
The Transmitter

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

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<http://www.suburbanrcbarnstormers.com>

Coming in January and February

January 1st, Polar Fun Fly, Pratt's Wayne Woods, 12:00pm (Noon).

January 9th, Member Meeting, 7:00pm, Bloomingdale Library

January 12th, Dome Fun Fly, Members Only, PIZZA & PRIZES!!

January 23th, Board Meeting, 7:00pm, Bloomingdale Library

February 13th, Member Meeting, 7:00pm, Bloomingdale Library

February 16th, Dome Fun Fly, Members Only, PIZZA & PRIZES!!

February 27th, Board Meeting, 7:00pm, Bloomingdale Library

Members Bring in the New Year at Pratt's Wayne

by Dave West

With temperatures around 40 degrees, we had a great turnout for the annual January 1st gathering at the field. Over 18 club members were present. Most of them brought planes to fly. No snow this year, but that didn't stop Steve Dietrich from flying with skis!

The wind was a little strong for smaller electrics, but Ron Hilger, Mert Mischnik, Dave West, Mike Cannata, and Scott Stampfli all had successful flights with electric planes. Himie, PJ, and John Howe flew high-speed, hand-launched, SPADs –

great in any weather. Brad Dean, Jeff Peca, Charlie Baxa, Jeff Mrachek, and Scott Stampfli, brought their favorite sport planes and had multiple flights. Other members including Lou Gagas, Jim Reed, John Janninck, and Scott Hurley also came out to support the event. The weather was nice enough to bring out a few spouses and spectators too. A drawing for about a half-dozen prizes followed the noon group photo (thanks to Mert and Scott for bringing cameras). We surely got 2006 off to a flying start!



December Dome Fun-Fly

by Jeff Peca

Our last Indoor Fun-Fly was December 15, 2005 at the White Pines Golf Dome. Temperature was cool (as usual) and winds were calm (as usual). There were about 15 pilots registered and several more club members as spectators and workers. The night started with the usual pizza and pop (thanks Mert) along with trim flights. The event for the night was pylon racing. We had hoped to have everyone flying identical BlueSticks in the race but obtaining motors prevented this from happening. So that everyone could participate we just required that a 2-cell LiPo pack be used and encouraged everyone to fly a Stick type airplane. I think everyone was using a BlueStick, SlowStick or some combination of both of them.

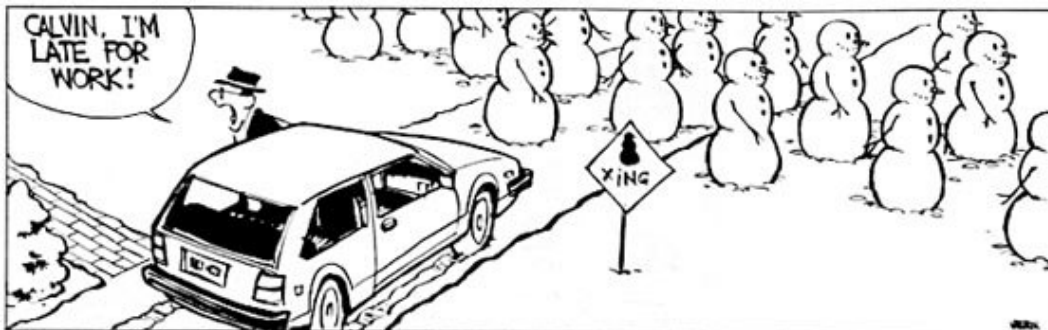
We set up a two pylon course with pylons made from helium balloons. Each pilot had to complete 10 laps around the pylons. First one to finish received 10 points, second to finish received 9 points, etc. To receive any points you had to complete 10 laps. At each of the pylons the judges counted cuts by the color of a streamer on each airplane. Your score for the heat was determined by the points you received for finishing minus 1 point for each cut. We

flew 2 rounds with 3 heats in each round. 5 randomly selected pilots flew in each heat. Final standing was determined by the sum of both heats. We had plenty of time to complete 2 rounds and still have some open flying. We should be able to complete 3 rounds next time. When the flying was over we had our raffle.

One interesting thing about pylon racing is the number of workers needed. Although 5 pilots were racing at one time, 5 people were needed to count laps, 2 people at each pylon to count cuts and a starter were needed. This kept most of us busy all night. I would like to thank everyone that participated and helped, Mert for the pizza and Dan from True RC for the battery donations.

Top Finishers:

Jeff Peca	19 Pts
Scott Hurley	18 Pts
Rob Martinez	17 Pts
Ron Hilger	17 Pts
Tom Lyons	16 Pts
John Kubitz	16 Pts
Orvil Fluharty	15 Pts



The Three Deadly Sins of RC Flying

by Jeff Procise

In the three years that I've belonged to the Knox County Radio Control club, Knoxville, Tennessee, I've witnessed my share of crashes and even thrilled my buddies with a few of my own. One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose a airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps for avoiding them.

Wrong Model Number

Programmable radios make the sport more fun and arguably safer, too. One of the primary benefits of a programmable radio is that it can store settings for several models. With the click of a button, you can call up the settings for your favorite model, complete with trim settings, end-point adjustments, servo directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model number before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model number.

The solution is twofold. One, remember to check the model number the moment you switch on your transmitter and make sure it matches the airplane you're about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model number, you'll

almost always catch the error if you check the control surfaces before every flight.

Having a radio set to the wrong model number is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program in the servo directions before flying a new airplane. Again—make it a habit to check the control surfaces before every flight and you'll head disasters off before they happen. Before flying a new airplane for the first time, get a second pair of eyes to go over it with you. If the ailerons are reversed and you overlooked it once, you'll probably miss it again.

Improperly Located Center of Gravity

There's an old saying in this hobby that says "A nose-heavy airplane flies poorly; a tail-heavy airplane flies once." Most beginners fail to appreciate how big a role balance plays in the performance of an airplane. Balance is important in full-scale airplanes, but it's even more important in RC aircraft, where an inch or so can make the difference between a model that flies well and one that's unmanageable in the air.

Most construction manuals specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the CG is at or near the recommended location. If necessary, you can add a few ounces of lead to the nose or tail to achieve the recommended CG. Often adding lead isn't necessary; you can achieve the desired CG by moving the receiver battery backward or forward.

Be certain to check the airplane's CG before flying it for the first time. I usually mark the location of the manufacturer's recommended CG with short pieces of trim tape. That way I can check the CG even if I

don't remember precisely where it's supposed to be. Assuming your aircraft's fuel tank is on or in front of the CG, be sure to check the CG with the tank empty. Finally, if your airplane has retracts that fold backward (like the F4U Corsair) check the CG with the wheels up.

Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

Inadequately Charged Batteries

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't

charge the transmitter, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you're not sure whether they're charged.

Most transmitters have built-in voltage meters; I don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive voltmeter (which should be part of every flight box), or you can install an onboard voltage indicator like the Hobbico VoltWatch. Remember—low batteries lead to dead airplanes. This is one case where an ounce of prevention is worth a pound of cure.

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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.

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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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