



**AMA Charter 695  
AMA Gold Leader Club**

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MILE HI R/C FLYING CLUB

ISSUE 3

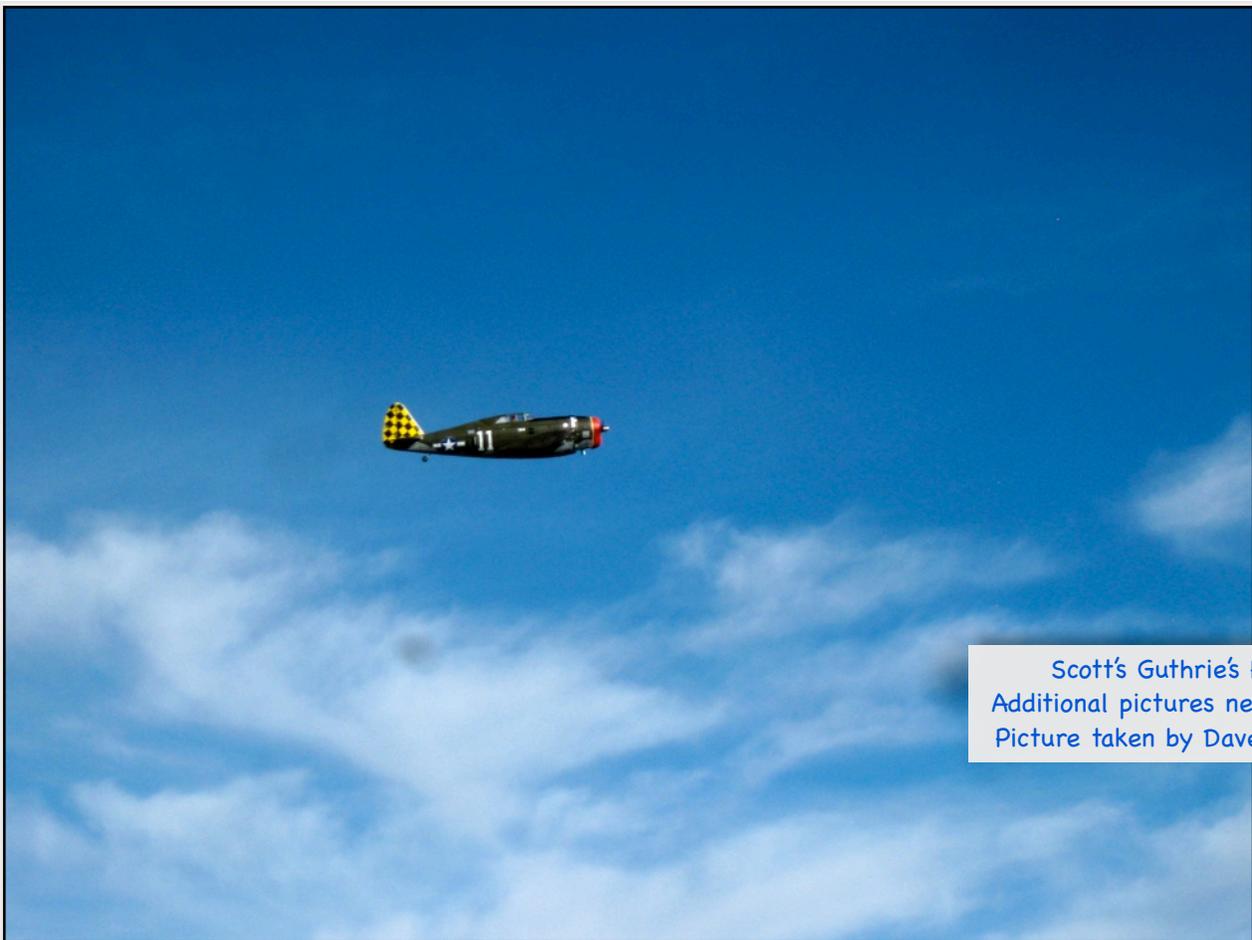
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### **NO CLUB MEETING IN MARCH**

**Next Club Meeting April 29th at 7PM**

.....  
**Club Meeting date Changed because the  
Firehouse was already booked  
At the Firehouse  
2291 S. Joliet St. Aurora  
(On Iliff Ave - East of Havana)**

.....  
**Next Board Meeting April 8th at 6PM  
At the Village Inn - Iliff and Chambers  
All members are Invited**



Scott's Guthrie's P-47  
Additional pictures next pages  
Picture taken by Dave Longan

## Just "Plane" Fun - Scott's P-47

Hello Walt -

A little about the airplane. It is a second hand plane and it is an ARF. I believe it is about about eight years old. When I got it, it was in pretty rough shape. It has been through a significant overhaul if you will, including all new components:

- pneumatic gear
- tail wheel assembly
- new servos
- switches, servo leads
- Engine, (which is now a DLE55RA)
- Fuselage and wing re-glue
- Rebuilt and modified fire wall (courtesy of master builder Jim Hebert)
- Modified canopy
- Basically the only thing not replaced or overhauled are the linkage connections.

The weathering was my first attempt. I found a panel line drawing of the P47, and used tape and an air brush to outline the major panel lines only. I used silver paint from the airbrush to give the appearance leading edge paint coming off. Once I was finished, I clear coated the airplane.

Its a nice flyer.

Please let me know if you need anything else. Attached is the only picture I could find of it from last summer, it is parked next to Jim's Corsair.

Scott



Scott's P-47 with Jim's Corsair



Scott and Jim with Scott's P-47

### **TURN UP THE SOUND**

WATCH AND LISTEN TO FIVE RESTORED FULL SCALE P-47'S  
[HTTPS://WWW.YOUTUBE.COM/WATCH?V=KVAIGYBRAJS](https://www.youtube.com/watch?v=KVAIGYBRAJS)



Scott's and Bill Fleck's P-47's - Outstanding "detailing" on both planes



Above two pictures were taken by Dave Longan

**B&W Vintage Film - HOW TO FLY THE P-47 THUNDERBOLT**

<http://www.zenoswarbirdvideos.com/P-47.html>

Denny Edwardson and John Corliss



Gary Jones with his Euro Sport Jet - '2005



33  
lbs of  
Thrust



Jim McGee - The 1st person to land a full scale airplane at DIA

L-R Dave Loshbaugh, Bob Adams & Ron VanWinkel



All of the metal work on this old impound board was done by Al Duffy

## A Look Back At A Few Cross Country Flying Events

Sometime in the late 1980's someone at our field came up with the idea to fly one of our planes away from the flying field and head east on East Quincy Avenue with it. The idea was to fly a few miles, piloting the plane from the back of a moving pick up truck, and then turn around and land back at the field. The B-25 pictured here was the 1st plane to do this and the pilot was Alex Pluckrose. A number of us gave this a try and it was called "Cross Country Flying". We received notice



Alex's B-25

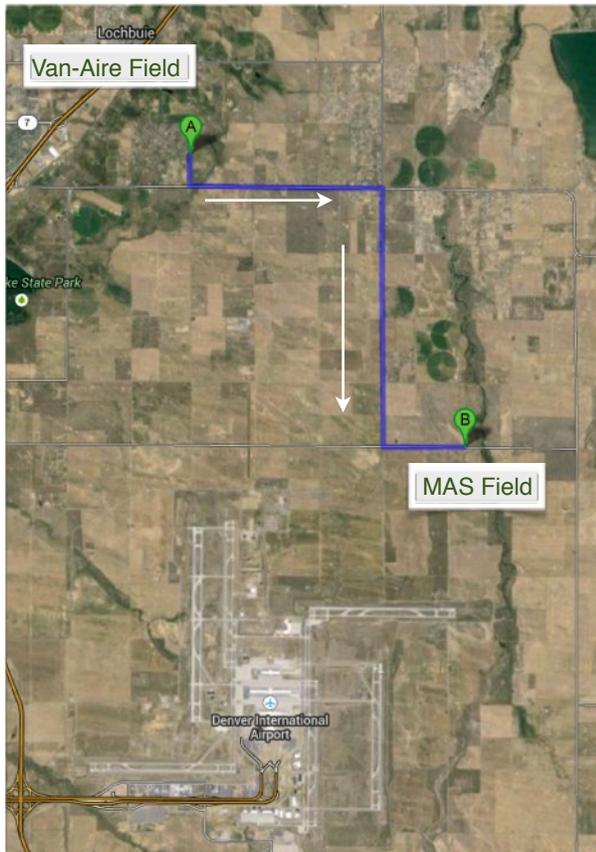
that the MAS club up in Brighton was holding a planned cross country event of their own and they invited the area clubs to join them and take part.

I thought that you might enjoy reading about how it all went. There were about ten of us from Mile HI that joined the event festivities up at MAS that day. The event route was longer than we had been flying at Mile HI and that meant that we most likely would have to apprehensively land on the road and refuel to complete the flight. We came up with the idea that if we adapt an additional external fuel tank to each of our planes, we could eliminate a landing and refueling stop on the route. All of us flew trainer type airplanes for the event in an effort to keep these as light and as simple as possible. A week before the event, we practiced flying our planes with a modified fuel tank set up at Mile HI field. We just placed an addition small tank, secured with #64 rubber bands on top of the hatch that was located above the existing tank and adapted the fuel and pressure lines. The CG adjustments became an issue but a little added weight to the tail took care of that problem.

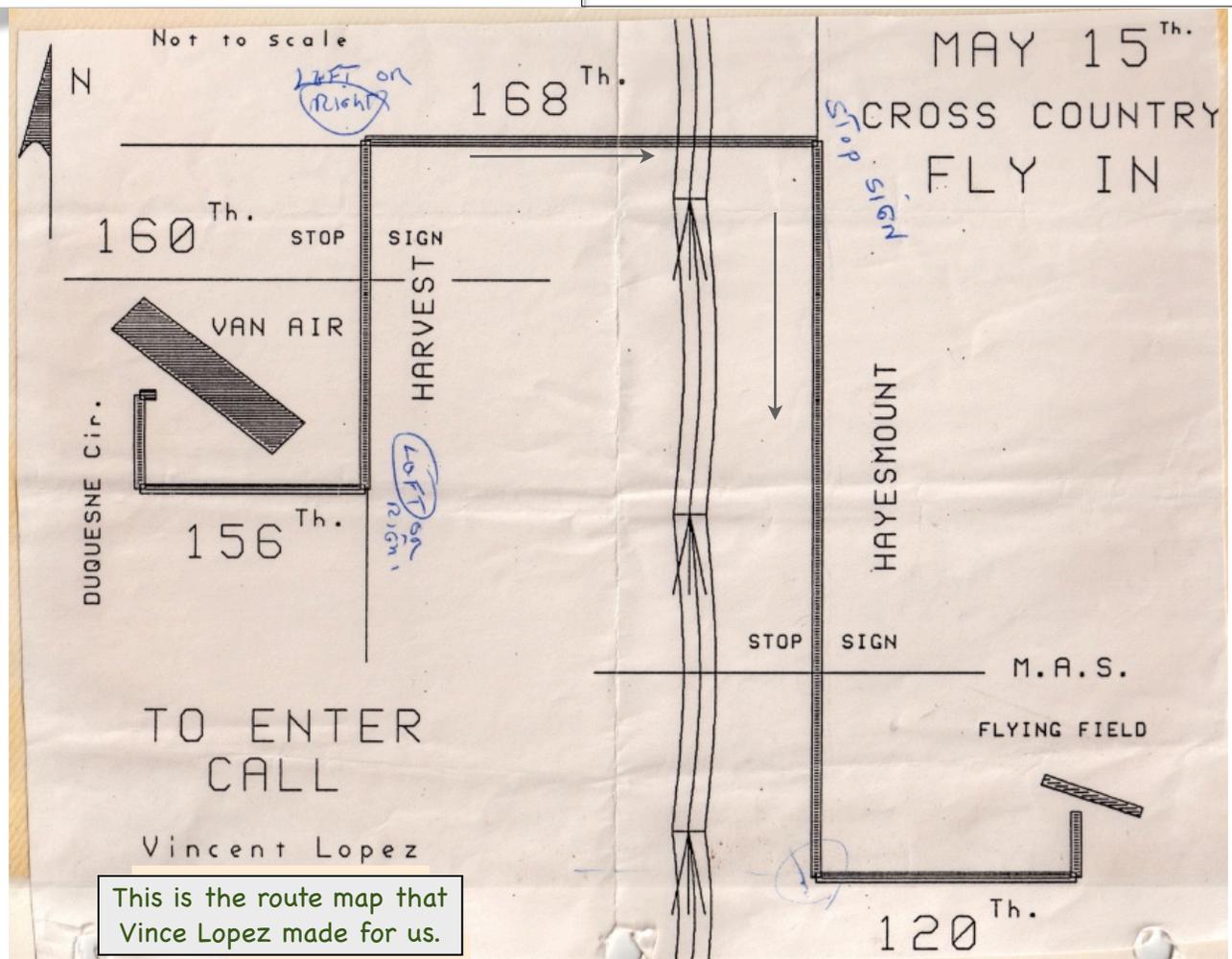
Our group consisted of pilots, drivers and a communication/spotter person for each truck. We flew from Van-Aire to MAS. The following is the procedure that was used. We had a pilot and crew meeting which was held by MAS club member Vince Lopez. Once the meeting concluded, we fueled up our planes and waited for our name to be called to start our engine and take off. I remember being a little nervous at this point. A truck was positioned so that we had a good view of the runway at Van-Aire. There were two pilots in the back of each truck. When your turn came to go, you just stood up in the back of the truck and got your plane in the air. Once in the air, you needed to throttle back and circle until until the second pilot in your truck was in the air. Off we went. The spotter would lean over towards a side truck window so that he could be heard by the guys in the cab. The truck was driven about 45MPH and even so, we still had to fly circles to keep the planes in front of the truck. The stop signs that we encountered went fine, we just made larger circles as the truck slowed down for them. The power lines were a snap, we just flew over them.

continued next page

This picture below is a screen shot of our route for the "Cross Country Flying" event with MAS. No road traffic back then & DIA wasn't there at the time of the event.



The first problem popped up when half way to MAS, my engine quit. The spotter informed the driver and he pulled over so that I could land on the road. Not to be. I ran out of elevator and miraculously, I ended up landing close to the road but inside an active cow pasture which was surrounded by an electric fence and all of the fun that goes with that. Unbelievably, my plane went through the top and middle wires of the pasture fence and it never touch anything. After having a not so fun time with the electric fence, I was able to retrieve my plane ahead of the approaching cows. The truck returned later to pick me up. Landing at MAS was the same procedure as we used at Mile Hi. The only two guys that I can recall that made the trip without having to stop and totally unscathed was Norm Vanderslice and Ric Emerson. Norm used a single stick transmitter back then. It being unique, I placed a picture of a similar transmitter on the next page. The event was topped off by the MAS members hosting all of us to a great bar-b-cue lunch and some additional flying at their beautiful flying facility. PS: I saw Norm V and Bob Bergin at this years Expo and we enjoyed reminiscing about this Cross Country event. None of us can remember what year this took place! Walt



This is the route map that Vince Lopez made for us.



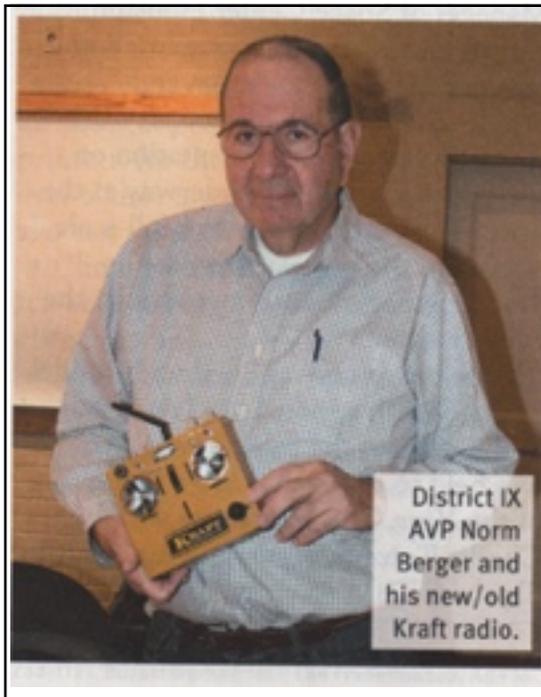
A "Kraft" single stick transmitter similar to the one Norm used in the Cross Country Event

My trainer plane for the Cross Country event was this 3 channel Kadet



'1983

Tied in with vintage transmitters is this article on page 146 in the March 2015 AMA Magazine



District IX AVP Norm Berger and his new/old Kraft radio.

Norm Berger, District IX webmaster and Colorado AVP, is a wizard with computers and electronics. He is also active in the Vintage R/C Society. Norm recently put both of these passions together in reengineering an old Kraft radio with up-to-date electronic innards.

Inside the transmitter is an adaptation of an Arduino microprocessor that controls the 2.4 GHz radio. If you Google "Arduino RC Transmitter," you will find that there are many such designs. The one Norm used was prepared by Phil Green in the United Kingdom, who often contributes ideas to the Vintage R/C Society.

For more information, visit the Vintage R/C Society website at [www.vintagercsociety.org](http://www.vintagercsociety.org), or contact Norm directly.



### THE "CHOPPER" FROM JIM HEBERT

Jim manufactured the very sturdy metal box in the following pictures. The quality of the box along with its paint work live up to Jim's building standards, "outstanding".

The box is mounted on a basement wall in Ray Phillip's house and its purpose is to provide a safe environment to charge Lipo styled batteries.

If a battery fire occurred while batteries are being charged, a quick pull of the ring shaped metal pin is all that would need to be done to smother the fire.

When the pin is pulled, the lid smoothly and immediately falls into the closed position thereby shutting off the air supply to the interior of the box.

Walt

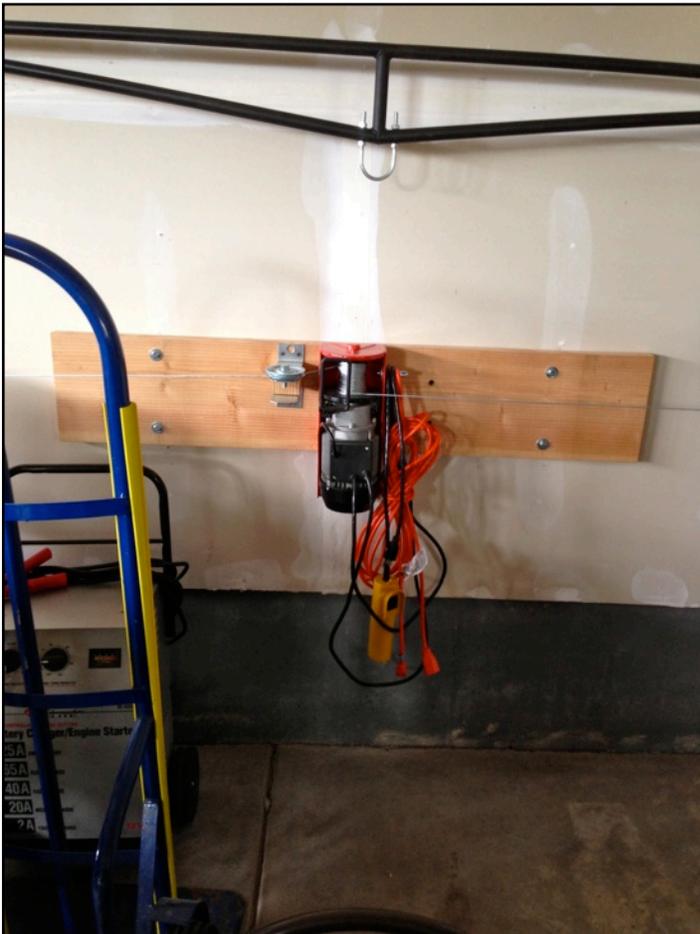
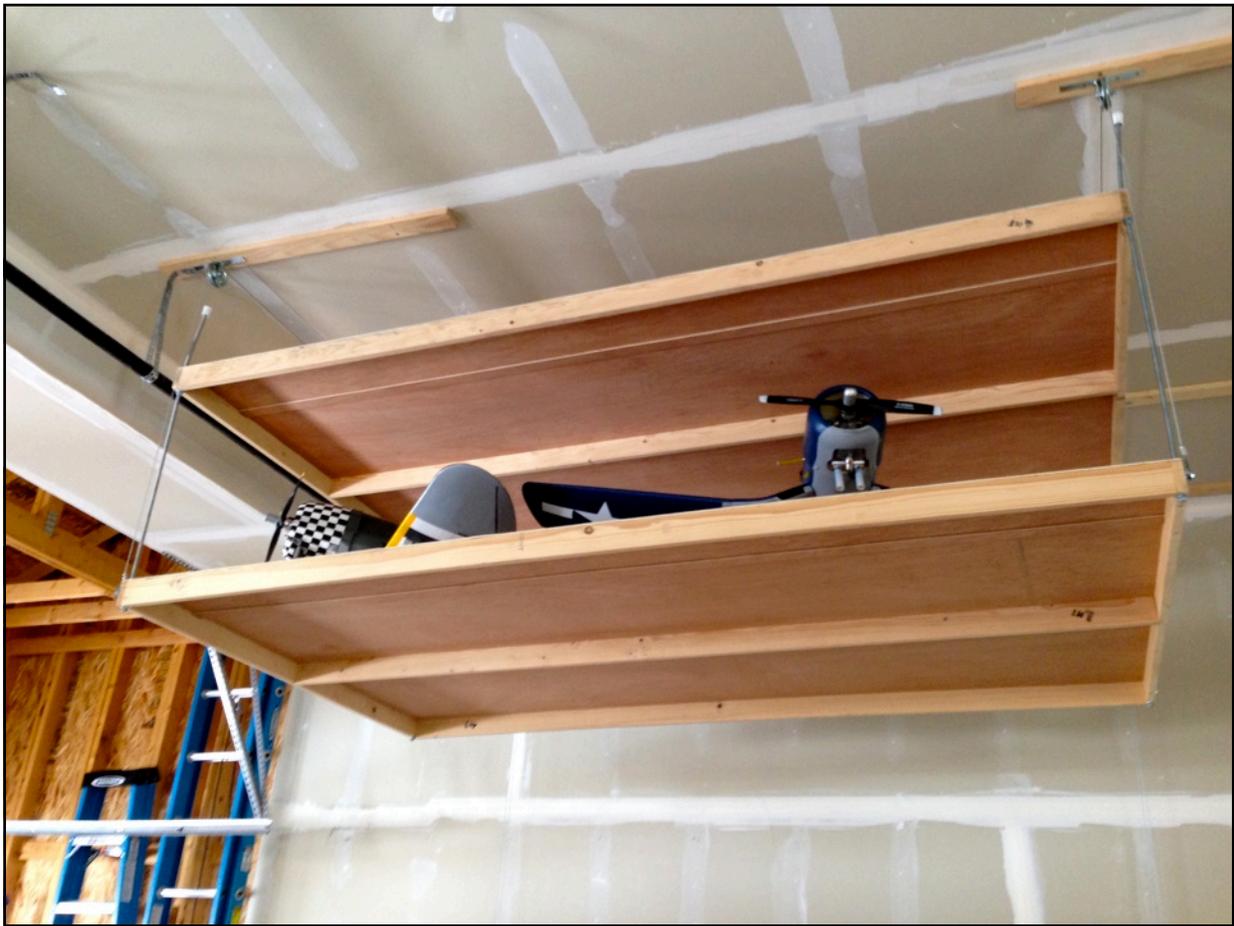


From Ray

I like to call the Chop Box's handle, the "ejection handle." You just pull it, and run....



Nice Job Jim!



### THE "STORAGE LIFT" FROM JIM HEBERT

Check out another innovative idea from Jim Hebert. He designed and installed this lift to fit in Ray's garage. Jim has a similar lift in his own garage as well. By considering the the garage ceiling height, you can add as many shelves to the lift at you would like.

The material used in making this lift is light weight yet strong. The unit runs on a standard 110V winch motor. The mechanics behind this unit are pulleys, brackets, turnbuckles and cables, all precisely placed.

Keeping the planes and or wings stored on this lift saves on hangar rash that happens so easily as you navigate basement stairs and door.

Walt

Cables, turnbuckles and pulleys



A press of the button and the lift ascends and descends as Ray shows us

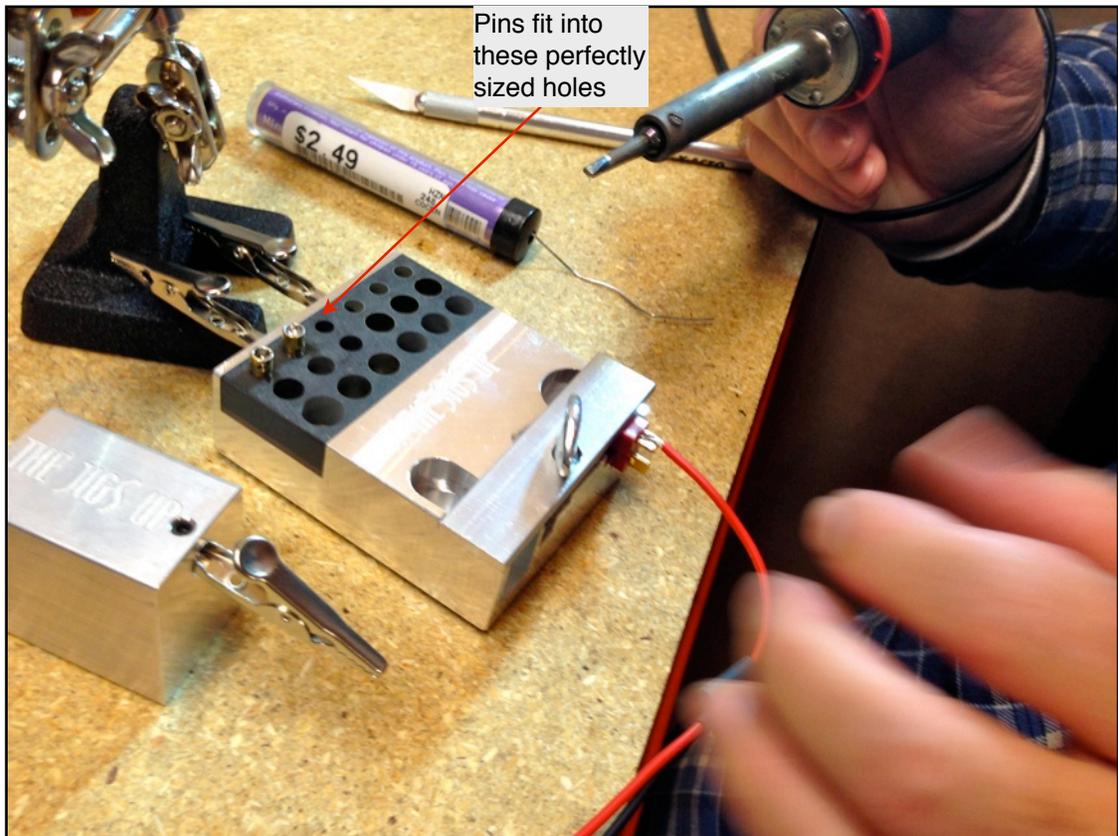
More about this plane in next months Tailspinners





Here is Info on the smaller heat gun that is seen in the above video  
<http://www.micromark.com/miniature-heat-gun,9404.html>

Ray Phillips has this great little tool on his work bench. It holds pins and connectors securely in place thereby making soldering wires to these parts a snap. To prevent the connector from moving, you just slide it into the sized slot and then tighten the little thumb screw to secure in place. Bullets/pins can be placed in a variety of sized holes for easy soldering. The smaller block with the alligator clip can be used to steady the wire that you are soldering.





# 2015 Modeling Expo



Club Member Jim Limbaugh with his beautiful kit built P-38



These two young ladies walked up to Marvin announcing that they had a school project relating to aviation and they wondered if Marvin would explain to them what “Adverse Yaw” is. Always the consummate instructor, Marvin gave a very informative and thorough explanation.

# The Balsa Workbench

Helpful hints for building balsa RC airplanes

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

## A FEW BASIC WORKBENCH AND BUILDING HOW TO'S

### HOW SENSENICH WOODEN PROPS ARE MADE

<https://www.youtube.com/watch?v=ax0yaHi4acc>



Bob's camera is from Motion RC.  
Flap switch for control - it is 0-1-2  
On the switch. # 2 is center and 0  
is turning to the left and 2 will  
turn it to the right

From Bob Bergin



*The Piper Cub is the safest airplane in the world; it can just barely kill you*

(Attributed to Max Stanley, Northrop test pilot)

<http://thetartanterror.blogspot.com/2007/08/max-r-stanley.html>

## COMING IN NEXT MONTHS TAILSPINNERS

A few interesting airplane projects from club member Jim Limbaugh; construction pictures of a beautiful Foam P-51 Mustang; some How To articles, information about the Gremlin and Mini Gremlin airplanes, and as always, a few pictures from the flying field.



If you have an article or pictures etc that you would like to see in the newsletter, just send them my way and I'll get them in the Tailspinners

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