

# MILE HI RC CLUB NEWSLETTER

## CALENDAR of CLUB EVENTS

**Saturday—May 21st Club Meeting @ Field**

**June 11th PLUCKROSE MEMORIAL FLY IN**

**August 20th OPEN HOUSE**

**September 10th WARBIRDS OVER the HIGH PLAINS**



## May Birthdays:

**Ric Emerson**

**Todd Yando**

## STANDING COMMITTEES

Mowing: Bernie Olsen

Food: **Open**

Flight Lines & Parking: **Open**

Newsletter Editor: **Open**

Contact our president to get signed up!

Wayne Perry [president@milehirc.com](mailto:president@milehirc.com)



## Items FOR SALE or WANTED

Here you may list items that you want to buy/sell or trade.

Please send your items to [newsletter@milehirc.com](mailto:newsletter@milehirc.com)

Wayne Perry Offering

Hanger 9 Cherokee kit \$180.00

[oldwings74@gmail.com](mailto:oldwings74@gmail.com)



Do you have items you want to sell or are looking for?

## CONTENT for this Newsletter

[newsletter@milehirc.com](mailto:newsletter@milehirc.com)



We need content for this newsletter.

Please consider providing some interesting content that we can include in this newsletter.

⇒ A picture of a new airplane you built or are working on.

⇒ A story and picture about your flight or CRASH!

⇒ Some new thing a-ma-gig you bought for your hobby that you want others to know about or AVOID?

PRESIDENT -WAYNE PERRY [president@milehirc.com](mailto:president@milehirc.com)

We had a great time at the museum—too bad more of our members did not join us. While the weather did not cooperate to see the P38 fly the presentation was professional and quite enlightening.

Looking forward to seeing you at our Saturday May 7th meeting (phone call if weather is not cooperating.)

Fly Safe and we will see you at the field!

VICE PRESIDENT -DAN BLANCO [vp@milehirc.com](mailto:vp@milehirc.com)

Greetings Mile Hi RC Club,

Looks like our flying season has started a little windy, but very enjoyable. [vp@milehirc.com](mailto:vp@milehirc.com)



I had the pleasure of joining a group of club members at the Colorado Springs WWII museum. If you haven't had an opportunity to pay a visit, it is an excellent place to spend a few hours going through the exhibits and see the meticulously rebuilt airplanes.

It is my understanding all the planes are air worthy and have been flown.

Attending were Dan Blanco, Wayne Perry, Bob Bergin, Bernie Olson and Norm Berger.

After the museum visit we were able to enjoy lunch at the Airplane Restaurant and also some excellent homemade ice cream at the Stone House in Palmer Lake on the way home.

All in all a good way to start our flying season. Needless to say I'll be looking forward to other events like this one.

I am grateful for each and every one of our members and all the legacy they bring to our club. I look forward to more memories as we continue to enjoy this sport we hold so close to our hearts. As they say the only constant is change, but memories are forever carved.

LOOKING FORWARD TO MORE FLYING TIMES AT OUR FIELD.



**I have a challenge for all members. In an effort to expose more people to our great hobby, I challenge you to bring at least one person that is NOT currently flying model airplanes to the field with you sometime this year. This could be someone who has never flown R/C or someone that used to fly but doesn't anymore. An introductory (or re-introductory) flight might be all that it takes to gain a new R/C enthusiast and**

## May 2022 Treasurer's Report

We have had a few expenses since the beginning of the year: [treasurer@milehirc.com](mailto:treasurer@milehirc.com)

AMA Annual Club Charter	120.00	2022 Charter
Norman Berger	178.18	Feather Flags - Amazon
Debit Card	25.00	Pluckrose Sanction
Debit Card	25.00	Open House Sanction
Debit Card	25.00	Warbirds Sanction
Norman Berger	9.95	Website ID protect
Dan Blanco	21.59	Coffee - Club Meeting
Wayne Perry	12.16	New Member Tag & Postage

We will pay the annual lease on the Strasburg field at the end of May. The lease runs till end of May 2025.

The Pluckrose Memorial is Saturday June 11<sup>th</sup> and as mentioned in this newsletter we need your support both helping out as well as flying at the event. Please support the club.

**Newsletter Editor:**

Walt Stroessner has served us for a long time by providing a top quality newsletter and we THANK YOU! Walt has decided to retire from these duties so your officers have taken on the task for the time being. Can you help, will you help? Contact [newsletter@milehirc.com](mailto:newsletter@milehirc.com)

**Update Electric Only Field:**

At the tail end of last year we were able to get permission to use a field on private property that was located on Route 13 North of Elizabeth CO.

That property has recently been sold so that field was short lived so to speak!

We flew there once to try it out before the winter weather curtailed our use.

The cost was nothing to the club—so it is no big deal.

We need to clarify since some folks thought we may be going Electric Only and this is NOT TRUE!

The facts are we found a field –it was too small for larger aircraft, was nearby to some other properties, but it would work for electrics and the COST WAS ZERO!

**We are *NOT looking to be ELECTRIC ONLY—WE WOULD LIKE TO HAVE -ALL- MEMBERS ON THE LOOKOUT FOR ALTERNATIVE FIELDS SHOULD OUR PRESENT LOCATION NO LONGER BE AVAILABLE.***

**Saturday June 11th is our PLUCKROSE MEMORIAL Fly In.**

**Needless to say we need help to make this work.**

**We need members to help with the event and we need members to fly at the event.**

**We have a real challenge this year in that we overlap with Warbirds & Classics at Chatfield. It turns out they did not have their sanction in and the date appeared open so we think it will be difficult to get participation.**

**MILE HI RC CLUB presents**

**Our Annual - PLUCKROSE MEMORIAL FLY-IN**

**Honoring our dedicated member who did so much for our club and  
taught so many to fly RC**

**Saturday June 11<sup>th</sup> 2022 – Set Up 8AM, Pilot's Meeting 9AM**

**Bring What You Fly – Fly What You Bring**

**Landing Fee: \$20 includes pilot lunch.**



**Our field is located on Quincy 18 miles SE of Quincy Exit E470**

Website: <http://www.milehirc.com>

CD: Norman Berger [acedrummond@gmail.com](mailto:acedrummond@gmail.com)

**Following is a proposal to get more activity within the club and focus on working together to grow the club.**

**We will have a sign up on the website so you can let us know if you are interested in participating.**

**The Devil Dog events will be held depending upon wether conditions - both on weekdays and weekend days. We will try for one day a week announced in advance.**



## **MileHi RC Club – DEVIL DOGS Flying Group**

The Devil Dogs Flying Group is being organized to promote the club with a central aim of increasing participation and membership.

This event is open to MHRC members and the public (proof of AMA required to fly at our field.)

During this flying season starting May 2022 we will pick a day to meet at the field to fly our model aircraft and the club will provide a lite lunch for all participants.

Based upon the weather forecast for the upcoming week on Sunday evening we will pick a day for this activity (hopefully – clear skies and no precipitation.) The chosen day will be either during the week or the upcoming weekend depending upon the forecast we review. An email will be sent to all club members announcing the date for the upcoming week.

We plan to arrive at the field around 10:30AM and lunch will be available at noon.

We only ask that members let us know if you plan to attend at least the day before the event so we can insure enough food on hand.

The club is funding \$200 up front to get the ball rolling and participants will be asked to contribute to a kitty to keep the fund rolling forward.

In the event that the weather is not shaping up as anticipated we will send an email out the night before advising of a change of plans or cancellation.

So you ask what will we do after we gather?

1. Get in some flying.
2. Have lunch.
3. Attend to field maintenance.
4. Discuss ways to improve the club, the level of activity and ways to increase membership.

The following two articles were contributed by Bernie Olsen.

1. Printing of Aluminum Data Plates
2. Carving of Static Display Prop



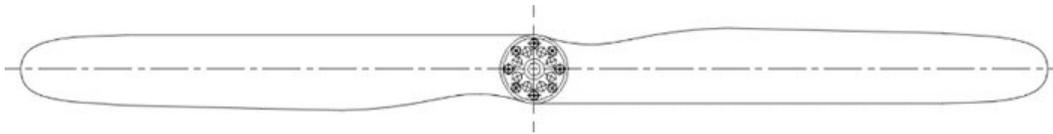
## Carving a Static Display Prop

*Fortunately, props are readily available for flying, but unfortunately, if you'd like one that looks like the original on a scale model you may have to carve it yourself. It's actually pretty easy to knock one out for static display. The Albatros C.III had a prop with an unusually-shaped leading edge and appears to be solid mahogany in photos from the era.*



*The C.III used a prop with a pronounced 'kick' in the leading edge*

The first step to making a custom prop is to draw up what it should look like. Engines of the First World War turned slowly by today's standards so the props of the day were long and had thick hubs to accommodate relatively high pitch. This Albatros had a prop that was about 10 feet in diameter which scales to 21 inches for the model that's under construction. *By comparison a modern plane with the same power would turn a prop faster with about a 6-foot diameter.*



*Draw-up the prop for your scale model based on photos of the original*

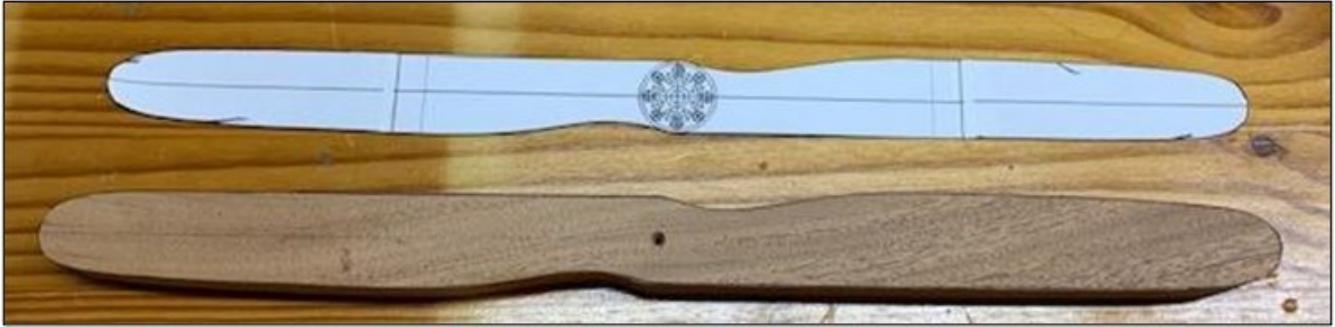
Next, make a 'blank' of the appropriate size and material for the prop. In this case, four plies of 1/4 -inch mahogany were epoxied together. Black 'Mixol' dye was added to the epoxy to highlight the interface between the laminations. The wood and dye were picked up at [Woodcraft of Denver](#) located just off Arapahoe near Centennial Airport. If you haven't visited this store yet it's worth a trip to the candy store. It's loaded with woodworking tools and materials. Wish we had a local store for RC model aircraft that's as well-equipped as this one.



*Prop blank laminated from four plies of 1/4-inch mahogany*

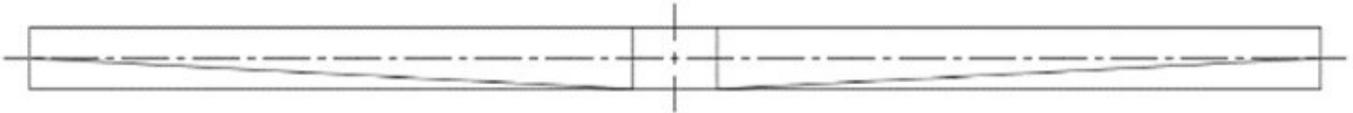
Cut out the prop's profile from the block and sand it to shape. A bandsaw and belt sander are excellent resources for this step. It helps to have your shop vac hooked up to the belt sander since a lot of dust will be created in the next steps. Drill

an undersized hole for the prop shaft. Mark the hub diameter with a sharpie on the forward and aft faces to avoid sanding into the hub.



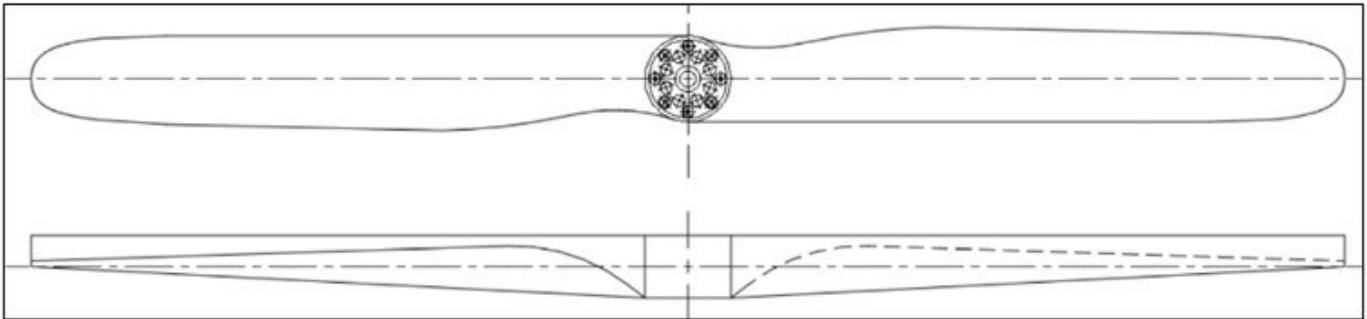
*Cut out and sand the prop's profile from the blank*

Now establish the aft faces of the blades which twist from root to tip to set the pitch of the prop. Draw a line to represent the trailing edge starting at the aft face of the root and running straight to the mid-thickness of the tip. Cut off the wedge behind the line and sand up to the line to set the location of the trailing edge.



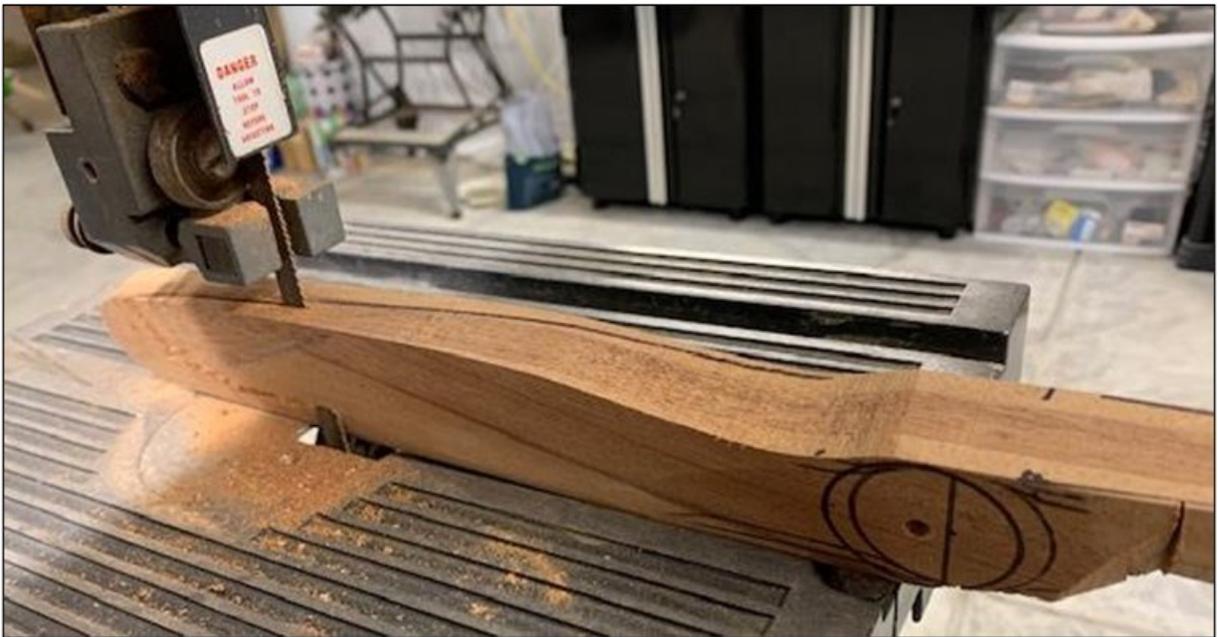
*Draw trailing edge line and cut off the wedge behind it*

Next comes the trickiest part of this project: Draw a line representing the aft face of the prop where it intersects the leading edge. At the tip that line will fall forward of the trailing edge line by 5-10° to create the pitch at the end of the prop. Run that line inboard to the forward face of the hub while creating a generous radius to transition it into the hub. Be careful that the pitch is in the desired direction. It'd be a bummer to go through all this and discover you carved the prop backward!



*Draw the aft face where it intersects the prop's leading edge – include a generous transition at the root*

Shape the aft face between the lines drawn on the leading and trailing edges and sand it smooth. Once again, a band saw makes quick work of this step being careful not to cut too deep or you'll get to purchase more wood and start the project over.



*Cautious use of a band saw helps speed up shaping the prop*

Sand the back faces of the prop to establish the prop's twist and pitch. 80 grit paper at this stage shapes things quickly. The rest is downhill.



*Shape the aft blade faces first to establish the twist and pitch of the prop*

Now sand the forward faces to blend with the aft but this time include a convex airfoil shape. Once you're happy with the overall shape, finish sand the prop with finer grit paper and apply three coats of varnish, lightly sanding between coats. Stain the prop before varnishing if desired.



*Finished prop and crush plate sure turned out pretty*

The prop could be flown if extra effort were employed to assure both blades are shaped consistently and balanced. Of course, that would risk breaking a hand-made gem. It's frustrating enough to damage a store-bought prop but breaking one of these would make me very sad. Also, mixing different types of wood in the stack; such as mahogany, beech or walnut; would make the laminations stand out for a really beautiful prop depending on the final product desired.

## Printing Aluminum Data Plates

Some planes from the first world war, were powered by exposed engines. Building a model of these birds includes duplicating these engines since they dominate the lines of the plane. An Albatros C.III project currently underway in the shop has an early Mercedes engine sticking half out of the nose so creating a dummy engine is an important part of the build. Ya just can't miss that thing!



*Bet it was fun to look around the Mercedes while flying this Albatross C.III*

Several of these engines are still in museum and collectors' hands and photos of them are available on line. One of the engines clearly document its original data plates which would be nice to include on the dummy engine for the Albatros project. Mercedes Engines ([wwi-models.org](http://wwi-models.org))



*Mercedes D.III at a museum in Krakow - Note data plates on both sides of the aluminum crankcase*

One of those 3 am 'eureka' moments had me wondering if Flite-Metal could be run through a printer to create data plates. Recall Flite-Metal was discussed last month in an article that reviewed covering a Mustang with the material. Turns out we can successfully print on this material so here's the process that was employed for the Albatros:

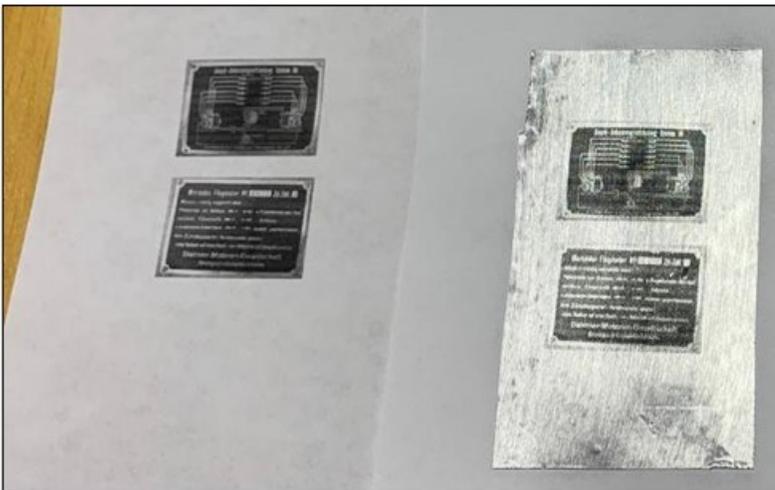
The approach is to create a graphics file of the plates – I used PowerPoint. Stick some Flite-Metal to a piece of paper then run it through a printer. Pretty simple.



*Mercedes D.III aluminum engine data plates on an original engine*

Screen-grabs of the plates were pasted into a PowerPoint slide. They were then reduced down to the size needed for the dummy engine (in this case 1/6 scale). The slide was test-printed but before-hand the paper was marked to show its orientation in the printer prior to the next step.

A piece of Flite-Metal was cut slightly oversize, abraded with 320 grit sandpaper, then wiped clean with alcohol. The film backing was removed from the Flite-Metal and it was stuck down to a piece of printer paper in the location identified on the test print. That was then oriented in the printer's paper tray and another copy was printed; this time on the Flite-Metal. The plates were cut out with a sharp X-Acto knife and stuck to the engine with double-sided 3M Scotch tape. Voila – very authentic!



*Plates were test-printed on paper and then on Flite-Metal. The crankcase is now placarded with aluminum plates.*