

Peoria R/C Modelers Newsletter November 2006



Jim Fassino showed club meeting attendees some emerging technology in our hobby (as he often on the cutting edge of our hobbies' every-changing face). A standard JR Rx is shown on the left and a GWS Rx is shown on the right. Berg has just started shipping a new Rx, a "7p", shown in center in a translucent blue plastic package. It is a full 7 channel Rx. Unlike the cheap Rx, it is 'full range' so it can be used with the big planes. It runs on 72MHz. It works with either a positive or negative shift Tx, and auto checks it against your Tx when turned on – no switches or programming needed for that. For park flyers, it is only 8 gm (about 1/3 of an ounce if my memory is correct). For comparison, the JR is 0.64 oz. It is fully programmable off of your computer if you need special mixing, or avoid Y-cables for dual elevators – just program two channels off of your one Tx channel.

For more information, check with local hobby shops or contact Castle Creations.

Club Officers

President & Asst. Editor	Terry Beachler	(309) 579-2209	terryb@beachlers.com
VP & Events Coordinator	Bob Wilson	(309) 243-7225	wilson_robert_c@cat.com
Sec/Treas	Jim Fassino	(309) 243-8590	jfassino@midnatbank.com
Safety Officer	Roger Stegall	(309) 579-3023	Rogerstegall@hotmail.com
Webmaster	Don Stedman	w9dls@yahoo.com
Newsletter Editor	Michael Seyfert	(309) 578-8991	seyfert_michael_d@cat.com

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

AMA club #313

New Member

Please welcome our newest member Larry Hollon!

Larry has been married 37 years to Sue. Larry has 2 sons. Long ago he flew with his son's at Detweiller Park, until the 'field' was closed to modelers. Larry was a member of a club in the Watertown, SD area. When he retired ~3 years ago, Larry and Sue moved to Texas, but not before selling all his airplanes. Recently, Sue inherited a home in Chillicothe, so they moved back in March. Many of Sue's relatives are in the area, so it was a win-win situation. When visiting the Peoria airshow, he found out about our club (Seems like ..we.. should be there next year, doesn't it?). Now he has the tough task of rebuilding his stock of aircraft. He has a Sky Tiger. He just picked up an electric (YEAH!) slow-V by Parkzone, and has a .049 pod mounted Sig Riser sailplane (YES! Sailplane! I like this guy already!). He used to slope soar using his barn in South Dakota. He flies on channel 23 (someone has to mark the board for us – hint). And he paid for this year and next! (Can you say that?). Welcome Larry!

Web Spots:

Here is a company that makes complete kits of "Old Time" models including the Viking.

<http://www.darehobby.com/airplane-electric-Y2.htm>

Coming Events

Saturday's 7AM: Member Breakfast and sharing at LaPeep's in Peoria.

Dec 5. **Club Meeting.** 7PM. Leonardo's at Shoppes of Grand Prairie. Food and drinks: 6PM. Lots of room for 'show-n-tell', or 'For Sale'.

Humor

J&L Septic Service reminds us that:
"A FLUSH BEATS A FULL HOUSE".

Bob Hope shared that: "Middle age is when your age starts to show around the middle."

Henny Youngman said: "My mother-in-law is so neat she puts paper under the cuckoo clock."

TOP TEN THINGS YOU SHOULD NEVER SAY TO YOUR CHECKRIDE EXAMINER

- 10) I hold the school record for the fastest pre-flight.
- 9) My dad is a Delta captain, so this is just a formality.
- 8) Yep, 6 hours between the bottle and the throttle.
- 7) Guess how many FAA geeks it takes to screw in a lightbulb.
- 6) It amazes me how often ATC is wrong.
- 5) I know...No smoking 8 hours before you fly and no drinking within 50 feet of the aircraft.
- 4) Is that a clip-on?
- 3) I wish I didn't take all that cough syrup this morning.
- 2) Checklist, Schmecklist.
- 1) When I think about you I touch myself.

The next two are from the Avweb Internet site:

Short Final

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

"When I was number one for takeoff," replied the student.

Monkey see, Monkey do

Many of the little things a new student pilot learns are often done by rote, without a great deal of understanding: Such as ensuring anyone on the ground near the airplane was aware the prop was about to spin.

One instructor was working with a pre-solo student. Instead of using the phrase, "Clear prop!" before turning the key, the instructor had simply taught his pupil to use the word "Clear!," presumably shouted loudly enough that those inside the FBO could hear.

One day, preflight complete, the student reached for the key, looked outside the airplane, and shouted, "Cloudy!"

Airplanes

While cruising at 40,000 feet, the airplane shuddered and Mr. Benson looked out the window. He screamed, "One of the engines just blew up!" Suddenly the aircraft was rocked by a second blast as yet another engine exploded on the other side. The passengers were in a panic now, and even the stewardesses couldn't maintain order. Just then, standing tall and smiling confidently, the pilot strode from the cockpit and assured everyone that there was nothing to worry about. His words and his demeanor made most of the passengers feel better, and they sat down as the pilot calmly walked to the door of the aircraft. There, he grabbed several packages from under the seats and began handing them to the flight attendants. Each crew member attached a package to their backs. "Say," spoke up an alert passenger, "aren't those parachutes?" The pilot said they were. The passenger went on, "But I thought you said there was nothing to worry about?" "There isn't," replied the pilot as a third engine exploded. "We're going to get help."

"Top Ten Reasons That Indicate You May Need To Get A Life" by Roger Stegall

10. If your local hobby shop was forced into bankruptcy after you went on a 2-week vacation
9. If the president of Tower Hobbies has put you on his Christmas card list
8. If you have more than one plane hanging from the ceiling of your bedroom
7. If the simultaneous charging of all your planes causes your main circuit breaker to trip
6. If your neighbors refer to you as "the guy who lives in the basement"
5. If you regularly check the NYSE comedies listing for balsa wood
4. If your accumulation of flying fuel requires you to declare your residence as a federal storage depot
3. If all of the residents on Truitt Road wave at you when you drive by
2. If you have accumulated enough broken propellers to provide fuel for a neighborhood weenie roast
1. If your flying club has voted to "retire" your frequency pin number.

Editorial

On the cover we see Castle Creations' new 7P Rx which is but one of new, low cost, but high-quality, high-function designs now emerging in our hobby.

I just picked up JR's new 7 channel 7202 with 4 digital servos (high power, zero center freeplay, and perfect centering regardless of servo direction). My gliding experiences, where one basically flies on the hairy edge of a stall, has improved with these servo's. You ..can.. notice the digital difference. The package included a big bonus: Both Rx & Tx have software-selectable frequency control! I select which channel to use, move the antenna near the Rx, and push a button on the Rx. That's it! Pretty handy during the following week when I had interference during my groundcheck on one channel – I just switched to another free one (after checking that frequency board!).

But even that is soon to be old hat: Spektrum is coming out this month, timed for Christmas (hint to wives), with a full range transmitter that does away with frequency control altogether. Using 2.4GHz, it has redundant transmitters and receivers. Just turn it on and go. No interference with others – it just finds free frequencies, auto selects one, and rocks on. Skip that frequency board altogether! Pretty handy with our more common 'multiple flyer' approach we have had this past year or two. It has airplane and heli modes, is fully programmable, and compatible with the earlier 6 channel park flyer receivers. One radio for all types of planes! The DX7 7Channel DSM2 System comes with an AR7000 Rx & 4-DS821 digital servos. Horizon Hobby.com or your local hobby shop can assist you.

Truly we are blessed with technology that makes it more fun. Give 'thanks' for that! God bless you and yours, and your planes.

Michael Seyfert – Editor



(Top and clockwise). This whole page comes from AMA District 1's archives of R/C model events.

- B-25 mitchell on a mission
- A Corsair on approach (We need to get our club's 2 corsairs out at the same time! What do you say Craig and Dave?)
- Jet on landing
- P-47 readying for a wheel landing
- King Cat on flyby. Nice: Dual rudders!
- P-51 on the hunt

Mark your calendars now for the big

EFlight Festival

February 10-11 in Champaign, IL

We'll discuss carpool options at our next two meetings!



Upper Left:
Fokker D VII on fly-by

Center:
The nose detail of the Fokker.
Even the rocker springs are real
springs! Talk about scale!

Upper Right:
Lockheed L-1011 from a PCM
kit. Try that one Wes!

Left:
A show of raw power!

-or-

A psychotic plane that thinks it's a heli!

Dear Amelia Airhead,

As a special service to our members, this column will be written to answer your questions of interest and concern. Subject matters to Amelia can appropriately cover a wide spectrum of topics from building tips and techniques to more weighty personal matters. It's my hope you will find Amelia Airhead to offer informative and enlightening solutions to your problems. Send your questions to the editor.

Dear Amelia Airhead,

I have this friend that occasionally frequents our flying field. He's a smart and dynamic kind of a guy, well liked by all of the members and blessed with fantastic reflexes. While he's flying some members drift off to the safety of the shelter, others quietly whisper that he's a spaz! He is a long time flyer but seems jerky and unsure of his maneuvers most of the time. All of his airplanes have only two throttle settings, idle and full bore. His flights are studies in reckless abandon. The landings are a mixture of aborted attempts, towering bounces and controlled crashes....most of the time. I say "most of the time" because occasionally he flies like a pro, with passes that are straight and unwavering, uplines that are true, loops that are concentric and landings that are whisper soft. When standing beside him there is a glaze in his eyes and he seems not to recognize his closest friends. Occasionally, his body seems in turmoil and he jerks spasmodically. During these episodes the airplane reverts to its old flying characteristics, but quickly returns to straight and level flight. I know it sounds far out Amelia, but we feel that his body is being taken over by aliens. These "body snatchers" invade a persons genome and actually grow in "pods" that attach to the viscera. We feel that our friend is in the initial stages of turning into an alien breeding site...a "Podman" so to speak. During the brief periods that the airplane becomes erratic, it is our friends attempt to fight the aliens and regain his normal functions. What should we do? How do we fight this? How do we tell him?

Sincerely,
"Pod Man Cometh"

Dear Concerned -- "Pod Man Cometh"

I think you may be on to something concerning this Pod-In-The-Bod thing. I too have been noticing some very erratic behavior among our government officials. Just last week a local school district purchased \$1 million worth of homes with a combined resale value only slightly higher than a 1956 Rambler.

Concerning your own version of "Pod Man", you need to be patient that the mystical forces that control the fingers of this flying geek will eventually get bored with flying smooth concentric geometric shapes and the guy will revert to endless vertical "Pope" rolls at full throttle. You can be assured that the true flying talent (or lack there-of) of your friend will conquer the "Pod" forces to such a degree that the flight-line crowd will be changing for Klondike Bars more frequently than they would be shouting "O-lay" at a bull fight. If all else fails, the spell to send the Alien forces back to their mother-ship involves taking a dash of CA glue (the thin variety) and mixing it with a thimble-full of reground propeller dust (the wooden variety) and throwing that mixture over your left shoulder while changing in low tones -- "this is a stupid hobby." Although this procedure may go against every fiber of your being, the mental health of this friend should surpass your own personal desire to make a fashion statement by attaching the frequency pin to the bill of your hat. Ohhhhhhhh I hope I didn't hit a sensitive nerve on that one.

Signed: **Amelia Airhead**

Dear Amelia Airhead,

I noticed one of our top pilots, who favors electrics, was noticed to be discretely kissing his battery pack after a flight. I thought I was seeing something, but have witnessed it again. Before I call in the guys with the white jackets, I was wondering if this is a normal disorder for him, or some sort of ritual, or ill-founded good luck charm for electric flyers, or that he needs to spend more time with his wife.

Signed,
Shocked at electric flyer behavior.

Dear Shocked by Electricrifying Behavior,

I must admit that the shocking behavior you witnessed makes one think that your friend may soon be destined to spend large amounts of time in a rubber room. I can tell you from experience that the plastic sleeves covering Li-poly batteries are not all that tasty. It's my guess that this flying gentleman has instituted this kissing ritual of his flight packs to sense the battery temperature. The lips are extremely sensitive and would provide an excellent reference to judge the discharge status of a flight pack. Just be glad that the guy isn't a doctor who uses rectal thermometers. A word of caution is in order here -- never use Li-poly batteries as an energy source for internal pacemakers because they can explode and that would be a bad thing.

Your Electrified Source of Inspiration,
Amelia Airhead

From the President's Hangar

Flyers,

We're almost ready to wave another flying year good-bye. Plan now to attend our December meeting. We will finalize our banquet date. As most may know, Bob Eissler has been invited to tell us about R/C model submarines. Bob has several R/C subs and will bring two to the meeting. His sub models are WWII German U-boats. We will also take peek at a couple of his videos to get a glimpse of what a submarine meet is about. Wonder if it is called a dive-in instead of a fly-in. We'll find out.

Some of the hardy ones are flying weekends. Weekday flying is pretty much limited to those working third shift and the retired members of our club. 'Tis the weather for electricians.

I had the opportunity to watch the maiden flight of John Scott's Procraft Ultimate

biplane (pictures below). The first flight with Jim Steeg at the controls went well. A slightly rough landing did minor damage to the gear. John says the repairs will be minor and the biplane will be flying again soon.

Please bring your project to the meeting. And be sure to send any photos to Bob Wilson for the photo contest.

See you at the meeting, or flying!

Terry Beachler



Meeting Minutes

November 7, 2006

Chairman Terry Beachler called the meeting to order at 7:05 p.m. at Leonardo's Pizza in Peoria. Terry asked the members to introduce themselves.

The Secretary's report was approved. Secretary/Treasurer Fassino presented the Treasurer's report. On a motion and a second, the Treasurer's report was approved as presented. President Beachler commented on items including a new AMA program for beginning flyers, also commented that the E-FEST will be held on February 10th and 11th in Champaign, Illinois.

President Beachler gave the members an update on the flying field, which included first a report that he had been informed that **the Club would be able to lease the existing flying field for the 2007 flying season. There were a number of items the owners wanted to insure the Club members observed including noise, crop damage, vandalism, and other items.** Terry reported that he was pleased that the Club could retain the existing field.

With regard to the Park District, that site continues to be a work in process as well as the possibility of another alternate site at Three Sisters Park. One additional site, through the Forest Park Foundation is also a distant possibility.

President Beachler asked for, and got volunteers to assist in storing and servicing the mower and got an offer from Terry Delvecchio to supply a new windsock for the field.

Members of the Club were asked to express interest if they wanted to be involved in helping update and maintain the Club's web site.

A motion and second was made to update the fields safety rules to be consistent with the items

raised by the landlords in their meeting. Terry Beachler will bring back proposed field safety rules at the next meeting, for the Club to consider.

The Club discussed having its **annual dinner at Leonardo's at the Shoppe's at Grand Prairie on Saturday, January 27, 2007.** That tentative date will be finalized at the December meeting.

Next months program is expected to include a presenter to talk about **radio controlled submarines.** The meeting adjourned to some show-and-tell activity and a video provided by Bob Wilson.

Members present include Paul Cobb, Larry Hollon, Jerry Orrison, Jonathan Seyfert, Michael Seyfert, George Knight, Bob Wilson, Roger Downing, Terry Delvecchio, Roger Weber, Don Stedman, Jim Fassino and Terry Beachler.

Respectfully,

Jim Fassino
Secretary/Treasurer

Heavenly Humor J

God promises a safe landing,
not a calm passage.

If God is your Co-pilot - swap
seats!

Prayer:
Don't give God instructions --
just report for duty!