

# TAILSPINNERS

Volume 51 Issue 2

November 2005

Editor: Anthony Puca



## December MEETING

**PLEASE NOTE!!** The December meeting will be held at Ridge View Academy on December 6, 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 SEPTEMBER MILE HI RC MEETING

### GENERAL MEETING MINUTES

#### 1) Approve minutes - October 4, 2005 club meeting

- Minutes from prior meeting read

#### 2) Treasurers Report – John Ballman, Treasurer

- \$XX in checking

#### 3) Investment Report – Jerry Warrington, Investment Officer

- \$XX in investment
- Interest Rate Increases hurt our portfolio
- \$XX in assets

#### 4) Membership Report – Chuck Brant, Vice President

- ~112, renewals still in progress

#### 5) Contest/Events Committee Report

A) Polar Fly, January 1<sup>st</sup>, 2006

B) Events Calendar for 2006

C) Wings over the Rockies

- Mile Hi R/C is Primary Sponsor

#### 6) Field Maintenance Issues

A) Boxes at field

- Now contain Safety Rules and Application for AMA

B) Schedules displayed

C) New wind sock

- 2 lightweight windsocks being ordered

#### 7) Safety Report – Chuck Brant, Vice President & Safety Officer

A) Safety signage

- Pilot Station measurements to be conducted and discussed at next meeting.

#### 8) Field Acquisition Report – George Kerr, Chairman of the Board

- Will be valid through Oct 2006.
- Will not be renewed after that.
- OEA being talked to about utilization of their land.
- 2000 land owners east of our field being consulted on land availability.

#### 9) Unfinished Business

A) 501(3)c progress

B) Field Transition Committee meeting

- C) *2006 Budget*
  - o John Ballman provided a detailed breakdown of the '06 budget, including carry-over's and analysis of the '05 budget.
- D) *Financial audit*
  - o Thanks to Norman Vanderglice, Chris McNeill & James R. Dunn for performing the audit.
- E) *Contest Director*
- F) *Publicity Chairman*
- G) *Drawing – certificates & fuel*
- H) *Ridge View – Mathematics, building & Robotics support*
- I) *Snow Blower*
  - o Going to be purchased with money budgeted from '05

#### 10) New Business

- A) *Call list – every meeting/emergencies*
- B) *Buildings*
  - o 2 steel building (8.5' x 20' x 8') being assessed for purchase with budgeted money
- C) *Snow plow blade*
  - o Snow blower being purchased instead
- D) *Combination on gate*
  - o Changed November 2<sup>nd</sup>!
- E) *Issues for By-laws change at election (investment officer, etc.)*
- F) *Attendance @ meetings (other drawings, etc.)*
- G) *Recognition in club*

#### 13) Announcements

- A) **Next Board Meeting** – November 29th, George Kerr's home

#### 14) Program

- Rocco discussed how ARF's come to your workbench. Rocco provided a detailed overview of how models airplanes go from the drawing board to the store shelf and all the design refinements along the way.

#### 15) Meeting Adjournment

=== END OF MINUTES FOR THE SEPTEMBER MEETING ===

## TIPS FOR BEGINNERS

from the Prop Masters RC Club, Downers Grove IL

### Tips and Hints

by Larry Dudkowski

This column is a collection of things I learned while looking up other things. Sometimes I run across hints, tips, or articles that aren't big enough for a whole column but are interesting enough to pass along, so here they are.

- Voltage is a critical factor in determining propeller speed in an electric model. I tried to fly my A-10 using a two-cell Li-Poly pack (7.4 volts 1200 mA). It promptly floundered into the ground. I switched to a six-cell Ni-Cd pack (8.4 volts 600mA) and found that I had a good performing aircraft. The same was true for my Tiger 400. Just switching from a two-cell (7.4 volts) to a three-cell (11.1 volt) Li-Poly made all the difference in the world. Simply put, it is battery voltage that determines the propeller speed and therefore causes aircraft speed. It is battery capacity (mA) that determines the flight time.
- The next time you out grocery shopping check out the stationary section of the store. Look in the section where the rulers and protractors are. Pick up a set of small triangles. They usually come in a set with a 45° and 60° angle. They work great for squaring up the fins and rudders against the stabilizers and elevators (or any other spot where you need to have a 90° angle). You may find that they will work a little better if you cut off about a ½-inch of the 90° corner of each triangle. I also like to use them to position the control horns in relation to the servo arm.

For constant cord wings, set the base of the triangle along the control surface. Slide it along until it aligns with the servo arm and mark the spot on the control. The same is true for the rudder and elevator.

- Here's one for you builders out there—if there are any left. When I have wing-mounted servos, I make some paper tubes to use as guides for the servo wires. Just roll up some stiff paper (typing or printer paper will do) into a tube slightly larger than the servo connector. You want to make sure the

connector will pass through the tube easily.

Tape or glue the tube so that it doesn't unwind. Then simply glue the tube to the wing ribs so that you have a conduit between the servo-mounting hole and the points in the wing. Being paper it's easy to cut the excess tube.

Now even with the wing covered you should easily be able to thread the servo leads through the wing to the exit points.

- You want to put a little thought into when you mount your on/off switch. This is especially true for hand-launched models such as Combat airplanes. You want to place the switch in a location that won't be accidentally hit during the launch.

For Combat models, probably the best spot would be on the top of the fuselage just aft the wing. There have been a few instances where the switch was accidentally turned off during the launch. This caused the model to go out of control and crash at full throttle.

If you use a push/pull switch, try this little bit of advice. Set it up so that pull is on and push is off. That way, if anything hits the tab during transport it will not turn the model on and discharge the batteries.

When flying I use a small piece of fuel tubing to hold the switch in the on position. Simply cut a small piece of fuel tubing about the length of the push/pull rod in the on position. Then cut the tubing lengthwise, and you can slip it over the rod.

When ready to power up your airplane, pull the rod out and slip the piece of tubing over the rod between the fuselage and the tip. This will prevent the rod from accidentally being pushed in during handling. This little lesson cost me my Ultra-Stick last summer when the model powered itself off in flight. Believe me there is nothing scarier than flying a model you can't control.

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## CLASSIFIED

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### [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**  
**[fargophil@comcast.net](mailto:fargophil@comcast.net)**

### [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 [anthony.puca@ilg.com](mailto:anthony.puca@ilg.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.*

 The logo for Air Scharnell features the name in a stylized, blue, cursive font. To the left of the text is a graphic of a propeller and a wing.	<p><b><i>Air Scharnell</i></b> 17908-A Cottonwood Dr. Parker, CO 80134 <b>(303) 617-9777</b></p>
 The logo for Blue Yonder Hobbies features the name in a bold, blue, sans-serif font. Above the text is a graphic of a propeller and a wing.	<p><b><i>Blue Yonder Hobbies</i></b> 2350 S. Chambers Aurora, CO 80014 <b>(303) 337-6887</b></p>
 The logo for Colpar Hobbies features a black and white line drawing of a propeller airplane flying towards the right, with a mountain range in the background.	<p><b><i>Colpar Hobbies</i></b> 804 S. Havana Aurora, CO 80012 <b>(303) 341-0414</b></p>
 The logo for Rocky Mountain R/C Hobbies features the name in a blue, sans-serif font. To the left of the text is a graphic of a propeller and a wing. Below the name is the website address: <a href="http://mrchobbies.com">mrchobbies.com</a>	<p><b><i>Rocky Mountain R/C Hobbies</i></b> 5435 Boatworks Drive Littleton, CO 80123 <b>(303) 804-0470</b></p>