

TAILSPINNERS

Volume 50 Issue 5

February 2005

Editor: Adam Bryant



MARCH MEETING

PLEASE NOTE!! The March meeting will be held at the Ridge View Academy on Tuesday March 1, 2005 at 7:00pm.

Program for this meeting is a presentation by the Ridge View Academy US FIRST Robotics team.

If the gate is closed, press the button and when prompted state your name and state that you are with Mile Hi RC and are coming in for the club meeting. When you get to the main building, you will have to sign in, turn in your car keys, and get a visitors badge. They will then direct you to the meeting room. Come a little early to get through the security routine.

RIDGE VIEW ACADEMY IS A NO SMOKING FACILITY. SMOKING IS NOT ALLOWED ANYWHERE ON THE PROPERTY.

FLIGHT LOG FOR THE FEBRUARY MILE HI RC MEETING

BOARD MEETING MINUTES - Jan. 25, 2005

1. Quorum? Yes, attending were John Corliss, George Kerr, Bob Bergin, Jerry Warrington, Adam Bryant, John Neumeier, Rocco Mariani.
2. Approve minutes. Minutes from Jan. board meeting read and approved.
3. Treasurers report – Checking account balance \$x. New member dues and Polar Fly income and expenses had not been added in yet.
 - a. Investment report
4. Membership report -
 - a. New member emails – Jerry will send an email to the board whenever we get a new member that has the application details.
 - b. Jerry will also send welcome letter to new members.
5. Field acquisition report
 - a. Ridge View Academy. George and John will arrange a time to go out to Ridge View and scout possible sites for a field.
 - b. Chuck Brant is willing to go to Ridge View and give a class on aerodynamics, physics, and/or building. John moved that the club spend \$200 for an airplane kit (and whatever else we can get for this price) for the purpose of taking to Ridge View to teach them building. Motion carried.
 - c. Discussed donating enough AMA magazine subscriptions to send one magazine to each dorm. Motion made and carried to do so.
 - d. Other ideas that were discussed for funding a new field were a fund drive within the club and raising the club dues \$25 per year.
 - e. John suggested that we put together a form to determine occupations and interests or other hobbies of members so that we have a directory of skills we could utilize when needed. George suggested taking it a step further and sending this form along with a SASE to all members that do not attend the meeting.
 - f. John suggested a Saturday show-and-tell of airplanes at Ridge View. John will check on availability.
 - g. George received a donation from an individual including a building board, field box, 3 transmitters, and receivers. The person that donated this equipment asked that it be used for a youth program of some kind. George will donate the equipment to Ridge View at the March meeting.
6. Kinko's charge account needs updating.

- a. Has this been done? Not yet. Need to remove former members from valid list. Walt Stroessner needs a card as he does publications. We should be able to do this through their website. Adam volunteered to do this and Jerry will get him any needed information to do so.
- 7. Club re-charter
 - a. Sent in? No.
 - b. Leader club award – Sent in by George.
 - c. Intro Pilots – Sent in by Jerry.
- 8. Investment policy.
 - a. We need a policy to deal with the excess balance in our checking account. Discussed options for presenting this to the general membership. We discussed a tiered investment strategy that allows access to the funds, but still increases in value with minimal risk. A tiered strategy would invest a portion in short term T-Bills or bonds (90 day maturity), a portion in a medium range bonds (6-12 months), and a portion in longer term bonds (1-5 years). This strategy would maximize liquidity and minimize exposure to losses due to interest rate fluctuations.
 - b. Jerry will present this investment policy at the April meeting.
- 9. Student Memberships
 - a. It has been requested that we have some form of membership for adult students under the age of 25. Current by-laws require adult membership dues starting at 19. It was suggested that students between the ages of 19 and 25 be offered an open membership for half price (current open membership is \$75) and no field improvement fees. A valid, current student ID card would be required. After the age of 25 or when your current student status lapses the field improvement fee would be assessed. Students joining during the fiscal year would not receive a pro-rated rate. Motion made and accepted.
- 10. FW2005 Events
 - a. Sanction applications
 - i. All sanctions have been submitted
 - ii. Need CD and event chair for Pluckrose, Dawn Patrol, and Aeroworks.
- 11. Training program – Meet with instructors in Feb.?
 - a. Set date. John suggested the end of March.
 - b. Discuss standardization of training, new, and more instructors.
 - c. Instructor certification. George read off the Flight Proficiency Demonstration for Introductory Pilots guidelines.
- 12. Field Maintenance
 - a. Dumpster has been ordered. Please don't bring your garbage from home!
 - b. ATV snow plow. Concerns: the blade for the ATV is specific to the ATV. Deferred to next month.
- 13. 2005 AMA Flying Site Development Grant.
 - a. Grants, if approved, can be used for up to 10% of development cost for a field.
- 14. Meeting gift certificate raffles? We have all we need.
- 15. Program this month
 - a. Lynn Boss and the Control Line Club.
- 16. Donations of electric planes for the soldiers in Iraq. The Radio Control Combat Association is raising funds to send 10 complete, ready to fly, airplanes to Army units in Iraq.
- 17. Future board meetings
 - a. Feb. 22 – Rocco Mariani
 - b. Mar. 29 – John Neumeier
 - c. Apr. 26 – Bob Bergin
- 18. March club meeting, March 1st at Ridge View. Possible program will be the Ridge View US FIRST robotics team.

GENERAL MEETING MINUTES - Feb. 1, 2005

- 1. Call to order
- 2. Introduce officers and board
- 3. 17 members present – quorum met.
- 4. Minutes from last meeting approved.
- 5. Committee reports.
 - a. Treasurer's report.
 - i. Checkbook balance \$x.
 - b. Membership report
 - i. Prepared call list for those without email.
 - ii. 127 voting members
 - iii. 151 total members.
 - c. Contest report

- i. Polar Fly – 29 registered pilots, 28 actually flew. Profit \$x.
 - ii. Sanctions for 5 meets this year sent to AMA.
- d. Field maintenance – no report.
- e. Field safety report
 - i. Need a field safety committee chair.
 - ii. Marvin Sanders reminded members that the power lines on the south side of Quincy have been moved closer to the field.
- f. All Season Flyer patch – Need to let Adam Bryant know of your participation.
- 6. Unfinished business.
 - a. Bulletin boards at the field need to be updated.
- 7. New business
 - a. Proposed new sub-category of open membership for students aged 19-25 years old with proof of being a full-time student. Dues will be half regular adult membership. Motion made and accepted.
- 8. Announcements
 - a. Osama Bombers combat planes for soldiers in Iraq.
 - b. Heino Bohlman needs help completing a scratch-built JU-52
 - i. Contact Randy Thompson at
 - 1. email: nordhorn2@aol.com
 - 2. phone: 303-841-8394
 - c. Tom Christlieb and Pete-n-Poke??
 - d. If anyone is interested in seeing Sid Gates's operation, you may call and make an appointment. He suggests no more than 3 at a time. 303-757-4082.
 - e. Jefco Auction is February 4, 5, and 6 at the Jefferson County Fairgrounds Auditorium Building, 15200 West 6th Avenue, Golden, CO.
 - f. Next board meeting Feb. 22nd at Rocco Mariani.
 - g. Next club meeting Mar. 1st at Ridge View Academy.
- 9. Program
 - a. Lynn Boss and Rocky Mountain Control Line Club members.
- 10. Drawings
 - a. Air Scharnell – Randall Eaker
 - b. Action Hobby – Fred Faery
 - c. Blue Yonder – Lee Parsons
 - d. Colpar Hobbies – Bob Adams
 - e. Interstate Batteries – Roy Olsen
 - f. Fuel – George Kerr
- 11. Meeting adjourned at 8:30pm.

=== END OF MINUTES FOR THE FEBRUARY MEETING ===

PREZ SEZ!

March 2005

George Kerr

President 2003/2005

"What kind of club would this club be if everyone in it, were just like me"(Al Duffy)

What can I do that would help make the club a better one?

Spring is coming! Spring is coming! Spring is coming! February is almost over, so spring has to right around the corner. I don't know about you, but I am getting spring fever already and am anxious for it to get here.

With spring come clean up and spruce up. I am sure there are a number of things at the field that need to be cleaned up, fixed up, and spruced up. We will be asking all of you to help with this when the time comes. We need help from all the members to keep the field in tip top condition.

I have heard that some members think that just because they paid they \$75 one time Field improvement fee, that they don't need to do anything else, it is "All Paid for". Nothing can be further from the truth. We all need to pitch in and help keep the field clean, repaired and looking good just as we all do with our own houses. We all own a piece of the field and need to help in its maintenance.

Many members have been busy working on new airplanes over the winter. What have you been working on? Is it ready to maiden? Typically in March a lot of new airplanes are given their maiden voyage. If you have a new plane that is completed or nearly complete, why not bring it to the meeting and show it off?

Just reminder the March 1st and April 5th regular club meetings will be held at Ridge View Academy.

That is enough rambling for this month. I look forward to a great flying season and hope to see you all out at the field. Lets everyone be safe out there!

George

TIPS AND TRICKS

Your Fuel Tank

- by Clay Ramskill

Goodness knows, we have enough trouble keeping our "simple" little engines running properly - these seem to be a gazillion detail items that can cause them to run badly or not at all. Now we introduce another whole set of potential problem areas that affect the engines operation - the fuel tank and its setup.

Obviously the engine must have fuel to run - but how EASY it is for the engine to draw fuel from the tank can have lots of effect on just how WELL the engine runs in various flight conditions. Essentially, the engine creates a vacuum in the carburetor throat while running; normal air pressure in the tank (or muffler pressure if you use it) then forces the fuel into the carb through the needle valves that you have diligently set.

The problems that can arise from your tank setup can be grouped into several distinct areas:

Tank height: The farther "up" we must draw the fuel to get into the carb against the force of gravity, the less likely it will arrive in sufficient quantity. And as we maneuver the plane applying "G" forces, the forces required become even greater. So we can't have the tank too low in the plane with respect to the engines carburetor. Most experts seem to agree that the centerline of the tank should be, optimally, about 3/8 - 1/2" below the centerline of the carb barrel. The tank should be mounted in the plane as near that goal as possible - but in some designs that can't be done! If you can't raise the tank, then lower the carb; since the carb is usually about an inch above the centerline of the engine, just side mounting the engine will lower the carb by an inch!

Head Pressure: The actual pressure of the fuel going to the carb is determined by the air pressure in the tank PLUS the pressure exerted at the tank pickup point by the depth of the fuel in the tank. This extra pressure exerted by the fuel (the "head") makes it easier for the engine to draw fuel when the tank is full, harder when the tank is empty. The result - your engine will lean out some as the tank level gets lower. There isn't much we can do about this, although pressurizing the tank with muffler pressure eases the effect somewhat. Also a smaller tank (less difference in height between full and empty) helps.

Distance of fuel tank from the engine carb: The farther back in the plane that your tank is located from the carb center, the farther "up" the fuel must travel when the plane is going uphill! This is why we point the plane's nose up when setting the main needle; its the worst case situation. The farther the tank is back from the engine, the worse the situation. Remedies? A smaller (shorter!) tank is better. The tank should be located as near the firewall as possible. And the engine should be back as close to the firewall as practical.

Fuel Lines: Should be as straight as possible, and as short as possible. The longer the line, the more "drag" the fuel has as it is pushed to the carb. And any bends in the line constrict the flow some.

Fuel Tank Mounting: The tank should be isolated from the airframe as much as possible by mounting it in foam rubber. Too little foam or any direct contact with the airframe can transmit vibration to the tank, causing the fuel to foam up - then the carb is being supplied with air as well as fuel! Too much foam or too soft foam can cause the tank to shift during maneuvers, causing the fuel supply line to bend sharply or even kink.

Taking some extra care and planning while installing the fuel tank can save you a lot of grief - as well as a lot of dead stick landings!

CRASH ETIQUETTE

While bent over your model tweaking with the needle valve, too often you hear "I ain't got it..." followed by a low frequency thump. Usually, several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state of the art electronic equipment and powered by an exquisitely machined engine is no more. The pilot, who is frequently the builder/owner, has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot's glo plug battery. Similarly, you probably shouldn't ask if he's finished with the clip.

Any equipment related reasons for the crash you hear are by definition reasonable. Pilot error is too rare and sensitive to suggest, so don't say, "That's odd, I haven't had any problems on that frequency today," until at least an hour after the crash. Offer to help go look. Don't say, "It sounded like it hit something solid." Note that most lost models are found and returned. Don't ask if he had his name and phone number in the model or wonder out loud if the model hit a house or car.

If it looks like more than enough people have "volunteered" to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn't pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for everything worth salvaging.

Whatever you do, don't hold a postmortem on the spot. The pilot probably doesn't want to discuss:

battery condition

poor construction

pilot error

used rubber bands

fuel tank capacity

light blue covering

model selection vs. pilot skill

As best you can, avoid specifics, sound supportive, and look appropriately grave. You'll want the same consideration some day.

[from LIRCS Newsletter, Long Island, NY.]

CLASSIFIED

Mile Hi R/C Official Wear - Winter Jackets

Prices are as follows: S-XL \$60.00; 2XL \$61.50; 3XL \$63.00; 4X\$64.50; 5XL \$66.00 Prices do not include tax.

Winter jackets have your first name and AMA number on the front and the club logo on the back. The jackets appear to run on the small size so we recommend ordering one size larger than you normally wear.

Do you have other embroidery needs, Contact Phil, He can take care of all of your customized embroidery needs.

Contact Phillip Kenney
(303)369-7044
pkenney17@sprintmail.com

Mile Hi R/C Official Wear

- ✚ Hats: Summer Edition (Mesh on top for venting) Blue, Club Logo up front \$12.00 Winter Edition (full twill) Blue with Club Logo up front \$12.00
- ✚ 3" Patches \$5.00
- ✚ All Items sold at Club Meeting!!

Editor's note

My email address for any submissions is adamdb@juno.com. If you have a new plane picture, a building tip, an item to sell, or anything else that might be of interest to your fellow club members, please let me know! Also, if you have sold any of the items or want to update any of the items currently shown in the classifieds, please let me know so I can make the appropriate changes.

These local businesses support our club through donations and discounts on material for the club. Please show your appreciation of by giving them your business.

	<p>Action R/C Aircraft 1477 Carr St. Lakewood, CO 80215 (303) 233-6275</p>
	<p>Air Scharnell 17908-A Cottonwood Dr. Parker, CO 80134 (303) 617-9777</p>
	<p>Blue Yonder Hobbies 2350 S. Chambers Aurora, CO 80014 (303) 337-6887</p>
	<p>Collins Hardware 18800 E. Hampden Ave. Aurora, CO 80013 (303) 680-6765</p>
	<p>Colpar Hobbies 804 S. Havana Aurora, CO 80012 (303) 341-0414</p>
	<p>Interstate Batteries 1402 Parker Rd Ste. A102 Aurora, CO 80231 (303) 748-7070 ABC7120@ibsa.com</p>
	<p>Rocky Mountain R/C Hobbies 5435 Boatworks Drive Littleton, CO 80123 (303) 804-0470</p>