

BARC Newsletter

August, 2014

From Your Editor: Chris Bobek

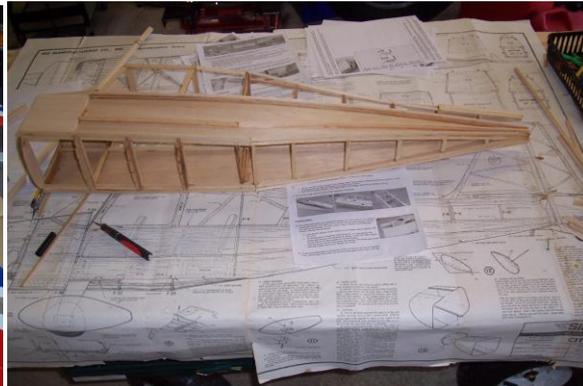
We had another great month of flying with friends. July seemed to go by so fast and it sure is great to see some new faces at the airfield. The new Apprentice that the club bought to train new pilots seems to be working out great. Even a brand new pilot was handling the trainer with little difficulty. So, pass the word, we will teach you to fly with the club plane at no charge.

Don't forget our air show is coming up later this month with lots of flyers and spectators enjoying the sport we all love. And as for me, I am sure I will be partaking of the hot dogs cooked up and sold by the airport committee.

Don't forget we will be raising money again this year for the Wounded Warrior Project. Any help you can give will be appreciated.

Thanks to Pete Zimmerman for the articles he sends each month for the newsletter. As always, if you have an interesting story or you bought or our building a plane, send me the info Chrisbobek@acegroup.cc

I bought a new toy from Horizon Hobby. I installed a motor I had on hand which turned out to be too small. The plane flew great but was lacking in power. So I checked the specs on the recommended motor from e-flight and it was \$49.00. Then I ordered a Turnigy motor from Hobby King with a little more power for \$14.99 and now I have plenty of power. 😊 The Citabria is coming along slow but thinking about mono-coat colors.



Pete Zimmerman:

My first twin engine is nearly ready for its maiden flight. I broke the engines in on the test stand before the build. All the programming is completed, the CG is verified both fore & aft as well as laterally. I just need to synchronize the engines.

Then we can see how long I own a twin engine plane



Well, I guess I am twin engine rated now but I can see I have a lot to learn.

Two engines mean twice the chance to mess up! One thing I noticed immediately is two spinning props are a lot more interesting than one while starting and tuning new engines.

Once I had they synced I took off and all went well. Low rates were good and high were aggressive. I was worried about having only .25's on it. In the air I worried about getting the plane to slow down enough to land.

Burned off half a tank - er - half of two tanks and then did some rolls and loops switching hi/lo rates. Then did an aggressive barrel roll and lost an engine and the education commenced. I was a little low so did not want to cut back on the other engine. Tried to turn for an approach but it kept fighting me and trying to nose over. I got out past the field and before the road where I knew I would not crash into anything and let it turn the opposite way which went fine. Got back lined up and sat down with roll out 30' from me. I don't think I used the rudder at all and that would have helped a bunch. Next time.

The new engines were not breaking in the same way and on the second take off I lost one 5' off the ground on takeoff. Instant decision time. Go for it or chop the throttle and land. Cut the throttle and it settled back in like it was supposed to be that way.

Third flight I just flew around at half throttle and landed nicely. I like this thing !

On another note. I had a second first tonight. Peter was flying 3D with one of his big birds. I took off with my foam Hellcat and was a long way east of him with my back to him. I was kind of hot dogging it for a kid and grandpa that had stopped by. I had an instant of blur and my plane COMPLETELY disintegrated in mid air. My first mid-air and a direct head on hit. Peter had come down the field and I was not in a clock wise pattern - my fault but we never are. His plane ate mine leaving dust in the air. We found my motor and battery 75 feet forward of the collision point. The rest was dust. Peter's canopy came off undamaged, the heavy fiberglass cowl broke completely free and was toast. It was half its normal red and half my planes paint and a mass of cracks. The amount of my paint and how deeply it was ground into the fiberglass was amazing. His prop, spinner and metal back plate shattered but he was able to swing around and land normally. The kid was pretty impressed.

It was a great evening!

Pete



A group of us went down to the air show in Baldwin after first stopping for breakfast. We had a great time meeting people and watching their show.



Doug brought a nice looking Cub to Thompsonville and it was fun to watch it fly.



We have a nice group coming to Thompsonville to fly. Don't miss out on all the fun!



