



The Transmitter

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

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September 2007

<http://www.suburbanrcbarnstormers.com>

Coming in September and October

September 9th, Fun Fly #5, Pratt's Wayne Woods

September 10th, Club Member Meeting, **6:00pm, Pratt's Wayne Woods**

September 16th, Prop Master Fun Fly, Spring Brook Field, Naperville/Plainfield Rd

September 24th, Board Meeting

October 8th, Club Meeting, Bloomingdale Public Library, 7:00pm

October 22nd, Board Meeting, Bloomingdale Public Library, 7:00pm

September Meeting at the Field

By Scott Taylor

Just a reminder, that the Bloomingdale Public Library meeting rooms are undergoing a facelift. While the rooms are being made beautiful, we have taken to the field, the flying field, of course. Please join us at the model flying site for the September 10th general member meeting.

We will start the meeting around 6:00pm, run quickly through our business and give away

our door prize. Since we can't take money at the field, we will forego the rollover raffle, but will up the value of the door prize.

Weather permitting the meeting will be at the flying field, but in the event of rain, we will move our business to the shelter in the preserve on the west side of Powis road. If you see a Tornado comin', please stay home!

Fun Fly News

By Scott Hurley

Check your calendar! Two dates that should be marked "Have a ball flying" and "Have a ball flying for the trophy!" are September 9th and September 16th. These are the dates for our next and final club fun fly of the season, and for the Barnstormer/Propmaster interclub fun fly competition. The date of the interclub fun fly event had been incorrectly published in previous newsletters, so if you have the 23rd marked, please change it to **September 16th**!

Here are some of the details on the interclub fun fly.

Wiffle Ball Spot Landing

Using the cross-painted on the runway as the center point, we will draw a 6' diameter circle, a 12' diameter circle and a 24' diameter circle. These will be the scoring circles for the Wiffle

Ball. For the landing box we will mark off a 10'X 10' box in the grass near the center of the runway depending on wind direction.

Each pilot will receive a Wiffle Ball attached to a 30' piece of kite string. The pilot then attaches the Wiffle Ball to his or her model so that the ball trails freely behind the model. The object of the contest is to spot land (or touch) the Wiffle Ball to the ground within one of the scoring circles.



Yes, that is new member Ron Walker eating lunch!

After take off, each pilot will complete one circuit of the field to demonstrate he has control of the aircraft. He will then be allowed three scoring passes. To score points the

Wiffle ball must touch within one of the scoring circles. Once airborne and when ready the pilot will call "Starting my pass". Once he calls this, whether he pulls up, hit's the mark or flies off that will be considered one pass. The scoring pass ends when the Wiffle ball passes the target circles. The pilot must then circle around to begin his next pass. The ball is scored where it first touches the ground during the scoring pass. After the pilot has completed his third pass and when he's ready to land, the pilot will try to land in the scoring box (main gear's first touch must be within the box to count) and keep his engine running.

Scoring will be 10 points for a ball touch in the 6' circle, 7 points for a ball touch in the 12' circle, 5 points for a ball touch in the outer circle and 3 points for a touch on the runway. Landing within the box will score 3 points and keeping the engine running will score another 3 points. A perfect score would be 36 points. Three touches in the center circle for 30 points an additional 3 points for a landing in the box and an additional 3 points for keeping the engine running.

The Propmasters will be providing lunch at the event.

Suburban RC Barnstormers Membership Meeting Notes

August 13, 2007

ATTENDANCE

Our meeting was held at Pratt's Wayne Wood Forest Preserve (flying field) due to renovations at the library. The September meeting will also be held at the field. In attendance were 31 regular members along with visitors Barb Cacciatore and Doris Helfert.

OFFICER REPORTS

President: Mert Mischnick presided over the proceedings of the meeting.

Vice President: Steve Dietrich said the door prize for the evening would be a GWS Corsair.

Treasurer: Bob Elsner reported a treasury balance of \$6830. Bob also had some of the new logo hats with him for interested members.

Secretary: Scott Taylor – No report.

COMMITTEES

Fun Fly – The next fun fly will be held on September 9th.

Flight Instruction – **Jim Scahill** said another member has been soloed. Congratulations to

Dennis LaRocco for his successfully completing his training. Jim also mentioned that Scott Stampfli has been certified as a flight instructor.

GENERAL BUSINESS

Barstormer Logo Stickers – Mert said he received an order of stickers with our new Barnstormer logo on it. However, the yellow on our logo was considerably closer to lime green than yellow. After some skill full negotiation with the vendor, a new order is being filled and sent. Members were encouraged to take as many of the defective stickers as they liked.

Field Condition – Mert said he had spoken to the Forest Preserve about having the field rolled to smooth out the bumps. The response was, “they will see what they can do”, so we will follow up with them later.

New Webmaster – Scott Barrie introduced himself to those present and talked about changes he has been making to our website. New features include a photo gallery, a forum for exchanging messages, a “shout box” which is similar to a chat room without the chat (you’ll need to check this out), maps, video, audio, and more. Drop by to view the changes.

PLANES AND HINTS

Dave West showed the members his latest project. A scratch built Hughes H1 racer. Dave sized his plane to be “40” size, but plans to electrify it.

PRIZES

Scott Stampfli was the winner of a Thanksgiving turkey. Jim Scahill took home the GWS Corsair door prize. There was no rollover raffle due to the Forest Preserve rules about exchanging money.

From the Iowa City Aerohawks, Iowa City, Iowa

Gas, Check! Battery, Check! Safe Pilot?

by Marc Niehus

“The best safety device of any aircraft is a well-trained pilot.”

If you have heard this phrase before—or for the first time—it needs to be said again. When was the last time you were at the field and saw something that you thought looked unsafe? What did you say to that person who was committing the unsafe act? Did you say anything or think to yourself, “that guy’s been a pilot for a long time. I’m sure he knows what he’s doing.” Did you know that, under the Official Academy of Model Aeronautics (AMA) Aircraft Safety Code, you should ask that person about their actions if they appear to be doing something in an unsafe manner?

I was new to the club and the pits were busy. Trying to stay out of other people’s way, I set up my airplanes behind the line of airplanes in the pits. I remember getting a few funny looks as if my fly was open. I won’t mention Rich’s name, but finally this pilot told me that they could make some room on the line for me and

not to set up behind others in case something would happen. Others looked at me while he acted!

Before I write this next part, please knock on wood! The Aerohawks have not had any major accidents. Does this mean that we are a safe club—yes! Does this mean that because we are safe, we are immune from having a major accident—no!

This brings me back to being a well-trained pilot. Here are a few selected safety rules and practices that you might want to think about the next time you’re out at the field. So grab your favorite book of faith or a Model Aviation magazine, place your left hand on it while raising your right, and repeat after me:

1. I shall not willfully fly my model aircraft in a reckless and/or dangerous manner. This one

is self-explanatory. Don't fly beyond your skill level without a spotter or an instructor. If you are flying you're brand new high-performance model, have someone with experience help you out, maybe even fly it for you the first time.

2. I shall not fly my model aircraft until it has been proven airworthy. This includes range checks, making sure everything is secured, battery charged, fuel in the tank, correct control deflections. Have an experienced pilot look at your airplane if you're getting ready for its first flight or after a major repair. Believe it or not, you might have missed something!

3. I shall not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.

4. I shall not fly over houses or buildings in the vicinity of the flying field. No one, on or off the field, should ever have cause to feel threatened by one of our aircraft. This is a big one! If you see it happening, tell the individual and tell your safety officer. It needs reported so the club can correct the wrong. If you do it by accident, admit it so it can be corrected.

5. Children under six years old are only allowed on a flightline or in a flight area as a pilot or while under flight instruction. Watch your kids! Yes, this can be a great hobby to involve your sons and daughters in, but do you want to pay for someone's airplane that was wrecked by your child by accident? Worse yet, have your child end up one finger short of a full hand. Aerohawks club policy includes that your children must also have someone designated to watch them while you fly. Supervise your family!

6. At all flying sites a straight or curved flightline must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the flightline. When you're pulling out of the pits—ask, announce, communicate your intentions, and give the

right-of-way to the people flying. It's just "plane" considerate!

7. No powered model may be flown outdoors closer than 25 feet to any individual. When taxiing your aircraft to the pits, do not point the aircraft into the pits. Kill the engine, grab the tail, and push it the rest of the way. This one I saw firsthand and it scared the you-know-what out of me.

8. AMA has seven of 17 bullet points that just involve propellers. This means that fast, spinning, sharp things do damage. In a nutshell, don't use repaired blades, do keep all body parts out of propeller arc, do check that your propeller is securely fastened, do exercise extreme caution when making needle valve adjustments and make them from behind the spinning propeller (unless of course you have a pusher.)

9. Airplanes must be secured in the pit area at all times when the engine is running, with engine facing the fence and away from all spectators and the pilot. The use of some type of restraining device is required when starting and running aircraft in the pit area. Do not leave airplanes unattended during run-ups or break-ins. These should be accomplished in the designated area at the south end of the pit.

The preceding is an abbreviation of AMA General and Radio Control Rules, Safety Recommendations published by AMA, and the Iowa City Aerohawks club rules. The full document for the 2007 Official AMA Aircraft Safety Code is located at www.modelaircraft.org and you need to check out our Web site for the full version of the club rules: www.iowacityaerohawks.com.

Let's all work together and make this another safe year for the Aerohawks. Be considerate to other fliers, communicate what you are doing when it comes to sharing the air (last year I witnessed two mid-air,) and if you see someone doing something unsafe or that you might think is unsafe, say it! What we do as an individual reflects the club!

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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.

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

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