



THE TRANSMITTER



SUBURBAN R.C. BARNSTORMERS, INC.

PUBLISHED BY MIKE FLUHARTY & EDITED BY KEN FLUHARTY

AMA CHAPTER #640

IMAA CHAPTER #19

PRESIDENT: ORVILLE FLUHARTY VICE PRESIDENT: STEVE DIETRICH SECRETARY: ERIC BERGSTROM TREASURER: TIM MERANDA
FUN FLY: JIM SCAJILL FOOD: SANDY & KEN FIELD: JOHN FAIR INSTRUCTION: JIM CHRISTATOS AGC/CC/IMAA: JIM CHRISTATOS

≡ AUGUST 1990 ≡

AUGUST 9TH FIELD MEETING

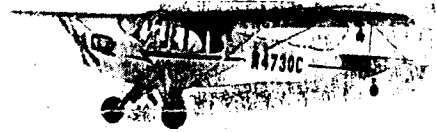
Field meeting thursday August 9th ..This will be the last field meeting of the season. A gal. of fuel will be given away to some lucky winner. Sooooo don't miss it ..

AUGUST 23RD LIBRARY BUSINESS MEETING

August business meeting thursday evening Aug. 23rd . Bloomingdale Public Library. Meeting starts at 7:30 P.M. and ends?????

AUGUST ROLLOVER RAFFLE

ROUND
#1



Piper J-3 Cub
(Anniv. Edition)

ROUND
#1

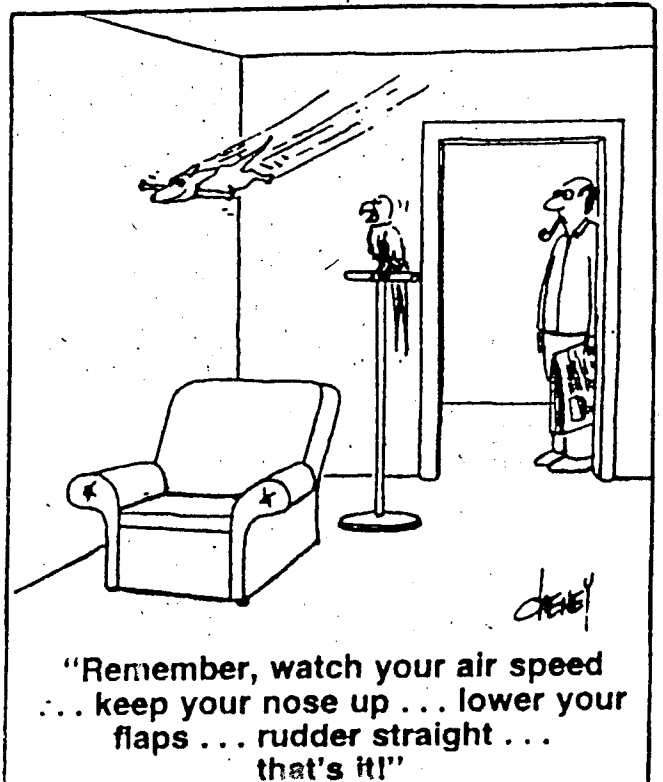
AUGUST 26TH VET. MEMORIAL FUN-FLY

2nd annual veterans memorial fun-fly. Sanctioned IMAA, AMA event. 80 Inch mono, 60 Inch bi-plane. Landing fee \$5.00 dollar donation to the Disabled American Veterans. Registration 8:00 A.M. flying 9:00A.M. to 5:00P.M. Pratts Wayne Woods Forest Preserve.....

PRESIDENT'S CORNER....

Well a lot has happened since our last meeting. On the up side Jim C. as of our last fun fly still holds a commanding lead for the TOP GUN. On the down side if you havn't heard our Treasurer Tim Meranda, has tendered his resignation as an officer and board member, to the board of directors. Although we are not happy with his decision, we will respect it. Enough cannot be said about Tims work as an officer , board member and instructor the last three years. Although we are losing Tim as an officer I know he will continue to give his support as a member, to help keep the Barnstormers #1. Because of these developments, at our next meeting, we will be seeking nominations for the office of treasurer. We will need someone to finish out this term as treasurer until our regular elections in November. And speaking of our next meeting, I hope most of you noticed that the meetings this month are flip flopped. the next meeting Aug. 9th will be a field meeting . The Library business meeting will be thursday Aug. 23rd..(pass it on)... Until next month , see ya at the field.....

Orville

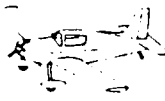


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... keep your nose up ... lower your
flaps ... rudder straight ...
that's it!"**

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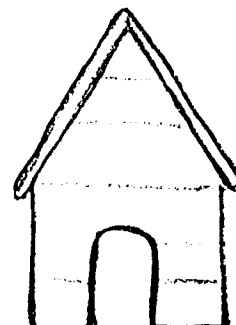
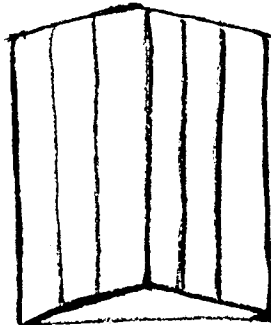
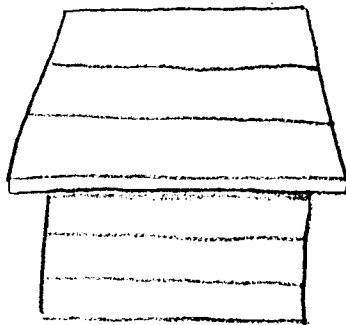
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NAME THE PLANE



NAME THE PLANE

THE TRANSMITTER

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MEETING MINUTES 7/12/90

Meeting called to order at 7:48P.M. with 36 members present. One quest was also present.

Officer's Reports:

Treasurer's Report: Tim said we are well above target with \$2760.58 in the bank.

Secretary: I commented on whose ahead in the member of the year (M.O.T.Y.) contest.

V.P. Steve wasn't there only because he felt that being with his wife while she was having a baby was more important. Can you imagine that?

Committee Reports:

Flight Instruction: Ron walker announced Wally Wilson and Brian Dyer have soloed. Chuck Weibler announced that his boy, Michael soloed. Congratulations, guys!

Fun Fly: John Howe reported on the events for the July fun fly. It was to be a timed 2 minute flight where you must also make a loop and a horizontal 8.

Jim S. then reported on our success at the annual Lisle vs. Barnstormers contest. Then Jim mentioned that the IMAA (giant scale) members have obtained a permit to take the field on July 22nd for a giant scale rally. When he mentioned that the field will be closed to smaller planes, a conflict arose. The conflict continued and elevated to near ugliness. It seems that some members were upset that this event was not approved and/or published. After all was said and done, I wasn't sure if this event was really going to happen. A vote was sort of taken on letting the guys have the field for the morning hours.

Field Committee: John Fahr said the forest preserve will not let us put up a sign warning people at the parking lot not to turn on transmitters. He mentioned that the flight stand is pretty beat up and is in need of repairs. He also said there is a weed whacker in the stand for your use at the field. John mentioned also that thursdays are grass cutting day and we should get into the habit of taking out the trash then too. Ralph N. says he's got some info about the radio tower at the northwest end of the field that he will bring to the next meeting.

New Business:

*Orvil talked about the Futaba upgrade being offered and said the details will be published in the newsletter.

*John Sukup brought in his anemometer that he built from plans that were in RCM magazine. It seems to work and could be helpful at club events.

*Tim announced the up-and-coming Quickie 500 pylon race at the Palos field on August 19th. Contact Tim Meranda for more details.

*Jon Snyder identified the plane in last month's newsletter as a MIG 3

*Ron Hilger made Ron Walker comment on how well his Scat cat flew.

*There was a discussion about the raffle again and we voted to have a door prize as well as the rollover raffle so a prize can be given away at every meeting.

PLANESPLANESPLANESPLANESPLANESPLANESPLANES

Jon Snyder brought in a 1/4 scale 1930's style Brown racer. It has been flown by Jim (Chuck Yeager) C. and jon commented it is very gentle and smooth.

Jim Lewis brought in his partially completed Wing Mfg. short kit (ZERO) to show more foam wing core techniques. He also brought in a scratch built Focke-Wulf 190 in .10 size.

Tom Littlejohn brought in a Great Plane's Trainer master with K&B power. Very nice.

Ron Walker brought in a SIG four-star 40 with Saito .45 power built with the usual Ron W. quality.

The super rollover raffle this time was pick numbers till you win. Bob Morrison won the Super Sportster .60.

Meeting adjourned at 9:40 P.M.





NARROW BAND TRANSMITTER AND RECEIVER UPGRADE PROGRAM

Futaba is pleased to offer a Narrow Band Upgrade Program to our modeling friends. It is intended to help modelers enter "1991" at a reasonable price without the need to purchase a complete new system.

The Upgrade Program begins October 1, 1990 and will end on March 31, 1991. Only equipment listed below can be upgraded.

AM TRANSMITTER Modified for narrow band output

- 5,6 or 7 channel (AM) FGE or FGK-pre Dec.'87
- 4 or 6 channel FG-pre Dec.'87
- 4NL or 6NLK channel Conquest Series-pre Dec.'87
- 5,6 or 8 channel J Series (FM)-only needs gold sticker

*TX modification and Gold Sticker, \$10.00

AM RECEIVER to 1991 AM NARROW BAND RECEIVER

- 5,6 or 7 channel FGE or FGK
- 4 or 6 channel FG
- 4NL or 6NLK channel Conquest-AM Series

*Exchange old receiver with R114H and 5pc. AEC-10 adapter, \$35.00

*Exchange old receiver with R117H and 5pc. AEC-10 adapter, \$40.00

FM RECEIVER to 1991 FM NARROW BAND RECEIVER

- 5,6 or 7 channel FGE, FGK, FGH, or FGH1
- 5,6 or 8 channel J Series FM
- 5 or 6 channel Conquest (FM)

*Exchange old receiver with R127DF, \$55.00

*Exchange old receiver with R128DF, \$65.00

PCM 512 RECEIVER to 1991 PCM NARROW BAND RECEIVER

- 6 or 8 channel PCM 512

*Exchange old receiver with R128DP, \$90.00

AM SYSTEM to 1991 FM NARROW BAND SYSTEM

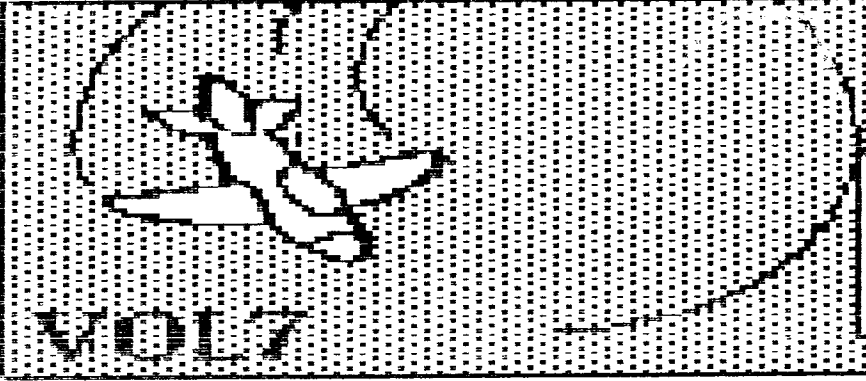
- 5,6 or 7 channel FGE or FGK
- 4 or 6 channel FG

*Exchange Transmitter Module and Receiver with TF-FM, R127DF and 5pc. AEC-10, \$75.00

(All prices subject to change without notice)

PROCEDURE

1. You **MUST** return your transmitter and old receiver(s) in the original styrofoam packing equivalent with shipping prepaid (**REMEMBER, Program begins OCTOBER 1, 1990**) to Futaba Corporation of America / 4 Studebaker / Irvine, CA 92718 office. Include a letter with your name and address, your phone number during the day, a description of what you would like done and a itemized packing list of all equipment being returned.
2. Prices are for the Upgrade Program only, any other work is extra and will be handled as normal repair at our standard rates. Return shipping charge will be added to your bill.
3. All Upgrades and repairs will be returned to you C.O.D. or may be billed to your M/C or VISA card. Card users supply your card number and expiration date on your letter.



FLIGHT LINE CHATTER

NEW MEMBERS

- James Zimowske - ST Chareles
- ***
- Joseph ploppert - Carol stream
- ***
- (Duke) Frederick segars - Winfield
- ***

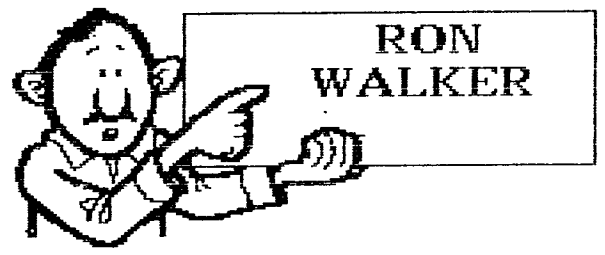


MEMBER · POINTS × FUNFLYS = TOT.

Jim Christatos	30	4	120
Glen La Rocco	27	4	108
Russ Carlson	18	4	72
Orvil Fluharty	18	4	72
John Anzalone	18	4	72
James Scahill	8	4	32
Larry Mahalik	3	4	12
John Fahr	16	2	32
Jack Treadman	16	2	32
Ron Hilger	10	3	30
Victor Zark	8	3	24
Karl Schoder	11	2	22
Jason Burns	10	2	20
Gene Reinke	6	3	18
John Howe	8	2	16

FLIGHT INSTRUCTOR OF THE MONTH

***** JUNE *****



"TIP OF THE MONTH"

FIXING CRAKED SQUARE SPARS: (balsa or hardwood)

by: Jim Scahill

Glue the spar together ; as good as possible.
Take epoxy and glue a piece of popsicle stick and double it up on the inside of the airplane.

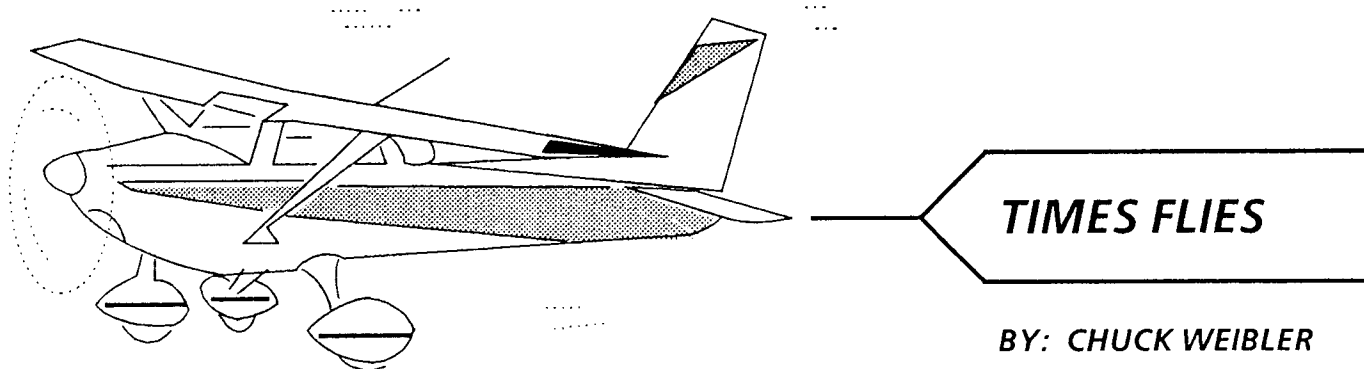


★ ENTERTAINMENT ★

A demonstration ★
on how to sheet ★
a foam core wing ★
by Ron Walker ★

★ AT THE AUGUST BUSINESS MEETING, THURSDAY AUG. 23rd. ★

THE BOY SCOUTS
HAVE THE FIELD
RESERVED ON THE
11th OF AUGUST !!!



August 1981

Two new members joined in August. They were Lou Cabo and Greg Gonet.

A plea was made to the members to keep the field neat by picking up all broken props you came across whether yours or others.

August 1982

Results of our August Fun Fly which was a Carrier Landing Event saw the following winners:

- | | | | |
|-----|-----------------|-----|---------------|
| 1st | Charlie Beck | 4th | George Vesley |
| 2nd | Steve Schoening | 5th | Don Richels |
| 3rd | John Fahr | 6th | Joe Marine |

Lost at sea at this event: John Nicastro, Karl Schroder, Chuck Weibler, Greg Gonet and John Sukup.

August 1984

Don Rickles expressed deep concern that there appears to be a lack of Scale Aircraft, especially WWII planes seen at the field anymore. "Back in the good old days, that's all we flew," said Don. The members decided to form a Scale Air Core with Don as chairman.

August 1987

Our August 27th meeting was held at the College of DuPage (Building K) since we were no longer able to meet at the Addison Library. John Fahr recommended using the meeting room of the Household Bank in Carol Stream. This, as well as other locations, were put to a vote with the membership agreeing that the Household Bank would be the most central.

Winners at our monthly raffle were:

- | | |
|-----------------|---------------------------|
| Jim Scahill | Midwest Hots |
| Eric Bergstrom | Tempo II |
| Sam Vardolos | \$7 G&D Gift Certificate |
| Orvil Fluharty | \$7 Al's Gift Certificate |
| Steve Schoening | \$7 G&D Gift Certificate |
| Jim Lewis | \$7 Al's Gift Certificate |

August 1989

Chuck Pazdzioch resigned as newsletter editor and Eric (Top Gun) Bergstrom agreed to be our interim publisher till someone is found.

The philosopher Cicero said of teaching, "Not only is there an art in knowing a thing, but also a certain art in teaching it."

As one who is currently learning to fly radio controlled model aircraft, I'd like to add a hearty "Amen!" to the noble Roman's comment. And at the risk of sounding presumptuous, I'll even offer a few suggestions, from the student's point of view, designed to make the student / teacher relationship not only more productive but more enjoyable.

Do review with the student, before

instructors to amuse themselves by testing their own skills in putting strange aircraft through their paces. Students wait a long time for their moments in the air. Give them a chance to enjoy the experience and to learn from it.

Do say something favorable about the student's potential for becoming a reasonably competent flier, maybe even something about his or her skills as a builder. It doesn't cost a cent and it can do wonders for the morale of the neophyte. Can't think of anything positive to say? Maybe you lack

that there are probably other fields of knowledge, skill and experience in which your respective roles of teacher and student would be completely reversed.

Do tell the trainee before every session how long a flight you're planning, what he or she will be doing, and why. Once the student knows the flight plan you'll be spared much explanation when the plane is in the air. Also, the student will be able to concentrate on what's happening at the moment instead of wondering what's coming up next.

Don't become an instructor unless you really enjoy teaching. If you find it exasperating, or if you feel contemptuous of someone who seems to be a slow learner, get into some other phase of club activity. Your irritation or contempt is sure to be sensed and will be strongly resented.

Don't do everything yourself. If the trainee has trouble starting his engine, by all means offer suggestions, but let the student carry them out. Hands-on learning is many times more effective than watching how someone else does it.

Don't turn a deaf ear to what the trainee says. Although woefully lacking in flying experience, the student built or at least assembled the aircraft you're about to fly. If you take the time to listen you might learn something, if only accidentally, about its characteristics.

Don't succumb to the sin of impatience. You've probably forgotten how much time and patience your own learning experience required and in reality the trainee may be progressing just as rapidly as you did. So don't measure your students' progress against your current skills but rather against those of their peers.

Don't adopt a cavalier attitude toward your students' aircraft. Remember that they are entrusting to your judgment the product of many hours of work. Every trainee realizes that any first flight involves risks. If a crash does occur, and there are valid reasons for it, you won't be blamed. But the student expects you to be reasonably prudent. If you charge ahead with a flight despite gusty winds and the result is an unnecessary crash, you've lost most of your credibility as an instructor.

One other thought, borrowed from Montaigne:

"A teacher should not be continually thundering instruction into the ears of students, as if pouring it through a funnel, but induce them to think, to distinguish, and to find out for themselves."

Who can quarrel with that? And in the final analysis, isn't that what the model aircraft hobby is all about? □



10 DOS AND DON'TS FOR INSTRUCTORS

By Charles Truax

approaching the flight line, the rules to be followed and the reasons for those rules. Chances are you overestimate the trainee's knowledge of flying field procedures and protocol. It's not just a case of doing the wrong thing and ruffling someone's feathers; there are usually sound reasons, many safety related, for doing things one way rather than another. Make sure the student understands those reasons.

Do give the trainee as much time on the transmitter as possible. Training flights should not be occasions for

perception; almost any beginner shows some "plus" qualities. And it's hard to find a model aircraft that is totally lacking in redeeming features, either in performance or appearance.

Do show a touch of humility. Obviously, you know much more about flying model aircraft than the trainee; that's why you're the instructor. But you can't know everything. So if you're not able to answer every question, say so. The student will respect you for your honesty. And before you start feeling too superior to the trainee, remember