

THUNDERBOLT

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RIBCRACKERS MODEL AIRPLANE CLUB

President's Message - Alex Stathis Alexopoulos



Greetings from Greece!

Alex is on vacation and wasn't able to provide his usual message but if he had he would have said to keep it safe!

I asked Hank (VP) for a contribution to the newsletter but I didn't give him much advance warning. He tried to suggest something over the phone but I couldn't understand him over the plane engines in the background. Apparently Hank was at the field. He suggested that a great big thank you go out to the instructors that help out on student night. Thanks to their efforts we have several new pilots and new members. See you at the field!!

Editor's Note Pad - Gerald Klose

Our family survived the trip to Germany and great fun was had by all. Not so sure about the kids because they are teenagers and everything bores them or at least they have to give that impression. It was good to visit with family members and tour some of the area. The flights there and back were uneventful. Due to construction at the terminals we had to twice disembark using stairs to the tarmac and then walk to a shuttle bus which gave us a pretty close view of the landing gear and engines.

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AD-1 (Ames-Dryden 1) was one of the most unusual experimental aircraft of the 1970's/early '80's. It featured a pivoting "oblique" wing aka "scissor wing", that engineers theorized would reap benefits at supersonic speeds, such as reducing sonic booms. The wing pivoted from 0 degrees to an oblique 60 degrees. The \$240,000 plane was built by Ames Industrial Co of Bohemia, NY, with the help of Boeing and Burt Rutan. It first flew on Dec. 21, 1979, with former X-24B pilot Tom McMurtry flying. The fixed-gear AD-1 was 38.8 ft long with a span of 32.3 ft unswept. It was made of fiberglass-reinforced plastic with foam cores. Gross wt was 2,145 lb, 1,450 lb empty. It had 2 small turbojet engines of about 220 lb thrust, and top speed was limited for safety to about 170 mph. It flew 79 times.

X-47A, nicknamed "Pegasus", is constructed by Northrop-Grumman and the US Navy. Its most unusual characteristic is that of being an unmanned combat aircraft (UCAV), which is clearly meant for attack purpose, not just for reconnaissance purpose. It is tailless and kite-shaped. Its pitch, roll and yaw is entirely controlled by its informatics using flexible parts of its entire flight envelope: maneuvers via six control surfaces: two elevons and four inlays, inspired by Northrop's flying wings of the fifties, two above and two below the fuselage, and a two-dimensional nozzle.



Editor's Note Pad - cont.

(Continued from page 1)

Cool stuff!! I am always impressed with the scale of everything and am amazed that everything works as well as it does. I hope that everyone is having more luck in getting out to the field than I am. The glider is so close to being done that I can taste it. However, while testing some of the systems I had the battery for the receiver go bad. Two of the four cells went bad. As upsetting as this setback is I am very fortunate to have it happen on the ground. You can bet that all my planes will have their flight battery packs tested. Not a bad idea to do on a regular basis anyway. I have read many articles where the batteries get replaced every couple of years or so. It is tempting to want to save a couple of bucks on the batteries but in the long run it may be worth it. So far I haven't had any mid-flight failures (knock on balsa) and I would like to keep it that way. Until next time, I hope to see you at the field.

Ribcrackers May Meeting Minutes – July 7, 2008– Dennis Robbins

Ribcrackers July Meeting Minutes – July 7, 2008

Due to poor weather conditions, Alex requested the group allow a few extra minutes for travel time, so the meeting started at 7:35 pm. The June minutes were approved as published in the July Thunderbolt.

Treasurer's Report – the club is/remains solvent and the financial report was accepted as published and distributed. See R. Wilfong for details.

V.P. Report – The June Fun Fly was deemed a full success with great fun had by all.

Sec. Report – the club has one new member for the month of June.

New Items:

- Early notice – our next Fun Fly and Speed Trials event will take place on Sept. 14th. See Alex for details.
- The idea of an Air Show was discussed as a method to earn a few dollars for the club as well as attract new members. This was discussed with mixed emotions by the club members present and was temporarily put on hold. Additional discussion took place on how to gain additional membership involvement in the club – no resolution was found.
- The club discussed when to start activities for our next Swap Meet and it was decided to start them in September – along with finding a chairperson at that time.
- Louis Marcon donated a Super Skybolt to the club as his arm is now painful and will not allow him to complete this task. Don Unsworth has graciously agreed to finish the construction and everyone present volunteered Warren Wells to do the covering.
- Roger Wilfong has updated our website, so please take a look. If you have any airplane or club activity photos, please send a copy to Roger for future inclusion into the website.

Ribcracker Logo Stuff – If you'd like hats, T-shirts, sweatshirts or jackets (or anything else embroidered) with the Ribcracker Logo, please contact: Gary Schaefer at: Home: (248) 437-3898 or Cell: (248) 343-1972 or e-mail at: garyj13901@spcglobal.net.

Club Raffle: Put on hold this month due to the smaller than normal turnout.

Model of the Month: What a surprise – Roger didn't bring a new plane (wonder what happened?). Don Unsworth however brought a giant Flying King – powered by an OS-91 and designed by Bruce Tarpe. This white and day-glow orange plane is an easy flyer and even easier to see in the air. Nice job Don!

Next month's meeting will be at Ray Field - 7:30pm – Aug. 4th. Bring a plane – we may have time to fly.

The meeting ended at ~8:45 pm.

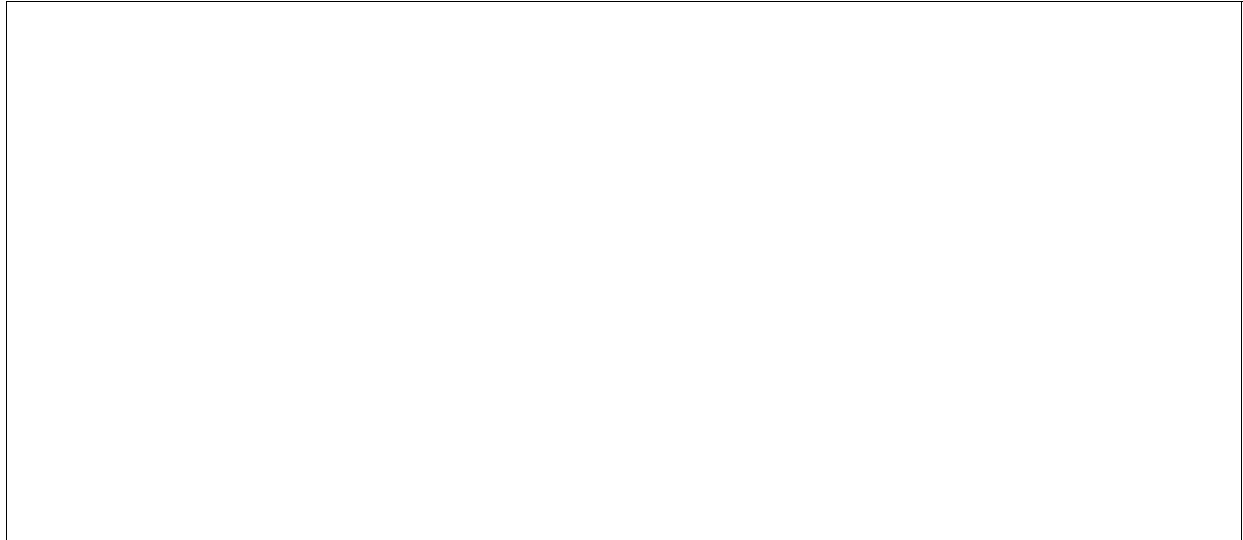
Respectfully submitted – Dennis Robbins



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We're on the web!

<http://www.ribcrackers.org>



Upcoming Events

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Contact</u>
Aug 4	Club meeting	Ray Field	Alex Alexopoulos 248-909-6869
Aug 7-10	Jet Fun-fly	Grosse Isle airport	Burton Eisenberg 248-626-8838
Sep 6-7	Midwest Float fly	Island Lake Recreation area	Gregory Cardillo 248-393-1056