

Focus on Scale!

Peoria R/C Modelers Newsletter May 2006

Name that plane!



Hint: It's an 'old-timer'. The prize? I'll leave that to our President.

Dave Olson proudly shows off his 84 inch Corsair, and rightly so! I'll show his new Zero next month after it's maiden flight.



Club Meeting Show-n-tell:

Wes Miller presented Scale modeling, using his B-24 Liberator project. The first two items to consider when starting scale are:

1. Examine the effort you can afford to put into it. Exact scale takes ..lots.. of time. Standoff, or sport, scale takes less.
 2. "Bigger is better": Easier to model & fly.
 3. "Be creative". Wes uses watchbands for ammo carrier, and necklaces for chain link.
- Make your wife happy: Shop at women's stores!

Don't: use external fasteners-use magnets; don't use external linkages, etc. These will cause you to loose points in competition.

Wes is gearing up to make the B-24 good enough for 'Top Gun' Scale competition (an invite only event!). He says LG and LG Doors are very difficult to make both functional and reliable. The designs have to be well designed- there are no access panels – if something goes wrong, its surgery time. (Scalpel please!).

It's more difficult to replicate aluminum, so Wes prefers to model painted planes. His plane is modeled after 'Shady Lady' which resides in CA. The ball turret drops when the gear goes up. He's invested 2 years so far. His B-17 took 3 years. He plans 17 servo's to cover flaps (4), throttles (4), rudder (1), ailerons (2), doors (2), steering (1), air valves, etc. Power will be four .91 4-strokers with independent fuel tanks.

Weight? Likely to come in ~46 lbs all-up. Thanks for the talk, Wes!



Ball Turret detail: complete down to miniature switches and cable drives.



Tail view showing features for internal hinges. Wes buries the pivot rod end, after painting, with putty and touch up paint.



Ball turret in the front end.

Don Stedman shared his home-made plane stand. He can assembly the wing onto the fuse without handling the fuse; he carries all the parts to the car with only one hand; and once in the car, it stands upright for a quick pack -n- go. Maybe he'd make me one!?!?



Jim Fassino's always trying something new, different, or exotic. He flew a flying saucer, with lights!



Don Stedman and George "Good Looking" Knight demonstrated night flying. With common clip-on book reading lights, and small red and green LED flashers from local department stores, they can fly all night long. Electrics are 'taking back the night'!



R/C Resources on the Web

www.hardingenergy.com/techmanual.htm

This is a very interesting web site for battery technical info. Thanks to Terry Beachler!

www.marcee.org

This is a web site for an electric club.

For Sale

** P-51 by House of Balsa. 36" span. 1/2 A power recommended. \$25. Wes Miller.

** Studaker. \$50. Bob Wilson

Humor

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A minister parked his car in a no-parking zone in a large city because he was short of time and couldn't find a space with a meter. Then he put a note under the windshield wiper that read: "Have circled the block 10 times. If I don't park here, I'll miss my appointment. Forgive us our trespasses. "When he returned, he found a citation from a police officer along with this note "I've circled this block for 10 years. If I don't give you a ticket, I'll lose my job. Lead us not into temptation."

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There was a very gracious lady who was mailing an old family Bible to her brother in another part of the country. "Is there anything breakable in here?" asked the postal clerk. "Only the Ten Commandments," answered the lady.

Safety

When flying, where should the pilot stand?

On or between the pilot blocks.

When are vehicles allowed to park on the road between the spectator area and the pit?

Only when loading and unloading aircraft. Vehicles must be parked in the designated parking area at all times.

Describe procedure for retrieving an airplane on the runway while others pilots are flying.

Check to see that no one is taking off or landing and then announce "on the field." When done, announce "off the field."

Meeting Minutes for May 2, 2006

Treasurer Fassino presented the financial report. He reported there are currently 24 open members of the club with both AMA and Peoria Modelers dues that have been paid. We have several youth members and several who were members last year that

may still join the club. The financial report was unanimously approved.

President Beachler discussed a number of publications and other material available for the members to pick up. He commented on the nice breakfast hosted by Roger Stegall and the successful club workday. See story.

The President commented that the new-member orientation and the solo flight proficiency, which have been worked on, will be turned over to the safety officer. Spraying the field for weeds was discussed; a motion to approve the expenditure was approved.

President Beachler discussed forming a committee to work with the Peoria Park District to secure a new flying site. The proposal to proceed was approved unanimously. President Beachler asked for volunteers to serve this committee; Kerry Delvecchio, Jim Fassino, Bob Wilson and President Beachler all volunteered and the motion to approve the committee was unanimously approved. President Beachler reported Vern Holeman had offered to build additional airplane stands. The motion to acquire materials for two or three additional stands and having Vern build them was unanimously approved. President Beachler reported that Roger Stegall had offered to fill the position of Safety Coordinator. A motion to approve Roger Stegall as Safety Coordinator was unanimously approved. The membership discussed concerns regarding the flight proficiency review; President Beachler recommended the issue be referred to the safety officer and that the safety officer make a recommendation to the membership. (We need your input. See the Editorial – MDS)

It was noted that **Channel 60 is used** by someone in Chilli. If you are looking at new Tx's, avoid this channel. (mark on frequency board?)

Respectfully Submitted,
James C. Fassino, Secretary/Treasurer

Field Clean-up/Breakfast day:



Roger Weber (left) and Kerry Delvecchio (right) cleaning the bathrooms and repairing hinges/locks/etc. This work is VERY under appreciated I think. Thank You !!!!



Jonathan Seyfert came early to fly (above) in the cool, calm air. Electrics own the field before 9 AM you know! :) Roger and Don quickly followed suit (below)



Flame broiled – breakfast, not the chefs. Prez Terry (left). Chef Roger (right) provided the food and the cooking 'gratis'. Thanks, Roger!!!!



Jim Fassino personally attending to the runway for the electrics, complete with 1,328 power taps for takeoff power (or to catch small wheels ?!)



New member, John Hoelscher (left) and Michael Seyfert (your editor; right) replace the spectator fences.



Mike Lusher (Left) and Terry Beachler (right) moving the pilot blocks back for safety – that's why they're smiling!



Jonathan Seyfert, Don Stedman, and Roger Stegall straightening fence posts.



Vern Holeman (left) and Robert Smith (right) cutting the curbs into manageable sizes for future mowing, rather than weedwacking 100 linear feet – it's faster!



The new windsock (I heard it was compliments of Kerry) showing the cooling wind for those of us who attempted to sweat.

Meet Our Newest Member

John Hoelscher has recently joined our fine winged assembly. John and his wife, Vicki, live in Peoria. They are 'natives' of the area, and were high-school sweethearts. They are still sweethearts - they have been married for 33 years! What an inspiration. They have two sons: A 23 year old living and working in Des Moines and a 17 year old who attends Richwoods High School. He has an accounting degree, which he applies as a Principal of River City Construction for over 21 years. You can recognize his vehicle with the license plate of RCC17. He already has his AMA number, and has been regular at the field since joining about 6 weeks ago. While new to the hobby, his flight simulation flying last winter seems to have done him well from my observations. He learned of the club from both the Inet and from Tim Hammond, a new member last year. He has an OS46 powered Nexstar. He has a 4-star "99% complete" and would like an experienced person to review it. He began training with Dave Olson. What does he like best about the club? "The fellows I've met"; 'their willingness to share information, are helpful, and friendly. The club field is a nice physical location as well.' Keep it up guys!

He flies on channel 42. Maybe someone can update the frequency flag board, for the benefit of those of you looking at new transmitters. Also, maybe someone can send me a full list off the club's dBase. MDS

Coming Events

- May 25-28 **Sailplane** aero-tow, thermal, scale, and fun fly in Muncie, IN. Restricted to **wood sailplanes only!** 260-434-1833 or write skybench.aerotech@gte.net.

- JR's Aero-tow 2006:

May 31-June 4 Monticello Airport/Gliderport
Full-size Sailplane rides available 10am - 4PM Saturday. See jrradios.com.



- **Club meeting:** Tuesday, June 6 @ at the Field! 6PM.

- June 10 Bloomington's **Big Bird Fly-in.** AMAA. mmpjs.Wilson@insightbb.com.

- June 10. Madison, WI. **IMAA Giant Scale** fly-in. 608-335-1700.

- June 11 Thermal **soaring** – unlimited class Ft. Wayne, IN. denny.ze@gte.net. LOFT.

- June 17. Madison, WI. **Warbirds over Dane county.** 608-835-8394.

- June 18th **Washington R/C club's Fun Fly**

- June 22-25 **USRA 2006 world championship Racing over Rantoul.** Dominator, Bi-Plane, Formula 1 GT, AT-6, Formula 1, and Unlimited. Saturday lunch – Aerobatic demo. [Http://www.jrradios.com/Articles/Article.aspx?ArticleID=1569](http://www.jrradios.com/Articles/Article.aspx?ArticleID=1569)

- June 25. **Streator, IL. Fun Fly.** Grass runways, all planes sizes welcome. 815-672-1689.

- July 8-9. Davenport, IA. **Heli Fly.** 309-269-2023.

- July 9. Madison, WI. **MARCS all-Electric Fun Fly.** Pilot raffle. 608-838-9704.

- July 21 – 23rd Prairie Air Show, Greater Peoria Airport, & Washington's R/C Display

The Flyboy Advisor by Dave Olson

I make every effort to be available on Mondays & Wednesdays for student instruction. On April 5, 2006, I experienced a first as an instructor. A new student and prospective club member came to the field, first time, and made a landing on his second flight! The student had contacted me earlier, and described his efforts to date. Those would include the purchase of an ARF trainer and a flight simulator, several hours on the simulator, the assembly of the plane and break-in runs on the engine.

At the field, I first inspected the plane, and found no problems. In the air, some trim was required, and we adjusted the elevator clevis for more down trim. After that the student got some air time. Since I never actually took control from him, until I took over for the landing, I decided to let him make the takeoff for the second flight.

In the air, the student made constant-altitude circuits, a couple figure 8's, and progressively lower passes over the field. We were about 12 minutes into the second flight when I started talking about landing. The student wanted to attempt one, and I concurred. I made it clear, this was to be a slow, low pass, and the slightest hint of trouble would call for added power and a go-'round.

The low, slow pass turned into a landing, and my only worry was how close it was to the alfalfa. I could get to enjoy this instructor stuff!

I have developed my own methods for instruction. New students get to do easy things first, and the more difficult items come later. I don't let them spend a lot of time at high altitude, because I want the plane down where they can see the plane respond to their inputs. I make them maintain altitude in turns, and very early on I demand that they make both left turns and right turns. This means that the student, from the second or third flight, has to do figure 8's at constant altitude in order to please me. I like the student to make big, smooth turns and I prefer that they make an approach to the runway on each turn from both ends. That requires them to bring the plane in over the runway, then move it away from the

pilot line (in Figure 8 fashion), take it down to the other end, make a turn back toward the runway, and repeat.

As the student's skills improve, we simply make each approach a little lower, and introduce the concept of throttle management. The student must slow down on approach, and power up on climb out. Like I said, I have developed this method for my use, and I find it to be quite adequate.

Model Airplane News had a January article entitled "Land Like a Pro!" It seems to be directed toward students and beginning flyers, and introduces some concepts I would never use in instruction. The student is directed to make two square corners at each end of the field, in emulation of full scale landing pattern procedures.

I've heard this before, and continue to reject the idea of making square corners. Since I get to comment on 'most anything I want in these columns, I will elaborate here. In the case of the student, who is not yet familiar with the controls, I won't impose upon them to make anything but smooth, round turns. Usually they find that difficult enough. I can't imagine requiring them to make one 90-degree turn, let alone four per pattern. Again, in my opinion, the student's time is best spent practicing constant altitude, smooth turns, straight and level flight, landing approaches, and correct control movements. Even throttle management can come after those are mastered. If they want to make "square corners", they can practice that after they solo.

Not that I recommend that. I don't, and I do not agree that procedure has a "scale appearance." Think about that, when you're at the airport, do you typically see planes making "square corners?" Or do you typically see a plane off in the distance, on a shallow descent path? That's what I see. If a plane is in the vicinity of a landing strip, I see them flying straight, and either climbing out or landing. In their landing pattern, they may make turns followed by straight flight, but I don't think you would watch the turn and describe it as a square corner. Rather, it would appear to be a smooth, constant altitude curve.

Some day, someone might tell you that you should fly your patterns with square corners connected by straight flight in between, and that this is the way to make your RC flight look more "Scale". You will not, however, hear this from [the Flyboy Advisor](#).

From the President's Hangar

Hi Builders & Flyers,

We are in the middle of a nearly perfect weekend. Flying was great last night with light wind and nearly perfect conditions. All is going well except access to the internet and email (Insight problem). So this is hurriedly put together and copied to disk, carried to work and sent from there...real time saver. Reminds me of a friend who is not fond of email. To get email to him he suggests the following. Create the email in your computer. Print the email. Put the email in an envelope. Bring the email to his house and put it under a rock in the back yard. He would eventually stumble upon the message. Using this method, he says would be the most likely way he would receive the email. Technology is great...mostly.

Turn out at our last meeting was very good (see Minutes). The night flyers put on a good show. The pieces are in place to move the club ahead with an event or two. Jonathan Seyfert is interested in putting on a fun fly event. The field committee will meet mid-May to work out our proposal for the Peoria Park District flying site. Thanks to Roger for taking on the Safety coordinator job. Michael's instructions were to keep this short, so get the aircraft on the charger, and see you at the field.

Terry Beachler
President

Editorial

So many topics, so little paper :)

First, I must say, that while editing a newsletter is a handful at times, I've been blessed with lots of good leads and input (both text and photos) from many members. This allows for more content, and more color pictures. Thank you! Keep it coming!

Second. The club morale seems to have elevated several notches since last summer. Now the start of a season with all its hopes and the first flights since last fall sure help;

however, I think the newer blood and the fresh-to-the-frontline leadership is aiding too! Don't you think Terry's leadership is great! And the other officers seem dedicated to their roles as well. Be sure to thank them, especially if you see something you like.

Third. Speaking of morale: I've had the privilege of getting my 'solo' certificate, and will soon get the club 'wings' to visually brag about it. I'm very glad of my experiences, our trainers, and our training program. I've been around several clubs in the past, and none have been as helpful for training.

Fourth: Having said that, I'm very UNHAPPY about taking a flight test. Are you?

Sometimes the best way to improve something is to throw challenges at it and see if it gets leveled, or if it was good enough to stay standing. I'm soliciting your input later, so to get you thinking with some tough questions:

- Why are guests allowed to fly, even inexperienced, without passing the test, yet local, paying members must pass it?
- What do we do with those who don't pass the test, or do not take it? I mean, other than risking our club AMA insurance in an accident by them?
- The test rules need updating and guidelines for interpretation: Hand-launched gliders or electrics are not considered by some as meeting the 'rules' for takeoffs. But where does it say "rise off ground?"
- Where are the guidelines for the 'certified flight examiner'? Who is certified? Who certifies the certified instructor/examiner? Why can't any pilot/member 'grade' a test?
- We approve someone to solo verbally, but then our club is at insurance risk until they pass the flight test. If they are safe enough to solo, and care to risk their own aircraft, aren't they 'safe enough'?

- Why wouldn't one flight under the auspices of the safety officer be enough to separate those who are safe, from those who are not? Now, I said safe, not perfect, fliers. For those who want more flying finesse, our instructors are "standing by".

- Alternatively, Grievance Procedures exist for those who are unsafe, members—or-visitors. Our safety enforcement officer provides even more additional protection. What is the added value of a flight test?

- I note that we've lost 1/3 of our members this year. Is it partly due to our flight test? I think so. I personally have met with 5 people who have taken the test, and 2 that have not, and all are unanimous: The test seriously degrades the joy of the club. I know of several others who have not taken the test (you'd be surprised as to who). Think it is solely because they are unsafe? Or maybe there is some psychology, or emotion to consider here?

So, is your blood boiling? Care to share what we can do? Roger Stegall is our new Safety Officer and is tagged to review the whole situation. I suggest you funnel your suggestions for improvement to him (contact info below), or you can funnel through me if you wish for anonymity. I would like to publicly ask the club to consider a committee to seriously review elimination of the 'Pilot Proficiency Test'. I also request that it be open to any member. Hopefully, this will be a real thoughtful review of our options, risks, and rewards, replete with lots of club input.

Besides insurance risks, emotional drama, morale impacts, and lack of enforcement, I say we drop the test to make the club more ...FUN...

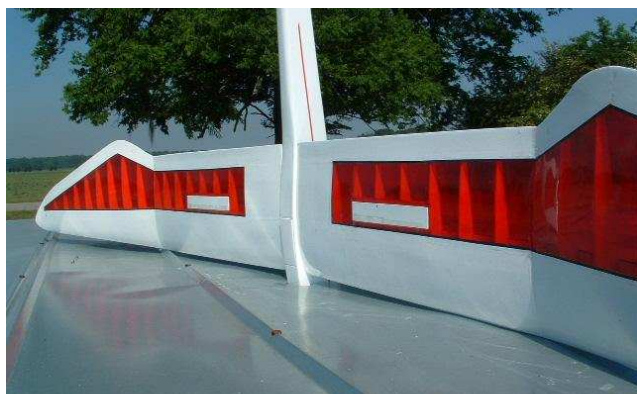
Flying is FUN. A flight test is NOT fun.

Michael Seyfert, Editor

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578-8991

Safety:



This did not happen at our field, but serves as a reminder for safety. Even then it can be outside of our total control; a 'calculated risk', like many of our daily activities. It can be unforgiving in some respects, so it deserves our added respect and diligence.
P.S. This 'Big Bird' Sailplane was flying again in 10 minutes. – MDS.

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