


The Transmitter

Suburban RC Barnstormers - P.O. Box 524, Bloomingdale, IL 60108

AMA CHAPTER 640

IMAA CHAPTER 194

June, 2003

Coming Up In June And July

June 8th, Fun Fly #2 Pratt Wayne Forest Preserve

June 9th Club Meeting, 7:30pm, Bloomingdale Library

June 22nd Open House, Pratt Wayn Forest Preserve

July 14th Club Meeting, 7:30pm, Bloomingdale Library

July 20th Fun-Fly # 3 Pratt Wayne Forest Preserve

Changes

I have recently been sent a few new additions to the newsletter this month. Thanks to all who have contributed. Tips, hints, notes and comments are ALWAYS welcome via e-

Mail at Flyhi263@aol.com. Thanks to all who are supporting the newsletter with their vast knowledge of R/C Aviation.

Ask Howe

The start of a new column!! – “Ask Howe” by John Howe

The column will be a RC related question and answer format. Welcome to the start of a new column, which I be making my best effort to maintain with useful (and correct) information. I encourage all of you to submit questions along with your thoughts and comments. I am not claiming to be a foremost expert in any of these fields but I can offer my experience and a format for which others can offer their comments and suggestions.

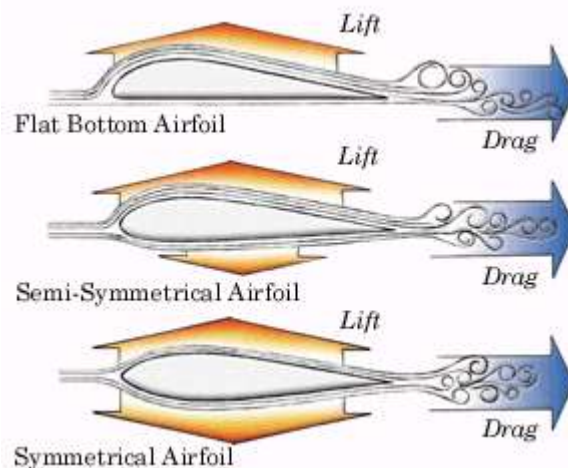
The first question I have often heard and the one I would like to start with deals with airfoils. Most commonly divided into three basic types; Flat bottom, Semi-Symmetrical, Fully Symmetrical (often called just Symmetrical). The flat bottom is charticrized by with the bottom of the wing being flat and the top is rounded. This airfoil is most often associated with trainers and other slow flying aircraft. With all other things remaining the same (weight, power, wing area, etc) it has the slowest stall speed of the three. It also is the easiest to build since the bottom is flat it can be built directly on a flat surface. The down side of a flat bottom airfoil is they have to poorest wind penetration. Meaning they will travel the slowest when heading in to the wind due to their higher drag factor. They also can have a tendency to “balloon” in the wind. This means that when the airfoil is headed

in to the wind it will tend to climb causing the plane to pitch up or assume a climbing position. When headed down wind (with the wind) the plane may tend to fly in a nose down diving attitude. This is the reason why some trainers are hard to trim on a windy day since they climb in the wind and dive with the wind. Flat bottom airfoil is also the hardest type to fly inverted since they develop the poorest lift while upside down.

The next airfoil is the symmetrical which has the same curvature on the top as the bottom. This airfoil is usually associated with aerobatic aircraft. It has the best penetration in the wind while offering the lowest drag but also has the highest stall speed. To build the airfoil it must be built on a jig or must have tabs at the rear of an airfoil to hold the ribs while building. Another characteristic of this airfoil can be its abrupt stall rate. A flat bottom airfoil will gently stall and allow the nose of the plane to drop but continue to fly. Another benefit is the inverted flight characteristic, it produces the same lift while right side up and upside down. The symmetrical airfoil may tend to stop flying very quickly and may even cause a tip stall where one side of the wing will stall before the other side causing the plane to drop to one side which can induce a stall.

A semi-symmetrical airfoil is sort of a cross between the two above airfoils. The bottom rear portion of the airfoil is sort of a flat bottom while the bottom front edge is somewhat rounded like the top front side. This gives the airfoil a rounded "teardrop" shape so it penetrates the wind better while still retaining some characteristics of both airfoils.

See diagram "borrowed from": www.rcmodelers.com



I hope this helps answer some of your questions about airfoils along with the benefits and drawbacks of them.

If you would like to have a question answered please email me at lflyRC2@attbi.com or call me at 630.541.3054 or bring your questions to the Monday night meetings. If you would like your name or email address mentioned with your question mention so.

Hope your successful landing to takeoff ratio always remains equal, John Howe.

New Field??

Charlie Baxa has written to the editor requesting that we be informed of a new sailplane field in Naperville. Dupage County has opened a new Forest Preserve in Naperville. It is called Greene Valley Forest Preserve. Located on Greene Rd., south of 79th St. in Naperville. You take Rt, 53 to 75th St. and go west on 75th. to Greene Valley. South on Greene Valley to the flying field.

The flying field is located on top of a 980 ft hill. This is a land fill project that has now opened as a forest preserve. The field is for glider/sailplanes only. No powered planes [glow-gas-electric] permitted. Hours: Wednesday, Saturday & Sunday from 11:00 am-6:00 am only. All other Forest Preserve rules are also in effect at this flying site [AMA card & Flying Permits]. I have not been out to look at this site, but it may be something else to look into in the way of RC Flying and crashing!!!!

THANKS CHARLIE!!!

Fun-Fly # 2

Ok folks, it's time for Fun-Fly #2. Attendance is greatly appreciated from all who can attend. Here are the details from Keith Egging:

Two events.

A. Semicircle.

Each flier takes off from a painted box on the grass, flies over to the weeds turns and flies half of a circle, always staying over the weeds, and lands 180 degrees from where he took off, basically making a "D." He then must taxi back to the starting box. The time (in seconds) it takes to perform the event is subtracted from 200 (250 points for beginners or buddy box fliers). Highest points win the event. Deductions for each infraction of not staying over the weeds, not completing 180 degrees of flight. Pilots can restart their engines, but the clock keeps on ticking. Staying close to the ground, going fast right at the edge of the weeds is the ticket to winning. Time starts as the plane leaves the box and stops when the plane returns to the box.

B. Blind man's bust.

A balloon on a balsa stick is placed toward the East side of the field. The pilot has to taxi into it and pop the balloon.

Did I mention that the pilot must face West?

The pilot must depend on directions given to him by his fellow fliers. Should he listen to them?

Whom should he trust? A competitor?

Beginners and buddy box fliers can remove their wings if they want.

Time in seconds is subtracted from 300.

Pilots can restart their engines, but the clock keeps on ticking.

Total of both events determines final score.

Decision of overweight bribe taking judge is final.

All events subject to change.

Any Questions?

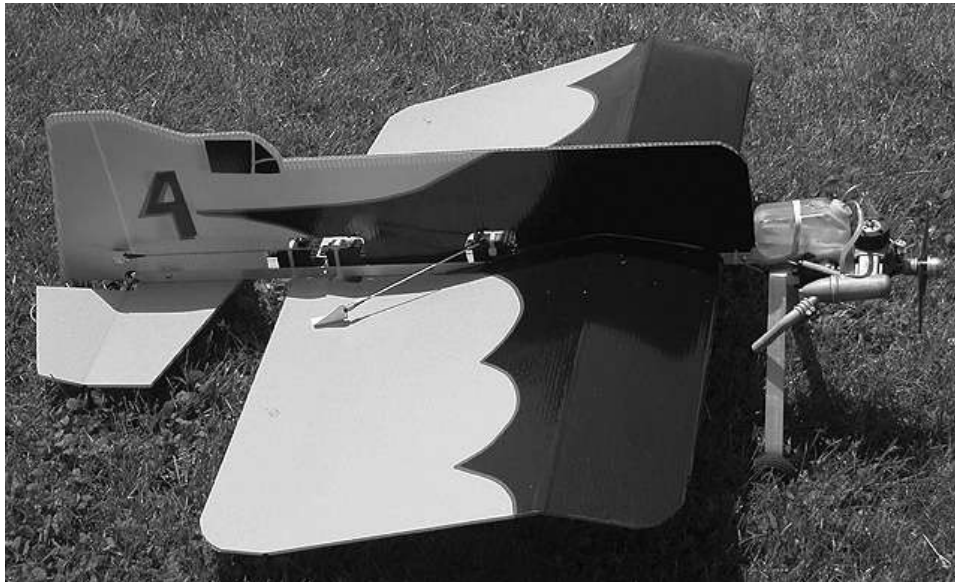
K.

Club Meetings

John Howe came up with a cool idea for the club meetings to help out during the meetings. We would like to invite people to share tips, news and techniques with the club. As an incentive the persons participating in the “show and tell” so-to-speak, will be given little prizes during the meeting for sharing their great knowledge with the rest of the club members. Feedback on this issue would be greatly appreciated.

Plastic Concept Planes

Scott Hurley and the demo pilots have been testing a new aircraft called the QHOR which stands for Quick Hell On Rails. This is a new aircraft from an idea from the fellas down at SpadFest 2003. Team P.C.P. Pilots Mike Bargman, Butch Olanosa, Jeff Peca, Jim Scahill, and John Howe have been putting the prototype aircraft through it's paces and are still currently in the beta testing stage of a model with a .32 size engine. Details can be found on the new www.PlasticConceptPlanes.com which will be up and running in the next few weeks. Here is a sneak preview photo.



NOTES OF BARNSTORMERS MEETING Of May 12, 2003

ATTENDENCE

Twenty-eight regular members were in attendance including new member Andy Herrero who is just beginning in the hobby.

OFFICER REPORTS

President: John Howe talked about the recent Giant Scale warm up event. It was windy but there were still about 24 pilots that participated.

One of the members commented that John was once again a feature on a rerun of Inside RC.

Treasurer: Bob Elsner reported a balance of \$2701 in the treasury. This is after making payments for the Library and field permits. Since the remaining budgeted items total about \$2500, this means we should end up with a \$200 carry over to next year.

Vice President: Scott Hurley said he would miss the upcoming Fun Fly because he will be attending the first regional SPAD event in Memphis.

Secretary: Scott Taylor passed out nametags for members who ordered them.

COMMITTEES

Fun Fly: Steve Dietrich said that the first Fun Fly would be on May 18th and would consist of a taxi slalom. The idea is to taxi around this ground course in the least amount of time.

Safety: No report

Flight Instruction: Jim Scahill said he planned to have Monday nights be student training night. This would start in the early evening and proceed to the club meeting on meeting nights.

Jim reminded everyone interested in being instructors that they must be certified. Jim will be certifying instructors on Saturdays. Instructors must be able to perform aircraft preflights, recover from unusual attitudes, and be knowledgeable of ground safety.

ENTERTAINMENT

Scott Hurley showed a DVD of the Tournament of Champions event held on October 9-13, 2002.

PLANES AND THINGS

Jerry Jeske brought in a Guillow Spirit of St. Louis plane powered by a Baby Bee .049 and controlled by Hitec.

Mike Cannata showed members his new 8 channel Polk radio. This radio has a built in frequency scanner to check for signals on all of the RC frequencies. Also, both the transmitter and receiver can be set to any channel. Standard receivers can also be used with the transmitter and it has a 99-model memory. It is an impressive combination of features for about \$300.

John Howe brought in a tail section for a SPAD double Telemaster. It was hoped to fly this plane at the regional SPADfest in Memphis. The plane has an impressive 16 foot wingspan. John was expecting the plane to weight in at around 40 pounds with a G62 motor.

Shewen Smith was looking for information on a “Brougham” aircraft built by Ryan Aircraft. If anyone can help, give him a call.

RAFFLES

The rollover raffle prize was an OS FS70 Four Stroke engine valued at \$400. The two square limit has been eliminated for this raffle. The drawing continued until we had a winner. And the winner is...Ken Sikorski. Ken wasn't present, but his prize will be waiting for him. Karl Schoder won the door prize of an Ace Super Smart Charger

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This newsletter is published monthly by the Suburban RC Barnstormers, Inc.

We reserve the right to edit all information forwarded to us. Permission is hereby given to reprint any article that we publish as long as proper credit is given.

Material can be submitted for publication: (1) at a meeting, (2) by mailing to Suburban RC Barnstormers, Inc., P.O. Box 524, Bloomingdale, IL 60108, (3) sending it to the email of the editors, Mike Bargman at flyhi263@aol.com or Scott Taylor at taylorstr@megsinet.net

Articles must be received by the 4th Saturday of the month to be included in the following month's newsletter.

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Please Support The Following Hobby Shops

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Visit our web site at <http://www.suburbanrcbarnstormers.com>



SWAP SHOP

Saturday January 11, 2003

9A.M.-1P.M.

1500 Arthur Ave.

Unit "A" West side of building

Elk Grove Village, IL

Near Devon & Rt. 83 (Busse Rd.)

Bring your R/C goodies that you would like to sell

Pick up some bargains while you're here

Need a table? Bring your own

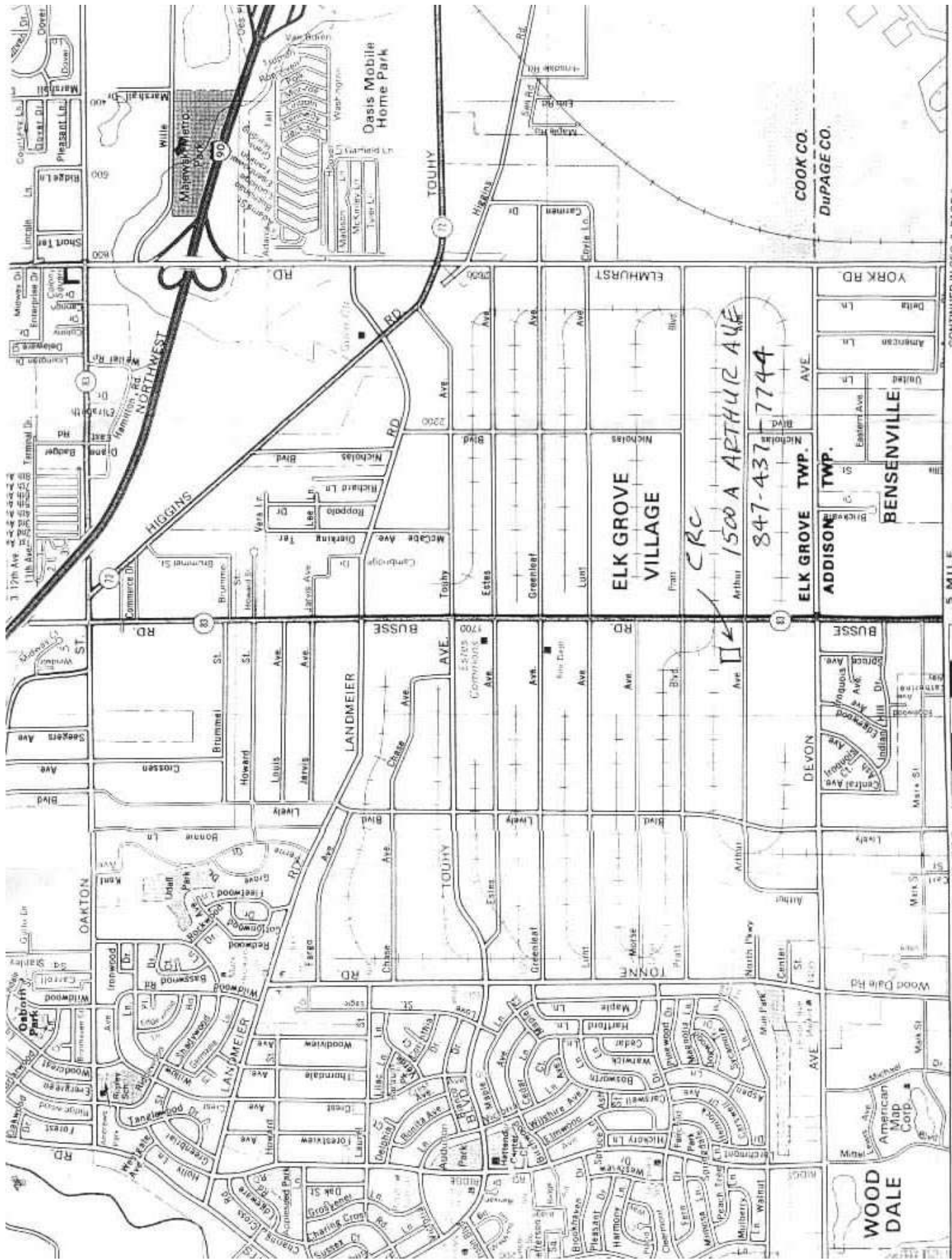
Need a chair? Bring your own-we don't have any of
those either

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Rene' or Lou for information

Map on the back



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