



# The Transmitter

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

AMA CHAPTER 640

IMAA CHAPTER 194

July 2014

<http://www.suburbanrcbarnstormers.com>

## **Coming in July and August**

July 14<sup>th</sup>, Member Meeting, \*\* Itasca \*\* Public Library, 7:00pm

July 20<sup>th</sup>, Fun Fly #3, Pratt's Wayne Woods, Trim Flights 9:00am, Competition Begins 10:00am

July 27<sup>th</sup>, Barnstormer/Propmaster Interclub Fun Fly, Pratt's Wayne Woods, Trim 9am, Begin 10am

August 11<sup>th</sup>, Member Meeting, Bloomingdale Public Library, 7:00pm

August 17<sup>th</sup>, Fun Fly #4, Pratt's Wayne Woods, Trim Flights 9:00am, Competition Begins 10:00am

## **President's Corner**

*By Mike Maciejewski*

Hello, how are you doing?

It's July and how many times have you been out flying? I can tell you this has not been a good year for me. I have been out only a few times in the last couple of months. I am hoping that things change around for me so I can do more flying.

I have glued the tail section back onto my fun fly airplane. Now I have to put covering on it and it will be ready to go. Now you go OK thanks for letting me know you are working on your plane. Well, on July 27<sup>th</sup> at our field we have the inter club fun fly against the Prop Masters. We won last year and need to hold onto the plaque. So the more fliers we can get the better are chances are to keep it. So

come out to compete or to cheer the Barnstormers on.

Have you looked at the new layout of the Barnstormers web-site? There is now a page with pictures of members and what they are doing. If you have any pictures, please send them along with a description of what the pictures are from. We want to know what are members are doing.

Oh by the way, The July 14<sup>th</sup> meeting is at the Itasca library. The people at the Itasca library have been very nice to help us out when we need a meeting location.

*Mike*

## **Interclub Fun Set for Sunday July 27<sup>th</sup>**

The date for the Interclub Fun Fly has been set! This years event will be held at our field on Sunday June 27<sup>th</sup>. Since the event is at our field this year, the visiting club gets to pick the event. The Propmasters have selected a two minute timed

flight with a spot landing. Details for the competition are on page 3. Check them out and get practicing! Let's give them a "run for their money!"

# Notes of the Suburban RC Barnstormers Membership Meeting

June 9, 2014

## ATTENDANCE

There were 30 members present at the Itasca Library meeting. Jason Pottebaum was visiting our meeting and said he has been flying a couple of years but considers himself just above a beginner.

## OFFICER REPORTS

**President: Mike Maciejewski** presided over the meeting.

In VP Steve's absence, Mike told the members about the door prizes. We had a sanding bar, wheels, and some t-pins to give away. The new rollover prize was a Mini Sky Fun plane and it is Ready to Fly!



**Vice President: Steve Thill** was absent.

**Treasurer: Bob Elsner** got information from the Library for meetings the remainder of this year. We will not have a room in July and in September we will only have the B side of the conference room. We will be holding our July meeting at the Itasca Library.

**Secretary: Scott Taylor** reminded members their membership cards are inside the newsletter. If you got a hard copy and don't know why, don't throw it out, look inside!

Scott said there was a Father's Day pancake breakfast at Schaumburg airport. If you not going to the fun fly, don't miss the breakfast!

## COMMITTEES

**Flight Instruction – John Howe** reported he has not had any requests for training.

**Fun Fly Chairman – Steve Merrill** said he will be out of town for the June 15<sup>th</sup> Fun Fly and asked for a volunteer to chair the event. Mike Maciejewski stepped up to the plate to handle the event. Thanks!

**Dome Flying - Stan Warden** said the Golf Dome at White Pine Golf Course has been secured for the 2015-2015 winter flying season. Stan said they would be going back to requiring AMA membership to fly. Dropping the requirement didn't bring any additional flyer in. Stan is looking for night managers and administrators, so if you are interested, please let him know!

## OTHER BUSINESS

**Al's Hobby Shop Closing - John Howe** said there was no news on the closing of Al's Hobby Shop in Elmhurst. There were some rumors there might still be an opportunity to use gift cards but no details. So don't throw them away. Also, John suggested the best alternatives in the area now seem to be St Charles and a shop in Joliet.

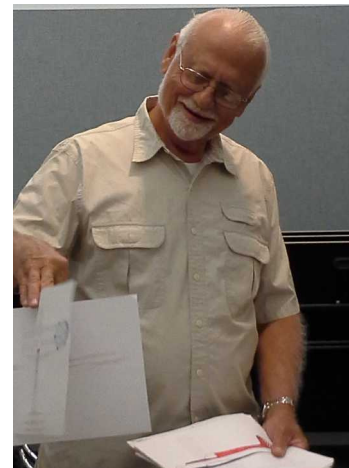
**SRCB Swap Shop – Debbie Howe** said she has reserved the date for the swap next year. It is "on the books" but needs to send the deposit money.

During the evening, **John Howe** also conducted a raffle for volunteers at the Swap. It was not necessary to be present, so if you weren't there and won a gift, you will be contacted.

**Field Report – Mike Maciejewski** discussed some of the progress on the new field. Gravel was in place but not leveled, the foundation for the shelter is in place, and the barriers are back up.

## PLANES

**Paul Kramer** showed off his completed Gimlet scratch built plane. It is powered by a Magnum .46 engine, which he has had good luck with. He had a number of paint schemes to consider, and his wife made the final decision.



**John Howe** showed the club a Stinson SR-8 that he is working on. He acquired it partially completed and is from an Ikon and West kit. They have been out of business since the 80's, so the kit has been waiting awhile for a new owner. It was covered with dressmaker's silk from a fabric store and coated using Polycrylic. It is dressed up to the hilt and required all of his 12 channels to control the gimmicks. It is powered by an OS 120 engine. John also showed how he added simulated stitching to the fabric.



#### **RAFFLES**

**Door Prizes** – **Greg Doughty** grabbed the pins, **Doug Penney** took the wheels, and **Bob Sarley** won the sander. **Scott Taylor** won the turkey. The Mini Sky Fun rollover will return!

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## **Barnstormers/Propmaster Fun-Fly 2014**

This year our club will be hosting the Interclub Fun Fly and as such, the visiting club gets to pick the contest. The Propmasters have picked what they call the dreaded **“Two-Minute Dead-Stick Spot Landing”**.

A landing spot will be marked on the field. This spot will become the target for the spot landings. All landings distances will be measured from this spot. So this will be a true spot landing. We will mark a spot on the field with a stake (flush with the ground) and some marking tape. Everyone tries to land exactly on the spot. Landings will be marked where the mains first touch. We will have two guys designated as “markers”, one from each club. As each plane lands, one “marker” will mark the landing spot. The second will measure the distance from that mark to the landing spot. This will keep the contest moving since it would take only a few seconds to measure the landing and clear the field for the next take off.

The object of this event is to fly for exactly two minutes and perform a “Dead-Stick” spot landing. Each pilot starts out with 100 scoring points. Points are deducted from this “perfect score” depending on the pilot’s performance during the event. The judges will start the clock when the main gear leaves the ground on

takeoff. When the pilot has determined that the two-minute time period has elapsed, he will shout “TIME or TWO MINUTES”. At this point the judge’s clock is stopped and pilot’s time is recorded. When the pilot shouts “TIME”, he also must, in the case of ‘wet’ engines throttle back to idle; in the case of electrics he must stop his motor. The pilot then begins his spot landing approach. **If at anytime after shouting “TIME” the pilot changes his throttle setting, throttle trim tabs or restarts his motor, he is disqualified.**

Scoring point is done by deducting one point for every 5-second above or below the two-minute time limit. Example less than five seconds no deduction, less than ten seconds one point, less than fifteen seconds two point deduction, etc. In addition, one scoring point is deducted for every whole foot the pilot lands away from the center spot. Landings will be scored by first touch of the main gear. Examples, less than one foot, no points are deducted, less than two feet one point is deducted. Less than three feet results in a two-point deduction.

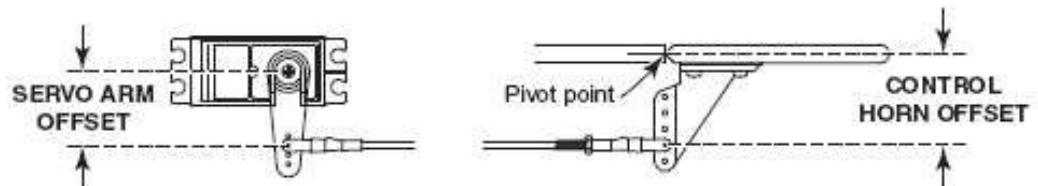
Best five scores from each club will be totaled; highest team score is the winner.

# Proper Pushrod Hookup



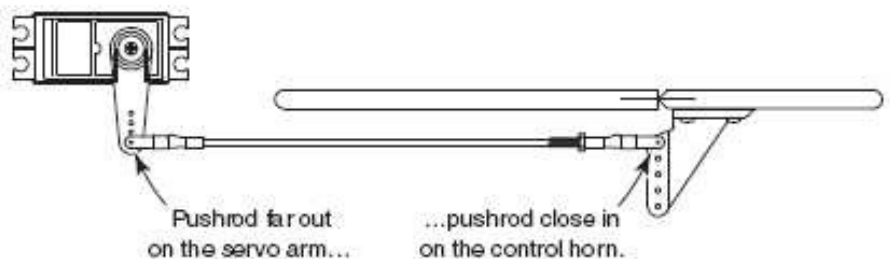
## Avoiding Flutter, Maximizing Servo Output Torque

When connecting pushrods and setting up your control throws, it is **critically important** to use proper pushrod geometry — that is the distance from the pushrod on the servo arm to the center of the output shaft (**servo arm offset**) compared to the distance from the pushrod on the control horn to the pivot point (**control horn offset**).



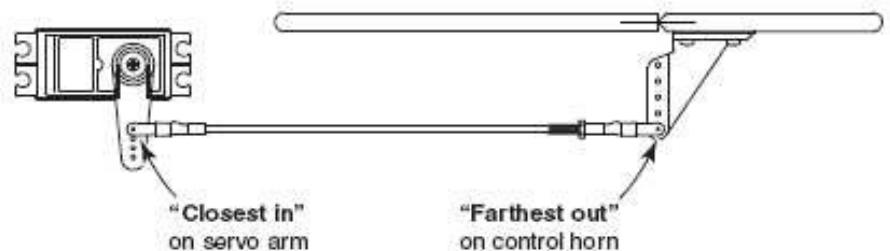
## EXTREMELY DANGEROUS PUSHROD HOOKUP

One particularly dangerous situation arises when the pushrod on the servo arm is too "far out" and the pushrod on the control horn is too "close in." This setup is usually chosen by pilots who are trying to achieve maximum, "monster" control throws for 3D flight. But with your pushrods set up this way, any free play (slop) in the linkages or servo will be greatly magnified, possibly causing destructive control surface flutter. Additionally, if you have to turn your ATVs way down for "normal" throw, the result will be poor resolution and poor servo holding/centering capabilities. More importantly, too much force may be transmitted back to the servo, possibly causing control surface *blowback*, stripped servo gears or stripped servo arms—the latter two likely causing a crash.



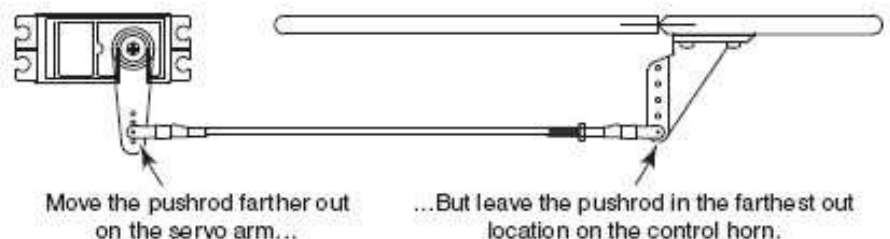
## PREFERRED PUSHROD HOOKUP

Here is an optimum pushrod setup—the pushrod is "close in" on the servo arm and "far out" on the control horn. This situation gives the greatest mechanical advantage of the servo over the control surface which will increase the servo's centering capabilities and output torque, minimize any free play in the system and allow high ATV settings for optimum servo resolution and positive control "feel." **Note:** When the pushrod is "close in" on the servo arm, make certain the servo arm can travel through its full range of movement without the pushrod (or clevis or other type of connector) interfering with the servo arm, output shaft or servo case.



## ACCEPTABLE PUSHROD HOOKUP

If the optimum situation doesn't provide enough control throw, the pushrod may be moved inward on the control horn, but it's better to go **farther out** on the servo arm because this will introduce less free play than the alternative. Only after moving the pushrod all the way out on the servo arm, if you still can't get the throw required, you'll have to resort to moving the pushrod closer in on the control horn. **Note:** If you have a computer radio, it is always desirable to set your ATVs to 100% (or as near 100% as possible to achieve the control throw required). If setting up a model that requires extraordinary control surface throw (for 3D flying for example), start by "maxing-out" your ATVs (typically 130% – 140%). Then, the dual rates in your "normal" flight mode will still be acceptably high (70% – 80%) for good servo resolution.



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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.

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