

**31 Dec 09 & 1 Jan 10:** Pilot #173 (Mark J) reports successful flights for himself and 5 club members. Mark's flight summary below:

Frank

Yes I got the prop changed no problem; I also put Velcro on one of the batteries and fixed the battery hatch as it was cracked. Also the battery charger ground connector was hanging by one wire and when I got it out it broke so I repaired that properly. I have attached several photos in a zip file for you. On 12-31-09 I flew the Squirt at the Albuquerque International Balloon Fiesta Park (In October it is home to 700 plus balloons from around the world) A photo of the group that flew is attached (Brian R-AMA State Safety officer), Howard C, Bret T, Jim W, Jerry G). Everyone said the plane flies surprisingly well with Rudder and Elevator. Every flight was well done by all of us. On 1-1-2010 I took the SQUIRT to Maloof Air park and took one flight and talked with several people about the plane and it trip across the country. Everyone at both parks enjoyed looking thru the log book and the photos that have been placed in it. I would like to thank you for the opportunity to fly and be a part of this adventure. I hope that it makes the entire distance.

I will be handing off the plane to Bob H on Saturday 1/2/2010. And I will be placing 10 photos and a report on the district 8 web page <http://www.ama-dist-8.org/> in my posting section.

**28 Dec 09:** Pilot #172 (Fred M) successfully flies the SQUIRT and passes her to pilot #173 (Mark J).

**16 Dec 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by six pilots; pilot #168, Adam Hawk of El Paso TX, pilot #169, Jim Helmick of Las Cruces, NM, pilots #170, Carl Moore and Steve Welch of Socorro, NM, Powell Brown of Silver City, NM, and our latest pilot who flew yesterday, pilot #171, Bryan Karlan of Albuquerque , NM.

The SQUIRT now resides with Fred Magee of Albuquerque, NM. Fred reports that he will be getting some news coverage of the event in his local paper.

Fortunately, we are moving right along again and making good headway. We had over two weeks of down time in Alamogordo, NM, but have recovered from that and the SQUIRT is making her way north along I-25 into Colorado. My CO pilots tell me that they have been getting a lot of snow so it looks like we will be putting the skis on the ole girl and be doing some snow landings.

Our first speed 400 GWS brushed motor finally gave out. One of our pilots reported poor performance with it and took a closer look. He discovered that the prop shaft was bent so he replaced the motor. He wasn't sure if that what was causing the problem, but since we had the spare, he swapped it out. The motor lasted for 215 flights! That's a lot in my book whether we changed it out for the bent prop shaft or because the brushes wore out. Either way, I'm impressed.

That's the news for now.

Thanks!

Frank

**16 Dec 09:** Pilot #171 (Bryan K) transfers the SQuiRT to pilot #172 (Fred M).

**15 Dec 09:** Pilot #171 (Bryan K) successfully flies the WAA-08 plane. Bryan said he charged batteries A & B and he said they were fine.

**14 Dec 09:** Pilot #170 (Carl M) transfers the SQuiRT to pilot # 171 (Bryan K).

**13 Dec 09:** More info from Carl:

Frank-update on batteries, etc. Before topping off all four batteries this morning, we went through the arming process once more, just to satisfy ourselves we were following directions. Battery A, which we used first with no results yesterday, plugged in, and esc beeped, and everything worked just fine. Battery B, same results. So, just put everything on charge, topped off to:

A- 8.33, B- 8.28, C-8.33, D- 8;40. Those readings about 4 hours after charging. The charger instructions state when fully charged, there will be continued beeping, but that only occurred with one unit. But, when it finishes, the fan stops, so you get that indication it is done.....I have not done any electrics beyond a Slow Stick, so not really tuned to troubleshooting, etc. As I reported, Jim #169 told me his first plug in did not work, but unplugging, re-plugging, worked just fine. The log book has 18 blank pages, plus the other side of our page, for a total of 39 entries remaining, assuming a full page for each pilot.

I plan to get the box to Bryan tomorrow if possible. The other option for another group might not work out, because it could delay transit time, so will report the outcome when it happens. Thanks again for an awesome idea. I will try to get some local publicity-if successful, will forward it.

Until later.....Carl

**12 Dec 09:** Carl replies with more info on the batteries:

Battery 'A' was our first attempt(s). I checked it on voltmeter reads 8.33

Battery 'B' worked okay. It now reads 7.96 - after 3 short flights..will charge it and others before transfer.

Battery 'C' reads 7,87-we did not connect it at all-will top it off.

Battery 'D' reads 8.33-never connected it-matter of fact, it has no velcro on it.....

My shop 12V battery is not charged up-doing that tonight-so have no source for charging or topping off right now-will report in a.m. Upon transfer yesterday, Jim H. #169 reported he had charged all the batteries-so I didn't take a voltmeter to the flying field. Jim also reported a minor

version of our problem-the first battery connection did not produce a beep, so he disconnected, re-connected, got the beep, and flew. I don't know which battery he used. So, I will charge and top off all four batteries before heading North hopefully tomorrow.

Pilot # 3 (logged as #170B) was Powell B-member of the Silver Wings r/c club from Silver City, NM. Pilot #2 (logged as #170A) was Stephen W-member of our local club, THE SOCORRO CHILE PROPPERS. All three of us are (of course!) AMA members!!

Logbook #1 has a few pages remaining-#2 will be in operation pretty soon-Powell has possession of the book tonight, so am guessing maybe 20 pages remaining-will report tomorrow, along with battery condition update.

**12 Dec 09:** Pilot #170 (Carl M) and two other successfully flies the WAA-08 plane. Below is his flight summary from an email he sent me:

Frank-We were able to fly the Squirt this afternoon. A bit of a glitch in the arming process-the beeps and red and blue light phases didn't want to work as described in the esc manual. After several attempts, and no joy, we removed the motor, pulled the esc out, hooked up everything with same battery- still no joy. Tried a different battery and it worked okay. Reinstalled components, went through arming, did range check, all ok. Was 50", 12 mph wind, I was first pilot. Found the plane a bit squirrely-quite sensitive for the small throws I thought, but settled down on downwind leg nice and smooth. Only made one circuit in order to let the other two pilots fly. Steve W, after me, also had a wild ride for a few seconds, recovered from the excitement, and settled in okay. Pilot no. 3, freshman engineering student from our local university, and excellent pilot, enjoyed several turns around the field, brought her down for a nice landing. I am working on details to transfer to Bryan K No. 171 in Albuquerque hopefully tomorrow, Sunday. I had contacted a member of the Belen club-they had not signed up for the fun, and would really like to include them if we can work out the details, though they really want to be included. Will see if we can make it happen, but will not delay the progress if it gets too sticky.

We had 3 cameras today-will try to get some photos to you as well as in the log book. I will report the transfer when it happens.

Thanks again for the experience-the group today certainly felt something special had happened-especially reading the entries and photos of all the preceding pilots, and knowing there will be many, many more grinning guys added to the list. I was building model airplanes in 1936 as a seven year old, still doing it, and this will stand out as a milestone in my hobby career as one of the most enjoyable events to be involved in!! I am still smiling ear to ear!!

Carl M AMA 31643

**11 Dec 09:** Pilot #169 (Jim H) transfers the SQuiRT to pilot #170 (Carl M).

**6 Dec 09:** Pilot #169 (Jim H) successfully flies the WAA-08 plane. Jim describes his flight in a post on RCG below:

OK, time for the good gossip on today's flight. After my son's soccer tournament on Saturday, I picked up the plane yesterday from Adam in El Paso. We have had a 30 year record for cold/snow and rain in the area. Today was B-E-A-U-T-F-U-L! We had two more soccer games today and the weather was calling my name the whole time. Between games, we had a two hour window to get lunch and take a rest before the championship game. My seven year old son, Cory accompanied me as chief photographer. We dashed to the local high school stadium, only to find that the wind had picked up. We did a pre-flight and I turned him loose with the camera and he turned me loose with the radio.

The flight was short, but memorable. It is an awesome feeling to have the combined experience and hopes of 100's of other R/C pilots riding on one's shoulders and thumbs. The plucky little Squirt ROG'd and took to the sky. The Squirt braved the choppy air long enough for Cory to snap a series of photos using my Blackberry. IMHO the kid has talent!

I used about 25% of one battery before I listened to the angel on my left shoulder, rather than that little guy with the pitchfork on my right shoulder. The landing was a little bouncy - but we did it and I could breathe again!

A family photo op was made, showing the Squirt 400, The Squirt 700 and the SHAFT .25 For those who enjoyed flying the R/E the Squirt 400, I highly recommend the Aileron wing (A-wing)Squirt 400. And once you've had the pleasure of the 400 size, it'll be natural to build the big brother, the Squirt 700. The SHAFT .25 is a close cousin, and yet an entirely different performing airframe.

Thanks to Frank and Don for all their efforts. Thanks to all the participants who have made and will make the WAA-08 possible.

Be well,  
Fly well,  
JimNM

**5 Dec 09:** Pilot #168 (Adam H) transfers the SQuiRT to pilot #169 (Jim H).

**4 Dec 09:** Pilot #168 (Adam H) successfully flies the WAA-08 plane. Adam noticed that the SQuiRT's motor did not seem to have very much thrust. Upon inspection of the motor, he noticed the prop shaft was bent so he replaced the motor with the spare GWS sp400 we had in the box. The original motor lasted 215 flights. I am very pleased with that performance.

Here is the email from Adam:

I was just buttoning up the all the pieces to the squirt for the transfer this evening. Kinda doing a post flight inspection I noticed that the motor shaft has a slight bend in it. I thought maybe it was the prop adapter, but nope, it was the shaft. I went ahead and put in the replacement. All is well and the new motor has a lot more kick than when I flew her yesterday, much less vibration as well. I'm guilty of only doing a quick preflight yesterday and did not notice it. As for the batteries, there was no labeling on them. I also re-labeled them a, b, c, and d. I'm also sorry that i didn't pay attention to segregating the battery I used.

I do not have a local source for the replacement GWS 400 motor, but I will gladly reimburse for it. I do have two Multiplex Permax 400 6v can motors that I'll gladly donate but I'm not sure if you wanted to stick with the GWS stuff.

Anyway, I just wanted to keep you updated. I'll e-mail you all the photos that were taken as soon as I'm able to. Please contact me with any questions. Thanks!!

-Adam

**26 Nov 09:** Pilot #166a (Mark M) transfers the SQuiRT to pilot #167 (Adam H).

**25 Nov 09:** I received an email from pilot #167, Adam H in El Paso, TX. He has finally been contacted by another Alamogordo pilot from another club. Mark M (now numbered 166a), president of the Alamogordo – RCers, was given the SQuiRT by pilot #166 to fly. Adam says the transfer from Mark to him will take place on Saturday.

**Edit (13 Dec 09):** Carl reports that the pilot numbers are wrong. I am guessing that Mark made himself pilot #167. I'm glad that Carl told me this so I could go back and edit the pilot numbers after Mark before it got too confusing and mixed up. As the scheduler of this adventure, good communication is very important and when pilots make changes on their own and don't tell me, it can be frustrating to say the least. I think I have made all the corrections now and my maps and databases are correct.

**25 Nov 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by one pilot; pilot #166, Robert Entinger, of Alamogordo, NM. Unfortunately, the SQuiRT has been on hold waiting to be transferred to pilot #167, Adam Hawk in El Paso, TX. I'm hoping the transfer details have been worked out and we will see that transfer of the SQuiRT happens by Friday. Two weeks in one location is a long time.

From El Paso we'll head directly north through NM and into Colorado and the SQuiRT will stop at its birthplace in Colorado Springs. I'm hoping the Colorado winter will not be too bad and hinder the SQuiRT's travels through the state.

That's the news for now.

Thanks!

Frank

**24 Nov 09:** Still trying to coordinate the transfer to pilot #167 in El Paso. I'm hoping this will happen on the Thanksgiving holiday. We have certainly spent way too much time in Alamogordo, NM.

**24 Nov 09:** Erin Dobbs called me today to let me know that I am the recipient of the 2009 Carl Goldberg Vital People Award! I'll be getting a plaque and a \$200 check from the AMA. The award was for my work with the WAA-08 adventure. Of course this award would not be possible without all the help from all the people involved in the WAA-08 adventure. Bill Mecca submitted me for the award back in Feb of this year. Thanks Bill!

**15 Nov 09:** Pilot #166 (Robert E) has successfully flown the WAA-08 plane in a hangar at Holloman AFB.

**11 Nov 09:** Podcast update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by three pilots; #163 & 164, John and Jonathon Womack of Big Spring, TX, the Womack's are a father and son WAA-08 pilot team and pilot #165, Albert Hester, of Hobbs, NM. Albert was newest pilot who volunteered to join our adventure when the original Hobbs pilot dropped out at the last minute. Huge thanks to Albert for stepping up and volunteering to participate.

Currently the SQuiRT resides with Robert Entinger of Alamogordo, NM. Robert said that he might get a photo of the SQuiRT sitting on the wing of an F-22. That should be a cool picture if he can pull it off.

That's the news for now.

Thanks!

Frank

**11 Nov 09:** Pilot #165 (Albert H) has transferred the WAA-08 plane to pilot #166 (Robert E).

**8 Nov 09:** Pilot #165 (Albert H) successfully flies the WAA-08 plane and looks to transfer the SQuiRT to pilot #166 (Robert E) on Wed.

**6 Nov 09:** Pilot #163 (John W) transfers the SQuiRT to pilot #165 (Albert H).

**5 Nov 09:** Good news! We found a pilot. Albert H in Hobbs, NM who is a member of Randy's club has volunteered to participate on the adventure. Welcome aboard Albert!

**3 Nov 09:** Pilot #163/164 (John W and his son Jonathon) successfully flies the WAA-08 plane.

**2 Nov 09:** Our Hobbs, NM pilot dropped without warning. John and I are struggling to locate another pilot on the Hobbs, NM area.

## **28 Oct 09: Podcast Update:**

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by two pilots; pilot #161, Verne Bell of Weatherford, TX and pilot #162, Mark Shannon of Abilene, TX. Verne recovered from his surgery and flew the SQuiRT on 15 Oct and then the SQuiRT and Verne got in a Piper Cherokee and flew out to Abilene to deliver the plane to Mark. This is the second time the SQuiRT has had the pleasure to ride in a full size airplane to get to the next pilot. Mark successfully flew the SQuiRT on 23 October and passed the plane off to pilots #163 & 164, John and Jonathon Womack of Big Spring, TX. The Womack's are a father and son WAA-08 pilot team.

A side project we have started is having all our pilots generate a biography of their RC career. I sent out a sample to all of our WAA-08 pilots and they will be sending theirs back to me. I'll assemble all the bios and put them into a book format. It will be very interesting to see all the different backgrounds of our WAA-08 pilots and how they originally got involved in model aviation. The book of bios will reside with the SQuiRT at the end of her journey.

That's the news for now.

Thanks!

Frank

**25 Oct 09:** Pilot #162 (Mark S) transfers the SQuiRT to pilot #163/164 (John W and his son Jonathon).

## **24 Oct 09: WAA-08 Fall Update:**

WAA-08 Pilots,

I hope this email finds you well. The WAA-08 adventure has had a great summer and I'm looking forward to an excellent fall and winter as we head into the mountains of Colorado and then drop back down into the warm weather of Arizona and southern California.

### **Update:**

The WAA-08 plane is now with pilot #162, Mark Shannon, of Abilene, TX. Mark has just flown the SQuiRT and hopes to transfer it today to John and Jonathon Womack of Big Spring, TX today. Since my last update on 12 April, when the WAA-08 plane was in Valdosta, GA, the SQuiRT has been flown by 95 pilots and has traveled 4,300 miles as she made her way along the Gulf Coast, up through America's heartland and back down into Texas. That group of pilots had done an excellent job with news coverage by submitting their press releases to their local papers and we even had a local television station air a story about the adventure. Fantastic work guys and thanks for helping

to promote the hobby. I hope we can get many more local papers to cover the adventure and get the word out on how fun and exciting this hobby can be; especially to the younger generation. I don't think there has ever been an easier time to get started in the hobby like there is today. With smaller and cheaper electric powered planes and all the information available on the World Wide Web 24/7, now is definitely a great time to get involved in model aviation. It seems like nowadays that too many kids today are only interested in TV and video games and I think if we can set the spark with this adventure, it may certainly lead to a lifelong interest and activity in model aviation.

Wouldn't that be a fantastic "gift" to pass along to any child?

### **Route:**

Our route has not changed since the spring update

### **Biography:**

Attached is a sample biography (mine). There was some discussion on the RC forums about all the different backgrounds and experiences our WAA-08 pilots have and we decided that it would be awesome to have all our pilots put together a bio of them to be included with the WAA-08 plane at its permanent home (wherever that might be). I plan on taking all the bio's that are sent to me and putting them in a book format. If you care to participate in doing a bio, please use the same format as attached and when complete, just email it back to me and I will assemble them all into one document. If you would like to have an electronic version please let me know and I'll be glad to send you one when it is finished.

### **Patches:**

Don Jiskra (our treasurer) has done an excellent job with the embroidered WAA-08 patches. I believe the last order of patches topped 150 patches ordered. Thanks for all the support!

### **Weekly Updates:**

Wings Across America updates can be heard weekly from R/C FlightCast. Frank and Brian provide weekly updates on the happenings of the WAA-08 adventure. R/C FlightCast can be found at:

<http://www.rcflightcast.com/>

### **T-shirts and Stickers**

WAA-08 t-shirts and stickers are still available at: <https://www.grumpymonkeydesigns.com/grumpy-monkey-store.html>

### **WAA-08 Statistics (Current as of 24 Oct 09)**

#### **A few statistics of the WAA-08 adventure as of today's date:**

**9,719** miles traveled

**220** pilots have flown the WAA-08 plane

**98** AMA Chartered clubs visited

27 states visited  
381 registered pilots  
232 AMA Chartered clubs represented  
40 registered pilots in California –the most; followed by NY with 23  
1 registered pilot in Delaware and Vermont  
17 degrees –Coldest temperature that the WAA-08 plane was flown: Chuck W (#84) Gandeeville, WV  
107 degrees –Hottest temperature that the WAA-08 plane was flown: Mike H (#127) Valley Mills, TX  
5,300+ emails sent in support of the WAA-08 adventure  
2,700+ thread posts on the online RC Forums in support of the WAA-08 adventure  
76,238 hits on our WAA-08 Google Maps page  
8,027 hits on our WAA-08 website  
67 pages of notes taken recording my personal experiences and important events of the WAA-08 adventure

### **Major Events Attended:**

Dallas Electric Aircraft Fliers (DEAF 23) 27-28 September 2009  
Southeast Electric Flight Festival (SEFF) 1-3 May 2009  
Northeast Electric Aircraft Technology (NEAT) 12-14 September 2008

### **The oldest and youngest pilots:**

Youngest Female: Nicole Hansen 8  
Youngest Male: Aydin Turkay 7  
Oldest Female: Sherilyn Page 45 (yes, we asked and it was OK)  
Oldest Male: Frank Johnson: 93

### **Club with the most WAA-08-pilots:**

Hawks R/C Junior Aviators

### **News Coverage:**

16 Online news stories  
15 Local papers  
6 nationally publicized magazines have run articles on the WAA-08 adventure  
2 Local television news stories  
1 Weekly RC Podcast that provides WAA-08 updates

### **Forum Members:**

146 on RC Groups  
46 on WattFlyer  
3 on RC Universe

**Plane statistics:**

Plane: Simple Quiet Robust Trainer (SQuiRT)  
Wingspan: 38"  
Motor: GWS sp400  
ESC: Castle Creations Pixie 20P and for a backup Spectrum 18 Amp from Medusa Research  
Batteries: MaxAmps 1100 mAh 7.4V 25C LiPos  
Props: GWS 7x3.5  
Receiver: Spektrum AR6200  
Servos: 2 Ea Hitec HS-55  
Radio: Spektrum DX6i  
Battery Charger: DBC-14 from Common Sense RC  
AUW: 16 ounces  
Built from: Balsa and vinyl covering  
Manufacturer: Stevens AeroModel  
Year Built: 2008

**Sponsors:**

Stevens AeroModel  
Horizon Hobbies  
Redneck RC  
Jeff Williams (Tram)  
Big Al's Hobby Supply  
RC Pro Racing  
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Hobby Hangar  
Castle Creations  
Grumpy Monkey Designs  
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FliteLine Hobbies  
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Vinyl For RC  
Medusa Research Inc.  
Steve Cranford (WAA-08.org Domain creator)  
Desert Eagles Model Airplane Flying Club

That sums up the fall 2009 update of the WAA-08 adventure. Thank you all for participating and helping to make this adventure a reality. It is with your time and effort that keeps the dream alive and I deeply appreciate the effort.

As always, if you have any questions, please give me a call or shoot me an email. Please note I am not BCCing this email out to everyone. The last few times I did that, a lot of ISP server filters caught my email as spam (don't laugh) and it didn't make it through to those pilots.

Thanks for your time.

**23 Oct 09:** Pilot #162 (Mark S) successfully flies the WAA-08 plane. Mark also makes a short video of the SQuiRT in flight. The link will be posted on our website.

**17 Oct 09:** Pilot #161 (Verne B) transfers the SQuiRT to pilot #162 (Mark S). Verne's flight summary below:

Howdy Frank!

Well, I've finally finished my part!

Got my flight in Thursday, Oct. 15. Wind was close to 15 MPH. Had to take two flights to get good flight proof picture.

Flew the plane to Abilene today, Oct 17. Drove to Mineral Wells airport. left about 2 PM. Arrived in Abilene around 3 PM. Met Mark Shannon. Took pictures of John Peterson and his Piper Cherokee. Then transferred A/C to Mark & son. Returned to Mineral Wells around 5 PM. Was home before 6 PM.

Had Fun, sorry for the long delay!

Semper Fi, Gung Ho, & Oorah!

Verne B. GySgt., USMC, Retired

**15 Oct 09:** Pilot #161 (Verne B) successfully flies the WAA-08 plane.

**7 Oct 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has not been flown. The SQuiRT now resides with pilot #161, Verne Bell of Weatherford, TX. Unfortunately, Verne required surgery shortly after receiving her and is not able to fly the plane. Verne has emailed me and said he is recovering well and hopes to be able to fly by this Sunday. Of course I asked him not to push himself and when he feels able, then fly the SQuiRT.

That's the news for now.

Thanks!

Frank

**28 Sep 09:** Pilot #161 (Verne B) will be meeting Tom at his club this evening for the transfer. Tom says in an email "[Verne is meeting me at the Fort Worth Thunderbirds Club meeting tonight and we will make the transfer there...one last bit of a chance for more local R/Cers to view it tonight.](#)" It certainly looks like the SQuiRT was taken very good care of during her visit

to the DFW area. I'm sure she is going to miss all that attention when she moves on. Nice job Tom and thanks for taking such good care of the WAA-08 plane while she was in your possession.

**28 Sep 09:** Podcast update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by 2 pilots; pilot # 159, Tom Blakeney and pilot #160, John-David Rodriguez both of Ft Worth, TX. As mentioned in last week's update, Tom took the WAA-08 plane to the 23<sup>rd</sup> annual DEAF fly in Seagoville, TX. Tom was met by pilot #157, Mike Llewellyn and they provided a nice demo flight of the SQuiRT to the DEAF attendees. Ronnie Pope was there and took some excellent photos of the SQuiRT in flight. These photos are some of the best I have ever seen of her in flight. They can be currently seen on RCGroups in the WAA-08 discussion thread and also on our website. Thanks to Tom and Mike for bringing the WAA-08 plane to this historical event.

Tom should be passing the SQuiRT to pilot #161, Verne Bell of Weatherford, TX shortly. After Verne's flight, he has a special surprise for the WAA-08 plane. Verne's friend will be flying Verne and the plane to meet up with pilot# 162, Mark Shannon in Abilene in a full scale airplane. This will be the second time our SQuiRT has had the privilege to ride in a full scale plane while on her journey around the USA.

That's the news for now.

Thanks!

Frank

**26 Sep 09:** Tom B takes the SQuiRT to the 23<sup>rd</sup> annual DEAF fly in.

**24 Sep 09:** Pilot #159 (Tom B) and pilot #160 (John-David R) successfully fly the WAA-08 plane.

**21 Sep 09:** Pilot #157 (Mike L) transfers the SQuiRT to pilot #159 (Tom B).

**21 Sep 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by 2 pilots. Pilot # 156, Jim Henley of McAlester, OK and pilot #157 Mike Llewellyn of Trophy Club, TX. We had an extended down time due to bad weather in OK, so we only had two pilots this week. As of tomorrow, the plane should be residing with pilot # 159, Tom Blakeney of Ft Worth, TX. Tom will be taking the SQUIRT to DEAF this year. I've been told that DEAF is one of the oldest electric RC plane events in the USA. It will be cool to see the SQUIRT at this historical event.

As mentioned previously, I wanted to bring you another story of dedication and commitment to our WAA-08 adventure. As you may recall, we could not recruit any pilots between Albuquerque, NM and Colorado Springs, CO. I emailed the two pilots that are affected by this, Bob Helmick and Aaron Cooke to let them know of the situation. Bob, who lives in NM emailed me back and said if I couldn't find a pilot between him and Aaron, he would make a fishing trip out of the transfer drive. Keep in mind that is no small commitment. Bob has just offered to drive the SQUIRT 350 miles which is approximately 5 hours and 55 minute drive one way. Once again, I am humbled by the commitment and dedication of our WAA-08 pilots. I appreciate that effort very much. I salute Bob and his willingness to keep the adventure alive.

That's the news for now.

Thanks!

Frank

**20 Sep 09:** I received an email from a person I never met today. It touched me so much that I just have to copy and paste it here.

Good Morning Sir,

Great stuff you do for the hobby. You are one of those for real on line people. I think you have a grasp of the problems of someone breaking into this sport/hobby. It shouldn't be a problem, but it is. A person goes out to the field for the first time. If this person is lucky. They will run into one of the sports good will ambassadors. You know the type with the smile and positive greeting. If they are not so lucky they run into some person that is not so happy.

Does that mean that we are all a bunch of grumpy old people? Of course not. What happens when a grumpy person comes out the first day and runs into another grouch? We are people. Our club has a guy that is really a nice person. One day he wasn't so nice. Someone asked what is your problem. Well, he did in fact and does have a real problem. He found out he had cancer. Hard to be happy with something like that. It is hard to say why someone is a grouch. The point is. Each and every day is different for each of us. Each of us approach the first day at a field with a idea of what it is like. What you and your group are doing something that needs to be done. People meeting each other from state to state. What a great thing. The truth is we are all different. Yet, we all share a common bond. There is nothing any of us can do to make people get along. You have taken the only approach that works. We may not get along, however we can know each other.

Also you post about myths. Now that is good! When I was the age of nineteen or twenty we had a AMA newsletter, no magazine. One of those issues of the newsletter proclaimed in bold letters. Membership 25,000. I was in a combat Air Force wing at the time. My AMA number was under 10,000. That was in the sixties. I got out of the AMA and when I returned in the seventies I got the number I have now, XXXXX. I guess that makes me a old timer. The AMA has grown over those years in a very positive way. Yes there was some points when the AMA did some things that was wrong, or just not right lets say. You may have been in the AMA when the proposal was made to move to Indiana. Talk about some wild times.

Every level was in some sort of uproar. Most of the uproar was based on misinformation and myths. Many made the declaration they were done with the AMA. The AMA went on to keep growing. Why? The AMA is what it is. The biggest thing people have problems understanding is. If you are in the AMA you are the AMA. When we went into the magazine business. We had another uproar. The other publications felt it was wrong for the AMA to compete with them. The AMA kept growing.

Then another group figured they would be in direct competition with the AMA. More uproar. The AMA grew. We got people on the net talking about what the AMA is and what they are doing. Or what they are not doing. A guy like you come along and tells it the way it is. If the truth will set a person free, you have freed a lot of them. Your post is on our club house wall. Each meeting we have a talk about what the AMA is doing. Does it help? Don't have a clue. Our club has about a hundred members. Sometimes more sometimes less. About 20% have been around for ten years or more. About 10% for twenty years or more. Each year it is up to the old guys to educate the new. You sir are educating all groups, old and new.

The AMA. From nothing to: A National flying site, a professional group of employees, a magazine, all sorts of positive programs, insurance, a voice in government, 150,000 or so members that elect the people that guide the AMA and good people like you. Keep up the good work,

THANKS

Jerry

**19 Sep 09:** Pilot #156 (Jim H) transfers the SQuiRT to pilot #157 (Mike L). Mike then successfully flies her and is waiting to transfer. Jim reports his traveling summary below:

The pickup leg was from McAlester to Norman at the National Weather Center. I did not check the mileage on either trip, but that one was at least 135 miles or so each way.

The second leg was from McAlester to the Wal-Mart parking lot in Gainesville, TX. I missed my turnoff and went about 30 miles too far, but that trip was around 150 miles each way.

**19 Sep 09:** Monthly statistics update:

## **WAA-08 Statistics** (Current as of 19 Sep 09)

### **A few statistics of the WAA-08 adventure as of today's date:**

**9,311** miles traveled  
**215** pilots have flown the WAA-08 plane  
**91** AMA Chartered clubs visited  
**27** states visited  
**381** registered pilots  
**232** AMA Chartered clubs represented  
**40** registered pilots in California –the most; followed by NY with **23**  
**1** registered pilot in Delaware and Vermont  
**17** degrees –Coldest temperature that the WAA-08 plane was flown: Chuck W (#84) Gandeeville, WV  
**107** degrees –Hottest temperature that the WAA-08 plane was flown: Mike H (#127) Valley Mills, TX  
**5,100+** emails sent in support of the WAA-08 adventure  
**2,650+** thread posts on the online RC Forums in support of the WAA-08 adventure  
**75,833** hits on our WAA-08 Google Maps page  
**7,393** hits on our WAA-08 website  
**64** pages of notes taken recording my personal experiences and important events of the WAA-08 adventure

### **Major Events Attended:**

Northeast Electric Aircraft Technology (NEAT) 12-14 Sept 2008  
Southeast Electric Flight Festival (SEFF) 1-3 May 2009

### **The oldest and youngest pilots:**

Youngest Female: Nicole Hansen **8**  
Youngest Male: Aydin Turkay **7**  
Oldest Female: Sherilyn Page **45** (yes, we asked and it was OK)  
Oldest Male: Frank Johnson: **93**

### **Club with the most WAA-08-pilots:**

Hawks R/C Junior Aviators

### **News Coverage:**

**16** Online news stories  
**15** Local papers  
**6** nationally publicized magazines have run articles on the WAA-08 adventure  
**2** Local television news stories  
**1** Weekly RC Podcast that provides WAA-08 updates

## Forum Members:

144 on RC Groups

48 on WattFlyer

3 on RC Universe

**18 Sep 09:** Pilot #156 (Jim H) successfully flies the SQuiRT after an extended rain delay. Jim's summary below:

Hooray. I finally got to fly SQuiRT. The rains stopped as did the winds and I got a flight in about a hour before sunset.

I will be meeting Mike in Gainesville, Texas tomorrow morning to make the exchange so she can be on her way. It was nice having her in residence for a while. She really ate little and offered no discipline problems, unlike most youngsters.

I put a couple of labels in the box and changed a prop that was cracked at the hub. One label reminds to place the wing trailing edge down and the other reminds to place the prop horizontal before closing the lid. It supplements the existing sign already there.

I added some to the prop fund, which is now at \$31.49. That is the plastic jug in the box. I also added some to the Pilot's Assistance Fund (Gas Money) which is in the envelope in the flat plastic box. It is now at \$77.00.

I hate it that it took so long here. This weather is not normal for this time of the year. But hey, it is fall in Oklahoma.

I will post some photos tomorrow after I return from the exchange. Looking forward to meeting Mike.

**14 Sep 09:** Podcast update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by 3 pilots. Pilot #154, Jim Seignious of Yukon, OK and Kelsey Doughty, both from the West Side R/C Flyers Club and pilot #155 Kenta Hood, of Norman, OK. Both Jim and Kenta made excellent time with the SQuiRT by safely flying her and passing her along very quickly. The SQuiRT now resides with Jim Henley of McAlester, OK. Jim is our last OK pilot, but unfortunately, the SQuiRT has been grounded due to poor weather in the region. We are hoping for a break in the weather soon so she can head south into TX.

Short and sweet.

That's the news for now.

Thanks!

Frank

**12 Sep 09:** Pilot #155 (Kenta H) transfers the WAA-08 plane to pilot #156 (Jim H).

**9 Sep 09:** Pilot #155 (Kenta H) successfully flies the SQuiRT. His flight summary is below:  
Frank,

I found an opening at lunch to go fly today so I was able to have a nerve-racking but successful flight. I'll explain the scary to me flight.

I'm an electrical engineering masters student doing my research in the National Weather Center in Norman so I have a lot of nice tools to help me figure out what's going on outside. I found the winds would be about 3 mph until mid-afternoon and they would be around 7-9 mph or higher the rest of the week with a 40% chance of rain most of the time so I decided to step out at lunch and get a flight in so I could fly quickly and get it moved on should it be raining the next few days (can't trust the weather here at all). I packed up the plane, my wife, and 6 month old and went to where I like to go when there's no people and got ready to fly. I got things together and the wind seemed stronger than what I was expecting but wasn't anything I haven't flown in before.

I finally got the plane up in the air and it was a lot windier up there than it was on the ground but it was already in the air so I couldn't abandon ship then. That's when I got a little nervous but I figured I would be able to get it down (I kind of had to) because I had wind to fly into to slow the landing down, and slow it down it did. I basically hovered it down to the ground. It flew just fine though and I didn't really have any issues other than the wind. I went back to check the wind once I got back to work and found that it was about 7-10 mph winds so it ended up being much higher than expected. Can't trust the weather guys yet is what I've found the two years I've been at the weather center.

Anyway, I'm glad I was able to fly today because it's only gotten windier here.

Thanks again for a nice little plane to fly. I enjoyed it and have a nice story to tell my son when he's older. I'll send pictures later on after I get home.

Kenta

Nice job Kenta! Way to make it happen. Kenta also put his flight summary and a video on his blog at <http://amazingrcvideos.blogspot.com/>

**8 Sep 09:** Pilot #154 (Jim S) transfers the WAA-08 plane to pilot #155 (Kenta H). Great work on flying and transferring the plane Jim!

**8 Sep 09:** Pilot #154 (Jim S) successfully flies the SQuiRT with 1 other member of the Westside R/C Flyers. Jim's flight summary in an email he sent below:

Attached is one of many pictures we took this morning at Westside field in Yukon, OK. We flew the airplane three times even though the winds were 10 gusting to 16-18 mph. The aircraft did fine and fun was had by all. From left to right in the picture.

Jim Seignious - pilot, Ray R, Dan W, John W all members of Westside RC Flyers. One other pilot that is not in this shot was Kelsey D. I have video of the Squirt flying at Westside. I will forward it to you as soon as I have time to process it.

I will hand the aircraft off to Kenta Hood, Norman OK tonight at 5:30pm.

Jim S

**7 Sep 09:** Pilot #153 (Chris F) transfers the WAA-08 plane to pilot #154 (Jim S).

**7 Sep 09:** Podcast update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by 1 pilot. Pilot #153, Chris Fuller of Choctaw, OK who flew the plane on 3 Sep. He plans to hand the SQuiRT off to pilot #154, Jim Seignious of Yukon, OK Monday afternoon at 3 PM. Jim plans on a same day flight and a hand-off to pilot #155, Kenta Hood, of Norman, OK on Tuesday. That's excellent flying and transfer plans. I hope the weather allows that to happen. Way to go Jim!

As mentioned in last week's update, I wanted to bring you another story of dedication and commitment to our WAA-08 adventure. As you may recall, we could not recruit any pilots between Albuquerque, NM and Colorado Springs, CO. I emailed the two pilots that are affected by this, Bob Helmick and Aaron Cooke to let them know of the situation. Bob, who lives in NM emailed me back and said if I couldn't find a pilot between him and Aaron, he would make a fishing trip out of the transfer drive. Keep in mind that is no small commitment. Bob has just offered to drive the SQuiRT 350 miles which is approximately 5 hours and 55 minute drive one way. Once again, I am humbled by the commitment and dedication of our WAA-08 pilots. I appreciate that effort very much. I salute Bob and his willingness to keep the adventure alive.

That's the news for now.

Thanks!

Frank

**3 Sep 09:** Pilot #153 (Chris F) successfully flies the SQuiRT.

**2 Sep 09:** Pilot #152 (James M) transfers the WAA-08 plane to pilot #153 (Chris F).

**31 Aug 09:** Podcast update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by 11 pilots. The first was pilot #147, Mark Moser of Valley Center, KS, followed by pilot #148, Phil Burress of Wichita, KS and shortly thereafter by pilot #149 Troy Stotts of Coffeyville, KS. Pilot #150, Mike Lewis of Claremore, OK and 5 other members of the Tornado Alley Model Aviators also flew the SQuiRT. Mike passed the plane off to pilots #150 and #151, Guy Kargl of Broken Arrow, OK and James

Michael of Tulsa, OK who flew the SQuiRT on the same day. The SQuiRT now resides with James awaiting transfer to pilot # 153, Chris Fuller of Choctaw, OK.

Mike was responsible for doing some needed repairs to the SQuiRT's covering. He noticed some film tears in the fuselage and the wings and asked if could repair them. I gladly agreed that he should and he did a really nice job of repairing the loose covering. I first saw the covering damage and thought it looked pretty bad, but I realized that the SQuiRT has flown 200 maiden flights in her journey so far in all kinds of weather. I soon realized that she is looking pretty darn good! I wonder what other plane could boast those numbers?

We did have a bit of a scare last week. Our lone pilot in Alamogordo, NM emailed me and said he was giving up RC flying and wanted to drop out. This left a 3 hour and 52 minute one way drive from Hobbs, NM to El Paso, TX for Randy Teague. I initially thought that we might be done. No one is going to want to make that drive. I emailed Randy and the pilot in El Paso, Adam Hawk and they assured me that if I could not find a replacement for the dropped pilot, they were willing to "make it happen" regardless. I am humbled by the commitment and dedication of our WAA-08 pilots. I appreciate that effort very much. I have another amazing story about pilot commitment, but I'll leave that for next week's show.

That's the news for now.

Thanks!

Frank

**29 Aug 09:** Pilot #150 (Mike L) transfers the SQuiRT to pilot #151 (Guy K). Pilot #151, (Guy K) and pilot #152 (James M) successfully fly the WAA-08 plane. James takes possession of the SQuiRT and will be transferring her next Wed. Pilot #151 reports his flight summary below:

Handoff at 9:15 am on August 29, 2009. Spent a lot of time familiarizing myself with the instructions. Photos taken with "The Unclub" pilots. Flight was at 9:45 am. Takeoff (hand launch) was good -- straight and level. Wind was 8 mph from the north. Climbed to 3 mistakes high, and flew 10 circuits. Required up elevator at half throttle, and wanted to pull to the right. Nice little flyer, with surprising power from a brushed motor! No tricks -- did not want to risk it. Landing was slow and easy in the grass, but she nosed over gently. Handed off the Squirt to pilot #152 (James) at 9:50 AM. Flew an aerial video mission during his Squirt flight. \$21.48 in prop fund.

**27 Aug 09:** Mike emailed and said the repairs to the SQuiRT were completed. After reviewing the before photos, she looked a little rough, but after realizing she has been flown 200 times, I'm thinking she still looks quite well. Before and after photos will be posted on our website.

**26 Aug 09:** Pilot #150 (Mike L) successfully flies the WAA-08 plane although he said it was too windy to get any air to air photos. He also said the SQuiRT is in need of some minor repair work and asked if he should do the work. I approved it of course. Mike's flight summary posted on RCG is below:

Tue. 25, Oct. met Troy pilot #149 in Nowata, Ok and picked up the SQuiRT, inspected contents, all looked good, after the handoff we drove from Nowata to Tulsa, Ok. to the Tulsa Glue Dobbers club meeting and showed off and talked about the SQuiRT and its adventure across the US. It was a big hit at the club, wanted to fly but too windy. Wed. evening all of us gathered at the flying field to fly the SQuiRT, it was a bit windy but not too windy. I flew first, then Steve and then Freddie, Tom and Mike M. didn't want to take the risk, but Steve, Freddie & I wouldn't have any part of that, so I launched and gained some altitude and then handed the control to Tom, he made a few passes and then handed off to Mike M., he made a few passes and handed the controls back to me and I landed, everything went great. On Fri. Mike M's son Heath came over and he flew, still windy, I launched, gained altitude and handed over the controls, Heath made some passes and then landed with ease, packed up everything for the SQuiRT and then flew all the other planes we had with us. Fri. evening, checked all contents, charged flight batteries and Tx batteries, signed the lid and log book and Tom and I wrote a couple of stories.

I made contact with Guy (#151) Wed. morning and he couldn't take handoff till Sat morning. That worked out good for me, gave me time to read the journal. Reading that was cool, what a journey this little plane has been on. The SQuiRT has been in the hands of the young, the old, male & female hands, it's been high and low, wet and cold, foggy and windy and it still survives, It needed some minor repairs, look like it had a rough belly landing at some point, covering coming loose in some spots and the wing had some dents and holes in one area where the landing gear is near it during transport. It didn't dawn on me to try putting the TE in first, as Griffin suggested, LE down was the way I received it and that's the way I installed it back in the box.

Speaking of the transport box, it is a beautiful and well build container for transporting this project around the country in. KUDOS to Steve (Griffin) for constructing it.

I contacted Frank and he authorized me to do the repairs. Made the repairs to the fuse and wing and investigated why the wing got punctured and came to the conclusion that the LG axle was sticking out of the rubber wheel retainer too far and left a sharp point sticking toward the wing. When removing the fuse before the wing or installing the wing first and then the fuse there was a potential for contact of the axle to the wing. I removed the LG and ground down the ends of the axle to where the rubber wheel retainers were protecting the metal axle.

Several items had been added to the travel box that was causing things to be a tight fit and that is a possibility of how the wing got punctured.

Frank has mentioned this before and I will repeat it.

I know everyone would like to send along a souvenir, BUT, the travel box is just big enough for the SQuiRT and the items that it needs to fly and be maintained, so PLEASE refrain from adding items to the box, there is just not enough room inside for anything else.

If you have something you would like to be a part of this adventure, other than a sticker or patch that can be attached to the box (they will have to be small, not much room left on the outside, some room inside) just contact Frank and he will give you his address, you can send it to him. I'm sure all the items sent in will be photographed and included in the DVD of this adventure and I'm sure all of it will be on display in the museum when the SQuiRT has completed its journey.

THANKS, from all the guys at Hangar 3 for the privilege to be a part of this adventure....

mm

**25 Aug 09:** Pilot #149 (Troy S) transfers the SQuiRT to pilot #150 (Mike L). Mike said he is going to try to get some air to air photos of the WAA-08 plane.

**24 Aug 09:** Pilot #149 (Troy S) successfully flies the SQuiRT. Troy said the plane was stable in the high winds.

**23 Aug 09:** Pilot #148 (Phil B) transfers the SQuiRT to pilot #149 (Troy S). Phil's flight summary below:

"I picked up the airplane on Thursday, August 20 from Mark M. We met at the Beech flying field in Wichita but didn't fly at that time. I flew the airplane at this field on Saturday. It flew fine and landed safely. I met the next pilot, Troy S., in Arkansas City, KS on Sunday morning, August 23. This was a little over an hour's drive for both of us. We met in the Wal-Mart parking lot and took pictures. -Phil B, 08/23/2009."

**22 Aug 09:** Pilot #148 (Phil B) successfully flies the WAA-08 plane.

**20 Aug 09:** Pilot #147 (Mark M) transfers the SQuiRT to pilot #148 (Phil B).

**19 Aug 09:** Updated Statistics

**WAA-08 Statistics** (Current as of 19 Aug 09)

**A few statistics of the WAA-08 adventure as of today's date:**

8,733 miles traveled

200 pilots have flown the WAA-08 plane

88 AMA Chartered clubs visited

27 states visited

380 registered pilots

234 AMA Chartered clubs represented

40 registered pilots in California –the most; followed by NY with 23

1 registered pilot in Delaware and Vermont

17 degrees –Coldest temperature that the WAA-08 plane was flown: Chuck W (#84) Gandeeville, WV

107 degrees –Hottest temperature that the WAA-08 plane was flown: Mike H (#127) Valley Mills, TX

5,000+ emails sent in support of the WAA-08 adventure

2,500+ thread posts on the online RC Forums in support of the WAA-08 adventure

74,999 hits on our WAA-08 Google Maps page

6,734 hits on our WAA-08 website

57 pages of notes taken recording my personal experiences and important events of the WAA-08 adventure

**Major Events Attended:**

Northeast Electric Aircraft Technology (NEAT) 12-14 Sept 2008  
Southeast Electric Flight Festival (SEFF) 1-3 May 2009

**The oldest and youngest pilots:**

Youngest Female: Nicole Hansen **8**

Youngest Male: Aydin Turkey **7**

Oldest Female: Sherilyn Page **45** (yes, we asked and it was OK)

Oldest Male: Frank Johnson: **93**

**Club with the most WAA-08-pilots:**

Hawks R/C Junior Aviators

**News Coverage:**

**16** Online news stories

**14** Local papers

**6** nationally publicized magazines have run articles on the WAA-08 adventure

**2** Local television news stories

**1** Weekly RC Podcast that provides WAA-08 updates

**Forum Members:**

**144** on RC Groups

**48** on WattFlyer

**3** on RC Universe

**Plane statistics:**

Plane: Simple Quiet Robust Trainer (SQuiRT)

Wingspan: 38"

Motor: GWS sp400

ESC: Castle Creations Pixie 20P and for a backup Spektrum 18 Amp from Medusa Research

Batteries: MaxAmps 1100 mAH 7.4V 25C LiPos

Props: GWS 7x3.5

Receiver: Spektrum AR6200

Servos: 2 Ea Hitec HS-55

Radio: Spektrum DX6i

Battery Charger: DBC-14 from Common Sense RC

AUW: 16 ounces

Built from: Balsa and vinyl covering

Manufacturer: Stevens AeroModel

Year Built: 2008

## **Sponsors:**

Stevens AeroModel  
Horizon Hobbies  
Redneck RC  
Common Sense RC  
Big Al's Hobby Supply  
RC Pro Racing  
MaxAmps  
Hobby Hangar  
Castle Creations  
Grumpy Monkey Designs  
E Cubed R/C  
FliteLine Hobbies  
R/C FlightCast  
Vinyl For RC  
Medusa Research Inc.  
Steve Cranford (WAA-08.org Domain creator)  
Desert Eagles Model Airplane Flying Club

**18 Aug 09:** Pilot #147 (Mark M) successfully flies the WAA-08 plane. Mark posts in RCG:

Hello All,

I picked up the SQuiRT from Pilot #146, Nathan J. Sunday afternoon. It was great to meet you Nathan. I didn't get home until late Sunday, it rained all day yesterday, and I thought it was going to be too windy this evening to fly the SQuiRT. Thankfully the wind died down later in the evening and I got to fly the SQuiRT today. It's been awhile since I've flown a rudder/elevator only plane, but once the SQuiRT was airborne, it was a fun little plane to fly. I was even brave enough to do a loopy loop. Below is a video of me flying the SQuiRT for the first time. Thanks Frank and everyone involved in this great experience.

Mark

**17 Aug 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by 6 pilots; pilot #146, Nathan Jones of Louisburg, Kansas and 5 other members of the RC Barnstormers Model Airplane Club. Nathan is our youngest pilot of 2009 at the ripe old age of 13 years old. Nathan tells me he is going into the eighth grade, but has been flying for two years and is already an instructor pilot at his club. Way to go Nathan and it's great to hear about kids your age involved so much in our hobby. Nathan has passed the plane to pilot #147, Mark Moser, of Valley Center, Kansas. I am hoping that Mark and pilot #148, Phil Burress will fly the plane together since they belong to the same club and quickly pass the SQuiRT on to our last Kansas pilot.

We still need some pilots in the Page, Arizona area as well as a couple pilots in the Chico, California area. If any of your listeners live in those places and would like to volunteer, please visit our website at [www.WAA-08.org](http://www.WAA-08.org) to volunteer.

That's the news for now.

Thanks!

Frank

**16 Aug 09:** The SQuiRT has been transferred to pilot #147 (Mark M).

**15 Aug 09:** Pilot #143 (Travis A) contacted me via email saying he was disappointed that he was skipped when the SQuiRT passed through MO. I explained that since he did not return any of my pilot contact emails or attempts to contact him by Larry (#142), I assumed that he decided not to participate. This was the first time I have been contacted after the fact when the SQuiRT had passed by a registered pilot. I am not sure what more I can do to ensure this doesn't happen again since I have to believe that the onus must be on the registered pilot at some point to ensure he is aware of where and when the plane will be in his/her vicinity.

**11 Aug 09:** Pilot #146 (Nathan J) successfully flies the SQuiRT along with 5 other members of the R/C Barnstormers Model Airplane Club. Nathan is holding off on passing the WAA-08 plane so he can have it on display on Saturday when his club has a scale model competition. On a personal note about Nathan, he is 13 years old, going into the eighth grade and is working on his Eagle Scout project. He sounds like a very smart and motivated young man.

**11 Aug 09:** Pilot #145 (John W) transfers the WAA-08 plane to pilot #146 (Nathan J).

**10 Aug 09:** Podcast update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by 3 pilots; pilot #142, Larry Askren of Springfield, MO, Pilot #144, Tom Long of Webb City, MO, and pilot #145, John Wynne of El Dorado Springs, MO. John actually flew the SQuiRT on the same day he picked her up from Tom. Way to go John!

We did have an exciting week for our adventure. Tom Long contacted his local paper, the Joplin Globe, which ran a story about the WAA-08 adventure on the Friday before his planned flight. That in itself is pretty awesome, but beyond that, his local TV station saw the story in the paper and they sent a reporter out to Tom's club, the Joplin RC Club, and took video as well as talked to Tom about the Adventure and RC flying in general. The news report aired on the 6 PM and 10 PM newscasts later that day. How cool is that?! That makes twice so far that we have had local TV news coverage on the WAA-08 adventure since we began. Awesome stuff for sure and way to go

Tom! Promoting the hobby is what this adventure is all about and that it certainly a wonderful way to do it.

The WAA-08 patches were delivered last week and they look great! I was very surprised in the quality of the patches and quite pleased. Don Jiskra is still taking orders for those that would like some. Please check out our website for ordering information.

That's the news for now.

Thanks!

Frank

**9 Aug 09:** Pilot #145 (John W) successfully flies the WAA-08 plane "without a hitch." He picked up the plane from Tom, drove back to El Dorado Springs and waited to about 1900 until the wind died down to about 7 mph.

**9 Aug 09:** Pilot #144 (Tom L) successfully flies the WAA-08 plane and transfers it to pilot #145 (John W). Tom said it was still windy with a steady wind blowing at 12, but had no problems flying the plane.

**8 Aug 09:** Tom reports that it was too windy to fly the SQuiRT at his fun fly, but his local television station (KOAM) sent out a reporter to interview him about the WAA-08 adventure. Tom said the story was aired on the 6 & 10 PM news times. Way to go Tom!

**7 Aug 09:** Tom emailed me about his paper:

Hi Frank,

The local paper contacted me this morning. They will be running two articles on it. They are doing a preliminary on it in tomorrow's paper then they will come out and take pictures tomorrow and do a follow up article. I'll send you the links to them as soon as I see it.

Tom

**4 Aug 09:** Pilot #142 (Larry A) successfully flies and transfers the SQuiRT to pilot #144 (Tom L). Pilot #143 (Travis A) did not return phone calls or emails so he had to be skipped. Tom will be contacting his local paper, the Joplin Globe, about the WAA-08 adventure.

**3 Aug 09:** Pilot #141 (Jerry G) transfers the WAA-08 plane to pilot #142 (Larry A) according to Larry's post on RCG.

**3 Aug 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by 14 pilots. Yes, that's 14! The first was Tom Roberts of McDougal, AR on 25 July, then John Morgan of Fenton, MO who flew the SQuiRT with three club members of the St Louis Radio Control Flying Association, then Chris Nenzel of St Charles, MO flew her and quickly passed the plane to Jerry Gibbons of Rolla, MO who took turns flying the SQuiRT with 7 other members of the Rolla Modeler's Association. That's a lot of pilots in the two weeks time! Jerry should be passing the plane to Larry Asken of Springfield, MO today. Those Missouri pilots are really moving the SQuiRT along as well as showing some great support within their respective clubs.

I would like to share this photo of the SQuiRT taken in St Louis, MO. We always encourage our pilots to take photos of the SQuiRT with famous locations or objects in the background, and this picture really exemplifies what we'd like to see. Here John is standing on Market and 7<sup>th</sup> Street with the Gateway Arch and old Courthouse in the background. It's an excellent photo indeed.

Don Jiskra has opened up the ordering for a second round of patches. We have had enough interest to purchase 50 more and Don is accepting payment for more patches. When he reaches 50 patches he will place the order. For those that missed out on ordering one, please check out our website for ordering information.

That's the news for now.

Thanks!

Frank

**2 Aug 09:** Pilot #141 (Jerry G) successfully flies the WAA-08 plane with 7 other club members of the Rolla Modeler's Association. Great support from their club!

**2 Aug 09:** Pilot #140 (Chris N) transfers the SQuiRT to pilot #141 (Jerry G) today as promised.

**1 Aug 09:** Pilot #140 (Chris N) successfully flies the WAA-08 plane and should be transferring the plane to pilot #141 (Jerry G) tomorrow. Way to move her along Chris!

**1 Aug 09:** Pilot #139 (John M) successfully flies the SQuiRT along with three other club members of the St. Louis Radio Control flying Association and transfers her to pilot #140 (Chris N).

**30 Jul 09:** Pilot #137 (Tom R) transfers the plane to pilot #139 (John M), our first MO pilot.

**25 Jul 09:** Pilot #137 (Tom R) successfully flies the WAA-08 plane with six other members of the Piggott Radio Control Model Club.

**24 Jul 09:** Pilot #135 (Ron S) transfers the WAA-08 plane to pilot #137 (Tom R) at Bald Knob, AR. (Who knew of such a place?)

**20 Jul 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by 3 pilots; a father and son team named Brian and Glen Coston, #132 & 133, of Malvern, AR, and Ron Stanfield, #135, of Maumelle, AR. We did lose two Arkansas pilots in this group though. One moved away and the other could not be reached so unfortunately, we had to skip them. Right now the plane is with Ron who is waiting to meet pilot #137, Tom Roberts of McDougal, AR. Tom and Ron expect to meet on Friday to transfer the SQuiRT. Tom will be our very last Arkansas pilot for our adventure as we move in Missouri, our 26<sup>th</sup> state to visit.

Don Jiskra has posted a poll on the RC forums to see if there is enough interest to purchase 50 more WAA-08 patches. I know your listeners cannot see this, but I am attaching a sample of what the patch will look like. I think they came out well, and I look forward to sewing one on my "flying" shirt. If anyone would like to order a patch, please stop by RCGroups, WattFlyer, or if you are not a member of those forums, you can stop by our website and email Don to let him know. He isn't collecting any money right now; he just needs to get a demand of 50 before asking for payment and placing the order. Patches are \$4.89 each which includes shipping.

That's the news for now.

Thanks!

Frank

**19 Jul 09:** Pilot #135 (Ron S) successfully flies the WAA-08 plane on a near perfect weather day. Ron will be passing the plane to pilot #137 (Tom R) since pilot #136 (Wayne A) could not be reached via phone calls or emails. His club (Beebe RC Flying Club) president said he has not been seen in "a long time." Update: Tom, pilot #137 posted on RCG that Wayne has moved to Ft Smith, AR.

**15 Jul 09:** Pilot #133 (Glen C) transfers the SQuiRT to pilot #135 (Ron S). Pilot #134 (Park F) did not return emails or phone calls so he had to be skipped.

**14 Jul 09:** Pilot #132 (Brian C) and pilot #133 (Glen C) successfully flies the WAA-08 plane. Brian and Glen are father and son. This is our second father and son WAA-08 pilot team to fly the SQuiRT.

**13 Jul 09:** Podcast update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by 2 pilots; Larry Hines, #130, of Sawyer, OK and Chad Voelkel, #131 of Mena, AR. The SQuiRT has now been officially flown in 25 states; halfway there if we make it to AK & HI, and over halfway there if those plans don't work out. Either way, the journey has been a huge success so far and I appreciate everyone's assistance in keeping the dream alive and helping to promote the hobby with our WAA-08 adventure.

More good news from Chad is that the MaxAmps batteries are working out well and there are no problems with charging them with the charging adapter included on the travel box. Your listeners may recall the drama on figuring out the correct balancing tabs to use with our Common Sense RC charger and the MaxAmps batteries. But it looks like we are good to go now. I'm looking forward to seeing how long these four sets of batteries last. I expect good results from these batteries.

Don Jiskra has received 50 paid orders for the embroidered WAA-08 patches. Minimum order was 50 to have the company make them up for us, and I believe it took about two weeks to get 50 sold. That's an awesome turnout for patches and I can't wait to get mine. Don has placed the order and we should be seeing them in about 4 weeks. For those that didn't get theirs in time for the first batch of 50, I'm sure Don will be putting the word out in a few months for a second order of 50 more. I'll shoot everyone an email when we plan on doing that.

That's the news for now.

Thanks!

Frank

**13 Jul 09:** Pilot #131 (Chad V) reported that he has successfully flown the WAA-08 plane, although he did not mention what day he flew on. He also says he will be transferring the plane to pilot #133 (Glen C). Glen is pilot #132's Dad (Brian C). Hopefully the weather will be nice this evening and they can both get their flights in. Chad also reports that the MaxAmps batteries worked fine. That's definitely good news.

**9 Jul 09:** Pilot #131 (Chad V) emailed me and said that he has coordinated a news story about our WAA-08 adventure with his local paper when he flies Saturday.

**9 Jul 09:** 50 patches have been paid for and Don will be placing an order with Ideal Patch for our first order of 50 patches.

**8 Jul 09:** Chuck posts on RCG that he did not receive the new CSRC adapters from Shane. Come to find out, Shane forgot to include them on the travel box. Fortunately, the adapter we were using with the Apogee batteries works to charge the new MaxAmps batteries.

**8 Jul 09:** Pilot #130 (Larry H) transfers the plane pilot #131 (Chad V) in Mena, AR.

**7 Jul 09:** No word back from pilot #129, (Chuck D) about the batteries, but pilot #130 (Larry H) posted on RCG that he has received the SQuiRT and flew her today already. I can only hope the charger and charging adapters are working. Larry says he plans on transferring the SQuiRT on 8 Jul.

## **6 Jul 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by 2 pilots; Shane Reves, #128, of Teague, TX, and Chuck Davis, #129, of Holly Lake Ranch, TX. Chuck is our last TX pilot for a while as we make a nice big loop through the middle part of the United States. The SQuiRT should see some interesting things as it makes it way through America's Heartland and I'm looking forward to the exciting pictures of the places she will be stopping in.

We have received the MaxAmps batteries and Chuck is going to make sure the charger will charge and balance the batteries with the Common Sense RC adaptors I purchased. Since there is no standard for balancing tabs, as we all know, it's always a guessing game on which tabs or adaptors to get when you buy new batteries from a different company than who makes the charger you are using. That's the number one frustrating factor in electric powered flight in my mind. But I digress, sorry about that folks.

Once Chuck checks that all is well, he will be meeting pilot # 130, Larry Hines, in Mt Pleasant, TX, a halfway point as soon as practical. Larry is our first OK pilot. OK will be our 24<sup>th</sup> state visited.

Even though we are not even in the peak of summer, those early Rocky Mountain snowfalls still linger in the back of my mind and I won't rest easy until we are safely through the high country. I'm hoping for many successful flights and quick transfers as we loop around Middle America.

That's the news for now.

Thanks!

Frank

**5 Jul 09:** Pilot #128 (Shane R) transfers the plane to pilot #129 (Chuck D). Chuck is going to check out the batteries and charger to make sure they are compatible with the adapters I have purchased as well as reviewing the charging instructions to make sure they are still applicable. If not, changes will be made and the updated version will be posted on our site.

**3 Jul 09:** The MaxAmps batteries arrived at Shane's place.

**30 Jun 09:** The batteries did not arrive as of today, but fortunately, pilot #128 (Shane R) had a 2 cell 900 mAH battery on hand to successfully make his flight. Shane's flight summary below referring to pictures posted on RCGroups:

Hadda successful flight today...

**ON MY BIRTHDAY** (that might be a first)

That's Mike S (club pro and pres this year) the birthday boy, and Tom Pomeroy. Toms holding the sign with one arm...cause thats all he's got! He is a fine craftsman and RC pilot. Builds his own single stick radio. Got an old Ace and its fully updated and integrated with 2.4 switchable to 72mhz and a slew of nice switches across the top that he can get to with one hand while still controlling the stick. Quite a setup.

After the news crew got finished up (ok.ok...a gal with a camera) it was time!

Good flight. 7pm, overcast, winds NSEW@ -0-. Handlaunch, 3 pilots and a safe setdown. Good flyin plane.

The little SqUiRt moves on down the road on its adventure.

**29 Jun 09:** Pilot #127 (Mike H) delivers the plane to pilot #128 (Shane R). Shane reports that the CSRC adaptors needed for our new MaxAmps batteries that I ordered on Thursday has arrived already at his place.

**28 Jun 09:** Pilot #127 (Mike H) successfully flies the WAA-08 plane along with 6 other Texas Model Aeronautics Foundation club members. Mike's flight summary below:

My gosh it was hot today!!! As I left the field, I noticed the reading on my thermometer on the Avalanche and it read 107 degrees!!! I believe it and now have the sunburn to prove it! LOL

I arrived with the plane at the Texas Model Aeronautics flying field in Valley Mills, TX at about 1:15pm. By 2pm, the newspaper folks arrived right on schedule. Winds were around 5mph so we were prime to get in our historic flight. Unfortunately, right before we were ready for lift-off, the wind changed direction and shot up to 10-15mph, but no worries. The added breeze provide a slight comfort to those of us that had been sweltering in that awful heat.

The GWS 2s1300 battery that Fred (Pilot #126) purchased proved to be DOA, so I gave it back to the hobby shop owner (Max) and he will send a refund to Fred, so no problem now with putting that non-balancing battery in the case. I brought a back-up battery just in case we needed it (a ThunderPower 2s1320) and I was happy I did! It worked perfectly.

Since we fly off of a grass runway right now, and since the winds were kind of squirrelly, we elected for a hand launch rather than ROG. I threw the plane and Todd Blose was the first to fly it, followed by me. After that, Max B, Glen G, Charles H, Steve F, and Phil H all had a turn with it before it was turned back over to me to land it. It took me three tries before I could actually get it down! I had forgotten how flat-bottom airfoils create so much lift! LOL

I've signed the case and I had my participating fellow club members sign off in the log book with their AMA numbers. I will also be including some smaller versions of the pics I'm attaching here in the log book.

Frank, thanks so much for letting me and my club participate in this grand endeavor. I would wonder if any other leg of this journey involved this many pilots each fly a circuit in one flight! LOL 7 pilots in 6 minutes!

I'll be handing the plane off to Shane (Pilot #128) tomorrow so he can continue the SqUiRT on with her journey.

As a footnote, the WAA project was the main subject of my podcast this week, and I've just uploaded that episode to my website. Please feel free to give it a listen! You can navigate to site by going to [www.TheCrashCast.com](http://www.TheCrashCast.com)

I, and the rest of the Texas Model Aeronautics club, wish the SQuiRT many more pleasant flights throughout this great nation and wish her a safe and happy return when her mission is complete.

**28 Jun 09:** Summer update sent out to all pilots:

Hello WAA-08 Pilots, I hope this email finds you well. I'd like to take a few moments of your time to update you on the status of the Wings Across America 2008 adventure and let you know the latest news.

Let me start off by saying the SQuiRT has been making excellent progress through the southern United States. I am very impressed by the way the Gulf Coast (FL, AL, MS, LA, & TX) pilots have safely flown and passed the plane along as quickly as possible. We have even had some great local newspaper coverage as the WAA-08 plane passed through south TX. At last count, we have had four local papers cover the project in central and south TX alone. That's excellent work fellas and much appreciated. Our goal in this adventure, as you know, is to promote the hobby of RC flying and using the supplied press release in an excellent way to introduce the hobby to your local community. Please take advantage of that when it's your turn to fly and help get the word out.

Speaking of news coverage, you should have already seen two articles about the WAA-08 adventure in this month's *Model Aviation*. I certainly appreciate MA for running those stories to help get the word out about our adventure and I also appreciate pilot #88, John R, of Statesville, NC submitting his flight summary of his time with the SQuiRT in our District IV's section of MA. Every time MA does a story on the WAA-08 adventure, we pick up a few more much needed pilots in areas of the USA that we have some big gaps. Be on the lookout for articles about the WAA-08 adventure in *Backyard Flyer*, hitting the streets 7 July, and also in October's *Fly RC* magazine. The inclusion of the WAA-08 adventure in these magazines is greatly appreciated.

Currently the SQuiRT is with pilot #127, Mike H, in Waco, TX. She is headed northeast into OK and then AR. Those pilots have been notified and are on standby waiting for the SQuiRT to get to their location. Our short term goal is to make sure we are through Colorado before the first snows hit the Rocky Mountains. I don't know when that is for sure, but I suspect September sometime. We are going right along the continental divide so we should be seeing the highest flight the SQuiRT is going to make in her journey. With that in mind, we need to keep her moving along so we don't get stuck in the high country of CO. Route maps can be found on our website.

## **Breaking News**

As well as having WAA-08 T-shirts and decals, the Wings Across America 2008 now has patches! These patches are the embroidered kind that can be sewn onto a ball cap, shirt pocket or sleeve, or anywhere else you might like to sew one on. The patches measure 4 x 3.5 inches, are 100% embroidered, has a merrowed border, with white pellon backing. The cost for one patch will be \$4.05 plus .84 cents for the mailing costs. Please note that we are not making any money from the

sale of these patches. We have to order a minimum of 50 patches at a time so we are taking pre-orders right now. Once we submit the order, you should have the patch(es) in your mailbox within four week's time. The patch will look like our WAA-08 logo that is attached to this email I have also attached a close-up showing the quality of the embroidery used by the manufacturer of the patches. Don will post ordering info on our website as well info for multiple orders of patches. If you have any questions, please feel free to contact Don at [waatreasurer2@gmail.com](mailto:waatreasurer2@gmail.com)

## **New Sponsor**

For those that haven't heard, we picked up a new battery sponsor. The Apogee batteries that we were using were puffing and at least one of them stopped taking a charge. I contacted Bill at Apogee about the possibility of sending replacement batteries, and was told that Apogee didn't want to support us anymore. I have mixed emotions about that. I'm glad they did step up originally to sponsor our adventure, but disappointed that their batteries only lasted a year and that they were unwilling to provide continued support. After Apogee's denial to send replacement batteries, I contacted Jason at MaxAmps and he immediately returned my email saying he'd be honored to support us. I asked for three batteries and he is sending four, as well as including the Deans connectors on them. Way to go Jason and MaxAmps! I certainly appreciate that and for MaxAmps helping to keep the dream going.

## **Photos**

I'd like to remind each pilot that a good picture of you holding the plane by your club/field sign or other local landmark is appreciated. The better the photo that you provide, the better looking your flight certificate will be. I am attaching a sample of what the flight certificates look like. Don does an excellent job with them and works with the photos provided, but if you can help him out with a good photo, I'm sure he will appreciate it.

## **RC Forums**

If you'd like to join in the WAA-08 discussions, we have four RC forums with threads on them. They are; RCGroups, WattFlyer, Flying Giants, and RC Universe. I try to stop by all of them at least once a day to answer questions and post updates as well as photos. Feel free to stop in and post some comments if you'd like. They are all free and simple to join. It's a great way to share information as well as keep current on the WAA-08 adventure. Of course, we'll always have the current location of the WAA-08 plane as well as other important information on our website if you are not a fan of RC forums.

## **Statistics**

Since I really enjoy statistics, I am including them below. I'm not sure what else you would like to see, but these are the few things I have been tracking since we started this adventure back in March of last year.

### **WAA-08 Statistics (Current as of 27 Jun 09)**

**7,038** miles traveled.

154 pilots have flown the WAA-08 plane.  
74 AMA Chartered clubs have supported our adventure.  
23 states visited.  
371 registered pilots.  
227 AMA chartered clubs represented.  
35 registered pilots in California –the most; followed by NY with 23.  
1 registered pilot in Delaware and Vermont.  
17 degrees –Coldest temperature that the WAA-08 plane was flown: Chuck W (#84) Gandeeville, WV.  
102 degrees –Hottest temperature that the WAA-08 plane was flown: Fred H (#126) Temple, TX.  
4,500+ emails sent in support of the WAA-08 adventure

### **Major Events Attended:**

Northeast Electric Aircraft Technology (NEAT) 12-14 Sept 2008  
Southeast Electric Flight Festival (SEFF) 1-3 May 2009

### **The oldest and youngest pilots:**

Youngest Female: Nicole Hansen 8  
Youngest Male: Aydin Turkey 7  
Oldest Female: Sherilyn Page 45 (yes, we asked and it was OK)  
Oldest Male: Frank Johnson: 93

### **Club with the most WAA-08-pilots:**

Hawks R/C Junior Aviators

### **News Coverage:**

15 Online news stories  
12 Local papers  
5 nationally publicized magazines have run articles on the WAA-08 adventure  
1 Weekly RC podcast that provides WAA-08 updates  
1 Local television news story

### **Forum Members:**

149 on RC Groups  
40 on WattFlyer  
3 on RC Universe

### **Plane statistics:**

Plane: Simple Quiet Robust Trainer (SQuiRT)  
Wingspan: 38"

Motor: GWS sp400  
ESC: Castle Creations Pixie 20P and for a backup Spectrum 18 Amp from Medusa Research  
Batteries: MaxAmps 1100 mAH 7.4V 25C LiPos  
Props: GWS 7x3.5  
Receiver: Spektrum AR6200  
Servos: 2 Ea Hitec HS-55  
Radio: Spektrum DX6i  
Battery Charger: DBC-14 from Common Sense RC  
AUW: 16 ounces  
Built from: Balsa and vinyl covering  
Manufacturer: Stevens AeroModel  
Year Built: 2008

### **Sponsors:**

Stevens AeroModel  
Horizon Hobbies  
Redneck RC  
Common Sense RC  
Big Al's Hobby Supply  
RC Pro Racing  
MaxAmps  
Hobby Hangar  
Castle Creations  
Grumpy Monkey Designs  
E Cubed R/C  
FliteLine Hobbies  
R/C FlightCast  
Vinyl For RC  
Medusa Research Inc.  
Steve Cranford (WAA-08.org Domain creator)  
Desert Eagles Model Airplane Flying Club

That sums up my second quarterly update about the WAA-08 adventure for this year. As always, if you have any questions or concerns, please email me and I will respond as soon as possible.

Thanks again for participating in our adventure and helping to "make it happen."

Frank

**27 Jun 09:** Don will be working with Ideal Patch to get us WAA-08 patches.

**25 Jun 09:** Pilot #126 (Fred H) successfully flies the WAA-08 plane on hot but mild winds day. Certainly nothing like the winds south TX has been seeing as of late. Fred has also transferred the plane to pilot #127 (Mike H).

**25 Jun 09: We're in luck!** Jason M from MaxAmps has generously offered to sponsor our adventure with providing us 4 each 1100 mAh 7.4V batteries. MaxAmps has no become the official WAA-08 battery sponsor since Apogee would not replace the four bad batteries that we started out with last May. Jason will be sending them to pilot #128, Shane R, in Teague, TX. They should get there about the same time the SQUIRT does. Jason will also have the Deans connectors installed as well as Align balancing/charging tabs so they should be plug and play. **Thanks Jason!**

**24 Jun 09:** Two out of the four Apogee batteries were disposed of due to puffing and low voltage. I was hoping these batteries would have lasted more than 13 months. They have somewhere between 20 – 50 flights on them. I received an email from Bill at Apogee and he said, "[Frank; Sorry, but our donation to 'the cause' has been fulfilled.](#)" I am in search of another battery sponsor. I have contacted Jason at MaxAmps to see if they would like to take over as the WAA-08 adventure's sponsor for batteries.

**23 Jun 09:** Pilot #125 (Joe P) successfully flies the WAA-08 plane and expeditiously passes it along to pilot #126 (Fred H).

**23 Jun 09:** Pilot #125 (Joe P) reports that our Apogee batteries are not looking good. Two are puffed (3&4) significantly more than the other two and one doesn't charge higher than 3.86 volts. I have contacted Bill at Apogee to see if they will support us with new batteries.

**23 Jun 09:** Pilot #124 (Jim M) contacted me to let me know that his club mates gave a generous donation to the emergency fund. Below is his email:

Don and Frank,

It's been a real treat working with you gents and getting a crack at flying the SQUIRT in Wings Across America 2008. Thanks for making it happen!!!

Here's what our club, [KERRVILLE RC FLYERS -- AMA 2764](#), has done to bare a hand and assist in the great WAA - 2008 adventure.

Since not everyone could, would, or wanted to fly the plane, I found a jar and marked it "PROP FUND." We passed it around the flying field at our Sunday gathering. Club members and guests answered the call by turning out their pockets and emptying the coin trays in their pickups. As a result, the Kerrville RC Flyers have added an additional **\$50.00** to the PAF.

Our 'donation' is in the PAF envelope. I placed the "WAA-2008 Prop Fund" jar in the box for future use.

Regards,

Jim M - AMA 845230

**Thank you Kerrville RC Flyers for your generous donation.** With many miles to go, I'm sure that will be a necessity.

**22 Jun 09:** Pilot #124 (Jim M) transfers the SQuiRT to pilot #125 (Joe P).

**22 Jun 09:** Pilot #124 (Jim M) successfully flies the WAA-08 plane after a long delay waiting for winds to calm. Jim's flight summary below:

Frank,

First... our Club Event very well on Sunday morning. We had some 'not often seen' member show up! Lots of photos. Due to getting the TX -RVR issue sorted out, we started getting the usual gusty, variable winds. Our 'wind sock' is a small styro-cup on a string. It was standing stright out at this point. Soooo, although we had SQuiRT on the runway and ready to fly, I scrubbed the attempt. BUT NOT TO WORRY!!!

This AM, I got up about 7:15 and it was DEAD CALM! I called Dave and Dan so they could meet me at the field. Dan couldn't make it by Dave showed up and we got her off the ground and shared the flying experience for about five minutes. After landing it Dave and I were 'high fives and fist bumps'.... we giggling and dancing around like school girls!!!

What a treat and experience it was!!! Thanks for working so hard to put this project together. I'll get things posted and I'm making arrangements to pass the plane on to Joseph.

On the TX-RVR issue. Its likely this could have been the problem. The were only about 2 feet apart on the bench. I'd suggest adding a note to the PRE-FLIGHT procedures on this. Another issue would be to add a note on the RE-BINDING procedures indicating that you can plug the 'binder jumper' directly into the receiver as the directions in the manual show a 'bench top binding' with gaggle of wiring and an on an off switch in the circuit. Not necessary. Friend Dave had this trouble with his big Spectrum radio some time back. The school solution is to plug the jumper directly into the receiver... then bind.

Cheers!

We did have another failure to link the Rx and Tx on Jim's flight. He plugged the battery in and nothing happened. This is the third failure of the AR6200 Rx to link with the Tx. We think it may be due to the Tx being less than four feet away from the Rx when we power it up. I have updated the pre-flight instructions to note the distance requirement and included the procedures for binding without the on/off switch.

**22 Jun 09:** Fred H, pilot # 126, has his story run in the Killeen Daily Herald. Nice work Fred!

**19 Jun 09:** Jim M contacted his local paper and states:

**Yeaaaaa!!!**

I submitted the PR to our local paper yesterday afternoon. I got a call back about 6PM saying it will be run in today's paper!!!!

Indeed!!! Page 3, of today's Kerrville Times has the article!!!

Great idea putting that PR in the kit! With a few modifications to customize it you can email it straight to your paper's editor. It makes it painless for them!!! No work other than to decided to run it and polish it up!!!

USE IT!!!!

Jim

PS: Still windy!!! SSE 12 G24 around 7:30AM today.

Way to go Jim! These TX pilots are giving us some great local coverage!

**17 Jun 09:** Fred H, pilot # 126, meets with a local reporter from the Killeen Daily Herald. It was too windy to fly, and he didn't have the SQuiRT yet, but he discussed the project, RC Aeromodeling and the AMA. I look forward to seeing the article. So far we are getting good coverage in the local papers in east and south Texas.

**16 Jun 09:** Pilot #125 (Joe P) emailed to let me know that he submitted the press release to his local paper. Email below:

Frank,

I just thought I would let you know that your press release worked. I sent it today to a tiny local paper called the Round Rock Leader. I submitted the release via a form on their web site. By the end of lunch, I had a call from a reporter.

He wanted to take a picture of me with the plane. Unfortunately, Jim just got it and I won't get it from him for at least a day. Fortunately, I have a Squirt of my own. So he took a picture of me with my plane and he has the URL of the WAA-08 web site. I told him that I would send him some pictures of me with the actual plane when I fly it.

I have to admit that I was a bit surprised at the interest. I would bet that 10 or 12 people see that picture!  
☺

Joe

Glad to hear it Joe. This is pretty typical of local newspapers from what I have seen. They really are looking for "good news" stories to share with their readers.

**15 Jun 09:** Pilot #123 (Bob S) transfers the SQuiRT to pilot #124 (Jim M).

**14 Jun 09:** Pilot #123 (Bob S) successfully flies the SQuiRT. Flight report below:

Flight went well especially considering the gale force winds, it took considerable concentration. What a great little bird!

Thanks to all who made this possible!

**14 Jun 09:** Pilot #122 (Doug N) successfully flies the WAA-08 plane and passes her along to pilot #123 (Bob S).

**11 Jun 09:** Pilot # 121 (Dan G) transfers the SQuiRT to pilot #122 (Doug N).

**9 Jun 09:** Pilot # 121 (Dan G) successfully flies the WAA-08 plane. Dan's flight summary follows:

About 7:30pm today the winds became tolerable and I made the flight. The Squirt fly's very well. Ready to transport to pilot 122 Doug N. Just now left him a message on the phone. Frank, thanks for a great day and wonderful experience.

Dan

Brazos Valley R/C Modelers

At the same time Dan was getting ready for his flight with the SQuiRT, Greg and Hiroko, stopped by to visit the Brazos Valley R/C Modelers. Greg reports in a post on WattFlyer:

Hi folks,

My wife and I are not into RC clubs, we just stopped by a field in Texas yesterday for fun and happened by accident to catch the pilot #121 from your WAA-08 tour fly the plane. We took a few photos which you are welcome to have. The flight was great, nice landing as well.

We will have to keep an eye on this little plane we happened to meet by accident. Happy skies to it!

Cheers from College Station Texas

Greg & Hiroko

Greg goes on to say in another post:

It sounds like we were very lucky to catch this flight. Had no idea we were driving into cowtown Texas to see RC history in the making.

The lady that you can see in the photo told us that 120 people had flown the plane before. We sort of thought she was joking until she showed us the books with photos (the photo of the photo in the book with the snake on the plane is when my wife is reading the book and looking at the photos).

As you can see they had to hand launch the plane because the grass was too thick for the wheels. The hand launch was perfect, the pilot flew all around the field several times for it seems like 3-5 minutes. We enjoyed seeing it as the plane flies well. Wish we could have gotten more photos but our camera battery was dead so that's all we could get.

My wife and I have agreed that we are going to get a small plane like this one this summer and learn how to fly it. So congrats, WAA-08 inspired some new RC fliers in central Texas during its visit here.

All the best

Greg & Hiroko

Lastly:

Hi Frank - Then you should be more pleased to know that the WAA-08 did it's job as an ambassador of RC during it's stop here. After leaving my wife and I decided that we are

going to get a plane like this one this summer and learn to fly it. Heck, if 121 people can do it with the same plane, I think we can learn to fly one.

We are very happy that we had a rare luck chance to witness this flight. We will keep up with the journey online.

Cheers

Greg & Hiroko  
College Station Texas

**And that boys and girls is part of what this adventure is all about.**

**8 Jun 09:** Pilot #120 (Dick P) has transferred the SQuiRT to pilot # 121 (Dan G).

**8 Jun 09:** We now have an "official motto." I am going with: **Promoting the Hobby - One Pilot at a Time**

**7 Jun 09:** I received a response back from my request for a pilot in College Station, TX. Doug M, secretary from Brazos Valley RC Modelers emailed my request for pilots to his club mates and I shortly got a response from Dan G. Dan lives in College Station and is willing to participate. Dan has been assigned pilot number 121. This is certainly good news, especially on such short notice. This saves a lot of driving for both pilots that are before and after Dan.

**7 Jun 09:** Personal note. My application for Contest Director was approved by the AMA. I received a letter in the mail today stating that I am now an official CD with the AMA.

**7 Jun 09:** Pilot #120 (Dick P) has successfully flown the WAA-08 plane. Dick's flight summary below:

Hey Frank,

Flew the SQuiRT this afternoon. No problems at all. It was a little windy, but the gusts quit for a few minutes and I took it to the air. Stayed up about 4 minutes, set it down, took a couple of pictures, charged battery and put it in the box!

I will get the pictures off my camera later this evening or tomorrow and get them to you.

I really enjoyed being part of this. Thanks for all your effort!!!

Dick

**5 Jun 09:** I heard back from the guy on RCG. He will be out of state during that time.

**4 Jun 09:** Had an unfortunate email today. Two days before pilot #121 (Jim R) was supposed to receive the SQuiRT, he emailed and dropped out leaving a big gap between pilots 120 (Dick P) and 122 (Doug N). This is the one of the more frustrating moments of coordinating this

adventure. I find it hard to understand that after numerous emails starting about two months out that a person waits until he is about to get the SQuiRT to let me know he can't participate. It really leaves a burden on the two pilots before and after him. The light at the end of the tunnel is that I found two pilots in College Station; one from RCG search and one from the Park Pilot Partner search on the AMA website. I have emailed them both to see if they would like to participate. –Keeping fingers crossed.

**3 Jun 09:** Walt returns back home and successfully flies the WAA-08 plane and passes the SQuiRT to pilot #119 (Jon A). His flight summary is below:

FLIGHT LOG - Picked up the plane in Louisiana at the Casino from George Miller #117. Won \$100 while I was waiting. Went back to Houston and checked the plane out. Went to the flying field. I was supposed to meet Jon A #119 but he was detained due to weather (he flies big airplanes). Flew the plane - it flies really nice - I like it. I didn't expect much but I was impressed. Packed the plane up after flying and taking photos. Jon came in too late to fly this evening so I transferred the plane to him and wished him well. Jon said he plans to fly the plane on Saturday. I also had a grandson born today so I am off to Virginia. Thank you for allowing me to be a part of this.

Walt S

**3 Jun 09:** Pilot #118, (Walt S) meets George at the Delta Downs Casino in Vinton, LA for the WAA-08 plane transfer. There he wins \$100 at the slot machines and gets a call telling him his grandbaby was born. Congratulations Walt!

**2 Jun 09:** 3 pilots successfully fly at Rice Area Modelers Society club field. The group fly was coordinated by pilot #115, Jon M in an effort to expedite the plane to pilot #118, Walt S, who is expecting his first grandbaby any day now. The three pilot who flew the SQuiRT were; pilot #115 (Jon M), pilot #116 (Matt L), and pilot #117 (George M). Pilot #118, (Walt S) will be meeting George to pick up the plane tomorrow. In an email to the three pilots before him, Walt states:

I want to thank all you guys for getting together and doing this flight so quickly. I'm walking a tight line between waiting for this plane and my first grandchild in Leesburg, Virginia. Because of your help it looks like I might make it and keep peace in the family. Thanks to all!

I'll be picking up the plane in the morning - hopefully flying in the afternoon or early Thursday morning and passing it to Jon #119 at the same time. I'll send pics and a report then hit the road. Might even be able to sneak over to the AMA museum.

Walt S #118

**2 Jun 09:** Another interesting email I want to include was from pilot #114, Charlie L after receiving his pilot's certificate from Don. Charlie states:

Thank You Gentlemen; it was a pleasure to be a part of this adventure. Rest assured that this Certificate will have a place of prominence upon my "Wall of Honor" in the hangar at home. My only regret is that the time with the plane was so limited. It would have been interesting to see how well the "Little Girl" flies when the wind is with in its' design envelope. Best wishes to all that have and those that will fly this little jewel.

Charles "Charlie" L  
Lafayette Escadrille  
WAA-08 Pilot # 114

### **1 Jun 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by two pilots; pilot #113, Chris Timmins of Prairieville, LA, and pilot #114, Charlie La Porte of Lafayette, LA. Charlie plans on passing the SQUIRT tomorrow. The remaining 3 Louisiana pilots will get together tomorrow and fly the SQUIRT. This will be the last flights in the state of Louisiana as the SQUIRT moves into Texas sometime later in the week.

I received an email from pilot #32, Roger Kleinert of Darien, CT. He is president of New Canaan RC Society. Roger and the treasurer of the Country Squires Club, in which Pete C, pilot #31, flew the WAA-08 plane, are putting up an RC display in their local bank to help promote the hobby of RC Aeromodeling. Roger said that Pete will be donating his SQUIRT as the plane model as well putting up some display items. Don and I will be working with him for some Wings Across America 2008 display items similar to what we did at SEFF. Roger said he is also going to download your podcast episodes that feature information of the adventure and use them as an interactive display. Sounds like a fantastic way to help promote the hobby.

That's the news for now.

Thanks!

Frank

**30 May 09:** Pilot #114 (Charlie L) successfully flies the WAA-08 plane on a very gusty day. Charlie's flight summary below:

Good Morning Frank and Company,

I received the WAA-08 Squirt on Friday 5/29/09. My compliments to the builders of the plane and especially to the builder of the shipping case. There is not a single detail that was left unconsidered in its construction. Truly a work of a Master Craftsman.

The Squirt was flown on Saturday 5/30/09 @ the Lafayette Escadrille International Model Airport. The weather was beautiful with the exception of the wind. We were having 10 to 15 mph winds that were shifting from north to northwest with gust of up to 20 mph. As a result the Squirt had to be hand launched by Troy L but behaved itself very well for such a light plane in those kind of winds. Landing was a little taxing on the nerves due to the wind, but a steady hand on the sticks and not panicking allowed for a safe return to Terra Firma. If the wind had been from a steady direction I think the little plane could have handled the gust with no problem. Because of the wind conditions and time constraints on my schedule it was decided to count our blessings and not attempt another flight. No one present wanted to be the hands on the sticks in a worse case scenario. I would bet this little beauty would be a blast in an indoor facility with the control throws maxed out.

I received a call from Jon M and he says he returned from his work hitch early so we plan to transfer the WAA-08 SQUIRT on Tuesday 6/2/09.

Charles "Charlie" L  
Lafayette Escadrille  
WAA-08 Pilot # 114

**29 May 09:** Pilot #113 (Chris T) delivers the SQUIRT to pilot #114 (Charlie L).

**29 May 09:** Roger K, pilot #32 contacted me looking for information on the WAA-08 adventure. He is president of New Canaan RC Society. Himself and the treasurer of the Country Squires Club, in which Pete C, pilot #31, flew the WAA-08 plane is planning on putting up an RC display in their local bank to help promote the hobby. Roger said that Pete will be donating his SQUIRT as the display model as well putting up some display items and an audio presentation about the adventure. Sounds like a fantastic way to help promote the hobby.

**28 May 09:** Pilot #113 (Chris T), successfully flies the WAA-08 plane.

**26 May 09:** Pilot #112 (Bill K) delivers the plane to pilot #113 (Chris T).

**25 May 09:** Pilot #112 (Bill K) successfully flies the WAA-08 plane. Southern LA has been plagued by thunderstorms for 10 days now. Bill finally had a chance to get a flight in. He hopes to pass SQUIRT tomorrow, but that will put us into a bit of a time crunch. Pilot #115 (Jon M) goes out of town for a week on Wed. I hope we can make it to pilot #116/117 by tomorrow night. I am trying to coordinate a group fly for pilots those three pilots.

**20 May 09:** Pilot # #111 (Jim C) transfers the plane to pilot #112 (Bill K). We are moving right along! The pilots have been doing an excellent job of flying and passing the plane along. I am very impressed.

**19 May 09:** Pilot #109 (Will A) & pilot #111 (Jim C) successfully fly the WAA-08 plane. (Pilot #110 dropped out.) Jim explains his flight summary in an email:

WHEEEEEEEEEEE,, Success.

Today Will # 109 and I Jim # 111 went to our field with the plane and many of our club members to witness the event. The winds were 15 G 25 and we really thought no flying. We know the weather will be getting worse with Low pressure over the gulf bringing us more winds and heavy rain later in the week, so we knew if we didn't fly today it might be a week or more for conditions to be right.

So we waited and waited. 2+ hrs of waiting and we had a calm. Will assembled the plane and made his flight and I took photos. Success.

Then after we pre-flighted the bird again I flew and Will took photos. Another great flight. We hand launched due to grass being high for light electric. The landings were also very soft.

After Will's flight was completed Will handed off the box and plane to me. I have completed my flight and it is now ready to go to Bill Krummel in Metarie. I plan to contact Bill today or tomorrow for delivery.

Photos attached.

Jim Corkern #111 Northshore Club VP.

### **18 May 09: Podcast Update:**

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane was flown successfully by four pilots; pilot #103, Tim Nolan of Valparaiso, FL, pilot #104, Ron Van Putte of Fort Walton Beach, FL, pilot #107 Ken Achee of Citronelle, AL, and pilot #108, Lee Carroll of Vancleave, MS. Lee transferred the plane today to pilot #109, Will Argeanton of Slidell, LA. For those keeping track, that is four states and 221 miles traveled in less than a week's time. That's a fantastic accomplishment and great effort by those pilots on keeping the SQuiRT moving along.

I hope we can keep up the pace.

As mentioned last week, our two goals in the short term are to make it out of the Colorado high country before the fall snows hit the Rocky Mountains and to make it to the Fall Electric Aircraft Rendezvous (FEAR) October, 2-4 2009 in Surprise, AZ.

We are still looking for pilots in the Sherman, TX area. Please go to our website at [www.WAA-08.org](http://www.WAA-08.org) and email Frank to volunteer.

That's the news for now.

Thanks!

Frank

**18 May 09:** Pilot #108 (Lee C) transferred the plane to pilot #109 (Will A) today. Lee also did a fantastic job of flying the WAA-08 plane and then quickly moving it along. We just went through 4 states in 4 days and covered 221 miles. That's awesome. Will plans on flying the plane tomorrow with two other pilots #110 (Mark P) & #111 (James C).

**17 May 09:** Pilot #108 (Lee C) successfully flew the WAA-08 plane between storms today and hopes to pass the plane along to pilot #109 (Will A) in Slidell, LA. That would put the plane in 3 states in three days!

**(9 Jul 10 addendum):** Lee sent me his photos after receiving my summer 2010 WAA-08 update. Below is his flight summary.

May 16, 2009:

Ken A and I met for lunch to exchange the Squirt. I've made a new modeling friend.

May 17, 2009:

The weather was stormy with gusts. Frank asked me to see if we could get in three flights in three states in three days. Mission accomplished.

My wife Marsha and grandson Patrick went to the field with me where we met Duane G KAMS club secretary.

The flight went off without a hitch even though the wind was gusty.

This has been just a great experience. It makes it all the better to know that I flew the same plane that flyers from my old flying club, The San Francisco Vultures, are going fly later this year.

This was very special to me.

Best of luck to every one

Lee C AMA32088

**16 May 09:** The SQUIRT is in its 21<sup>st</sup> state. Ken delivered the WAA-08 plane to pilot #108 (Lee C). Ken did a fantastic job of flying the WAA-08 plane safely shortly after receiving it, taking great photos, and then moving the plane along to the next pilot all within a 24-hour time span.

**16 May 09:** Pilot # 107 (Ken A) successfully flies the WAA-08 plane. Ken called me with the same problem Ron had. Here is Ken's summary:

I changed the rubber bands on the motor. There are still several of both kinds in the bags.

When I first turned on the transmitter the airplane was responsive to controls. When I tried doing the range check it would no longer respond. After rebinding the receiver to the transmitter everything checked out OK.

The grass was short so I tried an ROG takeoff. The Squirt ground looped but no damage was found during the inspection. I hand launched for a great takeoff. I was

surprised as to how much power the 400 motor had. I quickly cut back to half throttle. The Squirt is a very enjoyable airplane to fly at cruise.

I had forgotten to set a timer so I hollered to a friend to tell me when four minutes was up. After circling figure eighting the field for a while, Joe announced FOUR MINUTES!

I throttled back to almost off and set up for an approach. In low power it reminded me of my GWS Tiger Moth. Landing was uneventful.

Thanks for letting me be a part of this wonderful experience.

This Rx problem has me concerned. I emailed Spektrum and asked them if they have has similar problems with any of the other AR6200's.

**15 May 09:** Pilot #104 (Ron V) delivers the plane pilot #107 (Ken A) at Spanish Fort, AL.

**12 May 09:** Pilot #103 (Tim N) and pilot #104 (Ron V) successfully flies the WAA-08 plane.

**9 May 09:** Pilot #102 (Dale C) delivered the plane to pilot #103 (Tim N).

**8 May 09:** Pilot #102 (Dale C) successfully flies the WAA-08 plane. He reports 10 knot winds and gusting but had to fly today because tomorrow's weather would be even worse. Dale said he should be transferring the plane to pilot #103 (Tim N) tomorrow.

**6 May 09:** Pilot #100 (Richard F) transfers the plane to pilot #102 (Dale C). We are on the move again!

**4 May 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has not been flown. The SQUIRT took a two week vacation followed up by attending the United States' largest electric fly-in. Pilots 100 and 101, Richard Feezel and Steve Cooper, took the SQUIRT and the travel box to SEFF with them to showcase our adventure to all attendees. Don and Richard made up some great displays as well as Warren from Grumpy Monkey Designs made a nice 24x36" WAA-08 banner.

I'll let Richard summarize the event for me:

Guys,

I'm really sorry that the demo flight could not happen. Friday and Saturday noon times the wind was just too much for a SQUIRT with as much riding on it as this one has. Jeff Myers said he could work us in to the Saturday evening awards ceremony and it was looking

promising as the winds began to die down. Sadly the rains came in during the awards ceremony.

I can report, however, that we had lots of traffic at the WAA display setup and I personally chatted with both AMA Executive VP Mark Smith and Executive Director Jim Cherry. They are both very pleased and excited at the efforts of everyone involved in WAA. Jim Cherry told me that they have one of the 2008 Collage poster displayed at AMA headquarters and follow our progress closely.

We did get the pilot's group photo (thanks to Alysa, pilot 99's daughter for handling my camera) at about 2pm Saturday afternoon with only a couple of pilots attending who didn't make it into the shot. Jeff Myers was very cooperative in making the announcements to let everyone know about the photo shoot. The photos are still in my camera and I'll try to get them up (and full-size off to you Frank) a little later.

Steve and I just finished unpacking the truck and trailer as we hung around at Hodges until about 2pm. SEFF is a fantastic event with non-stop action every where you turn and the friendliest bunch of folks you'd ever hope to meet. Just before we left I FINALLY made it into Mac Hodge's shop and chatted with him about the week's events. He's one of the true senior gentlemen of our hobby and a sweetheart of a guy. He's ready to do it again next year!

I know your listeners can't see the photo, but I am attaching a group photo of the attending WAA-08 pilots. Unfortunately, not everyone made it into the photo but we did have a very good turnout. Looks like all had a great time.

Richard has let me know that he should be passing the plane on to pilot #102, Dale Calvin, of Marianna, FL on Wednesday. We look forward to getting on with flying and moving along. Our goal right now is make sure we are out of the Colorado high country before the snows hit in the fall.

That's the news for now.

Thanks!

Frank

**1 May 09:** The WAA-08 plane arrives at SEFF! Richard and Steve made it to SEFF safely and will be setting the WAA-08 display for all to see.

**27 Apr 09:** Podcast Update:

Dang it!!!! Forgot again.

Frank/Brian,

Here's the latest on the Wings Across America 2008 adventure.

The WAA-08 plane is still with pilot #100, Richard Feezel in Tallahassee, FL. The SQUIRT awaits her trip to SEFF with Richard and Steve Cooper, pilot #101.

Don has done a great job as well as Richard to make some great displays for folks to view while she is at SEFF. I look forward to seeing the photos of the event. The last head count of WAA-08 pilots at SEFF is 22 but I'm sure there are more. We are hoping to get a group photo as well as a 3-minute demo flight on one of the days.

That's all the news for now. I'll have a lot more to report for next week's episode.

Frank

**22 Apr 09:** Don and Richard have been hard at designing the display for WAA-08 at SEFF. They are doing a fantastic job behind the scenes working out all the details. I am very impressed with it so far. Still no word back from Jeff Myers about the demo flight at SEFF.

**21 Apr 09:** Plans are being formulated for a display to be set up at SEFF. I called Warren at Grumpy Monkey designs to design a 24" x 36" banner to be hung up in Richard's canopy when he is at SEFF. The banner will be made durable enough to travel along with the SQUIRT and be displayed when each pilot flies the plane at his local field. Don and Warren worked together to design the banner. Warren is going to ship it to Richard in FL. The banner is going to cost \$70.

**20 Apr 09:** Frank and Brian from RC FlightCast invited me on as a guest on their show. We chatted about the adventure and its goings on up until now. I had a good time, but I think I talked their ears off.

**19 Apr 09:** I worked up some current stats for the adventure.

### **WAA-08 Statistics**

**A few statistics of the WAA-08 adventure as of today's date:**

**125** pilots have flown the WAA-08 plane.

**5,475** miles traveled.

**19** states visited.

**61** AMA Chartered clubs have supported our adventure.

**363** registered pilots.

**215** AMA chartered clubs represented.

**4** nationally publicized magazines have run articles on the WAA-08 adventure

**1** registered pilot in Delaware.

**35** registered pilots in California –the most; followed by NY with **23**.

### **The oldest and youngest pilots:**

Youngest Female: Nicole Hansen **8**

Youngest Male: Aydin Turkey **7**

Oldest Female: Sherilyn Page **45** (yes, we asked and it was OK)  
Oldest Male: Frank Johnson: **93**

### **Plane statistics:**

Plane: Simple Quiet Robust Trainer (SQuiRT)  
Wingspan: 38"  
Motor: GWS sp400  
ESC: Castle Creations Pixie 20P and for a backup Spectrum 18 Amp from Medusa Research  
Batteries: Apogee 7.4V 1000 mAH 20C  
Props: GWS 7x3.5  
Receiver: Spektrum AR6200  
Servos: 2 Ea Hitec HS-55  
Radio: Spektrum DX6i  
Battery Charger: DBC-14 from Common Sense RC  
AUW: 16 ounces  
Built from: Balsa and vinyl covering  
Manufacturer: Stevens AeroModel  
Year Built: 2008

### **Sponsors:**

Stevens AeroModel  
Horizon Hobbies  
Redneck RC  
Common Sense RC  
Big Al's Hobby Supply  
RC Pro Racing  
Apogee  
Hobby Hangar  
Castle Creations  
Grumpy Monkey Designs  
E Cubed R/C  
FliteLine Hobbies  
R/C FlightCast  
Vinyl For RC  
Medusa Research Inc.  
Steve Cranford (WAA-08.org Domain creator)  
Desert Eagles Model Airplane Flying Club

**18 Apr 09:** Pilots #100 (Richard F) and #101 (Steve C) successfully fly the WAA-08 plane.  
Flight summary and day's event from Richard follow:

Frank and Don,

What a great day!

Steve C, my daughter, and I met with Allen G and his daughter of Valdosta this morning in Quitman, GA for the hand-off. We spent over an hour getting to know one another and talking flying. Allen is also going to SEFF and we look forward to spending some time together when we get there.

We then returned to Tallahassee and headed straight to the Seminole R/C club field. After warming up our thumbs with our own planes I proceeded to make my flight. The grass on the field was a little too tall for the SQUIRT so Steve hand launched it for me. The plane was perfect and I very much enjoyed the flight.

One of the club members, Geoff L., has an aerial photography plane and with any luck we've got some air-to-air photos! I'll send them along as soon as I get them from Geoff. We took plenty of pictures on the ground as well and will be sharing those as soon as I can.

Steve also got his flight in today at the club field. Plenty of pictures, and with luck some air-to-air as well.

The SQUIRT is safely parked in my living room resting up for it's big day in the sun at SEFF. Thanks guys for the opportunity to play this part in the adventure.

Looking forward to SEFF,  
Richard F

**18 Apr 09:** Pilot # 99 (Allen G) transfers the plane to pilots #100 (Richard F) and #101 (Steve C).

**18 Apr 09:** Pilot #100 (Richard F) has volunteered to take the WAA-08 plane to SEFF with him on 1-3 May. I have sent out an email to all SEFF local area WAA-08 pilots to see if they are attending. We are trying to coordinate a group photo. I have also emailed Jeff Myers, SEFF coordinator, to see if we can get a 3-minute solo demo flight of the SQUIRT.

**16 Apr 09:** Pilot # 99 (Allen G) successfully flies the WAA-08 plane.

**12 Apr 09:** Spring update sent to all WAA-08 pilots:

WAA-08 Pilots,

I promised myself I wouldn't fill your inbox up with too many emails, but I did want to pass along an update about our Wings Across America 2008 adventure. May 24, 2009 will mark the one-year anniversary of the SQUIRT's maiden flight to begin our adventure. Of course the planning stages started way before that so I can easily say the WAA-08 adventure is now year old. Much has happened in a year's time.

First off, I would like to once again thank all of the individuals involved in the Wings Across America Adventure. I would have never imagined back on 20 March, 2008 that this could have evolved into the project it has turned out to be. It has been wonderful to see the excitement and enthusiasm of our pilots when they get the plane, fly it, and snap some photos of their successful

flight. I love seeing their smiling faces in the photos that are sent to me. I cannot begin to list all those that have gone above and beyond the call of duty in the past year when it has been their turn to fly the WAA-08 plane, nor will I try since I might just leave someone out and I would not want to hurt their feelings or have them think they did not do enough. I will say though, that **everyone**, every link in the chain, has been very important to the success of our mission and that includes you. You have helped make this dream a reality and that is greatly appreciated.

Now for the updates.

### **Proposed Route:**

Attached is our proposed route. One slide shows the route from Florida all the way through to northern CA. The next slide takes the route from Northern CA all the way back down to GA as the plane heads north back to its home in VA. If you see that there is a big gap between your location and the next pilot, please consult our Pilot's map to see if any new pilots have been added since those snapshots were taken. If no new pilots exist, now might be a good time to start looking for some new recruits in between you and the next pilot.

### **A few statistics of the WAA-08 adventure as of today's date:**

The WAA-08 plane has been flown by **122** pilots.

She has traveled **5,408** miles.

The plane has visited **19** different states.

**60** AMA Chartered clubs have supported our adventure.

We have **363** registered pilots.

We have **215** AMA chartered clubs represented.

DE had **1** registered pilot. (that was too close)

CA has the most with 35 registered pilots followed by NY with **23**.

### **The oldest and youngest pilots:**

Youngest Female: Nicole Hansen **8**

Youngest Male: Aydin Turkay **7**

Oldest Female: Sherilyn Page **45** (yes, we asked and it was OK)

Oldest Male: Frank Johnson: **93**

### **Plane statistics:**

We are still using the same sp400 GWS motor since the beginning.

Out of the six spare props, we have 3 remaining.

The four Apogee batteries are still going strong.

One Castle Creations Pixie ESC had to be changed out along the way.

We had one minor crash due to an elevator control horn coming loose.

We lost the SQuiRT #1 due to a (alleged) brown out of the Spektrum Rx on flight #10.

### **Progress:**

For those that have not kept up with the WAA-08 plane since you have flown it, the SQuiRT now resides with pilot #99 in Valdosta, GA. She came back up north from a brief stay in Newbury, FL. Once she is flown, the plane will drop back down into FL and head west.

### **AMA Chartered Club Listing:**

Please have a look at our website to make sure your club is listed on the club's page. If not, please let me know and I'll add it to my database as well as get that info to Walter so he can add it to the web page. I would hate to miss someone's club.

### **2008 Collage:**

Our treasurer Don Jiskra has put together all the photos of the pilots that have flown in 2008 and made a very nice collage out of them. He did a great job on it. Please visit our website to see what it looks like and for ordering details if you so desire.

### **Weekly Updates:**

Wings Across America updates can be heard weekly from R/C FlightCast. Frank and Brian provide weekly updates on the happenings of the WAA-08 adventure. R/C FlightCast can be found at: <http://www.rcflightcast.com/>

### **SEFF**

There is a movement for all of the WAA-08 pilots to get together for a group photo at SEFF this year. If you plan on going to SEFF, please let me know and I will get the list of names of who will be attending and forward you the POC once you get to SEFF. The POC will pick a time and place for the photo. I'm looking forward to that. The group photo at NEAT was very nice. That made the 2008 collage.

### **T-shirts and Stickers**

WAA-08 t-shirts and stickers are still available at: <https://www.grumpymonkeydesigns.com/grumpy-monkey-store.html>

### **Pilots Needed:**

We are still looking for some pilots in the following areas to help firm up the route into CA. Emporia Kansas, Sherman TX, and Page, AZ. If you know of anyone in these areas, please have them email me if they would like to volunteer.

That sums up the spring 2009 update of the WAA-08 adventure. As always, if you have any questions, please give me a call or shoot me an email. Please note I am not BCCing this email out to everyone. The last few times I did that, a lot of ISP server filters caught my email as spam (don't laugh) and it didn't make it through to those pilots.

Thanks for you time.

**11 Apr 09:** Pilot #99, (Allen G) picks up the plane from pilot #98, (Red S). The plane is headed back to GA for another flight. This will be its last GA flight for some time as the plane will now head west toward TX and CO.

**8 Apr 09:** On a personal note, I went on a mini-vacation to Morganton, NC to do some gem mining. While in the area we stopped by the only local hobby shop around called Leland's Planes and Trains in Hildebran, NC. We spoke with a very friendly and polite woman at the counter, that I suspect it was Mrs. Leland, and asked her if she ever heard of Wings Across America. To my surprise she said that she had indeed heard of it and thought it was a very exciting project. We must have spoken for about 10 minutes about the adventure and all the logistics involved in making something like this happen. On our way out, she offered that if there was anything they could do to help out, feel free to contact them. I was very impressed with her and the LHS. If you are ever headed down I40 traveling through NC and have some time to stop in, please stop by Leland's Planes and Trains. You won't be disappointed.

**8 Apr 09:** Pilot #98, (Red S) along with club mate John C of the Flying Gators successfully flies the WAA-08 in record low temperatures (for FL). Unfortunately, Mike, our scheduled AP pilot, could not make it to the field.

**6 Apr 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by one pilot, pilot #97; Rick Sadler of Middleburg, FL. He and five other club members of the Clay County Flyers R/C Club successfully flew the WAA-08 plane. On 2 April, Rick met pilot #98 Red Scholefield of Newbury, FL. Red, who writes the Battery Clinic for MA checked out all of SQUIRT's batteries as well as the transmitter battery. All four Apogee LiPos are doing surprisingly well. Red also inventoried the box and is sending me a box of treasures left in the travel box by some pilots along the route. I am going to keep them safe until the WAA-08 plane makes its final journey, hopefully to an aviation museum; wherever that may be.

Unfortunately the weather has been lousy in vacationland so Red has not been able to fly the plane. I think we had better luck in the snow when we where in New York. <<Insert Laugh Here>>.

We are still looking for pilots in a few select locations; Emporia Kansas, Sherman TX, and Carlsbad, NM. If anyone would like to participate and also help us keep the SQUIRT moving along please stop by our website at [www.WAA-08.org](http://www.WAA-08.org). We could sure use pilots in those locations or close to those areas.

That's the news for now.

Thanks!

Frank

**3 Apr 09:** Pilot #98, (Red S) did an inventory of the travel box as well check out the batteries. So far they all are doing well.

I've been through the travel box and have taken out hats, club patches, multiple instructions for some of the hardware, and some other miscellaneous papers.

Checking the inventory list didn't show many problems. There is only one Hitec 55 servo, not two as stated. (I have not checked the log book thoroughly to see if someone used it). Some spare gears, 3 props rather than 6, no rear wheel (Box 1, item 6). There are now 4 ea Apogee 1000 mAH packs rather than 2 ea CSRC 1250 mAH packs. I've added the ElectriFly ESC and the Medusa Research ESC. I got a Castle Creations ESC in the mail but the list already covered it, unless there was another one that is missing. I'll go ahead and mark up the inventory list with the changes.

Batteries all tested OK better than 80% @ 1 amp discharge to 6.0 volts, curves attached. Transmitter pack later.

There is a note on the inside cover about making sure the prop is horizontal before closing top. I'll laminate that to make it a little more durable.

I did note a minor amount of puffing on all the packs, nothing to worry about as I see it on most packs that have seen any significant service.

Red S.

**2 Apr 09:** I spent the last three evenings researching and sending emails to clubs in the following states; MO, KS, OK, TX, NM, & CO as well as PMing people on RCG who claim they are from those selected locals. We have some large gaps to fill along our route. Hopefully we'll get a number of volunteers in those areas to help out.

**2 Apr 09:** Pilot #97, (Rick S) meets pilot #98 (Red S) half-way to transfer the WAA-08 plane. Funny how sunny Florida seems to be so cloudy and rainy as of late.

**30 Mar 08:** Pilot #97, (Rick S) finally gets a break in the weather and he and five other Clay County Flyers R/C Club successfully fly the WAA-08 plane.

**30 Mar 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has not been flown. Pilot #97, Rick Sadler of Middleburg, FL is currently in possession of the plane. Rick had postponed his flight during the week hoping for decent weather on the weekend, but as luck would have it, the weather was not

conducive for flying. Hopefully he got a chance to fly today so he can pass it along to pilot #98 Red Scholefield in Newbury, FL. Red, who writes the Battery Clinic for MA is going to check out all of the planes electronic components. I have gotten word that one of the Apogee batteries has given up and is no longer serviceable. We are hoping to make it to pilot #99 Allen George of Valdosta, GA by this Friday. He has coordinated a television news crew along with a club fun fly event with the local boy scouts attending.

During the down time, I have been working on the proposed route that the SQuiRT will take across the USA. I have attached the northern and southern route with the pilots we currently have. As you can see, we have a few large gaps in those areas and we are working to fill those in. Don has made up a WAA-08 flyer that can be emailed to local hobby shops in those areas to help recruit pilots. Our biggest goals right now are to fill in the gaps between Albuquerque, NM and Colorado Springs, CO, as well as the gap in northern AZ. The proposed route maps can also be seen on our website at [www.WAA-08.org](http://www.WAA-08.org). If any of your listeners would like to lend a hand that live in these areas, we'd love to have them join in.

That's the news for now.

Thanks!

Frank

**23 Mar 09:** Podcast Update:  
Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown successfully by two GA pilots; Kent Jones of Midway GA and Jerry Matherly of Brunswick GA. Although nothing very exciting happened this week like TV news crews and carrier launches, we are really glad to see the plane starting to make some good headway now that the weather has improved.

Kent Jones very quickly flew the plane after receiving it and passed it along to John Taylor, pilot #96, of Brunswick, GA. John and Jerry went to their field to fly the WAA-08 plane on Sunday 22 March. Jerry took the first turn at the sticks and no sooner was he airborne and made a couple passes the wind kicked up very aggressively. The poor SQuiRT was getting tossed around pretty good, so Jerry landed her as safely as possible. Although the "landing" caused the wing to come off, the SQuiRT was undamaged. Due to the high winds, John did not get to fly fearing the safety of the plane.

John unselfishly decided to pass the WAA-08 plane to the pilot #97, Rick Sadler of Middleburg, FL. He decided it was in the best interest of the adventure to keep her moving.

So the plane now is in sunny FL. A huge difference in weather conditions of just a couple months ago when we had the skies on and flying in the snow.

That's the news for now.

Thanks!

Frank

**22 Mar 09:** Pilot #96 (John T) does not get to fly the WAA-08 plane. Jerry Matherly was first to fly the WAA-08 plane when the wind picked up. Jerry landed the plane quickly. John felt that the wind was just too strong to fly again so he unselfishly declined to fly and passed it on to pilot # 97 (Rick S) to avoid any further delay.

**20 Mar 09:** Pilot #95 (Kent J) transfers the plane to pilot #96 (John T).

**19 Mar 09:** Pilot #95 (Kent J) successfully flies the WAA-08 plane.

**16 Mar 09:** Pilot #94 (David B) successfully flies the WAA-08 plane and transfers it to pilot #95 (Kent J). The WAA-08 plane is picking up the pace. Way to move the plane along David! Nice work.

**16 Mar 09:** Podcast Update:

Brian/Frank,

I apologize for not getting my weekly updates out, well, weekly. ☺

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown successfully by three SC pilots and one GA pilot. We are really glad to see the plane starting to make some good headway now that the weather seems to be improving.

We had some very interesting flights in the past couple of weeks of the WAA-08 plane.

We had our very first webcam flight performed by Joel Jones of Lake City, SC. His club, Flying Tigers RC, has two webcams that folks can log on and watch people fly at his field. It was very cool to witness the flight of the WAA-08 plane while sitting in front of your PC. I hope a lot of your listeners took advantage of seeing that real-time.

Following Joel was Jerry Branch of Gilbert, SC. Jerry has been building a replica model of the USS Hornet to reenact the attack on Japan made by Lieutenant Colonel Doolittle with B-25Bs since volunteering for the WAA-08 adventure. That was four months ago! Jerry came up with the idea since the Doolittle group trained right there in SC. It was an awesome sight indeed. Jerry had all the local media involved to include television reporters. This was the first televised news report of the WAA-08 plane and adventure since we began our journey on 24 May, 2008. Way to go Jerry! The video of his event can be seen at: <http://www.larksrcclubvideos.magnify.net/video/WAA-09-wmv>

Ken Gulliford of Summerville, SC met Joel at the Might 8<sup>th</sup> Air Force Museum in Savannah, GA to transfer the WAA-08 plane and promptly flew it on 15 March at his club Charleston Radio Control Society and then transferred the plane that afternoon to pilot #94, David Burrow of Savannah, GA.

David successfully flew the plane today and quickly transferred it to pilot #95, Kent Jones of Midway, GA.

As you can see we had a very exciting couple weeks. I am humbled by the spirit and enthusiasm shown by our WAA-08 pilots. It sure puts a huge smile on my face and I thank all involved in the effort.

That's the news for now.

Thanks!

Frank

**15 Mar 09:** Pilot #93 (Ken G) successfully flies the WAA-08 plane and transfers it to pilot #94 (David B). Ken states:

Frank, we made the transfer from #93 to #94 with no problem at noon today. It was done at the 8th Museum in Savannah 100 miles from our field. We stopped flying at our field at ten this morning. The drive is 25 miles rural and 75 Interstate. It took almost exactly two hours. We took a few pictures and so did he, I will send ours along later this evening. I flew Squirt at the Charleston Radio Control Society field in light fog and no wind. The plane performed very well and was flown by eight different persons including our club Vice President who is 93 years old.

**14 Mar 09:** Pilot #93 (Ken G) picked up the plane from pilot #92 (Jerry B). (Jerry states the plane has been released from active duty and returned to civil aviation.) Ken expects to fly the plane tomorrow with club mates of the Charleston Radio Control Society. He states one of the pilots will be 93 years old. This will certainly be the oldest pilot that will have flown the WAA-08 plane. Ken reports that one of the batteries, an Apogee Magnum is going bad. He said he will have a look at it, but previous pilots have reported a lack of power with it.

**12 Mar 09:** Pilot #92, (Jerry B) has successfully flown the WAA-08 plane off a replica of the USS Hornet to simulate the attack on Japan by B25-B bombers lead by LTC Doolittle during WWII. Jerry describes his motivation:

Some say History repeats itself. I do not know if that's true but I do know we are better for remembering the history of our bravest of the brave – our service men and women who gave what was asked of them and more. Heroes of WWII are no different than heroes that serve us today. It wasn't that long ago that America, after years of war and struggles, felt tired, its morale at an all time low. Had they forgotten that this was America? We've gone through tough times before. Who could lift our spirits? A group of men lead by Lieutenant Colonel Doolittle, with a near impossible and daring raid on Japan, would lift the entire country's spirits. Is there someone or something that could remind us today not to forget that we are America, a great county? I know of such a thing. There is a small electric plane

trying to make it way across an entire country by the joint efforts of many who have never meet but share the same interest - radio control airplanes. Here's just part of its story. About four months back, I first read about the Wing Across America project and was added to the list to receive the little plane by Frank Geisler. I then began to think how best to relate it to our state's aviation history. The Doolittle was the first thing to come to mind, but how? What if this small plane traced the history of the Doolittle group and their training while stationed in South Carolina? What if it flew off its own model of a aircraft carrier after its training? Looking at the Squirt size and power, it could compare to a B-25B if it flew off a carrier 17 feet long with 5 feet in front on the main Island. Then on a cold day, January 23, 2009, the keel was laid for the carrier, just 6 weeks before its arrival date. This would be a challenge as I have never built a model or boat of any kind and had no plans. With just photos off the internet and a 8 inch plastic model of the Enterprise, work progressed. Like the Doolittle raid's planning, this project also had to be kept a secret. Who knew if it would make its scheduled goal?

B-25B

Length 52 feet 11 inches

Span 67 feet 7 inches

Squirt

Length 25.5 inches

Span 38 inches

Hornet CV-8

Length: 809 ft. 6 in.

Beam: 83 ft. 3 in.

Flight deck Width: 127 ft.

Draft: 21 ft. 8 in.

Little Hornet CV-8

Length: 17 ft. 4 in.

Beam: 64 in.

Flight deck Width: 54 inches.

Draft: 1.8 in.

Jerry has also contacted the local media which ran a story on him and the WAA-08 adventure. Way to go Jerry! Jerry's video and TV news report is linked at the LARKS RC Club web site: <http://www.larksrcclubvideos.magnify.net/> As far as I know, this was the first publicized television broadcast of the WAA-08 plane and our adventure.

**8 Mar 09:** Pilot #92, (Jerry B) picked up the plane at Joel's Club, Flying Tigers. Jerry has cleverly re-produced draft order for the SQUIRT and the WAA-08 plane is now pressed into service for his club, Lexington Aircraft Radio Kontrol Society (LARKS) to be flown as soon as possible. The draft orders will be posted for all to see on our [www.WAA-08.org](http://www.WAA-08.org) site

**7 Mar 09:** Pilot #91 (Joel J) successfully flies the WAA-08 plane in front of an internet audience of possibly hundreds of people watching via a live feed.

**2 Mar 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by one NC pilot (#90), George Seeman of Raeford, NC. George successfully flew the plane on 21 Feb.

Joel Jones of Lake City, SC picked up the plane from George on 23 Feb. Joel is a member of the Flying Tigers RC club and has contacted the local media to cover his historic flight as it passes through SC. Joel states that the TV, newspaper, and the local radio station will have reporters on site. Joel's club also has a very unique feature –two web cams! Folks can log on to their website at <http://www.flyingtigersrc.com/> and see a live feed of the WAA-08 flight. His flight is scheduled for this Sat and Sun at 2PM. I am looking forward to watching Joel's flight this weekend and also appreciate him going the extra mile in contacting his local media to help promote the hobby and the Wings Across America Adventure. We also appreciate his club in supporting Joel's flight.

The long-awaited "shopping list" is posted on our WAA-08 website. The shopping list details all the items we have been using on our adventure such as the plane, batteries, equipment, etc., as well as links to those items.

That's the news for now.

Thanks!

Frank

**23 Feb 09:** Pilot #91 (Joel J) picks up the plane from pilot #90. Joel says he plans to fly the plane this weekend and have a live feed for the event that can be seen from his club's website [www.flyingtigersrc.com](http://www.flyingtigersrc.com). He also hopes to have the local TV station and newspaper there.

**21 Feb 09:** Pilot #90 (George S) successfully flies the WAA-08 plane.

**17 Feb 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been not been flown. The plane was transferred to pilot #90, George Seeman of Raeford, NC on 10 Feb. Due to health reasons George has been unable to fly the plane. We are hoping for a speedy recovery for George and look forward to some good news soon. I know those pilots in GA are really looking forward to their turn.

Unfortunately, I have not put together that "shopping list" that I mentioned in last week's email. I really hope to get that done soon and have it posted on our website. I believe folks would be interested to see what equipment is being used that "survived" an around the USA flight.

Some quick stats on the adventure so far:

The WAA-08 plane has traveled 4,200 miles, been flown by 104 pilots, has been in 16 states and has visited 55 AMA chartered clubs.

That's the news for now.

Thanks!

Frank

**10 Feb 09:** Pilot #89 (Doug S) transfers the WAA-08 plane to pilot #90 (George S) in Raeford, NC, a 122 mile one way trip.

**9 Feb 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by one SC pilot (#89), Doug Sipprell of Rock Hill, SC. John successfully flew the plane on 7 Feb.

Doug flew the WAA-08 plane in front of its largest audience yet since our adventure began last May, 08, excluding NEAT when Bill Stevens, the designer/builder of the SQUIRT, flew the plane. Doug's club, the York County Fliers, had 31 members show up to their meeting today to witness the SQUIRT take to the air. Doug said that the weather for the flight was sunny with 50 degree temps and only 7-9 MPH winds. Great job Doug! He expects to transfer the plane on Tuesday.

Also, Joe Ford of Castle Creations has generously donated a Pixie-20P ESC to our adventure. We gratefully welcome Castle Creations as a sponsor to the WAA-08 adventure. For a list of all the generous sponsors, please go to our web site at [www.WAA-08.org](http://www.WAA-08.org).

I also plan on putting up a "shopping list" and links to all of all the items; plane, batteries, equipment, etc., that we have been using on our adventure.

That's the news for now.

Thanks!

Frank

**7 Feb 09:** Pilot #89 (Doug S) successfully flies the WAA-08 plane in front of its largest audience yet since NEAT last year. Doug's club, the York County Fliers, had 31 members show up to their meeting today to witness the SQUIRT take to the air. Doug said that the weather for the flight was sunny with 50 degree temps and only 7-9 MPH winds. Great job Doug! He expects to transfer the plane on Monday.

**6 Feb 09:** Joe Ford of Castle Creations has generously donated a CC Pixie-20P ESC as a backup ESC for the adventure. It was sent to Red in FL to add in the box.

**4 Feb 09:** Pilot #88, (John R) transferred the WAA-08 plane to pilot #89 (Doug S).

**2 Feb 09: Podcast Update:**

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by one NC pilot (#88), John Robinson of Statesville, NC. John successfully flew the plane on 1 Feb.

As you may recall, I was scrambling to find a replacement pilot due to our original pilot number 88 dropping out. I eventually found one, but due to pilot #87's hectic schedule as an airline pilot, it was tough to find someone close enough to pick up the plane when he was in town. Fortunately, after contacting John, I found out he was travelling right through pilot #87's town on his way back from a business trip and he stopped by and picked the plane up. His flight went without a hitch and I am awaiting news of the transfer to pilot #89 as I type this.

That's the news for now.

Thanks!

Frank

PS I finally bought a mic and headphone and have downloaded Skype. Perhaps one day I can come on the program again to chat. I hope to have something more to discuss that a one flight, one pilot week.

**1 Feb 09:** Pilot #88, (John R) successfully flies the WAA-08 plane on a beautiful Sunday afternoon. Skies were clear with unseasonably warm temps. Although the winds were blowing at about 9 mph, the flight went off without any problems. John took an excellent photo at his field's sign, setting the standard on how pilot photos should be done.

**30 Jan 09:** Pilot #88, (John R) picks up the plane from Pilot #87 (Philip V) on his way through Raleigh, NC.

**26 Jan 09: Podcast Update:**

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by one NC pilot, Philip Valente of Raleigh, NC. Phil successfully flew the plane on 23 Jan. Prior to flying the plane, Phil took the WAA-08 plane to the NC Museum of History and snapped some photos of the plane sitting next to a Wright Flyer. Those photos can be seen on our website. Very cool –thanks Phil!

Meanwhile, pilot # 88 tells Philip that he is unable to participate at the last moment which leaves a 3.5 hour trip between pilots 87 and 89. I struggled to find a replacement pilot in Fayetteville, NC –a midway point between them. Through the help of the Chartered club search on the AMA site I have emailed an RC club in that local called Fayetteville R/C Club to see if they have any club members that would like to volunteer. Fortunately, a volunteer was found in the Fayetteville, NC area. George S will be pilot #88. George and Phil are working on transfer details right now. Can't wait to see the plane make some quick progress from here on out.

That's the news for now.

Thanks!

Frank

**23 Jan 09:** Pilot #87 (Philip V) successfully flies the WAA-08 plane. Prior to flying the plane, Phil took the WAA-08 plane to the NC Museum of History and snapped some photos of the plane sitting next to a Wright Flyer. Those photos can be seen on our website. Very cool – thanks Phil!

**20 Jan 09:** With the help of the Chartered club search on the AMA site, I have recruited a volunteer in the Fayetteville, NC area. George S will be pilot #88.

**17 Jan 09:** Pilot #86 (Tim K) transfers the plane to pilot #87 (Philip V). Meanwhile, pilot # 88 tells Philip that he is unable to participate at the last moment which leaves a 3.5 hour trip between pilots 87 and 89. I am struggling to find a replacement pilot in Fayetteville, NC –a midway point between them. I have emailed an RC club in that local called Fayetteville R/C Club to see if they have any club members that would like to volunteer. I have also found two RCG members in that area and have asked them if they would like to participate.

**12 Jan 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by one NC pilot, Tim King of Pfafftown, NC. Tim flew the WAA-08 plane on 10 Jan on a very pleasant Friday morning. Tim's 400 acre flying field, RAMS club field, in East Bend, NC is fortunate enough to have Pilot Mountain in the background. Pilot Mountain was made famous by the Andy Griffith's show in which they called Pilot Mountain Mount Pilot. Weather conditions were very nice for the flight; 51 degrees, with 5-7 mph winds out of the north.

On a side note, Medusa Research is our latest Wings Across America 2008 sponsor. They have generously donated an ESC for the WAA-08 plane. Thanks goes to Medusa Research for helping to support our adventure.

Don Jiskra has also completed our 2008 pilot's collage. It shows all the pilots that have flown the plane in 08. I have one attached for you to see how well it came out. Those interested in ordering one can find out ordering details on our website at [ww.WAA-08.org](http://ww.WAA-08.org). Cost for the collage is \$7.95 plus \$3.99 for shipping, **Total cost \$ 11.94**

That's the news for now.

Thanks!

Frank

**10 Jan 09:** Pilot #86 (Tim K) successfully flies the WAA-08 plane. Tim's 400 acre flying field, RAMS club field, in East Bend, NC is fortunate enough to have Pilot Mountain in the background. Pilot Mountain was made famous by the Andy Griffith's show in which they called Pilot Mountain Mount Pilot. Weather conditions were very nice for the flight; 51 degrees, with 5-7 mph winds out of the north. Tim is a member of RadioActive Airshows. Radio Active Airshows is part of a nation wide network of teams sanctioned by the Academy of Model Aeronautics. Our mission is to introduce the world of model aviation to the general public with a BIG focus on working with kids. We do this by flying and statically displaying our teams at full scale airshows all over the U.S. Our hope is that we can plug new members into our network of clubs and help to start them off on a great adventure in the world of R/C. More can be learned about their team at this website: <http://www.flyradioactive.com/site/team.php>

It has been great to have Tim as one of our pilots. His team is doing exactly what we are trying to accomplish in our adventure and we appreciate him helping out in ours.

**7 Jan 09:** Medusa Research Inc. has generously volunteered to donate a Spectrum 18 amp ESC to the adventure. This ESC is designed and made in America. We certainly appreciate MRI's generosity in supporting the WAA-08 adventure. The ESC will be sent to Red S (Pilot #96) in Gainesville, FL. When the plane reaches Red, he will put it in the travel box.

**5 Jan 09:** Pilot #86 (Tim K) makes a two-hour drive north to pick up the WAA-08 plane in Wytheville, VA. The plane is now in NC. Our 15<sup>th</sup> state! Tim expects to be able to fly on Friday when the weather breaks.

**5 Jan 09:** Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by three WV pilots from the same club, the Princeton Area Radio Kontrol Society. It has been a slow week for the WAA-08 plane. The plane currently resides with pilot #85, Marc Johnston of Beckley, WV. Unfortunately, on the way across the border from West Virginia to North Carolina, Marc was stopped and the WAA-08 plane was impounded by Customs agents. I'm kidding. Just making light of the really slow week we have had with flying and transferring the plane. I'm hoping the plane makes it way to our next pilot, number 86, Tim King of Pfafftown, NC soon.

That's the news for now.

Thanks!

Frank

**1 Jan 09:** Pilot #85 (Marc J), along with two club mates fly the WAA-08 plane on a beautiful New Year's Day afternoon.