

The



Transmitter

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

AMA CHAPTER 640

IMAA CHAPTER 194

December, 1997

Seasons Greetings

COMING IN DECEMBER

- Dec. 1st Business Meeting, 7:30 p.m., Bloomingdale Public Library
- Dec. 6th Combat Meet, 1:00 p.m., Pratts Wayne Woods
- Dec. 9th Board Meeting, 7:30 p.m., Bloomingdale Public Library
- Dec. 15th Christmas Party, 7:30 p.m., Bloomingdale Public Library

President's Viewpoint

Happy Thanksgiving Day to all our members and their families. By the time you read this column, our turkey raffle winners will be celebrating their good fortune.



Just a reminder to all members wishing to help in the swap shop on April 11, 1998, please sign up with Jack Greetis for the committees you would like to serve on or most likely you will receive a greetings notice from Uncle Sam!

One other thought, the officers and board members are bound by the existing by-laws. We know our by-laws are not perfect, so if you

have any suggestions for changes, please make them in writing to the attention of the board of directors.

We encourage all members to bring their suggestions and ideas for discussion at the business meetings.

We are close to the end of the year, so before you forget, renew your dues for 1998.

Hugo O. Mosquera

Treasurer's Report



For those of you who were not able to attend the November entertainment meeting, it

was announced that because we are approaching year end with some excess funds, the board voted to increase the expenditure for turkeys from \$75 to \$100 and the Christmas raffle from \$500 to \$600. This still leaves us some excess over and above what is budgeted for

the remainder of 1997 to carry us into 1998.

Best wishes to all for a joyous holiday season.

Bob Elsner



SPECIAL CHRISTMAS PARTY COMING!

In addition to our popular Christmas raffle for members on Monday, December 15th, the board and membership are sponsoring an expanded YOUTH NIGHT featuring gifts for all youngsters ages 8 to 16 in attendance.

Boys and girls who are relatives or guests of members are welcome and will be eligible for a special raffle featuring a Great Planes Trainer 60 including engine and radio, an assortment of Dumas rubber powered airplanes being built by volunteer members, foam gliders or other aircraft related prizes. All youngsters receiving the Dumas planes or gliders will be invited to decorate them in their own fashion and exhibit their personalized craft in a special category at our Spring Static Contest (date to be determined).

Our goal in this season of giving is that every youngster receives a gift reflecting our enjoyment of the model aircraft hobby. The festivities start at 7:30, but come early, bring cookies and join in the fun!!!



WW II Flight Training (Part III)

Continuing the saga of Florida air training bases---

Clewiston, FL was, and still is, a sleepy town on the banks of Lake Okeechobee in the center of the state. It was selected as the site for a British Cadet training program in 1942.

England had been involved in the war with Germany for several years before the U.S. entered the conflict in 1941. The combination of marginal weather and fuel shortages mandated that their pilot training take place in the more favorable southern U.S. and there were 5 such fields here, 3 in Texas and 2 in Florida.

These facilities were run by civilian instructors (Riddle), maintenance, and support personnel. All aircraft were provided by the U.S. Army and generally included Stearmans, Vultees, and AT-6's which the Brits named Harvards. Usually a single U.S. Army officer was nominally in charge of the aircraft and a skeleton staff of English officers handled administrative duties.

The English system called for cadets to progress through Pre-Flight, Primary, Basic, and Advanced training all at the same field and frequently with the same instructors. These were all highly motivated students and as a result, there were very few "wash-outs".

Generally, there were 100 to 150 cadets in training at any time with 4 cadets assigned to one

instructor. They would receive about 20 flight hours in each aircraft type and then return to England for finishing in combat aircraft. The final stage of their U.S. training was cross-country in AT-6's and lost souls would sometimes stray to other bases or sugar cane fields when disoriented or weather threatened. Inevitable casualties were buried in the U.S.

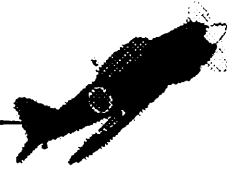
This single runway field is now home to a civilian sky diving enterprise and is really busy on most weekends. Two planes each carry 8 to 10 idiots up to 10,000 feet where they free-fall down to about 2,000 feet and then float down gracefully under their multi-colored parasol chutes to an easy landing next to the runway. Then they gather up their chutes and head to the hanger for repacking. It's quite a site and is popular with guys and gals in their 20's or anyone without full control of their faculties, according to a knowledgeable senior citizen.

Memorabilia abounds at a local inn and a small museum about the Englishmen's training tour at this relatively small base. Only a few remnants remain of barracks foundations and an old swimming pool where cadets were housed and enjoyed some cooling recreation in the hot Florida summers. But, if you try real hard, you can still imagine a whiff of tea and crumpets being served while the Limeys prepared to do battle with the Hun.

Winston Van Dame



COMBAT NEWS



By Dave West

R/C Combat

Saturday, December 6th

Pratts Wayne Woods

1:00 p.m. Pilot Check-in

1:30 p.m. Combat Starts

- .21 cu in. Max Engine Size - 2.5lb. Max. Weight - Scale Requirement Waved -
- AMA 704 Point Scoring - 3 Rounds - Streamers and Score Sheets Provided -
- No Entry Fee - No Prizes - Just Fun -

This is an unofficial, unsanctioned event. The field will be open for general flying. We will coordinate the timing of each 7-minute round with the other pilots flying at the field.

Get a ".15" or ".20" size plane together and join the fun. Winter is the perfect time for Combat. Just dress warmly!

Questions??? Call: Dave West (630) 837-6553

Scott & Simon.....ready for that club picture Nov. 15th. Word is, Scott even flew his plane....no snowflakes are going to stop him!!!



MODEL AIRCRAFT VISIBILITY

By Dr. George A. Obsuth...The ability to fly an RC model well has a great deal to do with how well you can see it! Here are some thoughts on coloring and marking that will make your model more visible.

The cry of the "red-faced crasher bird" can be heard from time to time in areas not too close to buildings, large trees, etc. "I ain't got it, I ain't got it."

"Losing" a plane can be due to a loss of radio control, mechanical failure, or, in more cases than realized, it is the result of poor orientation due to our inability to "see" exactly where the model is and which way it's going.

"Seeing" an R/C plane in flight is really two separate and distinct visual functions. The first is to simply see that the plane is there. Second, and more important, is the ability to tell the direction, speed, and attitude of the aircraft. Generally, the second type of "seeing" is more important for sport and pattern flying. The first type is more important with gliders and sailplanes, but it is still necessary to orient the craft.

To understand model visibility, there are some basic facts that we should know. The most basic fact is that in order to see *anything*, it must be different than its background. In other words we need *contrast*. Contrast in models means that it is either of a different brightness than its background or a different color. It may be both different in color *and* brightness. Texture contrast is of little value for our purposes.

Generally, it is better to have brightness contrast than it is to have color contrast. In other

words, it is easier to see a small white spot on a black background than it is to see a small red spot on a green background. We should also remember that in R/C flying it's not just the ability to see the plane, but the ease of telling different parts of the plane. Therefore, combinations of two or possibly three colors are recommended.

The color of a model is the result of daylight being reflected off of it, and some colors reflect more light than others, therefore, some colors are going to be brighter than others. For example, yellow will reflect back more light than dark blue; therefore, we have both color and brightness contrast in such a color combination. If you imagine a black and white photograph of yellow and blue as compared to a photo of green and red, the yellow and blue will show greater contrast, while in some cases, the red and green may both appear as an equal shade of gray. (Equal brightness...different colors.)

Well what does all this really mean?

A. *Models should be colored two, possibly three colors.* One color alone will not provide adequate contrast with its background under all conditions. Also, a single color doesn't allow for easy identification of individual plane surfaces such as wing top versus wing bottom. Small amounts of many colors are not good because they may blend together at normal flying

distances and do not provide the contrast desired.

B. *The color combination should be one that would have brightness contrast if photographed in black and white. You can still choose colors that don't upset your artistic sense.*

C. *Designs should be in areas no smaller than 1-1/2 to 2 inches wide in order to be seen at typical flying distances.*

D. *Try to have two colors vertically divided on the rudder surface as this is an important visual reference.*

E. *The pattern on the top of the wing should be very different than the pattern on the bottom, but BOTH surfaces need a pattern.*

Also remember that:

1. Big planes are easier to see.
2. The closer you fly the easier it is to see (within reason).
3. Too much or too little daylight will reduce contrast.

Recently, some articles have appeared which quote a study done by the German Air Force. The study rated colors on a scale of 0 to 100, with zero being a color which is totally invisible, and 100 being equal to a color visible under all conditions. The May issue of the

"K factor" reported the following results:

White.....	88
Yellow.....	70
Orange.....	47
Light gray.....	43
Pastel blue.....	43
Medium red.....	23
Medium blue.....	8
Black.....	8
Dark blue.....	8

However, Mercedes Benz (also German) did a similar study using cars in haze and fog conditions against darker backgrounds. Their results placed luminous orange 10% above white. Choosing two colors, one from each end of the chart or graph, will give best contrast under the widest possible background variations.

It is possible to wear glasses, which when properly colored, can increase color contrast under certain conditions, but this is a fairly complex approach. The use of special optical aids, e.g. sunglasses, polarized filters, binoculars, etc. will be discussed in future articles. Meanwhile, don't neglect your most important flying aid...your eyes. Use safety glasses when operating tools or when working near a running engine.

Reprinted from the June, 1982 issue of Model Builder

THINK SAFETY

The Transmitter

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.

Material can be submitted for publication: (1)at a meeting, (2)mailing to Suburban RC Barnstormers, Inc., P.O. Box 524, Bloomingdale, IL 60108, (3)faxing a typed or handwritten copy to (630) 653-4163 or (4)sending it to our E-mail address at srcbarn@aol.com

Articles must be received by the entertainment/field meeting (usually the 3rd Monday of the month) to be included in the following month's newsletter.

OFFICERS/BOARD OF DIRECTORS

President	Hugo Mosquera	(847) 524-0065
Vice-President	Simon Hernandez	(847) 741-8924
Secretary	Glenn Gros	(630) 393-9313
Treasurer	Bob Elsner	(630) 653-5345
Flight Instruction	Steve Driza	(630) 790-1024
Fun-Fly	Jeff Peca	(630) 305-0018
Safety	Jim McCorkle	(630) 961-5537
Swap Shop Chairman	Jack Greetis	(847) 513-6269
Board Member	Scott Taylor	(630) 932-9624
Board Member	Winston Van Dame	(630) 690-6119
Board Member	John Howe	(630) 372-4536
Board Member	John Nowicki	(630) 293-4043

NEWSLETTER STAFF

Editor/Publisher	Bob Elsner	(630) 653-5345
Editor	Hugo Mosquera	(847) 524-0065
Distribution	Glenn Gros	(630) 393-9313
Distribution	Shelby Ortez	
Distribution	Simon Hernandez	(847) 741-8924

Please Support The Following Hobby Shops

Al's Hobby Shop, Inc.	121 Addison	Elmhurst, IL	(630) 832-4908
Venture Hobbies	23 Huntington	Wheeling, IL	(847) 537-8669
PCM Model-Tronics	1092 W. Becker School Rd.	Freeport, IL	(815) 233-5646
Hobby-Works	160 West Wilson	Batavia, IL	(630) 406-9400

Suburban R/C Barnstormers Membership Application / Renewal



Date _____
Name _____
Address _____
City _____ State _____ Zip _____
Home Phone _____ Bus. Phone _____
AMA Number _____ Channels Used _____
Birth date _____
Skill Level Beginner Intermediate Advanced

I have included an additional \$3.00 for a Name Tag

Annual dues are \$24.00 for the primary member and \$6.00 for every additional member under the family plan; Senior citizens, age 65 and over, are \$12.00; and Junior members, under age 17, are \$12.00. Full dues are charged from Jan. 1st to July 31st. After Aug 1st. dues are reduced to half the annual rate.

I agree to accept and abide by the AMA and the Forest Preserve District of DuPage County rules and regulations concerning the handling and flying of my model airplanes.

Signature _____

Membership applications can be brought to a club meeting
or mailed to the club at the following address:

Suburban RC Barnstormers
P. O. Box 524
Bloomington, IL 60108



THE TRANSMITTER

SUBURBAN R.C. BARNSTORMERS, INC. P.O. BOX 524, BLOOMINGDALE, IL 60108

