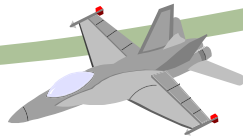


THE TRANSMITTER

Hamilton County R/C Flyers



October 2002
VOL. 3, ISSUE 10

AMA CHARTER #3083
DISTRICT VI

MEETING NEWS (from October 10th)



Shot of the Fly-In "Picnic Day", September 28th.
Perfect weather!

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- ◆ Rick Castor called the meeting to order at 7:00pm with 12 members and two offspring in attendance.
- ◆ Mark Schofield and Rick talked about the 6 hours they spent in the corn one weekend looking for an abandoned airplane. It was eventually found, much farther out than expected (as is often the case). The airplane is a total loss, but the engine, a Saito .56, has been refurbished with new parts. It is for sale for \$150 with the proceeding going into the club treasury. Thanks guys for your persistent efforts in finding this airplane before the farmer did!
- ◆ Rick thanked all who attended and helped with the club picnic. The hamburgers were great (Thanks Terry) and all had a great time. The weather was nearly perfect. Only one neighbor showed up to join us and eat.
- ◆ Mark talked about the need for enlarging the trailer. He and Dave Morris will pursue doing this.

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

There were 12 attendees at the October meeting.

Nathan Bensch *	Dick Drake	Jim Robison
Graham Brookes	Terry Hollenback	Ed Sheets
Rick Castor	Gene Krodel	Mark and Peyton Schofield
Steve Castor	Dave Morris	Steve and Kristen Percifield

* Welcome new member!

MEETING NEWS (continued)

- ◆ Rick talked about moving the storage container to the neighbor's property north, across the road. This is the guy that has called us when he's noticed trespassers invading our field. Rick will negotiate this idea with the neighbor.
- ◆ Reservations have been made for 15-20 people for the Red Onion restaurant in Sheridan for the December 12th meeting. Time will be 7 to 9pm. Seating is limited, so please RSVP Rick before the November meeting.
- ◆ Please welcome new member Nate Bensch. Nate has never flown but is spending time on a flight simulator while preparing a Hangar 9 ARF trainer for flight. He is looking for some trainer instruction assistance.

Winning Raffle Results:

Sorry I didn't get the winners for the October raffle in time for publication.

"Show and Tale"



Mark's majestic Tiger Moth making touch-and-goes during the Fly-In.

Mark Schofield brought in the fuse for his Great Planes Patty Wagstaff version of the Extra 330S. Workmanship is excellent.

Rick Castor had his Kyosho Gee Bee Model Z to show. He said it was ready for radio installation and reported that it took about 4 hours to get it to that point. Everything fit perfectly. It has a fiberglass fuse that is also perfect. Power will be an OS 46. It should fly very well. Rick says it should be ready to fly the following weekend.

Dave Morris brought in a full scale propeller that had been given to him. It is about 72 inches in diameter and we all decided it would look good made into a clock hanging above someone's mantle. (ed. Most likely a bachelor's mantle!)

Jim Robison brought an ashtray he made about 60 years ago while in the service. It is made entirely of bullets and spent ordinance. It also has a P-38 replica in the center on a pedestal. It is solid brass and is

very cool. Maybe we can get Jim to post a picture of it on our website. This a really neat piece and this description just does it no justice.

Thanks very much for bringing in "stuff" guys! Keep it up. Sorry for not having any pictures of these items this month.

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.

MEETING NEWS (continued)

- ◆ Sheridan has a Harvest Moon festival the first weekend in October every year. It has carnival rides, a car show, food booths, crafts, etc. Steve Percifield suggests that next year we become part of the festival by having a Club booth downtown with some airplanes on display. We can direct those interested to the field for a model air show. We would have a two hour show put together between 2 and 4 pm on both days of the festival. Afterward, some open flying time with trainers and buddy-boxes would be available for those that come out to see us. We could also sell soft drinks at the field. Rick and Steve will check this out for 2003.
- ◆ Mark has researched fuel ingredients on the internet and at various go-kart shops. Some club members want to mix their own no-nitro fuel to use with the bib Mokis. Mark is still pursuing more information, but it appears that no-nitro fuel could be mixed for about \$8.50 per gallon.
- ◆ Treasurer Gene Krodel reports that we are in good financial shape with money in the bank. He also reports that we will have different colored membership cards each year so that expired cards can be easily recognized.
- ◆ Rick reinforces that we are to use club membership cards on the frequency board, not AMA cards.
- ◆ 2003 membership dues are to be paid by the February meeting or a \$25 late penalty fee will be imposed. This fee has been implemented to help avoid the cash crunch that occurs at the beginning of each year when many bills are paid and membership dues don't arrive promptly.

"Story of a Model Aircraft Designer" by: Andrew Rosz

This is a story about an R/C Model Aircraft Designer, namely myself. As most of us in the hobby quite routinely build a plane from a kit, or scratch build one from a plan, we are usually met with satisfactory results at the flying field with our new creation. But what about the people in the hobby that take on the task of actually designing an aircraft starting only with their imagination? After now having joined the ranks of these few individuals by designing, building, testing, flying, and fine-tuning designs of my own, I would like to share with you some of my experiences along the way. There is much that I have learned.

Unlike a kit, there are no plans to go by and with the particular designs and building materials that I have chosen, there are no similar designs or existing patterns to use as a guide; so every design detail is truly unique. One of my recently patented designs is a 40-size flying wing. This design was by far my most complicated design project I have undertaken to date. To begin with, I wanted this design to emulate the B2 Stealth Bomber so the obvious first step was to obtain photographs and/or pictures of the real plane. I had no luck. I couldn't find even one picture. Boy, we're off to a good start here. While at the Ft. Lauderdale Beach air show last year, I remembered that I had taken a few photos of the real B2 as it did a slow fly-by over the beach and that's all I had to go on. After about 20 hours on my CAD program, I realized that designing a 40-size scale B2 was completely out of the question. Logistically, the plane shouldn't fly; nevertheless, I pressed on. After making about 100 mathematical calculations concerning everything such as the density and weights of the various parts based on the materials I would be using, certain answers began to present themselves such as; appropriate wingspan, chord length, spar location, sizes of control surfaces, wing loading, and center of gravity location. Mind you, design considerations of these items for a wing aircraft is completely different and unlike that of a conventional aircraft. Up to a point and like most other aircraft designers, I usually designed only "normal" airplanes with a wing, fuselage, and a tail where all these aircraft usually obey generally agreed-upon principles of aircraft design and aerodynamics. After about another 50 hours or so on the drawing board, it was finally time to start cutting out the pieces and building the plane. Then more problems; How do I attach the fuselage?...Where should I place the CG?...What shape should the airfoil be?...How much washout should there be?...Where should I place the wheels? Having consulted several "experts" on flying wings, it seemed that the only constant was that there was no constant. So despite many calculations, much was still left to my "best guess."

One hundred building hours later, the plane was done and ready to fly. Problems solved (so I thought) and the big day arrives...time for the first test flight...Radio...check. Trims...check. Engine working OK...check. Rolls straight...check. Well, the only thing left to do was to get it on the runway, push the throttle forward, pull back on the stick, and see what happens. That's exactly what I did. It rolled...and rolled...and rolled...right off the edge of the runway. Right in front of about 100 people eagerly awaiting the outcome of the first test flight. My heart sank. "Oh crap", I thought...great...just great...this is great for my reputation not to mention my ego. I shamefully went to retrieve my plane (no damage) to assess the situation. After discussion with the "experts" witnessing the not-to-be historic first flight, we all agreed that the position of the CG had to change. We made the change and tried again. It rolled...and rolled...again, right off the edge of the runway, but this time, it flew about 50 feet horizontally before coming to rest safely in the grass. Again, I thought, "Oh crap, now what should I do?" After being so scientific throughout the entire design process, I

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DELIVER TO:

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

NEXT MEETING:

November 14th at 7:00 pm
Public Safety Building on Hwy
32, West of Hwy 31 Westfield

We're on the Web! Visit us at
www.hamiltoncountyrco.org

"Story of a Model Aircraft Designer" (continued)

was now desperate for answers and thinking, "How the hell am I going to get this thing off the ground?" After more discussion with the "experts"; we raised the nose a little, moved the wheels a bit more forward, made some more trim adjustments to the elevator and ailerons, and moved the position of the battery yet again.

Let's try it again. This time we were met with success. The plane lifted off smoothly, trimmed out easily, and flew beautifully. Come time to land, descent was smooth, flair and touchdown went flawlessly, and the end of the first flight was met with congratulations from no less than a dozen people. At this point, I knew that I had a winner of a design. During the second test flight, I put it through some basic maneuvers including loops, rolls, and slow flight. It handled exceptionally well and showed no undesirable tendencies. This again was met with an incredible sigh of relief, as well as more compliments from the crowd. Knowing that I did not have to change or modify the basic design was truly a miracle; that is, I got it right the first time. The truth is, despite all the math and calculations, plain and simple— I got lucky. I'm sure there are many aircraft designers out there that go through the calculations and build revision after revision only to be met with continued failure. Just look at how crummy many of your commercially available kits fly. I can now truly sympathize with them. It took me about five times as long to design and build this model as opposed to simply scratch-building one from a plan. Why do aircraft designers put themselves through this emotional roller coaster? Perhaps the award that I won at one of our club meetings, sums it up nicely. The award, entitled "Dashing Undaunted Model Busters", was unanimously bestowed upon me when a model I was flying flew straight into the ground under full power and I claimed, "It wasn't my fault." "Yeah, yeah, yeah.", they all eagerly said as they handed me the coveted certificate and plaque to proudly display for a month. After carefully reading the wording on the certificate, I now know why aircraft designers brutally punish themselves by undertaking such seemingly senseless pursuits. The answer comes from a passage on the certificate, "There can be only one reason why any man would put himself through such agony—DUMB, real DUMB." How appropriate and ironically true. So if you think you are DUMB enough, go ahead and try to design a plane of your own and if you are really DUMB enough like me, it just might make you come back for more. I now have plans to design and build a new pattern ship. If everything goes according to plan, it's sure not to fly!

Incidentally, on June 1, 1999, the design of this aircraft was awarded a U.S. Patent No. D-410,503. Go to my page on the [U.S. Patent Office Website](http://www.uspto.gov) and check it out!