

PEORIA RC MODELERS OFFICIAL NEWSLETTER

October 2005



AMA Club No. 313
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www.peoriarcmodelers.com

Club Officers

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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
11115 Evans Mill Rd
Princeville, IL 61559



Upcoming Events

- Next Club Meeting: Tuesday, November 1, 7:00 at the Navy/Marine club in Peoria Hts. **Note: We need a majority of members to elect the 2006 officers at this meeting...please attend.**
- “Liars and Flyers” Breakfast: 7:00 every Saturday morning at “The Back 40”.
- Freeport R/C Modelers 12th annual swap meet. Cedarville, Illinois Community center, 4 blks west of Hwy 26 on Washington St. 12/4/05, 9am – 1pm.
- *Stand by on a January date for the club banquet!*

Meeting and Official Club Doings

Cover Photo: Wes Miller's B24 "in the bones" being evaluated by Kerry Delvecchio, and Don Stegman.

President Wes Miller conducted the meeting. Jim Fassino gave the treasurers report.

The nomination/election of new officers could not be conducted because of insufficient attendance.

To date, the following members have volunteered for 2006 officer positions:

President, Terry Beachler

VP, Bob Wilson

Sec/Treas, Jim Fassino

Editor, Michael Seyfert

Safety Officer/Webmaster, Chris Haley

If there is adequate membership, we will probably nominate and elect the 2006 officers at the November meeting.

Also discussed was the rewriting of the constitution and by-laws. Bob Wilson agreed to put together a prototype for review at the November meeting.

Show and Tell

Wes Miller showed his B24 and talked about some of the construction challenges.

FOR SALE

Contact Bob Wilson at 243-7225 for the following:

Goldberg Staudacher, built for 61-91 2 stroke or 91-120 4 stroke (not a beginner's airplane). \$100.00

Hog Biplane, OS 91 4s engine. W/ engine: \$300. W/o engine: \$200.

Goldberg Extra ready to fly w/ servos, battery, engine OS 120 4 stroke, minus receiver: \$400. W/o engine: \$300. W/o engine, battery, servos: \$200.

Aeromaster Biplane, OS 61 FSR 2 stroke. W/engine: \$280. W/o engine: \$180.

Contact Jim Fassino at 243-8590 for the following:

Funtana 90 \$145.00

Contact Roger Stegall (Rstegall@LRNelson.com) for the following:

New -- Never flown P47 58" WS, with mechanical retracts - OS 91FS motor - completely revamped by OS - not started since reworked, spinner, realistic pilot, remote fuel filler, switch harness, All servos included with extensions -- add battery and receiver and it is ready to fly. A great looking plane for \$275

From the Safety Officer

1) I would like to remind people that when subjecting a model aircraft to full throttle operation on the ground that the aircraft be restrained on a flight table, a ground restraint, an assistant or the pilot behind the plane. If the pilot is doing this alone do not lean over the prop, stay behind the radial plane of the spinning prop. Use extreme care when setting mixture screws that are close to the prop. I have seen many people with bandaged fingers this year. Luckily everyone to my knowledge has not been seriously hurt. None the less it can still ruin a good day of flying and hurt ones pride a little.

2) One must make sure that no other individual is in the axial plane of the spinning prop. If needed just ask someone to move for a moment while making your adjustments.

3) I have also noticed that people are walking right into the axial plane of someone tuning an engine. Please use common sense when moving about the pit area.

4) If running an engine for an extended period of time, this should be done at the farthest end of the pit area. I believe that the south end would be the best as it not near the entrance road.

The following are some interesting facts about rotating props:

At 12,500 RPM the tip of a:

10 inch prop is traveling at 32750 feet per minute, 546 feet per second or 372 MPH

11 inch prop is traveling at 36000 feet per minute, 600 feet per second or 409 MPH

12 inch prop is traveling at 39250 feet per minute, 654 feet per second or 446 MPH

13 inch prop is traveling at 42542 feet per minute, 709 feet per second or 483 MPH

14 inch prop is traveling at 45815 feet per minute, 764 feet per second or 520 MPH

We are getting some younger family members in the club and we need to set the example for these younger members. It is also our responsibility to educate new members on all aspects of the hobby which includes safety. If you see a safety issue, use a **positive** way to express the issue to the member.

Remember this is a hobby and should be fun. If we all use common sense and be aware of the dangers of the hobby we can maintain a safe place for our members and guests.

Chris Haley

The Flyboy Advisor

By Dave Olson

The No-Name Plane

A few years ago, Dale Pope gave me a GLH, and I had a blast while flying it. It was a little swept-wing 1/2A plane, very fast, very agile, and very yellow. I eventually crashed it, and there wasn't enough left to fix. Bob Wilson had a no-name 1/2A plane, and gave it to me to replace the GLH, but I never got it put together. The replacement has been in my attic all this time, awaiting refit with servos and an engine.

Recently I picked it up and put it together, using the engine from the GLH, a radio and receiver from a Lazy Bee ARF I bought, a couple new servos and battery, and a tank I had laying around. Today, at the field, I waited for Bob to arrive, and after he had unpacked his Four-Star I asked him if he would perform the maiden flight on a plane for me. He got a laugh from it when I pulled that plane out of my truck.

We fiddled with the engine and got it running, tuned it a bit, and I flung it into the air. Bob trimmed it out and made the deadstick landing when the tank ran out. Now, this may sound odd to you, if you never flew an old .049, but the story is that they have no throttle control. The engine runs wide-open, until it runs out of fuel. This particular plane has only elevator and aileron control. Flying it was old hat for Bob, and he got a kick out of it. I had a real blast watching him!

My turn was next. After tuning and re-tuning, it was refilled and ready to run, and I started it and picked up the transmitter, while Bob handlaunched it. The plane seemed quite stable, and quite fast. I did a few rolls and a loop, and got through a low pass before the engine started cutting out. The deadstick landing was a non-event, and it went into the back of my truck, to await its next outing. I may have to give it back to Bob, he seemed to be right at home with the plane. He can't remember the name of the plane, but one of our other members says he has one in a kit and will check the name on the box.

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The Flyboy Advisor

by Dave Olson (con't)

Anybody interested in ½A planes? If you think it might be neat to fly with two channels, and burn a thimble full of 30% per flight, we could have some races, or at least make some noise together. Norvel engines have kind of increased the fun in this class of plane, might as well take advantage of them.

The Nicked Blade

A couple of members were looking over my Spectrum and noticed a nick in the backside of the prop blade. I said last month (in Email) that I would write about the incident that nicked that blade, so here goes.

This Spectrum is a discontinued Hobbico item. It's a .40 size pattern type plane, with a long tail moment and minimum dihedral. Mine has retracts and a .52 Magnum twostroke, and flies nicely. I finished assembling it early this year, and flew it a bit before I went on vacation in July. Upon my return, I was eager to get it in the air again, and took it to the field after work, the first day back from vacation.

I put the plane together and started it, and things went wrong in a hurry. The engine wouldn't rev up, so I reached in with my left hand to adjust the needle. I should have noticed the engine was running backwards, and I should have used my right hand, as usual. Since I was not cautious enough with my left hand, my left index finger made contact with the back of the prop blade. And, since the engine was running backward, the prop didn't push my finger away towards the tail. It dragged my finger forward, into the prop, slicing it with three consecutive blade strikes. The last blade strike caught against my knuckle, killed the engine and left the aforementioned nick in the sharp backside of the prop blade. Now, my finger is still stiff and sore, and will bear the scars of the blade strikes, but it works, the stitches are gone, and I'm adjusting needles again.

Don't do this. Don't reach for the needle before you check which way the prop blast is blowing – and if it's blowing forward, get the engine running the correct direction first! Then, keep all fingers away from the prop!

Hand – launching the transmitter

It was a year or so back that I got my 8-channel Tracker II transmitter. Polk's Hobbies sells this transmitter, and mine has served me well. I was setting up that Spectrum with it, and had the transmitter standing on a table next to the plane. Through carelessness, I managed to backhand the transmitter onto the basement floor, after which none of the channels would center or work properly.

Now, your transmitter should never be handled roughly. I recommend you not drop it, or let it be bumped around. Hand-launching it, or knocking it off a table is strictly forbidden. However, I did it, and there was no choice but to send it in.

About 3 weeks after I shipped it off to Polk's Hobbies, it came back good as new, with no charge – not even for shipping. I called them up and told them it works as good as new, and they neglected to send the bill. Then came the shocker : No Charge.

Huh? No charge? No... you don't understand, this wasn't a warranty deal. I knocked it off a table, to the concrete floor. The guy on the phone said No, the display wasn't cracked, and the case wasn't broken. No charge. I couldn't understand that, and told him so, and he just chuckled. Seems that's the way they've always done it, and it seems to go over well with the customers.

If my Tracker III (their new transmitter) hadn't already been on order, I'd have ordered one then.

Flightline Etiquette

Lately I noticed that people are announcing their intentions. This is great etiquette! I see people telling other flyers they are landing, or taking off, or making some maneuver. I see them announcing they're "On the field", to retrieve a stalled airplane. This can only lead to good things. Keep it up!