



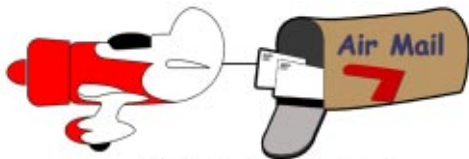
Rocky Mountain Modelers



Smooth Landings

www.modelers.org

August, 2005



Jim Brink, President

Greetings Modelers,

The record heat has made flying in the P.M. tough at best, but the mornings have been generally calm. Our bad luck with the wind on beginners' night continues, however.

Thanks go out to the great team of workers who sealed the runway. It was a big job, but many willing hands got things done quickly. Do we have a great club, or what? See Dave Sampson's account of the job in this newsletter.

Bethany Zill asks me to convey her thanks to the 24 club pilots and spectators who showed up for the filming of the video for her company. She was delighted with the results. Now the bad news. Some of the scenes came out with no sound, and she will be back with her camera at our next meeting on August 6th at 10:00 A.M. to re-shoot some scenes and interviews with whomever can make it. My interview was one of the ones that didn't work. Must have broken the camera.

Let's all turn out to support the Love-Air Big Bird Festival August 20th and 21st at Drake Field. This event sparked my interest in RC 3 years ago so that I went out and bought my first plane the next spring. This is a great PR boost for RC hobbies in our community, and those guys put on a great show. The guest pilot will be Mark Leseburg who is a great young pilot. He is the current IMAC aerobatic champion, a title he won a few weeks ago at the NATS in Muncie. I've seen him fly, and his rolling maneuvers are not to be believed. If you would like to join the guys from our club who will fly in this event, the fee is \$10 for early registration and \$15 at the event.

Friday through Sunday on the same weekend as the Big Bird, the Rocky Mountain Soaring Association is sponsoring their national championship meet near Longmont. You will recall that Lenny Keer and Ira, (whose last name I've forgotten), were our guests last month with their impressive planes; they made a plea for help to run that meet. I'm going down on Friday along with Dave Brock to give them a hand, and there is room in our car for anyone who would like to pitch in. Just give me a call.

Wheels down landings,

Jim Brink



Editor's Column

Bubble, Bubble

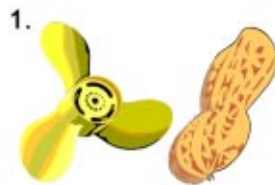
by Don Lowe

We often wonder why our engines set so erratically, lean out in flight, and die. If there are visible bubbles in the fuel feed line, or you can see frothing in the tank, then that's your clue. Using rubber engine mounts is a great help, but the best way is to set the tank in a batch of soft foam rubber, as softly as possible. Properly set up, you should almost never have to re-adjust your needle valve between flights.

*from The Beacon, Joe Bachman, Editor,
1134 San Ricardo Ct., Solana Beach, CA 92075*

Frame Games

Try to guess what each airplane phrase is by putting the words and figures together!



Answers: 1. Prop Nut, 2. Wing bolt, 3. Crosswind landing, 4. Landing gear

Editor's Note

For anyone who loses an airplane in the field east of the Modelers Field runway, remember that the fence located in that field is electrified.

Be careful!

September newsletter
submission deadline:

August 20th

New Member:
Ronald Hartman
Welcome to the club!

Next Meeting -- Saturday, August 6th, 10:00 A.M. at Modelers Field

Minutes of the July Meeting



Minutes of Monthly Meeting

Rocky Mountain Modeleers
July 2, 2005
Modeleers Field, 12000 N County Rd 5,
Wellington, CO 80549

Vice President Bill Tuttle called 27 members to order at 10:00 A.M.

Guests: Jim Monaco and Ira Faberman demonstrated model aircraft described below. Jim and Ira are from the Rocky Mountain Soaring Association, described on the club website as "Denver's foremost model sailplane club since 1976... with over 80 members." See <http://www.rmsadenver.com/>.

Announcements: First, Loren Deines noted that Clifton Field will need to be mowed soon (a four-hour task that he has done twice already this year), and that a volunteer willing to rent a brush hog (at club expense) and to mow a 100-ft perimeter around the 17 acres at Jax is welcome. A member suggested that those who fly frequently at Jax represent a good pool from which that volunteer might emerge. This suggestion – to help Loren with mowing at Jax – has been made several times in recent years, and has fallen on deaf ears. Second, members were reminded about the video documentation of r/c flight scheduled for July 9th at Modeleers Field.

Minutes for June were accepted.

Treasurer's Report: Gene Burmeister discussed recent club revenue and expenditures. His report was accepted.

Safety Officer's Report: Loren noted that heli flights at Clifton Field (which make up the majority of recent usage there) are in compliance with club rules and regulations, and that the same is true for fixed-wing flight at Modeleers Field. His report was accepted.

Old Business:

1. Dan St. John reported that 35 registered pilots (including five from out of state) were on hand for the successful heli fun-fly sponsored by the Modeleers and Love-Air at Drake Field on June 24-26. Both clubs earned net profits of \$76.
2. We'll seal the Modeleers Field runway on Sunday, July 17th, at 8 A.M. Volunteers, should report for duty wearing old shoes. This date and time will be confirmed by email to all members.
3. Guy Tritico wondered about the status of new name tags that we had discussed last year. VP Tuttle noted that they're available now from Craft Trophy and that orders can be placed through him.
4. Dan St. John discussed the new heli pad at Modeleers Field, north of the shed. He proposed six horse pads at ~\$39 each laid out to provide a 12' x 12' surface. He noted that a concrete pad would be much more expensive and

much less movable. Members unanimously approved this installation, which will cost ~\$250.

New Business: none

Show and Tell: **Jim Monaco** demonstrated competition glider flight with his 3-meter Icon aircraft which he put in the air by both high-start and winch-start launches. This glider is hand-built in Tucson by Maple Leaf Design, with a 130"/1150 sq in wing, ~80oz flying weight, and wing loading of ~10 oz/sq ft. The wing is very stiff, to tolerate forces generated during power winch launches, constructed of hollow molded carbon cloth over Rohacell foam core, with a carbon spar system. The stabilizer and rudder are molded E glass skins over Rohacell foam cores. The fuselage is molded S glass and Kevlar. The cost is \$1900, but Jim noted that entry-level ARF gliders are available in the \$100-200 range. See <http://www.mapleleafdesign.com/icon.html>. This was a very interesting and impressive demonstration. Jim is organizing the 2005 US F3J Team Selections for August 19-21 this summer, and is looking for volunteers to help with that event. He can be reached at (303) 464-9895 or emailed at jimmonaco@earthlink.net. Useful information on gliders for the uninitiated is available at the Torrey Pines Gulls website, <http://www.torreypinesgulls.org/F3J.towing.htm>. According to the FAI Sporting Code (Federation Aeronautique Internationale), F3J refers to thermal duration gliders; F3B to thermal soaring gliders; F3F to slope soaring; F3H to soaring cross country; F3I to aero-tow gliders; and F3K to hand-launch gliders. Jim showed his ability to keep a glider airborne for ten minutes starting with two ~200-vertical-foot launches followed by use of thermals to gain altitude. He also demonstrated the remarkable competition requirement to end the flight within inches of a landing target. **Ira Faberman** flew his 60-size de Havilland DH82 Tiger Moth that he has converted to electric flight. This Great Planes ARF has a 55" fuselage and a 71"/1360 sq in wing, weighing 10.25 lb as intended for use with .91 cu in 4-stroke engine. Ira's conversion weighs 12 lb, and includes a 1.5 hp e-motor and a co-pilot to provide stability for aerial cameras. Ira's biplane showed very strong vertical flight and aerobatics, providing further evidence that the days of unimpressive e-r/c are banished to the underpowered past. **Greg St. John** showed off his new custom-built 95cc (5.8 cu in) BME-95 engine with a 26/10 prop that he hopes to have pulling his 30% Extra by the Big Bird festival. This engine has twin cylinders that generate 10 hp and weighs only 4.4lb. See <http://www.bmeengine.com/html/95.htm>.

Next Meeting will be at 10:00 A.M. on Saturday, August 6th, at Modeleers Field.

Meeting Adjourned at 10:58 A.M.

Respectfully submitted,
Dave Sampson, Secretary

Meet the Member



Tom Keller

Born/raised: Born 1922 in Oberlin, Ohio. Raised from age two in St. Paul, Minnesota.

Married: March, 1943.

Children: Three boys, one girl. Oldest 61, youngest 49.

Occupation: Aeronautical engineer. Retired from Grumman Aerospace in 1987 after 39 years there. Formerly worked at the NACA's Ames Aeronautical Laboratory (now NASA's Ames Research Center).

Years in hobby: 16 in RC (electric only). About 10 in the 1930s/early '40s — stick-and-tissue construction, rubber and gas power.

Member since: Spring of 1989.

Planes/ helis owned: Too many to remember (because nearly all crashed).

Favorite plane/ heli: "CAVU" — elliptical-parasol-wing, sporty-looking, single-cockpit free-flight. Scratch-built in 1938 from plans in *Model Airplane News*. Powered by a small gas engine called "Brat." A favorite because it was my first successful gas-powered plane.

Worst crash: Kadet Senior — wing came off at 50 feet. Fuselage arrowed into soft ground; wing fluttered off okay, but there was expensive damage.

Something you may not know about me: I'm a Libertarian Conservative (an oxymoron in today's political climate).

Editor's Note

Tom served in the Navy for a couple of years during World War II, assigned to the NACA's Ames Aeronautical Lab where he had been working prior. Although he never set foot on a ship, he did aerodynamic testing in a blimp 50 miles out to sea.



Classified Ads



For Sale -- New Futaba 8-channel FM receiver with channel 15 crystal -- \$75. Call Clint at 224-4350

For Sale — Futaba "Skysport" 4-channel FM transmitter radio — Channel 50 — works very well -- \$55
 • 400 "Super" canned motor and speed control —ESC is BEC capable and preconnected to motor -- \$25
 • 7.2 V/1000 mAh Ni-MH battery — never used -- \$22
 • 550 canned motor with 2:1 gear preinstalled with ESC — Brand new, never used -- \$25
 • 8.4 V/2100 mAh battery with Tamiya connector — new, never used -- \$10
Call Tom at 988-8811 (evenings) or (720) 744-8273



.. The concession stand is giving away free hot-dogs to anyone that crashes his airplane

Photo of the Month



Fred Damm having a good time at a recent float fly!



AMA Charter #1824
Annual Dues:
 Adult: \$50
 Junior: \$30
 Family: \$60
 Half price after July*
 (*Only for new members!)
 One-time runway fee: \$50

Membership is open to all RC model airplane enthusiasts who are members of the Academy of Model Aeronautics (AMA). Activities of the club include all phases of RC modeling: instruction, sport flying, contests, etc. A monthly newsletter is sent to each member.

Current membership is required for flying at any club field. A nonmember who is an AMA member may fly two days as a guest.

New members are welcome!
 Ask any member for information.

Our meetings are held at
 10:00 AM on the first Saturday of the month at
 Modeleers Field.
 (Call an officer for directions if necessary.)

Thought for the Day!

When in doubt, hold on to your altitude. No one has ever collided with the sky.



Officers:

President	Jim Brink	223-3975
Vice Pres.	Bill Tuttle	484-8378
Secretary	Dave Sampson	223-9088
Treasurer	Gene Burmeister	674-9820

Editor	Garret Hultgren	224-4350
Webmaster	Ryan Korzyniowski	231-1857

Weather Station 568-3203

Flight instruction is offered during Daylight Savings Time at no charge to members. The flying field east of Jax is reserved for beginners each Thursday evening after 5:00 PM. Other instruction times may be arranged by appointment with an instructor.

Instructors:

Mike Lohr	221-5278	
Fred Damm	221-4457	
Loren Deines	494-1117	
Larry Grover	224-5124	
Dan St. John	223-0849 (Helicopters)	
Greg St. John	223-0849 (Helicopters)	
Don Botteron	223-8050 (Adv., by Apmt. only)	
Don Vagge	223-1169	



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Next Meeting -- Saturday, August 6th, 10:00 A.M. at Modeleers Field

Scroll down -- more pages below!

Rocky Mountain Modelers
 c/o Garret Hultgren
 1630 Sagewood Dr.
 Ft. Collins, CO 80525

4th Annual

Northern Colorado Heli Fun-Fly Report



By Dan St. John

On June 24-26, 2005, Love-Air R/C Club and Rocky Mountain Modeleers hosted 35 helicopter pilots from around the Western United States. Modelers from Kansas, Nebraska, Arizona, and Utah joined pilots from Colorado for 3 beautiful days of flying at Drake Field.

The event started with 17 pilots registering on Friday, June 24th. The field was open to club members until noon, when the event officially began. During the afternoon, the heli pilots got their models set up for the altitude and temperatures. With the temperatures predicted in the mid-90's and low humidity, conditions were great for a fun weekend.

Saturday morning started out slow, but picked up quickly. Around 9:00 A.M., Tom Powers showed up in a Schweizer 300 full-size heli; (Tom had pre-arranged the visit with me the week before). After Tom landed and shut down, we started the Novice event. The 5 contestants had to perform a pad hop and a bottle knock. Unfortunately, Jay Reed crashed during the bottle knock, so he had to drop out. Kevin Dalrymple came in 3rd, Andrew Williams placed 2nd, and the event co-organizer, Don Simon, placed 1st.



We had planned to run the Intermediate event next, but one of the Expert contestants asked if we could run Expert first; all the contestants agreed. In this event, the pilots had to perform a "Fast Four," (a loop, roll, 540-degree stall turn and end with an auto); the 2nd half was an auto contest where the pilots shoot 3 autos and total the

distance they are from the spot. First up was Eric Balay; Eric started on the Fast Four, and his time was looking good. When he pulled into his 540 stall turn, he hit throttle hold while he was vertical and lost all his head speed. He got the heli leveled out just as it hit the runway! Eric was done for the day. Next up, Chris Volek turned in a time of 59.6 seconds. Third up was Greg St. John; Greg beat Chris with a time of 59.0 seconds. Last up was Ryan Korzynowski, who turned in the best time of the day at 57.4 seconds. Next, the Auto contest started. Chris was first, and his first auto was 17" from the mark. Chris's 2nd auto, however, was 340", effectively taking him out of the competition. He came back with a 22" auto on the 3rd try. Greg was next; he turned in a 20", a 77" and a 19" auto. Lastly,



Ryan was up for his autos. His autos were 110", 45" and 19". The results were tallied, and Greg St. John took 1st, Ryan Korzynowski was 2nd, and Chris Volek was 3rd.



The Intermediate event had 3 competitors: Andrew Williams, Brett Forsberg, and Rob Kelly. For intermediate, the pilots had to fly 4 times around a set of pylons and for their 2nd challenge knock 2 water bottles off of a card table. Brett was the class of the event for the pylon race, with Rob 2nd and Andrew 3rd. For the bottle knock, Rob set the standard; he bounced his Raptor on the center of the table and both bottles fell off at one time. Andrew turned in a great time using a more conventional method, and Brett turned in the slowest time. When the scores

were added, Rob's blazing quick time on the bottle knock was enough for him to take 1st. Brett took 2nd, and Andrew placed 3rd.

The noon-time demo was short and sweet. Chuck Birt gave us a demonstration of what the Bergen Intrepid 90 was capable of doing. Since our grand prize in the drawing was an Intrepid 90 kit, Chuck did a great job of showing it off. Next, Gary Travis from Salt Lake City, Utah, flew the prototype Bergen Turbine. Gary and his assistant, Bart, had designed and built this heli around a Wren MW54 and a Bailey gearbox. This turbine differs from the Vario Jetcopter I own in that there is no direct connection; this setup works just like the real engines. The gearbox is indirectly coupled by the exhaust from the Wren engine. This system is more



efficient on fuel and has no residual thrust like the Jetcopter. It is a fine heli, and Gary did a great job of building and flying it. Saturday night 36 guests enjoyed the BBQ dinner by Hot Chillies Catering before doing some night flying.



After a long day Saturday, Sunday morning came early. Following our 9:00 A.M. pilots' meeting, we began the scale contest. There were 3 models with 2 pilots, Greg St. John and Tom Powers. Tom entered with his Jetranger and his UH-1N Huey. Tom went first with the Jetranger, then Greg with his Lama and finally Tom again with his Huey. When the scores were tallied, Greg St. John had taken 1st, Tom's Jetranger was 2nd and his Huey was 3rd.

At Noon, the awards ceremony was held, and the prize drawings began. Toby Viles won the Erickson Aircrane flight jacket, and Chris Volek won the Bergen Intrepid 90 helicopter kit. The event officially closed at 2:00 P.M., and the field was returned to general flying.

Thanks to all the members of Love-Air and the Rocky Mountain Modeleers who helped out at the event.

Special thanks to Don Simon, Chuck Birt and my family for helping make this event run smooth.



Runway at Modeleers Field Now Sealed

By Dave Sampson

Sixteen members sealed the Modeleers Field runway on Sunday, July 17th, most of them starting at 7 A.M. Jim Ferry and Larry Grover got things going with a sweeping detail, although reports of their 5:50 and 6:20 A.M. start times could not be confirmed by independent sources. Fred Damm provided overall supervision and encouragement, (such as, "Vagge: let's pick up the pace. This isn't a collective bargaining session. We're here to do more than talk.").



Fred and Loren Deines were responsible for supplies, dashing just in time to Sutherlands for more sealant after project engineer Tom Keller warned, based on calculations done with a slide ruler he had attached to his hat, that sealant would be exhausted before the end of the runway was reached. Tom earned the much-coveted Senior Sealant award by working unflinchingly for the full 4 hours in spite of his octogenarian status.

Bo Viger, battling sleep deficit caused by his teenage daughter, applied sealant effectively for the most part, although at one point, he did nearly run into Mike Lohr, who was sealing with Jim Ferry on a buddy box. Jim departed training at the midway point to buy coffee for the appreciative troops.

There was general consensus that Don Mitchell served ably as project photographer. However, several members thought it unrepresentative that in many pictures, only 1 or 2 members can be seen using brooms to spread sealant, while the rest appear to be using brooms to hold themselves upright.

Bill Tuttle had the temerity to arrive late and probably would have been the first member flogged for unsupportive behavior under the revised club bylaws. But he was able to avoid this fate by producing a cooler filled mostly with beer. (By this time, it was after 10 A.M., and Loren, the project decorum supervisor, announced that consumption of adult beverages was authorized.)

Mike DeFrancisco's late arrival was forgiven because he had been surveying Clifton Field to make sure no members that should have been sealing were malingering at Jax. Don Vagge did an excellent job sealing the west side of the runway in a nearly-perfect straight line, although his caustic taunts about the linearity of east-side edge seemed unnecessary. Ron Hartman demonstrated that a lapse of several years from r/c flying did not hinder the sensitive and discerning qualities needed to slop sealant on 10,000 square feet of asphalt.



Thanks go to Sam and Linda Kotby, who, as project grilling co-supervisors, hauled food and drinks from Laramie for a post-project picnic, and to Cheryl Gillpatrick, who oversaw food preparation. Sam also helped project pouring supervisor, Ken Gillpatrick, work out the complex SOP for transferring sealant from the ~40 5-gallon tubs on to the runway. Ken, back recently from training exercises on runway sealing in the Caribbean and Hawaii, also served as project meteorologist, noting helpfully that brisk winds from the north and the moderate temperature (~75 degrees) made for optimal application conditions.

Volunteers were encouraged to wear old clothes, but it turned out that this admonition was necessary for only one member - the one who dumped 5 gallons of sealant on his leg. That member's name was not available as this piece went to press.



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Last-minute Editor's note:
According to a high-level anonymous source, Dave Sampson is the member modeling the sealant!

