

# PEORIA RC MODELERS OFFICIAL NEWSLETTER July 2005



AMA Club No. 313  
Field GPS W89 30.608 N40 55.128 Elev. 531  
[www.peoriarcmodelers.com](http://www.peoriarcmodelers.com)

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## Central Illinois Finest RC Flight Training Program

Learn to fly RC at the Peoria RC Modeler's 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.

Robert Draper	Fixed wing electrics and sport flying.	(309) 692-7404
Wes Miller	Fixed wing scale and sport flying.	(309) 274-3919
Dave Olson	Fixed wing electric and sport flying.	(309) 688-6204
Bob Wilson	Fixed wing aerobatic flying.	(309) 243-7225

Peoria RC Modelers  
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## Upcoming Events

- Next Club Meeting: Tuesday, July 5, 6:00 at the flying field.
- “Liars and Flyers” Breakfast: 7:00 every Saturday morning at “The Back 40”.
- EAA Air Venture 2005, Oshkosh Wisc. See P38 “Glacier Girl” this year.
- 2005 AMA NATS: Remember that the “NATS” starts July 5<sup>th</sup> with R/C Scale Aerobatics and continues through August.

## Meeting and Official Club Doings

Cover Photo: 1999 Stearman Fly In, Bob Wilson.

The June meeting was held at the field and, as usual, it was windy. Club President **Wes Miller** called the meeting to order.

Although a count wasn't taken, this was a well attended meeting.

Secretary/Treasurer responsibilities and funds were transferred to **Jim Fassino**. Also, **Chris Haley** agreed to accept the “Field Safety Officer” responsibilities. **Bob Wilson** will work with Chris to bring him up to speed on these duties. These are very important club positions and our thanks to both members for stepping up.

The main topic of discussion was sound (noise) control. A few club members have airplanes that are pushing the envelope on loudness. The concern here, is keeping down the sound disturbance at the subdivision just to the east of the field (beyond the tree line). Noise, or sound that is disturbing, is an arbitrary entity. What's disturbing to some may not bother others. The only way to adequately control our noise output is to test each aircraft and put values and limits on the noise levels. The club originally put together a set of rules governing these measurements. The airplane should be evaluated on a hard surface for its dB output nine feet from (and in line) with the muffler. To comply, an engine run at full throttle should not exceed 98dB. **Ron Scott** agreed to calibrate our sound meter and with **Chris Haley** will put together a program so that members can test their airplane(s) for sound output. **Wes Miller** and **Bob Wilson** will provide forms and all testing must have at least one witness sign the test form. It was determined that any airplane that does not meet the sound requirement will not be allowed to fly until it is corrected.

**Bob Wilson** discussed flying techniques that will further control sound output from our field. This included flying closer to the flight line, throttling down on the downwind segment (which is closest to the tree line) and limiting high altitude, high throttle settings.

After the sound discussion, **Wes Miller** adjourned the meeting.

## Topics of Discussion

I've been listening to what members have to say at the field, and what follows are some possible topics of discussion at the July meeting.

- No smoking past the visitor's fence.
- Prolonged engine run up adjustments or breaking-in should be done away from the pilot's area.
- Leaving garbage in the pavilion area (coke cans, bottles, paper, etc.).
- All members need to take the “Solo Pilot” Exam.
- New clips for the frequency board.
- Gravel for the new turn around area.
- Non-member (AMA) flight instruction.
- Changing lock combination.

# Editorial

Sound seems to be the topic of discussion this month. This is a tough one, because testing an airplane on the ground gives very little correlation as to how it will be perceived in the air. A good example of this is 2 cycle and 4 cycle engines output. In many cases a 4 stroke will actually test louder than a 2 cycle engine, but the lower frequency sound makes it less objectionable to the human ear. A few years ago there was a lot of objection to flying .049 powered airplanes at our field. Most .049's have no muffler and emit a very high frequency sound. It was perceived that these airplanes would be very objectionable to our neighbors to the east. But, walk to the end of the field and the sound is reduced noticeably. This was confirmed by later sound meter testing. High frequency sound dissipates more rapidly than low frequency. Our sound program was put together more than a decade ago and chose a program similar to what the AMA was using at the time for RC Aerobatics (AMA has no sound regulations for sport flying). Since that time there have been numerous studies within the various AMA special interest groups such as the International Miniature Aerobatics Club (IMAC). IMAC has taken the lead in these studies and its findings will undoubtedly influence future sound requirements. The May 2005, AMA National Newsletter has an article that presses the issue that sound measurements should be made at the point of concern. For example, the Washington DC RC club is limited to sound levels of 65 dBA when measured at the clubs property line. This obviously makes more sense. In fact, at DCRC, "Special exceptions will be granted for models that exceed the AMA limit but do not violate the...65 dBA limit". Something for us to think about!

No matter how measured, the pilot has a lot to do with sound presentation. Flying continuous, full throttle at high altitude is not necessary and will have a negative impact with the neighbors. IMAC competitors typically run at  $\frac{3}{4}$  throttle or less and only power up for specific maneuvers. If you have the need for continuous speed (such as pylon racing), do it at low altitudes so that the sound doesn't carry. In a circular flight pattern make a point of staying closer to the flight line on both upwind and downwind passes. The majority of maneuvers should be done on the upwind leg, which is closest to the pilot and furthest from the tree line. Learn turn-around maneuvers (Stall turn, Immelmann, Split-S,  $\frac{1}{2}$  Cuban Eight, Humpty Bumps, etc.) so that both upwind and downwind passes are on the same line. Warn other members when their flight paths begin to get too close to the tree line or when they are not exercising proper throttle control.

The club is really expanding this year. We've got a batch of new members and Dave Olson and myself are staying busy with the flight training responsibilities. All trainees are instructed up to the point where they can easily pass the "Solo Flyer" examination. A reminder, all club members must take this exam, whether you are a new member or not. Many members have not taken this test yet. If you can take off, fly around and land, you probably won't have any trouble passing it. There is also a small oral examination that goes along with the flight test and deals with safety and flying etiquette.

If you are the last to leave the field, make sure and check that the frequency board is closed, the red fire extinguisher cabinet is locked, the mower shed is locked and the bathroom doors are locked shut. Hang up the folding chairs and pick up any pop cans, paper, and other garbage that may be around. Every member must understand that they are responsible for removing their own garbage. We have been getting lax about this...I've been seeing drink cans and cups left for someone else to pick up (usually me).

## SIG Column (Special Interest Groups)

### Sport Flying

Jim Facino and Bob Wilson were doing “coordinated “touch & go’s” on June 22. This is a lot of fun for two pilots. With three pilots it’s a blast and with four it becomes a real challenge. Basically, pilot 1 does a “touch & go”, and pilot 2 tries to space his “touch & go” so the airplanes are always ½ circle away from each other. Obviously, with three pilots the circle length is reduced to 1/3 and with four pilots it’s ¼.

### Pylon Racing

Brian Hittle now has his 4-Star 40 ready to go. A major wing warp almost took out the airplane on its maiden flight, but a little heat gun action by Brian seems to have done the trick. We now have five pylon racers, Wilson, Hittle, Miller, Walwer and Stegal. Problem is, Stegal’s always in China and Miller is tied up re-modeling his house. That leaves three active flyers...let’s hope we can get some kind of program going before the season ends. Terry Beachler has a 4-Star kit...he wants to fly it by his 80<sup>th</sup> birthday.

### Soaring/Electrics

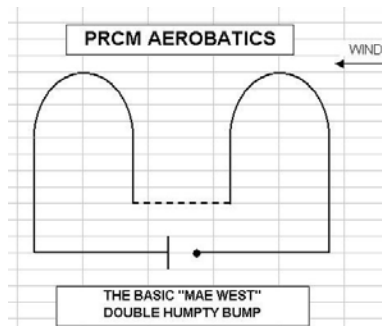
Jim Fassino is continuing to tear up the skies with his “electric rocket ship glider”. But wait! One of our new guys has a similar model with MORE POWER. As soon as Mike Seyfert completes his solo training he may become the new “glider king”.

### Scale

Scale has been slow this month. The club Scale Guru, Wes Miller, has been belabored with house remodeling. We anxiously await his return.

### Aerobatics

Here it is, the aerobic maneuver of the summer! I’ve decided to put together a few maneuvers or sequence of maneuvers for there are not that many moment, this will be a good familiar with “Aresti” you through it. You start at and level. Pull 90° to a inside loop to a vertical inverted level flight. center line. Push 90° to a inside loop to vertical



every flying season. Since aerobatic flyers at the start. For those of you not aerobatic drawings, I’ll walk the black dot, flying upright vertical upline and perform ½ downline. Push 90° to Continue across the field vertical upline. Perform ½ downline. Pull 90° to straight

and level flight. For those young enough not familiar with “Mae West”, she was a buxom stage and screen star during the war years and every GI had a pin-up of her. The life preserver worn by air-crew’s was called the “Mai West” because, once inflated, it resembled Mae’s chest. This is fun maneuver and interesting to watch...just remember...when flying inverted...push to go up!

### Training

A lot of activity with training. New members Mike Seyfert, Ron Scott and Kerry Head are coming along nicely. A radio glitch caused the loss of Dave Olson’s trainer but we should have the club trainer on line shortly. Jerry Orrison is making real improvement and had his first unassisted landing last week. It won’t be long now! Recent soloist, Chris Haley had a wing separate on his trainer and gained valuable knowledge by performing the exciting “Schmuckeroski” maneuver. Chris has replaced his recent loss with an Aerostar and likes it even better.

## **“THE KLONDIKE PASS” by Dave Olson** **(Not a western novel)**

There's a fine line between fact & fiction in RC lore. Rules or procedures are sometimes formally written, and sometimes developed out of a logical (or illogical) series of events. One of our fictional club rules – the Klondike rule – has become something like folklore.

Nobody flying an RC plane wants to have their concentration ruined by another plane buzzing around near them. On this account, we make rules that say you have to fly out front of the pilot line. Our club is formally lax in that respect, because the field rule says you must never fly 'behind' the pilot line. (I guess it's not a rule infraction if you buzz the pilot line, even though it should be.)

Some time ago, club members took it upon themselves to have a little fun with this, and demand ice cream bars from anyone who flew a plane over the shelter. The Klondike bar, a popular ice cream treat, became the term we use, and now you hear it often. Even people who barely violate the pilot line at altitude are now admonished with “KLONDIKE!” catcalls. I don't know as we've ever actually bullied anyone into treating us to ice cream, but if you make a Klondike pass, you can expect to hear that term shouted.

Now, lest I be accused of making fun of this practice, let me clarify. When we started shouting out “Klondike!” and demanding ice cream, we were seeing long-term club members flying with abandon behind the shelter. Yes, BEHIND the shelter. We don't see much of that, any more.

There were other things being done, then, with some disregard for safety. I'm not sure why we chose to pick on that particular practice. We could have picked on people taxiing their planes into the pits, or people who were starting their engines on the shelter side of the pit road. Instead, we chose to pick on the unfortunates who managed to get their plane behind them. So, if you see someone flying their plane over the shelter, feel free to hollar “KLONDIKE!!!” Everyone will know what you mean.

I mention all this because I'm looking for a clever way to get people to clear the areas to the sides of their propellers, when revving them to full throttle. With the larger engines (and props) it becomes more important that no one be alongside, or right in front of, that full-throttle engine. If the prop comes off, or breaks, or something falls into the prop, the path to the left and right and out front needs to be clear of people.

All you have to do is ask people to clear the path in line with the prop. They'll move. Or, you can move your plane out to the pilot line and find a direction to turn it, so the line of the prop is clear. I'd like to emphasize this a bit, because lately I've seen some of our senior members forgetting to do so. Wish I could think of something as clever as our Klondike rule!

*[Editor's note: I hate it when Dave calls me a “senior member”...what's next...“elderly member”? But, he's right about the prop line. When setting up in the pits it might be a good idea to stagger the line somewhat so no one is in direct line with a prop.]*