



# The Transmitter

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

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September 2009

<http://www.suburbanrcbarnstormers.com>

## Coming in September and October

September 13<sup>th</sup>, Barstomer/Propmaster Fun Fly, 9:00am, Spring Brook, Naperville  
September 14<sup>th</sup>, Member Meeting, Bloomingdale Public Library, 7:00pm  
September 20<sup>th</sup>, Fun Fly #5, Pratt's Wayne Woods, 9:00am trim flights, 10:00am First Pilot  
September 27<sup>th</sup>, Giant Scale Fun Fly Pratt's Wayne Woods, 9:00am  
September 28<sup>th</sup>, Board Meeting, Bloomingdale Public Library, 7:00pm

October 12<sup>th</sup>, Member Meeting, Bloomingdale Public Library, 7:00pm  
October 26<sup>th</sup>, Board Meeting, Bloomingdale Public Library, 7:00pm

## Prop Masters vs Barnstormers

*By Dave West*

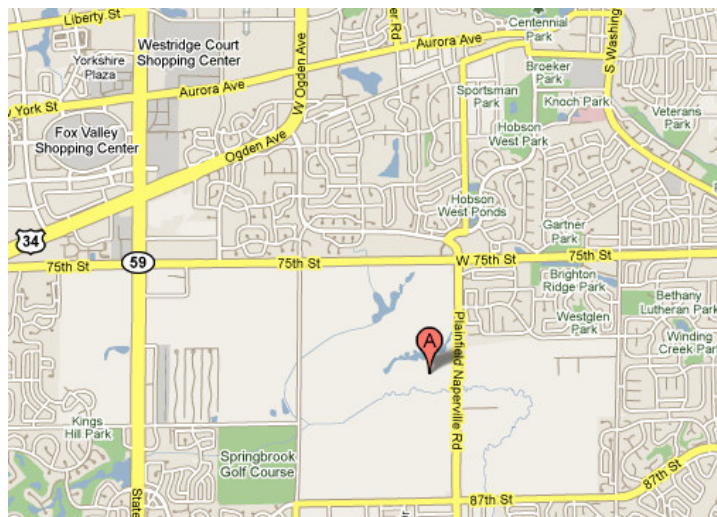
Our annual inter-club fun fly is scheduled for Sunday, September 13<sup>th</sup> (the day before our next club meeting). It will be held at the Prop Masters field. The field opens at 9:00AM with the contest starting at 10:00. Get there early and get in a practice flight (and maybe a parking spot).

The event will be the "Glass Overcast" – just like our last club fun fly. Your plane will be equipped with an altimeter. The goal will be to fly as close to 400 feet as possible – without going over. We have a number mounting methods to insure that any type of airplane can participate. Additionally, no special piloting skills are required, so everyone can join in. The top 10 scores from each club will determine the winner.

The winning club gets an engraving on, and possession of, a perpetual plaque. It has been several years since that award had seen our trophy

case. So, we need your help. The more pilots we have, the better our chances of winning (since the top 10 scores will come from a larger group).

The Prop Masters' field is located in the Springbrook Prairie Forest Preserve in Naperville.



The field (marked with the "A" on the map) is off of Plainfield-Naperville Rd about 1/2 mile south of 75<sup>th</sup> St. From route 59, head east on 75<sup>th</sup> about 1 1/2 miles, turn south on Plainfield-Naperville Rd. The small parking lot is on the right. Overflow parking is usually available on the east side of Plainfield-Naperville Rd slightly farther south.

The field is a DuPage county public field. So your DuPage permit is valid, and you can fly there any time.

See you there!

# **Barnstormers / Propmasters Inter-club Fun Fly 2009**

## **“Glass Overcast” Official Rules**

### **Overview:**

How good are you at estimating the altitude of your plane? This year's inter-club event, “glass overcast” will help you find out. Your plane will be fitted with an altimeter to indicate the peak altitude of your flight. Everyone can participate – regardless of flying experience or aircraft type or size.

### **Objective:**

Fly your plane as close as possible to an imaginary 400-foot ceiling. Upon landing, we'll check the altimeter maximum. The goal is to fly as close to 400 feet **without going over**. [400 feet is perfect. 401 feet is out of the running.]

### **Rules:**

1. Each pilot will install an altimeter on or in his/her plane. Winged Shadow Systems will provide several *How High SP* altimeters for use at the event. A number of mounting adapters will also be provided so that the altimeters can be quickly installed before, and removed after, each flight. Those who own their own altimeters may use them and keep them installed in their planes. Any brand may be used provided the peak altitude can be easily read immediately after the flight.
2. The contest officials/scorekeepers (one from each club) will announce when flying can begin. Pilots will then fly when ready. Several planes can fly at the same time (within the limits of the field rules and the number of available altimeters). Each pilot must have an individual act as a witness/observer/spotter to watch the flight and read the altimeter after flight. The maximum altitude reading is then reported to the scorekeeper.
3. Pilots with experience with model altimeters will fly first. This will limit their advantage by allowing others to observe their flights. As each flight is logged by the scorekeeper, the altitude will be publicly announced to the other pilots and spectators.
4. The flights are not timed. However, pilots should keep their flights short (2-3 minutes) since others may be waiting for an altimeter. The officials may choose to set a time period for all flights to be complete.

5. A number of factors can create errors in the altitude measurement (especially when the altimeters are installed externally in a temporary manner). However, the post-flight reading of the altimeter will be assumed accurate for the purpose of this contest. Exception: If the reading is grossly and obviously inaccurate the pilot will be allowed a second flight (using a different altimeter and/or a different mounting location).
6. All normal field rules and safety rules are in effect. Models must stay clear of full-scale air traffic. Each model must be flown close enough to be clearly seen and controlled by the pilot.
7. Each pilot is expected to fly his/her own plane. However, to encourage participation, plane sharing will be permitted provided that no plane is flown by more than two pilots. (This is to prevent groups from flying the same plane -- which could give a team an advantage.)
8. The pilot must make the flight altitude judgment on his/her own, without prompting or signaling from any other person or instrument. During the flight, the witness/observer/spotter is not permitted to aid the pilot with regard to altitude. (This prevents a skilled altitude judge from influencing others. It also prohibits the use of remote observers and measurement instruments.)

### **Scoring:**

For each pilot's flight, the maximum altitude will be subtracted from 400 to produce a “feet-under-400” score. Flights over 400 feet will not be counted. The 10 best (lowest) scores from each club will be combined. Lowest total wins. (If a club has less than 10 “under 400” flights, we will use those flights and an equal number of the other club's flights.)

### **Additional Rounds:**

Depending on available time, and at the discretion and agreement of officials from both clubs, additional flights may be permitted. If an entire second round is flown, each pilot's best (lowest) score will be used. Alternatively, the officials may choose to have only those pilots who were over the 400 ft. limit fly second round flights.

# Notes of the Suburban RC Barnstormers Membership Meeting

August 10, 2009

## ATTENDANCE

There were 48 members in August. New members and visitors included Steve Thill, Bob Sarley, Terri Lanza, and Carl Peterson. Bob was here with his son-in-law Tom who has been flying for about 4 months. Steve has been flying since about 2001, met some of our members at the field, and decided to check us out. Terry was with his 16-year-old son. Carl was a member a number of years ago, but didn't have the time to learn. He hopes to now!

## OFFICER REPORTS

**President: Mert Mischnick** presided over the meeting.

Mert enlightened the members on the serious nature of Mike Maciejewski's injuries caused by a tire blow out while riding a motorcycle. He was unconscious for three weeks, needed to have an eye socket rebuilt, and other breaks as well. His wife, Lisa, was also injured but not as seriously as Mike. The good news is he has been making progress with his rehab and hopes to make it to the next meeting.

Mert passed along the news that Venture Hobbies was closing. The entire inventory is being sold. Currently, everything is 10% off. If you have a Venture Hobbies gift certificate, unfortunately, you missed your opportunity to use it.

Mert mentioned he had a flag he was donating to the club to fly over the flight stand. But he was looking for ideas on how to mount it without disturbing the windsock.

**Vice President: Mike Maciejewski** was absent, but Steve Dietrich has volunteered to fill in while he is out. Steve had a flight pack battery tester for a door prize. The rollover raffle was a Jet-Stream electric twin.

**Treasurer: Bob Elsner** reported that we had a bit over \$8000 in our treasury. To help use some of our excess funds, the budget for food at events was kicked up. There are also a few outstanding bills.

**Secretary: Scott Taylor** said that he has been unable to reach our nametag supplier and it appears we will need to find someone else to do the job.

## COMMITTEES

**Fun Flys – Stan Warden** has offered to help with the fun flys for the remainder of the season. The next event would be the 400' glass ceiling to practice for the interclub fun fly. Ron Hilger has a great inventory of door prizes, and Stan will be preparing the food. Dave West presented details on the Glass Ceiling event and

reminded everyone to be on hand for the September 13<sup>th</sup> interclub event.

**Flight Instruction – John Howe** reminded everyone he is the "go to" person if you need flight instruction. More importantly, see John if you would like to instruct! Instructors do not necessarily need to teach the flying, help is also needed with preflight and ground instruction. Don't be afraid to ask if you would like to help. Most experienced pilots would qualify.

It was mentioned at the meeting that more and more members were using Spektrum radios and that a training cord and slave radio would be helpful. Everyone agreed and John was going to look into purchasing one for the club.

## OTHER BUSINESS

**Dome 2010 – Stan Warden** reminded everyone the first eNiter would be on December 5<sup>th</sup> this year.

**Web Site – Scott Barrie** said the web site can always use new content. If you have any related video clips for our site, please forward them to Scott.

## PLANES

**Al Koller** showed off his Phil Kraft designed Quick flight III. He built this plane in 1971 and is just getting around to flying it!

**Jerry Jeske** showed his equally vintage .049 powered Curtis Robin. This was built from a kit with all the pieces hand cut.

**Mike Cannata** provided his opinion of the Pices electric autogyro he recently completed. It is powered by a 40-watt brushless motor. But Mike says, it is "the worst plane he has built." The instructions consisted of a single page of poorly written (translated) instructions.

**Marty Schrader** had an electric powered foam flyer he called a Simple Sister. It was powered by a 40-50 watt motor mounted in the rear and controlled by a 4 channel radio. Marty likes how the design works.

## RAFFLES

Because there were no raffles at the July meeting at Pratt's Wayne field, we pulled two turkey winners. They were Katie Howe and Mary Schrader. The door prize went to Brian Rolnicki.

My apologies for sketchy notes on the rollover raffle. My notes say **Ruth Egging and Mike Canatta** won. We must have had two Jet Streams in the raffle!

## Fun-Fly #4 Results

By Dave West

Twenty-one Barnstormers braved moderately strong winds and threatening clouds on August 16<sup>th</sup> for our fourth fun fly of the season. This event served as practice for the upcoming inter-club contest with the Prop Masters.

The goal of the "Glass Overcast" competition is to fly as close to 400 feet as possible – without going over the limit. Each plane is outfitted with an altimeter, which is read after landing.

To mimic the feel of the inter-club event, the pilots were divided into two teams (Black and Yellow). Stan Warden measured off the field and placed cones, flags, ribbons, and balloons, at locations that matched the Prop Master field's flight stations, runway, field edge, and trees respectively.

Each altitude under 400 was subtracted from 400 for the pilot's score. The top scores from each team were added with the lowest total winning. The Black team won both rounds. Winning team members included: Lino DiDonna, Ron Hilger, John Kubitz, Jeff Peca, Frank Bernstein, Mert, and Steve Dietrich. Notable flights included Mert's just-over-the-limit 404 ft. flight. Not to be outdone, Scott Taylor, had 406 ft. and 402 ft. flights for the

closest two-flight combo, albeit both over the limit. Jeff Peca had identical altitudes of 361 ft. for both rounds. Your humble reporter followed up the worst flight of the first round (540 ft), with the best flight of the contest – 399 ft! (Sometimes dumb luck prevails.)

Ron Hilger brought an excellent selection of goodies for the prize drawing. Six members chose the "gambler option" and took a chance on a big prize rather than selecting a sure thing from the prize table. None of them had matching dice rolls, so the RTF twin-ducted-fan jet remains for the next event.

Mert brought donuts and coffee to start the morning. Fun-fly chairman Stan Warden took on chef duties, grilling brats and Italian sausage (with grilled onions

and peppers). Potato and macaroni salad rounded out the menu. The event and lunch were completed just in time as the sky opened up and the afternoon brought heavy rain.

Thanks to everyone who came out and flew or helped out.



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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@core.com](mailto:taylorstr@core.com)

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

## OFFICERS/BOARD OF DIRECTORS

President	Mert Mischnick	847-437-0410	<a href="mailto:Mert914@att.net">Mert914@att.net</a>
Vice-President	Mike Maciejewski	630-513-1476	<a href="mailto:macieml@sbcglobal.net">macieml@sbcglobal.net</a>
Treasurer	Bob Elsner	630-653-5345	<a href="mailto:Srcbarn@aol.com">Srcbarn@aol.com</a>
Secretary	Scott Taylor	630-932-9624	<a href="mailto:taylorstr@core.com">taylorstr@core.com</a>
Flight Instruction	John Howe	630-541-3054	<a href="mailto:lflyrc2@comcast.net">lflyrc2@comcast.net</a>
Fun Fly Chairman-Dome	Ron Hilger	630-833-8111	<a href="mailto:Ronhilger@aol.com">Ronhilger@aol.com</a>
Fun Fly Chairman-Outdoor	Scott Hurley	847-695-1509	<a href="mailto:Flying_ace99@yahoo.com">Flying_ace99@yahoo.com</a>
Safety Officer	Tom Lyons	630-668-9525	<a href="mailto:gtpslyons@comcast.net">gtpslyons@comcast.net</a>
Board	Steve Dietrich	630-832-4360	<a href="mailto:slyvesterd@sbcglobal.net">slyvesterd@sbcglobal.net</a>
Board	Jeff Peca	630-305-0018	<a href="mailto:j_pec@yahoo.com">j_pec@yahoo.com</a>
Board	Glen LaRocco	847-741-9363	<a href="mailto:EagleN2FB@comcast.net">EagleN2FB@comcast.net</a>
Board	Stan Warden	630-654-8476	<a href="mailto:frenchstan@att.net">frenchstan@att.net</a>

## NEWSLETTER STAFF

Web Master	<a href="#">Scott Barrie</a>	(773) 910-7350
Editor/Publisher	<a href="#">Scott Taylor</a>	(630) 932-9624
Photo Coordinator	<a href="#">Scott Hurley</a>	(847) 695-1509

Visit the Club Forum at our web site: <http://www.rcbarnstormers.com>

## Please Support The Following Hobby Shops

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