

Peoria R/C Modelers Newsletter July 2006

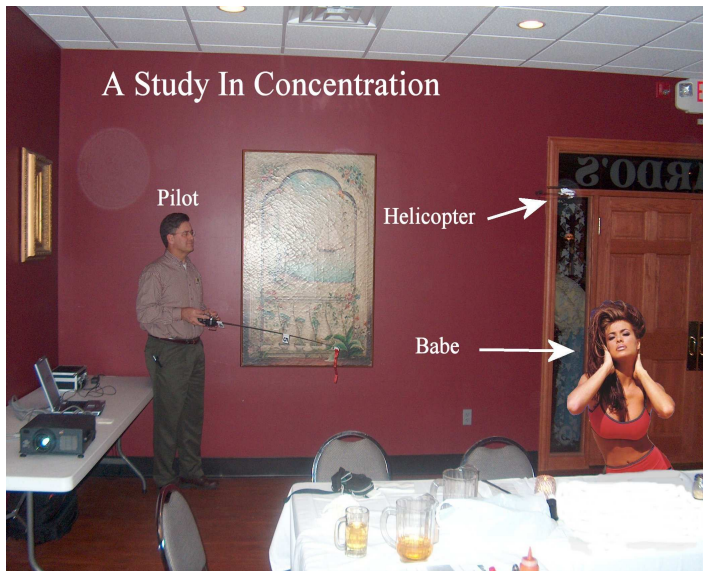
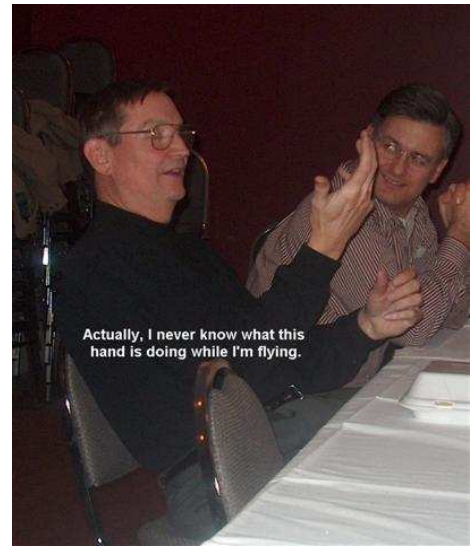
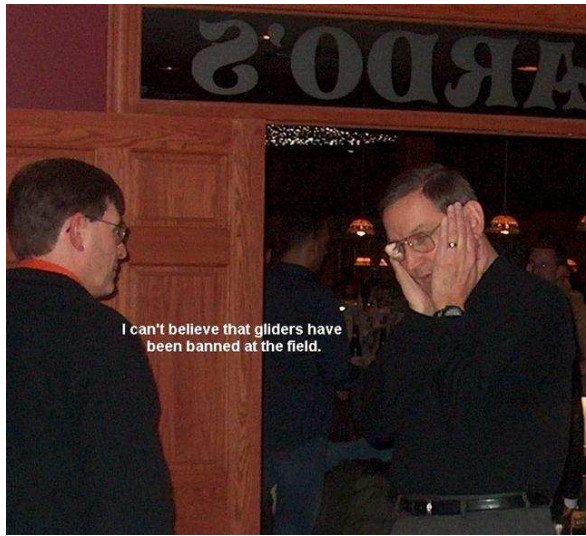


PHOTO CONTEST WARMING UP

(clockwise from upper left):

- Roger's response upon hearing that gliders have been banned from the field.
- Roger saying "Actually, I never know what this hand is doing while I'm flying".
- Jim Fassino demonstrating concentration despite an obvious distraction.

Bob Wilson is looking for more good shots for the 1st annual photo competition. Don't be bashful....

Club Officers

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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

www.peoriarcmodelers.com

AMA club #313

Coming Events

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

- July 21 – 28th. **R/C Soaring NATS**, Muncie, IN. www.modelaircraft.org.

- July 27-30 Premier **Giant scale event!** IMAA Legal Scale and Warbirds ONLY. St.Charles, IL (30 Miles West of Chicago; just north of Aurora for you CAT guys). <http://www.festivalofgiants.com/> Pictures:



- Aug 12. **Big Bird Fly-in**. Rockford, IL. @ Rockford Park District Field. IMAA needed. denis@inwave.com. 815-732-4039.

- Aug 13. **Streator, IL. Fun Fly.** & Fly-in Breakfast. R/C flying can be watched, not sure if one can bring own plane, so call: 815-672-0931.

- Aug 13. **Early Fall Meet for Thermal Soaring !** Hamilton, IL. HL, 2-meter, Unlimited, and RES Sailplane events. 319-524-8084. redbaron@interl.net.

- Aug 19-20th. **Erie RC Club Silver Anniversary Fun Fly**. Hillsdale, IL. Sat: electric only. Sun: Gase A/C only. osrs@yahoo.com. 309-236-6167.

- Aug 20. **Electric Fun Fly**. Rockford, IL. @ Rockford Park District Field. 815-239-2186.

- Aug 26-27th. **Giant Plane Fly-in**. Champaign, IL. Concessions. Primitive RV.

217-355-6153. tgriff438@aol.com. Asphalt runway + grass. Channel restrictions.

- Aug 27th. **Float Fly**. E. Moline, IL. patrickhaney@webtv.net. 309-764-6089.

- Aug 27th. **Water Fun Fly**. Pond at I-39 and Hwy 72 near Monroe, IL. rcpilot@rochell.net. 815-393-2341.

Woodcrafter's 2006 – a fun flying event for wood-only sailplanes held in Indiana

Joe Albridge launching his Bird of Time at this laid-back competition/event. Note the winch at his feet:



A Grand Esprit on winch launch with perfect for m:



These look like the Prez's full -size glider, heh?



Air Show Booth

The Washington RC Club will have a booth with RC aircraft on display at the upcoming Peoria Air Show on July 22-23. They have invited us to participate. For information, call Jim Martin at 274-2480 and he will provide you with entry details, hours, airplane drop off, etc. This will be a great opportunity to meet others in the hobby, promote the club, and watch the air show. If you are able to participate, please contact me at 696-0035 for a supply of club brochures. Terryb, Prez.

Humor

The Washington Post's Mensa Invitational once again asked readers to take any word from the dictionary, alter it by adding, subtracting, or changing of one letter, and supply a new definition. Here are the (2005) winners:

Cashtration: the act of buying a house, which renders the subject financially impotent for an indefinite period.

Intaxication: Euphoria at getting a tax refund, which lasts until you realize it was your money to start with.

Reintarnation: Coming back to life as a hillbilly.

Bozone: The substance surrounding stupid people that stops bright ideas from penetrating. The bozone layer, unfortunately, shows little sign of breaking down in the near future.

Garaffiti: Vandalism spray-painted very, very high.

Sarchasm: The gulf between the author of sarcastic wit and the person who doesn't get it.

Inoculatte: To take coffee intravenously when you are running late.

Hipatitis: Terminal coolness.

Decafalon: The grueling event of getting through the day consuming only things that are good for you.

Glibido: All talk and no action.

Aracbnoleptic fit: The frantic dance performed just after you accidentally walked through a spider web.

Beelzebug: Satan in a form of a mosquito, that gets into your bedroom at three in the morning and cannot be cast out.

Caterpallor: The color you turn after finding half a worm in the fruit you're eating.

Club Safety Rules refresher

Are there special considerations for a new airplane test flight?

Yes. All other flyers should be grounded during a new airplane test flight.

Where should one stand when observing a running airplane?

Behind the propeller and also never in line with the propeller.

What special precaution should be taken when fueling.

Keep overflow from getting on grass. When fueling with gasoline, always have a fire extinguisher handy.

ON THE SAFE SIDE

Safety: As Simple as ABC **by Don Lowe**

(from AMA Insider Magazine)

I chaired AMA's Safety Committee for many years. One thing I've learned is that you can have all the safety rules that you want, but if fliers don't conscientiously observe these rules, then what good are the rules?

Several weeks ago a friend of mine crashed a gorgeous and expensive Aerobatics model at a contest. The model was a typical F3A Pattern aircraft with a plug-in wing. In his haste to fly, he forgot to physically secure the wing halves into position and plug in the aileron servos.

This inattention to flight procedure was followed by a failure to exercise the control system prior to flight to observe normal operation. A takeoff and the resultant crash occurred. Fortunately no one was hit, but the beautiful aircraft—and his ego—were severely damaged.

Is there a system that is easy to use for model fliers that will be remembered and may be used to prevent disaster down the road? How about using ABC?

- A (assembly): Check that everything is in its proper place, controls are still intact as installed and securely fastened, and all assembly fasteners are in place.
- B (batteries): Must be fully charged—very critical to safe flying.
- C (controls): Controls checked for deflection, without evidence of servo malfunction, and operate in the proper direction.

Have you ever taken off with the ailerons running backwards? The average flier will not survive this error, and many models have been lost because of reversed ailerons. Simply observing motion is not enough; you must check direction.

Will you do your ABCs? I sure hope so since it hurts to see a gorgeous airplane in pieces and maybe someone hurt. Let this little memory jogger help save your beautiful aircraft. Yes, safety is common sense, and for some it is habitual. Be sure and practice safe flight.

Happy flying!

Hot tip

"I just tried a covering material I had never used before and had to pass this on.

I've never been happy with fabric iron on coverings. They're not user friendly, and don't stay stuck well.

I tried a product called Superfabric from Hobby Lobby. This stuff is great. It's the easiest to apply covering material, (fabric or film), that I've ever used. Complex curves, seams, shrinkage, and bond to airframe are all great. I can't say if it will stay stuck over the long haul, or if it will wrinkle over the winter next year, but at this stage it's the best I've used.

Looks great too."

(from Wayne Messner of Eastern Iowa Soaring Society)

For Sale

From Dave Olson, 688-6204 :

1. Futaba 6 channel programmable transmitter, Channel #45. \$45
2. HiTec Prism 7 channel programmable transmitter with Spectra (synth) module - any channel. \$75 (the synth module is \$100 alone...)
3. Polk's Hobbies 8 channel Tracker II Programmable Synthesized channel (any channel) transmitter. \$75

From Rod Fletcher, Phone 692-2957:
Giles G-300 ARF, by Yellow Aircraft, and a
unrun Thunder Tiger 4-cycle F-91S engine.

BUILD STATUS:

The engine is in initial stage of assembly to the fuselage. The wing halves have been joined and the belly pan in place. Two new standard Futaba servos and extensions are installed. These are the buyers at no cost. The aluminum landing gear is in place. The cowl is mounted but will need a little reinforcement to the screw locations.

SPEC's:

Length.....52.2" Wingspan.....60.0"
Wing area..690 sq in Weight...7.2 - 7.7 lbs.
Engine....2-cycle .60 - .80 / 4-cycle .70 - .90
Radio..4 channel radio with 5 servos

Original cost of the Giles kit \$249.95. My asking price \$200.00. Original cost of the F-91S through Tower Hobbies is \$204.99. My asking price is \$160.00.

The Flyboy Advisor by Dave Olson Review of the World Models Zero 60 ARF

This plane was well packaged and attractively decorated, and came with a selection of nice stick-on markings. The retracts were pre-installed, but the aileron servo hatches required some assembly. A simple wood brace is used to join the wings, and pull strings are inserted from the factory, to drag servo leads through the wing ribs to the middle.

I went ahead and used the included control surface linkages, but there were some problems with them that make me wish I'd just scrapped them and used my choice of control surface arms. The control surfaces were all pre-hinged with metal pinned hinges, and seemed secure.

The wing fit well in the saddle, and the bolts were aligned accurately. The horizontal stab fit snug in the slot, and was aligned horizontally. When I made a trial fit of the vertical stab & rudder, I almost glued it in without inserting the

tailwheel assembly. Luckily, I noticed that the tailwheel mount had to be inserted in the rudder and inserted through the assembly with the vertical stab. That required some drilling and gluing, too, but everything aligned well.

The fuel tank wouldn't fit without grinding away some of the interior bulkhead, and the throttle servo mount is a little flimsy. I had a bit of trouble setting up the "Y" shaped pushrod for the elevator halves, but it seemed to adjust okay. There was plenty of room for the receiver and battery, but no good location for the switch. I picked a spot behind the wing, under the fuselage, and mounted it.

The engine, a Tower .61 with a V-Mar Pitts type muffler, mounted easily and cleared well, and the cowl was easy to mount and cut for clearance. However, as assembled, this plane was quite tail heavy and required about 11 oz of weight at the firewall. A heavier engine would have been a better source of weight!

At \$250, this is not a cheap plane, and I expected the linkage hardware to be a little better and the included retracts to be less prone to bend. There was some rib damage as delivered, but it was fairly easy to repair. It tends to nose over, and I'm still working out the wheel placement to address that. The Flyboy Advisor stops short of recommending this plane. However, it sounds nice, it flies well, does all the ordinary aerobatics, and it



looks great on those low-pass strafing runs, so I think I'll keep it!

Dave

Thanks for the review Dave! I think this will inspire others to share their experiences!

Michael Seyfert, Editor

From the President's Hangar

Hi Flyers,

Another month is flying by. Our July meeting was short with a small amount of business being conducted. Following the meeting, we started time trials. Any type of RC flying machine was allowed. Any amount of flying experience would qualify for the big contest. Six members participated with an equal number of spectators. All had a great time and no one lost an airplane. Bob plans a similar event for our August meeting. Jonathan Seyfert would like to conduct a limbo as a fun fly event. We can probably do both after the August meeting. This is great for honing flying skills. Plan now to attend the August meeting and participate.

Bob Wilson and I attended, as spectators, a pattern contest held by the Tri village RC Club. The event was held at their Hoffman Estates field. Typically 25 or so airplanes participate in the contest. On the day we visited the contestants flew in a 25-30 mph wind blowing almost directly in the face of the pilots. The entries numbered about 15 thanks to the wind. Pattern airplanes are to be no more than 2 meters long and 2 meters in wingspan with a maximum weight of 11

pounds. They are built only for aerobatic competition and are not scale. Five classes are flown from Sportsman to FAI. The maneuvers at the higher levels are very complex. For flying at the higher skill levels, a \$3,000 ARF is not uncommon. See the www.nsrca.org web site for the patterns. The piloting skill exhibited, in spite of the high winds, was excellent. Several of the competitors show up very high in the standings on the NATS pattern competition list. The Pattern NATS are held July 17-20 at Muncie. I am always amazed by the diversity of flying activities within our hobby.

We can always use new members. If you visit with someone who may be interested in R/C, be sure to invite them to visit the field. Give them a brochure and direct them to our web site. Also be sure to mention that we offer a \$25 reduction in dues with the purchase of a trainer from any of our area R/C stores.

Next meeting is Tuesday August 1. Bring your stuff and be race ready.

Happy Flying!

Terry Beachler, President



The Jayhawk Model Masters Club participates in an annual St. Patrick's Day parade.

Note the saying at the bottom of the float: "I-RISH we were FLY'N". :) What a good way to raise awareness of the club, and of model aviation in general.

What about us? What can we do? Maybe we can look to Bob as Events Coordinator to lead us in a community activity. Let him know of your interests or possible activities.

Pylon Racing!

The rumble of giant-scale motors and the frantic tweaking by pit crews to maximize RPMs was not the “flavor” of our club’s first attempt to run a fly-what-you-bring pylon race. Immediately after business was concluded at our July 11th meeting, motors were started and racers took to the air in time-trial fashion -- where each flyer had the racecourse to himself for 10 laps. The procedure was to launch into the wind and fly one circuit of the course. At the center of the field of that initial practice lap, time was started and the “race” was on. Time was stopped after the plane had completed 10 laps and reached the center-point of the field where time was started.

Plastic PVC turn marker poles were positioned at the far North-East and far South-East corners of our mowed field. A turn judge was positioned at each marker (still behind the flight line) to signal when the plane being flown had passed the marker pole. It was only necessary to fly beyond each pole and not a requirement to fly around the poles. Every competitor who flew had similar comments concerning how hard it was to judge when the plane was approaching a turn pole. Turn judges on each end of the field universally had similar comments that they judged the plane on course to be only about ½ way to the next turn when the turn signal was given by the judge at the far end of the field.

Bob Wilson was the first to take to the air in this initial pylon event. Bob was flying his Sig 4-Star with an OS 40 LA motor. He made some of the prettiest and sharpest turns of any of the pilots to fly that evening. Bob crossed the finish line with a time of 2 minutes 25.06 seconds. Terry Beachler was next up – flying an OS 40 LA powered 4-Star trimmed in fluorescent green and sporting a pilot figure that strangely looked like a ping-pong ball with an arrow through its head. Terry was 30 seconds slower than Bob with a time of 2 minutes 55.81 seconds. Don Stedman happened to bring his P51 Hangar 9 to the race. Don was actually about 2 seconds ahead of Bob’s time at the ½ way mark (1 minute 11 seconds) but finished 8 seconds slower with a time of 2 minutes 33.89 seconds.

Roger Stegall was the next pilot to accept the challenge. Roger flew his 9-year old Goldberg Ultimate Biplane that was fitted with an OS .91 FX. When the final lap was concluded, Roger had become the new leader with a combined time of 2 minutes 19.41 seconds – in spite of making the worst turn of all competitors. At one point in the turn it appeared as if he were positioning himself to execute a humpty-bump. George Knight was the final competitor for the evening. George flew his electric powered delta wing. The first couple of laps were a bit erratic but George got good control of the plane and finished in smooth style at 4 minutes 9.93 seconds.

All competitors agreed that the pylon challenge was a fun and interesting event that should be duplicated at the conclusion of our next meeting. Bob Wilson is working to find a way to normalize scores so that everyone can be a serious competitor regardless of the equipment they fly. All planes in a handicapped system would be given a handicap time to subtracted from their actual flight times. Slower planes would be given more of a handicap than faster planes. Ideally, pilots would fly one or more practice races to establish a legitimate base time on which to establish a handicap. The turn poles have been left in place on the field. The next time you fly, convince 2 people to be a turn judge and get another person to stand by your side to be your caller, timer and lap counter. The caller is necessary to tell the pilot when the turn judge has signaled the plane has passed the turn pole. A stopwatch will be permanently left in the locked safety box with the fire extinguisher. Record your time for 10 complete laps and you will be ready for handicap racing. Flight times of the 5 competitors who flew after the July meeting will be recorded in the handicap system (for the planes they chose to fly that night). We may later incorporate man-on-man racing with appropriate delay times in launch to accommodate slower handicapped planes flying against faster aircraft. This is a fun and different event – give it a try with whatever plane you choose.

Roger Stegall

To wet your appetite and broaden your views



Clockwise from upper left:

- A Hanger 9 piper super cub on floats
- Easy Star foamy before repair
- Easy Star after boiling water poured over fuselage and a little CA applied. Saved a \$60 airplane! We all get in hot water sometimes, now we have some positive way to use it :)
- Electric twin. No emergency engine-out problems! Love the stringers on the turtleneck, don't you?
- Beautiful paint scheme on a seaplane
- A model beaver on floats! Classic!



Your editor is looking for product reviews. I know many of you have significant building and/or flying experience. Care to share how it went with your last or favorite plane? What did you like? What needs improvement? How would you rate its' construction or flying? Would it be for a beginner, average person, or expert?

Also, what are the pro/con's of your fav covering material? Weight/ puncture and scratch resistance / cost/ ease of corner wrapping /clean-ability.