

Peoria R/C Modelers Newsletter June 2006



May field photo's (clockwise from upper left):

- Kerry Delvecchio's Messerschmitt
- Bob Draper's RC120
- Roger Downing's Someth'n Extra
(I like seeing the safety hold down)
- Dave Olson and his Zero readying for maiden flight
- Jim Fassino and his Matrix doing the Limbo



Coming Events

- June 17. Madison,WI. **Warbirds over Dane county**. 608-835-8394.

- June 17. Madison,WI. **Thermal Soar for Unlimited and RES Sailplane**. Sod Farm. 608-271-9709.

- June 17-18th. **Air show** (full sized). Peru. www.illinoisair.com

-June 18th **Washington R/C club's Fun Fly**

-June 22-25 **USRA 2006 world championship; Racing over Rantoul**. Dominator, Bi-Plane, Formula 1 GT, AT-6, Formula 1, and Unlimited. Saturday lunch – Aerobatic demo. [Http://www.jrradios.com/Articles/Article.aspx?ArticleID=1569](http://www.jrradios.com/Articles/Article.aspx?ArticleID=1569)

- June 25. **Fly-in and Swap meet** in Springfield, IL. Bring everything and fly anything. No fees! 217-787-3042

- June 25. **Fun Fly**. Streator, IL. Grass runways. All planes sizes welcome. Bring your spouse and children: Everyone can try their hand at flying, too. 815-672-1689.

- July 8-9. Davenport, IA. **Heli Fly**. 309-269-2023. 9:30AM - ?? Landing fee \$20.

- July 9. Madison, WI. **MARCS all-Electric Fun Fly**. Pilot raffle. 608-838-9704.

- July 21 – 23rd **Prairie Air Show**, Greater Peoria Airport, & Washington's R/C Display

- July 21 – 28th. **R/C Soaring NATS**, Muncie, IN. www.modelaircraft.org.

- July 27-30 Premier **Giant scale event!** IMAA Legal Scale and Warbirds ONLY. St.Charles, IL (30 Miles West of Chicago; just north of Aurora for you CAT guys). <http://www.festivalofgiants.com/> Pictures:



- Aug 13. **Streator, IL. Fun Fly**. Fly-in Breakfast. R/C flying can be watched, not sure if one can bring own plane, so call: 815-672-1689.

- Aug 13. **Early Fall Meet for Thermal Soaring !** Hamilton, IL. HL, 2-meter, Unlimited, and RES Sailplane events. 319-524-8084.

Humor

Somebody has well said there are only two kinds of people in the world. There are those who wake up in the morning and say "Good Lord, it's morning", and those who wake up in the morning and say "Good Morning, Lord!". Which one are you?

Thought for the day

It 's better to lose your pride to the one you love, than to lose the one you love because of pride.

We spend too much time looking for the right person to love, or finding fault with those we already love, when instead we should be perfecting the love we give.

Safety Rules refresher

When starting the airplane, what direction should it be pointed?

Always away from the spectators (east facing).

Who is allowed on the flight line?

Only pilots, spotters and visitors on supervised flight line tours.

Describe our frequency control.

The pilots AMA card must be clipped to the frequency board and the frequency pin attached to the transmitter.

Consider asking all fliers what frequency they are using to make sure they have, in fact, remember to remove their correct pin.

Name that plane (from last month)!

It's a "Crusader".

- Don't you love that banana-shaped fuselage?



JR's Aero-Tow Event:

Text by Roger Stegall.

Pictures by Michael Seyfert

Can you say biggggggg? I'm not talking about the size of the burger you get at Hardies when you order their triple-bypass special -- I'm talking about sailplanes with wingspans greater than 20'. The weekend of June 3rd occasioned the 4th annual JR Aero Tow hosted at the Monticello, Illinois airport. This event has grown so much in popularity that participants came from all regions of this country. The JR literature billed the aero tow was an international event but the recent border crackdown to prohibit unauthorized access to our hobby shops may have curtailed some people.

The first impression I got upon entering the JR flying site was -- this ain't your normal gathering of flying geeks. Strewn around various sun tents and awnings were multitudes of sleek fiberglass sailplanes large enough to accommodate a large cat in the cockpit. Hummm -- that gives me an idea. At any rate, a scan of the horizon yielded at least a half dozen large ships circling the air currents. Some at of the planes were at heights exceeding 4000 feet. An east-west runway about the size of our field was simultaneously being used by two tugs to provide the go-power (not glow power) for pilots wishing to join in the search for rising columns of warm air (lift).

A typical launch sequence would go something like this: One of the two tugs would land with full flaps and stop in the first 35 yards of the field length. At that distance, the 100' of line extending from the tug tow release would be just inside the field boundary. A very pretty JR girl would use a hook at the end of a stick to pick up the tow-line from out of the grass and hang on to the line until the next pilot had positioned another sailplane for launch. She would attach the end of the line to the sailplane, hold the plane level by a wingtip, and when both pilots signalled ready, the tow plane was given full throttle. It was normal for the sailplane to get off the ground during the first 20 feet of tow. Usually, the 100-inch size tugs with their 100 cc gas motors would break ground about 100 feet down the runway. Sailplanes almost always stayed about 40 feet higher than the power plane. The launch of a 5 to 8 meter craft would usually take about one minute to get to 3,000 feet at which time the sailplane pilot would let go of the line and announce, "I'm off". The motor pilot would spiral down to the left while the sailplane pilot would begin a circle to the left. Most of the larger sailplanes weighed in at about 35 pounds.

Several flyers used a unit called a Sky Melody. This nifty little electronic gadget consisted of a very small electronic box (1/4" X 1" X 3") that weighed slightly more than one ounce for the airborne unit and also incorporated a standard walkie-talkie Rx for the pilot to use on the ground. The box was placed inside the sailplane and was connected to the flight battery for power. The Sky Melody incorporates a series of jumpers that can be set to identify which types of information are verbally relayed to the walkie-talkie receiver. The Melody would produce a continuous tone on the receiver and as a sailplane climbed, the tone would increase in pitch. If the plane were to descend, the tone would lower in pitch until it would cease to be a tone. Pilots using the Melody could listen to the output from the walkie-talkie to hear the lift and determine

how strong was the lift. The small unit in the craft could also be set to verbally give the actual altitude every 30 seconds, give the air temp every 30 seconds and identify the flight pack voltage whenever it dropped 0.1 volt. When the Sky Melody is first turned on, it automatically calibrates itself to zero so all heights given are Above Ground Level (AGL). The electronic unit in the craft has a memory chip that records the highest level attained during the flight, the highest rate of lift and the highest rate of descent. An additional GPS module can be plugged into the end of the Sky Melody that will show on a computer the entire flight profile 3-D (height and location over time) over the topography of the actual area of the earth being flown. The Melody was so sensitive that it would give a very strong signal of lift when a pilot would pick up his plane. I'm thinking every parent in America should get a Sky Melody with GPS for their kids. You would know where your kids were and you would always know if they were getting high.

For those of you who have never attended the JR Aero Tow, I would recommend you clear your calendar for the first weekend in June and don't forget your sunscreen!

An Orlik 2:



An ASK18 with three color wood veneer wing sheeting – a beauty to see on the ground and in the air flying !



country, so he drove from Pensacola, FL to fly! He says Pensacola is one of the country's heaviest populations of gliders. (Maybe I should move?!)



A 4.5 meter Minimoa. This one was the first prototype for a China made spin off of the CNC-Modelbau version. It will list for \$799 from Hobby-Lobby soon. Wing and tail bolt on in scale fashion. It features a 4 piece wing for ease of handling. The fuse is planked, like boat-making of old, sanded, and finished in plastic film. The saleable versions will feature fabric covered wings. A 5.5 m will be available for another \$200, but you need a strong back to carry 30 lbs, and a trailer to haul the fuselage! :)



So how big is 5 meters? Rusty Rood shows us:



Rusty Rood's 1/3 scale ASK18. It features orange on the wing bottom to easily see it during cross-country flights where, like the day before, he fly 26 miles, and was up to 4,000 feet AGL at one time! Rusty says there are only a handful of aero-tows in the

The scale pilot and cockpit detailing is great!



An open-cockpit Granua 115. Won a 'Best of Show' in California! Love the see-through fabric and wood veneer!



A Reiher III scale model from the original German 19 meter wingspan.



I listened on one person's variometer and his plane came up under a nice cloud, and within minutes rose from 1,000 to 4,000 feet! Incredible flying, and lots of thermal activity. Roger Stegall was nearly beside himself in ecstasy! Terry Beachler, Jonathan Seyfert, and Michael Seyfert all kept Roger's feet on the ground, while his head floated in winsome imaginary thermals! Your's will too next year!

For Sale

From Dave Olson:

1. Futaba 6 channel programmable transmitter, Channel #45. \$45

2. HiTec Prism 7 channel programmable transmitter with Spectra (synth) module - any channel. \$75 (the synth module is \$100 alone...)

3. Polk's Hobbies 8 channel Tracker II Programmable Synthesized channel (any channel) transmitter. \$75

The Flyboy Advisor by Dave Olson

The Flyboy Advisor - Dave Olson - June 2006

One of the best things about our hobby is there are almost no secrets. That's true both in our club and our hobby. Sometimes new club members aren't aware of a few things, but they need only ask. Recently it has occurred to me that some of these things should be mentioned before the newcomer asks.

There are a few basic ones, like how to get the plane in the air. The newcomer need only ask, and advice & information will flow in. Buy the equipment, assemble it, check the balance, and bring to the field. Ask someone to help with the balance check, the radio range check, the control throws, etc. If it's a glow engine, ask someone to help with the adjustments, and perhaps the break-in procedure. None of that is secret, and most folks will help if they can.

When the plane is flying, but the newcomer has never done a roll, what's the secret? None, really, but if advice is requested, we'll explain how to pitch the nose of the trainer up, apply lots of throttle, and neutralize the elevator before applying full aileron left or right. After a few of those, we'll explain how to apply a little "Down elevator" while the plane is inverted. More important, we'll advise the newcomer to start the maneuver out in front, and not while the plane is close to the pilot line (or back in the off-limits spectator area!) The process is complex, perhaps, but certainly not secret.

How about building scale models, and putting in all those cockpit details - what's the secret there? Again, no secrets. Just ask Wes. (Some day, I'll get around to asking him...)

There are a few oddities about the club and the grounds that bear mention. Not secrets, certainly, but not information that is posted on the bulletin board. I'll just mention one that has come up at least twice since I've been in the club. There are no garbage cans. No secret there, we don't encourage people to leave garbage at the field. Put another way, we request that members and visitors take their pop cans, wrappers, etc. with them when they leave.

I remember when I first arrived, there were two old coffee cans at the shelter, half full of gravel and sand, and completely filled to overflowing with wrappers, collapsed soda cans & bottles, and overflow spilled around them. No one ever touched them, except to toss another soda can in the general direction from time to time. One day I brought a garbage bag, loaded both cans and the refuse around them, and took them home to my garbage can. That hasn't completely kept people from leaving garbage, from time to time, but at least the unsightly, overflowing cans are gone. Now, when a newcomer volunteers to bring a garbage can, I reveal the story. It's not a secret.

There may be other things that go on at the club that seem odd to the newcomer. If something seems amiss, the Flyboy Advisor suggests you talk it over with a few folks. There's probably someone who can explain how it got that way, and it's probably not a secret.

Editorial

I have access to like-new Safety Glasses. Effectively, I have an unlimited source. I'm offering them to the club members, and family members. They are FREE! What a deal. They go over eyeglasses, and have side and edge shields. They are better than the pair I had in my shop because they allow airflow so they don't fog. And if they scratch, well, pick up a second pair. If you'd like a pair (or two or three or..), pick them up from the plastic bag hanging on the back wall of our field's shelter. I'd even recommend them during simple drilling or cyanoacrylate use – just to prevent those surprise foreign objects from inviting themselves onto our precious eyeballs. Our

eyes are the key to our flying – let's protect them!

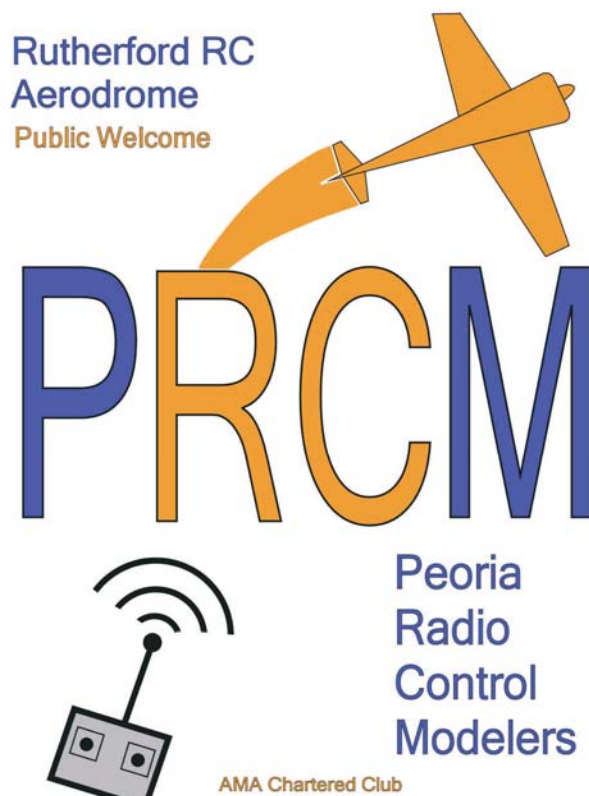
Next month's newsletter is likely to be only what you submit. Besides family vacation and business travel, my mother-in-law just passed away after a short time in a coma. Please keep her and my wife, Janet, in your thoughts and prayers. Thank you.

Michael Seyfert, Editor

New Logo Pending

Kerry Delvecchio wrote me:

"I made these for a new sign for the club and as a logo for presenting to the park board. I showed them at the club meeting. I picked colors that I liked." Kerry also has the plane and PRCM letters on letterhead. We'll have to see how the presentation goes, but it is good to see people pitching in with their talents. Thanks, Kerry! Looks good!



From the President's Hangar

Hi Flyers

The weather (wind) did not cooperate with our meeting this month, at least before and during the meeting. Our fun fly program will be postponed for a month until our July meeting. The normal **July meeting date** will fall on July 4, Independence Day. At the meeting we made the decision to meet the following week on **Tuesday, July 11.** Be sure to note the change in your calendar.

As I understand it, Kerry D. had a bit of bad luck with his Sukhoi with a stall spin accident. Roger S., likewise lost his newly acquired Bird Dog to a flutter problem. Sometimes I think we are all nuts for being in this hobby. There should be a business

opportunity for one selling insurance for R/C flying models. It would be a great business if the insurance company defected with all premium revenues before the claims came in.

Recruiting new members is important to any organization. The AMA has made a change on flying privileges with respect to insurance coverage for potential members. I am not up to speed on the changes. Stay tuned for updates. Any recruiting tool increase our ability to grow membership.

See ya'll at the field,

Terry Beachler



Kerry Delvecchio's new Sukhoi



Roger Stegall and his Edge 540

Your editor is looking for product reviews. I know a lots of you have much building and/or flying experience. Care to share how it went with your last or favorite plane? What did you like? What needs improvement? How would you rate construction or flying? Would it be for a beginner, average person, or expert? Also, what are the pro/con's of your fav covering material? Weight/ puncture and scratch resistance / cost/ ease of corner wrapping /clean-ability.

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