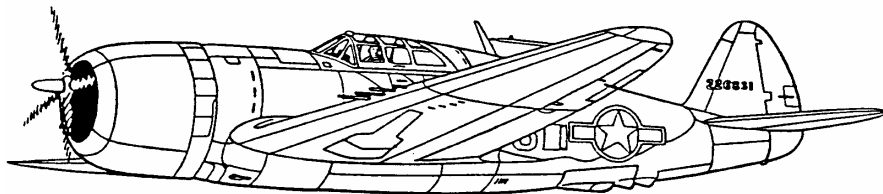


THUNDERBOLT



SEPTEMBER CLUB MEETING PLEASE NOTE TIME & LOCATION

MONDAY – SEPTEMBER 9th – 7:00 PM LANG FIELD

10 Mile Road – between Wixom and Napier Roads

General Meeting then we FLY!!

The President's Message by Aaron Avery

Well, the 2002 Airshow has come and gone and let me say that it was an event to remember. If Joe DiDia could have only seen the future and known the challenges that lay in front of him, he may not have volunteered quite so enthusiastically to be the Airshow Chairman. Some of the obstacles that had to be overcome included: removing boxes of human waste (AKA porta-potties laying on their side that have seemingly made Lang their permanent home), an ice truck that dumped all the ice and the ice machine in the ditch on 10 Mile Road just short of the entrance into Lang, the red tape that had to be sorted through (for the first time) with the city of Novi, and trying to promote an event with only two weeks of time. Now don't get me wrong, it was worth it and luckily, Joe didn't have to do it alone. The club had a great turn out of volunteers at the pre-show clean up, the air show itself, and finally at the post show clean up. So, for all of you who donated your time, money, and patience, I extend to you a grand thank you.

Well, here we are in the middle of August, and well into the second half of the flying season. For those of us who still have planes in one piece after flying in the air show, there should still be many great opportunities to fly. I urge everyone to be sure to do a thorough pre-flight check on your aircraft before every flight, Continued on Page 2

**2002
RibCracker
Board
of
Directors**

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RIBCRACKER WEB PAGE: <http://www.ribcrackers.org>

President's letter continued from Page 1

use the proper techniques while taxiing, and be courteous to others when flying by establishing and maintaining a flight pattern. Sometimes crashes are unavoidable but by following basic safety rules we can reduce the risk to others at the field.

One piece of bad news is that the DC-3 crashed during the air show. As a club, we need to decide what to do with it. After looking at the remains, it is my opinion that it will need to be completely rebuilt. However, it is my understanding that the hardware was not damaged. If any club member is interested in taking on this project, please let the board or Jim Young know. All I ask is that the person who volunteers for this project be committed to doing a good job.

In closing, I need to notify everyone that until the end of October, most of my free time will be focused on coaching football. As was agreed when I became President, Don Unsworth will fill the role of President for this time period. All concerns should now be routed to him. Well, until next time, happy flying!

August Meeting Minutes – August 5, 2002

The meeting started promptly at 7:06 PM. The July minutes were approved as published in the Aug. 2002 Thunderbolt.

V.P. Report – Huge thanks to all the club members who supported the 2002 Air Show. A special thanks goes to Joel Disbro for cutting not only our runway, but also enormous amounts of the parking areas. And an even bigger thanks goes to Ralph Hegadorn for acting as chief chef and only imposing the 5 second rule a “few” times! (Shhhh)

Tres. Report – The club is solvent and money from the Air Show is still coming in. A final accounting will be available at the Sept. meeting.

Club member discussions - a few “previous” club members continue to fly at Ribcracker fields without paying. It was agreed that all the members would enforce the member only flying rule. **Student Night** – student participation has gotten very strong and more help is needed on Wed. evenings. Any members that can donate a few hours is welcome to help (work hours!).

New Biz – The Michigan International Soaring Society (MISS) plans to establish a flying site within a 3 mile radius of Ray field. With the potential of loosing our fields, this is seen as a problem as the MISS site will not allow glow/gas powered planes. Our district VP, Bill Oberdieck, has refused to assist our club so other options were discussed, one of which might be frequency sharing or restrictions. The club officers will discuss many of the options further and will report back to the club.

The DC-3 was damaged at the Air Show and the club discussed fixing the plane or offering it to the highest bidder. No final resolution as determined.

Due to our Prez. having scheduling conflicts, Don Unsworth has agreed to act as temporary Prez. until Aaron can make the time to rejoin our governing ranks. Thank you Don as being Prez. and V.P. is most difficult.

Models of the Month – shown this month were:

Gerald Klose – Ace Simple 400 Electric, Joel Disbro – Ford Fliver ARF with an OS-52 (Diamond Models) and Dave Hurt – Modified Zagi with a Graupner BB 480. Winner of the fuel was Joel Disbro – congratulations. Our guest speaker was Archie Adamisian who spoke and showed examples of Pylon racers in the Quickie 500 class. Club members were fascinated and asked questions for over 45 minutes. Very interesting and greatly appreciated. Respectfully submitted – Dennis Robbins

Oops.....My good buddy Alex, who lives down in Oz (Australia) and I trade RC stories frequently. Many of the club, flying and safety issues we have here, are the same there. I've commented to him that some of the guys think I write about safety too often, while others believe there is no such thing as being too safe. Below is most of a note that he sent me recently.

“Just a note on safety, as you know I have had my fingers in the prop, and apart from bad cuts, I got away with it. One of our most experienced flyers did not use a restraint, started his engine in the crouched position, had the throttle open too much by accident and the plane charged straight into his groin. He got some serious cuts but did save his family jewels. You are fully justified in reminding people about safety.” Regards, Alex

When Jim Young suggested....by Gerald Klose

When Jim Young suggested that we form a one design, electric pylon racing league, I jumped at the opportunity to join. I always wanted to get into Electrics and this was a great place to start. Though intrigued by the building demos that Mark Freeland and Chris Brewer put forth, I built my plane pretty much per the instructions. I tapped the vast creative well of the student body at the school where my wife teaches, to come up with a covering scheme and I was ready. With great trepidation, I had someone else hand launch the plane for the first time. I had never done that before and figured I would have my hands full with an under powered, out of trim airplane. A perfect launch was provided by Ron McHale, and the plane took off like a bat out of hell and flew straight as an arrow. As my nerves subsided, the giggles set in. It was enormous fun whipping this thing around the sky, the plane being very responsive and bordering on twitchy. With the first flight under my belt, I was itching for my first competition. That competition turned out to be long time in coming. After several weekends, no one had shown up at the field at the appointed time. I called Jim and asked what happened. He wasn't sure either and thought that everyone had lost interest. The next weekend though, I found Mark Freeland at the field and the challenge was on. After almost launching the plane with the elevator reversed (I remembered in mid-throw that I had used the transmitter just prior on a student's plane) we were off with Dick Brewer timing and my wife Sonja, counting my laps. The first several laps were uneventful with me leading and Mark slowly catching up. Mark took one lap fairly wide and buzzed the flight line before regaining the course. This put me a half lap ahead and I throttled back to make sure that I would make the four-minute requirement. Mark started to catch up again and when he was fairly close, he again took the far turn wide and started heading for the shelter. I can only tell what happened next by the sound. It seemed like Mark's plane was behind us, and judging by the changing pitch of the motor, it had assumed several different attitudes before there was a crunching thud followed by silence.

I kept lapping the course until Dick called time and announced my completed laps. Sonja said that Dick had missed two of my laps while a whole lot of ducking was going on behind the flight line. As I was setting up my landing, people were calling out and asking, "whose car is that?" Hoping they weren't talking about a certain purple mini-van I turned around and saw everyone gathered around Mark's SUV, admiring the newly formed bodywork enhancement in the roof. The plane had apparently come straight down and almost punched a hole through the roof. I am going to give Dennis a rest from harping on safety this month and simply state that our hobby is not without it's risks. Loosing control of an airplane can happen to the best of us. It was lucky that no one got hurt and that it was a company car. I have heard some people say that they will never bring their children to the field. I still bring my children when I can, but I worry and I have considered making them wear hard hats. We all must be vigilant and safety must be our number one concern.

Overall it was very exciting to race. Technically this qualified as a win in my column but it is a hollow victory. I would rather not win by attrition. Mark, I am ready for a re-match whenever you are.

High Wings Vs. Low Wings by Clay Ramskill

We finally master our high-wing trainer – or crash it, whichever comes first. Maybe then we build a shoulder wing plane. Only after we are somewhat competent at flying do we try flying a low-wing airplane, and then with white knuckles and shaky knees. Why? Just what is it about low-wingers that make them "tougher" to fly? Are they faster? No! All other things being equal, there's virtually no difference in drag or top speed. The illusion comes from designer' choice. They tend to put faster airfoil sections and lower aspect ratios on low-wing airplanes, making them speedier. Low-wing airplanes do have some characteristics, compared to high-wingers, that make them more suitable to higher performance aircraft.

1. "Nicer" (and quicker) roll response. This comes from the relative placement of the center of gravity (CG) being closer to the natural roll center of the wing. The CG will be at or only slightly above the roll center of a low-wing, but well below that of a high wing. Assuming at least a little dihedral, the roll center of the wing will be slightly above the center of the wing. In a roll, the wing (providing the "power") wants to roll about its own roll center. The rest of the airplane (the "resistance") wants to roll about the CG. The wider the distance between roll center and CG, the funnier-looking is the roll (I.e., "non-axial").

2. The low-wing reacts more neutrally to power changes. Our old high-wing trainer, with the thrustline very low, will respond by pitching nose up when power is added, nose down if power is reduced. This contributes to stability with the nose going the way we want it to on a trainer. On the other hand, the low-winger will be more neutrally stable, without much pitch reaction to power changes. The low-winger will also be more wind "resistant" on the ground, a function of wing height above the wheels. The high-winger will naturally be more "tipsy" reacting to wind while taxiing and during takeoff and landings.

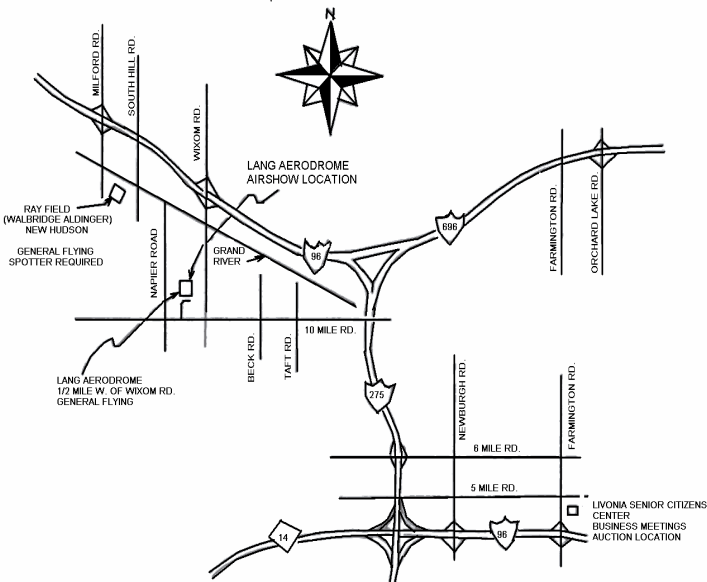
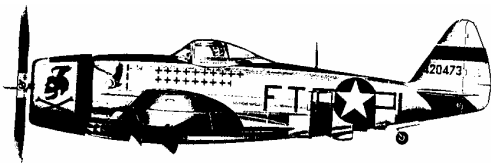
We must all understand that we're only talking of tendencies here. There are many other variables that have an impact on the characteristics involved – the designer can juggle those around to get the desired handling. But wing placement is definitely one of the biggies when it comes to establishing how an airplane is going to handle.

Local Coming Events -

Sept 7 & 8	Wolverine Precision Aerobatics 402, 403, 404	Sanford Rd. Flying Field Milan, MI	Tom Mitchell 734-426-3009
Sept 7 & 8	Airshow and Demo Midwest RC	5 Mile Rd., W of Ridge Rd Club Field	Scott Rellinger 734-462-0778
Sept. 9	Ribcracker Club Meeting General Club Meeting	Land Field 10 Mile Road, W of Wixom Rd.	Don Unsworth 248-348-0961
Sept 14 & 15	Fall Fly for Fun Flying Pilgrims	Club Field - Ypsilanti Call for directions	Jack Kezelian 734-207-3626

Editor's Note: I hope you read Gerald Klose's report on his pylon racing experience. If you check out the reports in Model Aviation on Pylon Racing you'll see that the participants always wear helmets - guess why!!

Dennis Robbins
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Gentlemen -

I've received a few memos from members lately who have found the gate to Lang either fully open, with no-one around or the key's lock box was not properly closed (twist the tumbler after it is opened to remix the tumblers - if you don't it will re-open without inputting the combination). To secure our field against vandalism or other damaging acts, we must make sure our field is secure. Please help by paying attention to our gate, if you're the last one leaving. Our security is your responsibility.