



The Transmitter

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

AMA CHAPTER 640

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April 2012

<http://www.suburbanrcbarnstormers.com>

Coming in April and May

April 7th, SRCB Swap Shop, Dupage Fairgrounds, 8am - Noon
April 9th, Club Meeting, Bloomingdale Public Library, 7:00pm – Static Contest
April 12th, Dome Fun Fly, White Pines Golf Dome, 11:00pm
April 23rd, Board Meeting, Bloomingdale Public Library, 7:00pm

May 14th Club Meeting, Bloomingdale Public Library, 7:00pm
May 20th Fun Fly #1, Pratt's Wayne Woods, 9:00am Trim Flights, 10:00am First pilot off
May 27th Club Fly, Members Only. Come fly warbirds of any size.

Message From the President

By Mike Maciejewski

Hello to all. If you drive past the new flying site, you will notice some small pink flags. These are there to outline the wetlands at the site. Up by Stearns Road there are two sets of flags outlining wetlands. By looking at the latest site drawings, the drive way goes between the two wetlands. Now you can look for yourself, but bring plenty of insect repellent. I came home with a few new friends, ticks. After you walk around the area, check for the little buggers.

At the last board meeting we looked for what ideas we can suggest to the Office of Planning for the flight line area. Since they used the AMA layout for a field, they may use the AMA's ideas for a flight line. A couple of our ideas were flight line position from the runway and safety for spectators. Dave West sent the ideas to Jessica Ortega and received a thank you for sending them along.

Mike

April Static Contest

By Scott Taylor

Shake the dust off those planes and start getting them ready for the Static Plane Display contest to be held at the April meeting.

There will be two categories, ARF/RTF and Kit/Scratch built. There are no distinctions between size, plane type, or power. Members will vote for their favorite planes and the counting will begin! There will be a Grand Champion awarded and up to 5 Reserve Champions in each category.

We'd love to see your favorite planes. Be there!

Notes of the Suburban RC Barnstormers Membership Meeting

March 12, 2012

ATTENDANCE

There were 40 regular members present. Visitor **Jim Stolpman** said he used to fly (full scale) and was interested in learning model flying.

OFFICER REPORTS

President: Mike Maciejewski presided over the meeting.

Vice President: Dave West said we have a new rollover, the Rifle by Electrify. It is a fast fiberglass electric. The door prizes were a yellow roll of UltraCoat, a Swarm foamie, and some Easy Liner. Dave said the entertainment tonight would be members tips and hints. Anyone that presents an idea will get Xacto blades or single use superglue.

Treasurer: Bob Elsner reported that the Annual Report has been filed.

Secretary: Scott Taylor said that the attendance list being circulated listed members that had renewed for 2012. If you think your name is incorrectly missing, please let him know.

COMMITTEE REPORTS

Fun Flies – Scott Stampfli said there was nothing new to report for our outdoor Fun Flies yet. **Mike Maciejewski** said he had spoken to the Prop Masters and agreed to an interclub fun fly date of June 24th.

Dome Fun Fly – Stan Warden and Tom McAvoy said that attendance was down significantly this year in the dome. We may be reaching a point of diminishing returns. But **Ron Hilger** was not swayed and said join us for the Las Vegas night Fun Fly on Thursday! You might win a bind and fly Beast, Mustang or Sukoi.

Safety Officer – Tom Lyons did not have a safety item to report, but said his mother recently passed away. We extend our condolences to you Tom.

OTHER BUSINESS

Field Relocation – Mike Maciejewski talked about some of the field changes that have been proposed since our presentation by the Forest Preserve last month. Among the changes would be relocating the road to the east of the field rather than west, an adjustment of the flight line to the south, and confirmation that orienting the field to face south would not be practical due to the wetlands along Stearns Road.

Swap Shop – Debbie Howe said this was the last meeting before the swap, so wanted extend her request for help. The Swap will be held on Saturday, April 7th at the Dupage Fairgrounds. We will need help setting up tables and chairs on Friday. Setup on Friday will start about 4pm. The bulk of the help needed on the day of the swap would be needed about 6am for unloading vendors. But help will also be needed throughout the day collecting admissions and selling hot dogs,

doughnuts and coffee. Of course, at the end of the event, we will also need help with clean up. There is not signup, so please come when you can. Don't forget to turn in your raffle tickets if you are purchasing them!

Thank you everyone for your help. The amount of support our members provide makes our vendors happy to return to our event year after year, which in turn makes it possible for us to continue this event.

April Static Contest – Scott Taylor discussed the static contest to be held at our April meeting in the Library. Please bring you models, new and old, and let our members be "the judge"! We will have two categories, Kit/Scratch built and ARF/RTF. There will be a Grand Champion in each category and up to 5 Reserve Champions. It is all in fun and we love to see what you are flying!

Health and Welfare – Mike Cannata brought the news that Frank Bernstein was diagnosed with brain cancer and would have surgery on Thursday. The membership agreed to send flowers after the surgery. **(Note: Frank's surgery went well on Thursday and he is recovering nicely)**

ENTERTAINMENT

Members brought in their building tips and hints to share with our members for our entertainment.

First off was **Mike Maciejewski** who showed member several building tools. A "head light" flashlight keeps your hands free while lighting your work. A ½ inch chisel is a great balsa-carving tool. And an electric trimmer works great.

Ron Hilger showed members how foam shelf liner can make a great non-slip and non-scratch surface to work on.

John Howe shared ideas on making "fowler" flaps and using a vacuum sealer for fiber glassing small parts.

Chuck Weibler showed how using fuel tubing on the end of a screw driver can hold a screw you need to get into a tight spot.

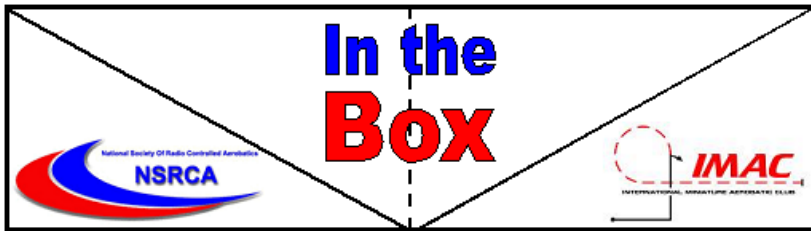
Mike Cannata said he has had good luck reviving completely dead lithium batteries by giving them a jump start with a NiMh charger.

Paul Krammer provided tips for making your leading edges round.

RAFFLES

John Janninck was the lucky winner of the Great Planes Escapade rollover prize.

Jeff Mrachek won the Thanksgiving turkey, **Paul Krammer** took home the Ultracoat, and **Art Wojda** went home with the Swarm, and **Keith Egging** grabbed the Easy Liner. There was no rollover winner.



Pattern Flying - Precision Aerobatics

Taking your passion for flying RC airplanes to the next level!

By: Bob Sarley
AMA 909308

In this month's article we will discuss some of the fundamentals that are a prerequisite to becoming an accomplished pattern pilot. Some of the following disciplines will seem intuitively obvious, and some may fall into the "I never thought of that" category. In either case, a review and understanding of them is worth the time and effort.

In earlier issues of "In the Box" we were exposed to the various maneuvers that make up the Sportsman sequence in NSRCA competition. Although the maneuvers in will change and get more challenging as you progress from Sportsman to Intermediate to Advanced to Masters and then to the ultimate competitive venue, FIA-F3A, one thing will remain constant; The entry to and exit from every maneuver must be done with the wings level. In classes above Intermediate, you may enter or exit a maneuver with the plane inverted, but the wings must still be level in either attitude.

So, the emphasis here is obvious. We must develop our visual perception so that we maintain a truly level wing orientation of the airplane with respect to the horizon as it traverses the flight line (left to right or right to left). This also applies to vertical uplines and downlines. In the case of vertical uplines or downlines the wings must be exactly perpendicular to the flight line, regardless of how much to the left or right of Show Center the airplane may be.

Proper execution of each maneuver in the sequence (geometry and orientation) will be more easily accomplished by having your wings level when you start and end the maneuver. This can be a point of weakness for any pattern pilot, novice and veteran alike. If you enter a maneuver with your wings cocked even just a little, your pattern ship will be pulled away from the intended plane of motion which will require effort to correct (and will be noticed by the all-seeing judges).

An accurate perception of the wings being level going up, down, inverted, and in upright level flight needs to be developed. If you have trouble with this, practice rolling the OUTSIDE WING down lower during a pass - we're not talking knife-edge here, but enough so that you can see the bottom of both the inner and outer wing. When the plane gets past you, pull a nice radius to a vertical upline. The plane will go OUT away from you at an angle that is proportional to the amount of deviation from level at the start of the maneuver. I realize that this is an obvious affect, but the objective here is to become familiar with how much your pattern plane of choice will corkscrew into the wrong direction for a given deviation from level entry. If we do start going off plane, the correction will be made with both the rudder AND the ailerons. The rudder will be used to correct the upline direction (stop the airplane from heading further away from the intended flight path) and the ailerons will be used to roll the airplane to correct the position of the wings and make them perpendicular to the flight line (in the case of this vertical upline maneuver).

Now we can train our eyes and mind to perceive level flight. This can be done by repeating the upline maneuver.

Assumptions: the airplane has been trimmed for hands-off level flight and you are flying directly upwind or downwind (no cross wind if possible). Get the plane going down the flight line (left to right or right to left, your choice) with the wings in what you perceive to be level. Make a mental/visual note as to what the airplane wings looked like during the approach and when it is directly in front of you. Let it go past you and then pull to vertical (be sure not to introduce any aileron input when you pull on the elevator). If the airplane executes a vertical upline with no in or out deviation - you've got it. Freeze-frame that mental picture of what your wings looked like.

If it deviates, adjust the wing orientation on the next pass to compensate. Inner wingtip more down to adjust for outbound deviation, inner wingtip more up for inbound deviation. Repeat until you have eliminated any deviation from the vertical path and make that mental picture of what the wings looked like during the level pass. Now do the same thing in the other direction.

Once dialed in, you will probably notice that the inner wingtip is higher than you would have normally thought it should be for "level" flight and you can see more of the bottom of that inner wing. We often think that the wingtip should be facing the pilot dead on to be level. This will only be true if the inner wing is at the same level as our eyeballs - which is way too close to the ground for me! Our line of sight is to an aircraft that is typically higher than our point of perspective, which makes it necessary to adjust our perception for the angle in which we are viewing the aircraft.

While at an event in Menomonee Falls, WI, Joe Burzinski of the Flying Electrons shared some pattern practice techniques. The following are his insights and comments for us to consider.

Whether you're working a jigsaw puzzle, solving an algebraic equation, or balancing your checkbook, accomplishing it all in one fell swoop is simply not possible. The same thing is true when first learning your pattern sequence. For now, forget about flying it beginning to end. There will be plenty of time for that later. Start by downloading the maneuver descriptions from the NSRCA web site at: http://www.nsrca.us/index.php?option=com_content&view=article&id=420&Itemid=470 .

[Note: these descriptions have also been provided, with illustrations, in previous Transmitter newsletters]

The Sportsman sequence has most of what [aerobatic maneuvers] you'll need (for now). Also, because our hands, arms, and wrists were only meant to turn certain ways, they make poor tools for visualizing the pattern. Save the joint pain by downloading plans for a cool little stick-plane at: <http://www.nsrca.org/D8/Downloads/StickPlane.pdf> .

The key to learning the sequence is to break it down into small digestible chunks. This means working on individual maneuvers, or even breaking complex maneuvers into manageable pieces. Above all, don't practice mistakes. Grab someone who knows what the maneuvers are supposed to look like. Having someone critique your flying will not only save you time, but will prepare you mentally to perform in front of the judges.

Once you've got several maneuvers down, start threading them together; first two maneuvers, then three, then four. Pretty soon you'll have half of the sequence together. At this point, I like to work the sequence in halves. It's easier to remember half of the maneuvers than the whole thing, especially since it's not always possible to have a caller on hand.

[Note: In a previous In the Box issue I have separated the Sportsman sequence into three segments. Each segment contains all the maneuvers to be executed prior to leaving the box for a free turn-around maneuver. This logical break up of the sequence into three separate segments will be good for practicing, until you eventually are able to consecutively execute the entire sequence.]

As you practice, remember that it's not just about the individual maneuvers. It also includes the positioning between the maneuvers. The end of one maneuver should set you up on the proper line for the next maneuver, so always be thinking ahead. If you are having difficulty with a particular maneuver, try doing it out of position so you can see what's going on. For whatever reason, I had a lot of trouble with the Vertical Upline On Center maneuver in the Sportsman sequence. No matter what I did I never seemed to be in the right position as I pushed over the top. To remedy the situation, I practiced the maneuver by flying well past center before pulling to vertical so I had a better visual angle on things. As my confidence grew, I started inching the maneuver back toward center until it was right in front of me.

Just about every maneuver requires very fine stick corrections to make it look right. Take for example a Horizontal Roll. To be truly perfect, this maneuver requires right and left rudder correction, up and down elevator correction, all while coupled with a constant roll rate. Get the feel for these corrections by being very mechanical and over exaggerating them during your practice sessions. Your plane will look like its bouncing around up there, but you're learning the muscle-memory required to input the corrections. Once you've got the feel down, back off and try to input the corrections without being obvious.

Your mileage may vary, but when I'm practicing the sequence, my concentration level is so intense that I can fly no more than three or four flights in one practice session. Therefore, try setting only one or two goals for each practice session, for example, slowing down the roll rate of your Horizontal Roll. The point is to not overdo it. If you think about it, there aren't many activities that require the intense concentration that an 8 to 10 minute pattern flight does.

Also, realize that there are going to be days when everything goes perfectly and others when just flying a straight line is a challenge. So much of this is mental, that if the brain isn't working, it's better to just accept it and walk away (after landing of course). But, before you throw in the towel, fly the oval a couple times to clear your head. Then, give it another try. After all, you may find yourself in the middle of a contest when your brain decides to check out.

Sometimes it's hard to practice on those really nice calm days when the flying field is crowded. On days like that, just practice individual maneuvers outside of the "race track", for example, your turnaround maneuvers like Stall Turns and Half-Cuban Eights. You can also work on centered maneuvers, but be watchful of other planes in the pattern. Also, find time to practice on those not so perfect days, for example when there's a 15 mph crosswind. After all, you can't influence the weather on the days of your contest. Besides getting some practice in on the rudder, you'll practically have the field to yourself.

Above all, be disciplined in how you fly even when you're not practicing the sequence. Challenge yourself by trying to touch down directly in front of you each time you land. The most important thing about practice is to find what works for you. Listen to the experts, put your own little spin on it, and go for it.

[Thanks to Joe for all the useful information. Now all we have to do is put the theories into practice]

In the next issue of In the Box we will start to tackle the complicated subject of trimming for true input. True input in the world of precision pattern flying refers to things like - when the rudder is given a left command, for instance, the plane will yaw to the left without introducing a coupled bank in the same or opposite direction or uplines and downlines that will maintain vertical orientation without pulling toward the canopy or wheels.

Until then...

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This newsletter is published monthly by the Suburban RC Barnstormers, Inc.

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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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