

ROCKY MOUNTAIN AEROMODELERS

Flying for Fame and Glory



AMA #790

THE PROBABLE CAUSE VERY MYSTERIOUS

MINUTES OF THE DECEMBER MEETING

VOL 3, #1, JANUARY 2014

Meeting date: January 4, 2014

Call to Order: 7:15 PM

OfficersøReports

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

Contest Committee ó although the Contest Director, Larry Fuehrer, was not present the following points were discussed:

.15 Goodyear Racing ó through much email interchange it has been agreed to extend the Wichita CL Scale Racing Class II rules to allow the Magnum XLS 15A and ASP S15A engines. These revised rules are titled óDenver CL Scale Racing Class IIö. See page 9 and 10 for the final version.

Navy Carrier ó this event will be run as a óDemonstrationö, no entry fee, no trophies, no awards.

Schedule ó although discussed, no particular decisions or changes were made

Old Business

Fox Order ó order requests were accepted. Owing to the low meeting attendance caused by the severe weather it was agreed to postpone placing the order until after the February meeting.

New Business

Front Range Airport (FRA) ó Lynn Boss gave us an update on whatøs happening there

Adams County dissolved the previous Airport Authority Board and took direct control of the airport. There are plans to hire a Director of Aviation who will report directly to the county commissioners.

Ken Lawson, Director of Aviation, requested the club consider presenting a flying demonstration at the annual car show, something to attract youth, possibly a óboothö. Another scheduling option is to coordinate with the monthly Young Eagles program. Some counter discussion from the club members suggested doing such a thing during the Labor Day contest.

Lynn presented to Mr. Lawson the possibility of flying at FRA on days other than Labor Day. The answer is dependent on scheduling with those other organizations that use the apron area who are actually paying a usage fee. FRA has a wide format scanner. Mr. Lawson said it is possible the club could use it to scan the multitude of airplane plans in the Kirkham Library converting them to digital format.

Dale Johnson described his plan for a unique competition, building. Approach building an airplane in discrete steps and each step would be judged for quality and originality. Possible steps are the fuselage, the wing, the bellcrank/leadout assembly, plus more. At each step the component would be brought to the meeting to be examined. Please contact Dale to learn more about the many subtleties of this competition.

Announcements/Schedules

January 18, 2014 Fly-In postponed to January 25, 2014 at Lynn Bossøs, weather permitting.

Adjournment: 8:40 PM

The Probable Cause . . .

SHOW AND TELL

Tony Livaudais brought his Fox Racer. This is a personal design based on the Trixster. The fuselage has a full length 1/8" plywood core comprising the fin, sub-fin, canopy, and engine mount core. Balsa is laminated to both sides of this core from the wing to the tail. The nose has further plywood laminations to match the balsa thickness. Overall this looks like a very solid construction.

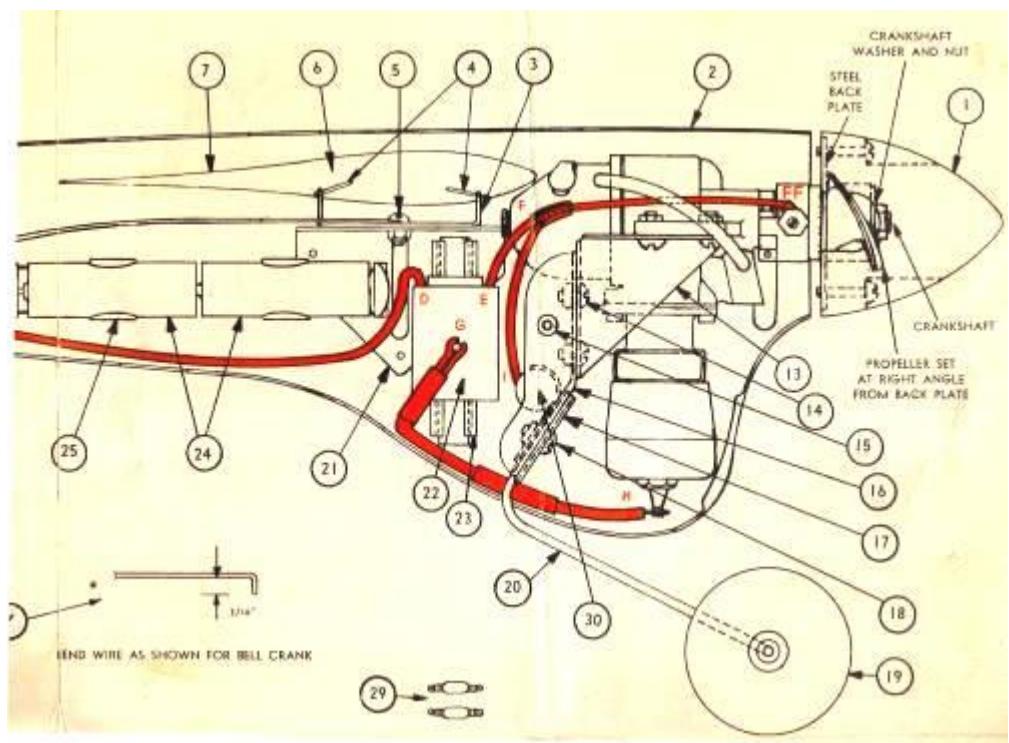


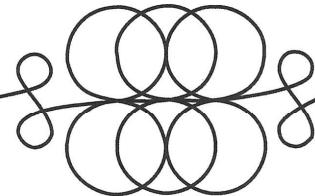
Larry Dunn and Tony Livaudais showed us their RCATS glow plug igniters. Very nice units.

Larry Dunn brought in pictures of an early aluminum bodied c/l plane designed for an ignition gas engine. He later sent me more information and pictures he found on the internet.

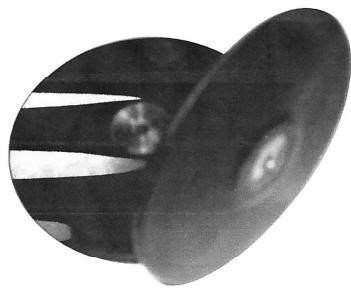


The Probable Cause . . .





WHEELS & THINGS



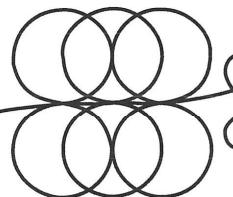
MARC WARWASHANA
11577 North Shore Drive
Whitmore Lake, MI
48189-9124
(734)449-7355
whellieman@gmail.com

WHEELS	
1 1/4"	\$8.50 pair
1 1/2"	\$9.00 pair
1 3/4"	\$9.50 pair
2"	\$10.00 pair
2 1/4"	\$10.50 pair

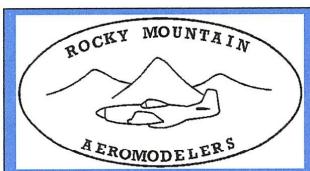
Fast Fills \$2.65 each
Shipping & Handling \$6.00
(Within USA)

COX .15 Parts
Prices on Request

CUSTOM MACHINING
Prices Quoted per Drawing



The Probable Cause . . .



rma@rockymountainaeromodelers.com

COLORADO'S

38th Annual Rocky Mountain Control Line Championships

Aug 30-Aug 31, 2014

Control Line Championships at Front Range Airport !

Join us as we celebrate our 11th year at this fantastic contest site!

- ♦ Cash Prizes thru 2nd place
- ♦ Competitor Friendly Parking along all 5 circles
- ♦ Restaurant open at Front Range Airport Terminal

Stay up to date! Visit us on the web at: www.rockymountainaeromodelers.com



Excellence in Control Line

Saturday events 8am to 4pm

- * Aerobatics- Old Time, Classic
- * Speed- All classes combined, record ratio
- * Vintage Speed, Perky, Mouse 1 Proto
- * Racing- Mouse 1, Test and Tune
- * Balloon Pop
- * Carrier Demonstration Flying (All classes NO Fee)

Sunday events 8am to 4pm

- * Aerobatics- Beginner, Intermediate, Advanced, Expert, Profile Stunt
- * Speed- All classes combined, record ratio
- * Vintage Speed, Perky, Mouse 1 Proto
- * Racing- NCLRA Fox Race
- Scale Race- Denver Rules
- * Carrier Demonstration Flying (All classes NO Fee)

Entry Fees

Open: \$25 Registration \$5 Per each event
Junior / Senior: \$10 Max

Schedule Notes

Pre-Registered by August 18th (Requested But Not Required)
Registration: Saturday and Sunday from 8am-10am.
Pilots meeting at 7:30am - Both days
Awards: Sunday following the last flight.
Speed will present a traveling trophy, and awards
thru 2nd place.

Other Information

AMA membership required for all participants.
AMA membership is available at registration.
Only participants and officials allowed in flying areas.
Absolutely no alcoholic beverages on the field!
No person is allowed beyond the coned or roped off area
into the airport ramp area!

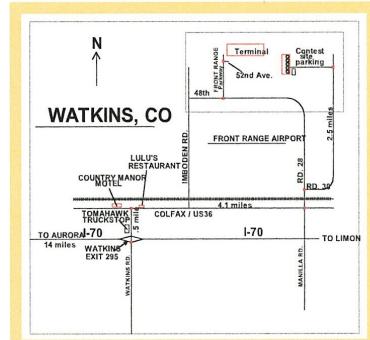
Accommodations

Watkins: Country Manor Motel - 303.261.9650
Rate: \$45/person \$10 for each additional person.
Aurora: Hilton Garden Inn - 303.371.9393 [map](#)
Rate: \$89 Block of rooms for our guests

*Mention Rocky Mountain Aeromodelers

Location map

Front Range Airport is located 14 miles east of Aurora, in Watkins, CO. From I-70 go North on Manila Rd. (Exit 299)



Contest Director: Larry Fuehrer

573 Salem Ct. Aurora, CO 80011 303.340.2735

SPONSORED BY: The Rocky Mountain Aeromodelers & Front Range Airport

2014 Rocky Mountain Control Line Championships Pre-Registration Form * Pre-Register by August 18th 2014

Name: _____

Street: _____

City, State, Zip: _____

Email Address: _____

Phone: () _____

AMA# Junior Senior Open

Entry Fees: Open: \$25 Registration \$5 Per ea. event

Junior / Senior: \$10 Max

Total: _____

Please select your events and mail, or scan and email bottom portion to: Bob Barthel
8235 Jay Circle Arvada, Colorado 80003

*Do not send money. Pay Upon Arrival.

Balloon Pop

RACING

- Mouse Race Class 1 (313)
- NCLRA Fox Race
- Scale Race- Denver Rules

SPEED

- All classes combined J/S/O
- Record ratio
- Vintage Speed
- Perky

- 1/2 A Speed (301)
- A Speed (302)
- B Speed (303)
- C Speed
- D Speed (304)
- 1/2 A Profile Proto
- 21 Sport Speed (307)
- Formula 40 (308)
- Jet (309)
- F2A Speed (310)
- 21 Proto Speed
- 1/2 A Mouse 1 Proto

AEROBATICS

- Old Time (Pampa)
- Classic (Pampa)
- Beginner (323)
- Intermediate (324)
- Advanced (325)
- Expert (326)
- Profile Stunt

CARRIER

This is for demonstration flying only.

All classes No awards NO fee

The Probable Cause . . .



Riches B Proto Racer

The Probable Cause . . .

The following letter from Dick Perry, the president of the Navy Carrier Society, was received in response to a question I asked about arresting gear bags. As you will read, I got a lot more than I bargained for, including the inspiration to pursue making a Navy Carrier deck. Dick provided plans and photos of a deck he made, and which I have adopted in a plan on the next page. I would like the club to pay for the materials, and I will build it, and store it on my trailer. It can then easily be brought out to Mapleton, the Coliseum, Lynnøs, or the Front Range Airport and set up.

Tony,

Great to hear from you. I apologize for the delay in responding to you. Your note arrived while I was on vacation, and I followed that with over a week of getting over the creeping crud I picked up in Dallas! Glad to hear that Denver is getting into Carrier again. I knew Jerry Deneau some years back when the "Denver Rules" for .15 Carrier started. Can you tell me who is involved in Carrier now? I'd appreciate knowing, having e-mail addresses, etc. If you have some photos of any of the aircraft, modelers, activities from Denver, I'd love to include some of it in my Column for Model Aviation. If you can get me information this weekend, it can make the April issue.

The bags used as weights can be made of a variety of material. Heavy denim or canvas is best, in my opinion. A standard sewing machine might have trouble with some of the heavier fabric, so try some in advance of making a final decision. The easiest way to make bags is to use the legs cut from old jeans. If you have kids or grandkids it used to be easy to collect the 20 bags in relatively short order with growing and wearing out on a regular basis. These days, the "distressed look" that is so popular makes jean legs kind of useless for bags with all the holes the kids like to put in them!

You can fill the bags with sand, but I prefer to use river rock (Pea gravel or stones up to about 1" at the largest). The rocks are better for two reasons, they don't leak out of the bags, and they don't hold water if you get them in the rain.

The best material for the arresting lines is parachute cord. It meets the required strength with a relatively small diameter. It has a smooth sheath on the outside, and it is a little bit elastic.

The last deck I built was a thin one (1" thick with ½" oriented flake board as the principal material). It works fine, and it fits in the back of a pickup truck very easily. It stacks less than a foot and a half high, so storage is more reasonable than a 4" framed deck. I've included some drawing and photos. That could give you some ideas, if you are interested.

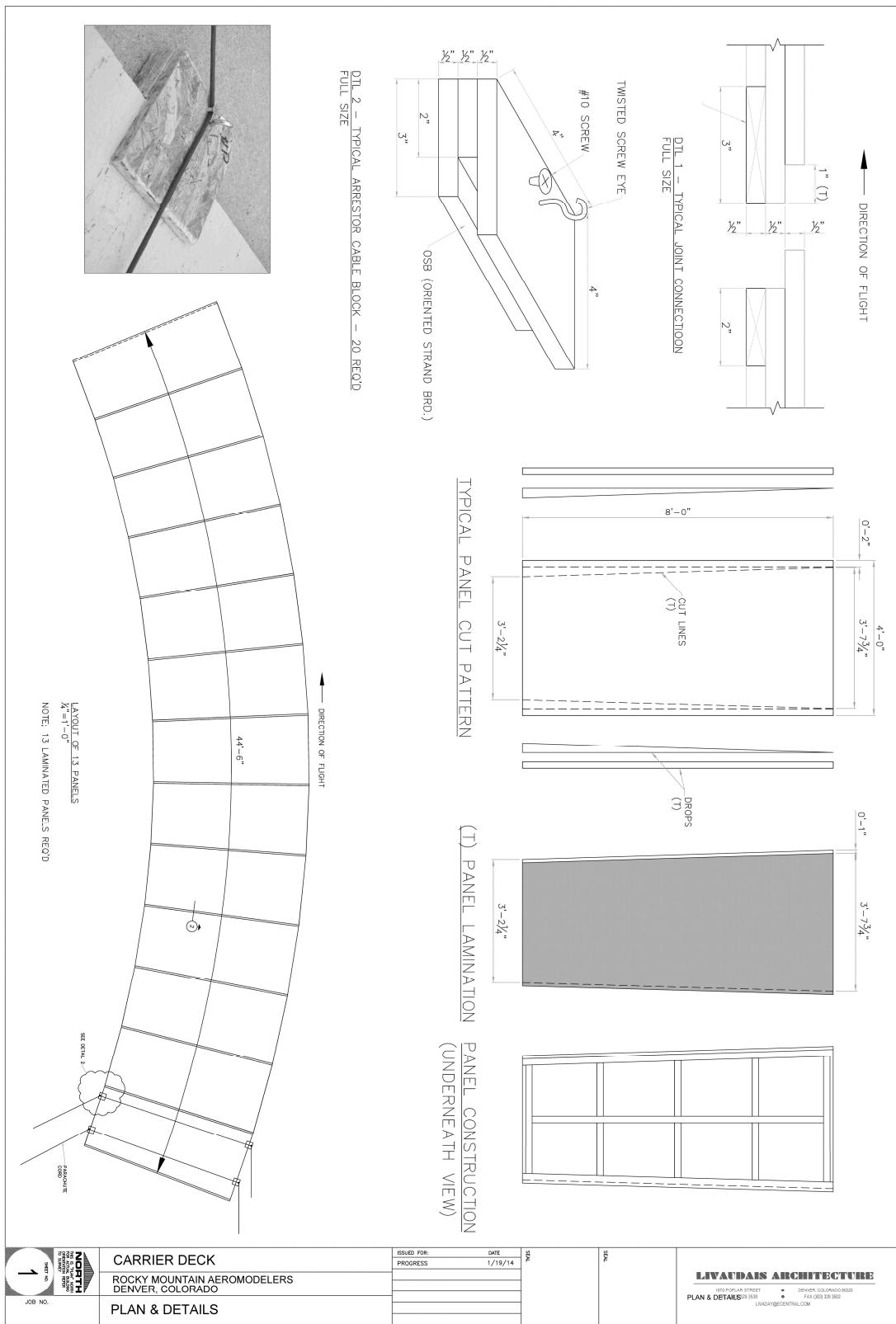
The Navy Carrier Society is considering updating the Denver Rules for .15 Carrier to specify line sizes for the newer 2-line systems so that there can be some standardization. The NCS originally took the approach of simply publishing the Denver Rules so that they would be available at a central location. If there is anyone in your area who still wants to be attached to the Denver Rules and be involved in the update process, we'd be happy to allow them to proceed on their own or join the process with NCS. Please let me know who I should contact.

We'd love to have you attend our contest when we have it this year. Our plans for our traditional date of the third weekend in August aren't materializing due to travel plans for our two CDs, so we're looking at alternative dates. We'll let you and RAM know what we work out. We want to keep two weeks away from other contests that our contestants like to attend (including Denver on Labor Day) so that folks can unwind a little before hitting the road again. If you include Carrier at Denver, I'd like to come up. I might even fly into Front Range and park by the contest site.

Let me know if you have any additional thoughts or questions. Please consider providing some info on your folks, activities, airplanes, etc. for Model Aviation. Electronic (digital) photos work great, as that's the format I need for publication. Cell phone shots can be used, especially if you can send them in the highest resolution capable on the camera rather than the highly compressed, low resolution shots that many phones use to actually send images for texting and the other uses that younger folks seem addicted to these days. Everything at Model Aviation is electronic now.

Dick

The Probable Cause . . .



The Probable Cause . . .

THE NEW GOODYEAR RULES

DENVER CL SCALE RACING CLASS II

Applicability. All rules from the unified Control Line Racing Rules apply to this event, except as modified, appended, or specified herein.

Model Specifications.

- 2.1 Airplanes must be a model of an actual Goodyear racer or Formula I racer and must be of the profile fuselage type. The engine must not be cowled in.
 - 2.2 The model must have a minimum consistent scale of one and one-half (1 ½) inches to the foot (1/8 scale). All scales must be within a plus or minus 5% for the top and side profile views, with the exception of the stabilizer area and the fuselage width. (This allows for profile type models). Models which appear to comply with this tolerance upon rudimentary inspection need not be further checked except in case of dispute.
 - 2.2.1. Stab area may be increased up to 25% of the wing area, but must maintain scale configuration.
 - 2.2.2. The landing gear must be of the same configuration as the actual aircraft, e.g., two separated struts, and must exit from the scale location but may be longer, higher, or swept forward. (Wheel pants are optional.)
 - 2.2.3. Cowls or “apple cheeks” as used on the full-size aircraft are recommended but not required.
 - 2.3. The model must have a scale-like paint scheme not necessarily the same color, but representative of full-scale racers.
 - 2.3.1. The scale canopy outline may be clear or painted a contrasting color.
 - 2.3.2. Model must have racing numbers on the fuselage and on the upper left wing.
 - 2.3.3. The contestant’s AMA number should appear as part of the scale-like license number on the upper right wing. It may be preceded by “N” at the contestant’s option.
 - 2.4. The following major components of the engine must have been designed and produced by the original manufacturer for the specific engine in quantities of at least 1,000: the complete crankcase including front and rear ends and the upper and lower portions, if detachable or split, the crankshaft, cylinder (sleeve) and piston. The crankshaft shall be supported by plain sleeve bearings only, with the exceptions in NOTE ONE.
 - 2.5. Only one fuel tank is allowed containing both fuel and lubricant, with a maximum capacity of one ounce. The outside diameter of the pickup, vent, and fill tubes of the tank shall not be over 1/8 inch.
 - 2.6. No hot gloves will be allowed.
 - 2.7. Fuel type shall be 10% nitro, castor oil base fuel supplied by the contest management.
3. Races.
- 3.1. Each contestant shall be allowed one race of 160 laps in length.
 - 3.2. The race shall be run with no less than two fliers and no more than three fliers.

The Probable Cause . . .

4. Flying Regulations.

4.1. All flying shall be done between 6 and 20 feet altitude.

5. Field Layout.

5.1. The inner circle shall be 58-foot radius.

5.2. The outer circle shall be 68-foot radius.

NOTE ONE: The following engines can be used in lieu of the plain bearing engine.

Fox .15BB

Magnum XLS 15A

ASP S15A

ENGINE SPECIFICATIONS FOR MAGNUM/ ASP ENGINES ONLY:

Beginning in 2014, the Magnum XLS 15A (210605) and ASP S15A (72P-S15A) engines may be used. These two engines appear identical other than the name on the crankcase. They are characterized by schneurle porting, ABC piston/ cylinder metallurgy, dual ball bearings, and a 4 bolt blue anodized cylinder head.

Engines must be of stock configuration only. No material may be added or removed (except through normal wear and use), except the engine mounting holes may be enlarged or elongated. Non-stock parts may not be substituted except for the glow plug, venturi, needle valve assembly, ball bearings, gaskets, screws, prop washer and prop nut.

Engines shall be equipped with a venturi and spraybar meeting the following specifications. The venturi shall have an inside circular bore of no more than 0.250". The venturi shall maintain this diameter for at least 0.155" at the throat of the venturi where the spraybar is located. The spraybar assembly shall be located precisely through the center of the venturi bore, and shall have a constant circular cross section of at least 0.153" diameter for the portion of the spraybar in the throat of the venturi.

CL SCALE RACING CLASS II									
Engine Size (cu. in.)	Max Model Weight	Required Line Length	Required Minimum Diameter of Each Line					Pull Test	
			Single Strand			Multi-Strand			
			1 Line	2 Lines	3 Lines	2 Lines	3 Lines		
.000 -	4 lbs.	52ø6 53ø	-	.012"	-	.015"	-	25 lbs.	