

31 Dec 10: Pilot #254 (Doug P) successfully flies the SQuiRT.

30 Dec 10: Pilot #256 (Steve K) transfers the SQuiRT to pilot #257 (Dick W). Dick and club mate Dennis S successfully fly the SQuiRT. Dick states the weather was great. Clear and sunny with no wind. Definitely a change from what they have been seeing as of late. And then after his flight, he quickly transferred the SQuiRT to pilot #254 (Doug P). Way to go Dick!

28 Dec 10: Pilot #256 (Steve K) successfully flies the SQuiRT and also takes her on a sightseeing trip up to the US and Canadian border. He snaps some excellent photos of the SQuiRT by the Peace Arch and in the traffic lane "waiting" to get back into the USA. Steve also took some photos of the SQuiRT in the Heritage Flight Museum in Bellingham, WA. Photos courtesy of Greg Anders and the HFM (<http://www.heritageflight.org/content/>)

27 Dec 10: Bernard receives the ESCs from Bill.

Frank,

I just received the two GWS speed controls from Bill Stevens. I'll install the supplied heat sinks and change the connectors to match what is in the airplane probably this evening, and give 'em both a quick test to make sure they are working. Then I'll either get them to the next pilot after Steve K or back in the box myself if I want up taking possession back from him on Friday.

Thought you'd like to know.

Bernard

26 Dec 10: Pilot # 253 (Bernard C) passes the SQuiRT to pilot #256 (Steve K) due to his free schedule.

21 Dec 10: Pilot # 253 (Bernard C) successfully flies the SQuiRT.

20 Dec 10: Bernard has been very good about keeping me up to date:

The plan to get my flight in tomorrow late morning at Flaming Geyser park is firming up. The weather forecast looks good, my daughter the photographer is up for it (and camera batteries are charged). The time is a little soft - I have a dental appointment at eight AM, then I'll have to return home, load up head out to the park - so I'd guess somewhere between 10 and 11AM is when the airplane is likely to first take to the air in Washington state. I'll warm up with my own SQuiRT just to remind myself how these airplanes fly. Dick, if you're free in the late morning, come on out and get your "preview".

Airplane status update: the speed control issue is resolved by the installation and checkout of the Medusa unit and the transmitter battery issue is resolved by the installation of a fresh set of Sony CycleEnergy cells (which are OEM'd Sanyo Eneloops - the good stuff as far as NiMHs go).

I've made a scan of the two salient pages of the Medusa ESC's manual and inserted it into the pilots package for easy reference by future pilots. As Frank knows, two new GWS ESCs for future spares are on their way from Bill Stevens (once again, thanks, Bill!). One of the grey 7x3.5 props from the

spares box (there are still eight props in there) is installed - so we're back to the right prop as well. I'll send you an update of the inventory list reflecting the current state shortly - the file is on another computer at the other end of the house. A copy of that inventory is also now in the box and the outdated ones (there were several) are in my recycle box.

Unfortunately I have not gotten in touch with the Museum of Flight yet...I may get a note out yet this evening.

I'm awaiting word on when Larry (#252) will be available for his turn...and I gather Doug (#254) may be available later in the week. The airplane should be just a turnkey handoff to either one of them as I've caught up all the maintenance I think....except for my own log entries.

I heard from Charles (#255) once in early December and he suggested that he and Doug could fly her at Marymoor....If you guys want to make a handoff there on Thursday, for example, I could do that - though 80% chance of rain doesn't sound so good.

If either of you guys wanted to meet me at Flaming Geyser late morning or noonish tomorrow I might also be up for that....though I could also host her until after Christmas if need be (which is what the weather forecasts more suggest) and that would give more time for the "sightseeing" tour.

More tomorrow.

Bernard C
(pilot #253)

20 Dec 10: Bill Stevens has offered to replace the two bad ESCs with two GWS ESC300s. I gladly accepted his offer. And Bernard finds some new batteries for the DX6i.

I was also able to score a set of Cycle Energy cells (on sale, no less) without going up to Frys, so will bring them to full charge and put 'em in the Tx before tomorrow. \$10.99 plus tax...so \$12 is close enough. I'll just pull that from the prop fund jar.

19 Dec 10: Bernard is really giving the travel box and the SQuiRT a real good going over. Below is what he reports on the status of the SQuiRT:

Frank,

The Pixie-20P is in fact running as a dead short, so I will install the backup. While I'm putting connectors on it, I'll go ahead and install them on the Medusa unit as well so that if it's needed the swap can be done without any further soldering required.

There aren't too many extra artifacts in the box - the main thing that seems to have messed things up was the bundle of three spare batteries, which did not fit in the box where the batteries go packaged the way they were, so that was what was in the charger holder - batteries. There are a couple of other souvenirs and the dead receiver. If you like I can package all that up (along with the dead Pixie?) and send 'em to you.

The pics you sent me showed three Deans plugs as spares.....there is one left that I will be fitting to one of the two ESCs shortly. I'll take the plugs off the dead Pixie to put on the other ESC.

My goal is to make the airplane ready to fly tonight (around digging out Christmas tree decorations - we got our tree this afternoon) so that another lovely day like today will NOT be a missed opportunity.

More later.

Bernard

The next one:

Frank,

I got connectors swapped on the controllers, put the backup Pixie-20P into the airplane and switched on to test.....and it didn't work. The Pixie is doing the "I can't hear the transmitter" continuous beeping. I tried it on my trust Astro Flight servo tester with the same result.

So.....we have two dead Pixie-20Ps - one failed shorted and one unable to hear the receiver signal. There is no obvious reason for the second one to not be able to get a signal (like a bad connection at the Rx end of the servo lead or a visibly bad connection to the board on the other end....so I don't know what to say.

I pulled the one Pixie-20P from my stash and tried it on the servo tester - it works fine. So I have to conclude that the backup Pixie is in fact DOA.

And now it looks as if Castle Creations is out of the brushed controller biz altogether....

So, the Medusa controller is now in the airplane and working fine (it also works with the servo tester, of course). I'm a little concerned about the switch that that controller has and passing the airplane on to folks unfamiliar with electric power systems (there are still some, I presume, and some of them in the remaining pilots list). I also don't really want to cut a hole in the side of the airplane to mount the switch. I don't have any problem just leaving it dangling in the battery compartment, but again that may not be comfortable for some.

Be that as it may, the airplane will be flyable in the morning, should the opportunity arise.

Oh - one other detail - one of the group of pilots who flew with Gregg M put the transmitter in the travel box with the switch left on....the batteries are recharging now in an outboard charger and I have a set of AA NiMhs that I use in digital cameras in the transmitter at the moment for these bench tests. The Tx's own cells will get reinstalled before I button everything up tonight.

As before, more when I have more.

Bernard C

And finally:

Frank,

One more report before I turn in.

I just pulled the transmitter batteries out of my NiMH charger and put 'em back in the Tx. Upon turning it on the voltage fell immediately to 3.6V. I did a quick voltage check of each cell while the Tx was still on and two of them clearly did not like having the transmitter left on. One in fact read a reversed voltage of 0.25V (though it's now reading 1.06V at rest, out of the Tx).

I propose to put a set of Sony CycleEnergy or similar cells in it with a modest withdrawal from the prop fund jar - it'd probably cost about the price of one servo. A set from my camera stock is in the Tx now and that's what I'll use if I get a chance to fly on Monday.

I did get the wash-in out of the wing panel, which should help her fly a bit straighter as well.

Bernard C

19 Dec 10: Email from Bernard about the SQuiRT:

Frank, Bill,

I received the WAA-08 SQuiRT from Gregg Marshall Saturday afternoon and she is wearing a GWS reduction series 8x4.3 prop, and there are two more of them in the prop fund jar. I'm not sure why....as there are a bunch of the regular 7x3.5HDs in Box 1. I will swap one of them on to the airplane before I fly it.

Gregg also mentioned that he'd powered the airplane up Friday night and that it just ran at full throttle with no throttle response. I'll go through some troubleshooting to see what's up with that. The ESC is a Castle Pixie-20P, which is soldered to the motor. There is another Pixie-20P and some kind of Medusa Research unit in one of the boxes. Do you have any idea what their status is in case the one that is in the airplane is unhealthy?

I am sure I have a Pixie-20 or a Great Planes C-series or a Sirius Electronics GFS! ESC (and maybe even a Jeti) on hand that is suitable for the airplane so I can make her functional again in any case.

Otherwise she looks to be in pretty fair shape. A couple of rubber bands on the motor mount need replacing and the covering has some edge lifting issues.....neither are surprising considering the travels she's seen.

The other thing I've noticed is about the case - noticeable number of signatures on the lid are fading or rubbing off. Any desires on how I should preserve them? I could consider some sort of spray fixative on the lid, but the weather for spray application is even less available than flyable weather here, this time of year.

18 Dec 10: Pilot # 253 (Bernard C) travels south to meet pilot Gregg to pick up the SQuiRT. Pilot #252 was tied up at work. Gregg reports a possible ESC issue due to landing the SQuiRT in a water puddle.

11 Dec 10: Pilot #250 (Gregg M) states that he finally got a break in the weather and has flown the SQuiRT.

30 Nov 10: Pilot #249 (Joe F) transfers the SQuiRT to pilot #250 (Gregg M). Here is what Gregg reports on WF:

Just wanted to give a quick update. I now have SQuiRT. I picked it up yesterday from #249 Joe flyer. The weather will prevent me from moving her forward until next week. I (we) will be flying the SQuiRT Sunday afternoon after our annual Pearl Harbor Days fun fly. <http://www.sky-knights.org/brochers/...ys%20flyer.pdf>

I also want to mention we have arranged for (what we hope to be) TV stars to fly the SQuiRT. <http://dsc.discovery.com/tv/gold-rush-alaska/>

Jack and Todd Hoffman are the owners of the Airport that hosts one of the SkyKnights flying fields. We have had a strong relationship with them for a few years. The show premieres Friday (12/3) on the Discovery Channel.

Here is how we are promoting WAA-08 coming through our area. <http://www.sky-knights.org/pdf%20files/waaflyer.pdf>

This was sent to all LHS and media. There has been some interest from media. Still waiting on confirmations.

29 Nov 10: Pilot #249 (Joe F) successfully flies the SQuiRT.

28 Nov 10: Pilot #248 (Trevor H) successfully flies the WAA-08 plane and transfers her to pilot # 249 (Joe F). Trevor's flight summary:

Photos from today. Cool and cloudy with just a hint of blue sky. Although it was not over us directly. Winds at a steady 5 mph. Spent quite a bit of time with plane downwind and trying to get back. Light weight airframe just leaps out our hands with launch into the wind. The kids really appreciated the cool colors. The youngest flyer was Evan H, he had some help of course. Older boys. Aidan and Harrison did really well and kept their eyes on the plane most of the time. Still learning to react to the plane with small stick movements. There was quite a bit of talk regarding crashing the plane. No worries it was a safe day for all.

Working with local newspaper to get an article done.

Thanks again Frank for the opportunity. A real joy to participate in the project.

Trevor H
#248

25 Nov 10: Pilot #247 (Randy H) transfers the SQUIRT to pilot #248 (Trevor H).

24 Nov 10: Pilot #247 (Randy H) and 4 club mates successfully fly the WAA-08 plane. Randy's email below:

The Eagle has flown! We had a good break in the weather today (cold but calm) and I was feeling good enough to venture out. We had five members present and all took a turn at the controls. It was right at noon and the temperature was a balmy 30 degrees with virtually no wind and solid overcast. I hand-launched the first flight and it was up for probably 10 minutes. I took it up a bit later, off the textile runway we installed, and it came up just fine. Looped, barrel rolled, etc, and it performed very well. I took it home, recharged the batter, and am updating the log book now.

Trevor - I'm happy to run it over to you tomorrow morning if you want. I'm not going anywhere until 11 a.m. I'll call you later tonight.

Thank you, Frank, for this wonderful experience. Happy Thanksgiving and Merry Christmas.

Oh, yes, the speed control worked flawlessly. It's a Castle Creations Pixie 20p.

No dings, no damage. Batter recharged and ready for the next person. Pictures are attached.

Randy H

19 Nov 10: Pilot #246 (Gary H) transfers the SQUIRT to pilot #247 (Randy H). While in his possession, Gary swapped out the faulty Rx. The AR6100e Rx was donated by Matt Stagg, and Al's Bicycles and Hobbies in Medford, OR.

16 Nov 10: Pilot #251 (Alan H) from WA is moving, headed south, and is hoping to meet up with the SQUIRT on Friday in Silverton, OR. I gave him pilot #247's number so they can hook up and fly together if the weather permits. This would be a first for us.

14 Nov 10: Pilot #244 (Bob F) transfers the SQUIRT to pilot #245 (Calvin E). Calvin and also pilot #246 (Gary H) successfully flies the SQUIRT with three other club members. The banner was left with the last pilot and didn't make the transfer so it is being mailed to Gary. Gary expects the transfer to happen on Friday.

12 Nov 10: Pilot #244 (Bob F) and club mate Ed W successfully fly the SQUIRT on his self-paved runway and takes some beautiful pics of the SQUIRT with a snow capped Mt. Shasta in the background. Bob was successful in getting an article about the WAA-08 adventure online and in his local paper. Bob was also kind enough to send me an 8 x 11 photo of the SQUIRT flying in front of Mt Shasta.

10 Nov 10: Mike transfers the SQUIRT to pilot #244 (Bob F).

9 Nov 10: Pilot #243 (Mike B) successfully flies the SQUIRT.

8 Nov 10: Pilot #242 (Russ D) successfully flies the WAA-08 plane along and passes her to pilot #243 (Mike B).

7 Nov 10: Pilot #241 (Bruce P) transfers the SQuiRT to pilot #242 (Russ D).

6 Nov 10: Pilot #241 (Bruce P) successfully flies the WAA-08 plane. He reports that once he got the Rx to bind, he did not pursue getting a new one with Russ or Mike and flew it with the original Rx.

4 Nov 10: Bruce called me this evening to report that he has binding issues again and wanted to know what was the fix prior. I reminded him that it was a loose wire in the external receiver plug that was the cause of the non-binding issues before. He unplugged and re-plugged the external receiver in and Bruce was able to bind the Rx. He said he would fly the SQuiRT with a different Rx and ask that the next pilot buy a new Rx for us since the LHS was in their town. I told him to pay for the new Rx with the prop fund monies.

27 Oct 10: Pilot #242 (Russ D) picked up the SQuiRT from Steve while he was on a business trip in Sacramento and dropped the SQuiRT off to pilot #241 (Bruce P).

26 Oct 10: Pilot #236 (Steve D) and pilot #237 (Eut T) successfully fly the WAA-08 plane. Pilot #240 was unable to meet up with Dan and Eut and will have to be skipped.

24 Oct 10: I was surprised by an afternoon email from Steve (now pilot #236) that he was headed off to pick up the SQuiRT. Steve retrieved her and plans to fly with pilot #237 on Tuesday. The last remaining local pilot, #240 (Dan P) has not responded about flying yet. On a personal note, I am glad to hear the SQuiRT is safe and sound, sans a missing tail wheel in the small parts box, and will be flying again shortly.

24 Oct 10: Steve emailed and said that Zeke has not returned his phone calls yet. He mentioned that he call Zeke's dad Rich to see if he can help. Zeke has surpassed the record of having the SQuiRT for the longest amount of time by any single person.

24 Oct 10: Due to the delays in transferring the SQuiRT, our two Reno, NV pilots have contacted me and asked to be dropped from the adventure. They are frustrated with the constant delays and the lack of response from Zeke. I emailed the remaining NV pilot, #239 who is in Fallon, NV that we would not be able to reach him and apologized for having to remove him from the adventure.

20 Oct 10: I have contacted Steve D to see if he can "rescue" the SQuiRT from pilot #235. Zeke has failed to transfer the SQuiRT to pilot #236 even after repeated emails and one promise to do so after I spoke to him on the phone. I have assigned Steve to be pilot #236.

2 Oct 10: Pilot #234 (Neil M) transfers the SQuiRT to pilot #235 (Zeke G) and successfully flies the SQuiRT on the same day.

29 Sep 10: Pilot #233 (Charles L) transfers the SQuiRT to pilot #234 (Neil M). Neil successfully flies the SQuiRT at Rancho San Antonio park.

26 Sep 10: Pilot #231 (Peter V) and pilot #233 (Charles L) meet and both fly the SQuiRT. Charles plans on passing her to pilot #234 as soon as possible.

26 Sep 10: Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 30 pilots; Pilot #221 Bill S of West Hills. Bill flew with 14 other friends who were members of four different AMA clubs; Channel Island Condors, Valley Flyers, Simi Valley Flyers and the Conejo Valley Flyers. After Bill the following pilots flew the Squirt; pilot #222, John Obrien of Westlake Village, CA, pilot #223 Austin M and his son Scott and 4 more members of the San Fernando Valley Flyers, pilot #224 Mike A who flew with friends Al R and Andy R all of Bakersfield, CA. Then pilot #227, Jason S and Ron G of Clovis, CA was next to fly. In another strange coincidence of many we have experienced in our adventure, Ron just so happens to be the brother of another WAA-08 pilot, Walter G, our webmaster of the WAA-08 website who lives in Idaho. Pilot #228, Lanny G of Angles Camp, CA was next to fly. Lanny took the time to take the SQuiRT on a sightseeing adventure while he had the SQuiRT and took some photos of the WAA-08 plane at a number of local landmarks. He then quickly transferred the plane to pilot #230 Kern H, of Hayward, CA who flew the SQuiRT on 3 Sep and passed the plane to pilot # 231 Peter V of Santa Clara, CA. Peter flew the SQuiRT on 24 Sep and passed her to Charles L of Mountain View, CA. Charles is currently in possession of the SQuiRT.

The SQuiRT continues to travel north through CA but will take a slight eastern sidetrack to visit Carson City, Nevada. This is our very first out and back trip the SQuiRT will have made in its 14,587 mile journey across the USA. We have been very lucky to have pilots volunteer in strategic locations allowing us to continue in and forward direction and never have to backtrack her way back. After the side trip into NV and back, she will follow interstate five north into Oregon and then into Washington. It looks like we will be up north again to experience more winter weather. Funny how that works out for us.

That's the news for now.

Frank

10 Sep 10: Pilot #229 (Dennis F) transfers the SQuiRT to pilot #231 (Peter V). Dennis did not fly the SQuiRT. He said it was too windy and had little time to fly so he passed her along to Peter.

4 Sep 10: #230 (Kern H) transfers the SQuiRT to pilot #229 (Dennis F).

2 Sep 10: Pilot #228 (Lanny G) transfers the SQuiRT to pilot #230 (Kern H) who had plans to fly the SQuiRT with pilot #229 (Dennis F) but since the weather was so nice after he received the plane from Lanny, he decided to fly her in his yard. Arrangement are being made to get Dennis to fly and then to pass to pilot #231 (Peter V).

1 Sep 10: Pilot #227 (Jason S) transfers the SQuiRT to pilot #228 (Lanny G) who successfully flew the SQuiRT on the same day. Lanny also took some time to take the SQuiRT on a sightseeing tour of some local landmarks. Excerpt of Lanny's email below of the pictures/locations he took the SQuiRT.

Frogtown where I flew the Squirt and local sites:

Columbia was a location for High Noon.

HighNoon1 was the house where Gary Cooper went trying to get help from his cowardly friend played by Harry Morgan in High Noon.

The Wells Fargo building was where Clint Eastwood went to get his guns out of the safe deposit box in Pale Rider.

There is also the Tavern and Jail from The Shadow Riders with Tom Selleck.

The three photos without the Squirt are from the mentioned movies.

The Mark Twain statue. Mark Twain wrote The Celebrated Jumping Frog of Calaveras County.

And of course the frog.

30 Aug 10: Pilot #227 (Jason S) successfully flies the WAA-08 plane along with Fresno Radio Modelers club mate Ron G who just so happens to be Walter's brother, our WAA-08 website administrator.

26 Aug 10: Pilot #224 (Mike A) transfers the SQuiRT to pilot #227 (Jason S).

24 Aug 10: Pilot #224 (Mike A) successfully flies the SQuiRT along with two members of the Black Sheep Squadron out of Burbank, CA, Al R & Andy R.

22 Aug 10: Pilot #223 (Austin M) successfully flies the WAA-08 plane and then quickly transfers her to pilot #224 (Mike A). Mike will meet with Pilot #227, Jason S, since pilot #225 was not able to be contacted. He had replied previously that he was still interested in participating, but that was the last they have heard from him. Austin's flight report on RCG below.

Here are some pictures from our groups flight. I wanted to post a video also but I'm not liking wmm at the moment.

I received the plane from 222 just before 9am and first flight started right around 9:30. 6 different pilots flew and each one had just over a minute flight time. The WAA-08 package was driven about 60 minutes to meet pilot 224 (in previous post) around 3:00.

We all had a great time and my heart only stopped once when our local trick flyer took her inverted, way up high he was quick to point out. I'm trying to get a video up, see if you can guess which one did it. We all give a big Thank You to Frank and crew for keeping this effort going. My wife even thought the travel box was pretty cool, and well made, so thanks again for letting us be part of this journey, can't wait to see the rest of it!

22 Aug 10: Pilot #222 (John O) passes the SQuiRT to Pilot #223 (Austin M).

19 Aug 10: Pilot #222 (John O) meets up with Bill L and successfully flies the SQuiRT.

19 Aug 10: Pilot #221 (Bill L) finally finds and fixes the binding issue and after that has a number of successful flights. His email below.

Frank,

Quick update: Last night was our club board meeting and John O. #222 and I were there early so I got the SQuiRT and the TX out to show him the plane and what was happening (sometimes the plane would connect and other times it wouldn't). Anyway on one of the occasions that the plane did connect I noticed, that if you just barely touched the wires between the remote RX and the main RX the LED on the remote RX would go out. John took the plane and pulled the remote RX out to see if the connector was in all the way was which was, then he unplugged the remote RX and reconnected it. Ever since then the plane connects to the TX almost instantly! So it looks like the problem has been that the pins and connector at the remote RX were dirty and there wasn't a good electrical connection between the remote RX and the main RX. I am guessing that when the plane wouldn't connect it was because the main RX was waiting for the remote RX to connect before it would connect.

So this morning I took the plane to the Valley Flyers field (<http://www.valleyflyers.com/>) in the Sepulveda Basin, I flew it along with 3 other pilots who were there. And then I drove out to the Channel Islands Condors field (<http://www.cicondors.com/>) in Camarillo met John O. #222 there and we flew the SQuiRT, along with 8 other pilots. John O' even did an ROG takeoff! Tomorrow morning the plan is to fly the plane at the Simi Valley flyers (<http://www.simivalleyflyers.com/>), & Conejo Valley Flyers (<http://www.conejovalleyflyers.com/>) fields before I give the plane to John tomorrow, who is planning to get the plane to pilot #223 this weekend if at all possible.

The SQuiRT has had 14 flights so far today, all with no problems.

– Bill S. #221 –

16 Aug 10: Pilot #220 (Bill L) transfers the SQuiRT to pilot #221 (Bill S).

15 Aug 10: Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 2 pilots; Pilot #219 Chris M of Lancaster, CA and Pilot #220 Bill L of Valencia, CA.

Bill reported that four of the five batteries we are using were puffed. Two of them significantly. Since we had two different brands of batteries, it was determined that leaving the batteries as 100% charge for the past 8 months along with temperatures above 100 degrees may have led to the batteries going bad. I contacted Jason at MaxAmps about the batteries on Saturday and by Monday he had four new batteries on the way. Bill is going to safely dispose of the puffed batteries for us.

To avoid this issue in the future, Bill has marked three batteries as spares and we will leave them at their shipping charge level and rotate the two batteries for flying the SQUIRT. This should alleviate that problem in the future. We certainly appreciate Jason and MaxAmps for the outstanding and continued support in helping to keep this making the adventure happen.

That's the news for now.

Frank

9 Aug 10: Pilot #220 (Bill L) successfully flies the WAA-08 plane and posts a video on RCG filmed by his 12 year old son. He did a very nice job of keeping the plane in the video.

9 Aug 10: Bill posts his finding on the Rx troubleshooting.

So I have been working on the RX to TX link problems. The issue I came across was I could just put light to medium pressure on the top of the ESC/receiver plug and it would cause a disconnect shown by the receiver light going from solid to blinking, everything still worked but it was causing a disconnect. The main cause of this I think is because there was tension on the ESC receiver plug, the wire needed some slack. So I pulled the motor/ESC and took apart the ESC receiver plug, I checked to make sure each of the three plugs were tight on the receiver pins and gave each of them a pinch to tighten them up. I put the motor/ESC back in the plane and made sure there was lots of slack on the ESC/Receiver wire, this allowed me to move the receiver back some and take some tension off the servo wires. Now I can wiggle the ESC/receiver wire and I don't get disconnects. It is otherwise linking every time I plug a battery in.

Bill L

8 Aug 10: Bill emailed me and said the following about the batteries:

I don't know if you're aware, but all but two batteries are puffed (A and B really puffed, the blue one medium puffed, D slightly puffed but usable, C looks good).

So I emailed Jason and MaxAmps and asked him if he could send us some more batteries. Jason said he will be sending us four more batteries so I gave him Chris's address to send them to. Chris said he will dispose of the puffed batteries properly. Hopefully the batteries will make it to Chris soon.

6 Aug 10: Pilot #219 (Chris M) transfers the SQUIRT to pilot #220 (Bill L). Bill checked out the Rx and describes his troubleshooting below.

I wanted to let you know that I plugged the squirt in really quick this evening and it powered right up twice. I had all controls and throttle. I'm not sure what is going on with it but my first guess is a loose connector. I really doubt it is the receiver, my Spectrum receivers have all been reliable and I just can't see it having intermittent problems like this. I will look it over more and fly it this weekend and see if I can get the problem to reoccur.

3 Aug 10: Pilot #219 (Chris M) successfully flies the WAA-08 plane. Chris had to swap out the Rx with his own since the AR6200 would not bind. Chris details his flight summary on RCG posted below:

The Rx never did work, so I was forced to use my 72mhz gear.

Yep....Crazy 24 hour a day high Wind conditions, Rx binding issues, Fire trying to burn everyone out.....The Antelope Valley is a rough place for RC aircraft flying in the summer

I don't know what is next, but I have gotten Squirt into the air

However, it was breezy! Nothing one of my overpowered small electrics couldn't handle. The Squirt has less raw power, so I pointed her into the breeze, full throttle... She rose about 2 feet up, in the same relative location to the ground....kept her there for a few seconds, then "elevatored" back down slowly....She never went forward, backward, right or left, but did fly in one place....LOL

Now just trying to coordinate with the other Bill, as to when we can meet up, hopefully by the end of the work week.

I am really sorry to everyone for the delay here.

Chris

29 Jul 10: Steve C asked for us to cover this year's web domain fee. We gladly paid the \$34.99 to allow us to continue to have the WAA-08.org web name/domain.

23 Jul 10: The binding issue has raised its ugly head again. A post on RCG explains the issue pilot #219 (Chris M) is having.

OK, went out to fly Squirt this morning, no wind yet, but knew it would be coming eventually.

Had my Gal ready to do video, plane assembled, put a battery in, turned on the Tx, plugged in the battery.....

All I got was a constant beeping from the Rx or ESC.
no controls no throttle.....

Tried moving throttle from off to full, to off...still nothing.

Batteries in plane and Tx were both charged.

I then tried calling Hillbille (the previous pilot, and all around great guy) for help, but he wasn't home.

I have never used a Spektrum system, so I am indeed confused.
Hopefully someone here can talk me through the startup sequence, or fill me in, because I looked through the manual, and figured out exactly nothing.

I know there is a really simple solution, but can't for the life of me figure it out.

21 Jul 10: It was with a heavy heart that I had to send another email to our WAA-08 pilot community letting them know that we lost another WAA-08 pilot. The email is below.

Dear WAA-08 Pilots,

I apologize for sending another email within such a short amount of time, but I wanted to let you know that a member of our WAA-08 family passed away on 13 July. Pilot #192, Bill Hammond, who flew the SQuiRT on 30 Apr, 2010, was killed in an accident at work at the Reid Gardner generating plant near Moapa, Nevada. Lorin Reeder, his good friend and WAA-08 pilot #191, tells me that life had really caught up with Bill in the last six months or so and he was very excited to get the opportunity to relax and have some fun flying the SQuiRT. I understand Bill had a great time flying the SQuiRT, to get a break from the rigors of everyday life for a brief moment, and to once again enjoy the hobby that he truly loved. I was truly sorry to hear the news of his sudden and tragic passing. Life really is so very fragile and it sure makes me stop to think I need to slow down a little more and take each day as a gift.

Bill, who was only 50 years old, leaves behind his wife, Jennifer, three daughters, Alore, Brianna, and Cameron, and also one grandchild, Alore's daughter, Ciry.

If you could please take a moment to put Bill's family and friends in your thoughts and prayers, I know that they will appreciate that. There has been an account set up for contributions by the Bank of Nevada to help out Bill's family and I asked Lorin if he would facilitate a PayPal account/address for anyone willing to help. Lorin will forward all donations to Bill's family from the WAA-08 community. You can send a PayPal donation without any transfer fees by checking the "gift" box. The PayPal address if you care to make a contribution is hobbykid@hotmail.com Even if you would not like to donate, an email to Lorin's email address with sympathy wishes for Bill's family will be greatly appreciated. Lorin will pass them along as well. I know the model aviation community is a very thoughtful and caring group of people and an email or small donation would be wonderful thing to do in their time of sorrow.

Click on this link to view the article in the Desert Valley Times.

<http://www.thespectrum.com/apps/pbcs.dll/article?AID=2010100715020>

Frank

19 Jul 10: Pilot #218 (Bill H) transfers the SQuiRT to pilot #219 (Chris M). Chris and Bill made the transfer in Rosamond, CA and took the time to snap some photos of the SQuiRT at the Edwards AFB sign.

19 Jul 10: I just got an email from Lorin R, pilot 191, that said pilot 192, Bill H was killed at work this week at work. Bill flew the SQuiRT on 30 Apr and was a member of the Desert Fox Flyers. Lorin tells me that he was very excited about participating in our adventure and was glad that he had a role in it. Unfortunately, I never received any photos from Bill with the SQuiRT.

I asked Lorin if there was anything we could do for his family.

Sad news indeed.

18 Jul 10: Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 3 pilots; Pilot #216 Rob S of Corona, CA, pilot #217 Dan E of Hesperia, CA, and pilot #218 Bill H of Barstow, CA. Bill said he will be transferring the SQuiRT to pilot #219 Chris M tomorrow morning in Rosamond. Chris promises to take some photos of the SQuiRT at Edwards AFB which was formerly known as Muroc Army Air Field. It is very good to see the SQuiRT being flown and moved along so quickly again.

The flight by Dan on 17 July, 2010 marks the SQuiRT's 300th flight. What an outstanding accomplishment! Dan also took the SQuiRT on a little sightseeing tour on America's Highway, Route 66, and snapped some wonderful photos. They can be seen at <http://www.teamerica.org/album/waa08-217/index5.html> I appreciate Dan's time and effort to capture this moment with the SQuiRT at another one of America's wonderful historical locations.

That's the news for now.

Frank

18 Jul 10: Pilot #218 (Bill H) successfully flies the SQuiRT of Calico Dry Lake bed just a sun rise. He made a video of his flight recorded with a key chain camera. The takeoff and landing was excellent. Bill said he will be passing the SQuiRT to pilot #219 (Chris M) on Monday morning. I'm very happy to see the SQuiRT being flown and moved along so quickly. Bill also said he fixed the charging adapter.

17 Jul 10: Pilot #217 (Dan E) successfully flies the WAA-08 plane and transfers the SQuiRT to pilot #218 (Bill H).

17 Jul 10: Pilot #226 (Robert L) emailed me and said he had to drop out due to medical reasons.

16 July 10: Dan posts the following on RCG:

It's official. The SQuiRT has been successfully transferred to Pilot#217, ME. After much excruciating anticipation, it is finally in the California High Desert. We met at a quiet and secluded out-of-the-way spot known as the Bass Pro Shop at the intersection of Interstate 15 and The original Main Street of America known as Rout 66. Rob and Kathy brought the goods and I brought the camera - and Herkimer. The SQuiRT looks to be in great shape at first glance and Herky had no trouble finding the treasure awaiting inside for who else - a wiener dog.

Took the SQuiRT out for a drive today to see the local sights.

First stop was the construction site of my new home. The old garage burned down last

October taking part of the house with it. No, it was not a LiPo. It was a Harbor Freight Heat gun. Now, I will have a completely detached Hangar [I mean] garage.

Herky could not resist the "hitch-hiker" in the case because it looks exactly like his personal Hot Dog.

Then we visited the Historic Route 66 Museum but got there just as it was closing. No sweat, we set out on a road trip to actually drive on America's Main Street. Sure looked like a nice runway to the SQuiRT.

You can see all the pictures I took here:
["http://www.teamerica.org/album/waa08-217"](http://www.teamerica.org/album/waa08-217)

Tomorrow morning, we will fly at the famous Rabbit Dry Lake, smile at the camera in flight and hand off to Bill H.

15 July 10: Pilot #216 (Rob S) transfers the SQuiRT to pilot #217 (Dan E).

13 Jul 10: Pilot #216 (Rob S) successfully flies the WAA-08 plane. His flight summary and evaluation of the charging adaptor is below.

Greetings all! Updating the status of SQuiRT...

Picked her up from Tai on Sunday and just got to give her a go today...it's been typically windy at my house, and I was hoping it would relent, but I finally gave in and took her out. What a great flying little plane! Tons of power, and handles really nice! I couldn't resist the urge, so I did an ROG, and she only rolled out about two feet before popping into the air. Since the wind was about 15-17 mph, was able to do some nice "harrier style" flybys and my wife snapped off a bunch of pictures in the sunset...I'll post some when we download the camera later this week. Also swung by my "Alma mater"...Norco Elementary School, unfortunately the campus was closed but took a few snaps out in front. Norco El happens to be the place where I first attempted RC flight with a Sureflight "Foamie" Cessna 182 back in 1979 when I first got into this hobby. Attempted means it went up and definitely came down, if you get my meaning! I'm happy to report that I've improved in the last few years! <grin> Tomorrow I'm planning to leave work a little early and take her around to some of the landmarks here in the Inland Empire, and finally on Thursday meet up with Ed for the handoff near the San Andreas Fault line. Thanks Ed for suggesting that, a great idea!

Hope my update wasn't too long here, but wanted to share some of my excitement with this!

Thanks,
-Rob S

PS: I looked at the charging adapter but haven't had a chance to mess with it. The pins can be removed from the plastic plug without damage, so it looks like all it will take is some heat shrink tube and a little solder. It appears though, that you can plug the charge lead on the batteries straight into the charger without the extension, so it doesn't look like this is an extremely vital piece. -Rob

11 Jul 10: Pilot #215 (Tai L) successfully flies the SQuiRT and passes her to pilot #216 (Rob S).

11 Jul 10: Podcast update

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 2 pilots, Pilot #214; Tim J of Downey, CA and pilot #215 Tai L of Temple City, CA. Tai flew the SQuiRT at his club's fun fly this weekend. Pilot #216 Ron Spangler of Corona, CA was supposed to meet Tai today for transfer today. I'm waiting on confirmation of that now. I am hoping to move the SQuiRT along quickly through CA and into Oregon as soon as possible. I hate to get bogged down in the winter snows like we did this past winter and want to go as far as possible with as many pilots flying her before old man winter comes along. So I am hoping if folks do not feel like contacting their local media then please try to fly the SQuiRT and pass her along as soon as possible.

Yesterday I sent out my 2010 Summer update so all WAA-08 pilots should have received it. If not, please email me and will verify I still have your correct email address in our database. Speaking of emails, I spent all morning trying update emails for folks that have bad email addresses. If anyone gets a new addresses, please email me so I can update my database. Email is the preferred communication for me due to my odd work hours but if I don't have your correct email address I can't get in touch with you as easily.

That's the news for now.

Frank

11 Jul 10: Spent the morning trying to contact folks via their club's website or on the RC forums in an effort to get updated email addresses. Not everyone has been good about updating their email addresses when they change them. Right now I am focusing on the pilots waiting to fly the WAA-08 plane. After that, I will go back and contact those that have flown and get their new email addresses if possible.

9 Jul 10: Pilot #214 (Tim J) passes the SQuiRT to pilot #215 (Tai L).

9 Jul 10: Summer 2010 WAA-08 Update sent out to all pilots and AP pilots.

Hello WAA-08 Pilots,

I hope this email finds you well. It's been a while since I sat down to write an update on how our WAA-08 adventure is going. When I sent out my last update the SQuiRT was with her designer, Bill Stevens of Colorado Springs, CO. We have come a long way since then so I wanted to provide you with an update of how we are doing.

Right now the SQuiRT resides with pilot #214, Timothy Johnson of Downey, CA. Downey CA is in southern CA around the Los Angeles area. Tim should be flying the SQuiRT shortly and passing her off to Tia Liao for attendance at his club's fun fly this weekend. It sure is great to

see the SQuiRT at these events and to see the show of support club members have demonstrated as the SQuiRT passes through. The group photos of the club members posing with the SQuiRT that are sent to me and then posted on our website really make my day. I love seeing all the smiling faces in the photos.

From southern CA, the SQuiRT will head north into the high desert then head west to the coast. Once she reaches the coast near Santa Maria the SQuiRT will head back inland and head north following interstate 5 up through CA. When the WAA-08 plane reaches the capitol, she will head east into NV for stop near Carson City and then head back west into CA and continue north into Oregon.

Unfortunately, the trip to Hawaii that was in the works for quite some time did not happen. One of our WAA-08 pilots is in the Navy and he had the chance to hand deliver the SQuiRT to our HI pilot who would have flew her and then handed her back for the return flight. Sadly, that scenario did just not pan out and there was a chance that the SQuiRT could have had a three week delay in HI. I made the decision to forgo the HI "vacation" and to press on heading north through CA. Although I regret not being able to make it to our 50th state it was never in my original game plan so I do not feel that bad about not making it there.

I am still hoping more pilots take advantage of the generic press release that is sent out with each pilot's contact email. Remember that one of goals with the adventure is to help promote model aviation and getting your local media involved is a great way to showcase the sport, the adventure, and your local club. So I do hope that when your turn comes that you contact your local media with the press release and try to schedule an interview and photo session. Our WAA-08 pilots have had pretty good luck on the past with media coverage.

If you haven't been to our website lately, please take the time to do so. Walter has been doing a fantastic job keeping it updated with photos and weekly treasurer's reports as well as posting the current pilot and weather conditions. Click on www.WAA-08.org and the link should take you there. While at our website, check out our proposed route map which I just updated today. Although the route has basically stayed the same, I have added a few more pilots since the last one was posted.

Please also take a moment to have a look at our Wikipedia page. Thanks to Don Jiskra and his tireless efforts, the WAA-08 adventure is now posted on Wikipedia for the world to see. You can view it here: http://en.wikipedia.org/wiki/Wings_Across_America_2008

Don is also taking orders for our embroidered patches. He needs to have at least 25 paid for before he can place an order with the company. Patches cost \$5 each which includes shipping. The patches are very well made. Attached is a photo of how I used my patch. Please contact Don Jiskra at vaatreasurer2@gmail.com if you would like to order a patch.

Wings Across America 2008 updates can be heard weekly from R/C FlightCast. Frank and Brian provide weekly updates on the happenings of the WAA-08 adventure and also provide an informative and interesting RC Podcast that can be downloaded and listened to at your convenience. R/C FlightCast can be found at: <http://www.rcflightcast.com/>

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

That sums up my 2010 summer update. 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 that.

As always, if you have any questions please shoot me an email.

Thanks for your time.

Frank

WAA-08 Statistics (Current as of 4 July 10)

13,699 miles traveled

295 pilots have flown the WAA-08 plane

129 AMA Chartered clubs visited

33 states visited

373 registered pilots

240 AMA Chartered clubs represented

36 registered pilots in California –the most; followed by NY with **22**

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

8,500' – Highest altitude flown by the SQuiRT by pilots Jason R (180) & John C (180a) of Dillon, CO.

7,000+ emails sent in support of the WAA-08 adventure

3,400+ thread posts on the online RC Forums in support of the WAA-08 adventure

81,403 hits on our WAA-08 Google Maps page

10,785 hits on our WAA-08 website

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

Major Events Attended:

Western States Electric Fun Fly (WSEFF) 4-6 June 2010

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 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

15 Local papers

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

2 Local television news broadcasts

1 Local radio show

1 Weekly RC Podcast that provides WAA-08 updates

Forum Members:

147 on RC Groups

42 on WattFlyer

2 on RC Universe

Plane statistics:

Plane: Simple Quiet Robust Trainer (SQuiRT)

Wingspan: 38"

Motor: GWS sp400 (1st one replaced after 215 flights)

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

SuperFly RC (Tram)
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.
Nico Hobbies
Steve Cranford (WAA-08.org Domain creator)
Desert Eagles Model Airplane Flying Club

8 Jul 10: Pilot #214 (Tim J) successfully flies the WAA-08 plane.

5 July 10: Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 3 pilots; Pilot #210, Jason E and Fallbrook R/C Flyers club mate Frank D both of Oceanside, CA and Pilot #212; Clay H of Garden Grove, CA.

Unfortunately, pilot #213 could not be reached so the SQuiRT now resides with pilot #214, Tim Johnson of Downey, CA. Tim took the SQuiRT on a field trip on Sunday to the Planes of Fame Museum in Chino, CA and sent me the attached photo. No word on whether the SQuiRT has decided to stay with her long lost kinfolk.

I did get word that the charging adaptor wires has started to fray and requires replacement. A new end will need to be soldered on from the spare we have in the box. Tim said he will perform the repairs. This is the first time that I have heard of this kind of failure.

That's the news for now.

Frank

3 July 10: Pilot #212 (Clay H) transfers the WAA-08 plane to pilot #214 (Tim J).

1 Jul 10: Clay had no luck getting in contact with pilot #213 (Marc B). Marc has not responded to my emails or contact via the WattFlyer forum. The decision was made to skip him and pass

the SQuiRT to the next pilot. Marc was supposed to make our end of the adventure video for us. I suspect I will have to find someone else to do it now.

1 Jul 10: Pilot #212 (Clay H) successfully flies the SQuiRT.

29 Jun 10: Pilot #210 (Jason E) transfers the SQuiRT to pilot #212 (Clay H).

27 Jun 10: Pilot #210 (Jason E) successfully flies the SQuiRT with club mate Frank D from the Fallbrook R/C flyers. Jason also reports that the balancing adaptor coming from the CSRC charger is frayed and needs repair. He admits that he cannot do the repair so I asked him to transfer the plane and let the next pilot know of the problem. We have 5 charged batteries right now so I'm sure we can find someone that can hook us up with the repair shortly.

27 Jun 10: Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 3 pilots, Pilot #207; Jim B, Jim's 9 year old son Richard, and Bob S, all from San Diego, CA and all from the Silent Electric Flyers of San Diego RC club.

Currently the SQuiRT resides with pilot #210, Jason Edwards of Oceanside, CA. I am waiting on confirmation of his flight and transfer that should have happened this weekend. California has the most WAA-08 pilots with 41 registered pilots and we are hoping to move the SQuiRT along as she heads north up the coastline and be in Oregon before Labor Day.

That's the news for now.

Frank

21 Jun 10: Received an email from pilot #211 (Dan E) that he has to drop out due to medical reasons.

20 Jun 10: Pilot #207 (Jim B) and pilot #210 (Jason E) meet up at Miramar RC field for an in-flight hand off.

19 Jun 10: Pilot #207 (Jim B) successfully flies the WAA-08 plane and expects to pass to pilot #210 (Jason E) tomorrow.

15 Jun 10: Pilot #208 (Derek P) emailed and said he has to drop out due to being out of town on a military commitment. Jim will pass the SQuiRT to Jason this weekend.

13 Jun 10: Podcast update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 3 pilots, Pilot #206; Chris M, Wayne A, and Darrell M all from the Ramona, CA area and members of the First Weedwacker Aerosquadron.

Unfortunately, we have some bad news. We will not be making the Hawaii flight. Timing with our WAA-08 pilot going to HI could not be worked out and there was a risk that the SQUIRT would have been stranded for 3 weeks or so in HI so I decided to abort the attempt. It was a long shot and HI was never our goal so I did not want to risk it.

That's the news for now.

Frank

11 Jun 10: Derek emailed me and said there is not a good option to get the SQUIRT to HI and back. Below is his email. I decided to abort the attempt to send the SQUIRT to our 50th state.

Frank, Richard & Team..

I've got some bad news.. I've checked on the military flights to Hawaii and only one going this next week I can get on is an out and back with no overnight stay. I'm currently scheduled as crew on the flight Monday. So it not possible to get the plane out there and get it back without leaving it. I've talked to Richard and he can pickup the package when I arrive on Monday. And will work with me to drop the package off at a hotel for the next crew going thru Hawaii to carry it back. I will be able to meet the plane once it gets back in San Diego so the plane will be safe.

If you want to leave it and I'll work to get it back on another flight on 19th of June, but I can't guarantee it, the crewman have not been chosen yet, for me to talk to them. I will do what I can to get the plane back if it left over there. The question is how long to you want it to stay there? We will have flights go out there often so if I get it there we can get it back. If it has to be flyer to flyer then it may have to wait for me to catch another flight to Hawaii. I can't imagine it would be longer then three weeks if the 19th flight doesn't work within the rules.

Let me know.

Thanks Derek

8 Jun 10: The WAA=08 plane has been transferred to pilot #207 (Jim B).

6 Jun 10: Podcast update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 12 pilots; pilot # 197, Donald R and club mates Carl A and Bob R of Lake Havasu, AZ, pilot #200, Pat G, Tim C and his Dad Rus, and Dan R, of Mesa, AZ, pilot #201 Dan R and #203 David R and his Dad Bob, all of Tucson, AZ and finally pilot #205, Benny E, our first California pilot of the adventure. Benny flew a demo flight at the Western States Electric Fun Fly sponsored by the San Fernando Valley RC Flyers.

On May 24 2010, the WAA-08 adventure celebrated its 2 year anniversary. The day was marked by a special flight by Pat Gagnon of Mesa, AZ. Hard to believe that Wings Across America has been going on for two years now. Absolutely amazing. It's been a fantastic two years.

We are confirming our travel plans to get the SQuIRT to Hawaii. So far so good and it looks like it is going to happen. Will keep you and your listeners up to date as we finalize plans. I can't wait to see the pics of the SQuIRT in our 50th state.

That's the news for now.

Frank

5 Jun 10: Pat met Chris at the Western States Electric Fun Fly to transfer the SQuIRT. Chris and Pat organized a noon time demo. From an email from Chris:

The SQuIRT is in California and in my possession . It had a great day at the Western E fly event. We got to do a noon Demo hand off from Pat to myself over the PA system and a flight by a local club member & event Director Benny E. AMA field #152 San Fernando Valley RC Flyers, Apollo field. Frank can I get a Pilot # to assign Benny E. in the log book? He is going to e-mail me a log entry that I will add to the page he signed w/pictures I took.

Event http://www.westernefly.com/index.php?option=com_frontpage&Itemid=1
Field/club <http://www.valleyflyers.com/>

1 Picture Attached w/Benny E. I'll dump more on the RCG thread and a full report in the next couple days.

Feel kind of odd to have the little guy tucked in the garage for the night. Like I should go out and get it a blanket & pillow or something.

Chris M. "rpmrpm"

I assigned Benny pilot #205 since we had pilots #204 and #205 drop out.

30 May 10: Pilot #201 successfully flies the SQuIRT. Change to the change on the So CA leg. Pat is going to pick up the SQuIRT from pilot #203 (David R) halfway between Tucson and Mesa on Monday, 31 May. Then Pat will meet now pilot #206 (Chris M) at the Western States Electric Fly June 4-6 at Apollo Field.

29 May 10: Pilot #200 has transferred the SQuIRT to pilot #203 (David R). David and pilot #201 (Dan R) will fly the SQuIRT on Sunday. David will take the SQuIRT back up to Pat so he

can transfer her to now pilot #205 (Marc B). After a series of emails it looks like we have a solid plan for the So CA leg. Took a lot of doing, but all we are waiting for is confirmation on Marc meeting Pat and we are good to go.

28 May 10: Pat did an inventory of the WAA-08 travel case:

Frank,

Inventory as of 5/29/10:

- 1 SQUIRT (fuse, wings, wheels)
- 1 set of skis
- 1 bag of rubber bands
- 1 bag of black motor mount rubber bands
- 11 GWS EP-7035 props, 5 gray and 6 orange (Tim Carlson added 3 orange props)
- 4 MaxAmps 2S 1100mAh lipos labeled A through D
- 1 Hyperion G3 2S 1300mAh lipo
- 1 Common Sence RC charger with balance tap Prop fund contains \$47.02
- 1 WAA-08 banner
- 1 hot dog chew toy

Box 1 containing:

- Wheel retaining collars
- 1 Castle Pixie 20P ESC
- 1 Medusa Research ESC
- 2 GWS EM-400 brushed motors
- 1 bag of shrink tubing
- 1 bag of allen keys
- 1 Spektrum bind plug
- 1 set of HS-55 replacement gears
- 1 plastic motor cradle
- 3 bags of GWS prop adapter mounts with hardware
- 1 bag of washers
- 1 bag of prop shaft screws
- 1 piece of double sided velcro

Box 2 contains:

- 1 allen key
- 1 bag with motor mount screw remove per your instructions Assorted rubber bands
- 1 piece of double sided velcro
- 1 bag of white Solar Film trim
- 1 bag of solder
- 1 Deans Ultra male plug
- 1 bag of motor mount screws
- 1 Common Sence balance plug pigtail

Box 3 contains:

- 2 Black 'n Red pilots log binders (Log 2 only 1/3 used)
- 1 Medusa Research ESC User Guide
- 1 Lipo Sack
- 1 Pixie 20P ESC User Guide
- Lots of odds and ends paperwork, including checklist, what to do, etc.
- Gas Fund contains \$87.00

1 Spektrum DX6i with charging cord and manual.

Pat

David M from Sierra Vista, AZ should be donating a replacement HS-55 servo.

28 May 10: Pilot #204 (Alfredo M) had to drop due to him going on vacation just as the SQuiRT would be headed his way. The replacement Alfredo had lined up did not materialize. Alfredo lives in Yuma, AZ which was our "bridge" between Tucson and San Diego –a long drive. Plans are being made for pilot #200 (Pat G) to carry the SQuiRT with him to the Western States Electric Fly June 4-6 at Apollo Field (www.westernefly.com) which is in Encino, CA. I have added a couple to replace pilots 204 and 205 who have dropped. This will save on the long drive up from San Diego to meet him at the event. More info to come as this part of the planning has not been worked out yet. On a good note, the SQuiRT is headed to Tucson today with plans to meet at the Pima Air and Space Museum which is located next to Davis-Monthan AFB. It's been a long time since I have been to either. Looking forward to the photos from there.

24 May 10: Today marks the 2nd anniversary of the Wings Across America adventure.

24 May 10: Received an email from pilot #196 explaining his absence.

Hi Frank,

I'm sorry, I was going through my emails and saw this. I've been busy with school, and hadn't really checked this account. I'm going to Embry Riddle univ. in Prescott, so I'm not often in Kingman anymore. I see it's past me and down into Phoenix, so my apologies, and I hope it was not an inconvenience for you guys. Best of luck to the rest of Squirt's adventure!

Regards,

Elijah

22 May 10: Pilot #200 (Pat G), Tim C, Rus C & Dan R successfully fly the WAA-08 plane.

21 May 10: The SQuiRT is now with pilot #200 (Pat G). Pat met Dan in Quartzite, AZ to make the transfer.

20 May 10: Pilot #197 has successfully flown the SQuiRT and plans to pass the SQuiRT to pilot #200 tomorrow.

19 May 10: Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 4 pilots; pilot # 193, Bryan W, pilot #194, Dan C, pilot #195 Dave H and club mate Ray D all of Las Vegas Nevada. The SQuiRT has been transferred to pilot #197 Donald Robinson of Lake Havasu, AZ today.

We have 5 AZ pilots and then we'll be in CA. CA has the most registered pilots of any state so I expect we'll be spending a couple months at least in CA. June will be a big month for the WAA-08 adventure. We will be trying to get the SQuiRT to Hawaii for a flight. If all works out, we'll be flying in our 50th state around the middle of June. This is very exciting indeed.

24 May 2010 marks our second anniversary! Yup, hard to believe that we have been traveling around the USA for 2 full years now. Not sure what we have planned for our two year old birthday party, but will keep you posted on what is planned.

That's the news for now.

Frank

19 May 10: Pilot #195, (Dave H) transfers the plane to pilot #197 (Don R).

16 May 10: Pilot #194 (Dan C) successfully flies the WAA-08 plane and passes it back to Dave to make the drive to Searchlight, NV to meet pilot #197 (Don R) half way.

15 May 10: Pilot #195, (Dave H) and club mate (Ray D) has successfully flown the SQuiRT. Dave has passed the SQuiRT back to pilot #194 Dan C so he could fly at his club.

13 May 10: We lost three pilots in this group. Pilot #196 (Elijah B) and pilot #198 (Jason J) has not responded to emails or phone calls and pilot #199 (Ray H) has moved.

12 May 10: Podcast Update

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 1 pilot, pilot # 192, Bill H of Littlefield, AZ. Bill's wife passed the SQuiRT onto pilot #193, Bryan W of Las Vegas, NV. Bryan and pilot #194, Dan C are both members of the Rebel Squadron there in Las Vegas and are hoping to fly the SQuiRT as soon as the winds die down. They were hoping today would be the day. I haven't heard anything yet, but it's still early.

Nevada is our 32nd state visited with only 18 more states to go, but I calculate that we are only about half way mark in miles. I'm still thinking we will finish up with the SQuiRT arriving back here at home field in August 2012.

I got the chance to see the article about the WAA-08 adventure in FLY RC magazine. Thayer did a very nice job and included some awesome photos. If you haven't seen it yet, I encourage everyone to check it out.

That's the news for now.

Frank

6 May 10: Pilot #192's wife, Jen H transfers the SQuiRT to pilot #193 (Bryan W). The SQuiRT is now its 32nd state.

30 Apr 10: Pilot #192 (Bill H) successfully flies the WAA-08 plane and hopes to make the transfer to our first NV pilot before he leaves on vacation.

28 Apr 10: Podcast Update:

Brian/Frank,

Here is the latest on our adventure and it's been way too long since my last podcast update.

Since my last update, the WAA-08 plane has been flown by 19 pilots ranging from Colorado to UT. My last update left off with the SQUIRT enjoying the winter snows in Golden, CO. From Golden, CO, the SQuiRT headed south and finally into NM. The WAA-08 plane spent almost 3 months in Colorado – the longest time spent in any state to date. After entering NM, she made two flights and headed west into AZ for a very warm welcome with the Lake Powell RC Modelers. George Watson along with club president Judy Kitson, showed the SQuiRT a good time with 9 club members getting some stick time in. The WAA-08 adventure even made a local radio show that discussed Lake Powell RC Modeler's involvement with the WAA-08 adventure.

From AZ, she went north into UT, which is our 31st visited. Two flights later she was back in AZ where she waits until the winds calm down for a safe flight. So far the SQuiRT has traveled over 12,000 miles and been flown 271 times.

Please look for the next edition of FLY RC magazine. Although I haven't seen it yet, one of our WAA-08 pilots reports there is an extensive article about the WAA-08 adventure in there.

That's the news for now.

Frank

24 Apr 10: Pilot #191 (Lorin R) transfers the SQuiRT to pilot #192 (Bill H).

24 Apr 10: Email from Lorin:

Hi Frank,

Yes I did a complete inventory. Everything is there except 1 spare hitec 55 servo, spare tail wheel and 4 collars. The extra servo gear set is there. I was not able to purchase these locally as the hobby store is closed this week cause the owner went to Top Gun in Florida but these items can wait till it gets to Vegas with pilot 193. The next pilot does not have a hobby store near by either.

When we got the plane there was \$30.75 in the prop fund, and \$77.00 in the Emergency fund. I added to it so now it has \$44.26 in the prop fund and \$87.00 in the Emergency fund.

As planed we are passing the plane off tonight in Littlefield AZ to Bill H (pilot 192). It is about 35 miles away.

There were no mishaps with the plan at all. It is being delivered in exact condition as we got it. It came to us looking GREAT and leaving that way.

Lorin

17 Apr 10: Bob H delivers the SQuiRT to pilot #191 (Lorin R) our 1st Utah pilot and our 31st State. Lorin and pilot #190 (Robert S) will fly together. Below is an email I received from Lorin.

Hi Frank...

Thanks for the clarification. I know Bill H (pilot 192) in AZ. I have had a hobby store for many years so I know most the flyers for 100 miles in every direction. He lives about 35 miles away. I called Bill and had a nice talk about it. He is excited but they are having some bad wind storms for the next few days so it will be the weekend before he can fly. I will be making the transfer towards this weekend. I will drive to Littlefield myself and deliver it to him personally. **The plane is in my possession now (pilot 191).** Rob (pilot 190 and I are best friends and spend our days building planes together in my shop (it's a hard life but someone has to do it). The plane is in my shop. I called the newspaper today and we are trying to set up a time wed morning (the 21st) for Rob and I to meet at the field to do an article.

I have to share this fun little tidbit. The plane was delivered to the hobby store on Saturday while Rob and I were at the flying field. They called me to let me know it was there. We rushed over and all the guys stood around as we opened the box. What we didn't know was that the guys at the hobby store took the squirt out of the box and replaced it with a rubber-band airplane. I guess from what they tell me that the perplexed looks on Rob and my face were priceless. It threw us for a second. After a good laugh at our expenses the guys brought out the squirt. We were relieved!

We just wanted to thank you again for all your hard work and dedication to this great venture! It has brought a lot of fun to a lot of people around the states!

14 Apr 10: Pilot #189 (George W) and 8 other members of the Lake Powell R/C modelers successfully fly the SQuiRT. They did find an elevator servo problem and replaced it. Bruce mentioned that he replaced a rudder servo as well. Looks like we now know the lifespan of an HS-55 servo. And we need to get inventory the box and replace any used and/or missing items.

Below is the email exchange:

From: Judy K
Sent: Thursday, April 15, 2010 11:14 PM
To: Frank G
Cc: "WATSON GEORGE L"; George Watson
Subject: Re: Squirt on the move

Frank

We looked all through the box for a servo and there were none. But one of our members, John R had one that the club bought from him and another of our members, Art C then replaced it.

Also the elevator control horn came unglued and the same person repaired it using wooden pins. See photos. He also took some warp out of the wing.

We saw no need to use from the repair funds in the box.

George do you know the kind of servo that was installed? From what our member told us it should have been the same as what it was replacing.

Our pilots going from left to right in the photo are Tom Z, Hal F, Bob H, George W, John R, Art C and Jim K. Bob H wife is in the back as an observer. We were able to get in two mornings of flights and added Pam Brown on the second day.

I'm taking the photo and flew briefly both days (Judy K). Our club was very excited about the event and we had 9 out of 11 members show up to fly it.

We were unable to get the media coverage we had hoped however.

Our flights the second day were mostly to trim it out after the repairs. Art is a perfectionist and the plane was much better to control and flying straighter on it's last flight.

Bob H will be taking it on to St. George on Wednesday.

We will have more of a write up and photos in the flight book and by the weekend on our blogsite <http://lprcm.blogspot.com/>

Thank you for including us in this neat event.
Judy K
President
Lake Powell R/C Modelers

Sent: Thursday, April 15, 2010 6:48 PM
Subject: RE: Squirt on the move

George,

Thanks for the update and congratulations on your flight! I gather from the details below that you did not use the spare servo in the box but replaced the bad servo with another? Do you know what kind was installed?

Please provide the names of the pilots who flew the SQUIRT with you and photos of all the pilots as well.

Certainly glad to hear of your successful flight and the SQUIRT being on the move again. Looking forward to your photos.

It's been a pleasure having you aboard.

Frank

Promoting the hobby

- **One pilot at a time**

www.WAA-08.org

www.flygama.org

From: george W
Sent: Thursday, April 15, 2010 8:37 AM
To: Frank G
Cc: JUDY K
Subject: Squirt on the move

Frank, the Squirt will be In St George, Utah on Saturday the 17 April 2010.
The transfer will be at the Gorilla hobbies Store in St. George, Utah.

The Lake Powell R/C Modelers flew the Squirt on Wednesday, the 14 April the weather conditions were great for flying.

We did have a problem with the Rudder Servo no working. One of the members Jon R had a servo that was being switched out by another member Art C. Other than that the Squirt was flown by the members at the field.

Judy, the Gorilla Hobbies will be the drop point for the plane.
the address is 538 N. Bluff St., St George, Utah , the contact is Robert S,

Thanks Frank for the letting the club be part of this great idea.

George

11 Apr 10: Pilot #188 transfers the SQUIRT to pilot #189 (George W).

7 Apr 10: Pilots #187 (Mike F) and 188 (John M) successfully fly the SQUIRT. These were our last two NM pilots. Soon we will be in our 30th state.

29 Mar 10: Pilot #186a (Pat B) transfers the SQuiRT to pilot #187 (Mike F). We are back in NM.

28 Mar 10: Pilots #185 (Dick F) and #186 (Doyle Q) successfully fly the WAA-08 plane with two other club mates; Pat B & Kevin M all with the High Country R/C Club.

26 Mar 10: Pilot #184 (Mike S) transfers the SQuiRT to pilot #185 (Dick F).

25 Mar 10: Pilot #184 (Mike S) successfully flies the SQuiRT under very gusty conditions. No word on any binding issues.

18 Mar 10: Pilot #183 (Andrew W) transfers the SQuiRT to pilot #184 (Mike S).

16 Mar 10: Pilot #183 (Andrew W) successfully flies the WAA-08 plane.

14 Mar 10: Communication is hard fought as of late with no photos coming from our pilots. Perhaps it is because of the very slow movement of the SQuiRT in the last few months. We rolled into Co on 7 Jan and we are still in the state. Sure hope we can pick up momentum and improve the communication between the WAA-08 pilots and myself. It's really tough to know what is going on with the plane when it's half way across the USA and our pilots do not keep in contact with me either by email or in the forums.

4 Mar 10: Pilot #182 (John F) transfers the plane to pilot #183 (Andrew W).

27 Feb 10: Pilot #182 (John F) successfully flies the WAA-08 plane. John said he had troubles binding the Tx and the Rx. After multiple attempts and a few days, he finally got it to bind. This is not the first time we have has issues with the Tx & Rx binding. John said he did not know what the problem was.

15 Feb 10: Pilot #182 (John F) picked the plane up from pilot #181 (Bruce A). John tells me that Bruce has made all the necessary repairs and the SQuiRT looks great. I'm hoping we can get her moving along again at a fast rate.

10 Feb 10: Frank and Brian invited me to be a guest on their podcast show this evening. It was a like show and I got to talk with them using Skype. It was a good time.

6 Feb 10: Pilot #181 (Bruce A) successfully flies the SQuiRT. He also performed a QA check on the plane and reports the following:

Hi Frank,

I had a successful flight with the WAA-08 SQuiRT. I performed a ROG and managed to land the plane without nosing-over or scraping the wing tips. Judging by the condition of the plane, this may be a rare event!

Although the plane is not hard to fly, the flight characteristics have deteriorated. All SQuiRTs are ground loopers, however, the WAA-08 SQuiRT is severe ground looper. I was able to do a ROG, which was not easy with this plane. This severe ground looping tendency is something the plane did not do when it was

new. I have determined that the tail wheel wire has been shortened somewhere along the line. This causes the trailing edge of the elevator to drag on the ground. As a result, the trailing edge of the elevator is pretty beat up.

The elevator is now out of alignment with the horizontal stabilizer, which causes some trim problems. This misalignment tries to turn the plane left in a climb. Adjustment of the rudder to compensate tends to make the plane dive in a left turn and rise in a right turn.

I also noticed that the operation of the elevator servo is jerky and rough. The plane does not respond to elevator stick input properly. I feel that there is too much stress on the elevator servo. Total failure of the elevator servo may be imminent. There is also a lot of deflection in the elevator control rod, which further indicates the elevator has too much resistance to movement.

The nose has taken a good pounding. Nothing really serious. The wing tip covering is pretty battered. I also am not too sure about the light rubber bands included in the box. These light rubber bands work as long as a number of them are used. (I used 6) I prefer the use of standard #3 SIG brand rubber bands. Then again, the light rubber bands are less likely to hurt the plane during wing installation.

The bulkhead in the front of the battery compartment is missing. Evidently this bulkhead was destroyed during an "unexpected" landing.

I recommend we:

- (1) replace the elevator servo;
- (2) repair the elevator hinge;
- (3) fix the tail wheel wire;
- (4) repair covering tears; and
- (5) repair the battery compartment bulkhead.

I also think that some higher-visibility markings on the underside may be in order. When I first flew the plane in July of 2008 against sunny skies the plane was easy to see. Today I flew the plane against grey cloudy skies. The plane was not as easy to see. Fluorescent green and fluorescent orange under the wing may aid in visual orientation.

Considering all that she has been through, the plane looks pretty good. I can get the repairs done today, test fly the improved little girl, and make the transfer tomorrow.

Thanks, Bruce

I told Bruce to perform the recommended repairs and markings and that I trusted his judgment on what needed to be done.

3 Feb 10: Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 15 pilots; 8 pilots with pilot #176, Bill Stevens of Colorado Springs, CO. Bill as you know is the designer of the SQuiRT who donated the plane and DX6i radio along with a number of spare parts to help start our adventure. Bill flew the SQuiRT the SQuiRT with some friends and also with his Dad, son, and daughter. The Stevens'

flight marks the first flight with three generations of a single family to fly the SQuiRT in our adventure. The next pilots after that were pilot #177 Tom W, and pilot # 178 Bill Nickel, of Denver, CO, pilot #179 Jason Roadman and club mate Luke Waddell of Golden, CO, and finally pilot #180, Rod Barron and club mate John Cain of Dillon, CO.

The SQuiRT now resides with Bruce Aldridge of Bailey, CO who is the builder of the SQuiRT that we now have flying.

The SQuiRT had a good time with Bill Stevens. Bill gave the old gal a good thorough check to include straightening a warp in the wing and trimming her out on a couple check flights to make sure she was as good as new. He also did a few minor balsa and covering repairs and included a new motor and added some much needed consumables to the travel box for free. Steve Gabara provided an extra treat for us by taking some aerial photos of the SQuiRT in flight with a camera mounted on a helicopter. He also has a neat video he shot while flying. That can be seen here: <http://www.youtube.com/watch?v=ZgGNofFX49E>

We are looking forward to some snow flying and some beautiful snow covered mountains as we travel through CO and then head south back into New Mexico.

That's the news for now.

Thanks!

Frank

30 Jan 10: Pilot # 180A (John C) delivers the SQuiRT to pilot #181 (Bruce A).

24 Jan 10: Pilot #180 (Rod B) and club mate John C successfully flies the WAA-08 in temps around 20F. Rod's flight summary below:

Sunday morning January 24, 2010 0943. The SQuiRT handled the gusty 10+ mph winds and sub-freezing temperatures much better than we did. I first flew my delta ducted fan Blu-Cor plane to test the wind. It was a wild ride but very doable. I flew the SQuiRT first. The wind tipped the wing on taxi but the more than adequate power of the 400 brushed motor pulled it up into the sky with no ground roll. The Dubro skis worked great. The rudder was powerful enough to handle the rotors that came through. The landing was OK and then the wind flipped it with no damage. John flew next. He expertly flew the plane through the turbulence and landed similarly to my landing.

23 Jan 10: Pilot #179 (Jason R) transfers the SQuiRT to pilot #180 (Rod B). The SQuiRT has now crossed the continental divide.

22 Jan 10: Pilot #179 (Jason R) and club mate Luke W successfully flies the WAA-08 plane. Jason expects to transfer the SQuiRT to pilot #180 (Rod B) tomorrow.

20 Jan 10: Tom W sent off batteries A & B to MaxAmps for testing.

18 Jan 10: Pilot #178 (Bill N) successfully flies the WAA-08 plane and transfers to pilot #179 (Jason R). Great turnaround Bill! Bill's flight summary below:

Hi Frank! Had super fun day, picking Squirt up from pilot #177, Tom W in downtown Denver, going to Golden, Co.(original Coors Brewery plant) then 8 mi. N out of Golden on highway 93 (road to Boulder, Co.) to my Club airfield(Arvada Modelers). Was a good fly day so quite a few club members were present flying. Beautiful flight "box", Thanks to the box builder in Idaho. No sweat rubber banding the landing gear and wing on, batteries and transmitter were charged and ready to go thanks to #177 Tom W! There are 3 batteries now, 1 is a higher mAH (1300) which Stevens AeroModel calls (or was it Tom?) a "high altitude" battery so I used it after peak charging it first on a LiPo balance charger. Had a light quartering wind out of the NE (runway is East-West). Had another member hand launch Squirt at full throttle for me and it took off "on a rail" , then cut back to 1/2 throttle for 6-7 minute flight. Handed it off during the flight to our Field Director for a short time then to my son. We all enjoyed the easy flying model (Thanks Bill Stevens aero model of Colo. Springs, Co.), Landed Squirt with no problems. Signed the lid, made entry in log book, added \$5.00 to travel fuel envelope, total is now \$77.00. One club member added some money to the prop jar. (Didn't count it so amount unknown.) Took numerous pictures of the handoff to me from Tom and at the field. Will E-mail pics. later to you. Hand off to pilot #179 Jason R late afternoon in Golden was a pleasure with no sweat. Thanks to Tom Walsh and Jason Roadman for the no problems hand offs. Both gentlemen a credit to this wonderful hobby of RC flying. It was my honor to be part of this nationwide event. Thanks to you Frank and all involved for all the time it took to get this flight "off the ground"! Sincerely, Bill N

18 Jan 10: Pilot #177 (Tom W) transfers the SQuiRT to pilot #178 (Bill N). The weather around the Denver area has been great for flying. Temps in the mid 50's with very little wind.

16 Jan 10: Pilot #177 (Tom W) successfully flies the WAA-08 plane on the same day he received her from Bill. Way to go Tom!

16 Jan 10: Pilot #176 (Bill S) transfers the SQuiRT to pilot #177 (Tom W).

15 Jan 10: Pilot #176 (Bill S) successfully flies the SQuiRT (I definitely had no doubts about this). Bill's flight summary posted on RCG:

The day of the "official" flight.

We arrived early Friday AM back at the HOTS field to meet up with the Rocky Mountain AP guys.

While the crew from rockymountainap.com got setup we logged a bit more time on the WAA SQuiRT. Since the SQuiRT was designed to be a trainer for my son and daughter I thought it appropriate that they get some stick time on the WAA plane when it came through town.

Once again we ROG'ed and climbed to about 400'AGL where Zach, Brandi, Dad, Bill B., and Ryan H. got to log time on the WAA each was presented with a patch to commemorate the flight.

WAA returned home on the wheels, batteries charged, and put back up for an air-to-air photo op.

Several air-to-air photos were taken along with video. We completed the photo shoot and got a group shot with the Friday morning HOTS crowd.

This is all I got for now on the WAA plane. I've got it boxed back up, topped off the packs, and have it ready for the hand-off to Tom W. (pilot 177) in the AM. Steven (of rockymountainap.com) will forward on some air-to-air photos and video and I'll post that as soon as I have it.

Thanks to all for the kind words regarding the WAA's trip through the Stevens AeroModel facility. The pleasure has been all ours and we were happy to contribute in any way we could. The WAA plane has been the talk of the shop, family, and staff for several weeks. I have to admit that I'm slightly saddened to see it leave the shop but excited for what lies in store as we are really only at the half-way point of this adventure!

Thanks again to Frank and the gang for thinking of us and allowing Stevens AeroModel to actively participate in the event. Thanks to the group for allowing this short delay in the Springs we've enjoyed it thoroughly!

I'd also like to thank our local support network of hobbyists, engineers, and rocket scientists who actively fly at PPSS, HOTS, and the City Auditorium. The aviation community here in Colorado Springs is home to so many talented individuals who have contributed in so many ways to the expansion of the hobby and Stevens AeroModel.

Here's to blue skies and calm weather.

-Bill

15 Jan 10: I contacted Jason at MaxAmps. He is willing to send us four new batteries based on Bill report, but I told him I would like to send him two batteries at a time for him to test. Pilot # 177, Tom W, will mail the batteries off to Jason on Tuesday, 19 Jan.

14 Jan 10: Bill updates us on RCG:

We've completed the "annual" and logged two trim flights one on the 13th in 15mph winds and one this AM in the calm. Tomorrow we'll get the "official" flight in with the AP guy and get this thing heading north.

The SQUIRT arrived here in remarkably good structural condition considering its journey. The bulk of the damage was cosmetic and easily refreshed.

We performed the following maintenance:

- Repaired damage to balsa chin and replaced damaged/cracking covering. We had to replace/repair most of the covering on the forward/underside portion of the fuselage. The covering under the window decal is letting go but we didn't feel comfortable trying to reheat this area for fear of melting the decal... we didn't replace this as it was the wish of the group to leave as much of the original covering in-tact... which we did.
- Repaired/reinforced a couple of non-critical cracks that had developed under the wing saddle.
- Cleaned up wing to remove some CA spills and brighten the covering.
- Refreshed/replaced several small patches.
- Corrected twisted wing (severe left wash-in) pilot 175 was complaining of trim issues. Since the structure was true and square when I first flew it at NEAT 08 I think

this could have occurred from one of the on-the-road patch jobs or something resting on it in the box.

- Warped skis were replaced with a new set.
- Refreshed the prop supply with 6 new grey GWS props.
- Replaced the rubber band supply with new/fresh rubber bands of the proper size.
- Kicked in two fresh motors pre-soldered with connectors and tested for function.
- Tossed prop-adapters of questionable condition / replaced with new hardware.
- Refreshed rubber hardware supply for wheel retainers and spinners.
- Added a new plastic motor mount to the hardware supply - just in case.
- Tested HS-55 Servos for function.
- Range Check - Radio/Receiver
- Cycle/Balance batteries then performed power test. CAUTION HERE - Current batteries are dropping significant voltage under load resulting in a power loading of about 50W/lb. This is flyable but not ideal (I flew at 6900' ASL on the 13th and was able to work my way to 400' AGL but it took some time.) I'd suggest refreshing the batteries in short order. If it's agreeable to the group I'd like to add a stronger performing battery to the box before it leaves here as the high-alt guys are going to need at least 65W/lb power loading to feel comfortable with the plane (I used my personal 1300mAh batteries this AM and netted a power loading of 90W/lb on a fresh charge - which was much more enjoyable.)

Thanks again for allowing us to participate in this fantastic journey!

-Bill, Jeff, Mark, and Ryan.
Stevens AeroModel

11 Jan 10: Winter/2009 Update sent to all pilots:

WAA-08 Pilots,

Welcome to 2010! I hope this email finds you well. The WAA-08 adventure has had a great 2009 and I'm looking forward to an even better one in 2010. We have made excellent progress throughout 2009 and provided some excellent opportunities to promote model aviation in our local communities as the WAA-08 plane made her way through the Gulf States and America's heartland.

Update:

The WAA-08 plane is now with pilot #176, Bill Stevens of Colorado Springs, CO. As you know, Bill is the owner of Stevens AeroModel and it was through his generosity that provided the SQuiRT and DX6i radio, as well as assorted spares for our adventure. I have asked Bill to look over the SQuiRT and make any necessary repairs to her structure and covering and I'm sure Bill will also give her a good check flight to see if the trims are still correct and that everything is still in good working order. After all, she has been flown 225 times now and I'm sure she is ready for some TLC. Who more perfect to give her the once over than her designer?

Another notable person the SQuiRT will be stopping at shortly is Bruce A of Bailey, CO. Bruce built SQuiRT #2, our current SQuiRT, after SQuiRT #1 flew away on its 10th flight in Frederick, MD. Since we never retrieved the plane, we cannot determine the exact cause of the fly-away, but

we suspect it was caused by a power fluctuation from the ESC which allowed the Rx to lose bind with the Tx.

From the Denver area, we head southwest over the continental divide and back into NM, then west into AZ. From AZ we'll jump north into UT, then head back south through Las Vegas and go all the way down to Tucson before we turn west again into the Golden State. CA has the most registered pilots so we should definitely be able to get some good publicity as we travel north through CA.

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. Please visit our website to see the current pilot's map.

Biography:

In my Fall WAA-08 update, I sent out a request and a sample bio to all. To date, only two biographies have been returned. As an ongoing project, a book of pilot biographies is not that important, but when the adventure comes to an end and the SQuiRT resides in its permanent home with all of its souvenirs, pilot's logs, photos, and the daily log book, it will be nice to see who were those 400 plus pilots that actually participated in our WAA-08 adventure. The backgrounds and experiences of our WAA-08 pilots are extremely diverse and I would love to be able to capture that for posterity. For example, did you know that one of our pilots is a helicopter pilot in the US Army who has flown combat missions in Iraq and Afghanistan? Or another was the first person to fly an RC plane across Lake Ontario? Or that two of our pilots own their own RC businesses? Or that one of our pilots has made Eagle Scout at the age of 13? The list of exceptional and diverse people goes on and on. I would hate for the bios of our WAA-08 pilots not be known for all that will look back on this adventure with interest and wonder who were those people that volunteered their own time, money, motivation, and enthusiasm to make this adventure happen. With that said, I am making a plea for all WAA-08 pilots to send me their bios when they get the chance. If you need me to send another sample so you can follow the correct format, shoot me an email and I'll send you one.

Wikipedia:

We are now on Wikipedia! Thanks to Don Jiskra and his tireless efforts, the WAA-08 adventure is now posted on Wikipedia for the world to see. You can view it here:

http://en.wikipedia.org/wiki/Wings_Across_America_2008

Patches:

Don Jiskra (our treasurer) has 20 embroidered WAA-08 patches left. Please contact Don if you'd like a patch. Attached is how I used one of mine.

2009 Collage:

Don has put together a collage of all our 2009 WAA-08 pilots (sadly, minus the 7 that never sent photos) and club members. Attached is a small version of the collage. As you know, he did the same thing for 2008 and I think this one looks even better than last year's. Don provides ordering info and more details below. Please contact Don with questions and concerns about the 2009 Collage.

The 16x20 inch, non-fade semi-matte finish prints are now available to order. Each print cost \$8.00 plus \$4.00 for shipping in a mailing tube and will be shipped directly to your home from Winkflash. (same excellent quality and vendor as last year).

You can order additional prints for \$8.00, **but the mailing charge for each print drops down to only \$1.00 each.** They will come in the same mailing tube.

Cost for 1 print with mailing is \$12.00

Please send a PayPal payment to: waatreasurer2@gmail.com.

If you want more than 1 print add \$8.00 plus \$1.00 for mailing each additional print

Questions? Contact me: Don Jiskra waatreasurer2@gmail.com

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 31 Dec 09)

10,624 miles traveled

233 pilots have flown the WAA-08 plane

106 AMA Chartered clubs visited

28 states visited

381 registered pilots

234 AMA Chartered clubs represented

41 registered pilots in California –the most; followed by NY with **22**

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

5,750+ emails sent in support of the WAA-08 adventure

3,000+ thread posts on the online RC Forums in support of the WAA-08 adventure

76,951 hits on our WAA-08 Google Maps page

8,881 hits on our WAA-08 website

79 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
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 the Winter/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 that.

As always, if you have any questions, please give me a call or shoot me an email.

Thanks for your time.

11 Jan 10: Pilot #175 (Aaron C) transfers the SQuiRT to her "Dad," Bill Stevens, who also happens to be pilot #176.

8 Jan 10: Pilot #175 (Aaron C) successfully flies the WAA-08 plane. Aaron's flight summary as posted on RCG:

Flew her today! Uneventfully, she flew with a hawk in a thermal! Too Cool! My buddy tried to get a photo but the camera wouldn't focus. Nice high altitude flights in the clear, cold and blue sky along with several low pass / touch-&-go's. A short video of the first take-off will

be posted as well.

I think the thrust line is off as it trims out in the yaw axis under power, then un-trims with no or low power. Elevator felt fine throughout the power curve. Good thing it's going to Bill next. He knows it better than any of us I'd guess.

7 Jan 10: Podcast Update:

Brian/Frank,

Here is the latest on our adventure.

Since my last update, the WAA-08 plane has been flown by 9 pilots; pilot #172, Fred Magee of Albuquerque, NM, pilot #173, Mark Johnston and 5 other club member of the Albuquerque Radio Control club, and Pilot #174, Bob Helmick and Ted Guy of Rio Ranch, NM both of the Rio Rancho Radio Control Club. Bob and Ted's flight on 4 Jan 2010 marked the last flight of the WAA-08 airplane in New Mexico.

Bob made the drive north to meet pilot #175, Aaron Cooke of Pueblo West, CO who met Bob in Raton, NM. Both had about a 4 hour drive one way to meet each other. That was our longest leg between pilots to date. The efforts to make the transfer is greatly appreciated.

Below are the stats of the WAA-08 adventure as of 31 Dec 09.

WAA-08 Statistics (Current as of 31 Dec 09)

10,624 miles traveled

233 pilots have flown the WAA-08 plane

106 AMA Chartered clubs visited

28 states visited

381 registered pilots

234 AMA Chartered clubs represented

41 registered pilots in California –the most; followed by NY with **22**

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

5,750+ emails sent in support of the WAA-08 adventure

3,000+ thread posts on the online RC Forums in support of the WAA-08 adventure

76,951 hits on our WAA-08 Google Maps page

8,881 hits on our WAA-08 website

79 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

That's the news for now.

Thanks!

Frank

7 Jan 10: Pilot #174 (Bob H) transfers the SQUIRT to pilot #175 (Aaron C), our first CO pilot and our 29th state.

4 Jan 10: Pilot #174 (Bob H) reports a flight, although it didn't go as successful as he had hoped. His flight report below:

Dateline: Rio Rancho, NM Jan 4th 2010 10AM
Location: Waterman Field
 N35 17' 13.9"
 W106 44' 46.5"
Elev. 5803' ASL
Temp 30 Degrees F wind chill 19F
Wind 10-15 with gusts to 20
Players Bob H Pilot # 174
 Ted G RRRCC Member and Stevens AeroModel Aficionado
 Andy B RRRCC Member

The Plane arrived in good shape from Mark J AMA-AVP on Sat. Jan 2nd 2010. Ted, Andy and I met at Waterman field at 10 AM Mon Jan 4th to fly the plane if at all possible. The winds more than I'd like but the desire to keep the plane moving and other scheduling problems made me want to try.

Ted, being the expert he is, and his knowledge of the Stevens birds, suggested that he fly his own Squirt to test the air. That was successful so we decided to give it a try. I launched for Ted and he flew it for a couple minutes and gave me the radio I flew it for a short time and then lost it. I was wearing golf winter gloves and had no feel for the plane. As luck would have it I got enough control to pancake it into the ground. Love that landing gear as there was very little damage-broken prop and a small separation of balsa on the nose.

After replacing the prop, Ted launched for me and I was not wearing gloves. The flight was going very smooth until a major gust of wind began blowing the plane all over the field. I hollered for help and Ted took the radio and made a picture perfect landing. We decided that we had used up enough luck for one day. Took some pics and called it a day. I owe Ted a special thanks for his help and fabulous fingers. Also Thanks to my dear wife Cyndy for braving the cold to take great pictures.

I will be taking the plane to Aaron C #175 later this week.

To date, Bob holds the altitude record for his flight with the SQUIRT. Bob reports his drive was: I left this Am at 805 and was home by 330 pm. 445 miles and no big deal out west because we have a lot of space between our places

2 Jan 10: Pilot #173 (Mark J) has transferred the plane to pilot #174 (Bob H), our last NM pilot. Mark purchased log book #3 for us and will be mailing me log book #1. He used \$10 out of the prop fund to buy the log book.

1 Jan 10: Stats for 2009:

134 Pilots have flown the WAA-08 plane

59 AMA Chartered clubs visited

12 States visited

6,634 Miles traveled