

Peoria R/C Modelers

Newsletter

February 2006

Ultimate biplane by John Scott

(Love that historic Christian symbology on the tail, John!)



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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

www.peoriarcmodelers.com

AMA club #313

R/C Resources on the Web

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

We all need batteries. One member wanted me to share www.cheapbatterypacks.com For custom packs to your particular design; how to separate cells; materials to make your own packs, and more.

Remember Jim Fassino's Micron heli we showed last month? Here's a video of it flying at:

http://www.smallrc.com/forum/vb_juk...=main&mysong=90.

<http://www.smallrc.com/forum/index.php> this will take you to the main page and you can select video. A screen shot is below.

<http://www.rcgroups.com/forums/showthread.php?t=398953&pp=100> for a thread about Micron.

<http://www.aerodromerc.com>

tele: 831-393-0991

Three items of note there:

1. Continental 7 Cylinder Dummy Engine Kit
2. Lycoming 9 Cylinder Dummy Engine Kit. 1/8 scale. Good for PT Military Trainer. More than 180 laser cut parts. Both are designed to fit over electric engines!
3. Electric powered Vintage and WWI airplane kits:

Here's two Aerodrome planes:

A Pfalz E1 (48" span) (top).

The Fokker Dr.1 triplane (35" span) (bottom) is by Jason Haslam. Tech spec's: 'Himax brushless 10 amp motor with a 6.6:1 gear reduction to a 12x8 Hyperdrive prop. Thunderpower 1320mAh 3 cell LiPo battery. AUW is 21.4 oz. Covering is Solite streaked with paint.'

Edi Werner says of his DR.1: "Excellent and sturdy flyer, very nice handling characteristics, ROG even from short grass w.o. problems. Fully acrobatic of course." (Catch that Bob Wilson?).



About that cover shot

John Scott scratch-built that Ultimate Biplane from Procraft Models' plans. It is a 77" span/81" long. The wing area is 1848 sq.in. He covered it in Monokote. Some time back he had some cross training with Jim Allen, a well known monokote covering expert, and the results look like it. It weighs in ~23 lb range. To haul all that up, John put in a 70 cc twin Rotax for power. John personalized the plane with a special tail symbol and had it put it on vinyl. He says it is very durable. (Maybe this could be a future newsletter topic on how that is done?)

Electric Power

Your editor flies with AXI motors. So does Mike Lusher, and Jim Fassino for some of their models. Why? let's hear one reason from an independent source, and consider how advertisers tend to stretch their performance claims:

"We've been getting a lot of phone calls and email messages regarding the new brushless power systems for our kits. I will say that the testing we did on less expensive brushless motors were less than satisfying and we will be going with AXI motors in the systems. We've always found that the published numbers for AXI motors were just about dead on the money as far as what you could expect from their motors. The numbers for the less expensive motors we tried looked even better on paper, but when we did flight testing, the real world performance came no where near what was predicted by the numbers."

FYI E-newsletter of 12/15/05 is a publication of SR Batteries, Inc. (C) Copyright 2005

Shown at right are two of our club members flying Tuesdays at the Pekin Dome. Where it's always warm, calm, and (did I say) quiet! Terry Beachler is flying electric version of "tag you're it" with another plane (Top). George Knight is seen with his bird. Say, is that a wing tip light on the left, George? (Bottom).

Humor

After being copied on eMails exchanges between Roger Stegall and Michael Seyfert, who were discussing sailplanes, Bob Wilson couldn't hold it in any more:

"Having no idea what you glider weenies are talking about, I have to assume it's some kind of frail, long winged, wheel-less, thing that doesn't belch smoke, secrete oily residue and make lots of noise. Only the throbbing sounds of internal combustion engines can truly set you free!" J



Meet your new club member

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

Ron, and his wife Hollie, have three sons. They are now all married, and now they have 10 Grandchildren! They are doubly-blessed to have them all live close in central Illinois, not far from their home in Buda, IL. He is a member of Church of God, in Findlay. He works at Caterpillar as a license manager for patents and Caterpillar technology.

Ron credits Paul Cobb for bringing him into our fold. (Another good reason to personally meet with all field visitors and extend a personal welcome – MDS). His main reason for joining the club was to have “support in learning to fly RC planes”. He’s now been flying about 8 months on his Nexstar. When asked what type of flying he likes best, Ron says “I haven’t got far enough to know. Right now I like being able to make a loop around the airfield and land”. We all enjoy that landing part too, Ron! Ron likes to fly after work during the week; however, on weekends, Ron flies an Arrow or 172 with the Lacon flying club. One of Ron’s other hobbies is airplane history. He goes to Oshkosh every year, and frequently visits air museums. This picture below is at Oshkosh in front of Spaceship One.

Another hobby is bird watching. “I guess I must have some internal attraction to things that fly.” J

So, what do you like best about the club, Ron? “Friendly guys who are more than willing to help a ‘newbie’ like me. Also, I’m inspired by new members. It brings some new life to the party. I enjoy watching some of the old timers fly and interesting airplanes.”

What would be Ron’s favorite R/C birthday gift? A “carrying case for all my R/C junk”.

What is something most people do not know about you? “I’m scared of heights. If anyone can figure out why I can fly at 10,000 feet with no problem, but can’t stand near the edge of a 10 foot ledge, let me know.”

Welcome Ron!



Ron with Spaceship One at EAA in Oshkosh

Speaking of photo’s.....

Club Photo Contest Kicks-off!

Bob Wilson will be heading up a club photo contest. Photos have to be club, or aviation related, and must be taken by a club member, family member or friend. There will probably be two classes of judging: Best photo and Best gag photo. No enhancements will be allowed on the Best photo class. Some enhancement of gag photos is allowed (within reason). Examples: adding text, modifying background, adding characters, etc. Bob will reject any photos that are out-of-line. The winner(s) will be presented with a trophy at the 2006 banquet and maybe a small monetary pittance. We’ll see what Terry and Jim will spring for! Either give Bob your hard copy photo or email him a photo in jpg format to: wilson_robert_c@cat.com

For Sale



Sig's Somethin' Extra with a YS.45 and 4 channel Futaba radio on mode 2. The kit was modified with an enclosed nose and I added tail flying wires due to the YS motor. The plane flies great and really is a lot of fun. I am asking \$325 for the plane, but would probably take any serious offer. I can be contacted at daysarge@yahoo.com. Thanks, Terry Cooper

NEW GREAT PLANES G.B. - 68" WING - READY FOR RADIO INSTALLATION \$235.
G.B. - 56" WING - WEBRA 61 BLACK HEAD - JR RADIO - BATTERIES - SERVOS - READY TO FLY \$325.
CAP 232 - 65" WING - ALL NEW - TRANSMITTER - RECEIVER - BATTERIES-SERVOS - FOUR STROKE ENGINE \$475.
P51 MUSTANG - 88" WING - MOKI 2.10 - ROBERT RETRACTS - SLIDING CANOPY - ALL NEW \$1,500.
MIDWEST CAP 232 - 80" WING - MOKI 1.80 - SMOKE SYSTEM - TRANSMITTER - RECEIVER - READY TO FLY \$750.
HANGER 9-12 VOLT SUPER STARTER WITH HOBBICO BATTERY \$ 25.
Contact: Roger Downing in Chillicothe

Ercoupe kit by Jim Stafford Models for .35-.45 engine (glo - yuck!). 63" span, 4-channel, 5-6lbs. Lists for \$150.
NIB: \$95. Michael Seyfert @ 578-8991.

Editorial

I enjoy a good chat with hobby shop owners.

A while back I had a good discussion with Walt, owner of the HobbyTown at Grand Prairie mall, during a quiet evening. He was very frank with me. It seems he stopped recommending our club some time back if he sold a trainer. Recall, we required him to cover a fair chunk of the new member's membership. It seems when we went to \$100 a year, he lost all his profit, and we lost potential members. Further, he had one of those new P-51's PTS trainers hanging from the ceiling. I asked a bit about it. It seems he's sold over a dozen in the first month of sales alone. A dozen lost prospective members! That month alone! He was open to making a club recommendation, but the cost to him had to drop for a club membership discount. He'd be open to doing it for the P-51 trainer, as well as another one he had. After discussions with our club President, we are moving towards a new recommendation/membership form with NO cost to the retailer. It would be good to allow the discount for ..any.. RC plane as well. It seems to be a win-win situation. They get repeat business because their customers will have a better chance of flying without crashing (due to our excellent instructors!), and we get more members who share our love of flying.

Nothing like a good chat to work out little kinks, and to re-kindle relationships!

God Bless you and yours, and Happy Flying!

Michael Seyfert - Editor

PS: Thanks for all your good input this month. Keep it up!

Peoria R/C Modelers **Meeting Minutes**

February 7, 2006

President Terry Beachler called the meeting to order at 7:00 p.m. at the Navy Marine Club in Peoria Heights, Illinois. The minutes were approved unanimously. Treasurer Fassino presented the financial report and it was approved unanimously. Terry Beachler reported that the two names drawn at the January dinner at Leonardo's included a \$10 award to Mike Lusher and the \$25 grand prize going to Terry Beachler. President Beachler said that at the March meeting, a name would be drawn at random to award this \$25 dues credit.

President Beachler commented that he received favorable comments on the January newsletter prepared by Mike Seyfert. Terry also commented that the Tuesday evening flying, from 9 to 11, is still going on at the Dragon Dome in Pekin and also mentioned the up-coming E-Flite to be held at Champaign, Illinois on February 11th & 12th.

President Beachler asked members to think about programs for the March meeting and if they have suggestions they could provide him with that information.

President Beachler next asked for a motion from the floor to consider the by-laws, which had been presented at the January meeting and published in the newsletter. A motion by George Knight, seconded by Don Stedman to approve the new by-laws, was approved unanimously.

Jim Fassino asked if the membership would have any objections to considering a location like Leonardo's, at the Shoppes of the Grand Prairie, to hold our winter meetings. In preparing for this meeting, it was difficult for food to be brought in. There

was no objection to exploring other locations for flying club meetings.

President Beachler asked club members to make suggestions about flying events for the 2006 year. He commented that a breakfast had been mentioned by Roger Stegall. Terry said he would like to firm up our plans by the March meeting.

It was noted that the flying club breakfast has recently been meeting at LePepe's in Peoria located in North University street. President Beachler suggested members use the web page to find out where the breakfast will be held.

There being no further business the meeting adjourned at 7:32 p.m.

Club Meeting Show-n-tell



Piper Pawnee by Prez Terry Beachler.
“(I’m) actually making headway. Tech specs Whyte Wings kit, 90" span, 1.8 Saito power. Covering will be Stits fabric. It was purchased at Toledo in 2000. I would love to have it finished by Toledo 2006...we'll see.”

“Tomorrow should be the arrival day for the Yak 55 electric. Bobby will disavow any knowledge of me.”

(He'll convert eventually, Terry J)



The pizza went over well. The program was on "hinging" complete with actual demonstrations by Bob Wilson, Wes Miller, and Terry Beachler. Wes also added info on creating a scale gun turret. Lots of R/C talk. Hope you can come or come again!

From the President:

Hi Builders & Flyers,

Our February meeting went very well. Attendance was very good. The new bylaws were voted in. I started off the hinging class and left huge holes which Bob and Wes filled nicely. Wes continued the discussion with an update on the construction of his B-24 and specifically a great start on a scale gun turret. If you are missing any Rolex watch bands be sure to check with Wes first.

Flying at the meeting was Jim Fassino's sub-microscopic heli. My Pawnee airframe was present to demonstrate some progress has been made. My completed Four Star 40 was displayed just in time for the '05 racing season.

Roger Stegall and I attended the big Electric event in Champaign. The only flying member at the event was Jim Fassino, and his co-pilot Sally. It was a fun day. It's amazing what is happening with electrics. Every imaginable size, shape, and speed.

The AMA has pilot logbooks available. I'll bring one to the next meeting. They are similar to a full-scale pilot log, but are tailor-made for R/C. One should last a typical pilot at least a season, for me about 5 years. They are really handy for tracking progress. For those interested, they are around \$2.

We are working on a March meeting program. Watch the web site and email for a future meeting. I have discussed, but not finalized, a presentation by Roger Stegall on R/C sailplanes. There is a fair amount of sailplane interest within the club.

Michael's first newsletter was a dandy...nice work!

Your president was the lucky person who won the \$25 off 2006 dues at our banquet. After considerable abuse and many wild accusations, I have decided to donate the \$25 prize back to the club to be used as a drawing at the March meeting when dues are due. If you have paid, Jim will refund \$25. If not, you are in for just \$75 in 2006. Be sure to be there for the fun!

Terry Beachler

Safety

Can you fully answer the following safety rules from our club website?

1. After flight, can the airplane be taxied into the pits? Where can we taxi?
2. Where should engines be "test run" for prolonged periods?
3. When is flying allowed? Prohibited?

Answers can be found further below.

Coming Events

"Liars and Flyers" breakfast. All Saturday's! 7AM. See our website for location of the week.

Club meeting: Navy Marine Club in Peoria Heights on Tuesday, Mar 7th @ 7PM.

Safety (answers):

(My Thanks to Roger Stegall for suggesting this unique approach to safety)

- After flight, the airplane cannot be taxied into the pits. Shut down the airplane at the pilot blocks and roll or carry it to the pit area.
 - Engines “test run” for prolonged periods must go to either the peripheral north and south ends of the pit.
 - Flying is restricted Monday thru Saturday: No internal combustion engines before 9:00 am; Sunday: No internal combustion engines before 12:00 pm;
 - Let’s “hear it” for the electric’s J We can fly all the time!
-

What does the club need?

Any takers on any of the ideas from last month?

- New Highway Sign
- Adding more plane stands
- New clips on the frequency board
- EMail notification of who’s flying/when

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

E-Fest 2006

(by Roger Stegall)

Jim Fassino was our only local flyer to take advantage of registering for this strictly electric flying festival held Feb 11th-12th at the U of I. Jim registered in time to be one of the first 50 pilots, and received a free Great Planes Flat-Out foamy (\$39.99 value). Not a bad deal.

Terry Beachler and I arrived Saturday for the 2nd round of Sponsored Demo’s. Most big teams were there: Futaba, Hobby Lobby, JR, Electric-Fly, etc. Most impressive were the demo’s of helicopter flying. The really good guys would complete their entire flight routine not more than 5’ above the deck and include every conceivable kind of move that the more sophisticated 3D machines can do. There were numerous instances when the rotation of the rotor blades in knife-edge maneuvers were only inches above the floor. I did come to one conclusion about heli’s – most of the best pilots are too young to

drive a car. The Smack-Down contest top two winners were 16 and 10. Those youngsters put everybody else to shame. A seasoned full-scale pilot would require a 6-pack of barf bags to complete the same maneuvers.

Another event was a flying demolition derby where two heats of 15 competitors would launch together, then maneuver to knock other people out of the sky. The event prize was \$100 cash. Prior to the event the C.D. explained the rules – and I quote – “THERE ARE NO RULES!” It was positively mayhem at the beginning of each flight group because every pilot had the same agenda – to kill other planes. The final flight group was made from the 5 survivors from each of 2 heats: 2 flying wings and 8 conventional Flat-Out foamies. Several spectacular mid-air’s were witnessed and then there was a 2-3 minute lull. Two pilots were forced to land when their batteries ran low. A flying wing and a standard aircraft were the final 2 pilots in the air at 7 minutes into the event. The flying wing was at least twice as fast and maneuverable as the slower craft with a tail. Realizing he was out-manuevered, the airplane stayed very low. The flying wing darted too low on one of its knock-out passes and struck the floor ending the demolition carnage. The winning pilot did several victory rolls, then succumbed to chants from the crowd to for a final powerful crash: up 100’ to the rafters and then spiraling vertically down to the floor. It was a spectacular attempt to send the winning motor back to its birthplace – China.

Jim Fassino got several flights Saturday using his heli and Demoiselle. Open flying was typically a smattering of ~12 different craft sharing a space of 250 feet L x 40 feet W x 100 Ft ceiling. There were special flight times for helicopters, jet aircraft, and slow-flying aircraft. It was a normal occurrence during each segment of open flying that at least one or two craft would smack the floor.

Saturday evening E-Style Freestyle had the very best pilots in the country competing for prizes up to \$2,500. They had only 3 minutes to showcase their flying skills to music. Inspiring!