


The Transmitter

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

AMA CHAPTER 640

IMAA CHAPTER 194

September 2005

<http://www.suburbanrcbarnstormers.com>

Coming in September and October

September 12th, Member Meeting, 7:00pm, Bloomingdale Library

September 18th, Propmasters/Barnstormer Fun Fly, 10:00am start, Springbrook Field, Naperville

September 25th (Sunday), Fun-Fly #5, 9:00am Trim flights, 10:00am start, Pratt's Wayne Woods

October 10th, Member Meeting, 7:00pm, Bloomingdale Library

October 24th, Board Meeting, 7:00pm, Bloomingdale Library

September Fun-Fly Date Change

As discussed at the last meeting, we are changing the date for the September fun-fly from Saturday the 24th to Sunday the 25th. When we setup the schedule of events for 2005, we thought we'd try a couple of Saturday dates to see if there was any noticeable difference in attendance. The June fun-fly was on a Saturday and

attendance seemed to be down so to try and have the most people at the events, it was decided at the meeting to keep the events on a Sunday. Our permit has been re-issued and we have the field reserved for Sunday the 25th. See you there!

Bob Elsner

Notes of the Barnstormers Meeting

August 8, 2005

ATTENDANCE

Twenty-seven members were in attendance which included one new member, **Tom Woosley**.

OFFICER REPORTS

President: Jim Scahill started the meeting at 7:05 PM and welcomed new members and any visitors, he asked them to introduce themselves and also let them know when he was available for flight instruction.

Jim also reported that Al's Hobby Shop has over \$4,000 in club expenditures which gives the club approximate \$123.00.

However, you must mention that you are a club member so the club can receive this bonus.

Vice President: Orvil Fluharty stated the roll-over prize of a Thunder Tiger ARF is going to be won tonight. He also had the door prize, which was plastic tubes.

Secretary: Ruth Egging handed out badges that had been ordered to the members, there are still two left, Mike Day and Darryl Hedges.

Treasurer: Bob Elsner stated that the club had a little overage for the roll-over prize.

Also if the Fun Fly chairman or any other committee needed a prize, he still had some fuel left from the fuel order.

COMMITTEES

Fun Fly: Steve Wolski updated us on the last Fun Fly, which was the last day of SPAD Fest, so it was not very well attended. The next Fun Fly will help pilots practice for the inter club Fun Fly in September. The events will be a taxi slalom and a timed flight.

Giant Scale: Jeff Peca gave us the results of the giant scale. It was a good turn out, maybe 20 – 25 pilots. One spectator was at the meeting and he is now a member.

Safety: Mike Cannata reminded us that we should all check to make sure we have our flight equipment before we leave the field.

OLD/NEW BUSINESS:

Spad Fest: Scott Hurley was selling T-shirts and hats. It sounded like this event is a lot of fun with many things to do. He spoke of a car and boat mid-air collision. He thanked the members that helped out with this event.



Flight Stands: Flight stands are ready, just need a way to get them to the field and have some help in putting them up.

MISCELLANEOUS:

Scanner: Mert had seen a small scanner (fits in your shirt pocket) that had a range of 1,000 feet and when he was looking at it there were a number of times that the red light stayed on. However, it was determined that for what the club would need, a scanner should have more range. 1,000 is roughly 1/3 of the range of a transmitter. The pocket size transmitter is really designed to see if someone is on your channel when you are preparing to fly, not to check for someone in the parking lot with their transmitter on or if a cell tower or the train causing a problem.

Dave West extended a generous offer of \$15 to club member for his RC Reporter since he did not have a lot available.

Dome: Mert reports that the first fun fly at the dome on November 4th will be FREE (normally \$10). He also reports the second Fun Fly will include Free pizza.

Mert also stated that a friend, Glen, has opened up a hobby shop. It is between Harlem and Cumberland on Lawrence (if I was able to write down the correct directions). I'm sure he would appreciate any support we could give him.

Scott Taylor thanked everyone for the articles that they have submitted, but he has not received any for a while. I believe that this is a great big hint – he needs more articles! And he is right, he is the editor and club members should be sending in tips on building, flying, interesting experiences, etc. So send those articles in so we can all be updated, enlightened, and maybe even bring a smile to our faces.

AIRPLANES

Mert had a Flying Wing. It was finished with packing tape, which came with the kit. It was only \$19.95 and real easy to put together.

Steve Wolski won the Turkey and **Karl Schroder** won the door prize.

Photos from Giant Scale Fun Fly - August 7, 2005



Fun Fly #4 - August 21, 2005



from the Sacramento Soaring Society, Novato CA
Find that Thermal and Stay With It

by Ed Granger

A thermal is basically rising air. To take advantage of this knowledge, you first need to have an airplane that flies reasonably well “hands off.” Good thermal recognition requires you to detect the slightest rise or fall in your Sailplane. Many thermals are missed because pilots go too heavy on the stick in search of a thermal. Airplanes with a tendency to fly in a shallow left or right bank also make thermal recognition more difficult.

I'm not talking about the ability to find a boomer thermal—anyone can find the boomers. I am talking about the ability to catch the slightest whiff of one. This can often be the difference between first and third place in competition. Thermals are easier to work with if you work them upwind. I have seen airplanes do several things when they encounter a thermal but will only mention a few of the important ones. A big thermal needs no explanation. Even if you're a new pilot, believe me, you'll know when you're in one.

- Watch the horizontal stabilizer. It rises when encountering a thermal, more so than the wing, and especially in weak or edge thermals.

- Watch the wing tips. They often will bobble. The airplane goes through a series of rapid, but small, left and right roll gyrations.

- Watch for an unexplained turn. Often a thermal will seem to pull an aircraft toward it. This is further evidence of the rotating nature of a thermal.

So when do you launch?

Don't launch when the wind is picking up. You probably just missed a thermal. Wait until the wind subsides a little and let the airplane go. Be observant to subtle changes in air temperature. Sometimes, you'll notice a puff of cool air. This is thermal wind. When or if you feel a cool puff, launch the airplane. Be patient. I have a tendency to release my airplane as soon as possible, especially when using a hi-start. If you can, wait a minute, it can really pay off.

Look down field. If you're lucky, your field has trees at the far end. Optimally, a thermal will generate upwind of you (those that generate downwind are useless). The trees often will swirl.

Straight-line wind is one thing, but when the trees swirl or move haphazardly, they are probably in the midst of a thermal. If that's the case, launch your airplane.

Recognition, entry, and establishment should take about 30 seconds to one minute depending on thermal strength.

Entry

Entering a thermal is a multistage event. The early stages must be smooth and controlled. Once you establish the strength of the thermal, you can begin to work it. This maneuver will look like a figure eight. You will also make efficient use of time and energy. Your first entry into a thermal should be smooth with the wings banked no more than 30°.

Here's what you do. Turn left and begin a nice large arc. If the airplane does not climb, one of two things has occurred: You missed it entirely or it's on the other side. Continue your turn, straighten it out after 270 degrees and begin a right turn. The 270 degrees is important. If you complete the turn and then initiate the right turn, the thermal has probably blown past your airplane and is now behind it. This basic pattern is based on a wind of roughly 7-12 mph.

Escape

Sometimes, no matter how hard you try, you will not escape a thermal. Don't panic and don't sweat it. Some veteran pilots feel that escaping from a dead thermal is more important than finding one.

Here's what you do. Decide when to get out. This is subjective. I've seen thermal recovery from as little as 20 feet off the ground. Turn the airplane into the wind and fly hands off, as though you were starting from the launch release. I determine a thermal is dead when I cannot gain altitude and have been losing it steadily for 30 seconds. Your mileage may vary.

There is no substitute for practice. Most Sailplane pilots require two to four seasons before they master these techniques. Don't get discouraged. I jokingly called this sport "The Hiking and Sailing Club." You do a lot of walking.

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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 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.

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