

TAILSPINNERS

Volume 50 Issue 6

March 2005

Editor: Adam Bryant



MARCH MEETING

PLEASE NOTE!! The April meeting will be held at the Ridge View Academy on Tuesday April 5, 2005 at 7:00pm.

If the gate is closed, drive to the right of the small building and press the button on the speaker box 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 MARCH MILE HI RC MEETING

BOARD MEETING MINUTES - Feb. 22, 2005

Attendance – Bob Bergin, George Kerr, Rocco Mariana, Randall Eaker, John Neumeier, Adam Bryant

- 1) Approve Minutes - approved
- 2) Treasurers Report
 - a) Investment Report
- 3) Membership report – 156 members total.
- 4) Field Acquisition Report
 - a) Ridge View Academy
 - i) Adam - Robot Project Report. Today was ship day for the robot. Students from several backgrounds/vocations at Rite Of Passage have been involved in the project.
 - ii) Board approved \$200, but I failed to put it on the agenda for the club to vote on.
 - (1) We can do \$100 now and bring it before the club at this meeting and then do the rest.
 - iii) Building Kit – Great Planes PT 40. Bob Bergin donated another kit for use. John Neumeier donated a kit also. We will use the radios donated to George previously.
 - iv) AMA Subscriptions. Approved by the board last month. We need to now order.
 - (1) John, you were going to find out what address(s) we use to make sure they get to the right places. George and John will check this tomorrow on their site visit to Ridge View.
- 5) Field Lease? George will call about getting this renewed.
- 6) Kinko's Charge Account needs updating.
 - a) Has this been done? Not yet. Need cards for Adam Bryant (newsletter) and Walt Stroessner (publications).
- 7) Intro Pilot Program – add new instructors? Who? How Many?
 - a) Has it been sent in? Yes.
- 8) Club Re-charter
 - a) Received? Not yet. Should be in the mail.
 - b) Sent In?
- 9) Investment Policy Jerry are you ready to present this to the club? Not ready yet.
- 10) Violet Marquez Walk for Breast Cancer. Do we want to do something as a club? No, this will be left up to the individual to decide whether they want to participate.
- 11) FW2005 Events
 - a) Received a post card for all 5 events with a sanction # on them. They are on the AMA contest calendar. Should be in the magazine next month.
 - b) Need CDs and event Chairmen for Pluckrose, Dawn Patrol, and Aeroworks.

- c) Ridge View Day at Mile Hi? When could we do this? The suggestion was the middle of May. May 15, 22, or 29 were the suggested dates.
- 12) Training Program - Meet with instructors in March
 - a) March 15 is the tentative date.
 - b) Discuss standardization of training, new and more instructors, Instructor certification
 - c) Chris Branam volunteered to be an instructor.
 - d) John suggested giving students a log book that they could record their flights so new instructors would know where they are at.
- 13) Field Maintenance
 - a) Dumpster delivered. We need a sign asking people to not bring their personal trash and to not throw away their wrecked airplanes.
 - b) Need new wind sock at end of E-W runway. Marvin has a new one and will get it up in the next two weeks.
- 14) Year end Banquet
 - a) Need someone to take this on and organize etc. Dave Teich has volunteered to work on this again. He needs some additional help.
- 15) Meeting Gift Certificate Raffles? Bob will make sure we have them before the meeting.
- 16) Program this month
 - a) Robot Program at Ridgeview????
- 17) Future Board Meeting
 - a) March 29th
 - b) April 26th Bob Bergin
 - c) May 31st John Neumeier
- 18) March Club meeting March 1st at Ridge View Academy
- 19) April Club meeting April 5th at Ridge View Academy
- 20) John reported on an AMA initiative with the EPA to use recovered superfund sites as sites for model airplane fields.
- 21) John will fill out and send in the request for a field improvement grant. It has to be submitted by March 1.
- 22) George and John will go to Ridge View tomorrow to scout possible sites.

GENERAL MEETING MINUTES - Mar. 1, 2005

1. Call to Order – 7:00pm
2. Welcome and introductions
 - a. Introduce officers and board members.
3. Do we have a quorum? Yes
4. Read and approve last months minutes. Approved
5. Treasurers report. Approved
 - a. US Bank \$xxx
 - b. 2 new adult and 2 new senior memberships.
 - c. \$xxx income from the Polar Fly.
 - d. \$xxx balance on investments.
6. Committee Reports
 - a. Membership report. Roughly 140 voting members
 - b. Contest Committee report
 - i. All 5 sanctions have been received
 - ii. **We need a contest committee chair person. Any volunteers?**
 - c. Field maintenance report – none.
 - i. Dumpster has been delivered. It is not for your personal trash. It is not for the disposal of crashed airplanes. Please take them home with you.
 - d. Flying safety Committee report – Chuck Brant volunteered to head this up.
 - e. Field acquisition report.
 - i. George and John scouted possible sites at Ridge View with the Principal of Ridge View, John Fry. A favorable site was identified. Mr. Fry will bring up this possibility with the State of Colorado during their next meeting.
 - ii. There was extensive discussion about the possibility of partnering with Ridge View and constructing a field there.
 - iii. Donations to Ridge View
 1. Builders kits approve donation to Ridge View. The board approved \$200. Motion approved.
 - f. All season patches. Club secretary will submit
 - g. Any other reports for the club.
7. Unfinished business

- a. Still need CDs and Event Chairman for Pluckrose, Dawn Patrol, and Aeroworks. Al Robinett will CD the Aeroworks event
- b. Student dues update. Proof of student status is required. Students will receive membership for \$37.50 and no field improvement fee.
8. New business
 - a. Applied for AMA 2005 Flying Site Development/Improvement Grant in the amount of \$xxx of which we will receive \$xxx from the AMA if approved.
 - b. Year End/New Year Banquet committee Dave Teich and Jim Redmond will head this up.
 - c. Presentations of airplane kits, building equipment, and RC equipment were made to Ridge View.
9. Announcements
 - a. Mile Hi RC has achieved Gold AMA Leader Club Status with the AMA.
 - b. Ridge View Academy Day at Mile Hi May 22.
 - c. Violet Marquez Avon Walk for Breast Cancer.
 - d. Next board meeting March 23 at John Neumeier. *** Different date than normal, so take note.
 - e. Next club meeting April 5th at Ridge View Academy.
 - f. We have hats available for \$10 and patches for \$3.
10. Program
 - a. Ridge View Academy US First Robotics Team
11. Drawings
 - a. Air Scharnell – Chuck Brant
 - b. Action Hobby – Roy Davidson
 - c. Blue Yonder – Adam Bryant
 - d. Colpar – Ken Schader
 - e. Rocky Mountain RC – Frank Scharnell
 - f. Fuel –
12. Adjournment 8:43pm.

=== END OF MINUTES FOR THE MARCH MEETING ===

MILE HI RC INSTRUCTORS MEETING MINUTES

March 15, 2005

Club instructors as of today:

*Ric Emerson
 *Denny Edwardson
 *Marvin Sanders
 *Frank Scharnell III
 Jim Holt
 Jim McGee
 Chris Branam
 Rich Dix
 Mike Wilson

*Intro pilot instructors

Discussion topics

- May 22 is Ridge View day at Mile Hi.
- Need a date for Colorado Civil Air Patrol to come to Mile Hi. Saturday April 30.
- Where are we with flight training?
- How are we doing?
- What can we do better?
- **Items discussed.**
 - o The feeling is that there is too much time between flights for students, due to the limited number of instructors available on any given day.
 - o AMA regulations require the student to have an AMA membership after 3 introductory flights.
 - o AMA has an introductory membership available.
 - o The feeling is that students do better when they retain the same instructor, but there was discussion about what the student will do if their normal instructor isn't there.

- o We discussed having a magnetic board at the field that the instructor could put his name on to show that he is at the field and available. Might need a photo of the instructor so a new student knows who to go to.
- o Another idea is to have the students sign up when they arrive at the field. That way we could assign them to an available instructor. A white board or similar could be used.
- o New intro pilot instructors? Rich Dix expressed an interest in doing this. Rich also volunteered to be a helicopter instructor.
- o The question was raised about whether or not Ridge View students would need AMA memberships to learn to fly.
- Standardization. Is it needed and if so how do we accomplish it?
 - o If we want standardization the instructors will need to be taught those standards. The suggestion was to have Ric, as the primary flight instructor, teach the other instructors his methods and use them.
 - o Ric volunteered to come up with an outline of items to follow while teaching a student.
- Flight instructor proficiency certification, is it needed?
 - o There was discussion of some of the skills an instructor would need before being able to instruct including the use of a joystick extension, buddy-box, or whatever your desired teaching method.
 - o John brought up the liability issue if something should happen and the instructor is not "certified" by the club.
 - o George brought up that the AMA has a standard for certifications of Intro Pilot Instructors and read off the standards. Should we use this as our standard for flight instructors? The general consensus was yes, but leave it up to the individual person to certify that they can meet the standards.
- Pilot proficiency certification, is it needed?
 - o Should there be some minimum set of skills a student should need to demonstrate in order to be allowed to fly solo?
 - o Making a solo flight and being able to fly on your own (unsupervised) are **not** the same thing.
 - o Tabled for now.
- Student log book?
- Instruction evening?
 - o Would require at least one instructor to be there.
 - o Might require a schedule showing who would be available.
 - o Do we do it every week?
 - o The current flight instructors will poll their students as to whether they would utilize this.
 - o This will be brought up at a future club meeting.
- Advanced training after basic flight training.
- How do we get more qualified primary flight instructors? Summer is coming up, the busiest time for flight training. The club has around 150 members, and only 10 flight instructors! Jim McGee volunteered to teach potential instructors how to instruct.

INSTRUCTOR BOARD NOW AVAILABLE

The flight instructors board is up on the East side of the radio impound. All of the club's instructors names along with sign up positions under each instructor name. There is also a spot for the instructor to indicate whether he is "on duty". If there are a number of students signed up under one name feel free to sign up for one who has more time to spend teaching.

RUMOR CONTROL

Regardless of what any of you may have heard, Air Scharnell is very open! As a matter of fact we are looking to a future of expansion, I think you all will love what we are planning on doing with the store in the next year. Meanwhile until we can get a larger store, we are having the following specials: March has terrible winds, we all know that already, but you can still fly in March, come on it and get your Airplane kite! We are offering 20% off of all marked prices on Kites. (Kite Sale ends March 31) Beginning April 1 (and this is no April fools) we are going to start a drawing for an Airplane. With every \$30 purchase or more you will get an entry into the drawing. We will have other prizes too, we just haven't totally decided what the other prizes will be, we will have all the prizes posted by April 1. The Drawing will be drawn for the 4th of July, probably will draw after the store closes on July 2nd and winners will be called on July 5th to come pick up their prizes.

Hope to see you all soon!

Store hours are Monday through Thursday 10-6, Friday 10-7 and Saturday 10-5.

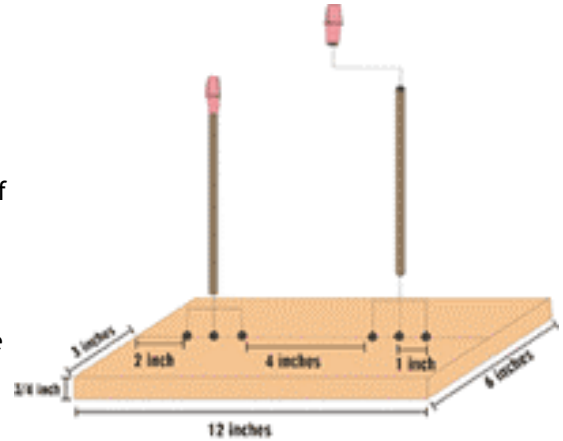
Air Scharnell

BUILD A BALANCE STAND

From the Odessa Propbusters RC Club's newsletter, Odessa TX
by Joseph M. Nunes
Keith Conrad, editor

If you're tired of balancing your latest aeronautical creation on your fingertips, while at the same time trying to add weight or shifting your radio system around to get the correct location for the center of gravity (CG), then this simple half-hour project could be just what you need. Once you finish it, you'll be wondering why you didn't think of it yourself.

Use of this simple aid to correctly locate the CG will produce a more stable, flyable model. I designed and built mine in one hour for \$1.00. With convenient workshop tools, "around-the-house" materials, and a piece of scrap pine lumber, you too can have a balancer that will serve for a long time.



AIRPLANE SETUP

from the Aero RC Club of Flint's newsletter, Flint MI

Five musts of basic model aircraft set up John Hice, editor

There are five aspects of aircraft design that are crucial to desired flight performance—call them the Fab Five. There are others, but these five are fundamental, easy to check, and should be understood by every pilot. They are:

- 1) Balance: fore and aft
- 2) Balance: wing tip to wing tip
- 3) Wing incidence
- 4) Engine thrust line: up or down
- 5) Engine thrust line: left or right

These are all usually specified on plans or building instructions. If not, such as with many almost ready to fly models, it is important to know an appropriate starting point for each, and to verify all five before attempting flight.

Tip-to-tip balance: It is either good or it isn't. You may need help from another person to check it. Hold the front by the spinner or propeller shaft and the rear at the center of the fuselage. It may help to insert a pin or hook at the rear to aid in suspending the airplane. High wingers should be held upside-down. If either wing drops, add weight to the opposite wingtip until balanced. A heavy wing condition will cause the ailerons to trim with one up and one down.

Fore-to-aft balance: The airplane should balance at a point about 25 to 35% back from the LE of the wing. This is the envelope or range of balance that will provide safe, controllable flight.

A tail heavy airplane is unstable in flight, difficult to control, and if excessively tail heavy, it can be unsafe—a danger to persons and property.

A nose-heavy airplane may be difficult to trim in flight, drop the nose when power is reduced, and require a lot of down elevator when inverted. It's better to be a bit nose heavy, however, than the opposite. Flight testing will determine if a change in balance is desired.

Wing incidence: It is normally a few degrees "positive" for sport flying. This means the LE of the wing is higher than the trailing edge in reference to the plane of the elevator. You can hold a straight edge on top of the elevator surface and draw a line along the fuselage with an erasable pen as a reference line. Then measure from this line to the E and TE to find the incidence. You can plot this on paper and measure the angle.

Flight performance will indicate if a change is necessary. Too much positive will make the airplane climb as power is added, zoom upward when pulling out of a dive, and tend to climb when turning. Negative, or too little positive incidence, causes a diving tendency throughout flight.

Engine thrust up or down: A small amount of engine down thrust is common in sport models. It helps to counteract the climbing effect of positive wing incidence as power is added without affecting the glide angle at low throttle. Too much down thrust may require excessive up trim for level flight, and may cause the model to nose up when power is cut. Up thrust will cause the opposite of these.

Engine thrust right or left: Some right engine thrust, usually two or three degrees, is essential to counteract the torque of the engine. If there is too little right thrust, the model will pull to the left as it loses speed in a steep climb. It will also pull to the left at the top of a loop. Too much right thrust will cause the opposite. *Technical Editor's Note: Torque causes the airframe to rotate opposite of the propeller, therefore, right-thrust would have no effect on torque reaction. In fact, most aircraft have their engines set at zero right or left thrust. The turning effect that torque is blamed for happens on the ground at relatively slow speeds. Some claim that the turning effect is due to the P-factor (or P-effect), but that claim runs into large difficulties when you consider that the tricycle geared airframes (the full sized P-38, for example, before the rotation of one of the engines is changed) shows the same tendency to turn right under power while still on the ground.*

The flight effects of changes in these Fab Five are contingent upon whether airframe was been built and assembled straight and true. A slightly warped wing, cocked rudder, twisted fuselage, etc., can cause similar effects and make it difficult to achieve a well-mannered, predictable model in flight. And everything is a trade-off. Changing one thing will often require changing something else. Be prepared for a lot of checking, trial and error. A good performing plane with no bad habits is worth the effort. It makes flying enjoyable.

[FLY-IN ANNOUNCEMENT](#)

The Grand Junction Modeleers are hosting a weekend of flying and fun May 21st, and 22nd. We're welcoming all RC pilots in the region and beyond. It's a great time to get out, take a little road trip, and visit western Colorado.

More information is available on our web site: <http://home.bresnan.net/~modeleers/>

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