

the

Monitor

May The MRCS Officers 2012

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Newsletter Editor: Ken Myers	The Next Meeting: Date: Wednesday, May 2 Time: 6:00 p.m. or earlier at flying field	

What's In This Issue:
 Guest Speaker: Denny Sumner, "CAD Plans for Scratch-Building" – The April Meeting –
 Lost Plane Locator – 1st Flying Meeting of the Year! – Mowing 2012 – Announcing the 2012 Mid-Am
 – Bill Brown & Bill Shaftmaster Honored – Upcoming Events

March Meeting

The 7:00 video was an excellent one called "B-24: The Global Bomber". It was about the building of the B-24 by Ford at Willow Run.



CAD Plans for Scratch-Building

Presented By Denny Sumner

Denny started flying in 1971. He was quite successful on the pylon racing circuit. Don Dombrowski, of House of Balsa, got him interested in electrics and designing his own aircraft.

He starts his CAD project with a multi-view image file. The multi-view image can be from a scanned image or found on the Internet and then enlarged to the desired size using the computer's graphics program. Next it is imported into a CAD program. It may be necessary to convert the image to a file type that can be imported by the specific CAD program.

Ken Myers also noted that the image may be imported into the CAD program in its original size, the outline constructed, and then sized appropriately in the CAD program.

Once the desired outline is in the CAD program, he fills in the structure based on what has worked for him in the past.

The structure for his Topsy S2, a scale model, was based on the structure used for the Ryan's Daughter by Peter Rake.

His finished model is shown with him

Helicopter Frequencies

21, 27, 29, 39, 41

Sailplane Frequencies

11, 12

at the beginning of this article. Denny's build thread for the Topsy S2 is on RC Groups.

<http://www.rcgroups.com/forums/showthread.php?t=1330614>

Besides his CAD program, he uses CompuFoil for the wing design to create the ribs and wing plan form. It works very well for him. The results can be imported into the CAD program and also used to create cutting templates (cut files) for either manual cutting or laser cutting. He also noted that the CompuFoil creator lives here in Michigan and provides excellent support.

Arthur Deane noted that he likes a FREE wing/airfoil program from France known as TraCFoil.
<http://tracfoil.free.fr/tracfoil/accueilE.htm>

Denny highly recommends going with what works. The wing incidence of his Topsy S2 is set to 2-degrees and the rear of the airframe is stick built to keep it light. When in doubt about a design consideration, Denny recommends the use of the TLAR method (that looks about right).

Designing with a CAD program can be fun in itself. It does take awhile to become familiar with the CAD program and also takes quite awhile to actually do the plans.

George Lemieux noted that a model aircraft can be built using a few lines on appropriate size paper and adjustments made during the actual construction. It is a much faster process!

A note from Ken Myers not stated at the meeting.
This is the process that Keith Shaw uses and the reason you've never seen any plans published for his fantastic planes.

Several times during his presentation, Denny noted that it is not cheap in time or money to design you own planes. Printing can be expensive at \$9 for a 48" x 36" sheet. If you choose to have laser cutting done, that adds even more of an expense.

Mark Freeland, of Retro RC, laser cuts in out area.

<http://retrorc.us.com/>

Rob Richards noted that there is a FREE CAD program available for Windows, Mac and Linux. It is called DraftSight and is located at
<http://www.3ds.com/products/draftsight/download-draftsight/>

Thank you Denny for an informative and useful presentation!

The April Meeting

Arthur Deane started meeting noting that we need to be proactive with controlling "noise" at our flying field. He noted that achieving minimum noise at the flying field is everyone's business. He also stated that while the standard ground test sets a noise level to be achieved, it may not give acceptable performance in the air (Unloaded prop during aerobatics) The solution is to achieve a consensus of acceptability by asking the question, "Does the noise level feel acceptable to the majority of members?"

If it is not acceptable, it would be a good idea to pool our ideas and experience to develop resolutions.

Noise sources, in order of priority are propellers, exhaust mufflers, engine intake and radiated airframe noise. There is technology available to resolve these issues. It may require spending the money for a better exhaust, cowling the intake to prevent a direct noise path and soft mounts to prevent resonance from vibrating airframe and covering or replacing 2-blade props with 3-blade props.

The current noise standards are:

Midwest	98 dBA	at 9 feet	
FAI	94 dBA	at 3 meters	Some electrics approach this level
AMA	90 dBA	at 9 feet	Unrealistic

There is a multitude of information on model airplane noise control available on the Internet .

A starting point could be:

Model Aviation "Rotating sonic booms and other noise sources" by Dean Pappas Feb 2009 P85
Model Aviation AMA sound/noise abatement recommendations Greg Haln

Arthur also outlined the procedures that Midwest will use for dBA testing.

Arthur reminded us that it MUST be remembered that "excessive noise" at the flying field is a misdemeanor not a capital offense. He feels that with a little cooperation and understanding noise problems will not be an issue.

Our Protocol for Handling Excessive Noise at the Field

If, on its first flights, a new plane exhibits excessive noise in the air the members will be expected to have some tolerance and patience. The pilot will be given some flights to resolve the issue.

On the other hand

Pilots of airplanes that have undesirable noise issues in the air, will be expected to limit flying in the critical part of the flight envelope, to that required for development of improved noise characteristics.

Members **will not** approach a pilot about noise issues while he is controlling a plane in the air. Doing so will be regarded as a safety violation.

If a member has excessive noise concerns, he should suggest to the pilot that he have the plane noise tested. If the pilot is receptive the member may provide some suggestions to reduce noise based on his expertise and experience.

Monitoring excessive noise issues at the flying field is the responsibility of a Noise Control Committee; Arthur Deane, Lynn Morgan, Ken Myers and Rich Sievert.

Noise Control Committee members can require and conduct noise tests on any airplane at the flying field. Planes that meet test requirements will be certified for flight. Plane that fail tests will be grounded until the owner makes modifications and passes a retest.

Members concerned about the noise level of a particular aircraft may **suggest** to the owner that the plane be noise tested. All concerns should also be brought to the attention of the Noise Committee. Notifications to the committee members will include as a minimum of date, pilot and model name or description.

Only tests conducted by the Noise Committee will be recognized.

If there is a consensus that excessive noise is being generated during flight and maneuvers, the issue will be brought to the attention of the pilot and any previous approvals may be cancelled.

The Noise Committee may decide to evaluate off field noise at 7 Mile Rd and at the subdivision north of the field.

Lynn Morgan, club secretary, reported that there were 65 dues paying members at the start of the meeting.

Scott Rellinger gave the treasurer's report. Members may contact Scott directly with questions regarding our finances. Also, members may contact any officer, as officers are provided monthly updates regarding the treasury.

Arthur Deane noted that we need at least 70 dues paying members just to break even with our finances, and that is providing there are no MAJOR, unexpected financial situations such as a major repair on a piece of field maintenance equipment.

He noted that our club membership is declining year by year and unless there are dramatic changes the club will operate at a loss this year.

As club president, he is requesting that members who frequently fly and enjoy the flying field consider contributing to the "Friends of the Field Fund" This fund has been used in past years to cover field fertilizer and weed killer. This is a discretionary expense but one that has a major impact on the appearance of the field.

Contributions may be sent directly to our treasurer, Scott Rellinger.

Bill Brown, head of the mowing committee noted that we again have four mowing teams this year. The teams consists of many of the regular suspects with A few new members on the teams. The tractor is running and small mower are in running condition. Field mowing has already started. He reminded team members that it is very important to call their mowing team leader if they cannot make it. NO ONE should work by themselves.

Members, please remember that the rule is: Don't fly when there is mowing going on anywhere on the property! That provides and unsafe environment for the mowing team.

The mowing schedule, mowing teams and general mowing information are in this issue. Members, please consult the mowing schedule before scheduling trips to the field and if a scheduled

mowing day had inclement weather, be aware of that as well, as the mowing teams USUALLY try to mow that first day after the inclement weather.

Bruce Ferns, head of the field committee, noted that there are/were access road improvements ongoing at the time of the April meeting. The access road is being rerouted to higher, drier ground. Three new culverts have been positioned to provide much better draining. Leveling and smoothing has also taken place. **George Harm** and his tractor “**Bob**” need a HUGE thank you from all us for all of the work that he and Bob have put in so far! **Thanks a TON George!**

Planned improvements for the access road include the addition of dirt in low areas, more leveling and smoothing and seeding the bare areas. We are also planning on adding gravel or crushed concrete/asphalt in eroded areas.

At this time the club would especially like to thank Bruce Ferns, Arthur Deane, Rich Sievert and Bill Brown for all their hard work. And again, a HUGE thank you to George and “Bob”!



Don't Let Turbulence at the Field Bite Your Plane!



Bill Brown reported that there are two areas of caution during certain crosswind conditions at the field that members should be aware of. One is to the north of the containers at the east end of the field and the other area is right at the west end of the mowed runway. See the photos.

Lost Plane Locator

If you've ever lost your plane at the flying field (*I have! KM*), **Arthur Deane** suggested that you might be interested in this device known as the Lost Model Alarm (LMA).



The LMA-A lost model alarm is actively triggered, meaning an explicit servo control command is required to activate the alarm.

This command is issued by the pilot operating the transmitter or by a receiver's fail-safe movement to a pre-programmed position in case of a lost radio connection.

The LMA-P lost model alarm is passively triggered, meaning the lost model alarm is activated after one minute of inactivity on behalf of the pilot. The LMA-P model alarm is linked either directly or indirectly to an actively used channel like elevator, rudder, ailerons, and monitors the changes of commands on this channel. If there is an inactivity longer than one minute the alarm sounds.

The alarm only weighs 3.5g/0.12 oz. (including the servo wire and connector). Both devices look like the one pictured and may be purchased at the Lost Model Alarm Web site.

<http://www.lostmodelalarm.com/>

The are \$7.99 and both were reported in stock during the first week of April 2012.

1st Flying Meeting of the Year!

The May flying meeting is scheduled for May 2, 6 p.m. or earlier. Be sure to check you email

and/or the Midwest Web site for possible changes!

Mowing 2012

Wednesday is mowing day (weather permitting) otherwise Thursday before 6 p.m.

Flight Instructors please consult mowing schedule prior to scheduling training sessions to avoid conflicts.

PLEASE call your team leader if you are unable to show up for field work.

All team members must check with their Team Leader for mowing time.

Any team member whose personal schedule conflicts with his team's mowing schedule should contact Bill Brown, 734 420-2733, for reassignment to another team.

ALL TEAM LEADERS AND MEMBERS MUST BE CHECKED OUT BEFORE RUNNING ANY OF THE EQUIPMENT USED TO TAKE CARE OF THE PARKING AREA OR FLYING FIELD

**SAFETY FIRST
NO SMOKING IN OR AROUND THE
STORAGE AREAS!**

Midwest R.C. Field 7 Mile Road Year 2012
Mowing Teams

No. 1 Team		AM		No. 2 Team		PM	
Bruce Ferns	734-451-2952	Jesse Brunais	734-679-8500				
Donald Frandsen	743-261-8886	Tom Cwynar	248-437-0602				
Alan Minsterman	734-673-7863	Mike Russel	248-930-7837				
No. 3 Team		PM		No. 4 Team		AM	
David Stacer	248-924-2324	Richard Sievert	248-349-8058				
Ken Myers	248-669-8124	Jim Lapham	248-349-5405				
Richard Sawicki	248-685-7056	Arthur Deane	248-348-2058				
		Jim Rucker	248-348-5381				

**Mid-America Electric Flies
Saturday, July 7 & Sunday, July 8, 2012**

Hosted by the:
Ann Arbor Falcons and Electric Flyers Only

Flying Site Provided by the:
Midwest R/C Society

Contest Directors are:
Ken Myers phone (248) 669-8124 or

	2012 MOWING SCHEDULE							Rev. C
	April	May	June	July	August	Sept.	Oct.	
No.4 Team Captain								
Richard Sievert 248-349-8058	25	23	20	18	15	12	10	
No.1 Team Captain								
Bruce Ferns 734-451-2952	4	2,30	27	25	22	19	17	
No 2 Team Captain								
Jesse Brunais 734-679-8500	11	9	6	4	1,29	26	24	
No.3 Team Captain								
David Stacer 248-924-2324	18	16	13	11	8	5	3,31	

kmyersefo@theampeer.org

http://www.theampeer.org for updates & info

Keith Shaw (734) 973-6309

Flying both days at the Midwest R/C Society Flying Field - 7 Mile Rd., Salem Twp., MI

Registration: 9 A.M. both days

Flying from 10 A.M. to 5 P.M. Sat. & 10 A.M. to 3 P.M. Sunday

Pilot Entry Fee \$15 a day or \$25 both days

Parking Donation Requested from Spectators

Saturday's Awards

Best Scale

Most Beautiful

Best Ducted Fan

Best Sport Plane

CD's Choice

Sunday's Awards

Best Scale

Most Beautiful

Best Mini-Electric

Best Multi-motor

CD's Choice

Planes Must Fly To Be Considered for Any Award

Saturday's & Sunday's Awards:

Plaques for 1st in each category

Open Flying Possible on Friday

Night Flying Possible, Weather Permitting,

Friday & Saturday Nights

Refreshments available at the field both days.

Potluck picnic at the field on Saturday evening.

Come, Look, Listen, Learn - Fly Electric - Fly the Future!

Merchandise drawing for ALL entrants

To change your email address contact Ken Myers at kmyersefo@mac.com

The 2012 membership application is available at the club Web site,
<http://www.midwestrcsociety.org>,
 for downloading with the link on the homepage.

IMPORTANT: Channels 36 & 56 May NOT be used at the 7 Mile Rd. Field

Upcoming Events:

May 2, Wednesday Midwest monthly meeting. 1st Flying meeting at the field. 6 p.m. or earlier. Remember to check the Midwest Web site and your email for any possible changes.

Bill Brown & Bill Shaftmaster Honored

Bill Brown (far left), EFO member and Bill Shaftmaster were honored at the Pre-Horizon Bill Brown (far left), Midwest member and Bill



Shaftmaster were honored at the Pre-Horizon Toledo Meeting at the Ultimate Soccer Arenas on April 11. Joe Hass had cake and some very special early birthday surprises for these two active RC fliers. Bill Brown will be 91 this year and Bill Shaftmaster 94. We should all be active in the hobby for so long! Congratulations Gentlemen!

Midwest RC Monitor
 Editor: Ken Myers
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 Commerce Twp., MI 48390

The Next Meeting:

Date: Wednesday, May 2, 2012

Time: 6 p.m. or earlier

Place: Midwest 7 Mile Rd. Flying Field