

# THE FLYING MACHINE NEWS

Volume 26 Issue 4

A GOLD LEADER CLUB

April 2010

The Newsletter of the Rocky Mountain Flying Machine

AMA Charter Club #2229

## Presidents Message



As I am writing this I am sitting in a hotel in Tucson for the Tucson RC Club warbird meet this weekend. Howard Chapman, Brian Regan, Ken Morris and a few other came down to partake in the fun. I went to

school here in Tucson back in the 70's it is the first time since that I have been here. Brings back some memories, like my first plane which happens to be control line and a couple of other ones that I tried to fly and was never successful at it. I always wonder if I would have done better if a local club was around to help me? This brings to the fact that we have an event coming up that we are co-sponsoring with ARCC. The Club needs as many folks to come out and help as we can get, I would like to get more of us out there supporting the event than we have had in the past. We are going to need help in concessions, flying/co-piloting, Ground school and to monitor the simulators. PLEASE come out on the 8th of May and show your support and if you can talk to the kids and adults you know into coming out and having some fun.

The other event that we have is the following weekend our very own Roadrunner pattern meet. Jeff Hill and John Gayer will need all of us to come out and help with lots of different tasks from scoring to helping with the food. John and maybe Jeff will be at the meeting to talk about this some more. This year I am intending on flying the event along with David Haygood.

We got Raffle tickets for our Raffle plane thanks to Ken Morris. The board has been trying to hand

## Vice Presidents Message



Hello members,

The winds have been some what up and down for the past couple of weeks. Hope to see good weather soon. For the program segment this month John Gayer will be discussing the in

and outs of Pull-Pull systems.

The give away is \$20.00 dollars and as always a great gift drawing.

We hope to see you at the meeting!

David Haygood

There is an art . . . to flying. The knack lies in learning how to throw yourself at the ground and miss.

*Douglas Adams, 'The Hitchhikers Guide to the Galaxy.'*

**Propeller/Spinner** - Check your spinner for cracks, especially around the screw holes. A cracked spinner could come apart when the engine is started and injure you or someone standing close by. Also check the propeller for cracks and nicks. Propellers take a beating. A damaged propeller can be very dangerous if the blades come off at speed.

## NEXT MEETING

Thursday April 15, 2010, 7PM at  
Cutter Aviation at the Sunport

### Program:

Pull—Pull systems by John Gayer

### Raffle Prizes:

E-Flite Fokker DVII

Multi-tool

### Roster Give-Away:

\$20 (must be present to win)



them out to everyone. We are asking that everyone try and sell at least 35 of them. I have sold about 50 so far and brought some with me to Tucson and I am going to try and sell them here as well as at the Community day, The Scale meet, and anything else that I am at. Both Hobby Stores have tickets and a flyer. We will have the plane in both stores starting next week. This is our only major fund raiser that we are going to have so let's make it successful.

Lastly I would like to hear from the membership if you have any ideas for our meetings or if something is on your mind. I am hoping that everyone is happy with the direction that we are headed in. I would like to see a few more members in the club as well as more of the members we have out at the field (including myself). We have two new members that have submitted Applications and both are good flyers and will be outstanding members of RMFM. One is James Andazola, James was at our last meeting and I am hoping he will be at the field this next weekend after our meeting. The other is Dustin Volquardsen and his son. Dustin has been to the field with John Gayer and will hopefully be at the meeting this next week. Please talk to them and welcome them to the club.

I have also attached some photos in the newsletter from the Tucson meet that I took on Saturday. Hope to see everyone at the field and happy landings.

Mark Johnston

## March Meeting



Photos by Jerry Jones

## SAFETY CORNER

Hi Folks,

It's me – the safety dude!  
This time I changed from covering another letter of the alphabet because something else caught my attention. It actually



is a short article which was published in a German web based news magazine on the 2<sup>nd</sup> of March this year. Of course the original is in German language but I have translated it below:

### MODEL AIRPLANE FATALY INJURES A MAN

*In Malaysia an out of control model airplane hit a man on the head and killed him. The 48 year old man was standing on the airfield and flying his own model as the accident occurred.*

*He fell to the ground covered in blood, went into a coma and died a short time later in a hospital according to the "New Straits Times".*

**The speed of the model was 200 kilometers per hour (equals 124 Mph).**

*The owner of the deadly model was arrested.*

As I always say: everything that can go wrong will, sooner or later! We just don't know when and where. This is not quite true anymore because we sometimes know **where** accidents will occur. For example, the accident described above occurs most likely at or close to a model airfield.

Is there a way to prevent it? We are not talking about the prevention of the out of control condition. This topic was covered in the past already. We are talking about the chance to prevent being hit, injured or killed by an out of control model.

Of course we always watch other flying models unless we are piloting our own. Of course we warn others in case we observe a model being out of control. A pilot who experiences his model being out of control needs to warn others. He is the first to find out about such a situation. For another pilot being airborne at the same time it is almost impossible to take action to protect himself unless he is willing to sacrifice his own model. The last means might be to get him out of the trajectory of the out of control model and throw him to the ground. His model will be lost but this is better than dying. I am aware this sounds heroic but it is a last resort...

See you at the field!  
Rudi Stein

## Secretary's notes



**March Meeting Minutes**  
Meeting was called to order at 7:10.

First on the agenda was show and tell. Pat brought 2 models, first plane was the Stinson Reliant that he brought last month, but this time, it was completely finished and was a beautiful plane as

usual. His second model was a Piper Pacer built from a short kit, another great Pat plane. Vic brought his new E-flight ultra stick, modified of course to a tri-cycle landing gear with a nose wheel brake, activated with elevator control.

A new member joining the club was introduced: James Andazola. Welcome!!

Next was the program for this evening: Dave finished his demo on electric planes, hooking up a watt meter and running up his electric model. Then John explained how he hooked up his elevator linkage on a Pattern ship.

Break time:

Old Business:

Treasurer's report was displayed on the board for all to read. Mark explained the expenses, balance in the check book was \$1275. We voted on and OK'd.

Secretaries report was passed out, approved as read.

Pattern meet update, is going well, Jeff should have all the paper work received shortly. Richard has the meal menu planned already!

The raffle plane is all ready waiting for a battery, which has been ordered. It will be given away at a meet in October. No firm date yet, and we need to decide what kind of meet it will be, scale or fun fly. The tickets will be ready in a few days.

The TAG money was not what we expected, seems too many clubs applied, so they split it up and we will get \$227 to use at the Community day meet.

New Business:

Field work day may have to be the Saturday after meeting day. Drop ball drawing was won by Ken. The plane Kit drawing was won by Norm. Second drawing for the tool kit was won by Phil.

Meeting adjourned at 8:00

Next month.

Jerry Jones

## March Fun-Fly



We had a slow start to the year. Finding decent weather for flying has been difficult. January was just flat "weathered out" for the fun-fly. I was out of town for the February fun-fly attending a pattern

contest in Phoenix and Vic graciously agreed to run the February fun-fly. As it turns out, everyone at the Brass Monkey Breakfast decided that the weather was too foul to make the trip out to the field. Guess they were missing their brass monkeys. So Vic showed up - alone, flew and got the first points of the year.

This month I tried to get everyone in the right frame of mind to start practicing for the Roadrunner classic pattern contest in May. The event was to taxi around a cone and takeoff. The airborne task was to perform one roll and three loops which were judged. Next was a landing and taxi around the cone again. This was all performed against the clock with a target time of 4 minutes. I did not set up the rules correctly as the target time should have been 90 seconds to provide a good challenge. Getting the time up to four minutes required loitering around the sky for some guesstimated period and effectively eliminated the penalty/bonus points.

We had four flyers competing and Norm graciously agreed to handle scoring/timing. Richard and I judged the loops and rolls. Norm gets a point for showing up and a point for doing the timing. Dave had an unfortunate flameout during his flight and had to abort. Unfortunately the nose gear departed during the dead stick landing and a second try was not in the cards. Better luck in April, Dave. Results listed below.

Remember, there are only 30 practice days after the meeting before the Roadrunner Classic.

Results of the March fun-fly are shown below.

	Takeoff penalty	Roll positioning	Roll altitude/heading	Loop centering	Loop roundness	Landing Penalty	Time	Time with Penalty	Points
John Gayer	0	-9	-8	-5	-5	0	3:38	3:11	5
Mark Johnston	+10	-7	-7	-5	-5	+10	2:30	2:28	4
Richard Lindberg	0	-8	-6	-6	-5	+10	2:05	1:50	3
Dave Haygood							DNF		2

## From the Eugene Prop Spinners, Eugene, Oregon Float Flying: a guide to setting up and flying techniques

by Chuck Hocking

From AMA Insider's Technical Editor Ed McCollough:

*Chuck Hocking, of the Lakeland R/C Club Inc., Oconomowoc, Wisconsin, wrote a primer on float flying that we are putting in the Insider. Of his many points, the one that needs a "second opinion" at the beginning is what he wrote about foam floats, "... foam (not recommended)."*

*As it happens, one of my clubs out here (SkyKnights) has run an annual float-fly that started back in the 1970s or before, depending on which "old timer" is talking. Sometime along about the 1980s, the big guns from RCModeler showed up to do a spread about our float-fly. At that event, they were introduced to a foam-based float that made all kinds of airplanes practical and even competitive during the events. They published the article about us and they also did a separate piece about what they called "Hansen's Floats."*

*Just cutting some foam floats out and attaching them to an airplane won't do you a lot of good, but a little work and they can be the best ones for multi-event meets.*

*The first thing you do, after you've cut the blanks out of foam, is to split the float lengthwise down the middle. Next, use one float half to mark two outlines (one for each float) on some lightweight plywood or thin laminate. Cut holes in the plywood but leave the area around the step solid.*

*At this point you can simply epoxy the lightweight plywood to one float half and then epoxy the other float half to make one float. But, to have a much better float it needs a tad more work.*

*Before you epoxy the float halves and plywood together, decide what kind of attachment (and where you want the attachment) you want to use to fasten the floats to your aircraft. Small lengths of hardwood blocks, like maple engine bearers at the appropriate fastening point, can be epoxied to the plywood and foam removed from the float-half so all will fit together. A dowel can be split, for the same purpose. The bottom of the float needs to be covered and MonoKote is not recommended!*

*Aircraft grade ply, say 1/64th-inch thick, can be epoxied to the bottom of the float. Or, heavier ply can be used on the front of the float bottom; how heavy depends on the type of beach you fly from. Then the bottom could be covered with 3/4 oz. fiberglass cloth and epoxied on. The entire float can be finished*



Here's a project for the Scale Fly-In. Hey Pat, can you have it ready by June 26th??? Ahhh, October 23rd???

Thanks Eric for supplying the picture.

*with any or all of the above. Epoxy paint is obviously the best, if you want to paint the floats.*

*Why all the epoxy? It's basically waterproof and "hot stuff" isn't.*

It has been said that one has not really fully enjoyed RC flying until you have experienced the thrills and spills of float flying. Hopefully the following information will be of assistance to you. Remember these are only presented as guidelines.

**Motor and Propeller:** Select a motor that has sufficient power to get the airplane up on step and to gain necessary speed for proper liftoff. Remember it takes more power to lift off of water. Never use a wooden propeller on a float plane; there is a possibility that it will shatter when coming in contact with water.

**Types of Floats:** There are four basic types of floats, float kits (which you must build and do not include mounting hardware), fiberglass, combination glass and wood, and foam (not recommended).

**Float Length:** Guideline—length should be approximately 75% of body measured from back of engine thrust plate to end of vertical stabilizer, plus or minus one to three inches is okay. Too long can add too much weight; too short will not support the airplane and not enough float in front of propeller. Two inches is good.

**Tread Width:** Guideline—tread width should be about 25% of wingspan. The wider the width, the more stable on water. Closer together gives a more scale look, but will tip over easy in a crosswind. When it does that, you are done for the day.

**Step vs. CG:** Guideline—generally speaking, the step or the center of a V-shaped step should be in line with the CG of the airplane. I have found that 1/2 inch either way causes no problem.

**Incidence:** Critical—incidence must be about 1.5 positive degrees when the top of the floats are level. More than that will cause a premature takeoff before necessary speed is reached. Less than that and the airplane will probably not lift off. You will now have a high-speed boat with wings on it. You will need a Robart Incidence meter to do the job correctly. This is the most important step in setting up your floats.

**Alignment:** Critical—in the final assembly be sure both floats are parallel with each other and parallel with the center line or thrust line of the airplane.

**Rudder:** Guideline—I feel, if possible, a servo-type rudder is the best choice. It gives a more positive type action and is trouble free, especially if you will be going back and forth between floats and wheels. If, however, you will be setting up your airplane for float flying only, then an extra rudder horn and cable will work just fine.

I hope this information will be of assistance to you in setting up and enjoying your airplane. →

# Pictures from the Scale Meet in Tucson

Provided by Mark Johnston



**Ken Morris, Brian Regan, Mark Johnston, Howard Chapman, Harry Anttuncui, and Bob McCafferty**



**Mark Johnston helping Ken Morris get the AT-6 Texan together**

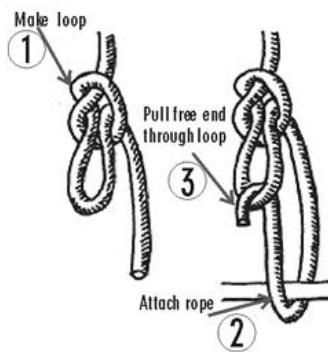
The difference between men and boys is the cost of their toys.



**Beautiful WWI planes**



**Brian Regan helping Ken Morris get an airplane together**



**Trucker's Hitch**



**Brian Regan flying at the Tucson Scale meet**

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"You haven't seen a tree until you've seen its shadow from the sky." - Amelia Earhart

**RMFM CALENDAR**

- April 4 Indoor Free Flight (no RC), Grant Middle School, 7-9PM
- April 9 Indoor Flying - Heights Cumberland Presbyterian Church, ARCC 6-9PM
- April 15 **RMFM Club Meeting - Cutter Aviation, 7PM**
- April 18 Brass Monkey Breakfast - Western View Restaurant, 8AM
- April 18 Monthly Fun Fly - Henry Wood Memorial Field, 9AM
- April 23 Indoor Flying - Montgomery Church of Christ, 6:30-10PM
- May 2 Indoor Free Flight (no RC), Grant Middle School, 7-9PM
- May 8 Kids/Friends/Neighbors Day, Maloof Airpark, RMFM co-sponsored with ARCC, 9AM
- May 14 Indoor Flying - Heights Cumberland Presbyterian Church, ARCC 6-9PM
- May 15-16 24th Annual Roadrunner Pattern Classic, Maloof Airpark, 9AM
- May 20 **RMFM Club Meeting - Cutter Aviation, 7PM**
- May 23 Brass Monkey Breakfast - Western View Restaurant, 8AM
- May 23 Monthly Fun Fly - Henry Wood Memorial Field, 9AM
- June 11 Indoor Flying - Montgomery Church of Christ, 6:30-10PM
- June 17 **RMFM Club Meeting - Cutter Aviation, 7PM**
- June 18 Indoor Flying - Heights Cumberland Presbyterian Church, ARCC 6-9PM
- June 20 Brass Monkey Breakfast - Western View Restaurant, 8AM
- June 20 Monthly Fun Fly - Henry Wood Memorial Field, 9AM
- June 26-27 Scale Fly-In, Maloof Air Park, sponsored by ARCC, 9AM
- October 23 Scale Fun Fly and the Raffle Plane raffle.

**HELP KEEP OUR FIELD CLEAN. WE HAVE A TRASH CAN, BUT SOMETIMES WE HAVE MORE THAN IT CAN HOLD. PLEASE TAKE YOUR REFUSE HOME. THANK YOU!!!**



Charles Healey Day  
ca: 1917



Pat Tritle  
2010

# Enter to WIN... a piece of History

## The Standard J-1

*The Standard Aircraft co. J-1 was a two-seat primary trainer used by the U.S. Army air corps to supplement the JN-4 Jenny.*

*Standard developed the J-1 from the earlier Sloan and Standard H-series aircraft designed by Charles Healy Day. Four companies- Standard, Dayton-Wright, Fisher Body, And Wright-Martin - built 1,601 J-1's. The government cancelled about 2,700 more J-1's after the signing of the armistice in November 1918.*

### J-1

Technical Notes:  
Engine: Curtiss  
OXX-6 of 100hp  
Max speed: 72MPH  
Range: 235 miles  
Ceiling: 5,800 ft  
Span: 43ft 10in  
Length: 28ft 7in  
Height: 10ft 10in  
Weight: 2,100lbs  
(loaded)  
Cost: \$6,000



### Model

Technical Notes:  
Motor: Tower Pro  
2409-18  
Tower Pro ESC  
Max speed: Slow  
Span: 60in top  
42.5in bottom  
Length: 39 in  
Wing area: 810sq in  
Weight: 23.3oz  
Cost: \$1 raffle  
ticket

**NEED NOT BE PRESENT TO WIN!**

**Master designer/builder, Pat Tritle has brought this historic airplane back to life. This aircraft is designed, built, and autographed by Pat Tritle.**

**The J-1 will be raffled off by the Rocky Mountain Flying Machine on October 23, 2010 at the RMFM Scale Fly-in.**

*The J-1 is ready to fly with all hardware installed, and includes a Spectrum DX6i transmitter.*

**Tickets are \$1 ea. and can be purchased from any RMFM member**







# 25<sup>th</sup> Annual Roadrunner

Pattern Classic

# Silver Anniversary

May 15-16, 2010

**Maloof Model Airpark, Albuquerque, NM**

-  6 Rounds Pattern, Normalized Scores
-  All Classes Will be flown, FAI will fly P11
-  Camp at field OK, no hookups.  
(limited to first 7 campers)
-  Any AMA legal aircraft OK for Sportsman;  
tuned pipes allowed for all classes.  
Noise measurement advisory only.

-  BANQUET- Saturday evening,  
Hawaiian Feast at Richard's home,  
free to registered pilots.  
Concessions available both days.
-  We feature a raffle prize and also  
random draw prizes to be given  
away.  
*NO ONE GOES AWAY EMPTY HANDED!*

**Hotel/Motel lodging accommodations:**

**I-25 / Balloon Fiesta Park:**

<http://www.itsatrip.org/lodging/hotels/default.aspx?location=Balloon+Fiesta+Park%2fN+I-25>

**Westside:**

<http://www.itsatrip.org/lodging/hotels/default.aspx?location=Westside>

**700' X 100' NS Runway**

**Registration Fee: Intermediate-FAI \$35, Sportsman \$25**

Registration starts at 8 AM Saturday, wheels up at 9 AM

**FLYING FIELD OPEN FOR PRACTICE ON FRIDAY**



**CONTEST DIRECTOR:**

Jeff Hill: (505) 310-0673

or e-mail: [jh102649@speakeasy.net](mailto:jh102649@speakeasy.net)

**ASSISTANT CD:**

John Gayer: (505) 344-1146

e-mail: [jgghome@comcast.net](mailto:jgghome@comcast.net)

**RMFM website:** <http://www.rmfm.org>

ARCC map to field: <http://www.arcconline.com/images/maloof.jpg>

ARCC directions to field: <http://www.arcconline.com>

(Under flying sites look for Maloof)



# Be a Pilot for a Day

courtesy of:

**The Albuquerque Radio Control Club**

Visit [www.arcconline.com](http://www.arcconline.com) for more exciting events in 2010

and

**The Rocky Mountain Flying Machine**

Visit [www.rmfm.org](http://www.rmfm.org) for more exciting events in 2010



## **The ARCC & RMFM**

**Invites you to George Maloof Memorial Airpark  
on Saturday, May 8, 2010 for fun and flying.**

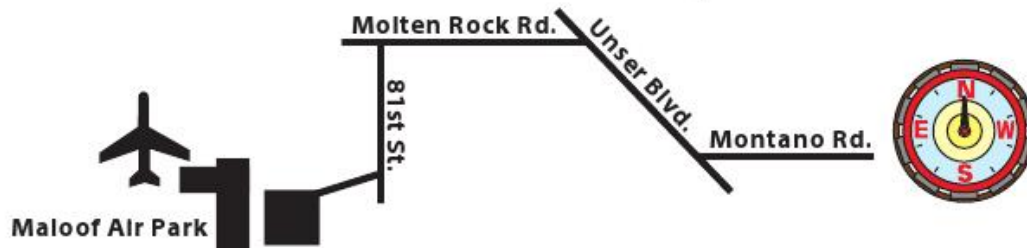
There will be flying models and instructor pilots available for you to have the opportunity to fly a radio controlled aircraft.

*Pilot a radio controlled  
model aircraft.*

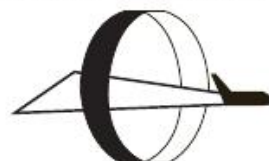


*Concessions available*

**Fun for the whole family**



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**FLYING MACHINE**



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**BRASS MONKEY  
BREAKFAST  
SUNDAY**

**April 20, 2010  
8:00 AM**

**WESTERN VIEW  
RESTAURANT  
(6411 Central Ave NW)**

The Rocky Mountain Flying Machine  
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