



Volume 63

Mile HI RC Flying Club

Issue 5



Jim Dunn & Ric - '1990's



COLORADO DAWN PATROL

RC CLUB

Third Annual:

RC BUY/SELL/SWAP MEET

Saturday May 5th 2018 – 8:30AM till 3PM

Douglas County Fairgrounds, Castle Rock CO – Kirk Hall

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projector=1&messagePartId=0.1](https://mail.google.com/mail/u/0/?tab=wm#inbox/1630e7ac7d59335c?projector=1&messagePartId=0.1)

**APRIL VERSION - FRONT RANGE RC FLYING EVENTS CALENDAR FOR
2018**

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projector=1&messagePartId=0.1](https://mail.google.com/mail/u/0/?tab=wm#inbox/163051aca7af3542?projector=1&messagePartId=0.1)

A Few "Vintage" Pictures



RC “FOLLOW THE LEADER” SLOW FLYING

Hello all - Our winter kit building projects are nearing completion and we are looking forward to getting these new planes in the air. We are also looking forward to some “*Follow The Leader Slow Flying*” sessions. I have put a plan / ideas together in the following pages of this doc regarding FTL sessions and I know that with some fun practice get togethers, we will be successful and have a great time with this. If after you review what I have written, possibly you might want to join us. You don't have to have a certain size or type of airplane for this. Let me know.

Walt rcflyer1983@gmail.com

WHAT IS FTL SLOW FLYING.

“*RC Follow The Leader Slow Flying*” is when two or more RC pilots, fly their aircraft, (fixed wing or rotary), with all aircraft safely following behind one another, utilizing a “pre-designated pattern / coarse”, at an RC flying field, with verbal guidance from both a “Lead” and a “Spotter” pilot.

BASIC, INTERMEDIATE AND ADVANCED.

Basic FTL is when one aircraft at a time takes off and then simply flies a basic rectangular pattern, utilizing the runway length and width as a guide or imaginary box. *Important safety note:* the aircraft should never be flown between the furthest edge of the active runway that is in front of you and your fellow pilots flying with you. This distance is to be denoted in a pre-flight pilots meeting, *which is discussed below.*

Intermediate FTL is all of the above but adding a few additional flying patterns such as a figure 8 pattern as well as a procedure turn pattern into the mix. Additional patterns to be decided at the pilots briefing.

Advanced FTL is all of the above but now allowing the option of more than one aircraft to take off at a time from off-set ground positions. With *Advanced FTL*, lite aerobatic flying is added into the mix. By lite aerobatic I mean axial rolls, inverted flight, the split S, the Cuban 8 etc.

THE MECHANICS OF FTL AND HOW DOES IT ALL WORK.

Once at the flying field, the lead pilot will gather the group of participants that will be flying in the *Basic FTL* event. At this gathering the lead pilot will also invite a Spotter pilot, (*please review the information about a Spotter Pilot below*), to join this event. With the participants gathered, the group will decide which pilot will follow the lead pilot and so on. Another decision that will be made at the gathering will be which runway and... *continued next page*

RC “FOLLOW THE LEADER” SLOW FLYING

flying direction will be used for take off, flying and landing direction. *A Spotter pilot note:* the Spotter pilot does not fly in these sessions but will stand with the participants as an advisor. The Spotter Pilot's main job is safety and he or she will roam just behind the FTL pilots, within the pilot stations and advise the group or in some cases an individual pilot, regarding items such as other aircraft in his or her vicinity as well as provide advice to the pilots as to their flying position, speed etc. in the pattern.

THE LEAD PILOT'S RESPONSIBILITIES.

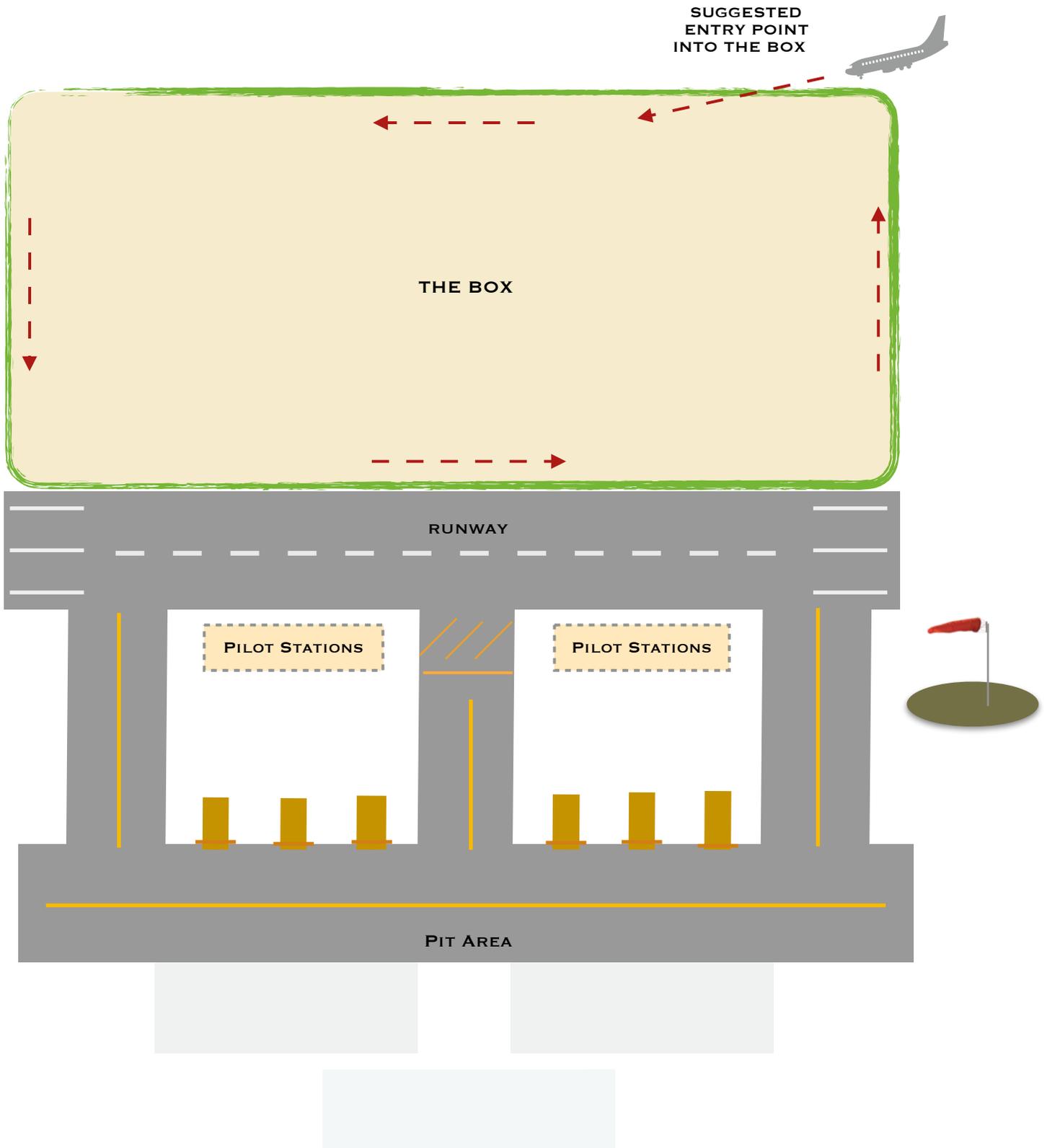
The lead pilot's MJR's: the lead pilot will initiate a pilots meeting to discuss, in detail, the intended pattern / maneuvers that will take place in the planned event. The Lead Pilot will be the first to take off and the first to land. The lead pilot will announce, loudly enough for the participating pilots to hear, that he or she is taking off. Once airborne and flying safely under control, the Spotter pilot will announce that the next pilot is taking off and so on. The word “Box” will always be used as the terminology for the area that the group will fly within / through in the event, (see the attachment drawing for the Box on page 3). During the flight, it is essential that the lead pilot calls out each intended maneuver, utilizing a *Count Down*. Example; lets say all pilots are flying safely in the Box. As the lead pilot approaches the first maneuver he or she will say aloud, for all pilots to hear... “Two consecutive 90 degree left turns in 3, 2, 1, now”... or he or she will say “One each 180 degree left turn in 3, 2, 1, now”. The most important thing is communication between all of the pilots especially the Spotter pilot. During our practice get togethers we will keep our aircraft speed at 30% throttle and our initial practice flights only 4-5 minutes of flying time.

ADDITIONAL SPOTTER PILOT INFORMATION AND MAINTAINING SITUATIONAL AWARENESS.

Knowing where the other pilots are in the pattern helps everyone in the pattern make correct flight adjustments. The Spotter pilot plays a very big part in making this happen successfully. He or she will give advice to any pilot that needs to make a flight correction regarding spacing, speed, altitude etc. If a pilot finds that he or she is out of sync with the group, he or she just needs to call out the words “Fall Out” and immediately leave the pattern. Once he or she is back on track, so to speak, the pilot will let the Spotter pilot know that he or she is ready to re-enter the formation / pattern. The Spotter pilot will advise that pilot when and where they may re-entry. Once back into position, he or she will announce that they are back in the pattern. Looking ahead; once FTL is mastered, it is onto the faster paced, “Formation Flying”. Thats it... see you at the field and be sure and let me know if you have an interest in taking part in this fun.

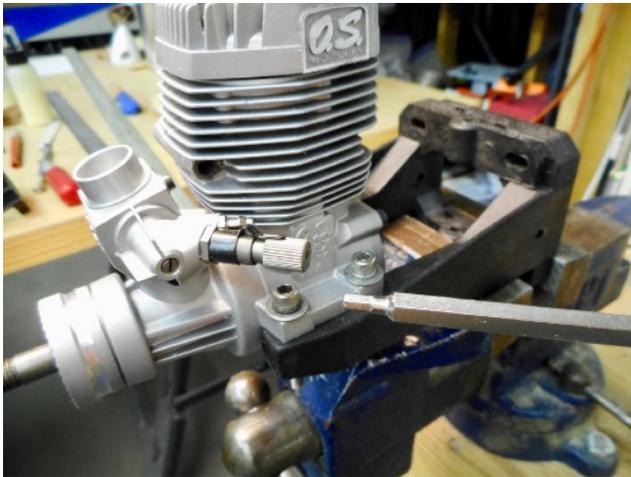
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RC "FOLLOW THE LEADER" SLOW FLYING





One Method of Placing an Engine to a Mount; I do this all the time and it works effortlessly using my table mounted vice. First I secure the engine mount into the vice. I then mark the mount where the engine holes need to be drilled. After drilling the holes into the mount, I tap those holes. Instead tediously tapping the holes by hand, I place the tap into my cordless drill and with the drill speed on *SLOW*. *CAUTION: SLOWLY* or you will probably break the tapping bit in half... ask me how I know. Another *CAUTION*: let the weight of the drill do the tapping. Don't exert any additional pressure. I bought a set of hex wrenches with long shafts. I use my cordless drill with these bits to place the bolts into the mount. Another *CAUTION*: Don't drive the bolts "home" with the drill. Do the last little bit of tightening by hand so that you don't strip and over tighten the bolts... ask me how I know this too. That was a lot of cautions but I have found that this system works just great using them! Walt
rcflyer1983@gmail.com



If you have never drilled and tapped before, I found this demo video for you to check out. A first for me is that they now have a combination drill / tap bit. Looks to be a nice all in one system. The metal bits shown in the video are stronger than my individual tap and bits.

<https://www.youtube.com/watch?v=XR24TQkt2oI>



A Rotorcraft Page



RC Helicopter FPV Flying

<https://vimeo.com/9892956>



Super Giant Bell 47 RC Heli

<https://www.youtube.com/watch?v=QTizg44rfTw>



Giant Rc EC135 - Austrian Air Rescue
"Christopher 12"

<https://www.youtube.com/watch?v=N-PViKySFIs>



VTOL V-22 Osprey RC Model

<https://www.youtube.com/watch?v=Hly5w457cD0&t=9s>



A Few "Big Boy" Airplanes



Beechcraft Twin Beech 18

<https://www.youtube.com/watch?v=0mkJBismL6o>



19 ft. B-17 Flying Fortress - Aluminum Overcast

<https://www.youtube.com/watch?v=9iDHEI2RV00>



GIANT 1/5 SCALE RC DOUGLAS DAKOTA DC3 AIRLINER

<https://www.youtube.com/watch?v=b6gUlsSWg28>



GIANT SCALE RC AIRCRAFT SHOW

<https://www.youtube.com/watch?v=GVrqXnQR0U4>





This Months *Full Scale* Airplane
The *P-51 Mustang*

If You Enjoy Those B&W Vintage Training
Films, Than You Will Like This One

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