

WAA-08 Coordinator's Log

27 Dec 11: Pilot #321 (Gregg P) transfers the SQuiRT to pilot #322 (Paul R). Gregg accounts the transfer in a post on RCG:

Paul R and I met about halfway between us at a rest stop on I-90. Hopefully I gave Paul as much info as Rich gave me on the other end to help make a successful flight. We made it official with the banner and then transferred things over to Paul. Of course we then had to stand there and bull sh@t each other for a little over an hour catching up with each other, the Clubs, and our travels.

Thanks Paul and good luck on your part of the journey with the Sagehoppers and a break in the weather with blue skies and calm winds.

Frank, thanks again and I'll now sit back and enjoy 'The Rest of the Story'

20 Dec 11: Pilot #321 (Gregg P) and club mate Coulter M successfully flies the SQuiRT. Gregg's email below:

Hi Frank - What a cool little plane to fly. I spent about 3 hours shoveling snow yesterday and it was just warm enough with the sun shining on the asphalt to melt and dry off by noon today. Of course we are now under a Winter Storm Warning starting tonight and going through till Thursday morning. 6 to 10" with a howling wind, so I guess winter is here to stay, but after all, this is Wyoming :)

Had just a slight breeze straight out of the west, and actually took it off without a hand launch.

Coulter M came out today. He is our youngest pilot and getting to be one of our best sticks. One of those youth success stories. He started flying about 4 years ago, fell in love with it, and we as a club kind of adopted him. His mom and dad are always there for him and would drive him out to the field and either stay and watch or leave him off with us. He's a Junior this year (I think), and has decided he is going to go into an aeronautical engineering program for college and then hopefully on to an airline pilot.

We had fun with the plane, even though I couldn't talk him into taking a turn on the sticks.....

I'll be sending pictures to the paper, and will let you know if we get another article.

Looks like Paul and I will do the hand off Tuesday of next week after Christmas.

I am so happy I took part in your great adventure. I'll be anxious to see it return home and get your impressions of the whole experience. I think this would be a GREAT addition to the AMA museum in Muncie :)

Once again, Merry Christmas and I'll let you know when the plane is in Paul's hands

Gregg

PS - I have all the pictures I have taken on my little RC website if your interested - <http://gputt33.multiply.com/>

20 Dec 11: Don W. from Hobart, IN has volunteered to make our pilot certificates. Thanks Don! Sure am glad to be able to off them to our pilots again.

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16 Dec 11: Gregg P contacted his local newspaper and the Sheridan Press ran an article on the WAA-08 adventure. Way to go Gregg!

11 Dec 11: Pilot #320 (Rich H) transfers the SQuiRT to pilot #321 (Greg P). Greg's email below:

Hi Frank - Rich and I met in Casper today and he handed the SQuiRT off to me. I posted some pics on RCGroups. You know, I've been looking forward to this for a long time, BUT, until you see 'that box' for the first time it really doesn't sink in what you are really a part of :) Thanks a bunch for allowing me to participate!!

Hopefully the weather will cooperate. Right now, Wednesday looks like the optimum day for calm winds and as warm as you can hope for in Wyoming in December ;) (However, it was 40+ here yesterday with calm winds.....)

If it's not to late on Wednesday, Paul and I are going to try and make the exchange that afternoon. If we can't, I'll get it over to him on Saturday.

Thanks again
Gregg P

10 Dec 11: Pilot #320 (Rich H) successfully flies the SQuiRT. Rich's flight summary below:

Frank, I see Greg brought you up-to-date on the handoff yesterday in Casper. Here is how our flights went. It was 7 degrees, sunny but calm. Nine of our members gathered to see the SQuiRT fly. Everything went fine on all flights and everyone got to fly a least one circuit around the field. Even our mode 1 pilot concentrated on the difference enough to get a few circuits in. The cold really takes it's toll on the batteries and the plane showed a quick drop in power when the batter was at half capacity. The charger did a great job of bringing them up in a reasonable time.

Thanks for including us in this venture. WyMoPa donated \$10.00 to the Pilots' fund.

Rich H

Prop jar = \$12.61
Emergency fund = \$79.00

1 Dec 11: Pilot #319 (Luke W) transfers the SQuiRT to pilot #320 (Rich H).

1 Dec 11: Pilot #318 (Steve G) and pilot #319 (Luke W) successfully fly the SQuiRT. Posted on RCG by Luke:

Steve drove over Teton pass early today to meet me for a flight and the trade off. We wanted to both get our flights in ASAP so we could have it ready for Rich to take it back with him on the long drive to Riverton tomorrow.

The weather wasn't exactly ideal but we both thought it was flyable. The temp was 17 degrees and the wind was about 10-12mph strait out of the north. We took turns flying and taking pictures, but the most we could each manage was about 2 minutes of flying before our hands were frozen.

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Steve posts on RCG:

I took some pictures of Luke flying as well, though only a few are worth keeping.

While flying in such cold conditions was unpleasant, it was still fun to accomplish our flights and feel like we moved the plane as fast as possible. I had it for a day and a half, and it looks like Luke will have it less than a day.

It was a pleasure to be a part of Wings Across America. As I expected, it really wasn't about an RC plane, but networking with other pilots and being part of a long chain of great folks.

Thanks Frank for all your hard work to make this happen!

-Steve

30 Nov 11: Steve checked out the SQuiRT to see if she needed any repairs.

Frank,

I gave the plane a close inspection tonight and found it to be in great shape. Here are a few photos of some very minor dings. I don't see much that I can do for it, but if I have time tomorrow I might tighten up the covering and patch a very small bare spot on the wingtip.

Today was windy and snowy, but the forecast is good for tomorrow (if you ignore the temperature...).

Luke and I will talk tomorrow at 7:30am and try to get our flights in.

-Steve

29 Nov 11: Pilot # 317 (Walter G) transfers the SQuiRT to pilot #318 (Steve G). Steve's email below:

Hi Frank,

Got the plane from Walter today, thanks to my wife. She was in Idaho Falls for a dentist appointment about a mile from Walters's work, so he met her there and saved himself 150 miles of driving.

The pilot after me, Luke, and I are going to try to fly before Friday. If we can get our flights in before Friday, we can give the plane to the Riverton pilot who will be in town for business that day. Luke has said he cannot make the long drive to Riverton (3-4 hours each way) so I've offered to do it if need be.

Forecast isn't good for tomorrow, but not bad for Thursday.

Thanks Frank,

Steve

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27 Nov 11: Walter did a real good job on inventorying the travel case. Seems like everything is pretty much intact and accounted for, although a number of items have been moved from their original locations in their small parts boxes.

Prop jar = \$2.61

Emergency fund = \$79.00

26 Nov 11: Pilot # 317 (Walter G) successfully flies the SQuiRT. His flight summary below:

Frank,

I got my flight in this morning. It was a brisk 20 degrees with about a 3mph north wind that cut right down to the bone, but it went well. I like to get out in the morning because typically the wind will pick up in the afternoon.

It was fun to fly, not as smooth as I expected, but flew much like the slow stick that I have. I made two flights of about 2 minutes each. One of the club members, Craig S, came out while I was there, but declined to fly as he didn't want to be responsible for crashing the plane. He usually fly's helicopters and he says he usually crashes planes.

I will contact Steve to arrange the transfer and keep it moving along as quickly as possible. I am glad that I am a part of this, it's really fun.

Another statistic you can add now, brothers in two states have flown the plane.

23 Nov 11: Pilot #316 (Marc K) transfers the SQuiRT to pilot # 317 (Walter G).

16 Nov 11: Pilot #316 (Marc K) successfully flies the SQuiRT. Marc's flight and transportation summary below: The SQuiRT gets another full scale flight.

Frank,

I flew the Squirt on November 16th after waiting for the weather to clear enough to fly. It flew perfectly and I was quite surprised at how stable it was in flight. Then the weather came in again so I waited for a flight window. On November 23rd we loaded it into a Cessna 175 and flew from Logan/Cache airport up to Pocatello Airport where we met Walter at their local FBO to hand deliver it to him. It was perfect weather for the short cross country flight into Idaho.

Marc

13 Nov 11: Pilot 315 (Duane B) transfers the SQuiRT to pilot #316 (Marc K) our last UT pilot!

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11 Nov 11: Pilot 315 (Duane B) and pilot #315a (Ivan H) successfully fly the SQuiRT. Duane's email below:

Frank,

Airplane made it safely to Logan, UT last evening. Jeremy correlated with a buddy of mine (Ivan H pilot 315a) who often commutes the 1 hour drive to near Jeremy is from where I am at saving both of us the drive.

Ivan and I met at 1:30 on 11/11/11 at the local air field and safely put up 2 flights. Had a cross wind about 2 to 5 mph. Took off across the runway (50 ft) into the wind and landed the same. Temp was showing about 49 degrees and we were cold by the time we finished.

I have touched base with pilot 316 Marc K. I hope to hand off the airplane this evening to him. He was caught at work today and was unable to come out and join us while the weather was nice as he planned. Rain/snow forecasted for tomorrow. Not sure how quick Marc will be able to get a flight in. He will correlate with pilot 317, Walter. Marc's current plans are to fly the airplane to rendezvous point with Walter in Idaho, via Cessna or other small full scale aircraft.

Ivan took a picture of me with the plane with his camera and is supposed to be emailing it to me tonight. I'll forward it when it arrives. Here are a few I shot with mine. Total of 3 images attached.

Duane

10 Nov 11: Pilot #313 (Jeremy S) transfers the SQuiRT to pilot # 315a (Ivan H).

7 Nov 11: Pilot #313 (Jeremy S) successfully flies the SQuiRT. Jeremy's email below:
Frank,

I was able to fly the little Squirt today. She flew great. Flies just like my old Graupner Piper Cub.

Just a few updates, but you may already know some of this. When Bob handed the plane over the radio had been charged with standard alkaline batteries installed. I can't remember if he said it was already like that or not. It had melted a bit of the plastic and created some residue. It wouldn't turn on until I replaced the batteries with new alkalines. The white NIMH are still working, but I didn't have time to charge them at the field and I had some spares in my camera bag. They're brand new and should last a while.

Another issue was the onboard LiPo. It was left on between transfer of Bob and me. I put it on a meter and it read 1.15 volts so I'm pretty sure that battery is dead. Do you want me to just dispose of it so it doesn't get mixed up. That means that there is a freshly charged one in the plane now for transfer and only 2 spares in the bag. I am leaving it unplugged as I normally do with my planes. I never leave it plugged in even with the switch off, but I'm pretty sure the switch was on. I'll ask Duane to leave it unplugged if he isn't using it as well.

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Other than that she flies well. A little squirrely on takeoff and landing as usual with these little guys, but managed to get a good clean take off and landing.

I'll send pics and hand off to Duane.

Thanks,
Jeremy

2 Nov 11: Pilot #314 (Bob B) transfers the SQuiRT to pilot #313 (Jeremy S).

28 Oct 11: Pilot #314 (Bob B) successfully flies the SQuiRT. Bob also got the chance to take a picture of the SQuiRT with a USAF F-22 Raptor! Awesome! Thanks Bob.

26 Oct 11: Pilot # 308 (Jake P) sends photos of the SQuiRT with Mt. Timpanogos in the background. Awesome backdrop for photos at their flying field.

25 Oct 11: Pilot #313 (Jeremy S) emails and said he would still like to participate. Just in the nick of time.

19 Oct 11: Pilot # 311 (Jim A) transfers the SQuiRT to pilot #314 (Bob B).

19 Oct 11: The following pilots could not be reached to fly the SQuiRT so they had to be skipped: #309 (Darren H), #310 (Carlos G), #312 (Nathan T) and #313 (Jeremy S).

17 Oct 11: Pilot # 311 (Jim A) successfully flies the SQuiRT.

16 Oct 11: Pilot #308 (Jake P) transfers the SQuiRT to pilot # 311 (Jim A). On a side note, having trouble getting photos from our pilots since June of this year. Since we are no longer sending out pilot certificates, it doesn't look like folks are very interested in submitting their photos.

1 Oct 11: Pilot #308 (Jake P) successfully flies the SQuiRT.

24 Sep 11: Kyle L transfers the SQuiRT to pilot #308 (Jake P). The SQuiRT is back in UT.

17 Sep 11: Pilot #307 (Cris H) successfully flies the WAA-08 plane. Kyle L, the Bear River Modelers president coordinates an article in the local paper the Uinta County Herald. Very nicely done Kyle!

10 Sep 11: Pilot #306 (Rick C) transfers the SQuiRT to pilot #307 (Cris H).

7 Sep 11: Pilot #306 (Rick C) successfully flies the SQuiRT. Rick's flight summary below.

Frank,

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John and I picked up the Squirt last Saturday and took it to the field Sunday morning. John was taking pictures and I was working on the flying end of the program.

We did fly and had no mishaps but let me tell you about the morning. We have a 45' X 600' paved runway with a fair amount of buffalo grass all the way around. The barometer was 30.46", density altitude was 8200', wind was 4.3 knots (5 MPH) from 080 deg, Temp 19 deg C, dew point 4 deg C.

I did a short taxi attempt to see how it was going to behave and as I suspected it was a double hand full. John hand launched it for me into the wind and I made one full circuit of the field and touched down. The upwind leg was not too bad but once I turned down wind I started to lose altitude. I made the base turn onto final and did a three point touchdown with the stall indicator just starting to go on.

Overall a nice bird but a bit lethargic for this altitude. Needs more power and bigger control surfaces. It doesn't like much wind. Still I wouldn't have missed the opportunity to participate for the world.

I have been in contact with Kyle L over in Evanston and baring schedule malfunctions I will hand off in Rock Springs Friday afternoon. This splits the 200 miles in half for each of us.

John will have pictures for the log book and for you also. I have one request; could you send me a link to the website? The one I have tried sends me off to some clothing sales location.

Thanks
Rick C
Pilot #306

3 Sep 11: Pilot #303 (Jack P) transfers the SQUIRT to pilot #306 (Rick C).

27 Aug 11: Pilot #303 (Jack P), his wife Debbie, and Pilot #304 (Greg B), all from the Cheyenne Radio Control Club in Cheyenne, WY.

25 Aug 11: Pilot #299 (Craig S) transfers the SQUIRT to pilot #303 (Jack P). We are now in our 43 state!

23 Aug 11: Pilot #302 (Trey A) could not be reached. The SQUIRT will be passed on to pilot #303 (Jack P).

20 Aug 11: Pilot #299 (Craig S) successfully flies the WAA-08 plane.

19 Aug 11: Pilot #297 (Larry K) transfers the SQUIRT to pilot #299 (Craig S).

17 Aug 11: Craig S emails and said that pilot #301 (Tyler has dropped out)

13 Aug 11: Pilot #297 (Larry K) and his club mates from Sterling Miniature Aircraft Association participate in the Logan County Fair Parade. The WAA-08 banner was proudly displayed throughout the parade. Well done Larry!

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13 Aug 11: Pilot #297 (Larry K) successfully flies the SQuiRT. His email below:

Well Frank

We had a blast!!!!!!!!!! SQuiRT flew like it was on a wire. Not one problem had wind to 5 to 15 and flew like the champion it is. It will be ready to move as soon as the press calls Monday morning. Going to contact Craig and let him know. Need to down load pics and edit so I can print some and send you some.

Thank you from the SMAA club members that could participate in this great event, And a special thank you from me.

Larry K #297

11 Aug 11: Pilot # 295 (Bill F) transfers the WAA-08 plane to pilot #297 (Larry K). Email below:

Frank

Just to let know! I have the plane, and everything looks great. Bill explained everything and said it was a hand full to land. I will check everything over to see what may be wrong if anything. There must have been a great bunch of people at the last session; anyway Bill and his wife were great. Will get squirt in the air and on its way as soon as possible.

We have a Fair going on here and to get some coverage I need to set everything up myself for after the fair. Hope to have it in the parade tomorrow then to the flying field.

Just thought I would let you know. The TX had dry cell in it, they don't charge very well. I found the new NMHI and cycled and charged them came out great.

Larry K

9 Aug 11: Pilot # 295 (Bill F) and pilot #296 (Stephen F, father and son) along with other members of the Grand Island Modelers Association successfully fly the SQuiRT. The local television news and paper (Grand Island Independent) were on hand to document the event. Way to go guys!

Hi Frank; we have flown the SQuiRT at our field with several members participating. A local TV station was there and did a little news story and Steve H is writing a news story for our regional news paper. My son Steve and 12 yr old grandson flew the plane one day prior to putting anyone else on it to make sure all was OK and it was. The plane preformed perfectly. I have been in touch with Larry K and will exchange the plane tomorrow, August 11, around 10:00 at Sutherland, NE. We believe this to be approximately a two hour drive each way for both of us and will get the SQuiRT to Colorado.

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We thank you Frank, we enjoyed the activity very much. Bill F #295

7 Aug 11: A delayed summer 2011 WAA-08 update has been emailed out.

WAA-08 Pilots,

Below is our summer 2011 update. I hope this email finds you well and I apologize in the delay of getting this update out to you. I had hoped to send it out back in mid-July.

The WAA-08 adventure has had a very busy 2011 so far. We have had some great times but also have some sad news to share. Don Jiskra, our adventure's treasurer, collage and flight certificate maker passed away from pancreatic cancer on 23 June. He was 79 years young. As you know, Don was the backbone of our adventure and tirelessly donated his time to support it. He created our collages, which are wonderful works of art, and coordinated the sales and distribution of them. He coordinated the fabrication of the sew-on patches and distributed them out to those who purchased them. Don also created those wonderful flight certificates that I thought were suitable for framing using his excellent Photoshop skills. I felt these certificates was a special "thank you" to all those pilots who chose to volunteer their time and energy to help promote model aviation by participating in our adventure. And as treasurer, Don kept track of our donated emergency fund monies in a PayPal account set up just for our adventure and also kept track of the gas money and broken prop fund that travels with the SQuiRT. His efforts in our adventure will certainly be missed along with his energy, advice and of course his friendship.

January 1st 2011 found the SQuiRT being transferred to pilot #255, Charles D, of Shoreline, Washington. Charles had the opportunity to fly the SQuiRT on the first day of 2011 and shortly after that the SQuiRT started her travels east back home. Since the beginning of the year, the SQuiRT has been flown by 62 pilots, visited 24 chartered clubs, and has traveled approximately 3,000 miles. The SQuiRT has now traveled through 42 states so far meaning we only have six more to go! We have had some excellent press coverage so far this year having the adventure being reported in a number of newspapers and online articles. It's great to see the adventure getting such good press coverage as this is an excellent method to reach out to those that may not be familiar with model aviation and it might spark that interest in the young and old alike. The SQuiRT had the opportunity to attend the National Electric Fly In hosted by the AMA in Muncie, ID on 11 Jun. During the event, Don Jiskra, partnered with Bill Stevens, flew the SQuiRT for the first time in front of a very large audience. It was great to see Don finally get the chance to fly the SQuiRT especially since we knew time was short for him. I want to once again thank the pilots immediately before Don who helped expedite the SQuiRT's movement to him so Don could attend NEFI with the SQuiRT. Bill Stevens also flew the SQuiRT as a demo flight –this makes the third time Bill has flown the SQuiRT in three different states and at two major events.

Update:

The WAA-08 plane is now with pilot #295, Bill Foster of Gibbon, Nebraska. The route planned is to travel west along I-80, drop into Utah to Salt Lake City and then head north into Idaho and then make a right hand turn headed east and then eventually back to home base in Virginia. I was hoping that we could be in Ohio but the fall, but based on our current traveling speed that will not be possible. I am hoping we can be well past those cold western states before winter sets in. Speaking

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of I-80, I am still looking for some pilots in the Rawlins or Rock Springs, WY area. There is a large gap between pilots and I am hoping we can fill the gap in with a couple of more volunteer pilots. I am also hoping to get a volunteer in Casper, WY. I have emailed clubs and hobby shops in those three locations, but have not had any volunteers step forward. I think if I can get some volunteers in those areas, I may have enough pilots to fill in the gaps until we get all the way to North Carolina. Then it looks like I may need one or two more pilots there to fill in those gaps there.

Current estimate, and this is really hard to predict, is for the SQUIRT to arrive back in Virginia in the summertime of 2013. This will have put the adventure at the 5 year mark. Can you believe it? 5 years of traveling around the United States promoting model aviation. How awesome is that?! I am hoping for a "gathering" of WAA-08 pilots at Kill Devil Hills, NC to fly the WAA-08 plane in the same place Orville and Wilbur flew their Wright Flyer back in 1903. Once those flights have been completed the remaining VA pilots will fly her at their club's fields and then only one ceremonial flight at the SQUIRT's home field in Gloucester, VA will remain.

The SQUIRT itself has been holding up very well overall. With over 400 flights on her, damages and repairs were to be expected. I am very impressed with how well she is holding up. None of my aircraft ever lasted 400 flights (embarrassingly enough to admit). The latest repair involved a broken elevator control horn and a loose vertical fin. Damages have been fixed and have proven flight worthy. Our charger donated by Jeff W of SuperFly RC way back in 2008 finally quit working. We replaced it with a FMA Cellpro 4s charger that was purchased for \$50.

On the topic of press coverage again, I hope that we can continue to get as much press coverage as possible with the remaining pilots we have to go. It's great to see our pilots taking the time to contact their local media and help spread the word about this wonderful sport we are involved in. Believe it or not, I think there has been only two times that a WAA-08 pilot has been turned down by a newspaper when asked to run a story about the WAA-08 adventure. I hope we can get many more local papers to cover the adventure and get the word out on how fun and exciting this sport 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 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:

As I touched on above, the current route takes us west along I-80 into Utah, then north into Idaho, and then we turn back east again traveling through WY and into South Dakota. I have attached a screen print of our map to show the projected route. As always, the latest info about where the SQUIRT is and who is next to fly is posted on our pilot's map ([the map](#)).

Patches:

Since Don Jiskra was spearheading this effort, no patches are available at this present time until I work out the details on how we are going to handle the patches from here on out. If you want to order a patch or two, please let me know and I'll see what I can do. We have to order them in batches of 25 –that is the minimum order amount.

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T-shirts and Stickers:

WAA-08 t-shirts and stickers are still available at:

<https://www.grumpymonkeydesigns.com/grumpy-monkey-store.html> Call Warren directly if you want a t-shirt or decal as do not see them listed on his web site now.

2011 Collage:

Fortunately, Don's daughter Sharon has volunteered her time to create the 2011 WAA-08 collage for us. We are working out the details now, and she has accessed the previous year's collages at the Winkflash site. I know there have been requests for ordering them, and after we get all the details worked out, I'll keep you posted on how the order the 2008-2010 collages. Please don't forget to take your photo of yourself with the SQUIRT and photos of you with your friends/club mates are always a plus. These are the photos that are used for the collages.

WAA-08 Statistics (Current as of 3 Jul 11)

18,761 miles traveled

440 pilots have flown the WAA-08 plane

173 AMA Chartered clubs visited

41 states visited

356 registered pilots

247 AMA Chartered clubs represented

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

1 registered pilot in Delaware and Vermont

0 degrees –Coldest temperature that the WAA-08 plane was flown: Richard C (#263) Butte, MT.

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 Rod B (180) & John C (180a) of Dillon, CO.

9,300+ emails sent in support of the WAA-08 adventure

3,900+ thread posts on the online RC Forums in support of the WAA-08 adventure

91,610 hits on our WAA-08 Google Maps page

14,192 hits on our WAA-08 website

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

Major Events Attended:

National Electric Fly In (NEFI) 11 Jun 2011

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:

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Youngest Female: Nicole Hansen **8**

Youngest Male: Evan Holman **6**

Oldest Female: Carol Bershers **68** (yes, we asked and it was OK)

Oldest Male: Bill Baily: **97**

Club with the most WAA-08-pilots:

Hawks R/C Junior Aviators

News Coverage:

21 Online news stories

22 Local papers

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

3 Local television news broadcasts

1 Local radio show

1 Weekly RC Podcast that provides WAA-08 updates

Forum Members:

144 on RC Groups

36 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: Spektrum 18 Amp from Medusa Research

Batteries: MaxAmps 1100 mAh 7.4V 25C LiPos

Props: GWS 7x3.5

Receiver: Spektrum AR6100e

Servos: 2 Ea Hitec HS-55

Radio: Spektrum DX6i

Battery Charger: Cellpro 4s from FMA Direct

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

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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
AP's Bicycles and Hobbies
Steve Cranford (WAA-08.org Domain creator)
Desert Eagles Model Airplane Flying Club

That sums up the summer 2011 update of the WAA-08 adventure. I know I am forgetting something, since I usually remember something I wanted to add as soon as I hit the "send" button.

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 all that you have done or will do.

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

Thanks for your time.

Frank G
www.WAA-08.org
(C) 804 296-5686

5 Aug 11: Pilot #294 (Steve H) transfers the WAA-08 plane to pilot #295 (Bill F).

4 Aug 11: Pilot #294 (Steve H) successfully flies the SQuIRT but not without incident. Steve's email below:

Hey Guys

I got a chance to fly the SQuIRT tonight. The wind was about 5 MPH at the field so it was a nice time to fly.

I flew it twice, the first time the connector from the motor to the battery came lose so I lost power mid flight. It came down fast but there were no damages. I plugged the connector back in and flew it again successfully. I've contacted the next pilot for the transfer.

The Grand Island Modelers have a team meeting on the 9th, so we are trying to get the press to attend our meeting and get some local news for WAA.

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We hope to have three of the pilots at the meeting.

Steve H

3 Aug 11: Pilot #293 (Tyson H) transfers the SQuiRT to pilot #294 (Steve H).

2 Aug 11: Was a guest on the "The Fly Guys" podcast today. This podcast is hosted by Nathan J who was pilot #146. Website can be found here: <http://www.theflyguyz.com/>

28 Jul 11: Pilot #293 (Tyson H) successfully flies the WAA-08 plane. No we wait until the next pilot gets back from vacation. Tyler posts his flight summary and battery status on RCG:

Hey everyone!

What a fun bird... I am still waiting for the alligator clips to arrive for the charger but otherwise, the SQuiRT is ready to move onto the next pilot. (he is on vacation until around Aug 3rd or 6th) I put a backplate on the elevator control horn, replaced all rubber bands, put some tape on the fuse in a few places where the covering was peeling, and had a blast flying it. It actually made me laugh the entire time. I loved how small it was but how big it sounded in the air. It honestly sounded like it had a little gas engine on it :-). Maybe the prop is out of balance... Anyway, I flew it right in front of my house and the neighbors came out to watch. I will upload a picture soon.

I was surprised how tight I could get it to loop and I was also able to hold inverted flight for quite a while. It did drop pretty quickly while inverted but was quite stable.

Thanks Frank for the opportunity to be a part of this.

FUN.

Batteries F, G, and H are still in the "reserve" bag. Batteries C and E are the ones that have been in use.

24 Jul 11: I mailed my set of Cellpro alligator clips up to Tyson.

23 Jul 11: Pilot #292 (Leonard A) transfers the SQuiRT to pilot #293 (Tyson H).

23 Jul 11: Pilot #292 (Leonard A) successfully flies the SQuiRT. Repairs have been made as well. Email below:

Already fixed the Squirt. The Pro Seal Future Glue from the gas station convenience really did the trick the vertical stab and the elevator horn seemed very solid this morning so got up before 7 AM and heading out to the small sand hills airport in Albion Nebraska. They have a concrete runway and for the first time I went out there to RC fly there were aircraft taking off and landing. Bunch of crop dusters were working the area. They all thought the idea of the Squirt was cool and took a break for me to make two short flights while they watched. Would have been great if I had a 3D plane but I think the little SQuiRT still brought questions on how it worked and about the hobby. About then I hoped a trainer with a buddy box would appear and I could give the crew an intro flight. I will get my banner picture taken today and pass the Squirt off to the Tyson Horn today or tomorrow. Beautiful calm, cool, Nebraska sandhills morning here with the clear blue lakes out on the ranch. May go fishing later. Two flights completed, photo with banner in progress, transfer of squirt next.

WAA-08 Coordinator's Log

Leonard A

22 Jul 11: Pilot #291 (Fred T) transfers the SQuiRT to pilot #292 (Leonard A). Received and email from Leonard:

Picked up the Squirt from Fred Tuckerman and it is in bad shape. The elevator horn was hanging loose and broken off. Not sure how he made a flight that way. The vertical stab is loose and almost falling off. Gas station was open and I got some CA but there are no RC shops out in the sandhills by Petersburg Nebraska to buy a new horn. I will try and patch it up to make it flyable but we are talking just barely. I may drop it off on my way back to the next pilot Tyson Horn in Seward and hopefully he can repair it correctly. If I was told it needed work I could have brought some supplies with me from my home in Lincoln and repaired it out here on the ranch. I am painted in a corner here by the guy ahead of me because I leave middle of next week on vacation. I hate to not make a flight and pass the problem on without fixing it but I may have no choice. I creeps me out just CAing on the elevator horn but that is all I got. At least it will be on its way.

Leonard A

21 Jul 11: Pilot #291 (Fred T) and four other club mates of the Midwest Performance Flyers successfully fly the SQuiRT. In a post on RCG, Fred summarizes his flight:

Pilot #291 here,

Finally got a break in the heat and wind to fly the Squirt. I'm a member with the Midwest Performance Flyers in La Vista, Ne but the Omahawks of Omaha, NE were having training night tonight so I thought it'd be fun to show off the plane. Had 5 pilots, including myself, who braved the sticks. Not a bad little plane. I was surprised by the power of the Speed 400 motor. I was also a little shocked when the plane would get stuck on its right side if you flew just wrong. A little power to pull around left had it all right, no worries. Got in 8 flights between the 5 pilots before the sun went down. Thanks for the opportunity!
Fred T.

8 Jul 11: Pilot #289 (Tyler R) transfers the SQuiRT to pilot #291 (Fred T). Fred's email below:

Tyler and I exchanged the plane in the middle of nowhere, Iowa today. Nothing like picking up a wooden suitcase at an offramp of I-80. Haha. I'm going to get some flying and pictures this weekend then I'll send the plane on to Lincoln.

Thanks,
Fred T

5 Jul 11: Pilot #289 (Tyler R) successfully flies the SQuiRT and is working with Fred on transfer plans.

27 Jun 11: Pilot #288 (Kerry L) transfers the SQuiRT to pilot #289 (Tyler R) our last IA pilot.

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24 Jun 11: Pilot #288 (Kerry L) successfully flies the SQuiRT and poses for the photo with the SQuiRT with 10 of his Cedar Rapids Quiet Flyers club mates. It's great to see that much support from one club. Kerry was the only one who flew though.

23 Jun 11: Sad news today. Sharon emailed and said that Don passed away. He will truly be missed. Don has provided so much support and energy to this adventure and I do not know how I am going to provide the same level of support that he gave to all the pilots in our adventure. The good news is that he did take the SQuiRT to NEFI and after the even he called and said that he had a wonderful time and was thrilled about being there with the WAA-08 plane. He also told me how gracious Bill Stevens was with him during the event. I am truly grateful to the pilots before Don who stepped up the pace to allow Don to attend NEFI with the SQuiRT. I am so happy Don got to be there before he passed. Don's energy and motivation will be missed immensely.

20 Jun 11: Pilot #286 (Roger S) transfers the SQuiRT to pilot #288 (Kerry L).

19 Jun 11: Pilot #286 (Roger S) successfully flies the WAA-08 plane and transferred her to pilot #288 (Kerry L). Roger's flight summary below:

I did fly on Sunday afternoon; it was windy enough that the squirt was getting pushed backwards down the runway when I set it out but I added a little power and it lifted off and flew fine. I only flew a few minutes and landed it with no problems. I passed it off to Kerry Lawrence today in Cedar Rapids. I've attached a picture I took just before the flight at the Iowa City Aerohawks field. FYI the date in my camera was off and should read 6-19-2011.

Thanks for the opportunity to be part of this fun project.

Roger

17 Jun 11: Pilot #284 (Steve S) transfers the SQuiRT to pilot #286 (Roger S).

13 Jun 11: Pilot #284 (Steve S) successfully flies the WAA-08 plane. Steve also flew with ad hoc pilot #285 (Daniel S) who has been moving around the US and was unable to fly the SQuiRT sooner. He just so happened to be in the area and met up with Steve to fly. Nicely done Daniel and Steve.

12 Jun 11: Pilot #284 (Steve S) picked up the SQuiRT from Don.

11 Jun 11: Pilot #282 (Don J) successfully flies the SQuiRT at the National Electric Fly In (NEFI) in Muncie, ID. I spoke with Don and he said he had a fantastic time although it was breezy during his flight. Bill Stevens was there and spoke to the audience about the WAA-08 adventure and shared the history of the project with the folks in attendance. Bill also helped Don with his flights. Thanks Bill! And thanks to Don for bringing the SQuiRT to NEFI. And a statistics note, Bill Stevens has now flown the SQuiRT three times in three different states.

WAA-08 Coordinator's Log

8 Jun 11: Pilot #281 (Zach H) and his Dad Doug successfully fly the SQuiRT today with four other club members and then Doug drove the plane to pilot #282, Don J. Don is hoping to take the SQuiRT to NEFI and I hoping he is feeling up to it. Great job moving the plane along fellas! We had 12 pilots fly in 7 days and travel 496 miles to get to Don. Excellent work! Since we are on the topic of miles, we have now traveled 18,305.0 miles from my house to Don's.

7 Jun 11: Pilot #280 (Ryan G) successfully flies the SQuiRT and transfers her to pilot #281 (Zach H), or more specifically, Zach's Dad, Doug. Way to go Ryan! And a quick note from Doug:

Ryan and I made the great exchange this evening in Rockford, IL. We'll fly her tomorrow morning and I'll deliver her to Don tomorrow night as planned.

6 Jun 11: Pilot #279 (Ron J) successfully flies the WAA-08 plane, meets with local reporters and transferred the SQuiRT to pilot #280 (Ryan G) all in the same day. Ron also posted an outstanding video of his time with the SQuiRT. Ron's flight summary below.

Big thanks to Gary C for shooting the video of my flight of the historic Wings Across America airplane. It was a super rush job as the plane had to be at the big National Electric Fly in Muncie Indiana by the 9th. This little airplane has been flown and hand delivered all across this country. It is estimated that it has traveled over 18,000 miles (Irene and I put on 420 of them). The log book is full of pictures and interesting experiences. It was an honor to participate in this historic event.

All went well. We got the photos for the newspaper early in the AM, met Gary at the field for flight and photos, packed everything up, made a brief stop at Denton's Hobby in Sparta and then drove to Madison to deliver the plane to pilot # 280 who was to fly it immediately and deliver it to #281 in Rockford Illinois.

Thanks to everyone that helped me "Get-er-done".

Ron J
WAA Pilot # 279
Sparta, Wisconsin

Subject: Ron J's Moment in History

<http://www.youtube.com/watch?v=UvF6LS1frMs>

Update 25 Jun 11: Ron sent me a scan of an article in the "The Monroe County Democrat" about the WAA-08 adventure. Nice work Ron!

5 Jun 11: Pilot #278 (Robert R) transfers the SQuiRT to pilot #279 (Ron J).

5 Jun 11: Pilot #278 (Robert R) reports successful flights with the SQuiRT. Flight summary below.

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Frank;

Just finish writing in the Pilot's log book. The plane is all set to be delivered to Ron J, we are changing the exchange time from 7pm to 1 1/2 hours after Ron calls me. We are going to meet at Sam's Club in Eau Claire and that is about a 75 mile drive for both of us. This way Ron can fly this evening, because today is a great day to be flying. Now that is a fast turnaround. This morning I got 4 of my club members to join me and we had a great time flying the SQuiRT. We took a lot of photos and we are going to try to get our 3 local newspapers to have our story in there papers. If they do it I will send you a copy, and if not I will still send you a copy of all the photos we took. We want to thank you for letting us be a part of this historic flight.

Good flying

Robert R

pilot #278

Update (20 Jun 11): I received an email with scanned photos of three different local newspapers that Robert got local news coverage in; Barron News Shield from Barron, WI, Cumberland Advocate from Cumberland, WI, and The Early Bird from Rice Lake, WI.

4 Jun 11: Pilot #287 (David L) drops from the adventure. This makes 3 pilots from this one group alone that changed their mind. Sure makes it tough to coordinate when folks say they want to participate and then back out when it their turn is near.

2 Jun 11: Pilot #277 (Matt W) transfers the WAA-08 plane to pilot #278 (Robert R).

1 Jun 11: Pilot #277 (Matt W) successfully flies the SQuiRT and also does an inventory of the travel case. He printed out the latest version and I have sent it on to Walter to update our website. Travel funds are as follows: Emergency fund = \$17.00 Prop Jar = \$39.00

Travel Box Contents

1. Stevens Aero SQuiRT 400 model airplane with the following major components:
 - a. Medusa Research Spectrum 18A ESC
 - b. Spektrum AR6100e Rx
 - c. GWS SP400 motor
 - d. Hitec HS-55 servos (one for elevator, one for rudder)
 - e. GWS 7 X 3.5 prop
2. DX6i Transmitter with 4 1500 mAh NiMH AA cells.
3. Wall charger for above
4. CellPro Revolution 4s charger with adaptor
5. LiPoSack
6. Landing gear with Dubro skis
7. Prop fun jar with \$\$ = \$39 plus change
8. WAA-08 Banner

Box # 1 Contents

1. Spare sp400 motor (GW/EDP-400) = 3

WAA-08 Coordinator's Log

2. Prop adaptor 2.3mm (GW/DS002) (2each)
3. Rubber spinners (2each)
4. Rubber wheel collar (4 each)
5. GWS 7 X 3.5 props (at least 3 each)
6. Small Allen wrenches for wheel collars and prop adapter
7. Medusa Research Spectrum 18A ESC
8. GWS ICS-300LI x 2
9. Tail Wheel and 4 wheel collars
10. Hi-Tec HS-55 servo with gear package
11. Solar Film Patch Material

Box #2 Contents

1. MaxAmps 7.4V 2 cell 1100 mAh batteries (5 each)
2. Prop hub and wheel Allen wrench
3. Solder
4. Deans Ultra Plug
5. Bag of assorted rubber bands

Box #3 Contents

1. DX6i manual
2. LiPo battery instructions
3. Medusa and Castle Creations ESC Instructions
4. Pilot's logs #2 & #3
5. Travel Box Contents document
6. Ink pen for log book
7. Sharpie marker for signing travel box (2ea)
8. Pilot's Assistance Fund Envelope with \$\$ = \$17.00
9. Battery charging instructions
10. Preflight and Post flight instructions

Rev 6-2-11

31 May 11: Don pointed out that the National Electric Fly In is coming up on 10-12 Jun. I sent an email to the Matt and the future pilots hoping that someone will be attending. Don said he is going so hopefully if no one before him goes, we can get the plane to him quickly and allow the SQuiRT to attend.

29 May 11: Don emailed me and asked where he should send the balance of the monies that the WAA-08 has in their PayPal account. He is going into hospice care and is getting his things in order. I'm not sure right now how I am going to handle the treasurer's role or the certificates for the WAA-08 adventure. On a personal note, I'm real sad to hear that Don is not doing very well. Don has been the backbone of this adventure and has become a close and trusted friend.

WAA-08 Coordinator's Log

28 May 11: Pilot #144 (Tom L) emailed me that he was OK after the terrible tornados hit his hometown of Joplin, MO. Below is the email he sent. Reading about something like this sure puts life into perspective.

Hi Frank,

We're OK. Thanks for checking in on us. Sorry for the late reply, but we have been without TV and internet until this morning. It is a horrible site here. I've never seen so much destruction. My sister and her husband were in the center of the path and their home is completely gone. Fortunately, they were in the crawl space and made it out without a scratch but lost everything. Others have not been so fortunate. It is amazing to see the outpouring of help and support from all over the country. The population of the town went from 50,000 to over 200,000 with all the people flooding in to help. It truly is amazing. I've never seen so many emergency vehicles in my life. Immediately after the tornado, there were convoys of ambulances, fire trucks, search and rescue vehicles, electric companies and other support groups lining the streets from towns I hadn't even heard of. To make matters worse, one of our main hospitals took a direct hit and was destroyed.

We've been helping my sister sort through the piles of rubble that used to be their home and again, groups of volunteers were walking all the streets offering water, food, work gloves and all kinds of items to the victims and people helping them. It really restores your faith in the kindness of people. Any main street you can get down, there are groups from all over the country cooking food in parking lots, handing out water, clothing, blankets and anything else you can think of. Of course there is also the sad side of recovery still going on as well but most of that is blocked from the public for good reason. There are over 50 recovery dog teams in town along with thousands of search and rescue people, state troopers, National Guard and other law enforcement personnel.

Without a doubt, this is the worst thing I have ever seen, but we were fortunate. Thanks again for checking on us.

Tom

28 May 11: Pilot #276 (Rudy O) transfers the SQuiRT to pilot #277 (Matt W). Matt called and said he was having binding issues but found that the ESC was connected in backwards on the Rx. It bound just fine after that. If we have any more issues, I am going to box up my Airtronics RDS8000 and a Rx and send it to the pilot who has the SQuiRT. I may just do that anyway.

28 May 11: We lost three pilots from the next group; 283 (Kevin S), 285 (Andrew T), and 290 (Josh V). I have emailed the club in Sterling, CO to see if there are any volunteers to participate so we can close the gap that has been created between the pilots.

21 May 11: Pilot #275 (Jim K) transfers the SQuiRT to pilot #276 (Rudy O). Rudy spots a break in the weather and successfully flies the SQuiRT on the same day. Way to go Rudy!

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19 May 11: Jim emailed me and said that he had to replace the Rx. Jim has replaced the Rx with a new AR6100e at no charge to us. Thanks Jim! And I hope we do not have any more binding issues.

16 May 11: Pilot #275 (Jim K) and his son Matt successfully fly the WAA-08 plane. Unfortunately, we are still having binding issues. Jim said he got the Rx to bind finally, after 15 tries, and then flew with no issues.

8 May 11: Pilot #272a (Jack C) transfers the SQuiRT to pilot #275 (Jim K). Jim will also be doing an inventory of all the contents of the travel box. I like to do that every now and then to make sure we are not losing or gaining too much stuff and not be aware of it. I'm sure not all pilots take the time to do so when they receive the SQuiRT. Update (28 May) on the inventory. The inventory did not happen so I have asked Matt (277) to do it for us.

7 May 11: Charger issue solved. Jim Z sold us his Cellpro 4S charger to us. His email below:

That would be fine.

I just talked to Jack and he is going to stop by my house to pick up the Cellpro 4S charger and adapter this afternoon. I've attached a picture of the charger/adapter/manual for your reference. Mine is the updated from original with the optional full plastic case. I will take \$50 out of the prop fund to pay for the charger/adapter as we discussed.

I have pre-programmed the charger for a 1 amp charge rate, so pilots will simply be able to power up the charger, attach the battery and watch it charge. No buttons to push...simply hook up the battery and the charger detects the pack and starts charging automatically. The Cellpro is totally automated and retains its last programmed charge settings the next time it boots up, so no further adjustments or settings will be necessary from one user to the next as long as no one pushes any buttons. I also placed a black arrow on the adapter pointing to the correct port to use. The instruction manual is included with the charger, just in case someone should need to adjust the charger again.

I suppose you could cut and paste some of the info about the charger operation in the above paragraph into an email to future pilots for their reference if you wish as well, or modify my language as necessary and include it in updates to your online direction sheets, etc. Whatever works for you. I've also attached a pdf of the manual for your reference in updating your instruction sheets.

Transfer of the Squirt to Jim (#275) in Coon Rapids is set for tomorrow evening.

Thanks again for everything.

WAA-08 Coordinator's Log

Jim Z
President, Alexandria RC Flyers
AMA 142342
IMAA 11403

I sent an email to Jeff W, the guy who let us use his charger, to see if he wants it back.
UPDATE: Jeff said he did not want the old charger back.

6 May 11: Jim also sends photos and some historical info about Alexandria, MN. He has some great photos to share.

Hi Frank.

Here some pictures of our time with the Squirt in Alexandria, MN tonight. I'm holding the plane in all of the pictures and Jack Cottingham, our newsletter editor is holding the banner.

The statue is of "Big Ole," a local Icon. A "Rune-stone" with Viking inscriptions carved into it, telling of the fate of a Norse exploration party that landed in Minnesota from Lake Superior, long before Columbus sailed, was discovered here many years ago.....Thus Alexandria claims to be the "Birthplace of America."

The pictures of the Squirt at the club field were taken by a fellow club member, Tony R. The club sign is on the back wall of our impound shack, facing the parking lot, so this is what people see when they drive in to the site.

I've also attached two pictures of the rest of the site; One of the site as you drive into the parking lot and one standing at the intersection of our two runways looking back at the pit area.

Jack C also took some still pictures and a video of the flight. Jack or I will get them to you in the next day or two.

Thanks again.

Jim Z

6 May 11: Pilot #272 (Jim Z) and club mate Jack C successfully fly the SQuiRT. Flight summary below:

Hi Jim and Frank.

We just got back from flying the Squirt tonight. A bit breezy...12mph, occasionally gusting to 17 or so, but the little plane actually handled it fairly well. Hand launched.....A little wing rocking and bouncing about due to the gusty winds, but not too bad. After about 4 minutes of flying and a few low camera passes down

WAA-08 Coordinator's Log

the runway it landed smoothly and uneventfully on its wheels, gently tipping onto its nose as it slowed down due to the drag of the wheels in the grass. Our newsletter editor, Jack C, and I teamed up for this venture, and he will actually be the one delivering the plane to you Jim (I brought it from Fargo to Alex.) I'm copying Jack on this so he will have your contact information. I believe he said that he can transfer the plane Sunday, if that works for you. He will call this evening to arrange the meeting.

Frank. Just a follow-up on the charger. I couldn't get it to power up at all, so I used my Cellpro 4S to charge the batteries. I pulled the charger's fuse and checked it with a digital multi-meter and it checks ok. You will need to advise future pilots of the issue, or service or replace the charger soon. We also had to rebind the transmitter and receiver to get things working. Out of the box, the receiver wouldn't recognize the transmitter. We had a binding plug with us, so no problem to re-bind and get things going. Other than that, everything went great. Photos and videos will follow from both Jack and myself.

Thanks again for letting us participate.

Jim Z
President, Alexandria RC Flyers
AMA 142342
IMAA 11403

I'm checking to see if Jim will sell us his charger so we can keep on moving along with any hesitation. If not, we'll have to order a charger.

3 May 11: Pilot #272 (Jim Z) picks up the SQuiRT from Dean in Fargo, ND. I am not sure when Dean had actually flown the SQuiRT and have requested that info along with pictures from Dean. The SQuiRT is now in her 38th State. Only 10 more to go.

2 May 11 (Updated): Pilot #271 (Dean H) emailed and said he flew on this date with no problems noted. Pictures forthcoming.

28 Apr 11: Finally found a volunteer in Alexandria, MN. He is in the middle between pilot #271 and #275. I assigned the new pilot #272 since the original #272 is MIA.

5 Apr 11: Pilot #270 (Ric K) transfers the SQuiRT to pilot #271(Dean H).

1 Apr 11: Pilot #269 (Mike P) and #270 (Ric K) successfully sly the SQuiRT. Mikes flight summary below:

Hi Frank,

We've a large storm in the near forecast so Ric and I got together to fly the Squirt and get it moving on. We've had really crappy weather for flying this week. Wind and overcast conditions.

WAA-08 Coordinator's Log

Today the sun decided to show up. The wind wasn't what we would have preferred but on with the show. We each had a good flight considering the wind was at 16 knots. We did the conversion and it came to 18.41247 mph!!! The squirt had a tough time keeping low and out in front of us. Harrier landings were accomplished with great satisfaction, what a hoot! No damage and huge smiles.

Ric will move the Squirt on to pilot #271 hopefully tomorrow before the storm gets here. Pictures will be sent to you. Thanks for letting us participate.

Mike P

Mike also relayed to me that it was his 65th birthday. Happy birthday to you Mike!

27 Mar 11: Pilot #268 (Damien S) transfers the SQUIRT to pilot #269 (Mike P). Mike's email below:

Hi Frank,

Damien (#268) and I (#269) transferred the SQUIRT at Steele, ND today. It was snowing, imagine that! The SQUIRT is resting safely in Jamestown, ND awaiting calmer winds and clearer skies.

Sincerely,

Mike P

27 Mar 11: Pilot #273 (Pete F) just emailed me and said he moved away. This is the frustrating part of trying to coordinate the SQUIRT around the USA. Letting me know at the last moment makes it very difficult to keep the SQUIRT moving along efficiently. Pilots volunteer and then when it's close to their turn to fly, they finally get in touch with me and say they have moved. So then I have to email out another contact list to that group of pilots and inform them of the change in plans. Sometimes this happens multiple times. It makes it confusing and difficult for all involved. I also had to take out pilot #280 (Daniel D) since he has moved off to college. Trying to coordinate him flying with someone else so he doesn't have the responsibility to accept the SQUIRT then transfer it so someone else. He doesn't have the time to do that now.

21 Mar 11: Pilot #268 (Damien S) successfully flies the SQUIRT and plans for a transfer on 27 Mar. Summary below:

Quick update,

I was able to get a quick flight in before we got snowed in. ☺ Due to the snow I was unable to transfer the plane this week as planned.

We will be making the hand off on Sunday.

I was surprised by the speed of the plan it flew quicker than I expected.

WAA-08 Coordinator's Log

Damien....

19 Mar 11: The SQuiRT has been transferred to pilot #268 (Damien S). Al describes his trip to ND below:

Frank,

The trip and handoff for the SQuiRT went as planned. It was a beautiful drive from Crane, MT where I live to Dickenson, ND. I took a few pictures to give you a taste of what Eastern Montana and Western North Dakota look like. A Few days earlier and there would have been a lot more snow and there would have been very little definition of the landscape. But with some snow melt it made the hills and valleys (coolies) show up very well.

Pilot # 268 was enthused about finally having his chance to fly the SQuiRT. He shared with me that he does mostly slope flying/gliding but has an electric DF.

I showed him around through the box contents and gave him a couple of pointers, then we took a picture of the passing of the guard. (I should have pulled it out of the box, but didn't think about it until later). I was glad to spend a few minutes visiting with him and his daughter.

I once again must say I have appreciated a great deal being a small part of this plane's Great Adventure. Hopefully it will eventually find its way to the AMA Museum and be able to tell its story of the Epic Journey it made across all Lower 48 States to present and future modelers... And of the guy that started it all.

Al

15 Mar 11: While the SQuiRT is waiting for transfer, Al had the chance to get his club's secretary, Ron G, to fly. Al's email below:

Here are the pictures from Ron's Flight. It was a good one. About the only drawback is that the weather is warming up now and the ground surface has thawed so the runway was soft (pretty wet and soft). No issues, but it did come to a stop much more quickly than the ice landings.

Ron said he really appreciated the opportunity to be involved and to have his name on the roster of the WAA-08 pilots.

15 Mar 11: Al donated a brand new sp400 motor to the adventure. He said he had a brand new one lying around that he would never need.

14 Mar 11: Pilot #268 (Damien S) emailed to let me know the transfer will take place this Sat. Al sent another email with more pics. Email below:

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Frank, here are the pictures as promised. Two other club members flew the plane: Mark M AMA 358751 (267A) and Tim W AMA 399830 (267B). The SQuiRT flew great and had no mishaps. I want to thank you on behalf myself and of the Sidney Plane Folks club for allowing us the opportunity to participate in this adventure. I would like to add that we have an older member of the club who might want to become # 267C. He is out of town visiting another of our members who is in the hospital with some very serious health issues. It may work out as you will see in the next paragraph.

I have been in contact with Damien and found that his wife's sister just had a baby and they are out in Minnesota somewhere at this moment. Otherwise, we might have made the transfer today. But we all have lives to live and there are some things that just happen no matter what else is in the plan. We have set to make the transfer next Saturday.

I will be sure to take pictures of the transfer. Everything in the box is in good shape and inventory is up to the mark. I did not count the prop fund, but did the Gas Fund. The Gas Fund has grown to \$92.00. It is still there if anyone needs it for the next hand-off.

The little SQuiRT has some rash on it of course, but it is in amazingly good shape for the number of flights. The brushes in the motor may be nearing replacement (if it is the original) but no way to tell until they let go. For the number of different hands this plane has passed through... Just amazing!

Thanks once again for the chance of my lifetime to participate in something as fun as this has been to follow progress and learn from.

Al

13 Mar 11: Pilot #267 (Al C) successfully flies the WAA-08 plane. Flight summary below:

Great Flight this morning! We could not fly it at the field as the snow is about 2.5 to 3 feet deep everywhere. So I did the flying at my house where I have an Iced Runway. Wind was about 9 MPH but had shelter belt that softened its effect. It was 17 degrees, so it matches the low temp record. I got it airborne at about 9:00 AM and flew for 4 minutes 45 seconds. Smooth landing except it slid turned 90 deg just before it stopped. The ice was pretty slick.

The little plane flies very well and tracks true. It does exactly what the sticks are telling it. There were no surprises... Thank Goodness!

We then took to plane to our field to take some more pictures. I'll send some more in a later mailing.

I'll be calling Damien shortly to see about the hand-off.

Yipee!

Great job by Al on getting and flying the SQuiRT so quickly!

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12 Mar 11: Pilot #266 (Dale G) transfers the SQuiRT to pilot #267 (Al C).

8 Mar 11: Pilot #266 (Dale G) successfully flies the SQuiRT.

5 Mar 11: Pilot #265 (Steve G) transfers the SQuiRT to pilot #266 (Dale G). Steve's email below:

Hi Frank,

Well my wife and I delivered the Squirt to Dale G in Terry Mt At 10:00 am March 5th 2011. Dale and Kathy are really nice folks. They were having a club meeting at 2:00 pm. There were several pilots and their wives to see what was going on. They were all very impressed at the idea of sending the plane all over the county for years. I am so thankful I had the chance to participate in Wings Across America.

We will send in picture once I can get them down loaded.

Steve G

3 Mar 11: Pilot #265 (Steve G) successfully flies the SQuiRT. His email below:

Hi Frank

Well after a very long time the Squirt got in the air in Billings Mt. Temps were good wind about 14 MPH out of the north. It fly's great. A little soft on the controls for the wind, but not bad at all. Plenty of power for that much wind.

I will be delivering the Squirt to Dale in Terry Mt on Saturday 3/5/11. I have Called him to let him know and he is ready.

Again am sorry between weather and work not to have gotten it moving any faster. Thanks for letting us have the plane. Pictures will be loaded later. Great idea and God Bless.

Steve G

25 Feb 11: The SQuiRT is still grounded due to weather.

18 Feb 11: Unfortunately, weather has been keeping the SQuiRT grounded for quite some time now. Hoping for some flyable weather real soon.

5 Feb 11: Richard posts on RCG:

Ok, back in the saddle again, ie. I made it home.... Home to more snow here, but trip went very well. Got a chance to take a couple pictures around Butte Friday morning (yes temps

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were in the 30s... heat wave!) and then left for Billings at 11:00 or so. About 225 miles later and around 2:30pm, we handed the plane off to Steve G. Thanks for letting me be part of this. Hey I did break a piece! Yep, I broke the front wing dowel. Replaced, and added another piece to the box in case it happens again. Did the fix on the road as my wife drove part of the way. I didn't check to see if plane was properly set in it's place before closing lid and ... snap! Also cleaned up some of the covering that was coming loose. Looks like Squirt is in good shape!!!

Thanks again or as we say in Butte "Tap'er light!" !!!!

4 Feb 11: Pilot #263 (Richard C), and wife Brenda delivers the SQuiRT to pilot #265 (Steve G). Steve's email notice below:

Well the Squirt has landed in Billings Montana. Richard C [Pilot #263] and wife Brenda were so nice to come to Billings to drop off the Squirt. Richard went through the planes set up and radio, extra parts. A big thank you. What a nice box it comes in! Thanks to all the pilots and crew that put this together! I hope to get a flight in soon so I can pass it on to Dale Galland in Terry Mt.

Thanks again for this chance to make history.

Steve G

31 Jan 11: Pilot #263 (Richard C) successfully flies the SQuiRT and smashes the record for the coldest flight for the SQuiRT. Richard's flight was done at 0 degrees. That was 14 degrees colder than the previous record. The delta of hot and cold temps for the SQuiRT being flown is 107 degrees to date. Richard's flight report on RCG:

Well, I went out this morning and got my flight in on skis. Went well. No wind to speak of. 0F was the temp. Was able to take off from the snow (perfect for skis) after a couple of spins. Handling in the air with skis was just fine. Didn't bother to do any trimming as it really wasn't needed. From then on just did figure eights and trying to get in close for pictures. Easy plane to fly. Once back on the ground the taxi was again fun, did not want to track straight (probably due to rear wheel). I'll probably have my son fly it on Thursday or Friday before the hand off on Friday or Saturday to the next pilot! Batteries, motor, ESC, RX, servos all worked perfectly. Here are a few pictures from today. Bob D is holding the banner with me. He and my wife did the picture taking.

29 Jan 11: Pilot #262 (Jerry M) passes the SQuiRT quickly along pilot #263 (Richard C). Richard is our first MT pilot and our 36th state to visit.

26 Jan 11: Pilot #262 (Jerry M) successfully flies the WAA-08 plane on a very foggy but no wind day.

23 Jan 11: Pilot #259 (Scott P) transfers the plane to pilot #262 (Jerry M), our last WA state pilot.

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22 Jan 11: Scott P and Danny P (29 & 260) coordinate an excellent article about their participation in the WAA-08 adventure in two of their local online newspapers "The News Tribune" and the Tri-City Herald. Scott and Danny as well as Scott's Dad successfully fly the SQuiRT. The father, son and grandson make the second group of three generations that have flown the SQuiRT together.

19 Jan 11: Weather still holding us down, but I did get this letter from pilot #259 (Scott P):

Tomorrow the newspaper is going to meet us to photograph the three generations of flyers and the SQuiRT. They will run an article about WAA on Friday telling the readers that we plan to fly at 11AM on Saturday. KEPR news plans to have a reporter there on Saturday to do a story on the WAA and the hobby in general. Weather forecast is promising.

R. Scott P

16 Jan 11: Pilot #256 (Steve K) did a great job on an article about his time with the WAA-08 plane. He did a nice write-up and added photos. <http://www.bellairrcflyers.com/>

15 Jan 11: Pilot #259 (Scott P) emailed and said he now has the SQuiRT.

SQuiRT arrived in Richland, WA just amid a driving rainstorm. Good news, it's not snow.

3 generations of family pilots are at the ready when the weather cooperates - then off to Spokane.

6 Jan 11: Steve called and said he swapped the trim levers on the controller to the right stick. The trim lever inside the Tx was indeed broken. Steve plans on transferring the SQuiRT on Sat.

4 Jan 11: Pilot #258 (Steve C) successfully flies the WAA-08 plane with four other club mates. Steve's flight breaks the record for flying the SQuiRT in the coldest temperature. It was 14 degrees at the times of his flight. That's three degrees colder than the previous record. Steve's flight summary below:

We flew this afternoon! It was officially 14 degrees at flight time.

I want to let you know...the trim lever on the aileron (rudder) channel of the Spectrum transmitter is broken. It looks to me like the spring inside the TX may have come loose. Please advise whether you would like me to open up the case and take a look.

Otherwise, the flight was a success, with three other Ellensburg R/C Flyers taking the stick during the brief flight (due to the somewhat brisk temperatures).

Thanks for allowing me and all of us to participate in this grand adventure!

Steve

4 Jan 11: After being notified of the pending SQuiRT arrival, pilot #261 (Paul S) drops from the project. Also, pilot #264 (Daniel S) has dropped. He has moved to TX.

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3 Jan 11: Unfortunately, pilot #252 (Larry D) will not be able to make it to the doctor until Wed and has decided to drop out due to medical reasons. Pilot # 257 (Dick W) volunteers to make the drive over Snoqualmie Pass in the Cascade Mountains to transfer the SQuiRT to pilot #258 (Steve C). The SQuiRT is headed back east!

2 Jan 11: Pilot #252 (Larry D) emailed me and said he has a kidney stone and he won't be able to fly the SQuiRT today as he had hoped. I told him we can wait a few days until he is back on his feet.

1 Jan 11: Pilot #254 (Doug P) transfers the SQuiRT to pilot #255 (Charles D). Charles successfully flies the SQuiRT and hopes to pass her to our last Seattle area pilot #252 (Larry D) tomorrow. Doug sends photos and states that the SQuiRT is back with him.

The SQuiRT is with me again tonight. I'm closer to the next stop than Chuck is, so I offered to drive it down to Tacoma tomorrow morning to hand it off to Larry (#252). Sounds like he will turn it around quickly and get it back to Dick Weaver (256) for its drive over the Cascade Mountains, possibly tomorrow evening or Monday AM.

Doug