



The Transmitter

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

AMA CHAPTER 640

IMAA CHAPTER 194

November 2011

<http://www.suburbanrcbarnstormers.com>

Coming in November and December

November 14th. Club Meeting, Bloomingdale Public Library, 7:00pm ** TURKEY DRAWINGS **
November 17th, Dome Fun Fly, White Pines Golf Dome, Bensenville, 11p to 1a
November 26th, Dome eNiter, White Pines Golf Dome, Bensenville, 11p to 5a
November 28th, Board Meeting, Bloomingdale Public Library, 7:00pm

December 19th, Christmas Meeting, Bloomingdale Public Library, 7:00pm ** NOTE DATE CHANGE! **
December 22nd, Dome Fun Fly, White Pines Golf Dome, Bensenville, 11p to 1a

November Entertainment

Foam has become a favorite building material for R/C planes. From cut-foam wing cores in large planes, to the molded foam of most park flyers -- foam is everywhere. Fan-fold and other flat foam sheets offer us the opportunity to design and build our own custom planes quickly and cheaply. At the November meeting Marty Schrader will talk about different types of foam and offer foam building tips.

Nobody won the roll-over raffle prize at the October meeting, so it rolls over to November. It is the FlyZone Uberlite combo -- a complete indoor R/C setup with 3 airframes, motor, radio, and battery. It could be yours for as little as one buck!

Of course November is also turkey time. Every winner of a monthly turkey drawing will receive a gift card good toward Thanksgiving dinner supplies at a local grocery store.

Transmitter Stand / Field Box

We've had reports of the transmitter stand (also known as the field box) being left unlocked. Remember, if you unlock the field box it is your responsibility to lock it before you leave the field. It is okay to pass this responsibility on to another club member (if you are leaving the field and another member still needs it open). However, make sure that member is aware that he now has the responsibility to lock up. Of course, whenever you

leave the field (even if you didn't unlock it) it is a good practice to check the locks.

The inside of the box can get a bit disorganized and sometimes you need to move things around to find what you need. That's fine. But when you stuff everything back in, keep safety in mind: always make sure that the fire extinguisher and the first aid kit are located just inside the east door.

Pass the Hat For Bloomingdale Wishtree

Because of the change of meeting date for our Christmas meeting in December, we would not be able to turn over the proceeds from the Wishtree raffle. At the last meeting it was decided to simply

"Pass the Hat" at the November meeting. So put something in your pockets, Debbie will be bringing the hat!

Notes of the Suburban RC Barnstormers Membership Meeting

October 10, 2011

ATTENDANCE

There were 39 members in attendance. There were no new members.

OFFICER REPORTS

President: Mike Maciejewski presided over the meeting.

Mike said the FAA has expressed concerns to the AMA about the use of what they would classify as unmanned drones. Obviously, a law prohibiting drones could not be enforced, which is why we need to be vigilant about any misuses of drone technology.

Mike said we have continued to have problems with inappropriate messages being posted on our website chat box. Marty believes he can block the source address and will report at the next meeting.

Mike said the Forest Preserve has requested we meet with them to understand what our "dream" flying field might look like. Mike, Dave West, and Stan Warden will meet with them on November 19th.

Vice President: Dave West said we would begin with a new rollover raffle this week. It is a set of three different Uberlight electrics.



Dave also had three door prizes, some Staybright solder, some Velcro, and a 3 cell 2100-ma LiPo battery. In addition, John Howe brought in some ESC voltmeters from the Swap that were free for the taking.

Treasurer: Bob Elsner reported that Lake Park High School was going to be using the library the week of December 12th. As a result,

our scheduled Christmas meeting will need to be moved. Members agreed that holding the meeting on the 19th would work. But as a result, we will need to cancel the Board meeting in December.

Secretary: Scott Taylor said he had a few extra October newsletters.

Scott reviewed some RC items for sale that John Howe received from a friend. Some copies of the list were provided.

Scott reviewed the list of turkey winners through out the year. If you are a winner and present, you will receive a gift card. However, if you cannot make the Thanksgiving meeting, the gift card will be mailed to you.

COMMITTEES

Fun Fly's – Scott Stampfli said we had a great fun fly season and thanked everyone for their participation and help. Next year, we are going to change things a bit, and have non-competitive events.

Dome eNiter – Alex Sowa reported that the eNiter would be held on Thanksgiving weekend. The Board has agreed to support this event, but we may not hold a Spring event if this one is poorly attended.

Dome Flying – Tom McAvoy asked if we had a First Aid Kit for use in the dome. The answer was "yes". However, we need to make sure it is in an accessible location.

Ron Hilger said we would shift the dome Fun Fly in December to follow the now rescheduled meeting.

Ron also talked about the Fun Fly for November and warned, "You are going to need wheels!"

Bloomingdale Wish Tree – Debbie said that due to the timing of our Christmas meeting, it was not going to be possible to hold the Wish Tree raffle at our December meeting and get

the proceeds to the group in time for Christmas. As a result, the membership agreed that we would do a "Pass the Hat" donation at the November meeting.

Combat Flying – Steve Merrill expressed interest in seeing our club fly combat events. After some discussion about past events, Steve volunteered to write an article for the newsletter and coordinate activities.

ENTERTAINMENT

The evening's entertainment consisted of a member-to-member swap.



PLANES

Tom Littlejohn brought his Telemaster to show the club. This is a plane that has been following him for years and he finally decided to finish it. It has the twin rudder tail modification, flaps that can go to 70 degrees, and a bomb drop compartment. He is powering his plane with a 20cc gas engine.

Marty Schrader had another pink and blue foam airplane to show the club. This uses a KFM2 step airfoil and small controls making it very docile. It has a better than 1:1 power ration and is great for beginners.



RAFFLES

Greg Doughty was the winner of the turkey. For the door prizes, **Jerry Jeske** took the solder, **Leno DiDonna** took the battery, and **John Cattatore** got the Velcro. There was no rollover winner.

NightHawk Flying on Thursdays, Fridays and Saturdays

Free Pilot's Pizza this Friday, 11-11-11, compliments of the Dome's owner, Mike Munro.

Don't forget to bring your up to date SRCB Membership AND AMA cards to Thursday "Club Flys". The One-Night flying fee is still \$15, a Dome Discount Card is \$15, and a Season Pass is still \$175!

See our web site for the Rules and Pre-Registration Form. Please read it all, sign it, and turn it in on your 1st night's flying. For NightHawk Flying to keep going in the years to come, we need your help advertising. Tell your friends, neighbors and family.

Stan Warden 630-654-8476

Meeting with DuPage Forest Preserve

By Mike Maciejewski

Three of us (Dave West, Stan Warden and I) met with members of the DuPage Forest Preserve office of planning. We met for one and a half hours to talk about the Pratt Wayne flying field. They requested the meeting.

We were told that the CN Railroad owns the tracks that run along two sides of the flying field. CN Rail wants to put in new track so they can go south without having to stop and change tracks. To do this CN Rail needs to have a staging area near the horse parking lot. This will also take permits from to county to do.

In exchange the CN Rail is will to help with improvements to Pratt Wane Forest Preserve. They have come up with a plan to move the flying field to Stearns road across from Pate Philip State Park. This would be a flying field only area.

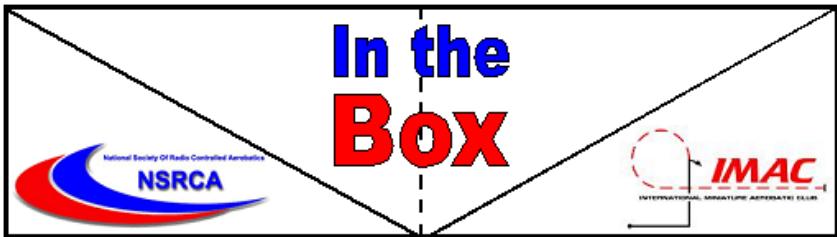
- The field would face north with an east-west flying pattern, Stearns road to the north, high power line 800 to 1000 feet to the east, power lines and train track to the south and the tracks cut to the northwest.
- We would have four acres of mowed grass.
- 20 x 200 foot paved runway.
- Paved road to a parking lot.
- Two small shelters like Spring Brook.

They had done the homework by checking with the AMA on site requirements. This placement of the field will put us far away from everything else.

They asked us for ideas of what we would like to see.

- Can they plant a shorter grass to help with the smaller wheels?
- A larger shelter instead of two small ones to make it easier to get into the shade.
- Change the runway to 30x 300 feet.
- A level transition from runway to grass.
- A small storage shell for supplies.
- Over flow lot that can double for helicopter and 3D flying.
- Some trees over by Stearns Road for reference.

They were very receptive to us. We will meet them again when it is needed. This will not happen overnight. This will take place in the next 2 to 5 years as long as all goes well for CN Rail with the track changes. The new field will be completed before the present field is closed.



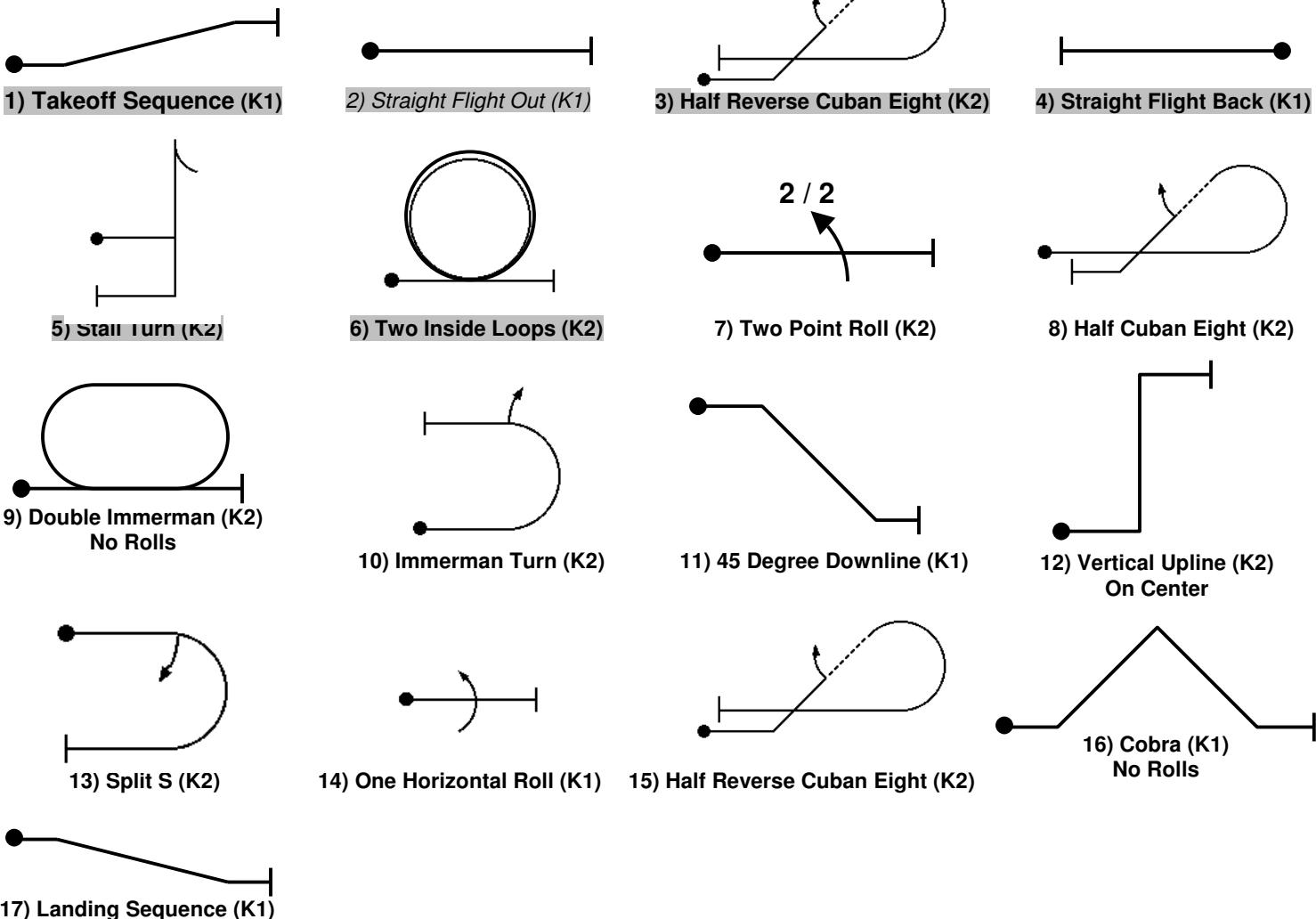
Pattern Flying - Precision Aerobatics

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

By: Bob Sarley
AMA 909308

Welcome to the third article related to precision pattern flying. In this article we will familiarize ourselves with Aresti diagrams for the NSRCA Sportsman Class maneuvers. We will also discuss details of the first segment (highlighted) of the Sportsman sequence, how the maneuvers are performed and what the judges are looking for in their execution.

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



Remember that the dot (●) indicates the start or entry point of the maneuver and the bar (|) indicates the end or exit from the maneuver. Also, a solid line indicates upright flight and a dashed line indicates inverted flight. A solid curved (or partial curved) line indicates an inside loop (positive G force from the pilot's perspective). A dashed curved line indicates an outside loop (negative G force from the pilot's perspective). A curved arrow indicates a roll. A curved arrow going through the line indicates a full or complete roll back to the entry orientation. If a fraction is present, then hesitations are indicated during the roll. Example: 2/2 specifies the execution of two half rolls (2 point roll) with a perceptible hesitation at each point. A curved arrow starting at the line indicates a half or partial roll. Again, if a fraction is present, then hesitations are indicated during the roll. Example: 2/4 specifies the execution of two one-quarter rolls (2 of 4 point roll) with hesitations. If the aircraft started the maneuver upright, it would exit the 2/4 maneuver inverted. The "K" factor indicates the relative

complexity of the maneuver and is used by the judges as a consideration for assessing points (much like in diving or ice skating competition events).

The first segment of the Sportmans sequence is comprised of 6 maneuvers. This is also a logical way to break up the sequence for practicing. Note: U is for upwind, D is for downwind, T is for turn-around.

1. Takeoff Sequence (U): The takeoff maneuver will be scored in one half point increments from 10 to 0. The model must smoothly, not suddenly, accelerate to takeoff speed. When flying speed is reached it gently lifts off the ground and climbs at a gradual angle. The lift off should be within two meters (6½ feet) of center for maximum points. The aircraft must not deviate in track during takeoff but may change heading after liftoff to maintain a straight track with the takeoff roll. The maneuver is complete when the model is approximately two meters from the ground. It is not necessary for the model to reach two meters in the same distance as the takeoff role. The takeoff should not be downgraded for wing dips caused by air turbulence unless the wings are not immediately leveled.

Downgrades:

- Model jumps from the ground
- Retouches the ground after becoming airborne
- Steep climb angle
- Gallops in elevation during climb
- Wings not level at any time
- Throttle not smoothly accelerated
- Model passes behind the judges line, scored zero (0) points

2. Straight Flight Out (U): The model must be brought exactly parallel to the flight path and flown in an absolutely straight and level path for a distance of approximately 100 meters centered on the judges before starting the turnaround maneuver (distance does not have to be accurate but needs to be sufficient to demonstrate steady control).

Downgrades:

- Track of plane deviates left or right
- Does not hold constant altitude
- Gallops in yaw, roll, or pitch

3. Half Reverse Cuban Eight (T): Model executes a one-eighth inside loop to a 45 degree up line, hesitates, does a one half roll, hesitates, then performs a five eighths inside loop back to level flight in the 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. Apply "One Point per 15 Degree Rule".
- Changes in heading (track) in loop segments or after half roll
- Half roll not centered in 45 degree line
- No perceptible hesitations before or after half roll
- Over or under rotation of roll. Apply "One Point per 15 Degree Rule".

4. Straight Flight Back (D): Immediately after the turnaround maneuver the model shall fly back along the same line as the outgoing path. "Straight Flight Back" need not be at same altitude as "Straight Flight Out".

Downgrades:

- Turns or wiggles during straight flight
- Change in altitude
- Gallops in pitch, yaw, or roll
- Flight not along straight flight out path

5. Stall Turn without Rolls (T): Model executes a one quarter inside loop to an upward vertical track (up line), hesitates, performs a stall turn through 180 degrees to a downward vertical track (down line), hesitates, then recovers with another one quarter inside loop to level flight in the opposite direction. Exit altitude of maneuver need not be the same as entry altitude.

Downgrades:

- Model not level at start and finish
- Track does not become exactly vertical
- Model track not vertical at start and finish of stall turn
- Return path not parallel to entry path
- Pivot radius greater than one-half wingspan
- Pendulum movement after stall
- Loop segments not round with same size and radius

6. Two Inside Loops (U): Model pulls up and executes two consecutive loops. All loops shall be round and superimposed on (concentric with) each other.

Downgrades:

- Loops not round
- Loops not superimposed (concentric)
- Wings not level during loops
- Changes in heading (track) during loops
- Exit not at same altitude and heading (track) as entry

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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 4th Saturday of the month to be included in the following month's newsletter.

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