

PEORIA RC MODELERS OFFICIAL NEWSLETTER

May 2005



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Central Illinois Finest RC Flight Training Program

Learn to fly RC at the Peoria RC Modelers club aerodrome and earn your "Solo" Flight Proficiency Patch. If desired, continue on with more advanced proficiency ratings. All ratings are complimented with a certificate and flight patch. Instruction is by four qualified RC instructors. Instruction is free. All students must be a member of the Peoria RC Modelers and the AMA. Call a RC flight instructor to set up a training program.

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Training Article

By Dave Olson

This year I intend to make it a point to be at the field and available to students, every Monday and Wednesday that the weather allows. I have been working with one student already, and I'm looking for some additional student involvement. It seems to me that's the most productive thing I can do for the club, at least this year.

The things I learn while being involved in instruction are probably just as good for me as for the students. I have developed a few guidelines that I like to use, and maybe I should use this article to talk about them.

Safety: Every time I start with a new student, we have a long talk about our safety procedures. The frequency board comes first, we don't want two people with transmitters on the same frequency to turn them on at the same time. By clipping our AMA card to the board and attaching the clothespin for our frequency to the transmitter, we announce to everyone that we own that frequency, at least for the moment.

There are lots of other safety tips, and I incorporate them into my training scheme. I make the student take care of the frequency pin, and extend the antenna on the instructor transmitter. I like to show the student how to keep from squirting fuel on the grass, and I demand that they start the engine themselves. I don't let them reach over the propeller to retrieve the glow driver, my students are required to walk around behind the plane and remove the driver.

Flight Technique: Since we all have to fly straight and make turns, I like to start the student's instruction with straight flight and turns. My favorite part is when the student can make figure 8's. I like to have them use the Figure 8 pattern to make approaches over both ends of the runway. This gives them practice in both right and left turns, and provides practice in lining up over the end of the runway. I believe that's valuable, in the next step - landing approaches.

When the student is capable of making approaches from both ends of the field, on every Figure 8, it's time to start making real landing approaches. I treat a landing as a low pass that got too low and slow to go 'round. The student just makes lower and lower passes, until the plane is dragging its wheels in the grass. At that point, it's time to practice landings.

Now, I use a cord between transmitters when I do instruction, and I feel like it gives me a better chance of preserving the student's initial investment. I also feel it's good to give the student a chance to do some loops and rolls, during the instruction process, and throttle management and rudder use are part of the program. There's also a point at which I want the student to get real familiar with the trim adjustment process, and we spend some time on that.

The objective is to get the student to fly solo, with minimum damage to the plane. Bob Wilson has developed the club's solo pilot exam, and everyone takes that at some point. I'm hoping to find a lot of students wanting to learn, this year, and my objective is that they all solo!

Dave Olson

Upcoming Events

Next Club Meeting: Tuesday, June 7, 6:00 at the flying field.

“Liars and Flyers” Breakfast: 7:00 every Saturday morning at “The Back 40”.

International JR Aero Tow, June 2-5, Monticello, IL

“Sneek-In” R/C Fun Fly, June 25 & 26, Freeport, IL

First call, 2005 AMA Nationals, starting July 4th thru August 7th. See calendars with this issue.

First call, EAA Air Venture 2005, Oshkosh Wisc. See P38 “Glacier Girl” this year.

Meeting and Official Club Doings

Cover Photo: Jim Fassino’s “Demoiselle” on SLOOOOOW flyby. Photo: Terry Beachler.

Our first meeting of the year at the field was typical...windy and cold!

Our first order of business was voting in Jim Fassino as club Secretary/Treasurer. The vote was unanimous and Jim is now official. Our appreciation goes out to Jim for volunteering his services and our thanks to Sue Wilson for filling in until this position was filled. There was some discussion about splitting the job into two positions. This is not going to happen without a constitution change. Besides, we have enough trouble filling officer positions as it is.

We did not vote on Tim Hammond for safety officer because Tim did not make the meeting.

The main runway has been sprayed for dandelions. Wes will have the guy return and spray the helicopter pad and pavilion area. Later he will spray the drive and parking area for weeds.

Last I heard, Tim Hammond is still working on getting us a roller for the field.

Becky Mohr will continue mowing the field, and we have upped her transportation expenses to \$15/trip.

Club members need to occasionally mow the ditch out by the road as Becky has a problem with this.

Also, club members need to monitor the mower gas in the mower and in the cans. These are heavy and hard for Becky to lift. The members need to keep them full. Save your receipts and submit to the secretary for reimbursement.

Wes’ dad is working on the club sign. Bob Smith redesigned the safety box so that the dirtbag vandals can’t get into it anymore....Thanks Bob!

New member Chris Haley will ramrod the pavilion project. That is, covering the west side with metal siding so that we have some protection from the elements. He will figure the costs and coordinate with club officers on the purchase of materials. Several members volunteered to help during construction.

Chris will also build an assembly table for the club’s use. Thanks Chris!

Wally Walwer reported that the Washington RC field now has early grass on it, but the road is almost impassable...a lot of work still needs to be done.

Roger Stegal (back from China) brought his new 4-Star 40 for Show & Tell. Nice job! Roger already has the number “15” decaled on the fin...Wes and I figure that is about right for the position he will place in the upcoming races. Club members also noticed that Roger and Mike Lusher made some kind of a deal concerning some Chinese helicopters and Mike’s Patty Wagstaff Extra 300.

Jon White gave a talk on electric airplanes and then demonstrated with one of his models. This was tough because of the windy conditions. Thanks for the talk Jon! If anyone has any questions you can contact Jon at (whitebred21@yahoo.com) or cell (309) 267-0493. The editor emailed John and thanked him for his presentation.

Editorial

Take a look at the west wall of the pavilion. Our new member Chris Haley and his friend, Robbie Hymbaugh (not a project and got it done in Robbie for helping out. It be well appreciated on the wind. In fact, it looks ask the membership to section on each end (north for added wind protection. assembly tables for the handy for putting your starting it up). Super job members to show this



member), ram-roded this one day. Our thanks to really looks nice and will meeting nights to block so nice, we are going to vote on enclosing an 8' & south) of the pavilion Chris also built two flight line (which are very airplane together and Chris! We need more kind of interest.

There has been considerable traffic on the owners farm ground and gravel pile to the east of the flying field. Four wheelers and dirt bikes have been tearing up the freshly planted fields...there is no excuse for this! We will be posting a sign on the pavilion with the owner's telephone numbers. They would very much appreciate a call if you notice anyone on the property.

Well, not many members have decided to race the 4 Star 40's. I think there are five of us that purchased the kit/ARF with intentions of racing this year. Roger Stegal has one ready to go, but has a slight problem...he resides in China for most of the time. Wes Miller has one ready to go (as soon as he replaces a bad servo). Wally Walwer has one ready to go, but unofficial rumors indicate that it may have had an encounter with Terra Firma. Steve Lewis showed up at the field with a 4-Star, but with a Super Tiger 40, which makes it illegal to race. I've been flying mine, and finally, Terry Beachler is in the process of building one. If there is anyone else interested, let the editor know. Obviously, interest in this event hasn't been overwhelming. I will be demonstrating flying the pylons at the next meeting for anyone interested, and if enough show up we may even have a race. As a side note, the 4-Star 40 has extremely bad yaw/pitch coupling. What this means is that rudder input causes the airplane to dive. If you have a computer radio with mixing capabilities you need to mix about 25% up-elevator with both right and left rudder control. After that, the plane flies sweet!

We have a lot of interest from new members and the flight training is going along nicely. As of this writing Chris Haley is just about ready to solo. His buddy, Jimmy Carter (new member) will be starting shortly. Other students Ron Scott and Paul Cobb have also been active. See Dave Olson's article in this issue.

A reminder. **All members need to pass the solo pilot exam.** This requirement was put in place to insure that all pilots can control their airplane and fly in a responsible manner. Contact one of the trainers noted on the front page.

The Great Wilsoni

Editorial

SIG Column (Special Interest Groups)

Note that I have included the July calendar for the AMA NATS (Nationals) events. The AMA headquarters and the NATS are impressive. If you get a chance take a road trip and check at least one of the events out.

Sport Flying

Bobby Draper has been reported using his glow starter as a counter balance on his U-Can-Do-3D in flight.

Pylon Racing

Not much interest so far. Looking for more participants.

Soaring

Still need to get a soaring group together. Terry Beachler bought Jim Fassino's, motorized "Spectra" glider. Rumor has it that Jim will replace this with the new "Siren" glider that incorporates aileron control. Jim let Roger Stegal fly his motorized glider, and Rog was in his element giving out a continuous stream of thermal reports. Roger has this ability to see thermals where no one else can see them. Of course, Roger sees a lot of things that no one else sees. We love ya Rog...hurry back from China!

Scale

I noticed that former Peorian (and former Peoria RC member), Al Kretz and his SBD-3 came in 23rd place at this year's "Top-Gun". This surprised me because Al was moving up...I think he got 8th place last year. When I checked out the particulars, however, I discovered why he came in so far back. His static score at 93.083 wasn't too bad, but he had a first flight score of 81.750...not good! The other four flights he zeroed. Sounds like he had some definite equipment problems. Wes talks to Al occasionally and maybe we can get the straight scoop!

Aerobatics

I will be posting all of the 2005 IMAC sequences on the frequency board. If you think you're good, try flying the "Basic" pattern.

Electrics

Jim Fassino astounded the flying field crowd with a few flights of his electric powered "Demoiselle". For those who want really slow flight this is the airplane. This is our cover page photo of the month. At the other end of the spectrum is Jim's F16...a real "rocket ship"...that is, until Jim tried an Air Force Thunderbirds inverted take off and schmucked it into the alfalfa. Also saw Mike Lusher at the field flying his foamie electric. Mike was doing real good until he performed the difficult "dorkasaurus" maneuver. A little glue on the engine mount should correct the problem.

Training

For trainers, diagnosing flying mistakes is always a challenge. It helps to identify a reoccurring problem by giving it a name. A condition that many students seem to exhibit is now called the "**Beachler Drift**".

First noticed while training Terry Beachler several years ago, the "**Beachler Drift**" occurs on the downwind leg of a circular flight pattern.

For some reasons new students have a problem flying parallel to the field and inevitably start drifting east toward the subdivision. This is a bad thing for a couple of reasons.

1. Flying near or over the subdivision is not allowed.
2. The airplane becomes extremely hard to see when flown at that distance and crashes will occur as a result.

So, work on maintaining your parallel flight lines.

Also, flying over your head is a bad thing. Although there is no official name for this condition ...yet...the reasons for keeping the airplane in front of you are as follows:

1. Flying directly overhead or behind the pilots line is not allowed.
2. Tracking the plane overhead causes the pilot to loose orientation and serious crashes can result. Why serious? If it is overhead, it is too close to the flight line, spectators and parking lot.

Always try to maintain a 100 foot "dead zone" in front of you and don't let the airplane get any closer unless you are landing or taking off.

Also, don't forget to throttle down. Proper throttle management is as important to a successful flight as the rest of the maneuvers. It also increases your reaction time, lowers the noise level and avoids crashes.

2005 International Aeromodeling Center Site Schedule



July 2005

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4 •R/C Scale Aerobatics Processing	5 •R/C Scale Aerobatics	6 •R/C Scale Aerobatics	7 •R/C Scale Aerobatics	8 •R/C Heli Processing •R/C Scale Aerobatics	9 •R/C Helicopter
10 •Control Line •R/C Helicopter •R/C Pylon Processing	11 •Control Line •R/C Helicopter •R/C Pylon	12 •Control Line •R/C Helicopter •R/C Pylon	13 •Control Line •R/C Combat •R/C Pylon	14 •Control Line •R/C Combat •R/C Pylon	15 •Control Line •R/C Combat •R/C Pylon	16 •Control Line •R/C Combat
17 •R/C Pattern Proc.	18 •R/C Pattern	19 •R/C Pattern	20 •R/C Pattern	21 •R/C Pattern	22 •R/C Sailplane	23 •R/C Sailplane
24 •R/C Sailplane	25 •R/C Sailplane	26 •R/C Sailplane	27 •R/C Sailplane	28 •R/C Sailplane	29 •R/C Sailplane	30 •R/C Electric •R/C Fun Fly
31 •R/C Electric •R/C Fun Fly						

For questions regarding this calendar, contact: [Lonnie Estep](#).