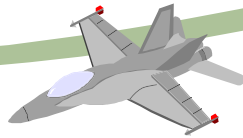


# THE TRANSMITTER

INDY NORTH R/C MODELERS



July 2002  
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AMA CHARTER #3083  
DISTRICT VI

## MEETING NEWS (from July 11th)



Field maintenance on a very hot July morning.  
From left, Jerry, Rick, Phil, Rod, and Graham

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- ◆ Some field work was done with the rented Bobcat. After the gravel was spread on the parking lot, a lot of dirt was also spread into low and rough spots on the runways. Rick and Mark especially deserve a lot of thanks for making this happen.
- ◆ During follow-up field maintenance early on Saturday July 20, many members filled in even more bad spots. It got real hot real fast. Thanks to all those that helped out.
- ◆ Rick, with the help of Lee and Bob, put up another section of fencing for an additional pilot's station. The new field layout seems to be working out well, but the new approach angles take a little getting used to.
- ◆ Our free club website provider is changing. We are faced with a severe reduction in available memory size, or paying a fee for similar service.
- ◆ The membership voted and approved a motion to go to another website provider that provides more memory capacity at a cheaper yearly rate.
- ◆ Also voted and approved was the decision to pay for a club "domain" name. This will make the website location name short and simple.

### 2002 CLUB OFFICERS

- President: Rick Castor
- Vice Pres: Pete Alexander
- Secretary: Matt Kemp
- Treasurer: Gene Krodel
- Field Marshal: Phil Compton
- Librarian: Gene Krodel
- Safety Officer: Matt Kemp
- Editor: Laurie Kemp
- Webmaster: Scott Mineart

## Meeting Attendees

Those present at the meeting in July were:

Pete Alexander	Robert Cook	Jim Princell
Matt Allen *	Myron Demaree	Jim Robison
Jerry Berner	Matt Kemp	Mark Schofield
Graham Brookes	Bob Knutson	Ed Sheets
Rick Castor	Gene Krodell	
Dick Clevenger	Scott Mineart	*visitor
Phil Compton	Dave Morris	

## MEETING NEWS (continued)

- ◆ The domain name issue generated another discussion of what we intend to continue to call ourselves, i.e. the club name. Many suggestions were made for the new permanent club name. In the President's Column you will see that our new club will be "Hamilton County R/C Flyers". Our new website domain name will be [www.hamiltoncountyrcc.org](http://www.hamiltoncountyrcc.org).
- ◆ Treasurer Gene indicated that our very generous membership has continued to contribute to the mower fund. A motion was made and approved to use this fund to make an additional early mower payment to reduce the overall loan interest paid.
- ◆ See you at the next meeting on August 8th at 7 pm. We will meet again at the Westfield Public Safety Building, next door to the Fire Station on Hwy. 32, about 1 mile west of Hwy 31.

### **Winning Raffle Results:**

Field Box	Lee Coy	Tubing Cutter	Myron Demaree	X-acto blades	Rick Castor
Fuel	Mark Schofield	Tubing Bender	Phil Compton	Center Finder	Jerry Berner
CA Glue	Dave Morris	Glow Plug	Pete Alexander	Glow Plug	Lee Coy

Airplane Pens: Terry, Matt, Rick, Scott, Lee, and Jim (Thanks Phil)

## "Show and Tale"



Scott with his new Sig Something Extra

Several airplanes were brought in to show:

Scott Mineart displayed his newly finished Sig Something Extra. It has a Thunder Tiger .46 engine for power and is covered in Ultracote. He says that it is as easy to build as the Sig 4-Star. Scott plans to test fly it real soon.

Rick Castor showed his son Steve's slick new Aeroworks Edge 540T. It has an OS91FX up front with a Bison muffler. It has a 65 inch wing span and will spin a 16x8 prop. A first flight is scheduled for the next weekend.

Bob Cook brought in his Hot Hots. It is a hot looking airplane that Bob plans to fly after he gets a little more stick time with his trainer.

## Editor's Reminder

Let Matt or Laurie know if you have any news, articles, pictures, or for-sale items to put in the club newsletter. Use the address or the e-mail addresses on the last page. Notify us by the 15th of each month.

## "The President's Column" *by Rick Castor*

The summer is quickly coming to a close and with the temps we have had, it takes a dedicated flyer to brave the elements. Not only has it been too hot to fly, but it has been hot on the days that we did field maintenance. We have again made a lot of improvements to the field; added two foot fences in front of the pilot stations and moved a couple tons of dirt by hand to fill in the bumps and rough spots on the new portion of the runway. The Saturday we moved dirt it was very hard work and I want to personally thank the ones who showed up: Supervisor Jim Robison, Mark Schofield, Jerry Berner, Matt Kemp, Scott Mineart, Gene Krodel, Graham Brookes, Ed Sheets, and our newest member, Rod Williamson. I almost forgot our youngest member, Peyton Schofield. If I forgot anyone, I apologize.

At the July meeting we had a very good turn out of about fifteen members and talked about several events. If you have not been to a meeting this year, then I will let you know we have been talking about changing the name of the club for several months, and it was decided to do so. We also will now be paying for our web site which has been taken over by Scott Mineart, with the help of Richard Such. Richard was the webmaster who got us up and running and did an excellent job with the website. I had friends who browsed the site and complimented how nice it looked, so if you see Richard, thank him and thank Scott for taking on this job. To go along with the new website we needed the new name to get started, so the new name, right now for the website, is Hamilton County R/C Flyers. When this is finalized this will be changed with the AMA, and we keep the same charter number. If you want to have a say about the new name of the club, I encourage you to attend the August meeting.

We also talked about having a family day at the field sometime in September when the weather cools off. We plan on having a cook out, hamburgers and hotdogs, drinks, and each family bring a covered dish. I plan on inviting our new neighbors to show them what our club is all about. This will also be further discussed at the August meeting.

The last thing I want to talk about is having a December meeting at the Red Onion in Sheridan. I still need to contact the Red Onion about reservations, so I need to know how many seats to reserve. I think this will be a good time and good food, of course talk about airplanes. If this sounds like a good idea, let one of the club officers know you are interested.

That's all for now, hope to see you at the flying field.

## "Basic Aerobatics" *from members.tripod.com/flyboy19*

### 3 INSIDE LOOPS

Chances are that you performed a single loop at least once in your student period. Probably when you were cruising along at a nice safe altitude, and not expecting it, your instructor casually told you to pull the elevator straight back to see what happens. To your amazement, you did a loop. "WOW" you thought. "I'm doing tricks already". Your confidence went up and you became a better student. What we are going to practice now is called the 3 inside loops. One loop is easy, as you proved when you were still a fledgling student. Three loops is another matter. The problem with three loops is that by the third loop, things can get awfully cockeyed. I once completed my third loop heading exactly away from me, or 90 degrees from my entry heading. To complete my embarrassment, it was during a contest with the judges intently trying to figure out what I was up to.

This is definitely not a cross-wind maneuver as it is a relatively long maneuver in terms of time. Initially you may start out with only one loop and progressing up to three loops as you develop the knack for keeping the wings level and the figure nice and round. No airplane will keep the wings level unless you introduce some ailerons of rudder correction. This is because under the added G-forces present in the loop, the heaviest wing is going to be forced farther outward-downward than the lighter side. Failure to correct for this results in the loops corkscrewing the entire plane to the direction of the low wing. With experience you will be able to see the heavy wing effect anywhere in the loop and apply correction for it anywhere, perhaps even constantly, so that observers think your wings are remaining level naturally.

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### DELIVER TO:

Email: lauriekemp@spitfire.net  
Or mattkemp@excite.com

### NEXT MEETING:

August 8th at 7:00 pm  
Public Safety Building on Hwy  
32, West of Hwy 31 Westfield

We're on the Web! Visit us at  
[www.hamiltoncountyrcc.org](http://www.hamiltoncountyrcc.org)

## "Basic Aerobatics" (continued)

How large a loop is right for your model is dependent upon how much power you have. Some low power full scale aircraft actually have to dive first to build up enough airspeed before pulling up into a tight loop, then falling through the back half into what ends up being an egg-shaped maneuver. These days most modelers are flying with excess power. Models that were designed for .29 to .35 sized engines are powered with .40's, and the .40's are super powerful on top of that. Therefore you can perform rather large loops, and have the power to make them perfectly round. A very large loop has the disadvantage that you are exposed for a longer period of time to destabilizing influences. Keeping your loop a little on the tight side will help it "groove" a little better. The tighter loop will accentuate the heavier wing, but if you are ready for that effect, it need not be a problem.

Applying a constant amount of up elevator will not produce a round loop. This is because you are fighting gravity on the way up, and have it helping you on the way down. Headwinds are also a factor. Across the top of the loop, they can blow you horizontally so that you produce an elongated shape. To get a round loop in light winds, ease off the elevator coming over the top, and then apply more again as you are coming to level and starting back up again. If you have a powerful engine for your model size, throttling it down on the backside of the loops may be helpful. In high winds, elevator procedure may be reversed from the light wind procedure. In the initial climb, lighter application of the elevator will be useful, and coming over the top both throttling back and tightening the elevator control quite soon will help to stop the elongation that takes place in strong winds. Except in almost calm conditions, loops are very hard to perform downwind because of the cumulative effects described above. For this reason, rule books designate this as an "upwind" maneuver. One of the graceful and satisfying parts of the inside loops is the achievement of a smooth transition from looping to level flight at the exit without getting a dip or rise, searching for level. The trick in getting a smooth exit is to completely get off the elevator just before dead bottom center of the last loop. If you stay on the elevator right down to the bottom, and then release, the combination of your delayed reaction time and the momentum of the plane will result in the plane starting another loop and then dipping back to level or even below level. Also, as you transition to a level exit, don't forget to release that aileron or rudder correction you have been holding in the loop to correct for the heavy wing effect.