

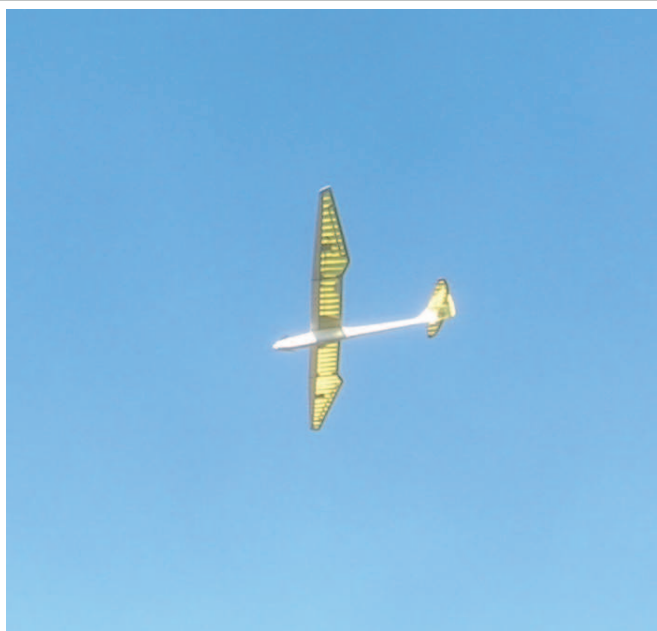
# Peoria R/C Modelers

## Newsletter

### January 2006

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

AMA club #313



Winter 'blues'? Thermals will come again.....

**Michael Seyfert's electric "Bird-of-Time". 10 feet of beautiful glider!**

**Tech spec's:** At 4 lbs, it can climb steady at a 70° angle. It will go to 1000+ feet for 10 times on one charge too! AXI gold 2820/12 powered with a 4200 mAh 3S2P Li-Po power pack. Power control is a Castle Creation's 45A ESC with Battery Eliminator Circuit (BEC) for the receiver power. A JR PCM radio provides the control link.

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

Bob Wilson 243-7225

Dave Olson 688-6204

Bob Draper 692-7404

## Club Officers

President & Asst. Editor

VP & Events

Sec/Treas

Safety Officer & Webmaster

Newsletter Editor

Terry Beachler

Bob Wilson

Jim Fassino

Chris Haley

Michael Seyfert

(309) 579-2209 [terryb@beachlers.com](mailto:terryb@beachlers.com)

(309) 243-7225 [wilson\\_robert\\_c@cat.com](mailto:wilson_robert_c@cat.com)

(309) 243-8590 [jfassino@midnatbank.com](mailto:jfassino@midnatbank.com)

(309) 357-0300 [c.haley@protech-lock.com](mailto:c.haley@protech-lock.com)

(309) 578-8991 [seyfert\\_michael\\_d@cat.com](mailto:seyfert_michael_d@cat.com)

## R/C Resources on the Web

Ron Marston of Marston Pteroworks [www.pteroworks.com](http://www.pteroworks.com) gave your new, and somewhat fearless, editor permission to share one of his unique electric-powered creations: Note it is available via PDF plans only, hardcopy plans only, and a short-kit of laser cut parts. Take your pick!



"It uses 2x Mega 15/25/3 brushless motors with Phoenix 25 controllers, spinning 6x4 props. Current batteries are 2x Polyquest 2600 mah 3S packs. It has plenty of power with this set up. I'm building a lighter version that should fly well on less power. " It has an 80" span, with "fully shear webbed D-tube design with carbon reinforced spruce spars. The leading edge is 1/8" plywood. Airfoil is a modified 10% Clark Y. The high aspect ratio gives it excellent glide capability. The two piece wing uses a 3/8" x 10" carbon wing joiner in a brass tube. The body uses carbon longerons that run from the base of the neck to the back of the tails." So if you are looking for a unique craft that flies silently like the real bird may have, have a look at it.

[www.srbatteries.com](http://www.srbatteries.com) has lots of technical information on batteries. One example:

"Volume R-8 of our R/C Techniques series covers unique tools that every modeler should own. If you want to learn about everything from how to make perfect cuts either free hand or with a straight edge, to how to deal with CA and epoxy fumes" <http://www.srbatteries.com/fyi/fyi1.htm>  
Consider bookmarking this site, the content changes monthly!

Jim Fassino shared one of his favorite websites: <http://www.rcgroups.com>. It has lots of great information – give it a try and let us know of anything useful to the members. One particular thread focused on a Fliton Extra 300, electric power. This is Jim's recent "pride and joy": <http://www.rcgroups.com/forums/showthread.php?t=295007>

If you have a favorite web site, let us know!

## Meet your new club member

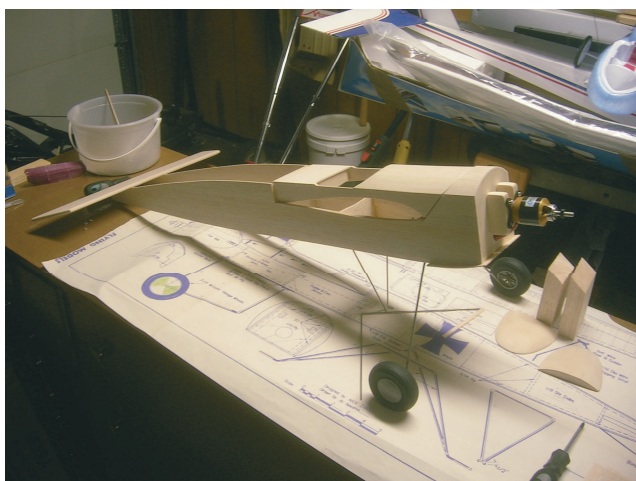
Featuring personal, in-depth information on new members in 2005. This month it is **Don Stedman**:

Don lives near Princeville and has 3 children. He works at Caterpillar. Formally he'd been a member from '80-'82, but he has now re-joined our clutch of avid flyers because he need a field for his glo-powered Hanger-9 P51 (PTS). He also has an electric AeroBird Extreme which make a great trainer he says. He's been flying for 3 years before acquiring his P51 last summer. He mostly likes to fly when it is "calm, sunny and warm" (so do we!). Don does enjoy some breadth to his life besides R/C (hard to believe, right Bob W?) – He is also a ham radio operator. While he currently flies on channel 32 he plans to fly on a ham band channel in '06. (looks like the frequency board needs to be updated J ).

## **New Projects**

This new column will feature new additions to our R/C family, or members' projects underway/completed.

Your humble editor shares status of his Eindecker E.III with a gold AXI 2820/12 powerplant shown. Bob Wilson donated the plans to me and it caught the eye of my daughter, who is now a formal club member as well. The plans were not up to modern standards, and some information was missing. Kerry Delvecchio has a Balsa USA Eindecker and sent his plans to me to "fill in the blanks". This is one great advantage of a club – everyone sharing their tools/skills/knowledge for everyone else's benefit. Now to the pictures:



Roger Stegall reports:

"This past weekend I outfitted my Bird Dog with a releasable tow-hook. I used a similar design to the one I drew for you and the release works very well. I happened to have an old Futaba FP- S11 linear servo (the controls move in a track forward and backward in a linear motion (not a rotary motion) and this was ideal for the linear movement I desired for the release mechanism. When we get nice weather, I will take the B.D. to the field with a sailplane and we can try our first aero-tows. I have fitted both my sailplanes with releasable tow hooks so the only thing keeping me grounded is time and warm weather." Roger, we'll look forward to pictures of the maiden flights.....

So, how about you? Do you have a winter project started? If so, we'd love to hear about it. Some ideas to get you started:

- a few pic's on Bob Wilson's Laser?
- Roger Stegall, what's the status on that 1/4-scale Giles?
- What was pulled down out of the attic and is being put together by Dave Olson?

## **Web Updates**

If you have any suggestions for a web update, please contact our new webmaster, Chris Haley.

## **For Sale**

Ercoupe kit by Jim Stafford. Alon A2 scale version for .35-.45 engine (glo – yuck!). 63" span, 4-channel, 5-6lbs. Lists for \$150. NIB: \$100. Michael Seyfert @ 578-8991. Pic's at:  
<http://www.jsmodels.com/aircoupe1.htm>

Send any "for sale" items (and pic's!) to the editor for next month.

## Wanted

This new column will feature assistance needed by club members. This can be tools, techniques, design, sourcing information, building assistance, plane selection, etc. If you have a need, let us all know and give us a chance to help!

- Michael Seyfert is looking for a "Dynaflight's Bird of Time" fuselage. Seems he has a pair of wings looking to roost.

## Safety

Chris Haley, our diligent Safety Officer, offers advice to prevent accidents to people and property, and to make your investment last longer:

Tips:

Q: What can you do when the engine starts up, but fails to shut off?

A: Block the exhaust with a paper towel roll.

Q: Having intermittent Rx operation or want to prevent one?

A: Check your remotely-actuated power on/off switch to ensure the knob is not bottoming-out on the fuselage **..before..** the switch is fully on. We've seen two of these situations this last summer resulting in intermittent Rx operation (fortunately both were on the ground and not in the air!). Prevention is 90% of the solution.

## Coming Events

7 AM "Liars and Flyers" **breakfast** @ "The Last Chance" Bar/Grill on Alta Road through January. It moves back to the "BACK 40" RESTAURANT near Edelstein for Saturday's in February. Breakfasts are every Saturday morning. Come and talk RC

**Club meeting WITH PIZZA:** Navy Marine Club in Peoria Heights on Tuesday, Feb. 7<sup>th</sup> @ 7PM. **Voting on new By-laws!**

## What does the club need?

Your editor is soliciting ideas to improve our club. This can be related to the grounds, the facilities, equipment, even general people-related comments (no names please), etc. This is not to have a gripe session, but to share ideas which will improve the club, make flying more fun, and grow the club. It is hoped that by sharing the 'need', someone will volunteer to take on the 'solution'. I'm trying to match 'needs' to those with 'capability'. To start this moving, I'll share:

\*\* I like Chris Haley's two aircraft 'prep' stands. On busy nights we are short some, and some members have trouble bending to the ground. Can someone make a few more?

\*\* The frequency board has broken clips and unlabeled pins. Some people may develop an unsafe habit avoiding the trouble. Can someone fix the board?

\*\* A new sign by the highway with more airplanes/gliders/electric symbols. Maybe a bit bigger, like 4 x 8 feet.....

\*\* "What the club needs is --- a more organized communication to advise people who will be flying and when. I like flying but I enjoy flying more when there are other people there. I would like to see an organized E-mail list where you could provide information to about 20-30 people by completing just a few entries and hitting the SEND button. The E-mail might say something like:

From Roger Stegall

I will be at the field today about 3:30 PM with my Goldburg Extra 300S, and \_\_\_\_\_ come and join in the fun."

Can someone create a common eMail we can all use for this?

\*\* I'd like to see more pictures of club member's planes in the newsletter. Can someone lend their camera to those who can snap a few shots now and then?

What are **your** ideas? Where can **you** help?



## Electric Flight in the News!

The electric folks in the club are on the cutting edge of technology. Using the same motors, folding prop's, batteries, and a glider form factor, perpetual flight has been proven! See the link below for details about this fabulous electric glider. How is Roger Stegall going to top that? 丷



Powered by solar cells, Alan Cocconi's SoLong remained aloft for two days. Some engineers are hopeful that aircraft like SoLong could be used as "radio towers in the sky."

(SoLong incorporates 76 solar cells, each measuring about 125x125 mm, across its 5-m wingspan.)

<http://www.designnews.com/article/CA6257044.html?text=perpetual+flight>

## *Don't Miss E-Fest.*

We just got the word about this great event and thought you might want to know about it. Great Planes Model Manufacturing is hosting "E-Fest" -- an **indoor electric-flying festival** where participating pilots stretch their skills to the limit...and spectators shake off the winter doldrums by watching edge-of-your-seat **indoor aerobatics**.

E-Fest will be held at the University of Illinois Armory Track & Field Facility in **Champaign, Illinois**. With its 100-foot ceiling and vast open space, the Armory offers an ideal stage for hot R/C flying during cold winter days.

Both days of E-Fest allow several hours for **open flying**. Other times are reserved for slow flyers, jets, helis, 3-D, combat, and sponsored demos. Saturday's fun concludes with an Invitational E-Style (freestyle) contest for cash prizes, followed immediately by "Black-Out Nite Flying" when the Armory fills with music and flying LEDs.

For complete information about E-Fest -- admission and registration details, schedules, lodging, maps and more -- visit the festival web site at **www.gpe-fest.com**. **Feb 11 and 12th at the U of I.**

## Humor

A little tickler or two to take off the winter's edge:

- If you can't be kind, at least have the decency to be vague.
- Always read stuff that will make you look good if you die in the middle of it.
- If you lend someone \$20 and never see them again, it was probably worth it.
- Never buy a car you cannot push.
- Accept that some days you are the pigeon, and some days you are the statue.
- Drive carefully. It's not only cars that can be recalled by their maker.

Source: a newsletter on stress management – specific source lost.

## Editorial

I hope you like the new format for our club newsletter. Planned improvements include: a longer newsletter, more varied content, more pictures, and resource listings. I feel a good newsletter is really a good compilation of all of your great input. So, if you keep the input coming, the newsletters can all be like this, and even better! If you have further suggestions/input, see the first page for my contact information.

They say, "A bad day to fly is a good day to build." Well, when it hit 57 degrees on Jan.7<sup>th</sup>, it was a day to **fly**! My son, Jonathan and I went flying his Soarstar without the normal insulated transmitter required of this season. Come to think of it, he didn't have any insulation on either:



We also broke in the New Year with a New Year's Eve "Numb Thumb's" flying day. One advantage of electric propulsion is I usually can get the engine kicked over in the cold by the 3rd attempt. A second advantage, using multiple electric flight packs, is the ability to put the used, but hot, pack in your gloves to ward off the cold! Try to do these with your glo engine J

Happy Flying!

Michael Seyfert - Editor

## Peoria R/C Modelers

### Meeting Minutes

January 3, 2006

Terry Beachler, President, called the meeting to order at 7:05 PM. Members present: Terry Beachler, Kerry Delvecchio, Jim Fassino, George Knight, Bob Smith, Bob Wilson, Wally Walwer, Roger Stegall, Roger Downing, Michael Seyfert, Don Stedman and Craig Hittle.

The minutes of the December 6, 2005 meeting were approved.

Secretary-Treasurer Fassino presented the Treasurer's report for December 2005. After discussion, the report was approved.

President Beachler discussed the land lease which was renewed for 2006 at a cost of \$1,500. At the lease signing it was noted that homes are getting closer to our flying site. The site is likely becoming more attractive for future development.

Members were reminded of the Annual Banquet scheduled for January 21, 2006 at Leonardo's at the Shoppe's of Grand Prairie, beginning at 6:30 p.m. There will be two door prizes a \$25 and a \$10 reduction in dues for two members attending the banquet. President Beachler asked for volunteers to make calls to members to assist with planning for the banquet.

Indoor flying continues at the Pekin Dragon Dome on Tuesday nights. Updated information is available from Jim Byer, rcjim@insightbb.com, Precision Hobbies. Members are encouraged to get on his email list for updates on Dome flying times, dates and last minute changes.

President Beachler reviewed the results of the survey the committee drafted. A copy of the survey was distributed. About 1/3 of the members have responded so far.

The bylaws committee appointed at the December meeting presented a draft of the recommended bylaws. President Beachler reviewed the major changes to the bylaws and discussed the reasons for the proposed changes. The proposed bylaws will be available on the Club website. They will be presented for approval at the February 7th club meeting.

The current bylaws require 50% of the members be present to consider a change to the bylaws and 2/3<sup>rd</sup> of the members approve the amendments. President Beachler encouraged all members to attend the February meeting so we can act on the bylaws.

A motion was made to have the Club provide pizza at the February meeting as a way to help encourage attendance, the motion carried.

There being no further business the meeting adjourned at 7:55 p.m. Show and tell and a video followed the meeting.

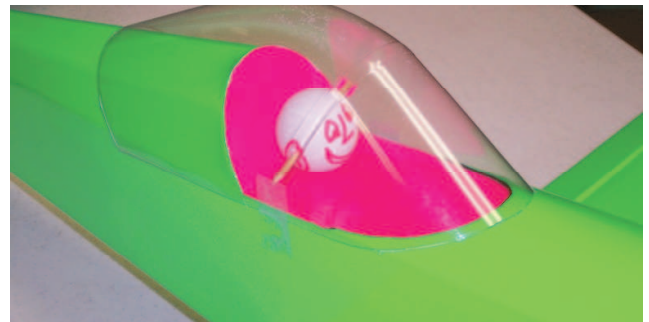
Respectfully Submitted

James C. Fassino, Secretary-Treasurer

### **Club Meeting Show-n-tell:**



Jim Fassino's Precision Heli Micron helicopter. It weighs less than 2 ounces A.U.W. and flies with a four channel radio and gyro. It is the smallest production heli. "It's Maiden flight was great. Small heli but big smile." (I'll have to see it fly to believe it.)



(Top photo) Attached are photos of Terry Beachler's scratch-built Four Star 40. "It's made for our Four Star racing program. UltraCote Neon Green was used with Power Pink UltraCote trim. Power Pink not to be confused with the colors fuschia, pink, or hot pink. I built this model to satisfy my need to be a career air racer and to stop the needling and pressure from Bobby Wilson." (Bottom photo) "The pilot figure, as required by the rules, is a ping pong ball with carefully applied artwork. To minimize weight, the pilot is not equipped with hair. A stray 1:16 scale arrow has pierced the canopy and lodged in the pilots head. As yet, his flying is unaffected. Rumor has it that the arrow came from a neighbor not in love with R/C airplanes."

The next picture shows Kerry Delvecchio showing his new "Edge 540". He pointed out the counter-balanced rudder and



ailerons. The use of a Tower 75 2 stroke in this plane is expected to allow great vertical



It is built from a D&L Designs kit. It took about 3 months to build at a leisurely pace. Tech spec's: 60" span / 7 pounds. It's a standard 4 channel / 5 servo setup, but he chose to use a second aileron channel instead of a Y harness. Just cause he can (something new to try on his Futaba 9CAP Super). He did a 'build along' on RC universe. Can't wait to see this baby move come spring!

---

### **From the President:**

Hi Flyers

As I look outside it appears that our club can advertise year round outdoor flying. ☺ However, it is still the winter building season and the only thing that likes to start on some days is an electric. There was considerable comment on our club survey that we have more show and tell in the area of building skills. For the February meeting Wes Miller, Bob Wilson and myself will do a session on hinging of control surfaces. Each will have a different twist on what can be a problem for some builders. Wes will also discuss scale hinges. This should be an informative meeting. We will also vote on the proposed changes to the Bylaws. The Bylaws will be sent with the January newsletter and they may downloaded from our club web site. The banquet will be

history by the time you receive the newsletter. I hope you were able to make it. Newsletters by email saves the editor considerable time and our club some money. Over the next month or so the newsletter will be delivered via email. Snail mail will still be available by request. Members recently requesting snail mail will remain unchanged unless we hear otherwise. Email, call, or mention it at a meeting if you would like a mailed copy. The Four Star 40 is finished just in time for the 2005 racing season. To stop the ongoing ridicule and abuse, it's time to start in once again on the Piper Pawnee. It may have a chance at flying this season.

Also remember that the club will furnish **pizza at the February 7 meeting**. A special reward will go to the first person who invents a radio controlled flying pizza. See you at the meeting. Happy building and flying.

Terry Beachler

---

### **\$\$\$ MONEY \$\$\$**

We all like to save it, and as R/C modelers we want to spend it, while still maximizing our purchases. One way to do this is to buy through some discount, like Tower Hobbies. One local hobby shop offers competitive pricing:

Rick, at Central R/C Hobbies, makes this fine offer to club members:

For big ticket items, like engines and planes, Rick will match or beat Tower Hobbies prices. In addition, he offers a full 10% off of **any** purchase, in-stock or ordered. If you order, he can get most items in 1 or 2 days. You will not have to pay any S&H on orders, and you save the tax on the discount! It's best to show your membership card during check out to get this great pricing. (Where are those membership cards again?)

(Don't go raising Cain by sharing this with other hobby shops. As for me: I delete this section when I send this letter to other hobby shops. If you have a favorite shop that is willing to share their club benefit with us, let us know. – Ed).



## **China Model Exposition**

**By Roger Stegall**

I had the good fortune (not a fortune cookie) to attend the 5th annual China Model Exposition show in Beijing. There were probably about 300 exhibitors who had small booths set up to sell their wares to distributors and other commercial outlets who could afford to purchase entire trailer loads (containers) of hobby products. It only took a few steps down the first isles to realize the future of the RC hobby in China. Can you say HELICOPTERS? There are probably only a handful of places in this country where there is enough room to land a quarter-scale plane without ending up in a rice paddy or some vegetable garden. The thought of keeping a large strip of land out of food production so over-grown kids can meet to play with toys is only slightly more decedent to Chinese thinking than purchasing a BMW to crack walnut shells in the driveway. Helicopters are suitable to fly out of virtually any location that is not marked as a bus stop or place to park bicycles.

A second emerging trend for the China domestic market is ---electrics. I saw electric remote control applications for just about everything. All of the big names were there (JR, Futaba, Kosho, etc). All of the transmitters were set up backwards – with the throttle and rudder on the right stick – guess that makes sense with China being on the opposite side of the world and not so much as a box of Coco-Puffs to be found in local markets.

There were an abundant number of indoor flying demonstrations at various boots with very young and pretty girls “manning” the controls – make that “womaning” the controls of backward transmitters. These gals were so good that I thought of signing up for personal instructions. Electric helicopters and electric “foamies” were flown at eight different locations (usually on 72

Mhz). I did notice several manufacturers of gas motors with electronic ignitions. One outlet was offering 110 cc electronic ignition twins at 6 pounds and \$600. They also had a 48 cc twin at \$300. These guys would sell less than a trailer load of motors but the minimum order was \$3,000 and just before I arrived at their booth I had spent the largest part of my savings on three egg-rolls. Of particular interest to me was another manufacturer of motors who would sell me a minimum of six 45 cc motors. These motors also had electronic ignition and were very light with the included Pitts-style muffler. The cost of this single-cylinder motor was \$245 with a side-mount velocity stack. These motors include a single bolt prop hub and a 4-bolt pattern rear mount. If any of our members would like to get in on a great deal – contact: Rstegall@Irnelson.com.

Many manufacturers were offering 1/4-scale ARF planes for about \$120 and U-Can Do 60-size 3-D planes for \$70. The typical Great Planes .46 size Extra ARF was usually selling for about \$45. I saw a good selection of YAKs and Sukhois at 84” for less than \$200. Only a few sailplanes were available – usually with electric motors. Most shrink films used on the ARFs at the show were from HongKong. I asked several suppliers why their films were from HongKong and the replay was almost always the same – “Chinese covering is very poor.”

OK – that’s it from this side of the world. FYI – I did figure out a way to fly the backwards transmitters over here but it involved crossing my arms before I grasp the transmitter. Talk about getting some strange stares from the young ladies doing the flying – but then again – it may have been my natural charm and boyish good lucks that got their attention – or not!

---

## **The Flyboy Advisor**

**by Dave Olson**

Please extend a welcome to our new Editor, Michael Seyfert. Let him know you're reading the newsletter and tell him how you like the features. Perhaps you'll even find a topic you can write about, and submit an article to him!

Fun with RC planes comes in many forms, and I enjoy several of them. A few years ago I began flying electric powered planes in the winter, and found myself in a distinct minority. There were few people enjoying electrics, and there was very little local support for electric flyers. That has all changed, and electrics now even enjoy power similar to some of the more aerobatic planes.

The increase in power for electric power planes can be attributed to two key developments – the more efficient brushless motor, and the very lightweight batteries now available. As these combinations became more popular, the prices dropped, and now a suitable power system for medium size planes is not prohibitively expensive.

Oddly enough, now that these brushless motors and LiPo batteries are available, I have been slow to jump on the bandwagon. A number of other club members have several Brushless/LiPo powered RC planes. I have yet to buy (as I write this, January 8th) a LiPo battery, and only one new plane with a brushless motor (as yet unflown.) The reason for this is that my slow electric planes fly just fine, and my real interest is in military and aerobatic planes with spark ignited gasoline engines. I'm sure there will be a number of brushless LiPo powered planes in my future, but there's no rush.

This summer, I still plan to be available for instruction on Mondays & Wednesdays. I'm

hoping to have more time to work with my spark ignited planes, other days. Who knows, maybe the odd day will find me bringing an electric to the field, too. I enjoy flying all of them, and there's plenty of fun to be had with scale, sport, or aerobatic planes, regardless of how they're powered.

Flying with a spotter has become another of my ordinary practices. When there's no one else in the air, I'll fly alone, but when the field is crowded I like to ask for a little help from a spotter. Sometimes the person will ask what a spotter is supposed to do, and it might be good to spell that out, here.

Flying alone, I might be bringing a plane in from the north, while someone's on the south end of the field with a stalled plane, or making an emergency landing. I wouldn't be looking to the south, I'd be watching my plane on the north. Anything on the south end of the field would be a surprise. That's where the spotter comes in! The spotter can tell me if an errant plane is headed my way, or if there's a pilot walking onto the field, or if a full-scale Cessna is headed for the runway.

Any of those things, and a few dozen more, would make it worthwhile for me to have a spotter there to function as the eyes in the back of my head. I'll continue to ask for that kind of help, from time to time, and you might consider it yourself when the sky's a little busier than usual. Or so it seems, to the Flyboy Advisor.

---