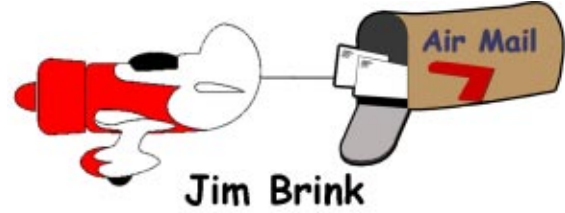




Rocky Mountain Modelers



Smooth Landings
www.modeleers.org January, 2005



Jim Brink

Seasons greetings to all the RMM and their families. I hope the new year will bring many new successful, fun projects, much great, safe flying, and the fellowship that our club makes possible. Speaking for myself, I see the social interaction, maintenance of appropriate flight facilities, and promotion of our hobby to be the most important functions of our club. I intend to make those aspects the focus of my efforts as your president.

Thank you all for your confidence in electing me and the new slate of officers for next year. We will enjoy serving this organization. However, we can't do it alone and count on a group effort to make club events come off in great style. We've all seen this group pull together to make our events fun and memorable, and I trust this will continue. Our group efforts are a source of community pride that I know we all feel. Do not hesitate to bring ideas and concerns to me or club officers.

I want to express my appreciation for all the great pilots in our club who have supported me with their training, ideas, example, and encouragement. It has been one of the most valuable aspects of flying to me. Thanks, guys.

Jim Brink

Renewals

Remember to send in your 2005 renewals!
(Refer to the back for dues amount)

Please send your dues to:
Dave Sampson
606 Warren Landing
Ft. Collins, CO 80525

Editor's Column

Winter Flying
By Fred Damm

Flying off snow on skis or floats is fun flying at its best. With a minimum effort, you can set up almost any type of plane for skis. If you have a flying boat, sea-plane, or float-equipped model, you're all set for deep powder.

Ready-to-mount metal or plastic skis work equally well. Usually, the only requirement for the conversion is removing the wheels and installing the skis, using the locking hardware supplied with the skis. The angle of the ski should be 2°-3° upward in relation to the aircraft centerline. You can ignore the tail wheel if so equipped, and the nose gear ski is installed in the same way as the main skis. I would disconnect and lock the nose gear steering, but you can either try this method or leave the nose gear steerable. Remember, if you decide to lock the nose gear, you will be steering with rudder only and will need much more room to turn. It's the same as float flying when you taxi on water. The wind plays games with you on cross and down wind turns.

I haven't had much luck with tricycle gears unless the snow is packed because the nose ski tends to dig into the snow. Landings should be nose-high but not stalled into the snow, as a nose over or worse will result. Avoid deep tracks wherever possible (or prairie dog holes).

If you're going to build your own skis, there are articles available for instruction on this. However, I would recommend the ready-built skis unless you want to spend the time and effort involved with cutting, steaming, and bending plywood. Also, you must build the alignment hardware. I have plans if you're interested in the project.

Hope to see you out there next snowfall trying your new skis!



Upcoming Event

Mark your calendars -- the 2005 Mall Show will be February 12th at Foothills Mall. We will discuss this further at the January meeting.

Please plan to attend! (If you are interested but unable to attend, contact an officer for instruction.)

Next Meeting -- January 4th, 7:00 P.M. at Jax's Conf. Room

Minutes of the December Meeting



Minutes of Monthly Meeting

Rocky Mountain Modeleers

December 7, 2004

Jax Conference Room, 1200 North College Ave,
Fort Collins 80524

President Dan St. John called 21 members to order at 7:00pm - for the last time on his watch. With eyes downcast, a few members whispered that the end of the St. John presidency spells wrack and ruin for the Modeleers. But others hoped that the Brink ascendancy (see below) represents morning in the Modeleers. The grief-stricken and the hopeful united behind the solace of Clint Hultgren's cookies.

Treasurer's Report: Loren Deines, flying toward surcease from bean-counting, reported a current checking account balance of ~\$1730. He predicted from past experience that ~30 membership renewals will come in by late February, raising the balance by ~\$1500. Loren's report was approved after several members, speaking for all of us, thanked Loren for four years in the saddle as club treasurer.

Minutes for November were approved.

Old Business:

1. Fred Damm reported that a new windsock graces Modeleers Field.
2. Garret Hultgren noted that on-sale runway sealant from Home Depot was sold out by the time a member checked on it. John Streit suggested that the cost of sealing the runway professionally would be money well-spent. Carl Cary agreed to check on this.
3. We will hold a mall show with Love-Air again in February, with details pending.

New Business:

1. We approved exchanging membership rosters with Mr. Mark Smith (newsletter editor for Love-Air).
2. We discussed issues related to election of new officers. Loren noted that several duties he has preformed should be returned to the secretary, in line with club bylaws. He will work with the treasurer-elect for a smooth transition in club book-keeping. Loren was rewarded for these constructive comments by appointment to the new position of club membership coordinator. The secretary confirmed written records of paid runway assessments for Modeleers Field as well as prepaid five-year memberships. All members must show the secretary their 2005 AMA card, or mail him a photocopy thereof.
3. We approved another heli fun-fly, scheduled for June 24-26th in conjunction with Love-Air.
4. Dave Mielke is writing an article for Fly RC Maga-

zine. We approved use of our fields for his work on that piece.

5. We approved new club officers for 2005, including Jim Brink (President), John Streit (Treasurer) and Loren Deines (Safety Officer). Bill Tuttle and Dave Sampson will continue as Vice-President and Secretary. (Ken Gillpatrick respectfully and appreciatively declined to stand for Treasurer, in part for family reasons.)

Announcements:

1. Mike Harrington is the president-elect of the Love-Air club.
2. Dave Sampson and Jim Brink will make a 90-minute presentation to Webber Junior High students about r/c flying on December 16th.

Show & Tell :

1. Jim Brink showed outstanding slides from a recent air show in Tucson.

Next Meeting will be at 7:00pm on January 4th in the Jax conference room at 1200 North College Avenue in Fort Collins.

Meeting Adjourned at 7:55pm.

Respectfully submitted,
Dave Sampson, Secretary



Yes, but I was declared the winner!

St. Johns Compete at Southern Nevada Scale Rotary Classic

By Dan St. John

On October 23 and 24, 2004, Greg and I competed in the 4th Annual Southern Nevada Scale Rotary Classic, a scale helicopter competition held at Bennett Field, (the same field where the Tournament of Champions was held), in Las Vegas. Rita and Jenny went along to keep us out of trouble and concentrating on the event. The contest has two parts: the "518" scale which follows the AMA 518 scale helicopter rules and a "sport scale" event with much more relaxed rules. They also have awards for the best .30 size heli, best .60 size heli and Pilot's Choice where all the pilots vote for their favorite model.

The contest was scheduled to start on Saturday, but Friday had been reserved as a practice and setup day. When we arrived at the field on Friday morning, it was packed with cars and large scale airplanes. We found a place to park and started walking around and talking with some of the pilots to find out what was happening. We found out that the QSAA had scheduled an airplane meet for that same weekend out at Eldorado dry lake about 15 miles away. The weather had been very rainy the past week, and it seemed that Eldorado was now a WET lake, not a DRY lake, so the airplanes had no place to fly! In the spirit of cooperation, the heli event director offered the airplane folks the use of Bennett Field on Friday, so they could get some flying in, while the QSAA planners tried to come up with another field for Saturday and Sunday. There were some beautiful planes there, but I hadn't brought my camera because I thought it would be a practice day!



Saturday morning was bright and sunny with just a slight breeze. We started the morning with the judging for "518" scale. The AMA 518 scale is the helicopter version of precision scale for airplanes. The competitors must provide the judges with documentation photos of the full size heli they modeled, and the judges compare the photos to the model. Anything they find in the photos should be on the model. The competitors must also provide photographic proof that they built the model themselves, to keep someone from buying a model and entering the contest. Greg entered with his .30 size Hirobo Lama while I entered my Bell 47. The judges finished the static portion of the event about noon and we all took a break for lunch.

After lunch, the flying portion of the event began. For the "518" event, there are four required maneuvers and then a two-minute freestyle flight. The four required maneuvers are takeoff and 15 second hover, rectangular traffic pattern, translational landing, and a 360 degree flyaround (*circle in front of yourself*). By the time we got around to flying, the wind had started to blow about 10 to 15 mph from the East, which luckily is right down the runway. Greg and I were scheduled to fly back to back which was tough for us, since we crew for each other. Dr. Tim Dawson from Ridgecrest, CA, flew first with his turbine Cobra, (which took 2nd at the US Nationals). I don't know for sure what happened, but when Tim turned downwind, the cobra sank like a rock until it hit ground effect, and he ended up flying his required maneuvers down low. His freestyle routine looked pretty good, but the wind was affecting him. Next up was Dave Neves, from Fremont, CA, flying a Robinson R-22. Unfortunately, Dave did not do well; after his flight, I talked to Dave and found out he had been practicing the new 2005 routine, and we were using the 2004 routine at this event! It was now my turn to fly, and the wind was picking up pretty good. Luckily, the 47 is heavy, so the wind does not effect it too much. The only tense moment I had was during the flyaround. When the model swung nose-in to me, I overcorrected the tail and bobbled it a bit. Other than that, it was a good flight. Next came Greg with his little Lama. I was concerned because of the wind; his Lama is small and light, so he would be fighting the wind for sure. He took off and was doing great until he hit the northwest corner of his rectangular traffic pattern. When he started to turn, he was hit hard by interference and started glitching badly. He nosed over, flew out of it and landed without incident. We looked the heli over and saw no problems, so the judges agreed to let him try the pattern again. He got to the same exact spot and the same thing happened! He again landed and we talked with the judges. They had him move about 100 feet down the runway and fly the pattern again. This time he flew through the pattern without incident and went on to fly a beautiful freestyle routine.



They announced the results Saturday night; Greg placed 3rd, Dr. Tim placed 2nd, and I won 1st place. Greg also won for Best .30 size heli with his Lama. The competitors celebrated by going out to dinner, and both Alan Szabo, Sr. and Alan Szabo, Jr. joined us. (*Alan Jr. is one of the best 3-D heli pilots in the world and lives in Las Vegas*). Sunday was a "funday" with lots of open flying and some skill contests. On Sunday morning, Alan Szabo, Jr., with his Odyssey Jet Helicopter, and Greg, with our Jetcopter, flew together. Of course, Alan can't just hover; he had to be inverted for the photos! It was quite a sight to see both jetcopters in the air at the same time.

It was a great event and a great weekend. There were 25 registered pilots and probably 150 helicopters at the field. I have included some photos in this writing and have many more in my gallery on the Modeleers' website.



Meet the Member



Gene Burmeister

Born/raised: Born on October 5, 1941 in Ellsworth, Kansas. Graduated from Ellsworth High School and continued my education at Nebraska Vocational Technical College in electronics. Worked on B-52s at Boeing in Wichita, Kansas, before joining the US Navy. After boot camp and more radar and radio communication schooling, I was assigned to VA-164, an attack squadron flying A4s off the aircraft carrier *USS Oriskany*.

Married: Married to Mart Arnold.

Children: I have four grown children, their spouses and four grandchildren living in Springfield, VA, and Colorado Springs.

Occupation: Software Engineer is my present occupation, but while working for Hewlett Packard, I took Electric Engineering courses and graduated from CSU with a Bachelor of Science degree.

Years in hobby: 20 Years

Member since: Modeleers member since 1997 and a LoveAir member since 1984.

Planes/ helis owned: The more notable planes are: Auroua (pattern plane), Koas, Sr. Kadet, LT-40, P-82, PA-18 super cub, spacewalker, and my 1st plane -- Telemaster (pictures on the Modeleers' web site - members Galleries).

Favorite plane/ heli: The LT-40 is a plane that handles the bumps and bruises easily. It's a plane you charge up, load in the car, take to the field, quickly set up, and fly. When I want a challenge, I fly the P-82 or PA-18.

Worst crash: My worst crash has to be my scratch built B-25 twin. It was my first try at fiberglass cowlings and vacuum formed plastic window shields. The two .70 sized OS engines gave a high performance takeoff; things were looking good as I was getting comfortable with trims. At altitude, I decided it was time to check for any perturbations at low speed flight prior to landing. As I slowed, one of the engines quit. Not knowing this, I went to full throttle. So here we have the classic "back end of the power curve" accident raising its ugly head. Low air speed and full power on the left engine flipped the B-25 on its back faster than I could correct it. Going into a split-S, I did not have enough up elevator to pull out of the dive. The plane pancaked in -- it was totaled! (You can see a picture of the B-25 on the Modeleers' web site - members Galleries - geneb - My Hanger).

Something you may not know about me: After a crash, I pick up the pieces and put them in a corner for six months before I decide if the plane is worth repairing. That's how long it takes me to get over a dumb-thumb maneuver.

Classified Ads



For Sale: Kadet LT40, Saito .65 four-stroke -- 1-1/2 hours running time, voltage meter, auto pilot.
Field box with: battery, fuel pump, glow starter, prop wrench, reamer, four propellers, and fuel.
Glow plugs for Saito and O.S.
1.40 O.S. engine and a few extra items.
\$300.00 FOR ALL!!! Call Jerry Roesch at (970) 224-5414

PHOTO OF THE MONTH



Greg St. John flying his .30 size Hirobo Lama at the 4th annual Southern Nevada Scale Rotory Classic. Greg took third place in the competition!

Thank you to our past officers:

President -- Dan St. John
Vice president -- Bill Tuttle
Secretary -- Dave Sampson
Treasurer -- Loren Deines

And present officers:

President -- Jim Brink
Vice President -- Bill Tuttle
Secretary -- Dave Sampson
Treasurer -- John Streit

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 Half price after July*
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 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 on the first Tuesday of the month at 7:00 P.M. at Jax's in Fort Collins.
 (Call an officer for directions if necessary.)



JAX Outdoor Gear
 1200 N College Ave.
 Fort Collins, CO 80524
 Phone: (970) 221-0544

Officers:

President	Jim Brink	223-3975
Vice Pres.	Bill Tuttle	484-8378
Secretary	Dave Sampson	223-9088
Treasurer	John Streit	484-7041
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

Next meeting: 7:00 PM, January 4th at Jax's Conf. Room

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