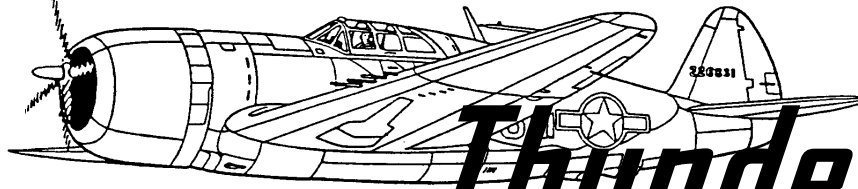


Ribcrackers Model Airplane Club



We're on the web!
<http://www.ribcrackers.org>

March 2010

Thunderbolt

President's Message *Gus Dabringhaus*

It is said that "March comes in like a lion and out like a lamb". I sure hope so but that still is out there pretty far as this column needed to be written the second week of February. The current forecast is for 2-4 inches today and 4-6 tonight. Yuck!

This past weekend was complete with quite a few Ribcrackers attending the Owasso swap meet held about 12 miles north of there. This is my personal favorite due to the good turn out with a wide variety of product. Next time I would bring a list to prevent buying something on a whim opposed to a requirement. On second thought, what's wrong with that? After all, this is our RC hobby. Brand locality is quite apparent with a few guys including myself picking up the required branded Ball Cap. This is sure to aid in the skill level of my flying. This did have a purpose. I ran into the local Futaba rep the other day and asked if he would come to a meeting. Even though he is more into the helicopter side of the hobby, he mentioned he would be glad to bring us up to speed on the latest and greatest from Futaba's perspective. What do you think? I believe that this would be a benefit to all. We are tentative on the schedule for May.

The feed back from our first workshop has been positive but I still only hear from about 20% of the club. This is better than I thought it would be so until we as a group decide otherwise I

would like to continue with the concept. We plan to attack covering a portion of the fuselage this month. I picked up a few tips from watching Warren and the guys covering the wing. I hope that some more members found it beneficial too.

Has anybody else noticed that the meeting attendance has improved? This is most likely due to winter blues but I think that most of the credit should go to the raffle and the quality of the items available. Some of the club members have suggested that meeting attendance should be more mandatory but I disagree. The fewer people buying tickets, the better the odds are for those of us participating. On a more serious point, Warren Wells really puts considerable effort into this club. Ever since I have been a Ribcracker, he has always done so in many ways. I'm quite positive that we all agree. Thanks, Warren, for your dedication, unselfishness, and for all you do for our club.

And now from co-pilot Rudder.



Those of you who have not been able to attend the meetings and pick up on the friendly reminders about our dues schedule. This is the last month that our renewal is due. The late fee kicks in at the end of March. So like the movie, Rudder says "Show Me The Money".

Gus



March Club Meeting

Monday, March 1, 7:30 pm

Covering Workshop

Livonia Senior Center

5 Mile & Farmington Livonia

Ribcrackers February Meeting Minutes-February 1, 2010

Meeting came to order at 7:30 pm

The minutes from the previous meeting were approved

- **Treasurers report:** The new budget and expenses were reviewed and the budget for 2010 was approved.
- **Vice President:** The field looks good. There are currently no snow piles or drifts on the field so flying with wheels is ok.
- **Secretary:** People are starting to pay their dues for this year. Remember that after the March meeting if you haven't paid your dues, you are late and you will be assessed an additional penalty.
- **Editor:** The pictures in the newsletter didn't come out as well on the hardcopy. If you can receive the newsletter electronically please let Don Unsworth know so that he can get you on the mailing list and then you will be able to see all photographs in their full glory. Due to travel plans getting the March newsletter out will be logistically tight. Please submit any material you wish to have included in the March newsletter as soon as possible.

Announcements: None

Old business/New business

- Marshall offered to convert the VHS tapes in the video library to DVD. Also there was a suggestion to try and get a list of videos on the internet so that people can see what is available.

We had three guests join us for this meeting: Burt McNeil, Michael Benjamin and his son John-Douglas

Raffle

- .60 size Edge 540.....Gus Dabringhaus (got to keep the president happy)
- Dremel tool kit.....Derrick Hendy
- 1600 mah 5cell NiMh receiver battery..... John-Douglas Benjamin
- Starter cone.....Greg Kostyniuk

Model of the Month:

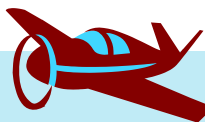
- Ron McHale brought in a beautiful Maxford Newport 28 ARF. It had a 68" wingspan, Weighed 13 pounds and was powered by an Emax 5235 motor. The motor was encouraged into usefulness by a 10 cell 5000mah Lipo battery pack

- Louis Marcon showed us a great looking Great Planes Spad 13 which he built in memory of his Father who witnessed the crash from an unfortunate encounter with the Red Baron in WWI. The Spad was powered by an Axi 228 which was motivated by a 2600 mah lipo pack through a 45amp esc. Winner was Ron.

At this point the meeting broke into a clinic on how to cover an airplane. While Warren was setting up Gus tried to give some background information and additional tips. Unfortunately, several smaller discussions ensued which drowned him out. Warren went through the process of covering a wing half showing each step starting with tacking it down, sealing all the edges, stretching around the curved wing tip, doing the cutouts for the ailerons and finally stretching it tight with a heat gun. Nice job!! There were several people that were very interested and questions and answers kept flowing. I think everyone took away at least one new tip and hopefully this encouraged someone to take the step to cover their own plane that otherwise wouldn't have by taking the mystery out of airplane covering.

Obediently submitted by Gerald Klose

Ribcrackers 2010 Board of Directors



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Warren Wells

Covering Clinic with Louie's Skybolt



*"I picked up a few tips
from watching Warren and
the guys covering the wing"*

Gus



Hank and his new 75 size Extra 330

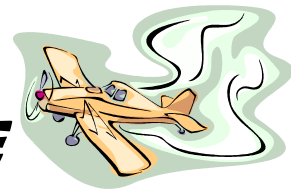
powered by a
OS 90 four stroke.

Built by
"Dead Stick" Wells at the
**New Hudson
Airplane Factory!**



**Yard Art at the
Robbins' residence**

IMMELMANN and the CHANDELLE



This is from Michael Benjamin. Do you know the difference between the Immelmann and the Chandelle? Below is a description of both and the web site where you can see animation of the two.

The Immelmann is a half loop followed by a half roll on top, used to rapidly reverse the direction of flight. This maneuver would not have been practical in the primitive, underpowered fighters of 1915-16, and its connection with the German fighter ace is most doubtful.

www.alstewart.com/history/immelman.htm

During WW I an "Immelmann turn" was actually a sharp rudder turn off a vertical zoom climb (almost to a full stall) or modified [chandelle](#) followed by a steep dive. Immelmann may very well have originated this maneuver, or at least used it in combat, although this cannot be authenticated.

www.wikipedia.org

Search under Chandelle. Be sure to scroll down the page for animation

FLY—EASTERN AIR LINES

The Ribcrackers had a DC 3 airplane in the 90's. It was an awe inspiring sight, both on the ground and in the air. Unfortunately it went down at one of our air shows. These photos bring back the sense of pride we had as a

club to have such a beautiful, member-built plane as our icon. I asked those involved in the building to describe how the DC3 came about. Jim Young provided the following account. Ralph Hegadorn added additional details.



Barry Killick got the project going and I stepped in to manage it. We bought the plans and we ran a bunch of copies and used one set for a club member to cut the parts out. Most of the construction was done in Jim Clage's (sp?) basement. He had an old ping pong table setup and we worked a couple hours one night a week. The tail feathers were built at Jim Chapman's work shop. I think we started in the fall and were finishing it up in the spring.

One engine was donated by Novi Truck and Trailer, and the other was from Greg Bessett's wife's insurance company. We hit up Futaba for the radio and five 1/4 scale servos. Lots of people and club members donated time, money, and parts to the project. Robart donated the retracts and we used a 2 liter pop bottle for the air tank. We bought fiberglass parts for the nose and engine cowlings.

The whole plane was sheeted with 3/32" balsa and glassed with 1/2oz. cloth. Lots of sanding and filling took place before being taken to Jack Herrington's Keford Collision for paint. The whole plane was shot in a silver metallic paint. The guys at Keford really liked working on it. They were tired of cars. We had a small plastic model of a DC-3 and scaled up the decals from it. We had vinyl cut for the Eastern Airlines graphics. The elevators we covered with cloth and painted with the rest of the plane. The rudder was covered with light blue Monocote to go with the Eastern color scheme.

Keith Shaw put together a redundant battery system and opto-isolator for the receiver. There were two servos in each wing tip (aileron and flap), a big servo for the center flap, two more big servos for the tail, and standard size servo in the tail for the tail wheel. It took quite a bit of lead (4lbs?) bolted in the nose to get it to balance.

I think we had Keith Shaw or Andy Pesonnen do the maiden flight over at the old Midwest field. There was a big crowd from the club and there was a big cheer when it left the ground. After he brought it in and taxied back, we noticed both engines were hanging on by a few threads of the mounting bolts. Lock-Tite was quickly added.

No one wanted to be responsible for this thing in the air, so I stepped up. Dave Doelher and I campaigned the DC-3 at many big bird flying events. Al Mast outfitted his full size van with a rack for hauling it around. Dave and I could also fit it in his Caravan with the nose wedged between the front seats. We always wore our Ribcracker golf shirts and matching shorts. We had it down to a science including a pre-flight check list. Dave was the motor man and kept me from doing stupid things.

(Continued next page)



Once it was in the air, it flew like a trainer. Getting it off the ground was another story. Any cross wind made it very difficult, and you had to get it up to flying speed before easing it off. At Grosse Ile, it was the first time for me off concrete and I lifted off too early. I was doing knife edge 10' off the deck. I firewalled it and got it under control. Keith Shaw had to land it after that while I tried to calm my nerves. I did fly it 2 more times that day with better results. For landings, Dave and I had a good routine. On the down wind leg he would dial in 1/2 flaps and I'd drop the gear, I'd fly a long approach, as soon as I was on final he would give me full flaps and I'd be at 1/4 throttle with the nose down. Once it touched down you just feed in up elevator to help the tail down and hope you had enough runway. We ended in the weeds on more than one occasion. At 52 Lbs. it was a lot of plane to slow down.



"Once it was in the air, it flew like a trainer. Getting it off the ground was another story."

I did manage to punch the landing gear through the wings on a rough landing at the Skymaster, so we ended up building a new center section of the wing. It did not come out as well as the first one.

The only thing I remember about the crash was that it stalled and I could not get it out of the spin. We think a motor flamed out and that was all she wrote.



Editors Note: Dick Brewer purchased the salvageable parts. Did any go airborne again? Is it time for another building project?



Model of the Month
Ron McHale and his
Maxford Neuport 82

Local Upcoming Events
 March 7, 2010
Flint RC Swap Meet
 Lake Fenton High School
 Bill Gerald 810.655.6420



895 Grace, Northville, Michigan 48167

REMINDER
 Don't forget to re-up your
 Ribcracker membership.
 Late fees after
 March meeting.

PLANES FOR SALE

All planes have motor, LiPo batt and ESC. If you want the Futaba 2.4 RX left in, add \$90.00. Also have many parts, cowls, canopies, decal sets, inquire. Assembly manual Included. No planes crash damaged.

Contact me @ Leon38spl@aol.com
 or 313-938-3539

I am in Florida until 1 April. If you want any plane listed, I will hold it for you.

Maxford Ultimate Biplane.....	\$150.00
Maxford GeeBee sportster.....	\$150.00
E Flite Hawker Sea Fury.....	\$150.00
GP SE5A.....	\$100.00
* GP Combat Series F4U Corsair.....	\$175.00 (Jeti 15 Inrunner)
*GP Combat Series F4U Corsair.....	\$150.00 (outrunner)
* GP Combat Series Spitfire.....	\$150.00
* GP Combat Series P51 Mustang.....	\$150.00
* GP Combat Series P40 Warhawk	\$150.00

* "belly" landers