

Peoria R/C Modelers

Newsletter

March 2006



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T-6's Water Skiing!

Early morning anglers are treated to the spectacle of four T6 Harvard Aircraft from The Flying Lions Aerobatic Team waterskiing across the Klipdrift Dam near Johannesburg South Africa.

Lead by Scully Levin, with wingmen Arnie Meneghelli, Stewart Lithgow and Ellis Levin, this renowned airshow display team rehearse a sequence for the newly launched "Aviation Action" television program on Supersport. Arnie Meneghelli from Academy Brushware, owner of the aircraft, had this to say, "What we did today I believe is a world first. It illustrates that South African airshow pilots are amongst the best in the world".

This unusual act was approved by the South African Civil Aviation Authority (CAA), was meticulously planned, and took place under the watchful eye of divers and paramedics that were on site.

Photography by Frans Dely/Aviationdimension.com

(This should be a fun fly event!

This sort of re-defines 'touch-n-go' doesn't it?)

R/C Resources on the Web

If you have a favorite web site, let us know

While building my WWI Eindecker 1/6 scale, I needed a Spandau machine gun. Wright Brothers has a simple-to-build, and low-cost one, in various scales:

<http://www.wrightbrothersrc.com>

Want an easy-to-build model for you, your child, or grandchildren? Check out:

www.easybuiltmodels.com.

They have an assortment of quick building kits from control line, display only, electric powered R/C, free flight gas powered, free flight rubber power, gliders, JETEX powered, & laser cut rubber powered.

Some examples of their fine work include:

Stinson Voyager 50 inch span R/C



Copyright 2003 Easy Built Models. Built by Gene Turk, photographed by Leo Fleischman.

Etrich taube 23 inch static or R/C



1939 Model Craft Hornet 48 inch span .049 to .15 engine free-flight



© 2005 Easy Built Models. Model built by Jean Andrews.

1940s design Super Soarer 73 inch R/C
Doesn't that smile say it all!
I love that "gull wing" – don't you ?!



I loved the PT19 free-flight – reminded me of my first flying model – a .049 powered Cox stand-off scale control line.

You still can order a catalog by sending \$3 along with your name and address to: Easy Built Models, PO Box 681744, Prattville, AL 36068-1744.

Need Li-Po batteries? Check out:
www.maxamps.com

For Sale

Nothing to report this month. I hope you took a good look at all the classy stuff for sale shown last month.

Club Meeting Show-n-tell

I have nothing to share this month.

Electric Power

ParkZone Electric Models From Horizon Hobbies by Dr. Alexander Szemere, AVP AMA District II & John Donnelly, editor

Here is some information for all of you who may be worried about the influx of park flyers and their impact on our channels—especially after the holidays. As an aside, almost all of the models sold at toy and department stores operate on the 27 and 49 MHz frequencies—far from our 72 MHz channel frequencies.

Horizon Hobbies is marketing a series of electric park-flyer-type models under the brand ParkZone. These models come complete with a radio system installed. Some models in this line operate on 72 MHz. It's possible (expected) that some who purchase these models may be operating them at places other than what we think of as traditional model flying fields. Horizon recognizes this, and in an effort to minimize the potential of radio interference they have limited the channels these models operate on to six: 17, 19, 21, 50, 52, and 54.

Source: Tri County RC Club, Butler N.J.

MDS: Consider avoiding these channels in any future radio frequency selection.

Spy Reports

Jim Fassino was caught flying at the field Saturday March 4th. However, undercover agents were unable to ascertain why. ☺
Some of this great weather is bringing on spring fever. ☺

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. Bob, anything received yet? We can feature it here.

Editorial

I recently went to the Shedd Aquarium with my family. The sheer variety of beautiful sea animals that God created was just amazing. I couldn't help but be amazed at the ease of which many of the aquatic animals could 'fly' through the water. Yes, I said 'fly'. Since water is a fluid, just like air only a tad denser (800x), they actually do fly. The Sting Ray (below) was particularly graceful. A clever R/C'er with a few 'hidden' and quiet electric engines up front could make a very unique aircraft. The tail could assist in control. Their rear 'feet', i.e., center wing trailing edge, could be dive brakes (on a speed configuration) or spoilers (in a glider configuration). Imagine the possibilities!



There were also various propulsion means as well: Rays flap their wings; Sea Dragons ripple fins longitudinally at the speed of hummingbirds; Lobsters sort of dog paddle; most fish flap their tail fins laterally while dolphins flap theirs vertically.

We, too, have quite a variety of flying craft in our club. And we too have various propulsion means. Lot's of variety! We should make some effort to enjoy the fact that some of the joy of a club is the variety.

God Bless you and yours, and Happy Flying!

Michael Seyfert – Editor

Peoria R/C Modelers **Meeting Minutes**

March 7, 2006

President Terry Beachler called the meeting to order at 7:00 p.m. Terry introduced Kate Hawley, a reporter with the Peoria Journal who is working on a story about adult recreation.

The minutes and financial reports were approved unanimously. Members were reminded that they must have paid both their AMA dues and PRCM dues to meet the membership requirements.

President Beachler commented on a number of topics/issues including: flying at the Dragon Dome; the up coming Kansas City electric; the Toledo radio control event. Terry said we have a need for additional instructor pilots. Members were cautioned that a neighbor has been using channel 60 near the flying field. Terry commented about the good job being done on the newsletter.

There was no objection to exploring other sites for our winter meetings. Terry distributed a tri-fold brochure promoting our club. The members complimented Terry on the brochure.

The safety officer will cause the pad-lock combinations at the flying field to be changed during our membership meeting on May 2, 2006. (Dues up to date? - MDS).

A field work day is being planned for either April 22 or 29, 2006. A list of work to be completed and other details will follow.

Jim Fassino discussed a proposal to install landscaping mesh on a portion of the runway. Several clubs have used the mesh as an alternative to a hard surface runway. A motion by Kerry DelVecchio to proceed with installation of the mesh seconded by Chris Haley passed unanimously.

Next months program is expected to be Roger Stegall on **sailplanes!**

There being no further business the meeting adjourned at 7:47 p.m.

A show and tell program followed.

10 Members attended.

Club Banquet Pictures

Jim Fassino is attempting to land his Micron chopper on the table, with addition points to be garnered if he lands on the pitcher!



President Terry Beachler doesn't even hide his shame as he and his wife 'randomly' pick out the winner of a \$25 gift certificate. Guess who won?



Roger Stegall demonstrates to Jim Fassino the fine art of flying one's hands.



A good turn out and lots of camaraderie.



Roger Stegall (center) can't believe the banquet's already over for this year!



From the President:

Hi Builders & Flyers,
I'm looking forward to our Tuesday, April 4 meeting. It's the last inside meeting for a few months and Daylight Savings Time will have kicked in. The big deal for the meeting is **Roger Stegall's sailplane presentation.** Roger has extensive experience with R/C

sailplanes, competition, and he was previously president of the R/C sailplane club in Rockford. There is so much to know about R/C sailplanes that a year's worth of meetings could be put together on the subject. I think we will enjoy it. We can certainly expect Roger to be his old boring self, Chinese accent and all.

We will put the final touches on a late April or early May field preparation day. The field and equipment are in pretty good shape. Wes is going to super tune the mower, maybe well enough that we can use it for a **glider tug.** I have started a to-do list and am looking for input from members.

The Toledo show is a very interesting event. Dates are April 7-9. If you have not attended, you should put this on your lifetime must do list. Lots to see, buy, and learn. Carpool/ride share anyone?

I am playing with a small club project. We do not have a list for orientation for new members. When I enlisted, I kinda grazed into the herd. Fortunately I never made a screw-up which would land me in the Chillicothe jail. For the April meeting, let's do a bit of brainstorming and come up with an orientation list. Let's try not to impinge on Roger's time. For new members, I believe it is appropriate for an officer to spend an hour or two with the new member to start things off on a good flight path.

When attending the meeting, **bring any** not too old model aviation or **aviation publication** you would like to share, trade, or give to other members. I keep a couple and trash others, but I'm sure someone else may enjoy them.

Don't crash!

Terry Beachler
President

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. Tuesday, April 4. See our club website for details.

Club Chatter

“Hey Mike -- Great newsletter again. You are getting better all the time. We had a good breakfast and lively conversation Saturday -- you should have been there. Jim Fassino, Terry and I all ganged up on Bob (Wilson) because we all have electrics and talked about nothing else (since we had recently returned from the electric festival in Champaign). I found enough stuff in Champaign to complete 2 flat-out foam planes. All I need is a bit of gluing time and I will have 2 electrics ready to terrorize the flying field. I can't believe how small the receivers and servos have gotten. I do not know too much about Li-Po batteries but I'm reading. “
Roger Stegall

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?

Builder’s Hints

I recently picked up a Master Airscrew Razor Plane. I’d always been sanding the rectangular leading edge to make that beautiful airfoil entry shape. When I finished making all the dust for the Eindecker 52” span, I realized I needed a way to do my 12 foot span Minimoa glider with less time, effort, and dust.

That little tool can do more than that. Have some fuse or tail planking that overlaps the profile being planked? Don’t sand or hand knife trim it, plane it. It’s faster and straighter.

One technique to improve plane-ing is to not hold the plane so the knife is perpendicular to the direction of cut – hold it turned at a small angle to the direction of cut. It will cut faster and smoother. Now leading edges are trimmed like a hot knife through butter, straighter, and with no annoying dust.

Michael Seyfert

New Projects

This column features new additions to our R/C family, or members’ projects underway or completed.

Jim Fassino’s F-15 (stealth, i.e. electric) readying to take out any slow gasser’s in its’ flight path:

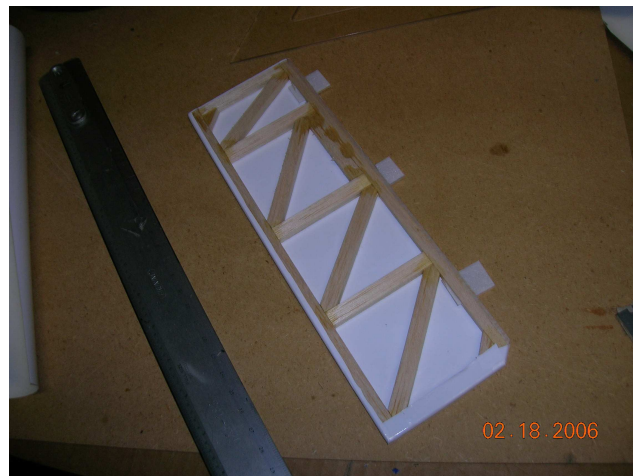


Mike,

I'm attaching a smattering of pictures, some components of my Top Flite Contender's Tailfeathers before covering, then setting up to start covering the rudder, another with the rudder half done, and another with the bottom side of the wing.

In one picture, there's a heavy straightedge on top of the covering. I like to have it there to hold the film in place and provide an edge for me to follow with the iron. I just wipe the trim iron right down that edge, and the first side is ironed down. I repeat for the other edges, on flat parts like that rudder. It takes more time on the curved surfaces like the wing.

Dave Olson



Dave Olson's Contender looks like a contender for the club Photo Contest !

Let's see that Sig Citabria in it's birthday suit next month, Dave!

Seriously, It is great for us newer members to hear these little hints for building. Keep it up!

The Flyboy Advisor by Dave Olson

Hair is really not a topic of conversation in R/C circles, seldom mentioned except perhaps in passing. If someone shows up with a full-blown freak flag and ragged facial hair, last trimmed sometime during the Carter administration, it is a pretty good bet that someone will make a comment. (For you younger folks, the term "Freak Flag" appeared during the Vietnam War era, in reference to the long hair worn by some males of the period.)

I myself have no problem if someone chooses a high-maintenance hairstyle. I have no problem if that person then neglects the "maintenance" part. I even have no problem if that person not only chooses a high-maintenance hairstyle (and neglects it), but adds untrimmed, neglected facial hair too. I have an opinion about the effect of this appearance on strangers, but I certainly won't lose any sleep about it, and I've already spent far too much valuable column space on it.

Neglected flying equipment is another story. This is not something as obvious as the unkempt visitor's hair. It's often a dollar cost issue rather than an esthetics issue, and frankly, it's a safety issue. Those who have successfully flown the same plane for several years and hundreds of flights will tell you, maintenance is part of their plan. As sure as hair continues to grow, bolted joints are sure to become loose. Motor mount screws, linkage clevises, engine screws, even glued wood joints sometimes work loose, and must be tightened or repaired. Everybody has examples, including me!

I heard a strange noise once, when flying my Laser. The Magnum 1.60, a two-cylinder engine, had been powerful and reliable, but the

noise was clearly engine speed related. I brought the plane down and poked around, and discovered the right cylinder loose. Screws holding it to the engine block had come loose. The piston was driving the cylinder back and forth, within the limits of the loose screws. Why it is undamaged, and why the other cylinder remained tight, I don't know, but I'm glad I checked when I heard the noise. Had I not looked, well, I'd be looking for that one cylinder in the field! However, it would have been even better to find the loose screws before I heard the noise.

We see mounting screws work loose, engine component screws, adjusting screws, linkage screws, and wheel collet screws too. We see glue joints work loose, or fail in the wood, especially on landing gear blocks, and sometimes on joints like firewall braces and control surface hinges. My Four-Star 40 once had the servo mounting rails come loose within the fuselage! Many articles have been written about repair of these joints, and about repair of those iron-on coverings, which sometimes disconnect and flutter in the breeze. All these things can be fixed, tightened, glued or replaced – if you find them before the plane is in the air. We would certainly prefer to find them in a maintenance check the night before flying, or in a preflight check, rather than in a post-crash autopsy!

So, if you're visiting your barber more frequently than you are checking your linkages and engine mounts, the Flyboy Advisor recommends you adopt a maintenance program. It is good to have a preflight checklist habit, but please note that any problem found during the preflight will delay your flying. A little work at home, checking screws and glued joints, can save you grief at the field – and more importantly, in the air!

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

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