

THRUSTLINES

Indianapolis R/C Modelers Chapter 288
WWW.INDYRCMODELERS.COM
October 2021

The Editor's Corner

Now is the time to pay your club dues for 2022. You can pay at the club meeting or mail a check to Vern at the address here in the newsletter. Remember that you need to have your AMA paid through 31 Dec 2022 before Vern will issue you a club card. Include a stamped envelope with your address and Vern will mail you your card.

We will **not** be able to have our December and January club meeting will be at our normal location at the Trinity Park Church because of a youth activities at the church. Jeff Thomas has arranged for our club to meet at the Shelbyville Community Church, 720N 325 E, Shelbyville, IN 46176. We will also be able to use their facility for indoor flying starting at 5pm with the meeting at 7pm. I will send out a reminder again before the December meeting with directions on how to get to the church.

Plan now to attend and fly at our annual January 1 freeze fly-in at the club field. Jack Sallade normally tries to be the first in the air just before sunrise which on January 1 is 8:06 AM. This traditional event has been held since I joined the club in 1987. Back in the day getting those glow engines to start could be a challenge with our electric flights today it is much easier and quicker to get a plane in the air. Weather has been between -20 degrees and +60, we have had snow, ice, fog and bright sun so plan now to come out and enjoy the first day of 2022 with your fellow club members.

2022 Officer elections will be held at the December meeting. If you would like to run for one of the offices please contact one of the current officers or nominate yourself at the November/December meeting.

Be well and stay healthy.



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Meeting Minutes Oct 2021

Presidents Corner

Event Calendar

The next meeting will be held on Monday, 1 Nov at the church at 7pm

Minutes from the Indianapolis RC Modelers Meeting 4 October 2021

Meeting was opened at the church at 7 PM in the gym

Minutes of previous meeting read and approved

Treasurer provided the end of fiscal year report. Our 2021 events raised \$965 for the club and we ended with 7 more members than 2020. The end of year report was approved as presented. Members are encouraged to get you dues for 2022 paid as soon as possible as our lease payment is due in January 2022.

Discussions:

We had a turn out of 25 members to reposition the Geotex runway, stain the tables/work stands and clean out the south shed. The weather held off and most all the work was completed by noon when the rain started. (note that grass seed was planted in the cross runway area and as of this writing is starting to come up)

Based on the new runway configuration and the vote at the September meeting to have only Spread Spektrum radio systems used at the field we need to update the By-laws/field rules. Ted and Jack will work on the changes to present at the November meeting.

Tony Stillman reported that when the FAA finalizes the new rules for FRIAs we will need to not only provided the information for our field but also the area we fly over.

Meeting was closed at 7:30 PM

Notes from our Prez

Exciting Times, Changes and First Flights

Hello IRCMC members and friends. Since my last message there have been some key events which have taken place:

- A successful workday and field changes early in October
- Final day of the South Side field has arrived
- First flight of the SR-71 EDF shown last month
- Proved that I CAN get along with and not crash an F-16 (so far so good!)

Some comments on each of the above. At the start of October, we had many members come out and quickly help beat the rainfall during our field work Saturday. Thank you to all who participated. Altogether we took out the angled runway, installed in on the North side of the main runway adding about 140 feet of length, installed two new taxiways, sealed/stained the workbenches, moved flight stations, and seeded the bare grass area where the angled runway was located (good plan as we already have grass there!) We'll keep working on things and as the grass under the runway and new taxiways dies off the flight surfaces will improve. I have flown off the "puffy" runway already and it really works well for airplanes which could use some brakes!

Sad news from Chuck and the Southside club relative to the final use of their field. The developer has removed them to start excavating. Thanks to all who support our friendly cooperative club offer to allow their members to utilize our flying field well into 2022 while they search for their new location. Please say a friendly hello and introduce yourself to anyone who looks new and has a Southside RC Club card. Also, if you have any leads on land near Greenwood, please contact Chuck Baker. I had a lead that has some promise. I even surprised myself but sometimes if you keep you ear to the ground, you pick up on potential locations.

My SR-71 came out well so far. It is 72" long and 46" wingspan with 2 x 6S 4000 LiPo's and 2 x 80mm EDF's and weighs in at 11.3 lbs. I've decided to test it prior to final sanding and covering in case it decides to return to dust for some reason! On the recent first flight, it smoothly left the ground and went straight and level...for a little bit, then skidded (flat yaw movement) 90 degrees to the left and hard rolled right and went into a nose straight-up pirouette and amazingly landed on its wheels in the grass – setting down fairly softly and evenly and only bent the nose gear strut a bit (an easy fix.) Watching the videos taken (3 videos – thank you!) showed the skid started just as the climb out angle of attack increased. This blanketed the low, angled, scale-like SR-71 full-flying rudder/stabilizers, thus allowing complete loss of yaw stability. If you check some models of SR-71's, you see some have ventral fins and a few even a lower fuselage large central fin. This explains a lot. Now my model has two ventral fins (purposely not scale) and those will maintain yaw stability at all angles of attack while still allowing high-speed. I do love flight testing and figuring out unique settings and tuning and testing. That said, one needs to survive a couple of initial flights to get things known and dialed-in! Second flight to come shortly, and based on how the first flight started, it should be good.

Speaking of getting along with certain airplanes; while I like and fly several EDF jets, I've always had a special "issue" with F-16's. I've crashed 3 of them, and two of them on the first test flights! Somehow, me and F-16's have not gotten along well. I'm sure some of you have nemesis airplanes which disagree with you regularly. I did pick up a good purchase on a new Efite 80MM 6S F-16 and simply wanted to prove to myself and others that I can fly one successfully and get along with it. My issue has been that my eyes cannot see the tail area very well as the vertical stabilizer washes out with the horizontal stabilizers at several angles. So, I have several colorful non-scale stripes added which help me with orientation. So far, success! The airplane and I get along quite well, and I now have 4 flights on it and it is a very calm and easy to fly jet that I can see very well! So far, so good! If you have visual issues on any of your airplanes, I highly recommend the neon colors of monokote trim material which can be applied to any airplane and almost any surface. It may not be scale, but it is very good for my aging eyes!

Keep working to make interesting airplanes that we can test and enjoy together. Please also continue to befriend visitors and help new people to take introductory flights with one of our introduction instructors. The introductory flight and training program has gone extremely well, and this program will pay dividends for years! Thanks to everyone for supporting this.

That's it for now. Fly safely!

Jeff Thomas

Editors note: Jeff—maybe your F-16 problem is that it is an Air Force plane—stick with the Navy/Marine planes as they are more forgiving since they need to land on moving runways.

RC Activities 2021 – as of 25 Oct 2021

Nov 1– **IRCM** Club meeting at the church

Nov 27—Madison Cty Swap meet

Dec 6 – **IRCM** Club meeting at the Shelbyville church



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