

# Peoria R/C Modelers Newsletter September 2006



## WWII Warbirds:

The rarely seen Craig Hittle with his Sea Fury (left) & Stuka (upper left). The Fury was a kit, the Stuka an ARF.

(Above) Jim Fassino's latest edition to his collection: A P-47. Note the pilot looking at the photographer and wondering what's up. J Jim traded a fellow member a jointer for it. A great win-win. The 'jug' sounds good, flies well, and on fly-by looks great! Not a bad pylon racer either (details of that inside).

## Club Officers

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**FLY R/C: Learn to fly for free! Contact one of our instructors below:**

Bob Wilson 243-7225

Dave Olson 688-6204

**[www.peoriarcmodelers.com](http://www.peoriarcmodelers.com)**

AMA club #313

## Coming Events

Sept 21-24th. **World Soaring Masters for unlimited span gliders.** Int'l Aeromodeling Center, Muncie, IN. Tom 708-341-8256 [tkallev@yahoo.com](mailto:tkallev@yahoo.com). Sponsor: LSF.

Sept 23rd. **Chicago Aeronuts Fall Old Timers.** International Aeromodeling Center. Johnson4@comcast.net. 708-449-7662.

Sept 24th. **Palos Giant Scale.** Site: 107<sup>th</sup> and route 45. **Willow Springs**, IL. Come and fly your giant models on 300' runway. No landing fee. Lunch for pilots/elpers. 708-839-1980.

Sept 24th. **4-stroke and electric fun fly.** Terra Heute, IN. Raffles and fun fly events. Lunch for pilots. 812-238-1326. Joe Buck.

Sept 27-28th. **Vintage R/C Society Fly-in.** AMA R/C site, IN. [j.hiner@comcast.net](mailto:j.hiner@comcast.net). 630-852-0154. R/C prior to 1970, "golden age" scale; old time free flight models w/R/C

Oct 3<sup>rd</sup>. **Club Meeting.** Leonardo's on war memorial (hint: by Central R/C – stop in early). 7 PM. For Food and drinks: 6PM. Lots of room, and easy access from back door for large 'show-n-tell' projects.

Oct 6-8th. **Free Flight Championships.** 1/2A-D plus 14 SAM events. Lawrenceville, IL. 636-447-9580. [Bobmattes@charter.net](mailto:Bobmattes@charter.net).

Oct 7-8th. **Fall Round Up for unlimited span gliders.** AMA national flying site, IN. 260-485-7378. [denny.ze@gte.net](mailto:denny.ze@gte.net)

Oct 18-22. **US Scale Masters .** Muncie, IN. [mabarbee@aol.com](mailto:mabarbee@aol.com) or 740-362-5545

## Humor

"Girls are always running through my mind. They don't dare walk" – Andy Gibb

"Grey hair is God's graffiti." - Bill Cosby

"I was in a beauty contest once. I not only came in last, I was hit in the mouth by Miss Congeniality" - Phyllis Diller

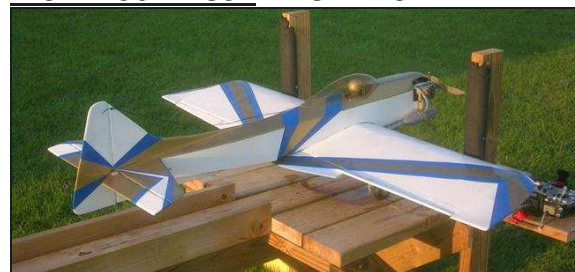
## For Sale

From Rod Fletcher, Phone 692-2957: Giles G-300 ARF and a un-run Thunder Tiger 4-cycle F-91S engine. Original kit cost \$249.95. Asking price \$200. Original cost of the F-91S \$205 Asking price \$160.

From Dave Olson, 688-6204. 3 planes, each for a donation to the club! Tequila Sunrise (see photo later), Señorita (featured last month), and an Extra. See his article: *The retirement of a plane* for details.

From Roger Downing @ 579-2103:  
NEW GREAT PLANES G.B. - 68" WING - READY FOR RADIO INSTALLATION \$235.  
G.B. - 56" WING - WEBRA 61 BLACK HEAD - JR RADIO - BATTERIES - SERVOS - READY TO FLY \$325.  
CAP 232 - 65" WING - ALL NEW - TX/RX/BATT/SERVOS – 4 STROKE \$475.  
P51 MUSTANG - 88" WING - MOKI 2.10 - RETRACTS – ALL NEW \$1,500.  
MIDWEST CAP 232 - 80" WING - MOKI 1.80 - SMOKE SYSTEM - TRANSMITTER - RECEIVER - READY TO FLY \$750.

From Bob Wilson 243-7225 :



Contender. \$100. +\$100 for OSFSR61. The radio can be had for an additional fee.

## New Member

Mark Kiefer recently joined our flock. So some introduction is appropriate: Mark and his wife, Kathy, have 2 sons: Todd and Jordan. Todd a senior at Bradley, and Jordan a senior at Dunlap High.

Mark works for a Lean Manufacturing consulting group based out of Chicago: The Proaction Group. There he implements the



fundamentals of Lean Manufacturing for Private Equity firms. Private Equity firms that purchase manufacturing companies hire us to go in and identify Lean opportunities to strengthen their bottom line financial results.

He has lived in Dunlap for 8 years. Prior to that he lived in Champaign. It was the folks at the Champaign County Remote Control Club that recommended he check our club out.

He has completed a Big Stik 60 (Yes, another fun pylon racer!), and is in the process of completing a Sr. Telemaster. He also has a Tiger 2, Eagle 2, Tower Trainer 40, Tower Trainer 60, and a Solo 2. He flies on channels 20, 23, 30. (for anyone looking to buy a Tx shortly, and for our club secretary to put in the dBase).

He thinks the field is great. (We all agree!). He's an experienced flyer. He flies regularly in Missouri.

What is your favorite Christmas gift? "A Gift certificate to Tower Hobbies, and time flying." (a hint to Kathy, Todd, and Jordan?)

They have 2 pets: A Yellow Lab named Max. And a mixed Lab/Blood Hound named Mickey.

Feel free to introduce yourselves to Mark when you see him and give him the usual courtesies given by us quality airmen.

**Club Meeting Minutes** by Jim Fassino  
President Terry Beachler called the meeting to order at the flying field, then asked the members to introduce themselves.

The prior meeting minutes were approved. Treasurer Fassino presented the financial report for August 30, 2006, making comments about recent expenditures, which exceed revenues for the year by \$441.25. The financial report was unanimously approved.

President Beachler mentioned upcoming events in the area. There was no report from Bob Wilson on activities. President Beachler reminded the group that for the balance of this year and the rest of the winter, the meetings would not be at the field, more will be discussed about this later in the meeting.

President Beachler gave an update on the Park District field. It was determined that channel 56 appears to have conflicts, at least during certain times of the day and an easement with Caterpillar looks unlikely given their insurance requirements. A draft of the agreement with the Park District is to be shared with Dave Wheeler as well as an issue paper and other information they have requested. Those items are to be reviewed one final time by the planning committee before submitting them to the Park District.

President Beachler discussed the upcoming election of officers scheduled for the October meeting. Nominations for elected positions will be made at the October meeting. Members with interest in becoming Newsletter Editor were asked to talk to President Beachler to learn more about this opportunity. Training is available.

Under the area of new business, the club discussed winter meeting sites. Jim Fassino suggested we consider meeting at Leonardo's where there is the opportunity to eat, & drink, as well as improved parking. On a motion by Kerry Delvecchio, seconded by Ron Scott, the motion carried. The first meeting at Leonardo's will be held in October. That meeting will be at their War Memorial Drive location, all others will be at the Shoppe's at Grand Prairie. While the meetings will begin at 7pm members should arrive by 6 pm if they plan to have dinner. With no additional business the meeting adjourned. Bob Wilson invited members to participate in the pylon racing event following the meeting.

Members in attendance included: Bob Smith, Terry Beachler, Michael and Jonathan Seyfert, Bob Draper, Don Stedman, Bob Wilson, Kerry Delvecchio, George Knight, Jerry Orrison, Tom Henry, Ron Scott, Roger Downing and Jim Fassino.

### Candid Club shots



Dave Olson's Tequila Sunrise (for sale for a club donation – Nice offer Dave! Don't let him down guys!).



Don Stedman and his new Harmon Rocket III. It turns out it was less expensive to pick this up new from the local HobbyTown store than to get replacement parts for his damaged P-51. That's why he's smiling! It has a 46 evolution motor powering a 12X8 prop. 6 lb/50in span; controlled by a JR9303.



The oft-seen Jim Fassino overlooking a small portion of his diverse and ever growing collection.



Kerry Delvecchio's Suhkoi. 'Vocal', fast, agile, and inverted flat spins: no problem.



The Suhkoi's X-ray shot showing internal organs: Flight data recorder and real-time transmitter. Maybe he'll give a little demo/talk at some future meeting (hint).



Club meeting attendance was great! It was even better to see Earl back as a regular.





The veteran Bob Draper assembling his U-can-do-3D (left). On the very next flight many of us witnessed a fantastic display of reaction speed and flight skills as he maneuvered it to a safe landing after flutter tore off the right elevator and stab (below). He had it fixed in days!



Pylon racing needs pylons. Pylons need the mounting tube in the ground. Now where was that again? Seen here are Bob Wilson, Terry Beachler, and Kerry Delvecchio getting serious about buying a GPS for next time.



Jonathan Seyfert runs from Terry Beachler's threat to make him next newsletter editor. Actually, Jonathan went to get the mower in support of finding the pylon mounting tube. He loves to mow, and it shows here!



Devin Tornow visited the field 9Sept. He brought his Astro Viking built 17 years ago. A recent upgrade to 3s (11v) 1500 mah Li-Po really powered the Astro cobalt 05 gear drive, and for a long time.

Devon brought two of his children to introduce them to flying: Olivia and Miles (below). Noah, their high-schooler and his wife (Julie) were not in town to experience our hospitality, this time at least. Devon has a membership app, and we hope he'll join and we'll see more of him. Remember, all new members right now can join for the rest of this year and all of next for one year's price!





(Above) Devin's classic Viking has a lifting stab, ultra-low weight Micafilm covering, balloon tires (no ground looping here!), and flew effortlessly. It gave one members' glider a run for its' money with power off.



And another great flying day at the field draws to a beautiful close....

## **Editorial**

I've rec'd my newsletter reimbursement check, so I've run out of excuses to avoid writing newsletters. So, you all have to put up with me a while longer. In the meantime, if you have some 'ink'-ling (pun intended) you'd like to try being club newsletter editor for '07, let me know and I'll train you to your heart's content. :)

The Olympic II sailplane took to the air 9Sept! (Below). It was one of those 91 degree days with hawks flying around, so I decided to try it out on the new high start. After an initial trimming flight with little high-start stretch, I went to 70 % stretch for a better launch height. 28 minutes later I landed, but only because the field had 3

other non-glider members show up. Full rudder and a little up elevator makes for a slow & gentle means of altitude loss. Inverted flight is easy (I used inverted flight to come down because the spoilers were not yet hooked up). While inverted, simply releasing the down elevator pulls it out within 20 feet. Stalls were gentle, but a little washout would help (I have none in now).



Jim Fassino was kind enough to move the high start off the field while I lazily searched for those invisible but copious thermals. I thought he may have actually enjoyed the club's new 'physical conditioning' program ☺

Speaking of gliders, a few in the club are looking for an alternate grass strip or field to fly off of. I suspect not all members are as genteel as Jim to us glider fliers. If you know of a location, please let Roger Stegall or Michael Seyfert know. We're also interested in past or present members with gliders so we can share information. You can contact us via the cover page info.

In the interim, I'll drop the club a hint and ask if we could entertain a 'glider-only' timeslot, say noon to 3PM on 2cd and 4<sup>th</sup> Saturday's at the field. In fairness, given their popularity, an electric evening once or twice a month may be appropriate also. Something to ponder. But as long as we are



all giving and taking, like a big family must, all will remain well.

While visiting a club in SW Minneapolis MN this summer, I noticed they had two great ideas: 1) a large flat runway – it was some sort of fabric-like asphalt roadway base material. You put in stakes, like we did, along the perimeter in early morning. Once the sun hits it, it shrinks tight like monokote under an iron. It is very heavy duty, and would last much longer than our black material. Something to investigate for the future. (?!)

2) Pilot safety stands. Each pilot flying station had a safety net that wrapped 1/3 the way around someone. It was not very functional as it was only knee high, but after watching our club one night with a few ‘closer than I’m comfortable with’ passes near the pilot line, I began to wonder if having a net around the pilot stations, say about chest high, might be advantageous to duck behind should that be warranted. Just for insurance. Maybe it could include an adjustable height Tx stand !

God bless you and yours, and your planes.

Michael Seyfert – Editor and glider spot-lander wanna-be.

### **Pylon Racing**

After the club meeting, another informal and fun pylon race was quickly run. ‘Quickly’ not because of humor here, or speed, but because the sun was setting at 7:15PM and the race began @ 6:35PM. I was surprised to only see 3 of the 5 people ‘compete’ for the illustrious title of ‘Speedster of the Day’. The times reflected improving skills, and hopes of getting down before the sun setting affected flying abilities. Jim Fassino’s P-47 (seen in a cover shot) took the title with 3:11 minutes. Terry Beachler was right behind with 3:21 in his 4-Star (seen in Club Candida column), closely followed by George Knight

at 3:28 with his Pulse XT (Sorry, George, no one supplied a picture). Rumors of ad-hoc events before the next meeting and snow fall now abound, but something others with slower thumbs might be more willing to try (balloon bust, limbo, ball drop, climb-n-glide)

### **From the President’s Hangar**

Daylight Savings time goes away in a bit over a month. To accommodate, all of us need jobs like a morning radio personality starting at 5 a.m. and off by 10. The flying population has been heavy for the last couple of weeks. I stopped by the field later last night (9/14) and I swear George Knight was going to fly with night vision goggles. Some guys never stop.

Last weekend I stopped by the Peoria Wyreflyers flying site across from Detweiler Park. They had an event going with about 25 control line modelers participating. I have not seen control line flying since I was a kid. The boys were having a great time. The experts were flying a rather complicated aerobatic routine. At least one of our members would be happy, because there were NO electrics present. Bob Draper and Jim Fassino were spotted at the event. We all tend to be a bit goofy about anything aviation.

The Park District will consider our flying field proposal on 18<sup>th</sup> Sept.

Michael has indicated that he would bow out of the Newsletter Editor job. We will need a newsletter editor for 2007 so here is the pitch. Michael has done a bang-up job going way beyond the call of duty. For someone considering the Editor position this can be intimidating. The newsletter could be as little as two pages dealing with club issues only or you can make it as elaborate as you would like. For software, MS Word is very handy but other word processors will do fine, like Publisher. I was able to get the newsletter out in an evening, but it was not nearly as well done as Michael’s. I’m kind of a minimalist. The ability to take and work with digital photos is a plus. You do not have to write everything. The officers and members, like Dave Olson, regularly contribute, so a good deal of the job is copy/paste. Often an item of general interest can be copied from an email. It is very helpful if the editor is a regular flyer and

attends as many meeting as possible as that is where club news is generated. The recent good news is that we mail only 8 paper copies of the newsletter. This saves the editor considerable time. Access to Adobe Acrobat or other program which converts documents to the pdf format is nice but not required. Many word processors now perform this function. If you do not have a pdf converter, you can send the newsletter to me for conversion and forward by email. So if you'd like to take a stab at the editor's job give me a call at 696-0035. This one of the most important jobs in any club or organization.

Also open is a webmaster position. The web page needs a re-do. Microsoft Front Page has been used for creation and update. I have personally been updating information (meeting dates, etc.) on our site. If you see problems, let me know. A re-do of the site would take some time (at least for me) but the ongoing maintenance takes little time.

All of the officers have indicated that they would run for reelection for 2007. Nominations will be taken from the floor for any position at our October meeting, followed by our annual election. If you are unable to make the meeting and would like to run for or be appointed to a position for next year, please give me a call at 696-0035. If you can't make the meeting to defend yourself, you run the risk of being appointed or elected to a position of the attendee's choice...uh, I guess this is not in the bylaws, but it sounds good. If we all do a little bit, we can accomplish a lot.

See you at the field or at breakfast - Terry B.

## **"The retirement of a plane"**

by Dave Olson

Ever retire a plane? Some of us do not typically have planes long enough to retire them. Several of my first planes, at some point, went home from the field in a convenience bag, never to fly again. When both my 4-Star 40 and my Ace 4-60 had been wrecked several times, there was not enough left to rebuild, and I needed a plane quickly. In 5 evenings, I put together a Global Tequila Sunrise ARF, and vowed to be more careful with this plane.

I quickly found the Tequila Sunrise was unstable, had a tendency to roll to the right, and

would snap-roll with just the hint of excess elevator application. Fortunately, I was being careful, and succeeded in landing on the wheels for several test flights, and at some point I discovered the "Low Rate" switches on my old Airtronics Channel 25 6-channel radio.

The tendency to roll to the right (due to some warp or misalignment) was corrected by offsetting the ailerons, and that offset is so pronounced that you can see it easily. Then, I set about curing the snap-roll issue, and gradually turned down the low rate screw (what, you were thinking this was a computer radio?) until I couldn't snap the plane on low rates. Then the fun began. I could land the plane on the wheels, or in 3-point stance. It would do loops and rolls (if I gave it time to gather speed) and I could combine portions of loops and rolls into Cuban 8's, Immelmans, Split S. and other maneuvers. I also how to snap-roll when I wanted to. The plane could come out of 45 degree dive, climb a bit, and at midfield would have enough speed (with the elevator on high rate) to perform a snap-roll that would practically stop the plane in midair. I recall doing one of those once, and hearing a seasoned member remark "That's a good way to break a wing!"

The Magnum .46 does not particularly overpower this plane, and that was a good thing. I put some 300 flights on it before tiring of it. Then more powerful planes and better flying planes caught my attention. The Tequila Sunrise was, after all, underpowered, warped and unstable. I hung it in the garage and pretty much forgot about it.

Oddly enough, I had never inflicted damage on this plane. Then, last month, I decided to put another flight or two on it before retiring it and disposing of the remains. It was assembled and on the garage floor, with the charger attached, when I ran my Pontiac into the wing. Snapped off a wing tip, which was easily glued back on, but now there's some torn covering. Ah, well. I flew it one more time, and will have it for sale now for a month (pictured at the top of our club candid shots column). As with the old Extra and Señorita (pictured last month), it can be had for a small donation to the club. This offer expires October 31, 2006, at which time it will be dumped, at the convenience of the Flyboy Advisor.