



# The Transmitter

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

AMA CHAPTER 640

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March 2014

<http://www.suburbanrcbarnstormers.com>

## Coming in March and April

**March 10<sup>th</sup>, Member Meeting, Itasca Public Library, 7:00pm \*\* LOCATION CHANGE \*\***

**March 24<sup>th</sup>, Board Meeting, Bloomingdale Public Library, 7:00pm**

**April 14<sup>th</sup>, Member Meeting, Bloomingdale Public Library, 7:00pm**

**April 19<sup>th</sup>, SRCB Swap Shop, Dupage Fairgrounds, Wheaton, 8:00am – 12:00pm**

**April 28<sup>th</sup>, Board Meeting, Bloomingdale Public Library, 7:00pm**

## President's Corner

*By Mike Maciejewski*

Hi, I hope all is well with you.

It has been a very cold winter. I have only been out twice to the field to fly.

Our award winning newsletter publisher said I didn't have to write articles four months in advance. He really did not make me do it. The articles are written anywhere from just in time to a couple a days before there dew. You may ask why did I say they where do so far in advance. I was just having some fun with how old some of the events articles are in the RC magazines.

So how are your winter projects going? My P-47 is still on the table, but at least the landing gear is working. I need to get this done because I was given an airplane and want to make changes to it. It could use a new coat of paint and a little work here and there. It is a civilian aircraft that was use

as a military trainer. So the race is on to see if I can get it done by August.

Do you have any airplanes in need of repair? I have a nice collection of planes myself, everything from small to large. After I get the civilian airplane done I need to get started on doing repairs. I have enough repair work to keep me busy for two years.

The board has not met formally for the past three months. That does not mean we have not talked or emailed when needed. We have not met because of whether or scheduling conflicts. The club is still in good hands.

The March meeting will be at the Itasca library. It is not that far from the Bloomingdale library so I hope to see you there.

*Mike*

## IMPORTANT - March Meeting Location Change!

Don't forget, due to our regular room at the Bloomingdale Library being unavailable, we needed to find a new location for our March membership meeting. As a result, our March 10<sup>th</sup> membership meeting will be held at the Itasca Library. The time

will be the same, from 7:30p until approximately 9:00pm. The Itasca Library is located at 500 W Irving Park Road in Itasca. For more information on the library, you can go to <http://www.itascalibrary.org/>.

# Notes of the Suburban RC Barnstormers Membership Meeting

February 17, 2014

## ATTENDANCE

There were 14 members present. Given the very cold and snowy weather on a night that was not our normal meeting night, the turnout was surprising. Thanks to those that made it! There were no visitors!

## OFFICER REPORTS

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

Mike reminded members that next months meeting would be at the Itasca Library on Irving Park Road due to the Bloomingdale Library rooms being unavailable. In addition, we did not have a room for the February Board meeting, so this will be cancelled. June is another month we will need to find a new location.

Mike said that if a member had information about an event they want to share, to let him know. Mike posts upcoming events at our meetings.

**Vice President: Steve Thill** had pin driver, drawing triangles, and Jewel gift card for door prizes. We would also be doing two turkey drawings because our January meeting was cancelled.

The new rollover raffle was a Tactic 6-channel radio with two receivers. Steve said this is a feature packed radio with inexpensive receivers (2 for less than \$50)

Steve said he and **Bob Sarley** have been working on changes to the By-Laws. He expects they will be able to present proposed changes to the membership soon.

**Paul Kramer** was going to give a presentation on covering this month, but had to cancel due to the weather. He has been rescheduled for March. Also, April is our annual Static Model display.

**Treasurer: Bob Elsner** said that because of the meeting cancellation in January (the library had also closed early), we would be getting a \$15 credit.

Bob said he had submitted the not for profit status report to the State and submitted the club charter to the AMA.

**Dave West** asked Bob if he had discussed with the Library the possibility of a different night for our regular meetings given the difficulty scheduling on Monday's. Bob said the feedback was there were no consistently open evenings. We are still waiting for feedback from the Addison Library and Itasca is available.

**Secretary: Scott Taylor** reminded members it was time to renew for 2014. He also said those that have renewed should be expecting a hard copy of the next newsletter that will include their membership card. Membership cards were not sent in February because he did not receive renewals due to the meeting cancellation.

Scott also picked up some additional model identification labels. These have been designed to meet the AMA insurance requirements. They can be purchased for \$0.30 each.

## OTHER BUSINESS

**Dome e-Niter – John Kubitz** gave a short report on the dome e-niter event. There were about 25 pilots that participated. This was about the number anticipated, but would like to have had more.

**TFR News – Dave West** reported on news that the Jets Over Deland Florida event was almost cancelled due to a TFR in effect. However, the organizers of the event were able to talk to the FAA and get an exemption. As modelers, we need to be aware of this possibility for our own events.

## ENTERTAINMENT

**Steve Thill** filled the entertainment role by showing the members a couple of new flying models. The first was a foam plane from Twisted Hobbies. This is a great flying and highly aerobatic kit. This one was from their light series. They are made from thinner but less brittle foam making them very durable. Steve highly recommends them although they are a bit higher in price.

Next Steve showed an Estes Proto X Quad Copter. This is the smallest quad copter on the market today. It easily fits within the palm of your hand. This copter is not in the Professional category but is above the classification as a toy. Flying this copter is a challenge as it is a bit twitchy, but can be mastered. Give it a try!

## PLANES

**John Kubitz** showed the members a kit from Hobby King. John is very impressed with the power of this model. It has a 10-gram motor that will provide 60 grams of thrust on a 2-cell battery. With 3-cell the thrust can be increased to 200 grams.

## RAFFLES

**Door Prizes** – **Steve Merrill** took home the pin driver, **Hector Rivera** the square, and **Mike Maciejewski** the Jewel gift card. Mike also won the February turkey and **Stanley Crowe** the January turkey. There was no winner in the rollover.

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## March Entertainment

Member Paul Kramer has volunteered to provide members with tips on covering your airplane with materials like Monokote. Many of our newer members began the hobby with Almost Ready to Fly airplanes and have not had the experience of covering. Paul will help members that have no

covering experience understand the fundamentals, and for those familiar with covering, perhaps provide some tips and techniques to make covering faster, easier, and smoother! Don't miss this educational presentation!

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## Rollover Prize for March

March continues with our new rollover. We will be offering a radio with 2 receivers! That's right! This is a complete 2.4ghz setup that can be placed in

any of your larger aircraft. This is a 6-channel transmitter with 2 receivers! Don't miss out on this one!



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## Is This Your Last Newsletter?

*By Scott Taylor*

If you are a member that likes to receive your newsletter via the US Post Office and you haven't renewed your membership, then this may be your last newsletter! That's right! Our membership year runs from January to December, but we have a grace period through March. So, if you haven't renewed before the April newsletter is mailed, you may be wondering where your newsletter went!

Of course our newsletters are available electronically on our website, so you don't miss out on any issues, but you may not receive a notification of publication.

If you prefer to download your newsletter from our website, please let us know so we can save some postage. Thanks!!

# On the Safe Side

Flightline Communication  
by Jim Tiller ([jtiller@hotmail.com](mailto:jtiller@hotmail.com))

This summer I attended an out-of-town event here in the outback of the US. At this fun-fly event, there were pilots and models of all types—from small electrics, to large Scale airplanes, to even larger 3-D aircraft. The weather was great and lots of airplanes and pilots took to the air to enjoy the day and the camaraderie. The local club was well represented, but many of the pilots were from other towns and some did not know one another very well.

At the end of the day, I sat in on a conversation by a few of the modelers who were disgruntled about "hogging the airspace," near misses, and supposed malicious near misses. The biggest complainers were the smaller airplanes and the biggest targets were the large 3-D airplanes.

I don't have an answer to these types of problems and concerns, but I might have something in the way of a solution. At this event and some others I attended there was no requirement to fly with a spotter. I think there should have been.

In many competition events, spotters or callers are required. Obviously, they are there to aid the pilot in his or her own performance, but they are also there for safety. Their job is to monitor the flight path of other airplanes and inform their flier if they pose a threat. It is also the spotter's job to call the pilot's intentions to other fliers in the pilot station.

Surely, the pilot can also make these intentions known, but his or her full concentration should be on flying his or her airplane. It is the spotter's responsibility to make sure the other pilots understand his or her pilot's intentions and that his or her pilot is aware of the intentions of other pilots.

I think requiring a spotter should be part of all your event organizations whenever there will be multiple pilots on the line at the same time.

Obviously, it is a safer way to fly. The best way to see and avoid other aircraft is to have more eyes on the situation. Any in-flight emergencies should also be called in a loud voice so other pilots get out of the way. The spotter should loudly announce takeoffs and landings. It is also the spotter's job to retrieve the aircraft from the runway if necessary, but not before calling loudly announcing his or her presence there. Those are basic responsibilities of the pilot's second.

Back in the day, it was common for pilots to distance themselves from one another to avoid radio interference. With the new radios and improved technology, this is no

longer a great concern. It is more important for the pilots to be able to communicate with one another. Your flightline should be arranged so that all pilots can easily hear what the others are saying.

There is a value in having your pilots and spotters talk to one another. They should make their intentions known to the other pilots. If a 3-D pilot wants to use the centerline to do some hovering, his spotter should announce it. If the Scale flier wants to make a low pass and a victory roll with his Mustang, his spotter should announce it. This not only allows the others to clear the space for those actions, it is simply common courtesy. It also asserts your rights to some of the airspace. If your small electric is in the air with a 50%-er, your words and intentions are the signal that you are going to use the airspace and that should be respected by the others on the flightline.

Your club safety officer or his or her designate should be the Air Traffic Controller. Even if the flying is intermittent he or she should have a presence. Have the person wear a colored shirt or vest and announce his or her authority at the pilot meeting.

The person should stand behind the flightline and monitor the fliers and those starting up, coming out to the runway, or leaving it for the pits. Once again, it is the spotter's eyes and ears that should be attuned to those directions.

This is the best way to avoid ruffled feathers when one pilot thinks another has wronged him. Many of those situations are simply a failure to communicate. This way you are doing your best to avoid them.

Yet another benefit is that the pilots get to know one another a little better.

I know what you are thinking. There are a few airspace bullies out there. In my experience, more often it is a perception or a lack of communication, but sadly, there are a few. If you have one at your event, your CD and safety officer should deal with it. Give a warning and if the actions are not corrected, ground that pilot. It is your event.

As I have said so many times in this column, the key to safe flying and having fun is the Golden Rule. By doing a few of these things you are simply facilitating it.

At my club field, this kind of pilot interaction is the norm, not just for events. That's how I know it works. It should be that way at your field too.

## 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.

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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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