



**AMA Charter 695
AMA Gold Leader Club**

VOLUME 60

MILE HI R/C FLYING CLUB

ISSUE 2

Pages - 2 & 3 Piper Arrow Progress

Pages - 4 & 5 Beechcraft Baron

Pages - 6, 7, 8 & 9 Present & past member pics

Page - 10 Radian Pro Glider Information

Page - 11 "How To" Lateral Balancing

Page - 12 Full Scale Piper J-2

Page - 13 Sid Gates Plus a Lost & Found Tool

Page - 14 Modeling Expo & Jefco Auction Info

Page - 15 Flying Tip & Observation & a web site

Page - 16 Next Month & Digital AMA Information

Next Club Meeting - TBA

Next Board Meeting
February 11th At 6 PM

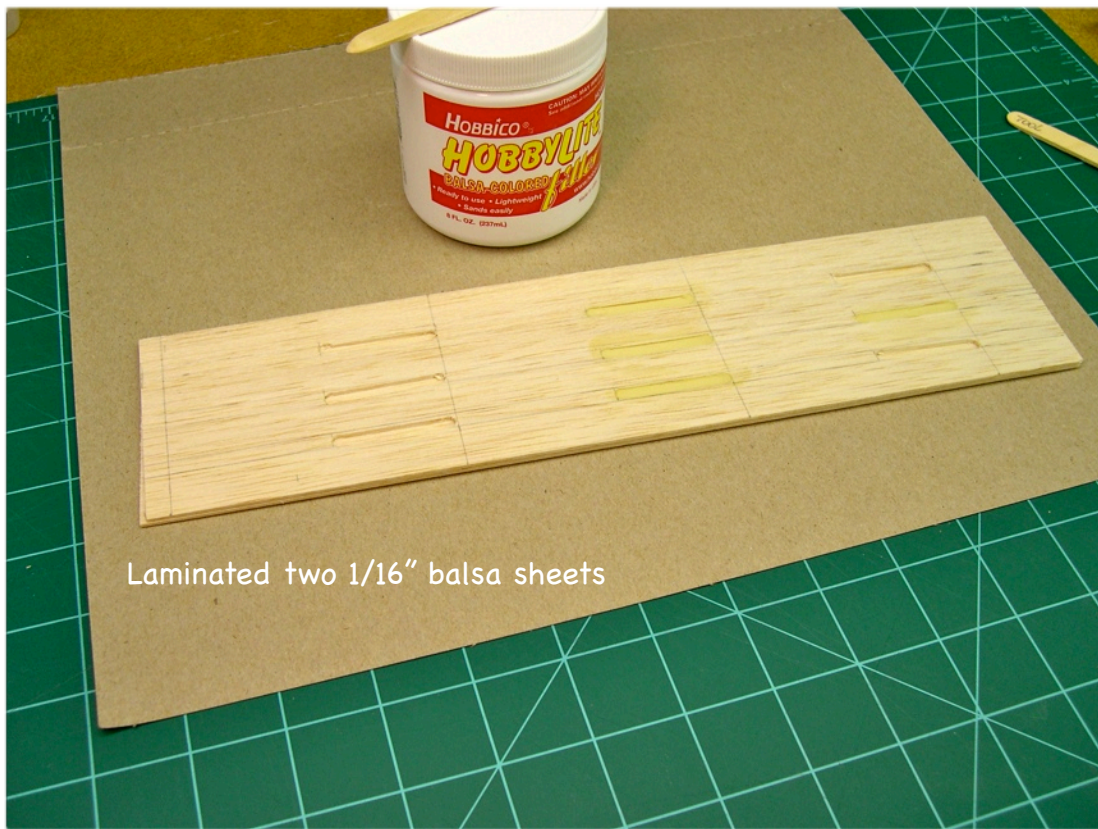
All Club members are invited to the
board meeting

At the Village Inn - Iliff and Chambers

Wednesday = Free Slice of Pie

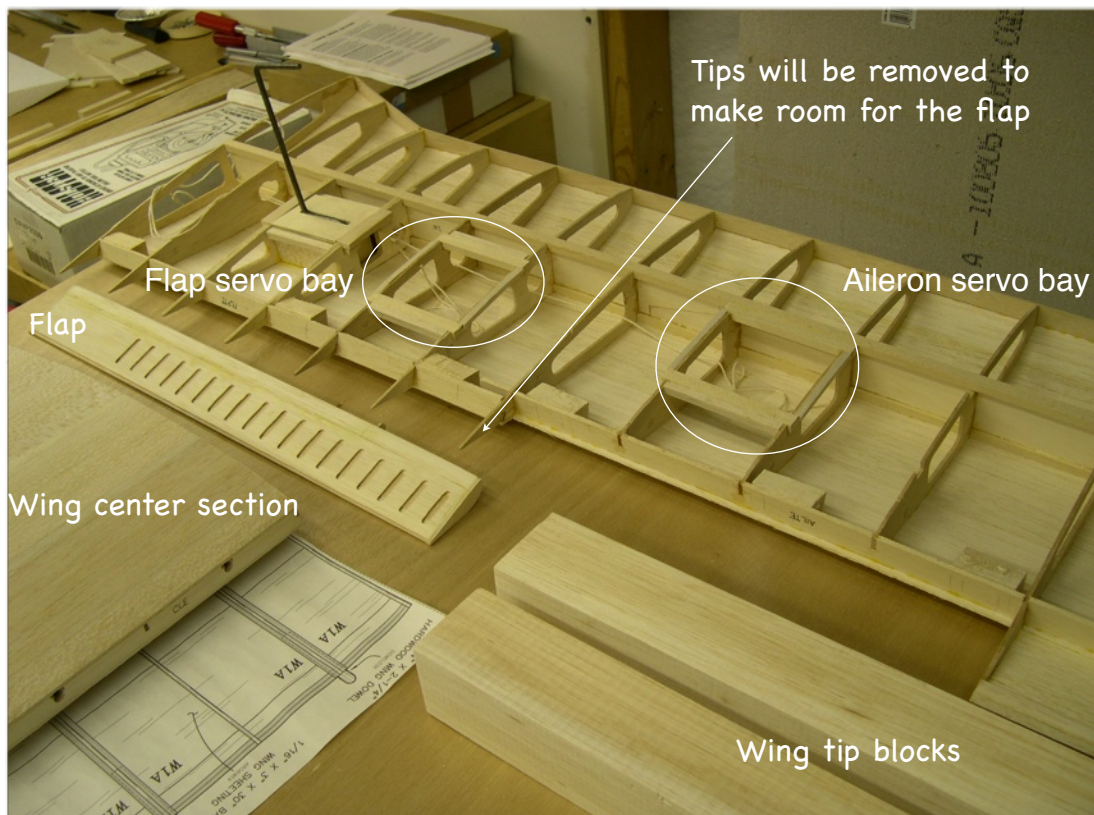
Rocky Mountain Air Fair back in 1996 at the Wings Over the Rockies Museum

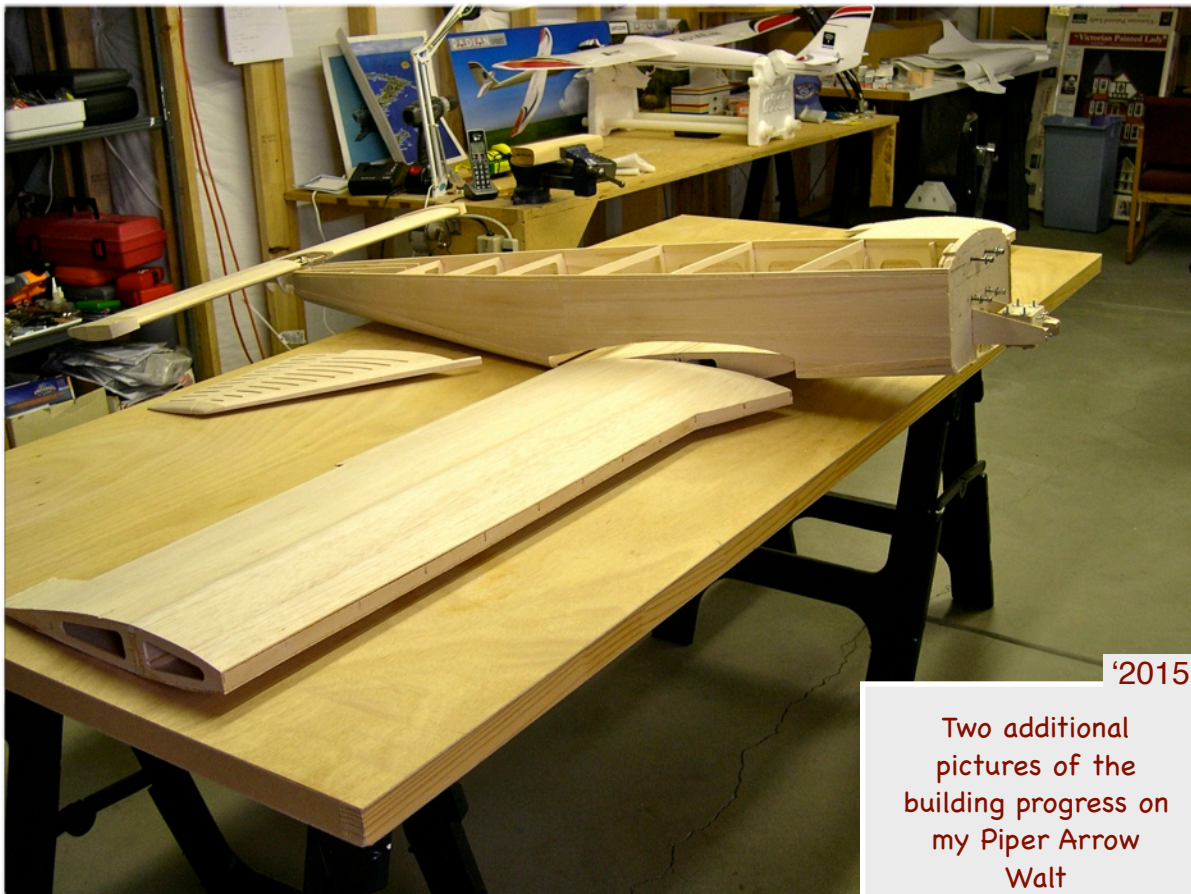




Laminated two 1/16" balsa sheets

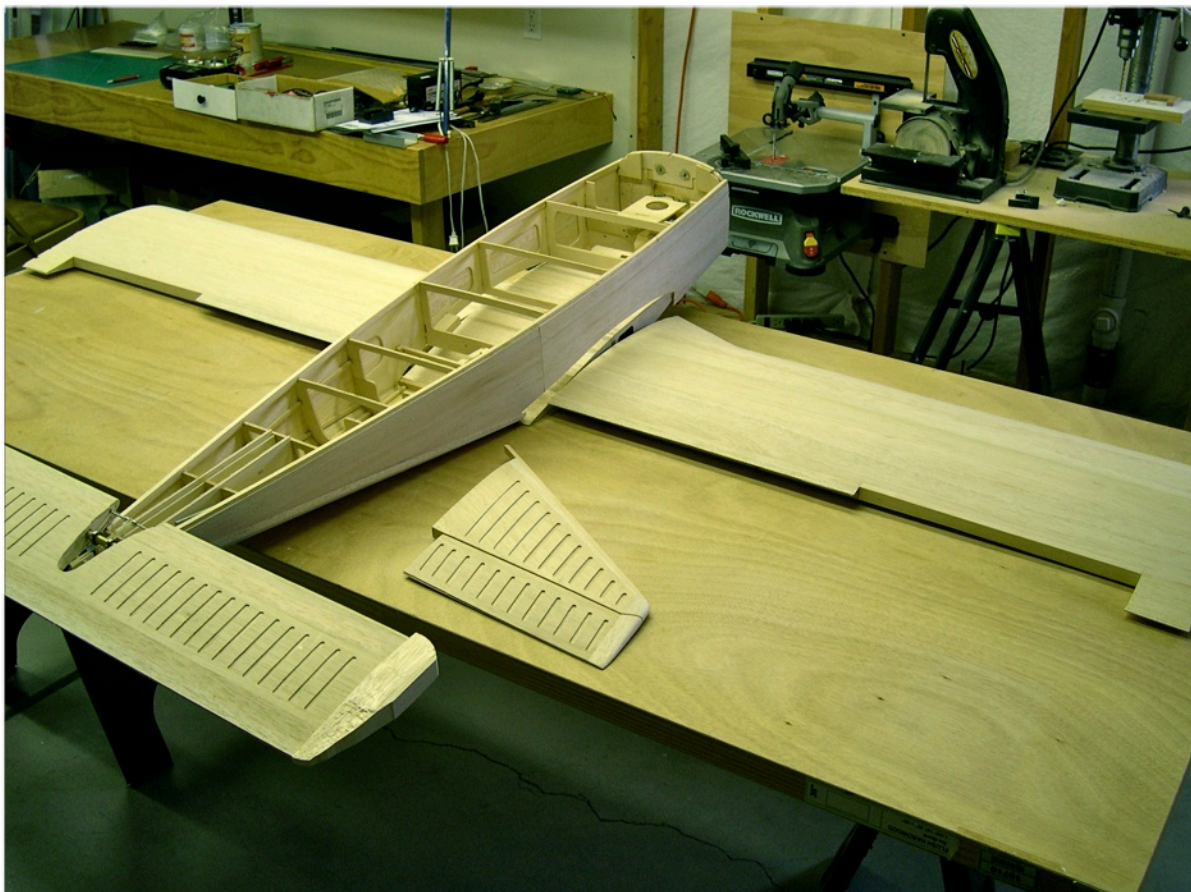
Above - I made a small balsa mock up with the corrugations that mimic the skin on my Piper Arrow project. I filled a few corrugations with Hobbylite filler. I'll sand and then apply primer next. Once that is done I'll try my hand at fiberglassing this mock up. My whole goal regarding all this is to see if the corrugations look better with or without being filled.





'2015

Two additional
pictures of the
building progress on
my Piper Arrow
Walt



Just "Plane" Fun

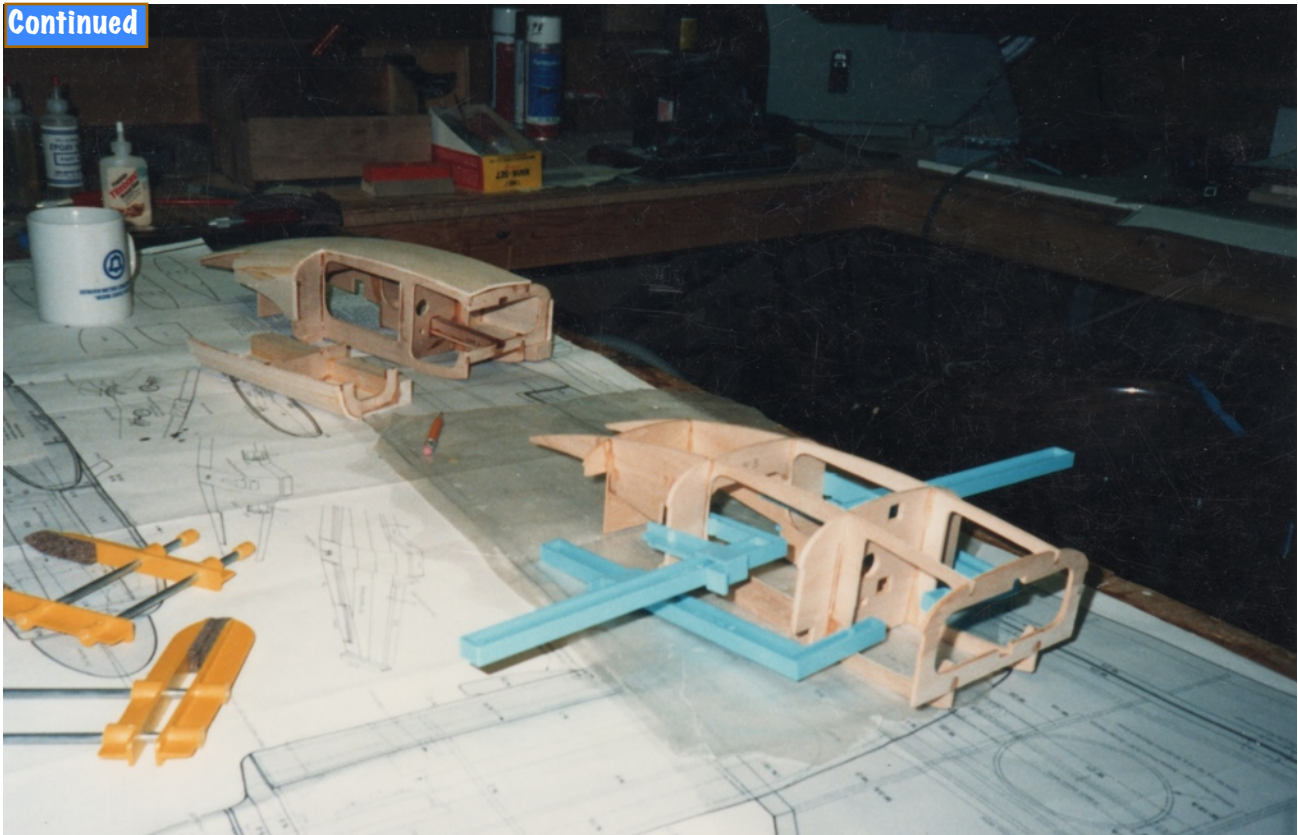


My 1st twin engine build and it was a fun project! This 70" WS Beechcraft Baron was almost complete in this 1995 picture. I built this plane from a "Royal" kit which means "lots and lots of wood". We used to say that when you buy a Royal kit, you should buy a chain saw as well, you are going to need it.



Here is the completed Beechcraft at the Rocky Mountain Air Fair in 1996. All Monokote including the UAL logo. I used a UAL newspaper article that had the logo and then for accuracy I simply cut it out over a piece of Monokote. The plane is powered with two 40's. It also has working flaps and pneumatic Rohm retracts.

Continued



Building the nacelles on this Beechcraft Baron was an enjoyable part of this project. Besides holding the engines they each held an 8oz fuel tank. For easy access, the right side of each nacelle was removable. Holy Moly, check out those old friction clamps. I still have them and still use them. Walt



Before the museum was remodeled and before the event was called the Modeling Expo



Mark Burr's B-29

Olen's Pitts

Walt's Beechcraft Baron

Olen, his son Bud, sitting, Justin is standing next to Olen and Mark Burr is leaning into the trailer. Loading up after the 1996 Air Fair. Lots of member participation.

Bud Trenary



A really nice pull-out in the bed of Bud's truck

I took this picture of Bill and Chuck, (Wayne is in the background) at Everitt Field in Parker. The "Colorado Dawn Patrol RC Club" was invited to use this full scale airfield as the club's home field. We were extremely fortunate in that we had permission from the owner, Pete Vinton, to use the newly built pilot's lounge and outdoor observation deck for our club and social meetings. The only MUST for us was that we had to have a spotter stand with us to watch for full scale airplane activity while we flew. Sadly, Pete passed away just a few years ago and needless to say, we thought the world of Pete as did so many others.



Wayne Perry
President of
the Colorado
Dawn Patrol

'2008

Bill Robinson and Chuck Brant

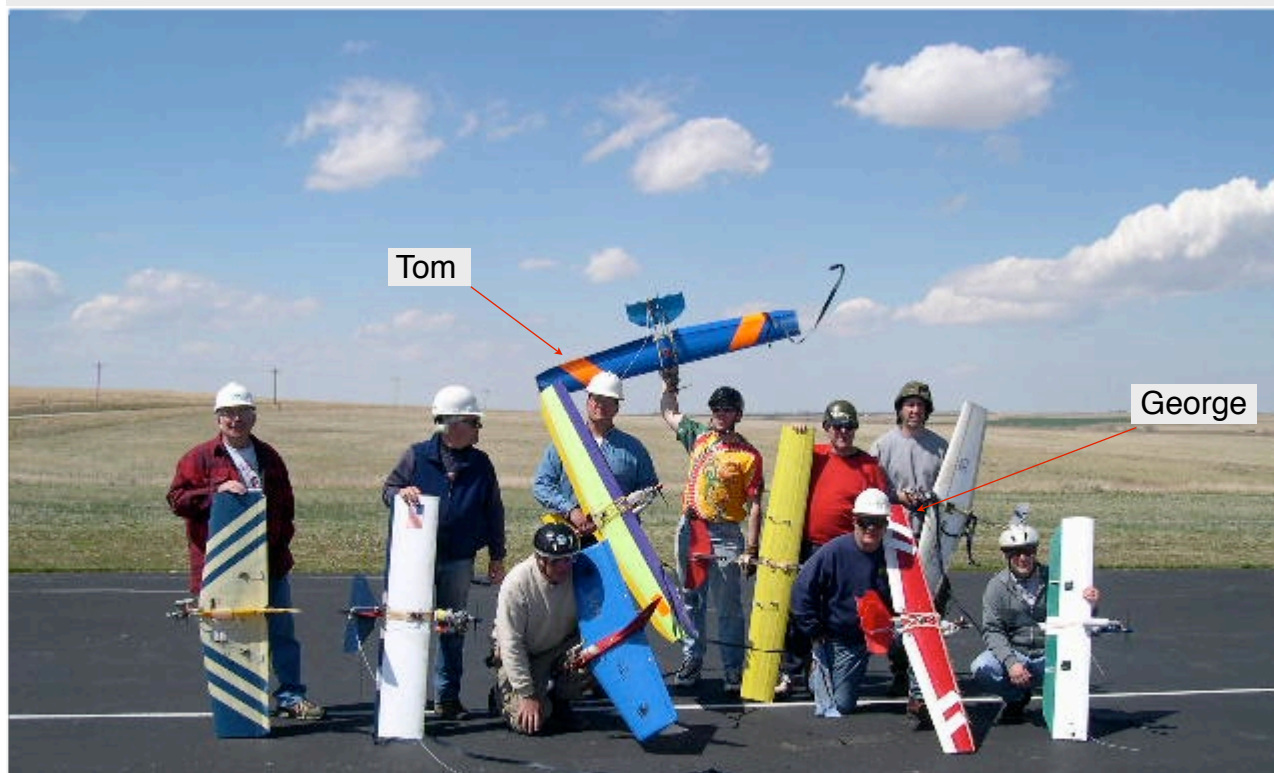


L-R - Bob Wilson, Past Club President Randy Mills & Keith Bennett - '1987

Randy was a "wild and crazy" guy. He liked to wear one red sneaker and one green sneaker. He modified one of his airplanes so that it had landing gear on both the top and bottom of the wing with a little wheel on the top of the vertical stab. He could land the plane inverted with no problem. Keith was a Navy pilot, F-4's. Bob was always a fun guy to be around.



Gerry Barchard in the 1980's with his Fokker DR. 1. Gerry was an outstanding RC builder and woodworker. He laminated and shaped all of his larger props and each one was a work of art.



Mile HI "Madness" in the 1990's. The only guys that I can recall in this picture is past Mile HI Club club president George Kerr, front row, right & Tom Neff past president of Airpark Elite & current District IX AVP, back row middle. This combat / streamer cutting group would meet at various flying fields around town each month. To keep their planes light, these guys built them from Coroplast. With these highly maneuverable airplanes zooming around the sky, full throttle, all at the same time, is where the word "Madness" (and hard hats) came into play! A competitive group of guys for sure.

<http://www.spadtothebone.org/plans.html>



Jim Dunn - '2009

Walt, Ric and Dave - '2010



<https://www.youtube.com/watch?v=QWHFDgpet4w>

<http://www.rc-airplane-world.com/parkzone-radian-pro.html>



The only negative I found with this plane is that the battery placement had to "foam block" a full 1/2" forward to get the correct CG - Walt



Reflex - trailing edge raised



Camber - trailing edge lowered



Crow brakes - flaps down, ailerons up

Hello all, after flying Ric Emerson's Pro Radian motor glider, I decided that I needed one too, but of course! From what I have read, the big difference with the Radian Pro over its cousin the Radian is the number of channels and the **wing-based features**; with a 5+ channel transmitter that has mixing functions so that you can adjust the airfoil of the wing in terms of **reflex** and **camber**, and **crow braking** ... see more below.

By giving both flaps and ailerons a slightly upward (negative) angle you are creating a reflexed airfoil, this increases the speed of the glider through the air but marginally reduces lift - good for, say, faster slope soaring. By giving flaps and ailerons a downward (positive) angle you are increasing the camber and this will result in slightly more lift, but also a bit more drag - good for thermal-ing. With both reflex and camber changes, the trailing edge only needs to move a very slight amount to make a noticeable difference - 5mm up and down is plenty.

Crow braking is the term given to a function whereby the flaps go downwards to increase drag and both ailerons go upwards to act as spoilers and reduce lift; crow brakes, also known as 'butterfly', are very effective for getting fast r/c gliders back on the ground quickly!

You can read more about [rc glider wing setups here](#), but the images (©Horizon Hobby Inc.) show the different positions. Probably the biggest thing to do is to program your radio to get the wing control surfaces functioning correctly. The ease of this is going to depend on which radio you have. I have a DX6I and setting the glider up was a breeze.

The Radian Pro is a nice flying r/c motor glider.

Walt

YOU MIGHT CONSIDER THE FOLLOWING -

ESPECIALLY IF YOU ARE NEW TO R/C

WORTH THE 20 MINUTES TO BALANCE Laterally

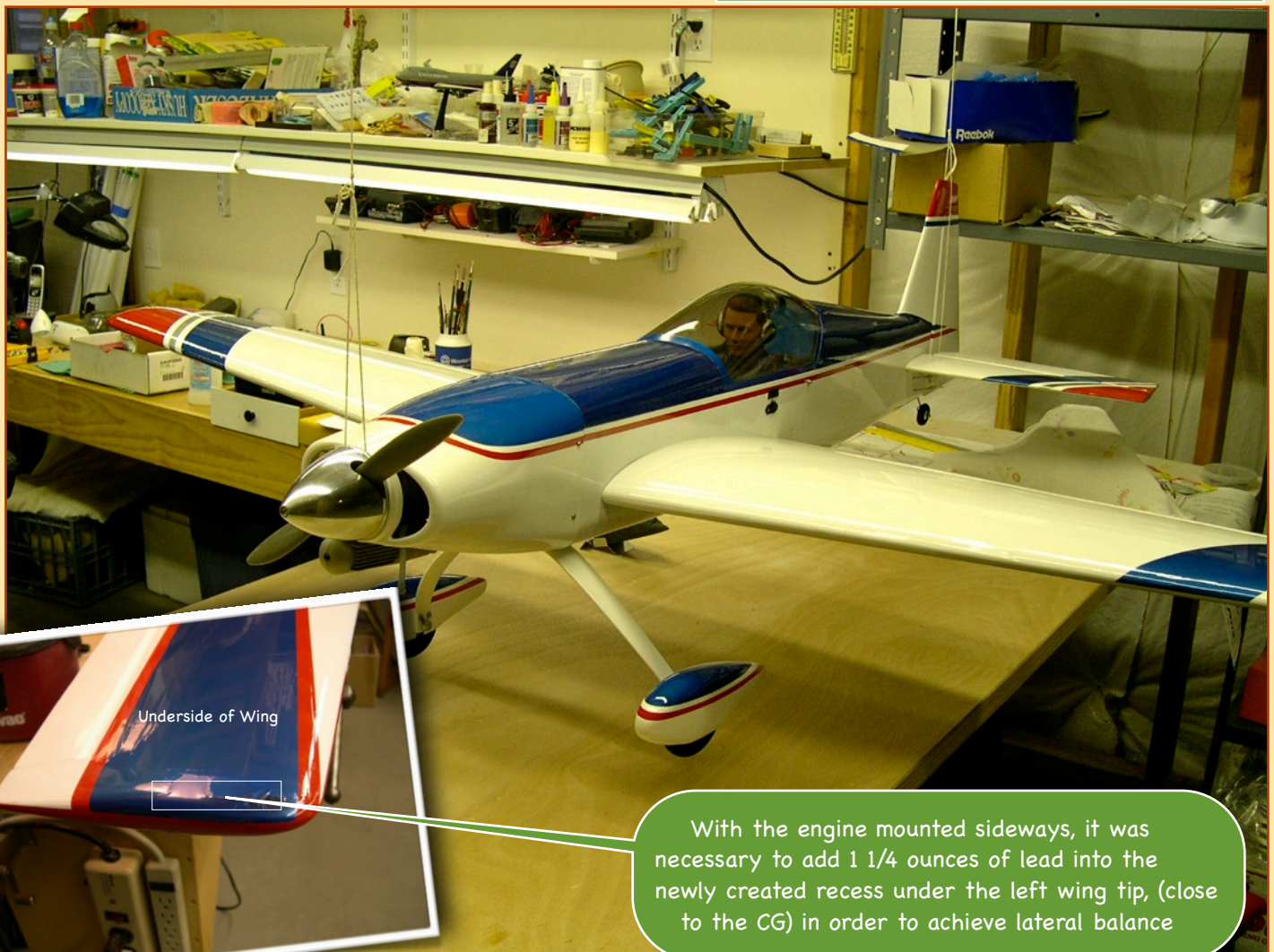
FOR BETTER TRACKING THROUGHOUT YOUR FLIGHT STARTING WITH THE MAIDEN FLIGHT

- 1- before balancing laterally, balance the plane fore and aft so it falls into the proper CG per construction manual
- 2- make sure all components such as the cowl, spinner, radio, motor, wheel pants etc. are all attached to the plane
- 3- support the plane at motor shaft and tail so that the wheels are just off the work table surface, as shown
- 4- add temporary weights to top of the lighter wing tip (close to the CG) until wing is balanced
- 5- add a piece of painter's tape on the lighter wing tip and then place the plane in a cradle to access the bottom of the wing tip. The tape is there just to keep tip orientation straight.
- 6- remove just enough balsa, (close to CG) from the bottom of the lighter wing tip & add weight into that recess
- 7- turn the plane back over and suspend it one last time to check for good lateral balance
- 8- all is good - iron on a replacement covering patch over the newly weighted area
- 9- re-check the plane's fore and aft CG - get it in the air and enjoy!
- 10- adjust all of the above to your particular plane

A How To Article

Walt

<http://www.towerhobbies.com/products/greatplanes/gpma1019.html>



I think you will enjoy the youtube video below. It takes you on a relaxing short flight in one of only two flying full scale "single bladed" J-2 Cubs. The other two web sites provide information about the unique propeller that is pictured.

This is interesting and totally bizarre, so I did a little research. The idea is that a single blade would be more efficient than multiple blades because the single blade is always traveling through undisturbed air. The propeller is counterweighted and mounted eccentrically, (with the center offset) on the hub to keep it balanced. It also has fore-aft pivot so the prop pitch self-adjusts, to the most efficient angle - you can move the tip of the blade forward and backward several inches with your hand, you will see this demonstrated at the end of the youtube video below.



Apparently this design worked because in 1939 the Everel prop was tested on a Taylorcraft in a race and won by quite a bit. However, shortly after the introduction of the prop, "powerful 50HP" engines were developed which rendered the efficiency gains of the single blade debatable. Considering that the balance of the prop was very fickle in changing weather conditions, the already mechanical complex prop just wasn't worth the effort, so the design never caught on. It's a nifty bit of engineering and a cool piece of history. Check out the web sites below for some additional information.

Walt

<http://www.youtube.com/watch?v=fqiBb98o1D8>

<http://goldenageofaviation.org/taylorcraft.htm>

<http://www.supercub.org/forum/showthread.php?45392-Everel-single-blade-prop>



HALL OF FAME

Sid Gates, Aeromodeling Pioneer

Recipient, 2014 Academy of Model Aeronautics Hall of Fame Award

Congratulations Sid



LOST AND FOUND

Found: One Sears Craftsman 3mm T-handle driver. Whoever helped Chris with an engine issue on his Edge last year - thank you. We have your t-handle. Works great!

Ray and Chris Phillips

coloradoblueskies@gmail.com

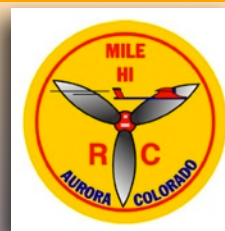




2015 MODELING EXPO

FEBRUARY 21ST 10 AM - 4 PM

Contact Bob Bergin - bobbergin2@comcast.net



Let Bob know if you plan to bring an aircraft to display at the Expo
No setting up or taking down of chairs and display tables this year

AT THE WINGS OVER THE ROCKIES AIR AND SPACE MUSEUM

JEFCO AEROMOD'LERS RC CLUB

2015 Annual Auction



Welcome to the JEFCO AEROMOD'LERS RC CLUB

Auction PreRegistration System.

2015 Auction Dates

NEW THIS YEAR: This is the weekend AFTER the Super Bowl & the Auction is SATURDAY ONLY! Jeffco Fairgrounds, Golden Colorado

Item Checkin: Friday February 6th - Auction: Saturday ONLY February 7th

You may Pre-Register whether you are buying, selling or want to do both.

Pre-Registered SELLERS

- May post items here on the website and will have the ability to make changes and maintain their items for sale including pictures (if available) until **Thursday February 5th 2015. Noon.** After the noon cut-off you may add/delete or make changes to items onsite at the event.
- The system will generate all the paperwork for Pre-Registered sellers. **A paperwork package will be prepared and waiting for you prior to the start of the event.**
- You will not have to wait to register** and you will be able to simply pick up your package and go straight to the item prep/check in area.

Pre-Registered BUYERS will be able to view all the items posted by Pre-Registered sellers.

- ONLY Pre-Registered buyers will be able to view PICTURES posted by the seller, BUY IT NOW prices and seller MINIMUM prices for items where available.**
- Pre-Registered buyers will be able to **bypass the registration line** and just pick up their already prepared bidder paddle at the event.

GUESTS (Non Pre-Registered) can view the items listed by the sellers; however, **Pictures and prices will not be displayed unless you are Pre-Registered!**

If you are going to attend the auction it is best to Pre-Register on-line now!

No sales will take place on this site! All sales will be at the event only!

[Need to Register](#) [Already Registered Login Now](#) [Non-Registered Guests View Catalog](#) [F.A.Q.](#)

ver 2.0.2 2014.01.01

<http://www.boeing.com/boeing/history/boeing/b17.page>

Alex's B-17 '1986

What is the similarity between
air traffic controllers and pilots?
If a pilot screws up, the pilot dies;
but if ATC screws up ... the pilot dies

<http://aeromobil.com/%C2%A0>



Dawn Patrol Rendezvous



<http://www.modelaviation.com/dawnpatrolrendezvous2014>

COMING IN THE MARCH TAILSPINNERS

Information and videos about the very sporty "Gremlin" and "Mini Gremlin" R/C airplanes, updates on a few member projects, a few "How To" R/C work shop ideas, an interesting and informative guide to "Basic" R/C airplane building, a look back at one of our clubs past events that was dubbed "Cross Country R/C Flying". (The article is about when we flew our R/C planes from Van-Aire Airport

<http://www.airnav.com/airport/co12> which is located in Brighton CO to MAS, Miniature Aero Sportsters RC Flying Field also in Brighton

<http://www.miniatureaerosportsters.org/>), an article and some video on flying in the "wind". Lastly, a few pictures from the flying field. Have a great month!

Smile, Spring is Headed Our Way ...

oh, and so is the wind!

Walt - MHRCC Newsletter Editor
waltstroessner@msn.com

