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# The Transmitter

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

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AMA CHAPTER 640

IMAA CHAPTER 194

February 2012

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<http://www.suburbanrcbarnstormers.com>

## **Coming in February and March**

February 13<sup>th</sup>, Club Meeting, Bloomingdale Public Library, 7:00pm  
February 16<sup>th</sup>, Dome Fun Fly, White Pines Golf Dome, 11:00pm  
February 27<sup>th</sup>, Board Meeting, Bloomingdale Public Library, 7:00pm

March 12<sup>th</sup>, Club Meeting, Bloomingdale Public Library, 7:00pm  
March 15<sup>th</sup>, Dome Fun Fly, White Pines Golf Dome, 11:00pm  
March 26<sup>th</sup>, Board Meeting, Bloomingdale Public Library, 7:00pm

## **Forest Preserve Presents New Flying Field Proposal**

*By Mike Maciejewski*

By now, most of you should be aware of the Forest Preserves plans to move our flying field from its current site to one located near the corner of Powis and Stearns road.

This was prompted by a combination of the Forest Preserve wanting to move "people" activities to the outer edges of the preserve while making the core more "wild", and the fact the railroad that now owns the tracks would like to install a new turn near our field.

There have been many proposals over the years to relocate our field. So far, none of them have materialized. But the likelihood this move will happen, and happen very quickly is very high.

Although the new field is technically larger, the location and power lines bordering the field present some definite safety concerns.

At our next meeting, we will have Jessica Ortega from the Forest Preserver Office of Planning coming to give us a presentation on the new flying site.

She would like to bring the members up to date with what is going on. What the plan is for moving to the new site, what the railroad has to do with this, and what the Forest Preserve plans are.

She will be happy to answer questions, so please be sure to bring some with you. It is important the Forest Preserve understands our concern for our field, our concern for safety, and our passion for flying.

See you at the meeting!

**Mike**

# Notes of the Suburban RC Barnstormers Membership Meeting

January 16, 2012

## ATTENDANCE

There were 40 members in attendance. Visitors Bob Vance and Frank Sygulla were attending. Bob used to fly u-control but is now toying with the electrics. Frank says he is a beginner and hasn't flown.

## OFFICER REPORTS

**President: Mike Maciejewski** presided over the meeting but was late to arrive. Thanks to Dave West for getting the meeting going.

**Vice President: Dave West** got the meeting started by having the new members and visitors introduce themselves.

A new rollover prize was introduced at this meeting. It is a 40 size Great Planes Escapade.



The door prizes for the evening were a set of skis and a builder's triangle.

**Treasurer: Bob Elsner** was absent.

**Secretary: Scott Taylor** said he found a source for blank nametags and received a new supply. We are up to date again with nametags. If you have ordered one, please come to a meeting to pick yours up.

Scott said we have 5 very dedicated flyers that managed to get out to the outdoor model flying field at least once every month last year. And this is not the first time they have done this. This is the fifth year! Scott had 5-year All Season Flyer patches to award to Bob Babyar, John Howe, Jeff Mrachek, Scott Stampfli, and Ed Wonnacott. Unfortunately, Scott was missing but the others got their patches. Congratulations!

## COMMITTEES

**Fun Flys – Ron Hilger** said the next dome fun fly would be a tortoise and hare event. The event is to see who has the greatest difference between their fastest and slowest speeds. There will be a special

prize for the winner, other prizes for pilots and snacks and drinks.

**Safety – Tom Lyons** passed along a couple of safety tips. First, when flying glow models in the cold, if you use lighter fluid to help start them, beware it is difficult to see a flame and a fire could start without realizing it. Also, when flying indoors, be careful about carrying LiPo batteries in your pockets. It is easy for them to get shorted from keys or other metal objects that might be in your pockets.

**Flight Instruction – John Howe** said there was no activity. John also mentioned there was some very good information presented on the shows at RCScaleBuilder. They have an audio archive of the shows that can be downloaded at <http://www.rcscalebuilder.com>.

## OTHER BUSINESS

**Budget Approval** – The financial operating budget for 2012 was reviewed with the members. There were few comments and a motion was made to accept the budget as presented. The motion was seconded and passed by the members.

**Field Relocation – Mike Maciejewski** talked about the future of our flying site. Plans are to relocate the field just west of Powis and south of Sterns roads. The Forest Preserve has been working on plans and has posted information on their website. The plans will be discussed at a Board meeting on January 24<sup>th</sup>. Members are encouraged to attend. We will invite a representative to the next meeting to bring us up to date.

## ENTERTAINMENT

Entertainment for the evening was a "Show What You Got" night. Members brought in items they got for Christmas (or they got for themselves!) to share with the members.

**Dave West** brought in a new saw he got at Menard's. It's not exactly a jigsaw, not exactly a scroll saw, and not exactly a table saw, but has characteristics of all of these. It has really quick-change blades and can cut wood up to 2x4.



**Stan Warden** brought in a BD-5 electric powered mostly ready to fly plane. There are two manufacturers that have nearly identical kits. Stan talked about the differences between the Hobby King version and the Aero Works version. The Aero Works version is a bit more expensive and has some features the Hobby King does not, but Stan considered both the kits worthwhile.



**Leno DiDonna** brought in his Hobby King F4 Phantom. It is powered by a single ducted fan. He had gotten the kit free after spending a few dollars at Hobby King. It is foam and electric powered and was a sharp looking kit.



**John Howe** showed the members a Pica Giant Scale Spitfire he picked up at the Waukesha Swap. It looked great from a distance but he plans to recover it.



**Jason Boettcher** show the club the foamie he built from plans but he says it turned out heavy and is looking for ways to make it better. He would like to see it go vertical!



**Jeff Mrachek** had an Alien Aircraft Stearman Biplane to show. This little guy had an all up flying weight of 10 ounces and an intricate radial engine from wood.



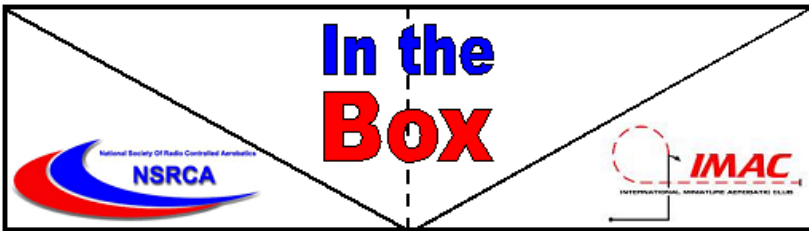
**Ron Hilger** showed a model he has built before. It is a \$3.50 toy foam plane that has been converted to twin electric power using some GWS motors.



## RAFFLES

There was no winner of the rollover.

**Frances Crowe** won the Thanksgiving turkey, **Jeff Mrachek** took home the builder's triangle, and **Tom Lyons** will be using his new skis at the next snowfall!

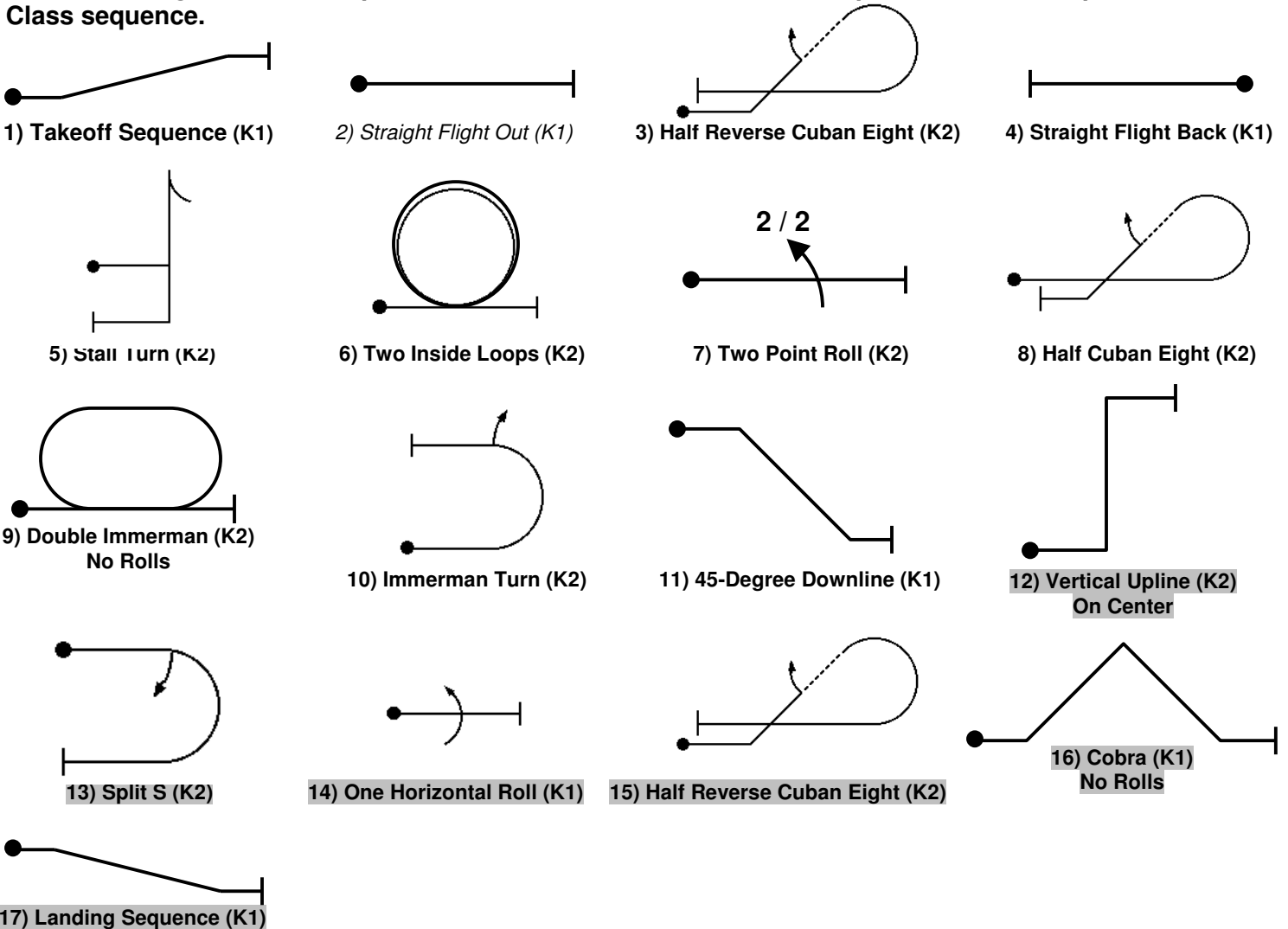


**Pattern Flying - Precision Aerobatics**  
*Taking your passion for flying RC airplanes to the next level!*

By: Bob Sarley  
 AMA 909308

Welcome to the fifth article related to precision pattern flying. In this article we will discuss details of the third and final segment (highlighted Aresti diagrams 12 to 17) of the NSRCA Sportsman sequence, how the maneuvers are performed and what the judges are looking for in their execution.

**The Aresti diagrams below represent all of the 17 maneuvers that comprise the NSRCA Sportsman Class sequence.**



The third and final segment of the Sportsman sequence begins with another unscored turn-around maneuver immediately following maneuver 11 (the 45-degree downline). The next 6 maneuvers start when the pilot calls "in the box" after his/her turn-around maneuver. After maneuver 16 (Cobra with no rolls), the pilot leaves the box going upwind and performs another free turn-around maneuver, traverses the flight line going downwind and performs another turn-around maneuver to line up with the landing area going upwind. The pilot then calls "landing" when entering the box and begins maneuver 17 (the landing sequence).

The pilot's assistant removes the airplane from the flight line and it is now time for the pilot to thank the judges for their effort, take the score sheets back to the contest director and relax - your work is done!

The following are detailed descriptions of the maneuvers and what the judges are watching for to downgrade the pilot's score. Remember, keeping your practice segments short is still a good idea, but eventually (after mastering all the individual maneuvers) you will have to perform the entire sequence without interruption. Find a friend to call the maneuvers for you at the field and get as much practice and constructive criticism as you can stand. It will all help on contest day.

## 12. Vertical Up Line (on center) (U)

From level upright flight model pulls and executes a one quarter (1/4) inside loop to a vertical flight path (up line), hesitates, performs a one-quarter (1/4) outside loop to recover in upright level flight at a higher altitude. The vertical line is center of the maneuver. There is no length requirement for the vertical line as long as the aircraft attains a completely vertical attitude.

Downgrades:

- Both one-quarter loop segments must be round and have the same radius
- Vertical flight path (track) not vertical
- Vertical line offset right or left of center
- Heading (track) changes

## 13. Split "S" (T)

Model performs a one-half (1/2) roll in level flight then immediately executes a one-half (1/2) inside loop to level flight in opposite direction as entry.

Downgrades:

- Half roll not 180 degrees.
- Half loop not started immediately after half roll.
- Half loop not constant radius.
- Changes in heading (track).
- One-half (1/2) roll not in level flight.
- Model heading (track) does not finish exactly opposite the direction of entry.
- Wings not level during looping segment

## 14. One Horizontal Roll (D)

Model rolls at a uniform rate through one (1) complete revolution in either direction. Center is the inverted portion of maneuver.

Downgrades:

- Changes in heading (track) during roll
- Changes in altitude during roll
- Roll rate not constant
- Roll not centered
- Model does not perform exactly one roll.

## 15. Half Reverse Cuban Eight (T)

Model executes a one-eighth (1/8) inside loop to a 45 degree up line, hesitates, does a one half (1/2) roll, hesitates, then performs a five-eighths (5/8) inside loop back to level flight in opposite direction as entry.

Downgrades:

- Loop segments not round with the same size and radius
- Model not at 45 degrees before and after half roll.
- Changes in heading (track) in loop segments or after half roll
- Half roll not centered in 45-degree line
- No hesitations before or after half roll
- Over or under rotation of roll.

Remember: **(U)** is for upwind direction, **(D)** is for downwind direction and **(T)** is for turn-around maneuver.

Now that we know the entire Sportsman Pattern Sequence, the maneuvers and what the judges are looking for, we can proceed to the next subject of importance - trimming your pattern plane properly so that the maneuvers you need to perform can be done without fighting the controls and with minimal corrections. A properly trimmed pattern plane (no matter what type of plane you are using) will make the job of perfecting the geometry and flow of your sequence as straight forward as possible.

The next article of In the Box will provide some tips and methodologies used by the experts to trim their planes for competition. Until then - keep flying and practicing those maneuvers. They WILL get better.

## 16. Cobra Roll without Rolls (U)

Model executes a one-eighth (1/8) inside loop to a 45-degree up line, hesitates, performs a one quarter (1/4) outside loop to a 45-degree down line, hesitates, then performs a one-eighth (1/8) inside loop to recover to level flight at the same altitude as entry. The one-quarter (1/4) loop is to be centered on the aerobatic box centerline.

Downgrades:

- Up and down lines not 45 degrees.
- Changes in heading (track)
- Loop segments not round with same size radius
- Entry and exit not at same altitude

## 17. Landing Sequence (U)

The landing maneuver will be scored in one-half (1/2) point increments from 10 to 0. The maneuver will start two (2) meters from the ground. The model flares smoothly to a nose high altitude, dissipating flying speed, and then smoothly touches the ground within the designated landing zone. The maneuver should be considered complete once the plane has slowed below flying speed and rolled 10 meters or comes to a stop. No further downgrades shall be applied after that point. The landing zone shall be marked by lines placed perpendicular across the runway and spaced 30 meters apart. The width of the landing zone is normally the width of the runway but in no case shall it exceed 30 meters.

Landing is not a centered maneuver and there is no downgrade for displacement of the touchdown point left or right from center as long as the touchdown is in the landing zone. If the touchdown is within the runway but not in the landing zone it should be downgraded proportionate to the distance outside the landing zone.

The landing will **not** be downgraded if:

- Wing dips that are caused by air turbulence unless they are not immediately corrected
- The pilot "slips to a landing" to handle a crosswind condition in which case a wing will be low
- The model rolls to a controlled stop within 10 meters
- Displacement of touchdown point left or right as long as the landing is in the landing zone

Downgrades:

- Model passes behind the judges line, zero (0) points
- Model impacts the runway due to lack of flare
- Model bounces
- Changes in track
- Model ends on its back, zero (0) points
- Model lands outside landing zone
- If any undercarriage retracts or comes off before the landing is complete, zero (0) points
- Aircraft porpoises and/or wanders during approach or flare
- Aircraft lands outside the landing area or runway, zero (0) points
- Aircraft touches down while not straight to runway and ground track

## 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@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.

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