



**AMA Charter 695  
AMA Gold Leader Club**

**VOLUME 60**

**MILE HI R/C FLYING CLUB**

**ISSUE 5**

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**Next Club Meeting - TBA  
09:00**

**At the Flying Field**

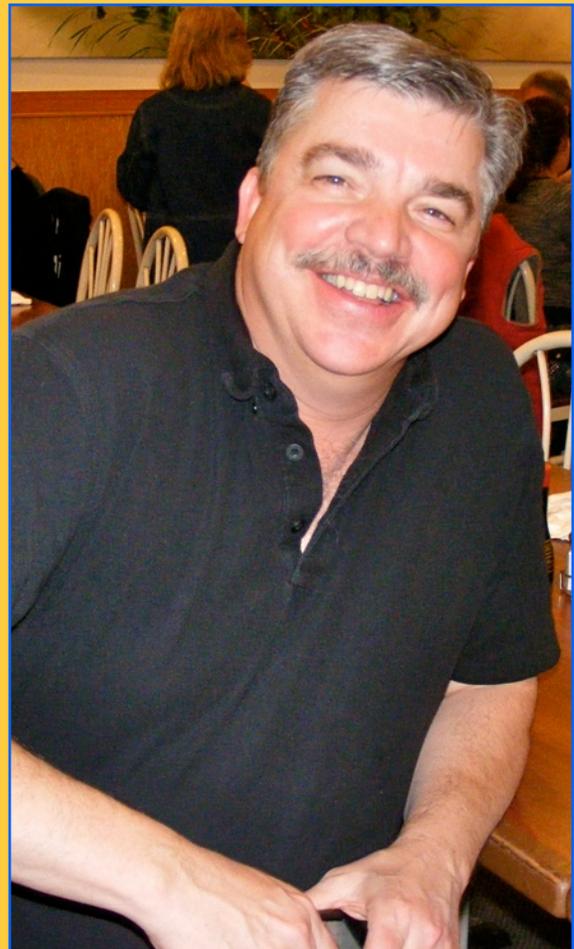
.....  
**Next Board Meeting  
As Needed**

**All club members are invited**

Wishing You A  
Speedy Recovery  
Ray!

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From All Of  
Your Fellow  
Club Members





'1984

Alex built this F-4 from a Royal Kit  
(I remember Alex saying that this F-4 was  
a handful to fly)

Jack Morgan

'1990





Chris brought his Edge out for a few flights - April '2015. During the winter months, Ray went through the plane getting it ready for this upcoming flying season. Nice picture Chris!



1990's

This 84" Lancaster was built by Alex. Alex's brother Harold who lived in England found building plans for this plane. He mailed the plans to Alex and here is the finished scratch built plane. I can still hear those four 40's screaming by during a low show pass

Two additional photos  
from Jim's P-38



OCT 28 2005

view of the tail. Elevator was lightened  
partial view of the bellcrank, second revision



OCT 28 2005

Better view of bellcrank  
Hitec servo arm with ball bearing

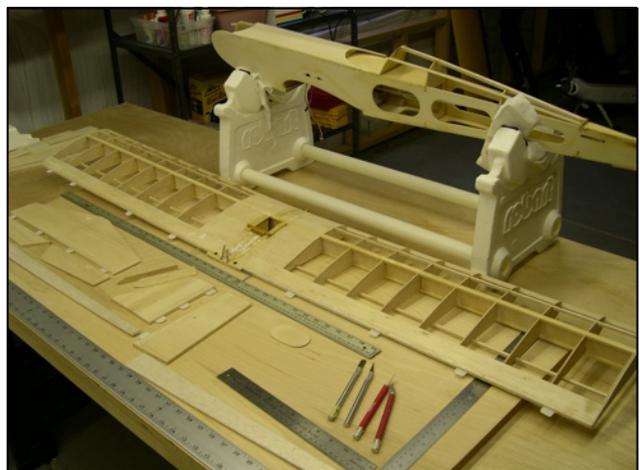
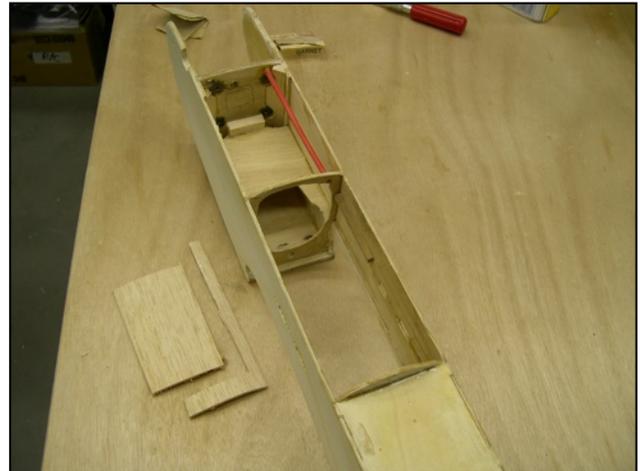


A few additional photos of Ray's P-51



# REPLACING THE COVERING ON YOUR AIRPLANE

Yes, it takes patience. Some of the old covering came off easily and some not so easy. It had control surface hinges breaking from age but even so I decided to keep the old plane and fix it. May as well give it a new look while I was at it. Besides dried up fuel laden hinges breaking, the whole right side of the plane was fuel soaked .... right through the old Monokote and into the balsa. I also found a broken ear on one of the aluminum engine mount halves. The whole impinge was fuel soaked so it being a simple set up, I made a whole new tail as well. The plane is now covered with Ultracote. I paid \$49.00 for this Sig Four Star Forty kit at Richie's Blue Yonder Hobbies way back when. Still fun to fly it.





Scrap Balsa sheet

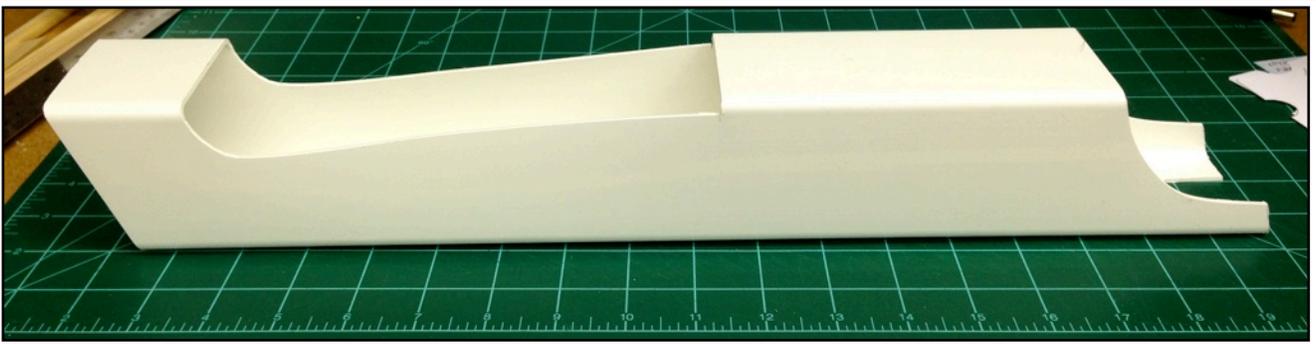


I was using the above scrap balsa corrugations as an experiment in fiberglassing before I tried this procedure on my Piper Arrow. Above. My hope was that by adding some little light filler into each of the corrugation, that the fiberglass cloth would lay down into the recesses without creating wrinkles on the flat surfaces. It turned out fine, no wrinkles. Pictured below is the look that I am trying to achieve. Time to put this plane back in the box, yet again, for a few months.

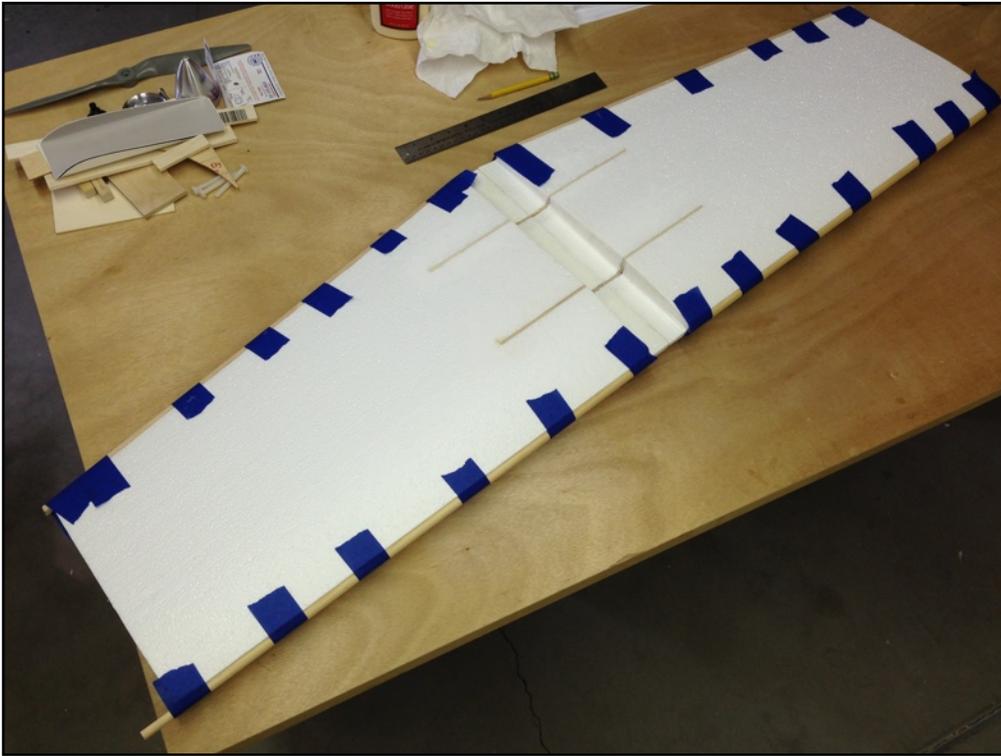
I have a few other planes that I am currently working on. I need to clone myself. Walt







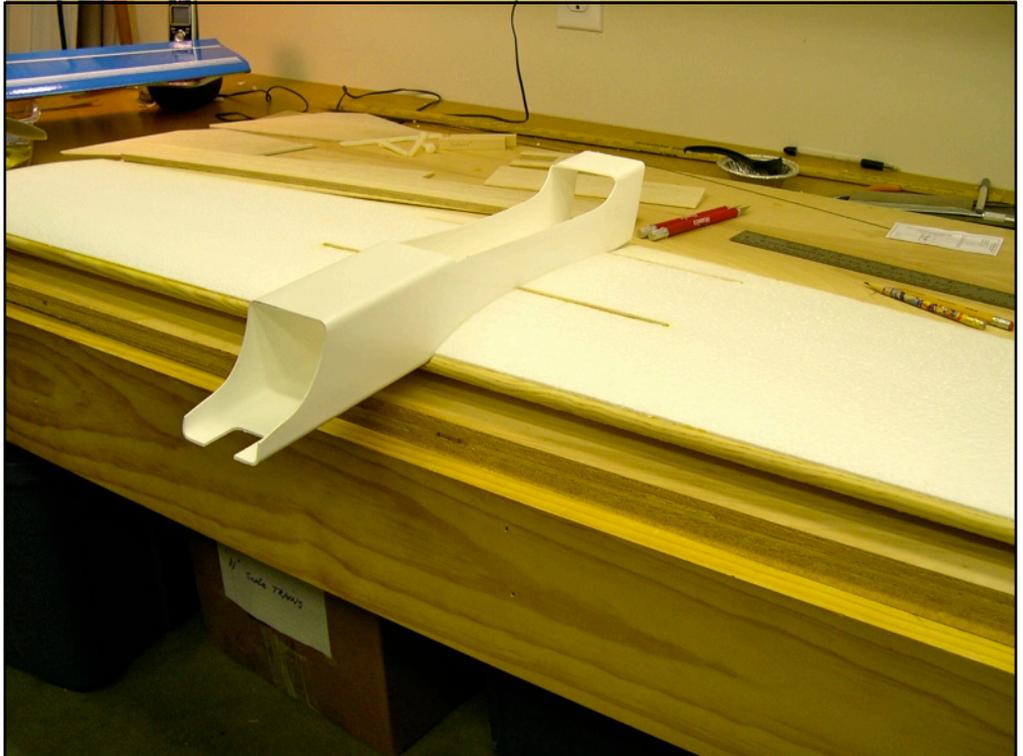
Pictured above - is a 4" PVC downspout that is the fuselage for the Gremlin. The fuse came pre-cut in the kit.



Pictured left - is the foam wing with its ply splines. The blue tape is holding the leading and trailing edges in place while the glue dries.

Below - standard 1/4" plastic bolts are used to secure the fuse to the wing.

This standard size Gremlin is still a work in progress.





These two pictures are of the "Mini" Gremlin  
This little plane is amazingly stable and highly maneuverable.  
I used UltraCote over foam without a problem



## What It Was Like My 1st Static Line Parachute Jump - 1966

*Always looking for articles to put into the Tailspinners, I came across a picture that reminded me of one of the fantastic fun times that I use to have. The crowd that I was hanging around with was looking for something different to do when one of them suggested that we should see what it would be like to jump out of an airplane. The following few pages contain my thoughts and memories of when I first started doing this. Hopefully you will enjoy reading the article. Walt*

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The Equipment - Popular back in the 1960's for non military jumping, was the modified T-10 parachute. It was 28 feet in diameter, round in shape and weighed 30 lbs. The word modified means that the chute had a slice/opening in the rear. The opening gave the parachute a forward movement. The standard reserve chute, which was worn on your chest was 15 feet in diameter and weighed 22 lbs. In a no wind descending condition, the T-10 would give you a 5 knot forward speed. As you descended with the canopy opened, the air that you would be travelling through might be moving you in a various directions. To determine the direction that you were travelling over the ground, you just needed to extended one of your legs forward using it as a "sight". You would eye ball an object on the ground to track which direction you were moving. To steer your descending parachute towards the Drop Zone, you just had to pull down on either a left or a right toggle, which was located on the harness next to each of your ears.

A few last words on the landing; when you hit the ground "correctly", it wasn't too violent at all. It was the equivalent of jumping off a platform that was 4 feet high. Not all Sport Parachute Centers were the same but for my initial jumps I was issued boots with double the thickness on the soles and heels, see the picture below on page 15. They were modified boots, the same type of boots that I wore when I was in the Army. The drop zone was 600 yards in diameter and it had a soft beech sand base. The sand was thick enough so that as you walked through it, holding your equipment, you found that you had to work hard to trudge along.

The Plane - the Norseman, page 15 below, was my 1st jump plane. It was equipped with a "running board" beneath the exit door. As you can imagine, between the airplanes engine and a no actual door at the exit, there is a lot of noise within the plane while flying up to jump altitude. Along with the pilot there was a JM, jump master on board. The jump master is your coordinator. One of the JM duties is to check the air movement below the planes path over the ground at jump altitude. This is done by he or she dropping a "weighted" crepe paper streamer while leaning out of the exit door. The JM would watch how the streamer reacted to the various air currents at various altitudes. For new jumpers, a "static line" jump was normally performed between 2500 at sea level and 4500 feet AGL (above ground level) in Colorado. The JM using hand signals would point which direction that he wanted the pilot to point the plane. The idea was to give the "newbie" the best chance of landing in the DZ.

Back in the '60's, we wore a "pager" which was attached to the top of our reserve chute. It was a small radio that was a one way form of communication with a jump school person on the ground. This person was seated next to a wind sock at the edge of the DZ. Once you were out the door and your canopy opened, you would hear the voice of a JM telling you which direction that you needed to turn. These static line jumps were done by one jumper, per each pass over the DZ, out the door, one at a time. The second jumper would jump on the second pass over the drop zone and so on. The Noresman held six jumpers, a pilot, a JM and two passengers. "Tandem jumping" had not come along yet. Tandem jumping is where you would be physically attached to the front of the JM from the actual jump to landing in the DZ.

Time To Go - As was discussed in the ground school, the JM would be keeling at the exit door holding onto the exit door frame. He or she would point at you, the 1st jumper, and then point at the floor next to him. You would unstrap your seat belt and slide you butt slowly down the seat onto the floor in front of your seat, always covering the "D" Ring on your reserve chute with your left hand. You didn't want the D Ring accidentally getting pulled while inside the plane, or worse yet, while you are strapped into your seat. You are now sitting on the floor in front of the kneeling JM. Next step, he would remove the static line from your back pack and "snap" it onto a strand type metal cable that was secured horizontally above the exit door. As we were taught in GS, you would reach up and double check the static line connection that the JM just made, followed by giving the JM a thumbs up. The JM and pilot would make eye contact and hand movements as a form of communication while you sat on the floor in front with the JM at the exit door. Ok, next step, it is time to get in the door. The JM would yell and point to the running board. As practiced in the ground school a few hours earlier, you would slide past the JM and force your legs out of the exit door onto the metal running board. At this point you are facing and leaning forward with one of your butt cheeks in the plane and one out of the plane with your feet on the running board and boot heels against the kick plate. The wind and noise level is tremendous at this time due to the prop blast and the forward speed of the plane. I should add here that the running boards kick plate aided in keeping your boots on it and your legs from being blown into the air stream. As was discussed in GS, you next procedure was to look back and forth between the jump master's eyes and the wing strut.

The Jump - The JM would be leaning out the door in front of you looking for his pre determined landmarks as an exit point for you to "leave the plane". At this point I was looking only at the wing strut, trying to stay as calm as I could, wondering what in the world drove me to do this. The sound of the airplane's old engine was powerful and the prop blast made breathing difficult. At this point my butt is half in and half out of the plane as required, feet jammed into the running board for 10 seconds or so, but it seemed like a few minutes. I glanced at the JM and saw him signal the pilot with a hand gesture to pull the throttle back. I looked back quickly at the wing strut and just as we I told what the procedure would be in the GS class, the JM would slap you on the back and scream in your ear - GO! You would immediately leap forward towards the wing strut only to be blown away from the plane. Even with most of the prop blast gone, you still had the rushing air of the planes forward motion to fight, there is no way you would be able to reach the wing strut. Suddenly you are in what feels like a "very silent bubble." You are falling face down with your body spread eagle, arms and legs out as you practiced in GS. You can't hear anything but the "deafening silence" as you fall away from the plane. In your falling/arched body position, you can see the plane above you and off to the right in a banking attitude. All the while you are screaming ONE THOUSAND, TWO THOUSAND, THREE THOUSAND and then a sudden stop / jolt or what feels like no movement occurring. As taught in GS, the first thing you need to do is to give a look above to check for a "full" canopy. Holy moly, it worked! Still scared pretty good at this time, I hear the voice of GOD ... actually it was second JM, who was located on the ground at the DZ. His voice in my pager telling me to relax and pull down left ... stop! Other than the JM voice, that eerie silence is still there. I looked down for the first time and holy crap! I can tell you that it was unbelievable, weird and an amazing sight! You will never feel so alone when you realize that you are literally hanging from a 28 foot silk canopy, suspended from lines, thousands of feet above the ground, all by yourself. A quick look up at that beautiful canopy and all is still well. I recall that day that the sun was shining through the white and orange canopy panels as well as the lines. A look back down to try and spot the DZ as well as to verify which direction over the ground that that I am travailing. I could see the airport runways and as well as the light colored sandy round DZ, which looked pretty tiny and off to my left. I move my right leg forward and see that I am moving away from where I want to be. I pulled down left a little and that correction seemed to be good. No word from the ground. At this point I can't make out the wind sock. Taking in the view I am elated, excited and extremely happy that I gave this a try. All is going just like they taught us in ground school. I suddenly noticed that the silence that I had been experiencing was gone and I could hear an airplane way above me. It is the jump plane back around to let out another jumper. The second jumper that morning was a friend of mine, John, pictured with me on page 15. I make a few more corrections I see the third jumper out the door. Now there are three of us in the air.

The next page starts with a description of what a PLF is and the conclusion

*The PLF - As a beginner static line jumper in 1966, we didn't make stand up landings. We did what was called a PLF, "Parachute Landing Fall". I will do my best to describe how it was done but first check out this Army training video and you will see what a PLF looks like - <https://www.youtube.com/watch?v=oR1Vkn6GnA> - Back to the description; at about 200 above the ground, you would view the wind sock which was anchored somewhere near the edge of the (DZ) drop zone and then turn into the wind. Then as you got to what you perceived as 50-100 feet, you would put your knees tightly together, bend them slightly and then force yourself to look at just the horizon, but not the ground. The ground always seemed to be rushing up at you faster than it actually was. As you hit the ground/sand, you would fall forward, allowing your body to ease into the ground, still keeping you legs together and still bent, followed by a body roll allowing your legs to hit the ground on the opposite side of your initial landing spot. With any breeze present, the parachute canopy would still be inflated as you lay on the ground. As you can imagine, the canopy has strong pulling power and because of this, once your PLF was completed, your next step was to not hesitate but jump up and run around in the direction that the canopy was leaning/falling and stand in its way while holding your arms outward. By doing this the canopy would collapse on top of you causing it to deflate and fall to the ground over you. With the canopy in your arms, there was no way for it to drag you, which it will do in breezy conditions.*

The Conclusion Of this article - Holy moly that ground is coming up faster than I thought it would be. Still with the attitude that I can do anything at this point, in my mind I quickly reviewed what we were just taught in GS and I was determined to make a text book PLF. Once again a voice over the pager reminding me to put my knees tightly together, slightly bent, look at the horizon and not at the ground. I cheated, as I thought I probably would, and took a quick peek at the ground anyway only to see that it appeared to be rushing up at me even faster than before. Next thing I know, I'm on the ground and all in one piece. I made an awful PLF finding myself just going through the motions of one, but I did remember to jump up and keep the canopy from dragging me. That silk canopy felt great as it fell onto my head and face. At this point I was totally elated and anxious to jump again! I did go again, on and off for the next 17 years.

Walt

<http://fallingillini.org/myfirstjump/jumptypes/>

Types of 1st Jumps

<https://www.youtube.com/watch?v=HDUelwA03C0>

Someone's First Skydive

<http://home.hiwaay.net/~magro/tchutes.html>

Vintage Parachute Information

<https://www.youtube.com/watch?v=Z2Jn0IAyRkM>

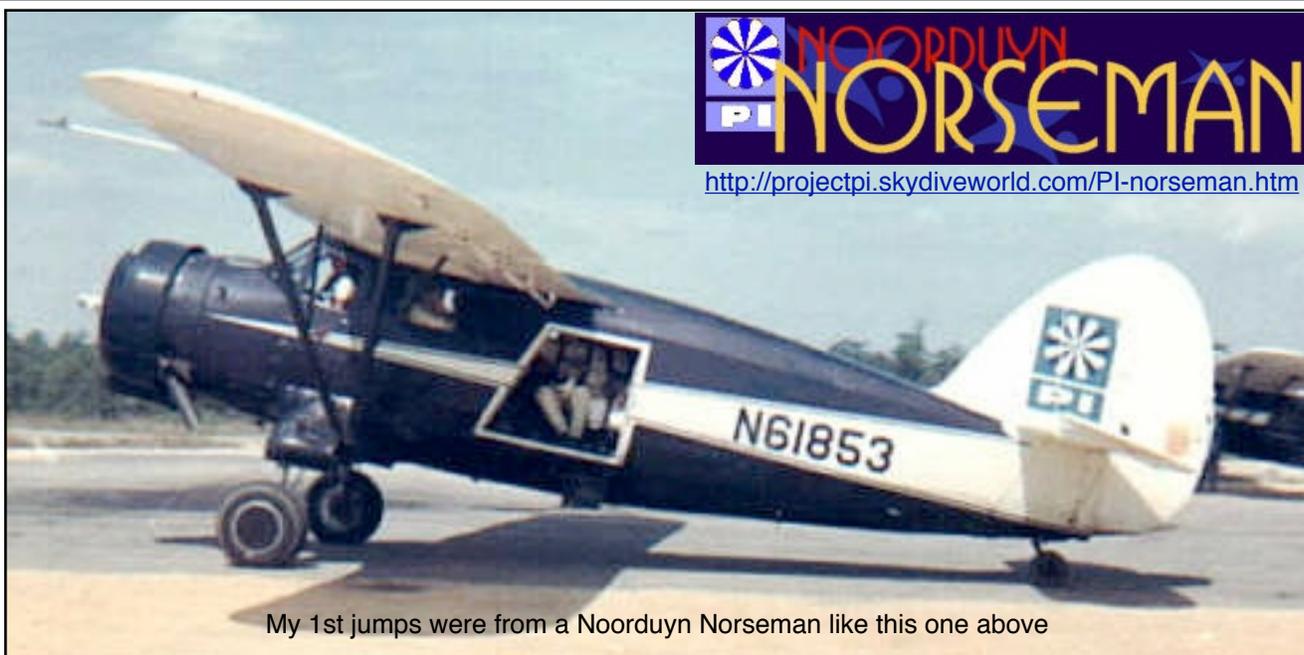
Free Fall Skydiving Video



NOORDUYN

NORSEMAN

<http://projectpi.skydiveworld.com/PI-norseman.htm>



My 1st jumps were from a Noorduyn Norseman like this one above

Here is what the reserve chutes of the 1966 looked like



L-R My friend John and myself

Military boots with modified soles and heels



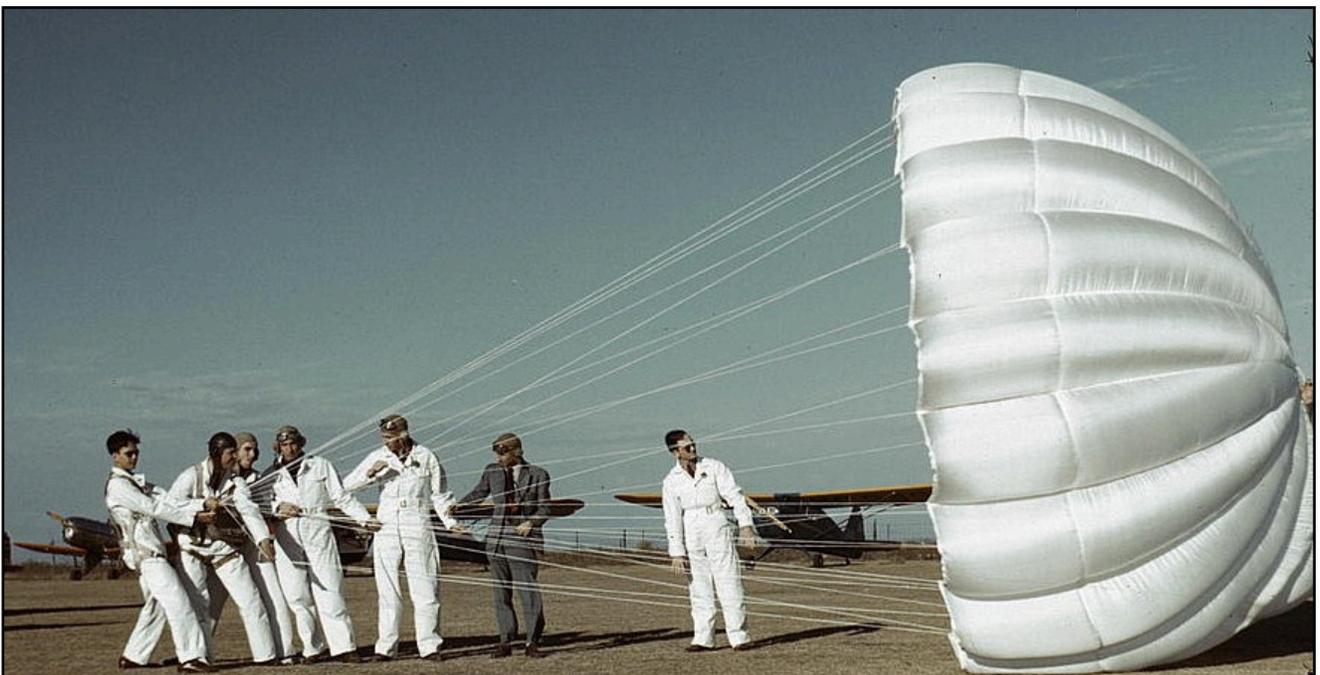
That is me at the Loveland / Fort Collins Airport in 1974. Lunch time with the jump plane, a Cessna 206. It had 300 hp and a 3 bladed prop. I remember being really impressed at how this 206 pulled on the takeoff rolls. We had permission to jump into a farmers field which was just east of I-25 up in Windsor CO. Walt



Falling in this arched position was the norm back in the '60's. If you moved only one arm inward during your fall, you would roll. So what happens when you pull the rip cord. SOP for pulling the "D" ring, (rip cord) was to slowly move your left arm inward but at the same time move your right arm inward towards the D ring, which is located on your top left shoulder strap. All a D ring is, is an aluminum "D" shaped handle that has a light gauge metal cable attached to it's end. The cable is attached to a series of cotter type pins and these pins hold the back pack bag that contains your parachute. When you pull on the D ring, the cotter pins, 6 in all, become dislodged from the back pack and allowing the pilot chute to spring into the air stream as you are falling. The pilot chute drags the main canopy out of the back pack and into the air stream. There is always a very distinctive SLAPPING sound when the main canopy opens. The sound is very much like a very large flag that you sometimes see in front of car dealerships, slapping in the wind. Along with the slap is a sudden jolt and you it feels like you are standing still or better yet, like you are going upward. As you pull the D ring, you simply reversed the procedure and bring your left arm back out again. This reversed procedure put you back into the proper falling position when the canopy opens ... 2-3 seconds after the D ring is pulled.



Photo from the web



Vintage photo from the web

<https://www.youtube.com/v/5O12rem6d3g&autoplay=1&rel=0>

**THE LANCASTER BOMBER**

The above site is just the trailer - will be good when the doco is fully released later in the year



<http://www.warplane.com/vintage-aircraft-collection/aircraft-history.aspx?aircraftId=4>

Walt,

Way back in the dim, dark days of my youth (1953-54) I was stationed at Royal Air Force base "Chicksands" ( About 50 miles north of London) for a year and a half. Every Sat morning (weather permitting) we were treated to a "wake up" call by a fly over of a Wellington or a Lancaster from Old Warden air base. They were using the Lancs for bombardier training and the Welly was used to train navigators and were also used for coastal patrol. The RAF guys were delighted to buzz our end of the base. This was all done with the complicity of our respective base commanders as a way to solidify our relationships. One of my most vivid memories. Bill R



**THE WELLINGTON BOMBER**

<http://www.raf.mod.uk/history/vickerswellington.cfm>

## Aviation Quote

I give that landing a 9 . . . . on the **Richter Scale**

From - Bob Bergin

[Click here: TU Delft - Ambulance Drone - YouTube](#)



<https://www.youtube.com/watch?v=jfHExG8xYqc>



1/3 Scale Mitchell B-25 - Thank You Jim Hebert for Sending

## COMING IN NEXT MONTHS TAILSPINNERS

There will be a some additional information about "Sport Parachuting" plus I have more vintage as well as recent pictures to put in the newsletter. I will also add a few pictures of my Stearman. I am replacing the Saito engine with a DLE 20. I am also in the process of placing a DLE-RA20 in my Corsair so I'll add a few pictures of that.

### HOW ABOUT YOU GUYS

Possibly you have an article and or some pictures that you would like to see in the newsletter, just send them my way and I'll get them in there. Have a great month! Thanks all, Walt

**WALT**

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**MILE HI RC NEWSLETTER EDITOR**

