddog with another cut. Just about 2 minutes left in the five minute round Maddog and Fire Fly's airplane meet in the same air space, Maddog's Battle Axe took off six inches of Fire Fly's wing with the winglet still attached, this section proceeded to get tangled in Maddogs string and streamer. What an odd sight of Maddog towing this wing and winglet section around for the rest of the round.

Open Standing at the end of the day are as follows

1st	Mike (Maddog) Gullikson -----	690
2nd	Van (Wormzie) Caryl-----	390
3rd	Chris (Snoopy 2) Christensen -----	380
4th	Gary (Muckraker) Flickinger-----	300
4th	Rick 9Fire Ft) Etter-----	300
6th	Scott (Come back Kid) Flickinger-----	180



A combat veteran is retired



The Flickingers ready for their next sortie.

Planning Calendar
SRAC Fun Fly August 25
Bob Jacobsen Float Fly-in September 15
Next SRAC Meeting July 19 - Plan to Attend

Addendum

By action of the SRAC O&D in memory of Syd Russell's 30 + years active membership in SRAC the July Fun Fly will be know as the

Syd Russell Memorial Fun Fly

The memorial service scheduled by Syd's family as mentioned above is set for 2:00 pm Saturday, July 14 at Washington Oakes Retirement home. 1717 Oakes Ave, Everett.

The Fun Fly will be held on July 14 as previously scheduled, however, the hours have been changed slightly to accommodate members who desire to attend the memorial service for Syd.

Sign-in and engine tune up will be 8:30 am with Fun Fly events beginning promptly at 9:00 am.