


The Transmitter

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

AMA CHAPTER 640

IMAA CHAPTER 194

July 2005

<http://www.suburbanrcbarnstormers.com>

Coming in July and August

July 11th, Member Meeting, 7:00pm, Bloomingdale Library

July 15th-17th, SPAD Fest 2005, Rantoul Airport

July 17th, Fun-Fly #3, 9:00am Trim flights, 10:00am Start, Pratt's Wayne Woods

August 7th, Giant Scale Fun Fly, Pratt's Wayne Woods

August 8th, Member Meeting, 7:00pm, Bloomingdale Library

August 21st, Fun-Fly #3, 9:00am Trim flights, 10:00am Start, Pratt's Wayne Woods

Notes of the Barnstormers Meeting

June 13, 2005

Attendance

Twenty-nine members were in attendance, which included two new members, Tim Johnson and Lou Gages. Also one visitor was in attendance, William (Bill) Feil. .

Officer Reports

President: Jim Scahill called the meeting to order at 7:05 PM.

Vice President: Orvil Fluharty displayed the rollover prize of a Thunder Tiger ARF. He also had the door prize, which was a mini hacksaw.

Secretary: Ruth Egging handed out the membership cards and the badges that were ordered to members that were present. Due to the missing volunteer sign up sheet for the swap shop, members were asked to sign up again. Little do these members know what they really signed up for this evening.

Treasurer: Bob Elsner stated that there is approximately \$4,000 in the bank. He also said that two club members volunteered (Jim Scahill and Scott Hurley) to participate in the "Meet the Club" event at Al's Hobby Shop. For the Barnstormers this will take place on July 9th from 11:00 AM to 2:00 PM.

Committees

Fun Fly: Steve said the last Fun Fly was well attended with approximate 15 members and non-members attending. The next Fun Fly will be on this Saturday, June 18th. It will be musical airplanes, after the music stops the last one down is out. There will be no restarts and if the engine dies the pilot is out.

Also, we need to decide what event the members want to do at the Lisle Fun Fly. It is at their field, but we get to pick the event. This event is in September.

Safety: Mike Cannata reminded us that flying overhead and behind the pits is not safe. We should all stay in the area that the Forest Preserve has designated.

Bob Elsner believes he has figured out how his airplane lost it's fuselage and Mike Cannata explained how his airplane became sliced up like a sandwich. I think both of these pilots should submit their stores to the Transmitter for publication.

In this issue...

Mtg Notes of June 13 – by Ruth Egging Page 1

Al's Hobbies – New Hours Page 2

SPAD Fest 2005 Page 3

5 Model Setup Musts Page 4

Flight Instruction: **Jim Scahill** stated that Ray Rohde had been out for a lesson on Tuesday and the grass was so high that he could not take off. However, they hand launched the airplane and it flew fine.

Jim also says that he is looking for cable for a JR to Futaba transmitter so a student can buddy box for flight instruction.

Tim Johnson wanted to thank everyone for their help in flight instruction and liked being a member of the club.

Old/New Business:

Spad Fest: **Scott Hurley** reminded us that Spad Fest is about one month away and pilots can pre-register for Spad Fest that will be held on July 15, 16, and 17. So far 6 members have registered with and a total of 18 pilots. If you pre-register you can save \$5. Pilots can pre-register on the web page at <http://www.SuburbanRCBarnstormers.com>

Flight Stands: The Forest Preserve has approved the flight stands. Talk centered on getting the flight stands set up as the Forest Preserve needs to be present while they are being installed. Currently, two stands have been built and are ready to be set up.

Static Contest: **Scott Taylor** presented the plaques to the members that were present from static contest winners. Thank you Scott.

Miscellaneous:

Scott Hurley presented information on the Open House from the St. Charles Club. There were two raffles, one in the morning and one in the afternoon for the young adults. The prize was a complete trainer, which the winner got to fly after the Open House. This might be something our club would want to consider.

Mike Cannata talked about a no maintenance flight box from England that he was able to purchase from Tower Hobbies. He had to purchase two of them and wanted to know if anyone was interested in purchasing the other one. Mike also stated that he had left his pink shrink wrapped battery pack at the field and was wondering if anyone had found it.

Airplanes

Scott Hurley had an outline of a hydro foam airplane and was 27 inches. The plane took off on water, grass and pavement. It should have a 2 to 1 thrust ratio for an engine. The plane, plans and a video of can be viewed on the Internet at RC Groups.

Dave West has been interested in a discus launched glider, but his has sadly been back ordered for awhile now. However, he did find and build a different newly finished discus launch style glider. It was a Wright Brothers RC kit and weighed around 4 oz. with no radio gear.

Tim Johnson won the Turkey and **Jeff Peca** won the door prize.

Meeting adjourned at 7:55 PM

New Hours for Al's Hobbies Help Wanted!!

The times they are a changin'. And they are getting longer. Al's Hobby shop in downtown Elmhurst has decided to extend their hours. Now when you need to replace that broken prop, pick up that extra battery pack, or get that covering to finish your new project before the weekend, you find Al's Hobbies there to help. Starting after the Labor Day Holiday in September, Al's new hours will be:

Monday 12pm to 8pm
Tuesday - Friday 10am to 8pm

Saturday 9am to 5:30pm and
SUNDAY 12pm to 5pm!!

But there's more! To support their extended hours, they will be adding to their staff. And who better to sell hobby products than those that use them. If you have the time and could use a few extra dollars to spend on your favorite hobby, give Al's a call (630-832-4908) and ask for Cindy to discuss the possibilities.

SPADFEST 2005

JULY 15TH-17TH

Spadfest 2005 is almost here!! The Barnstormers will be hosting this event for the second time at the old Chanute Air Force Base in Rantoul, IL.

Just to remind everyone, the dates are July 15th to July 17th. We have almost all of the details worked out. Jim Paroline loaned us a P.A. system, James Scahill has the sanctioning and Contest Director papers approved, Jeff Peca is handling some insurance issues, Paul Hurley has ordered tee shirts and hats, Dave West set up a registration page on the internet, I have the airport and sanitation requirements set up, and flyers were sent out to 50 clubs within 100 miles of Rantoul. So as you can see we are in good shape for this event. The one thing we are short on is **BARNSTORMERS!!**

Talk to anyone who went last year and they will tell you what a great time everyone had. I hope anyone who is able to attend

will come out and support this event. Friday and Saturday are the main days we need help. All we need is a couple hours each day from each person. The rest of the time you can fly, go to the Museum, etc.

Come for a day or the whole weekend, fly your spads or ours, most importantly come because you are a club member and you want share in some good fun and flying with our members and with other R/C enthusiasts from around the country. Landing fee: \$25 includes Saturday night cookout.

If you need more information come to the July meeting, contact...

Jim Scahill (815) 439-8522
Jeff Peca (630) 305-0018

or go to <http://suburbarcarnstormers.com> .

Scott Hurley

Do You Know the Way to SPADfest? Well you do now!!



Five musts of basic model aircraft set up

from the Aero RC Club of Flint's newsletter, Flint MI

John Hice, editor

There are five aspects of aircraft design that are crucial to desired flight performance—call them the Fab Five. There are others, but these five are fundamental, easy to check, and should be understood by every pilot. They are:

- 1) Balance: fore and aft
- 2) Balance: wing tip to wing tip
- 3) Wing incidence
- 4) Engine thrust line: up or down
- 5) Engine thrust line: left or right

These are all usually specified on plans or building instructions. If not, such as with many almost ready to fly models, it is important to know an appropriate starting point for each, and to verify all five before attempting flight.

Tip-to-tip balance: It is either good or it isn't. You may need help from another person to check it. Hold the front by the spinner or propeller shaft and the rear at the center of the fuselage. It may help to insert a pin or hook at the rear to aid in suspending the airplane. High wingers should be held upside-down. If either wing drops, add weight to the opposite wingtip until balanced. A heavy wing condition will cause the ailerons to trim with one up and one down.

Fore-to-aft balance: The airplane should balance at a point about 25 to 35% back from the LE of the wing. This is the envelope or range of balance that will provide safe, controllable flight.

A tail heavy airplane is unstable in flight, difficult to control, and if excessively tail heavy, it can be unsafe—a danger to persons and property.

A nose-heavy airplane may be difficult to trim in flight, drop the nose when power is reduced, and require a lot of down elevator when inverted. It's better to be a bit nose heavy, however, than the opposite. Flight testing will determine if a change in balance is desired.

Wing incidence: It is normally a few degrees "positive" for sport flying. This means the LE of the wing is higher than the trailing edge in reference to the plane of the elevator. You can hold a straight edge on top of the elevator surface and draw a line along the fuselage with an erasable pen as a reference line. Then measure from this line to the E and TE to find the

incidence. You can plot this on paper and measure the angle.

Flight performance will indicate if a change is necessary. Too much positive will make the airplane climb as power is added, zoom upward when pulling out of a dive, and tend to climb when turning. Negative, or too little positive incidence, causes a diving tendency throughout flight.

Engine thrust up or down: A small amount of engine down thrust is common in sport models. It helps to counteract the climbing effect of positive wing incidence as power is added without affecting the glide angle at low throttle. Too much down thrust may require excessive up trim for level flight, and may cause the model to nose up when power is cut. Up thrust will cause the opposite of these.

Engine thrust right or left: Some right engine thrust, usually two or three degrees, is essential to counteract the torque of the engine. If there is too little right thrust, the model will pull to the left as it loses speed in a steep climb. It will also pull to the left at the top of a loop. Too much right thrust will cause the opposite. Technical Editor's Note: Torque causes the airframe to rotate opposite of the propeller, therefore, right-thrust would have no effect on torque reaction. In fact, most aircraft have their engines set at zero right or left thrust. The turning effect that torque is blamed for happens on the ground at relatively slow speeds. Some claim that the turning effect is due to the P-factor (or P-effect), but that claim runs into large difficulties when you consider that the tricycle geared airframes (the full sized P-38, for example, before the rotation of one of the engines is changed) shows the same tendency to turn right under power while still on the ground.

The flight effects of changes in these Fab Five are contingent upon whether airframe was been built and assembled straight and true. A slightly warped wing, cocked rudder, twisted fuselage, etc., can cause similar effects and make it difficult to achieve a well-mannered, predictable model in flight. And everything is a trade-off. Changing one thing will often require changing something else. Be prepared for a lot of checking, trial and error. A good performing plane with no bad habits is worth the effort. It makes flying enjoyable.

The Transmitter

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 editor, 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.

OFFICERS/BOARD OF DIRECTORS

President	Jim Scahill	815-439-8522	J.scahill@comcast.net
Vice President	Orvil Fluharty	708-624-3856	Of Luharty@msn.com
Secretary	Ruth Egging	630-773-0164	IBDiver@aol.com
Treasurer	Bob Elsner	630-653-5345	Srcbarn@aol.com
Flight Instruction	Jim Scahill	815-439-8522	J.scahill@comcast.net
Safety Officer	Mike Cannata	630-351-7194	MCCannata@aol.com
Fun Fly/Board	Steve Wolski	630-953-0768	Xtremeflier@aol.com
Newsletter/Board	Scott Taylor	630-932-9624	Taylorstr@megsinet.net
Board	Charlie Baxa	630-530-2935	c.baxa@att.net
Board	Ron Hilger	630-833-8111	Ronhilger@aol.com
Board	Mert Mischnick	847-437-0410	Mert914@comcast.net
Board	Scott Hurley	847-695-1509	Flying_ace99@hotmail.com
Board	John Howe	630-541-3054	Iflyrc2@comcast.net

NEWSLETTER STAFF

Web Master	Dave West	(630) 837-6553
Editor/Publisher	Scott Taylor	(630) 932-9624

Please Support The Following Hobby Shops

Al's Hobby Shop, Inc.	121 Addison	Elmhurst, IL	(630) 832-4908
Venture Hobbies	23 Huntington	Wheeling, IL	(847) 537-8669
PMC Model-Tronics	653 Florence Rd.	Freeport, IL	(815) 233-5646
Hobbytown USA	3627 E. Main	St. Charles, IL	(630) 587-1256
His and Hers Hobbies	2051 22 nd Ave	Kenosha, WI	(262) 551-7187

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