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www.sracinc.com

June 2008 Calendar

1st - Combat	SRAC Field	sign in 11:30 am
5th - O & D	Bil Renfro's	7:30 pm
7th - Club Breakfast	Buzz Inn Harvey Field	8:00 am
15th - Duration	SRAC Field	sign in 11:30 am
19th - Club Meeting	Galaxy Hobby	7:00 pm
22nd - Combat	SRAC Field	sign in 11:30 am

Show and Tell



Dave Pitkins new Doublor



Tom Reid's New Kommando



Maddog's latest creation



A Pete Arrivey crash which Jeff Jensen saved and reconstructed in memory of Pete

Don Wood's F 18



Bell Air Flyers 19th Annual Big Bird Fly-in June 7th & 8th

Link <http://www.bellairflyers.com/>

Have you prepared your combat plane for action this month. The SRAC warriors are looking for a new challenger. Contact Mike Gullickson, CD, for further details. If you soar with Eagles or the Buzzards join the Duration Event this month. Contact Bill Zirbel, CD, for more details.

2008 Duration Events Results

SRAC F5J Duration Contest 2008

Name	Position	Club	Airplane	Freq. #	Total Points
Roy Stubbs	First	SRAC/SASS	Allegro II	39	4987
Chris Christensen	Second	SRAC	Pulsar	2.4 GHz	4346
Dan Protheroe	Third	SASS	Omega 1.8m	45	4158
Rick Etter	Fourth	SRAC	Own Design	2.4GHz	3973
Maddog	Fifth	SRAC	Fling	53	2644
Jon Malmberg	Sixth	SASS	Ascent -spd. 400	19	2417
Jerry Neupert	Seventh	SRAC/SASS	Hyper 2m	21	2170
Jim Laurel	Eighth	SASS	Hyper2m	23	934

Man on Man Launch



SRAC May 18th F5J Event and Results

At last, Mother Nature blessed SRAC with a couple of beautiful days of sun, warmth, and thermals for soaring. The turnout for the event was great for the size of our club and we had just the right amount of man-on-man timers for the event. The new CD had a few problems running the show, but he felt that it all worked out at the end of the day. The CD had a lot of help from the group, and appreciated all the help from Roy's wife, Lis, in the normalization of the contest scoring (not the forte of the CD). Many thanks to the members who turned out to time. Without you we would not have been able to fly five rounds of eight at a time on the man heats. Having multiple airplane launches makes this an exciting and fun event. See attached picture.

The event had 3 non SRAC member pilots entering: Jim Laurel, Dan Protheroe and Jon Malmberg. Their soaring was right in there, but in the first round Jim Laurel had a bad incoming landing, unfortunately damaging his Hyper 2M; repairs-on-repairs gave way. Dan seemed to have a tough tie trying to get into the thermals with his Omega, but in the end he placed 3rd. Jon tried to find thermals, but seemed to just hit the tails. All in all, however, they had fun with the challenge.

Jerry Neupert was having good soaring until the 3rd round. He had a bad incoming approach and hit hard, also with a Hyper 2M, which placed him on the sidelines, placing him at 7th

Rick Etter, the "soaring pro" tried to find the elusive thermals flying his own design airplane for all 5 rounds; attempting to make his mark. At the end of the day he came in at 4th place.

One of the leading masters at piloting also tried to find the ever-moving thermals, working the entire field, including the ridge. This may have given him the edge over the other pilots and gave him the final score of 2nd place. Chris re-worked his new Pulsar with an extended forward fuselage, which obviously did the job.

Mike Gullickson, just kept working, working and working at trying to hit the altitude in order to find the thermals – a great job, as usual at piloting. In the 4th round he finally came through with the longest flight of his F5J career at 6 minutes, 2 seconds. He came in 5th overall in the event.

The "Top Gun" of the F5J Event was Roy Stubbs. He almost hit the ceiling in altitude and also found his way into several small and a few large thermals which gave him the edge. Along with his piloting skills, he placed 1st. Congratulations Roy.

The open Class 2 Meter Event and Results

SRAC had 3 entries: Bill Renfro, Chris Christensen and Jerry Neupert - all great pilots. All of their aircraft flew great. Bill seemed to hit all altitudes with his skills and he placed 2nd in the event with 1385 points.

Chris, also working his piloting skills, managed to run the ridge in order to gain altitude, but lost that gain and placed at the bottom of the group with 1323 points.

In this Open Class the top gun was Jerry Neupert in 1st place with his British diesel powered Gentle Lady. Close to scoring a ht trick with 2256 points he had tow 15 minutes flights and one 6 minute flight on hitting the dreaded SRAC sink. Congratulations Jerry!

To sum up the day, it was beautiful weather, great flying and great fun!

Until the next event, fly safe, and soar with the Eagles.

Bill Zirbel CD.

Next SRAC Duration Contest Sunday June 15th (Father's Day),

Duration Open Class Results

Pilot	Score	Place
Chris Christensen	1323	3rd
Jerry Neupert	2256	1st
Bill Renfro	1385	2nd

April 27, 2008

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 27th of April. The weather was clear with no clouds in the sky, temperature just a little warm about 60 maybe, We had about 15 spectators for the event, Lunch was provided and all pilots and spectators had there fill of hot dogs, salads , and chips

In the Scale combat we had 5 returning Veteran ACES of the SRAC Theater
 Van (WORMZIE) Caryl, with a P-51 mustang
 Gary (MUCKRACKER) Flickinger, with Zero
 Scott (Come Back Kid ie The KID) Flickinger, with a P-51 Mustang
 Mike (MADDOG) Gullikson, with a P-82 Twin Mustang
 Chris (SNOOPY 2) Christensen, with a P51 Mustang

In the first round of combat that day, it all started out great. Everyone got up in time for the start of combat. There were four and a half minutes of fur ball action with no cuts and a lot of close calls, But then up high diving down came MUCKRACKER with his sights aimed at the turning MADDOG, MUCKRACKER positioned him self to get a cut on MADDOG and miss judged the streamer, thus sending his plane right threw the center wing section of MADDOG's P-82, thus spitting MADDOG in half with a lot of pieces coming out of the sky, But wait MUCKRACKER wasn't done, having gone threw MADDOG unscathed except for the fact that a piece of MADDOGS plane reached out and turned off MUCKRACKERS radio switch on the way threw, MUCKRACKER headed for a lawn dart landing which in turn loosened his fire wall thus ending his flying in scale for the day.

Second round found just four pilots up with out MUCKRACKER, this round SNOOPY 2 loaned MADDOG a Mig 3 to continue on the hunt, In this heat SNOOPY 2, MADDOG, and The KID all scored cuts leaving WORMZIE the lone pilot with out a cut, SNOOPY 2 and THE KID tangled up there with a mid air in this round. Both planes appeared ok and were readied for the next round.

Third sortie for the day found the SNOOPY 2 dropping out, It appears the mid air with the KID in the second round did a little more damage than had been expected, when trying to get started again, so three pilots went up again looking for the elusive streamer cut. This time WORMZIE cut The KIDS streamer

Scores for the day of Scale Combat were

1st Mike (MADDOG) Gullikson-----400 Points
 2nd Van (WORMZIE) Caryl-----340 Points
 3rd Scott (THE KID) Flickinger-----298 Points
 4th Chris (SNOOPY 2) Christensen -----242 Points
 5th Gary (MUCKRACKER) Flickinger -----100 Points

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

Mike (MADDOG) Gullikson with a Phence Post,
 Van (WORMZIE) Caryl with a Battle Axe,
 Gary (MUCKRACKER) Flickinger with a Ripper,
 Scott (The KID) Flickinger with a B-2 Avenger
 Richard (FIRE FLY) Etter with an Electric Flying wing
 Chris (SNOOPY 2) Christensen with a Slasher



First round found the knees knocking and the adrenaline flowing, blood thirsty as these pilot were the cuts came slow, MADDOG and FIRE FLY scoring cuts in this first round.

Second round MADDOG launched and had engine problems right off and was out with no points for the round. MUCKRACKER then proceeded to strip The KID of his streamer for the only cut of that round. Now remembering last season when MADDOG took off part of FIRE FLYS wing and carried it around in his streamer, FIRE FLY took revenge on the The KID this round, they mixed it up in a mid air and FIRE FLY lost another part of his wing to The KID but not before he had lassooed The KIDS plane with his streamer string to the point where the string started tied up in the engine and wrapped around the horizontal forcing it into the up position then the string wrapped it self back around the engine again, FIRE FLY had an early ruff landing and the KID had no elevator control and had to shut down hard.

Third round was a great round to remember as MADDOG went out and shoot a TURKEY round with 3 cuts followed by WORMZIE doubling up with 2 cuts. There was another mid air at the end of this round with MADDOG and The KID

Open Standing at the end of the day is as follows

1 st	Mike (MADDOG) Gullikson -----	524
2 nd	Van (WORMZIE) Caryl-----	402
3 rd	Rick FIRE FLY) Etter-----	320
4 th	Gary (MUCKRACKER) Flickinger-----	232
5 rd	Chris (SNOOPY 2) Christensen -----	180
5 th	Scott (The KID) Flickinger-----	180



June 1, 2008 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 1th of June. The weather was overcast, temperatures just a little on the cool side. We had about 10 spectators for the event, Lunch was provided and all pilots and spectators had there fill of hamburgers, potato salad.

In the Scale combat we had 2 returning Veteran ACES of the SRAC Theater
 Van (WORMZIE) Caryl, with a P-51 mustang, F4U Corsair
 Mike (MADDOG) Gullikson, with a P-82 Twin Mustang, AT6 Texan

In the test flying before the start of competition, Maddog successfully trimmed out his twin mustang and AT-6, Wormzie had a different story, the corsair had a little flutter problem and was found out that the wing covering had started to come loose and on landing created enough drag to help the plane cartwheel on landing. Was later fixed and returned to active duty. The mustang beautiful as it was, upon release from his hand on launch he slipped his transmitter in his hand and the plane hard landed just short of the take off launch loosening the engine mount thus not ready to fly this day.

BUTT! The veterans not to be left out with out a fight pulled there resources and Maddog put up his Twin Mustang and Wormzie put up his Corsair for a duel in the sky, this duel turned out to be a turkey shoot soon after launch as Maddog's streamer spit in half just after the start of combat was signaled due to coming in contact with the slightly damp grass on launching, So he's left with half a streamer. Then Maddog lost one engine on his twin mustang and limped around the sky at about half speed looking like a ballet dance at times in slow motion, this made it extremely hard for Wormzie to get in close for a cut but try he did. Upon what appeared to be a normal landing in the tall grass with his Twin Mustang, Maddog found that the tall grass landing had spit one of his fuselages in half thus sending hisTwin Mustang to the bone yard,

Second Scale round with Wormzie's Corsair just launched into the air Maddog launched his AT-6, loosing his streamer on take off as it touched the damp grass again, upon landing to putt a second streamer on he landed a little hard and stripped a aileron serve, Not finding this problem till after two more unsuccessful launches which ended his scale combat for the day, Thus Wormzie was left to do victory rolls with dominance in the sky's this day in Scale Combat

Due to Maddog's lack of Scale planes there was no third round of Scale Combat

Scores for the day of Scale Combat were

1st Van (WORMZIE) Caryl-----
300 Points
2nd Mike (MADDOG) Gullikson-----
52 Points



Now we went on to the open class combat with 4 braves Pilots,

Mike (MADDOG) Gullikson with a Phence Post,
Van (WORMZIE) Caryl with a Battle Axe,
Richard (FIRE FLY) Etter with an Electric Flying wing
Dave (The JUDGE) Pitkin with a Phence Post

First round was one of the best out there, with Wormzie scoring 2 cuts and the new guy on the block The Judge flying his first ever combat sortie having the time of his life out there, He was said upon landing to have called out the words (This is XXXXXX Great), this can not be confirmed thou but he was hooked on combat now.

Second round had the same 4 flyers up and at it again; with knees shaking the beehive flying of these pilots was intense. Maddog came up with the first cut. Then sometime during the heat The Judge lost his plane with it flying into a tall tree up by the road on the west side of the field, Personally I think it was just the first time jitters for this pilot who was seen having a very large smile through out the day. But the show was not over, it was closing in on the end off combat and all pilots were try desperately to get that last cut of the round, and it happened just as end combat was called Maddog took off Fire Fly's Streamer for his second cut of the round. Fire Fly swore revenge for the last second attack.

Third round saw only Wormzie, Fire Fly, and Maddog going up as The Judge was up on the hillside figuring out his strategy to get his plane out of the tree, Well Fire Fly did take his revenge this round and trimmed a couple of feet off Maddogs streamer, Wormzie got a late takeoff launch due to crossed fuel lines, and this was all the combating for this day.

Open Standing at the end of the day is as follows

1st Van (WORMZIE) Caryl-----480
2nd Mike (MADDOG) Gullikson -----440
3rd Rick (FIRE FLY) Etter-----280
4th Dave (The Judge) Pitkin-----120

The Next combat meeting is June 22nd at noon.



Decathlon 2008

Through May 2008

Pilot	Loops	Beans	30 min	T & G	Bomb	Rolls	Balloon	15 T&L	Taxi	Duration	Score/Place
B Renfro								Done			
M Menia											
B Jacobsen											
R Horsfall											
B Hedberg											
R Stubbs											
J Swanson											
V Caryl											
R Etter											
S Lillie											
J Neupert											
C Christensen						30		Done			
J Jensen								Done			

Recruiting Alert: Share your shop and model building with fellow SRAC members.

Will you host an Open Shop? If you are willing and interested contact Jeff Jensen, jsnmjensen@msn.com or call him at 425 334 1846.

Meet the Members



Past President and the get done what needs doing leader—Bill Renfro



Chris Christensen - - Fun Fly CD, Evergreen State Fair Booth Coordinator and competitive flyer.

More Meet the Members and their activities



President—Sherman Lillie



Jeff Jensen - Has held many SRAC offices. Now coordinating open shops.



Combat King—Van Caryl



Ed Weigelt - long time member



May 25 Swanson Skunk Works Tour



Ed Weigelt makes third place Novice at the first SASS Thermal Duration Event "Spring Fling 2008" at 60 Acres. Rick Etter assisted Ed in all his winch launches but Ed did all the flying without mishaps. Ed passed on the trophy acceptance. "They are only dust catchers". At 82 he can say that.



Open Shop at the Swanson Skunk Works.

