

ROCKY MOUNTAIN AEROMODELERS

Flying for Fame and Glory



THE PROBABLE CAUSE . . .

.CROSSED LINES

OCTOBER ISSUE

VOL 3, #10 , OCTOBER 2014

MINUTES OF OCTOBER MEETING

Rocky Mountain Aeromodelers Meeting Minutes

Meeting date: October 4, 2014

Call to Order: 7:07 PM

Officers' Reports

President

Treasurer:

The Treasurer reported the current balance in the club treasury and the current balance of the King Soopers Gift Card reloads.

Other

Committee Reports

Old Business

There were no outstanding business items carried over from the September meeting

New Business

Club Officer Nominations

These are the current nominations

President – Tom Chambers

Vice-President – Tony Livaudais

Secretary/Treasurer – Dave Rolle, provisional

Nominations will be accepted at next month's meeting before the final vote.

Larry Fuehrer asked the membership if anyone was interested in join the planning committee for the annual Model Airplanes Over The Rockies Exposition. Two volunteers are needed to fill out the committee and failing to find them it is likely the exposition will be cancelled. No club member volunteered during the meeting but the final decision will be made this coming Friday, October 10.

Announcements/Schedules

Larry Dunn sadly reported the loss of his daughter this previous month. Let's everyone step up our support in this very difficult time for Larry and his family.

Model Airplanes Over The Rockies Exposition is scheduled for February 21 (given an adequate planning committee).

MECA Collecto October 25, 8:30 – 1:00, at the Maple Grove Grange Hall, 3130 Youngfield. \$3 browsers, \$5 for seller table space.

Adjournment: 7:54 PM



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SHOW AND TELL

Show and Tell

Rich Jones brought some of the engines and airplanes from Susan Gale and her husband. Many engines and some airplanes. Some were usable, many were beyond usefulness.



I adopted these three planes. Not sure what the future will bring, but winter is coming.

Phil Kenney brought a big red foam wing plane powered by a .25 engine. Sorry, Phil couldn't remember exactly what plane or who sells it. Also, a unique Ring Master in that it has a foam wing and the fuselage and tail was enlarged from a "standard" Ring Master. Powered by a GMS .32 (I think)



RACING TALK

Dave Rolley gave a an interesting overview of the current racing classes being flown in the various clubs around the country.

The information included circle sizes, lines, engine sizes, and plane types for the classes.

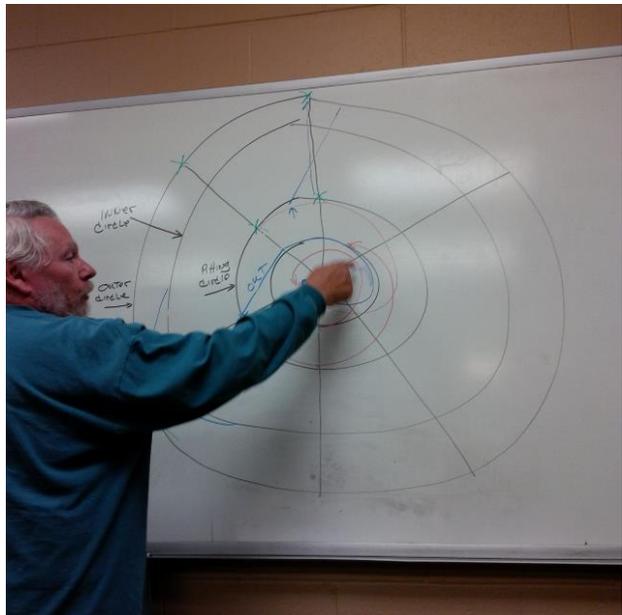
The second board showed the circle dimensions for the different classes.

Dave gave an interesting primer on the correct actions for a pilot and pit man upon takeoff, flying, and pitting.

He discussed pilot behavior during the race, including how to pass correctly, walking the circle, entering and leaving the circle for pit stops, position and stance at the pitting circle, blocking and other infractions, reasons for disqualifications, etc.

Also discussed was the pit man job. When, where, and how to catch the plane, safety considerations, alertness, signaling, and other responsibilities.

I came away with a better understanding of how to pilot and pit, and am looking forward to opportunities to practice some of these techniques.



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SEPTEMBER FUN FLY



Lynn Boss flew his twin engine profile YIPPEE for the first time in a couple of years. Quite a sight and sound.



Ray Nyce's Mig converted from his old Yak and flying under electric power



Lynn's P51 Mustang scale model



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COLLECTO 10/25
MECA Region 4
Maple Grove Grange
3130 Youngfield
Arvada Colorado

COMING ATTRACTIONS

It looks like the October FunFly will be on the 4th Saturday of October, October 25th instead of the third. Stay tuned for last minute changes.

The Coliseum is available for race practice on the 19th and 26th of October.

The next meeting will be Saturday, November 1, at the Hoffman Firehouse. We will be nominating and voting for officers for the coming year 2015. Bob Barthel has already announced his retirement as Secretary/Treasurer.



Your man in Scotland traveled to the Hebrides, Edinburgh, and the Falkirk Wheel, a giant mechanism which will rotate your boat 90'+ in the air and replace 11 locks.
Thanks Bill

DALLAS CONTEST RESULTS

Dallas Contest: October 11-12, 2014

At the August Wichita contest Melvin talked me into going to Dallas for their end of the season Racing and Carrier contest. In my normal manner of being prepared, I spent Wednesday working in my shop repairing two Mouse Racers and rebuilding two engines. I left for Melvin and Brenda's place late Thursday morning with cool temperatures, under grey skies, and a light mist. It was my normal 8 hour drive to Topeka until the gas stop about halfway in Hayes KS. From Hayes east it was medium to heavy rain all the way to the Schuette's house, arriving about 7pm. Friday it was wake up about 4am and on the road to Dallas before 5am. The drive to the Dallas flying site is about 8 hours from Melvin's house. We were in rain until the south side of Wichita. South of Oklahoma City the traffic picked up for some reason. Then it dawned on us, it was the OU and Texas game weekend with the game being played at the Cotton Bowl in Dallas. Lots of OU fans going to the game!

Our drive down included a stop at Mike's Hobby Shop on I-35E (Carrollton TX). Mike's in a 50,000 sq ft building with indoor RC car tracks, both carpet and dirt off-road track. The ongoing rebuild and expansion of I-35E means Mike's shop will be sacrificed to the highway department. But never fear, Mike has found a new 70,000 sq ft facility for the shop's new home. Hopefully they will be relocated and open early next year.

The October contest includes Speed (Friday, Saturday, & Sunday), Racing (Saturday), and Carrier (Sunday). We got to the field while Speed was still going and got to see several Jet flights and attempts. The site includes two paved circles and two grass circle with concrete centers. Melvin got some test flights on his Sport Goodyears with the Magnum/ASP/SC engines. Mike Greb put up his F2C model with the 3mm venturi for some practice.

Racing from Bill Bischoff: "We had quite a day of racing in Dallas. Saturday dawned blustery and overcast with temp's in the mid 50's. After a prolonged pilot's meeting at the local Whataburger, we went back to the field to race. It was cool and overcast all day, but the rain held off and it never got too windy. We flew until about 6:30 PM, and then many of us went to dinner. It's amazing how much less worn out you feel when it hasn't been 100 degrees all day." "As CD, I was really pleased with the turnout. 4 in Goldberg and Quickie, 6 in Mouse and Super Slow Rat, and 9 in Sportsman Goodyear. This was probably one of the biggest racing contests in the country this year. We had Charles Barnes from Georgia, Don Cranfill from the Houston area, Melvin Schuette from Topeka, Dave Rolley from Denver, as well as many of the "usual suspects". We had some good performances, and lots of good racing. I'm looking forward to the contest in Houston next month."

Dale Gleason and Bill Bischoff do the racing dance:



Results:

Mouse 1		
Place	Entrant	Time
1	Melvin Schuette	5:54.08
2	Mike Greb	6:02.06
3	Patrick Hempel	6:16.32
4	Charles Barnes	7:27.72
5	Dave Rolley	9:29.59
6	Don Cranfill	83 laps

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Mouse was run in a two 100 laps, back to back format. That gave everyone a throw away time. The quickfill on my Mouse engine was leaking preventing a decent needle setting and providing lousy fuel economy. When I switched to my backup model for the second race, the tank backplate broke around the mounting bolts sometime in the race. Ah, the joys of racing!

Melvin's engine wasn't getting the 33 laps per tank we all like to see, but we were fast enough as a team to hold on for first place.

Bill Bischoff pits Mike Greb's mouse:



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Super Slow Rat		
Place	Entrant	Time
1	Bill Bischoff	5:23.82
2	Bill Lee	5:50.75
3	Don Cranfill	watch failure
4	Mike Greb	6:25.25
5	Dale Gleason	7:41.84
6	Charles Barnes	11:39.93

Bill Lee preps his Super Slow Rat:



Fox/ Goldberg		
Place	Entrant	Time
1	Melvin Schuette	9:49.31
2	Patrick Hempel	10:18.59
3	Charles Barnes	12:03.83
4	Dave Ek	14:50.84

Quickie Rat		
Place	Entrant	Time
1	Bill Bischoff	6:54.66

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2	Bill Lee	6:56.41
3	Melvin Schuette	7:11.00
4	Charles Barnes	8:52.16

Sportsman Goodyear		
Place	Entrant	Time
1	Phil Dunlap	8:33.38
2	Mike Greb	8:34.91
3	Bill Bischoff	8:42.19
4	Dale Gleason	8:55.60
5	Bill Lee	8:58.07
6	Patrick Hempel	9:29.09
7	Don Cranfill	10:09.34
8	Dave Rolley	31 laps
9	Melvin Schuette	0 laps

Seven of the 9 entries used the Magnum/ASP/SC engines with the specified venturi and needle valve.





Phil Dunlap pits Don Cranfill's Sport Goodyear

Navy Carrier flew on Sunday. I took pictures with Melvin's camera. Hopefully I'll have some of those for next month. Dave Ek had a Class 2 A-7E Corsair with a ST 51 for power. It was built from a House of Balsa kit. It was very impressive coming off of the deck. Dale Gleason managed a 3 minute low speed with his Class 2 MO-1. Bill Bischoff provided a 2.4 GHz throttle Profile Carrier model for folks to try. It was interesting to fly. I turned a 140 second low speed (2 minutes 20 seconds) with the model then missed the landing. Oh well. I had two flight in Profile and two flights in

Class 1 using barrowed equipment. I am excited about Carrier again. It is time to resurrect the Bearcat! I don't have the Carrier scores. I think Bill Bischoff was first in Profile with Melvin coming in second. Dale Gleason was first in Class2 with Dave Ek coming in second. Maybe I'll have scores and pictures for the next newsletter. The drive back to Melvin's place on Sunday was long. It took almost 3 hours to cover the first 100 miles. The traffic was bumper-to-bumper from the flying site to the Texas-Oklahoma state line. We got back to the Schuette's after mid-night. The drive home on Monday was a real bear until Burlington. Heavy rain and a very strong north wind. I made it home around 9pm.