



**AMA Charter 695
AMA Gold Leader Club**

VOLUME 61

MILE HI R/C FLYING CLUB

ISSUE 7



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Club Meeting Minutes

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Vintage Club Pictures

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Pluckrose/Robinson Pictures from Walt, Keith and David (Longan)

Air to Air Video at MHRC Field from Keith

RC Warbird Formation Flying - Check out the Landings!!

Aero-Works LASER 200 Review & Pictures from Adam

Control Surface Horn Adjustment from Keith

1958 Piper Tri-Pacer Build Along Log

Back In My Workshop from Walt



Next Club Meeting
Saturday - July 23rd at 09:00
At the Flying Field

Next Board Meeting
Saturday - July 23 at 08:30
At The Flying Field

Mile Hi R/C Flying Club Meeting Minutes

MEETING AT Flying Field

Was Held on Saturday, 18 June 2016 09:00

- 1) Pledge of Allegiance/Meeting Call to Order – Jim Holt, President
- 2) Quorum – Requires 6 members present (10% of voting members)
 - a) 8 members present
- 3) Approve Previous Meeting's Minutes – As sent via email
- 4) Approve Treasurer's Report – Roy Olsen, Treasurer
 - a) Inflows:
 - b) Outflows:
 - c) Ending balance:
- 5) Approve Investment Report – Gary Brady, Investment Officer N/A
 - a) Money market balance:
 - b) Securities balance:
 - c) Investment total:
- 6) Membership Report – Pat Cobain, Vice President
 - a) Introduction of new members: Keith Bennet
 - b) Current membership: 53
- 7) Contest/Events Committee Report:
 - a) Upcoming Events: IMAC
 - i) Food, volunteers
 - (1) Need more volunteers to input scores, run flight lines, registration
 - (2) Have plenty of leftover food from Pluckrose event. Will only need buns and ice.
 - b) Event recaps: Pluckrose/Robinson
- 8) Field Maintenance Report:
 - a) Runway striping – Mid June by Nick Condos
- 9) Safety Report: Steve Briola
 - a) Need new AMA safety rules posted
- 10) Unfinished Business:
 - a)
- 11) New Business:
 - a) Old Meeting and club documents
 - i) Bob (Bergin) and Walt will go though and keep anything “interesting”
- 12) Next Board Meeting – Saturday July 23rd 8:30am
- 13) Schedule Next Club Meeting – Saturday July 23rd 9:00am
- 14) Drawings:
 - a) Colpar: Jesse
- 15) Program/Meeting Adjournment.

Members,

The Mile Hi IMAC team competed the weekend of June 11th and 12th at the IMAC event at the Longmont Aircraft Modelers Association (LAMA) field. Representing Mile Hi were Jim Holt, Rich Dix, Larry Hilgefard, Gary Brady, Dave Weiss, and myself, Adam Bryant. We had two great days with good weather (except for a very stiff crosswind for our last round on Saturday) and there were 17 pilots competing. We flew 3 rounds on Saturday and 2 more on Sunday. Jim Holt took home 1st place in the Sportsman class and Dave Weiss was 2nd in Basic. A great weekend and a lot of fun was had by all!

Adam

See a Few Event Photos here:

http://s413.photobucket.com/user/ABryant_43/library/2016%20LAMA%20IMAC%20-%20June%2011_12



<http://www.lamarclub.com/pls/apex/f?p=RC5:HOME:.....>





AMA Charter 695
AMA Gold Leader Club



<http://www.mini-iac.org/Information/About-Scale-Aerobatics>

Hello Mile HI RC Members

Our Mile Hi IMAC team and other area flyers will be competing the weekend of **August 6th and 7th** at our Flying Field.

Have You Thought About Possibly Giving This A Try?

Basic – Pilots in this class may fly ANY Plane of Any Size. **Basic** is the Entry level class performing basic aerobatic maneuvers. Your plane Does NOT Have to be a Scale model to fly Basic either. You will find that the camaraderie at all IMAC events is such that every pilot that you meet there is only too glad to help you enjoy the event. Enjoy the two videos below and then give Dave a yell, he would love to tell you more about this “FUN” event. Walt

<https://www.youtube.com/watch?v=yvC809Gh10Y>

I hope you guys enjoy this excellent tutorial. Walt



davemw@q.com

<https://www.youtube.com/watch?v=Hcdevow4ToQ>

Be sure and check out this video as well





<http://www.miniatureaerosportsters.org/>

I am happy to report that the snowed out **Lamar Steen IMAC Challenge** has been **rescheduled to July 9-10, 2016**

We look forward to seeing you all at Fischer Field in Brighton on July 9.



Look for a listing at the IMAC site soon.

Thanks,
George

<http://www.mini-iac.org/>

<http://www.mini-iac.org/Event-Details/PID/212>



<https://vimeo.com/162317180>

WWW.MILEHIRC.COM



L-R Bob Wilson, Randy Mills (President) and Keith Bennett - '1989



Below Right - Jim Holt's two pattern airplanes

Brian O'Meara - Around '1992

SOME THINGS NEVER CHANGE

Back in the early 80's I wandered into Blue Yonder Hobbies in Parker and met the owner, Richard Brink. He answered my questions about RC flying and invited me out to the field where Crosswinds was at the time. It was then that I learned to fly my first RC trainer and the hook was set. I learned Mode 1 not Mode 2 because that's how I was taught. Shortly thereafter I was introduced to MileHi RC and felt right at home because of this lanky British chap named Alex. I joined and learned to take some good ribbing because I flew Mode 1 while all the skilled pilots flew Mode 2. Over the years at MileHi I had the pleasure of getting to know some of the nicest and most generous people on the face of the earth. Watching Ric teach students the joy of flying, with the kind and gentle patience of a Saint, showed me that I belonged to a club that strived to insure that all were welcome and all were expected to have a good time. My flying began its journey to include war birds (Spitfire & F-4), Pattern ship (Tipperary), various fun planes and a beat up old wreck of a plane - my UGLY stick.

In about 1991 my career advancement and RC flying were competing for the same time. Because it paid better, I concentrated on my career and my RC flying days slowly wound down and I lost touch with my MileHi family. Many times I wondered to myself how so & so was or what was happening at "the field" - but I never did anything about it. While I was bustin my butt with work related efforts, I kept studying my other passion, photography. I had always wanted to be an Outdoor & Wildlife photographer, but with mouths to feed and college to pay for, I knew that would never happen. In 2006 I had a life changing event and the time was right to find a way to stop the corporate rat-race and pursue my passion of photography. In 2008 I devoted 100% of my time to Keith Bennett Photography. Looking back, I wish I had made this move sooner.

In 2014 a trend was developing with great speed that I could no longer ignore - aerial photography. Given my RC experience coupled with my full scale pilots license, I had to get involved in flying a Quadcopter with gimbaled mounted camera. With the proper licenses etc I was able to get my FAA Exemption that allows me to do commercial photography with the drone. Since I was relearning to fly RC drones, I decided to make the BIG switch and teach myself to fly Mode 2 like the rest of the civilized world. I also got a powered glider and Fun Cub at the same time. As I learned more and more about the sport after being gone for 25 years, I discovered the joy I once knew and thought the time was right to track down MileHi RC. In the first part of 2016 I learned about the many changes in MHRC and the move to the new filed. I was able to read ALL of the posted newsletters and made the decision that I wanted to rejoin MHRC, if they would have me.

I am pleased to share that all of my paperwork is in and monies paid, and again I fly at MileHi RC. What's the purpose of this story??

continued next page

The reception of my return to MHRC could not have been warmer and nicer and the very factors of why I joined MHRC so many years ago still run through the club today. I should never have lost touch, as I lost out on the many benefits of hanging out with such a fine group. I missed out on learning from some of the very best whose names are now in the column of 'passed' members. After being gone for 25 years, nothing has changed!! MHRC is still a group of open and giving RC flyers who know how to have a good time. If you need a break from flying - take the break, but keep the membership and associations from MHRC. I am thrilled to be back and look forward to meeting new flyers and getting caught up with old friends. My thanks for accepting me back, will be my commitment to do whatever I can to help this club continue its rich history. If MHRC needs volunteer(s) for anything, I hope to always see my name at the top of the list. This all goes to show:

What's old can be new again

&

Some things never change

Keith Bennett

Welcome Back Keith



L-R Walt T, Jack Jr, Keith and Jack Sr - '1989

Pluckrose / Robinson Photos



Pluckrose / Robinson Photos - *continued*



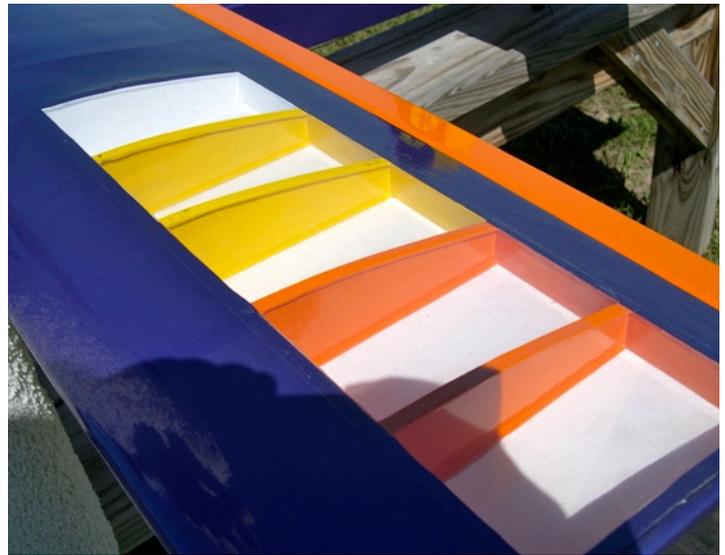
Pluckrose / Robinson Photos - *continued*



Our Pluckrose / Robinson Photos - *continued*



Our Pluckrose / Robinson Photos - *continued*



Pluckrose / Robinson Photos - *from David Longan*



Pluckrose / Robinson Photos - *from David Longan cont.*



Pluckrose / Robinson Photos - *from David Longan cont.*



06-06-16 MHRC-Following Walt's Plane - from Keith Bennett

<https://vimeo.com/169622878>



This video was a first try and a ton of fun I might add! Keith flew his Drone and took video of my LT-40 as I flew it around the "pea patch".

We plan to do another one of these in July but will add a some take offs, some landings, slower flying speeds, along with shorter turn around patterns to the video. Very nice job of putting this together Keith and love the music too!

Walt





RC Warbird Formation Flight

<https://www.youtube.com/watch?v=Q1x34fL3Ydw>



Hi Walt,

I finally finished the Laser and attached is the review of the build. There is also a link to the pictures I took Friday.

http://s413.photobucket.com/user/ABryant_43/library/Aeroworks%20Laser%20200

Thanks,
Adam



AEROWORKS LASER 200 REVIEW

By Adam Bryant

I have been in love with the Laser 200 since I saw Leo Loudenslager fly his in an airshow 30 years ago, so I had to build this one. What most people don't know is that unlike a Pitts Special, or a Zivko Edge 540, there was no company you could go to in order to buy a Laser 200. Leo's Laser started life as a Stephens Akro plane, but along the way he re-engineered and replaced all but about 10% of the original airplane to arrive at the airplane he used to win 7 National Aerobatic Championships and the World Aerobatic Championship in 1980. Leo was obsessed with building the lightest, most powerful aerobatic plane of its time and it wasn't unusual to visit his hangar one week before a major aerobatic competition to find the Laser in a million parts on the floor.

Packaging

Aeroworks is known for its great packaging of its kits. Parts are double boxed, bubble wrapped, and separated into individual bags. As you work through the instructions the appropriate bag of parts is taped inside the box next to the major component you are working on. Aeroworks is also known for providing complete hardware packages and everything you need is included in the exact quantities you need. About the only thing that is not included is fuel tubing.

Building

I actually won't spend much time on this. Since it is an Aeroworks Quick Build Model most of the difficult stuff is done and pretty much all of the holes are pre-drilled. I can't stress enough how much of a time saver having the holes drilled is and having them in exactly the right place greatly increases the accuracy of the build. The only holes you need to add are for the engine mount and ignition wires, etc. Even here Aeroworks makes it easy as they include drill guide templates for the two most commonly used engines, the DLE30 and DLE35. They also include a blank template you can use if you are using a different engine. Like a lot of aerobatic planes, this one has a fairly short nose so I had to mount my two battery packs on the standoffs of the engine mount to get it to balance properly.

Hits

Great packaging

Beautiful covering job

Complete hardware package

Pre-drilled holes

Everything fits without modification

CG Buddy is a great addition and makes it easy to accurately position the CG.

continued next page

Misses

For the control horns, I would have preferred through holes with nuts and bolts instead of just screws.

The screws used for the control horns on the elevator were slightly longer than the elevator was thick. If you put the screws in as is without trimming them the point of the screw makes a bump in the covering on the other side. Minor detail, but I didn't notice this until I had put several of the screws in with medium CA as suggested.

I'm not wild about the hard foam that the kit included for putting under the fuel tank. I noticed some fuel foaming on initial bench runs of the engine which is not a big issue for a gasser, but...

Flying

In a word, **stellar!** First flight was on June 24, 2016. After verifying the CG at the field and running a half tank of fuel through the new engine it was time to give it a go. With Larry Hilgefjord spotting for me I lined it up on the centerline and gave it the throttle. After what seemed a very short take off roll, Larry said "and your off" and sure enough we were airborne. After a few passes to add some down elevator trim I did the usual tests to check the CG. Rolling inverted from level flight it required a little down to keep the nose up, and rolling inverted from a 45 degree climb also required a little down to keep the nose up. This is actually just like I like it as it gives me a predictable sink rate for landing. I also lined up straight and level over the runway at full throttle, then chopped it back to idle to see if the nose would rise (an indicator of tail heavy) and it just kept flying at the same altitude. Then we went up high to test the stall and... it wouldn't. Full up elevator at idle and it just dropped the nose straight down with NO indication of either wing tip dropping. Landing was a breeze as this plane actually has a lot of wing area for the weight. I was able to hold it off a LOT longer than my smaller Edge 540. Woohoo, flight number 1 in the books with no issues! I flew twice more that day and by the second flight was working through the IMAC Basic sequence and by the 3rd flight was feeling very comfortable with it. It is incredibly stable, and predictable, and accurate in the air but I feel like I am seeing it in "thoroughbred mode". I have a feeling that with increased throws (and someone with actual skills at the sticks) this plane is capable of being a "wild mustang". All I can say is that anyone else who is competing in IMAC Basic this year had better watch out! As Bogart would say, "I think this is the start of a beautiful friendship".

Conclusion

It is obvious that Aeroworks kits are created by modelers, for modelers. The amount of forethought that goes into these kits is amazing. Complete hardware kits, pre-drilled holes, drilling templates, it is all there and all designed to get you in the air as quickly as possible. Aeroworks also extensively test flies their planes, so you know it is going to be a great flier as well.

My Setup

DLE35RA engine

FrSky 3.4GHz 8 channel receiver

Guardian Power Board from RedwingRC.com

Dual 7.4v 2600mAh Li-ion battery packs

(5) Hitec HS-5585MH high voltage, metal gear, digital servos (control surfaces)

(1) Hitec HS-5496MH high voltage, metal gear, digital servo (throttle)

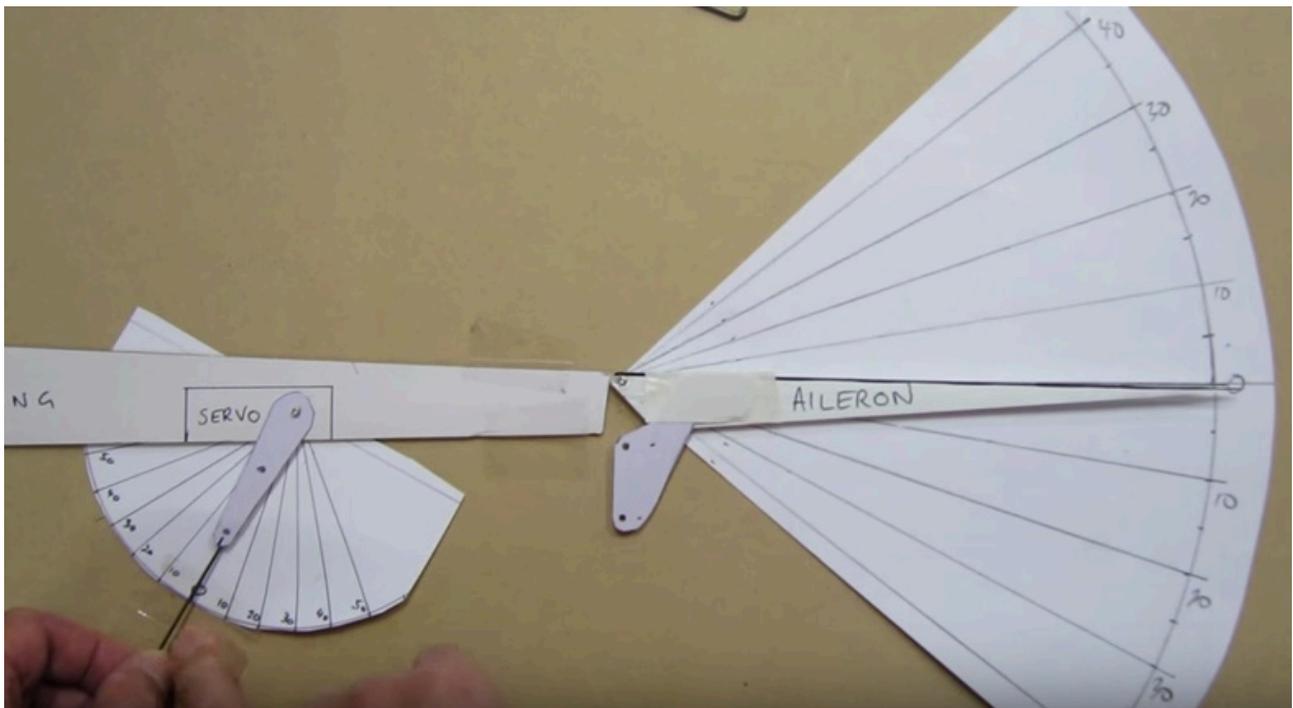
Walt,

I was searching for some easily understood information on servo horn adjustments and Control surface horn adjustment and their relationship for an upcoming project. I came across this video and after watching it I thought: " good vid to keep as reference for future". This led me to think that maybe you would want to know about it in case it would help with content generation for the newsletter.

Keith



<https://www.youtube.com/watch?v=yCXw94e9Cf0>



<http://www.rcgroups.com/forums/showthread.php?t=2415722>

Build Article



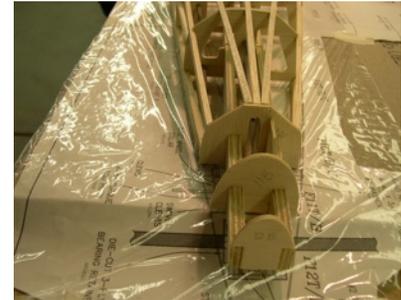
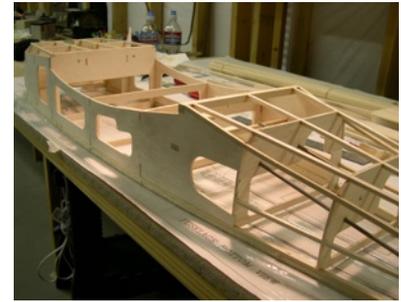
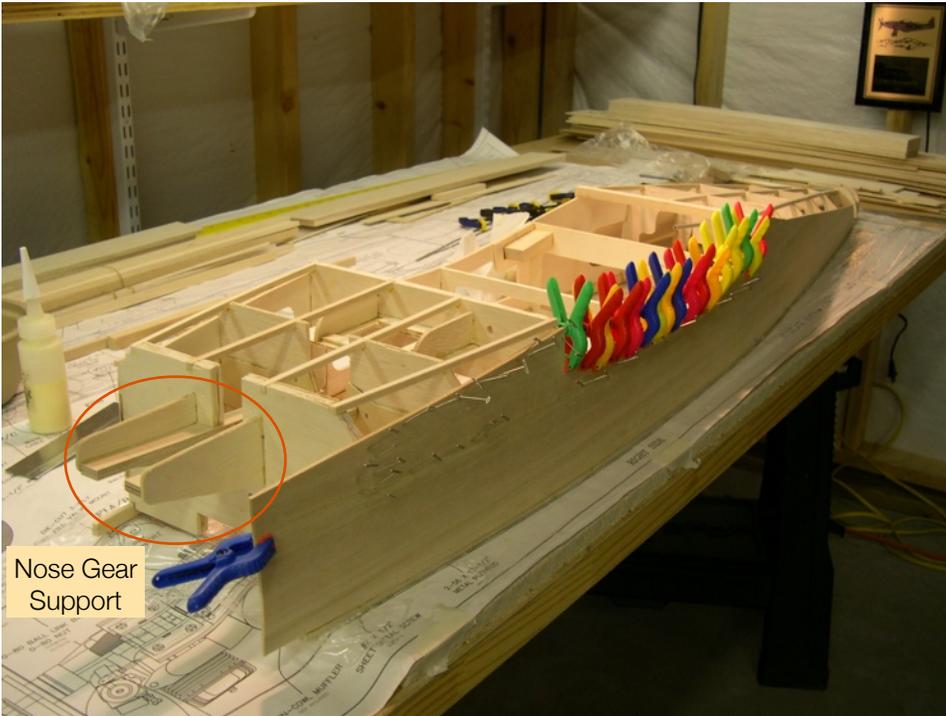
<http://www.modelairplanenews.com/wp-content/uploads/2015/08/piper.pdf>

Model Airplane News Article



Continued Next Page





Fuselage Progress

Hi guys. Lets talk some more about building! The picture above shows some more of my Piper Arrow construction. "All clamps on deck" for this phase. *For the new builders*, a good glue choice is yellow carpenters glue. I prefer Titebond for the most part when building my planes. It being a water based glue, initially adds weight to the plane but the water evaporates and the added weight becomes minuscule and the holding strength is excellent! I also use 5, 30 and sometimes 45 minute epoxy glue on high stress areas and CA thin or medium when initially attaching ribs ... especially if the ribs are being constructed using a "wing jig". I didn't use a wing jig with this Piper Arrow project because the rib tabs that came with the model are hefty and easy to work with.

NOTE: Sometimes the ribs supplied with kits are light material and tend to snap away from the ribs too easily during construction. If you haven't done kit building before, a wing jig is a really nice way to assemble a wing panel. As a matter of fact, see the last page below for some information regarding "How To" use a wing jig.

Below - Cessna 182 81"
From a Top Flite Kit



Mile HI RC Club Editor
waltstroessner@msn.com

Very Top Picture -
Looking at Fuse side
and bottom.

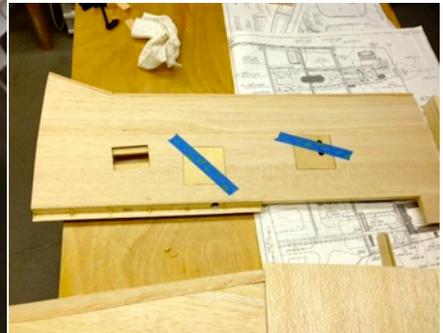
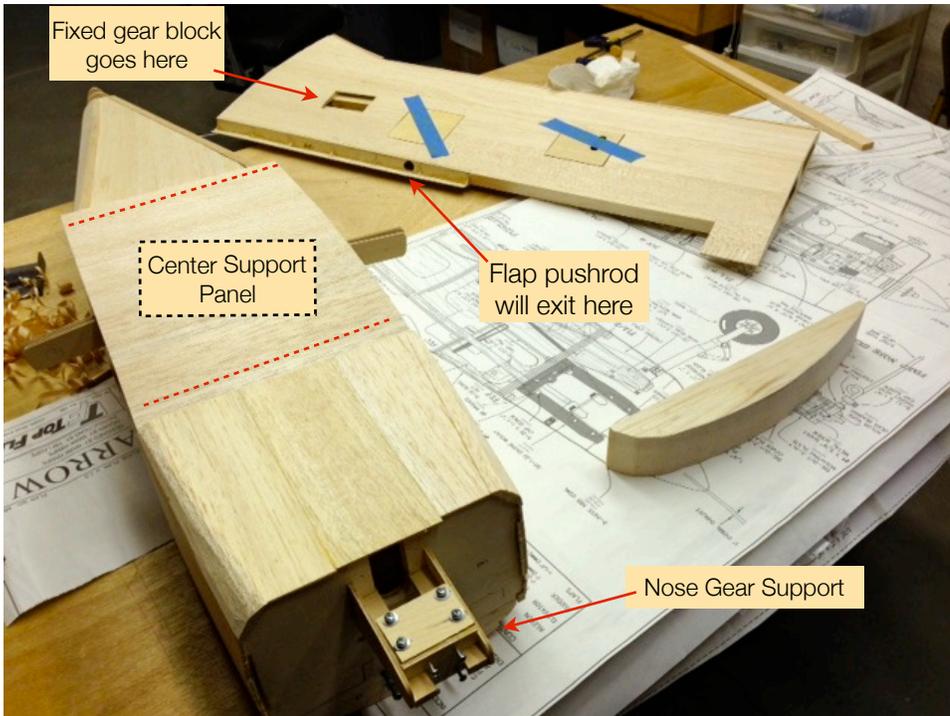
The picture just above -
shows the bottom
tapered rear with beefy
formers that will support
the pivoting stabilator.

Just "Plane" Fun



continued next page

In The Workshop With My Piper Arrow - cont.



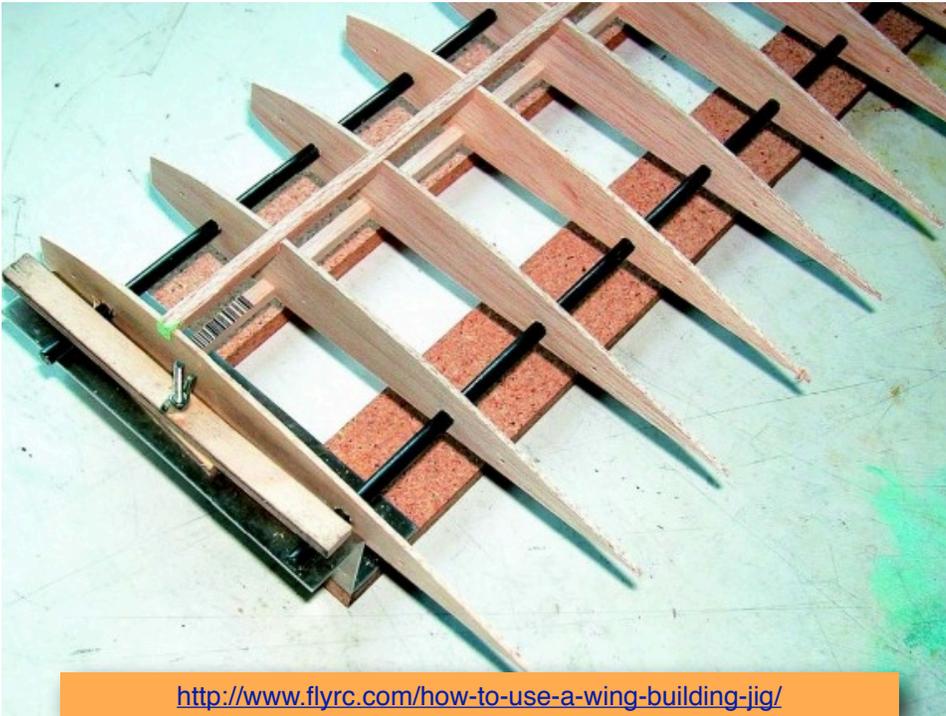
Very Top Picture - Dry fitting the wing center section to the fuselage. Needs some fine tuning yet to fit the saddle properly.

The picture just left - I epoxied the aileron and flap servo blocks to the light ply hatches. The blue masking tape is temporarily holding the hatches in place for now.

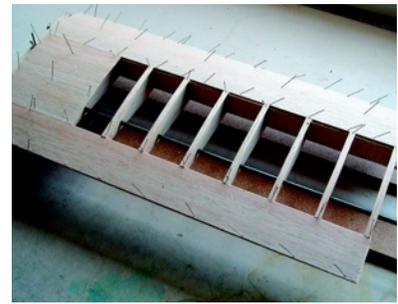
Far Left - Fixed gear test fitted.



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<http://www.flyrc.com/how-to-use-a-wing-building-jig/>



Above Top Picture - Everything stays secure as you CA your pieces in place.

Above Picture - A nice solid wing panel when completed.



Wing Jig Information

Hello again ... continuing on; if you haven't used a wing jig before, check out the above web site to see what you are missing! I have two of them. I use one of them for smaller wing panels and one for larger panels. I used my jig when I built my Skybolts. That plane having two wings made that portion of the build a lot easier. In a nut shell, your wing panels will come out straight and true using this jig. The jig provides you with easy access to the areas where you need to apply glue plus nothing moves while working on the panel. The leading and trailing edges are a snap to attach because with the aid of clamps or pins, everything is held solidly in place as you add CA. The sheeting and cap strips come out perfectly as well. New to building, next month I will present a few inexpensive building tools that create accuracy to your project and are fun to use. BTW, to any RC airplane builders reading this, if you have any building tips that you would like to contribute, just send them my way and I'll get them posted. Walt

<http://www3.towerhobbies.com/cgi-bin/wti0001p?&l=LXK258&P=ML>



Remote Control Hobbies - Smoky Hill

4.9 ★★★★★ (41) · Hobby Store
Remote-controlled toys, parts & gear
15450 E Smoky Hill Rd · (303) 955-8880
Opens at 10:30 AM

Colpar's Hobby Town USA

4.1 ★★★★★ (31) · Hobby Store
Supplies & gear for a range of hobbies
1915 S Havana St · (303) 747-6213
Opens at 9:30 AM

