

Peoria R/C Modelers Newsletter

August 2006



Dave Olson and his Señorita demonstrating what the love of this hobby this is all about!

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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

- 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.
- Sept 1-3rd. **Indiana Warbird Campaign.** AMA National Flying Site. Muncie, IN. pri@letourneaulplastics.net. 920-834-2902. Overnight storage, camping w/electric avail.
- Sept 9-10th. **IMAA Fun Fly.** Corner of I80 and I-29N. Free landing fee, free admission, free raffle tickets. Council Bluffs, IA. dkarl@thefieldcb.org. 401-291-4118.
- Sept 9-10th. **EFLIOWA.** Site: 7 cities Sod Farm. Davenport, IA. togflier@aol.com. Jon McVay, CD: 319-895-6527.
- Sept 10th. **Stunt championships for C/L.** Site: Detweiler Park. Peoria, IL. roadworrier@mchsi.com. Floyd Layton, CD: 563-386-2487.
- Sept 10th. **Air Show.** Site: Rockford Park District Field. Rockford, IL. Aircraft that would contribute to show are welcomed. Large field and no obstructions. denis@inwave.com. CD: 815-732-4039
- Sept 16-17th. **EISS (Eastern Iowa Soaring Society) Fall Soar-In 2006.** Hand launch, 2m, standard, unlimited wingspan classes. RES and Sport Scale sailplane classes too! Site: Antique Air Field. Blakesburg, IA. jslindsay@machlink.com. 563-288-0106. See www.eiss.us.
- Sept 17th. **IMAA Annual Big Bird Fly In.** Site: Club Field. Pekin, IL. Rt 98 6 mi W of

I-155. gary@prairieland.biz. CD: 309-378-2050

- Sept 23rd. **Chicago Aeronuts 44th Fall Old Timers.** International Aeromodeling Center. Johnson4@comcast.net. 708-449-7662.
- Sept 24th. **Palos Giant Scale.** Site: 107th and route 45. Willow Springs, IL. Come and fly your giant models on our 300' runway. No landing fee. Lunch for pilots and helpers. CD: 708-839-1980.

Thought for the day

The most destructive habit. *Worry*
The greatest loss *Loss of self-respect*
The ugliest personality trait. *Selfishness*
The most satisfying work. *Helping others*
The most endangered species *Dedicated leaders*
Our greatest natural resource ... *Our youth*
Our greatest "shot in the arm" .. *Encouragement*
The most effective sleeping pill.. *Peace of mind*
The most powerful force in life.. *Love*
The greatest joy..... *Giving*

Source: The Sun Shine Special, by OSF Medical Center, March 2006

For Sale

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

From Dave Olson, 688-6204. 3 planes, each for a donation to the club! See his article: *The Flyboy Advisor* for details.

Time to clean house to make room for winter projects! List your items here next month!

New Member

Mark Kiefer recently joined our flock. He's just completed building a Big Stik and Sr.Telemaster and needed to find a club to join. Hopefully I'll have more to share on Mark next month. In the meantime, feel free to introduce yourselves to Mark when you see him and give him the usual courtesies given by us quality airmen.

Club Safety Rules refresher

Are alcoholic beverages allowed?

No. Never. No Way. No How. No, No, No.

Note: Celebrations ...after.. a great flight at home ..is... allowed. :)

What is expected of spectators?

Unless being used as a spotter or on supervised flight line tours, staying behind the orange fence is required.

Please keep distractions to a minimum and children must be supervised at all times by a parent.

Describe the "Pit" area.

The area between the pilot blocks and the road (in front of the orange fence).

In what direction do you take off and land?

....Into... the wind.

(Be like a bird: fly ...out... of the windsock to be free!).

The Flyboy Advisor by Dave Olson The Sig Señorita

First, let me mention that my schedule has been changing rapidly, so I want to apologize if any student has not found me at the field on a Monday or Wednesday. I usually go, spend an hour or two, and if no students have arrived, I'll go home & work on my garage. . With that in mind, let me

offer to arrange a schedule for any student who wants to call. My home phone is 688-6204, and there's an answering machine.

I will still be available for instruction after work on Monday and Wednesday, and will work out a Monday, Wednesday or alternate schedule for any student that needs one.

The photo is from years ago, when I was first flying with my Señorita. (See cover shots – MDS). That plane has been through a lot, but is still serviceable. In fact, I gave it a retirement flying session, Sunday August 13, just to confirm that it is still useable. I'm making it available for a new flyer. The price is right, so if you know a prospective flyer who would give it a good home, let me know.

The Señorita wasn't the first plane I flew. That was a Hobbico "Sturdy Birdy", for which the main attraction was the price – radio, engine, and plane came as a package, something less than \$200. This was about 1991, and I went through several iterations of the original self-instruction method: Assemble, take off, crash, fix, repeat, etc. until finally I put it aside.

A few years later I bought that Señorita, and hooked up with the club, actually doing my first flights on a Midwest AeroStar furnished by the club. The Señorita, then, got flown on an almost daily basis for several months. I dragged it out of storage to do some instruction, a couple years ago, but it has mostly hung from the rafters in my garage the rest of the time. Twice through the years, the rubber bands on the wing gave way, and the fuselage crashed to the floor – most recently in July of this year.

That Sturdy Birdy sat idle quite a while, too. After I had been flying a while, I decided to revisit the Sturdy Birdy, and took it to the field several times. I determined that, while it would fly, it was neither a particularly good flyer nor was it very sturdy. I managed to break just about everything on it, and

eventually wished I had not made it my mission in life to fly the thing. The wing still resides in my attic, but the rest of it is long gone. The Flyboy Advisor does not endorse the Sturdy Birdy as a student plane, but confirms that the Sig Señorita is a quite acceptable first plane. By the time this is published, mine will be available to a new or prospective member.

In addition, I have another plane that needs a good home. My V-Mar Extra log lists hundreds of flights, and it looks it. The covering was never very good, and I've torn the landing gear off three times, but I always liked the way it flew. This summer, I took a notion to take it down from the garage rafters and put it in the air again. With a little tape and a bit of engine massage, it was soon flying again. In short order, I was putting it through loops and rolls, stall turns, four point rolls, doing continuous rolls from one end of the field to the other, and generally wringing it out. I learned a lot from this plane a few years ago, and it was kind of neat to be putting it in the air again.

However, it's time to retire this plane, and let someone else enjoy it. The Extra will not be taking up space in my garage this winter. If you need a plane like this, come see me, the price is right on this one too. Bear in mind, you'll want to fix a lot of covering, and there may well be other things wrong, but as of this writing, it is still in flying condition.

In the case of both the Señorita and the Extra, the price will be a small donation of negotiable size, to the club. I've gotten more than my money's worth from them, and have verified they're still airworthy. I think someone else would find either one fun to fly. That offer expires September 25, 2006. By that time, neither plane will have a home in my garage, even if that means I have to set them out by the curb. The Flyboy Advisor highly recommends either plane.

Dave

Candid Club shots

Often quietly slipping in and out of the field unnoticed, we find Vern Holeman here demonstrating the proper sequencing before propping the engine: "Radio-on, brakes-on, mags-on, C-L-E-A-R!"



Kerry Delvelcchio with another pride-n-joy. And another beautiful day on a beautiful field!



What's a flying event without cheerleaders!

Say, what's a car doing in the bleacher section? Read on for details.



The Mystery of the Parked Car

by Dave Olson (with some minor editing help from a few others)

As with any story, there are as many versions as there are observers. Case in point, the parked car that suddenly appeared under the shelter at the flying field.

We can all agree on the date, it was August 13, 2006. A fine day, with a mild wind from the SE, mostly clear skies and a most reasonable 86° temperature. Bob Draper drove in and unloaded his big U-Can-Do-3D. He was about the 6th person to arrive, the others having their planes on the field and some air time in. Shortly, Bob's engine was running, and he was enjoying a nice flight. After relaxing for a few minutes, he had another flight, really wringing out the UCD and putting it through its paces. Then he sat down for quite a while, visiting with the rest of us and watching others fly. After while, when the sky cleared of other flyers, he put the plane up for yet another flight, putting the UCD into every imaginable maneuver, and performing a number of touch 'n go's. At that point he walked back to his chair and noticed his car, parked under the shelter, seemingly for the first time. It had been at least an hour!

Now, at the time, I was about halfway between the gate and the shelter. About 4 of the 6 laps were complete, in my 48 minute / 3-mile customary walk, when I heard laughter coming from the shelter area. I figured I could expect a story when I finished my laps, and there were several. I, of course, was as innocent as the driven snow, but I made note of some of those who seemed to be involved.

Kerry DelVecchio said the car had been there since shortly after Bob arrived. He made note of the handicap tag, and suggested that the shelter was serving as our handicap parking area.

George Knight was sure someone had moved the car for Bob, when Bob had left it in the pit lane & started flying. Don Stedman denied helping move any tables (or moving his vehicle out of the way) to make room for the car. Vern Holeman drove in after the fact, unloaded, and then drove back home to get his fuel jug. I'm pretty sure he never showed any sign of noticing the vehicle in the shade under the shelter, on either trip. Another claimed that "Vern about scraped some paint on the fence trying to get around Bob's car, so I'm pretty sure he noticed it!"

Jim Fassino just grinned. He alluded to someone doing a favor for Bob, by getting the car off the field for him. Personally, I'm surprised they all just didn't feign innocence when Bob noticed the car. At least they didn't try to convince him he had parked it there and went flying. Which, in my opinion, would have been a better story.

Safety, and club rules, would have dictated the car at least not be in the unloading zone. It seems only natural that Bob would want to protect that new car in a shelter with a roof, doesn't it? Such is the background for another's story of an act of charity: "All I remember is somebody with a "Valet" vest on moved the car, from where Bob had unloaded it, to under the shelter. It was convenient that Bob had left the keys in the ignition. Not surprisingly, when I returned the following day, I noticed that Bob had left his card on the board and taken the frequency pin. " He just planned to fly that evening – cut him some slack here.

This clear, unbiased account of the appearance of Bob Draper's car under the shelter certainly shows that uncertainty remains as to who moved Bob's car, or whether Bob had such great flights that his mind was flying also. Still, with our ever present safety officer out of the country avoiding capture, one of his accomplices secured the flying site in his stead.

Wholesome fun!

Electric Sailplane approved for commercial sales (not a model)!!!

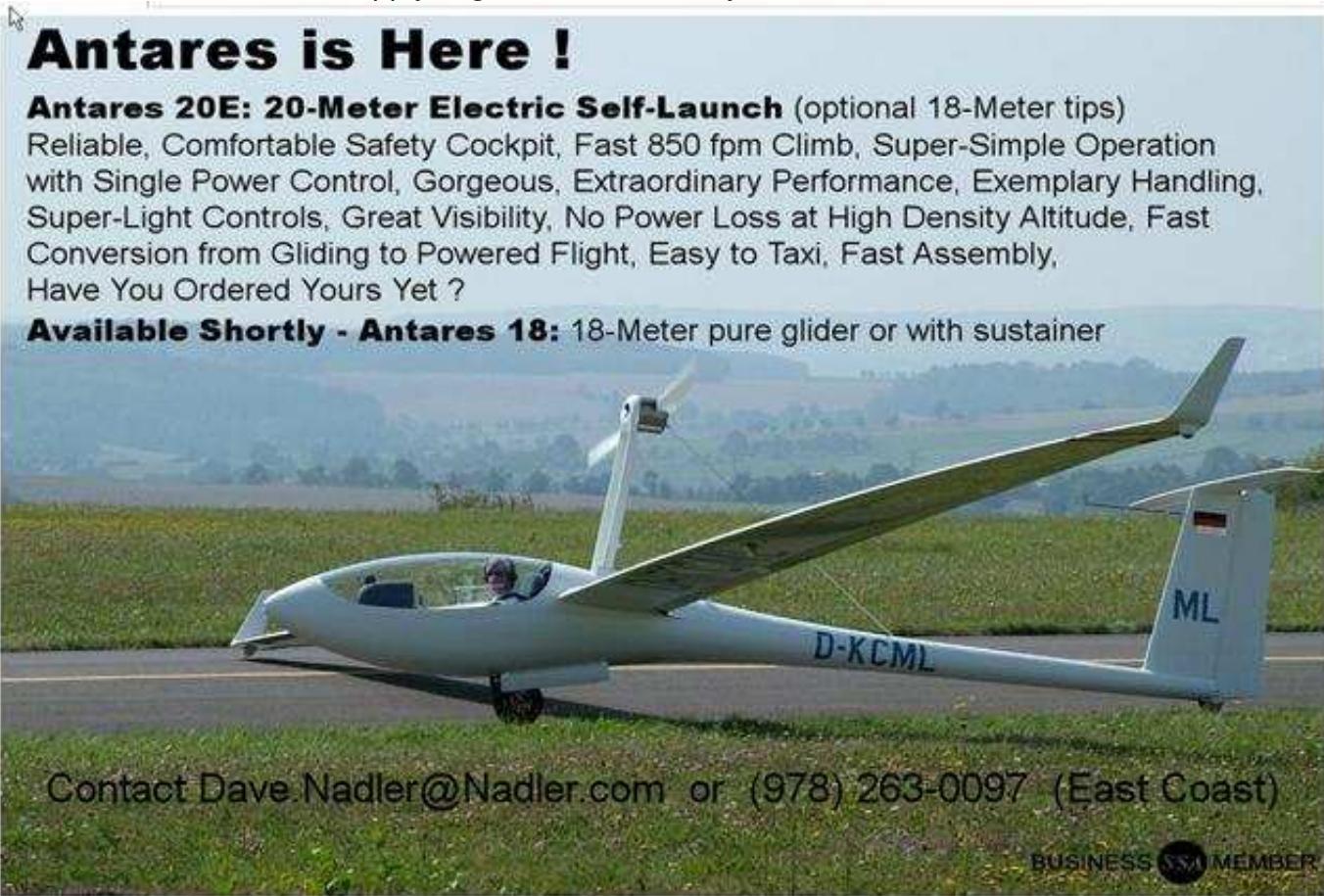
An ...electric propelled... sailplane has been type-approved for use in all EU nations! This is not a model, but a full size 20 meter wingspan (65 feet).

How was it done?

Custom-designed just for this application, a brushless motor of 56 HP pulls it up at 866 ft/min, all the way up to 10,000 feet! It has only 4 parts that need any maintenance, and that being only 2 bearings and 2 seals, scheduled for replacement every 900 hrs. The motor runs off of 190-288 volts, pulling up to 160 amps at 90% efficiency! The prop is custom as well, and has high efficiency and low noise (a feature that's not an option to sailplane aficionados').

The prop and motor are retractable in-flight, and speed control is supplied via one lever.

The batteries are Li-Ion's. Their 72 cells takes only 9 hours to charge on 110/220V AC. They are expected to last for at least 1500 cycles from full power to 20% capacity. At 1500 cycles there is still 80% of the original max'm capacity left. The F35 joint strike fighter in 2007 will use the exact same cells, so supply is guaranteed for 30 years.

A photograph of a white Antares 20E sailplane parked on a paved runway. The aircraft has a high-wing configuration with a T-tail. The registration 'D-KCML' is visible on the fuselage. The background shows a grassy field and hills under a clear sky.

Antares is Here !

Antares 20E: 20-Meter Electric Self-Launch (optional 18-Meter tips)
Reliable, Comfortable Safety Cockpit, Fast 850 fpm Climb, Super-Simple Operation with Single Power Control, Gorgeous, Extraordinary Performance, Exemplary Handling, Super-Light Controls, Great Visibility, No Power Loss at High Density Altitude, Fast Conversion from Gliding to Powered Flight, Easy to Taxi, Fast Assembly, Have You Ordered Yours Yet ?

Available Shortly - Antares 18: 18-Meter pure glider or with sustainer

Contact Dave.Nadler@Nadler.com or (978) 263-0097 (East Coast)

BUSINESS MEMBER

Videos & spec's can be found at:

<http://www.lange-flugzeugbau.com/htm/english/news/news.html>

Roger, plan on making a scale model for the cross-country race next year? 1/4 scale would yield 5 meters (16 feet). I'd say that be 'bout right!

From the President's Hangar

Hi Flyers,

We're heading into the shorter side of summer with shorter flying hours. Sure, we can still fly late, but it can be difficult to see what the airplane is doing. Flying attendance on most afternoons and evenings has been very good.

We have a new member, Mark Kiefer. I have not had the opportunity to meet him. Please welcome him.

We are coming into the annual election season. If you are interested in running for an office or taking on a new job for next year, let me know. One of my duties is to appoint a nominating committee. I goofed on this one. At the September meeting I/we will work on this. The October meeting is the election of officers for next year. How time flies.

Last weekend I attended a float fly (spectator only) in DePue Illinois. The site is a beautiful park on the Illinois River at DePue. The event is sponsored by the Windy Flyers of Princeton Illinois. There were about 20 sea and floatplanes of all sizes and shapes. It's very different to see a Cub on floats circling while inverted. A chase boat was part of the needed equipment. The event is held annually in August. If you would like to see something different in R/C, be sure to attend next year.

Our discussion with the Peoria Park District for a new flying site continues. A concern of the PPD was freedom from radio interference. We have tested several times with spectrum analyzers provided by club members and the AMA. In two tests during the day hours, we have found interference on channel 56 only. Additional testing will continue. It is common for flying sites to have frequency restrictions on certain channels and often more than one channel. Jim Fassino has flown on several occasions without problem. Jim also flew a demonstration flight with David Wheeler of the PPD attending. All went well. The radio interference hurdle looks like it is behind us. The park district has provided a document used by the R/C car guys. They are constructing a new site in the Marina area across from Detweiler Park. The site is just behind the area where the control line folks fly. Rick Jacobson indicates that the car area will be finished soon. We are to modify the car agreement to suit our purposes and return it to park personnel. The major change from the car agreement will state that no one can just walk in and fly, even though we are on public property. PRCM Membership would be required or a guest could fly per our (and AMA) guidelines. Currently, R/C airplanes cannot fly anywhere in the Peoria parks. The car club agreement allows anyone to use the track except at special events. The PPD planning committee and legal people will review the document. The proposal goes first to the staff, then the planning committee, and then to the park board.

Several details are being worked out. There is a lane (on Caterpillar property) for entry to the property. We are seeking permission (in writing) to use the lane. If the lane is not available, the PPD indicated it would be permissible to construct a parallel lane on park property. It would be like a two lane highway in the middle of a corn field. We have drawings of the site with an overlay of the AMA recommendations for flying sites. The new site fits nicely. This process is moving along slowly. There are several PPD people involved in the process. PPD people have been very busy with recent school district issues. In a perfect world, it would be very good to have the field available at the end of the harvest season for preparation and grass planting (about three acres). At this point improvements to the site are being kept simple to include entry lane, parking, and a porta-potty. Patience will be a virtue as we move toward a new site. Stay tuned.

Happy flying. See you at the Tuesday, September 5 meeting.

Terry Beachler

Editorial

My Olympic II sailplane is coming to a finish. Janet and the children keep asking 'When will it be done?' and while inside I want to say next week, I usually say something like 'soon, maybe in 4 weeks'. And another four weeks goes by, and the story repeats. I love to build, but it sure seems to take a lot longer than when I made my first Oly II back in high-school almost 30 years ago, and then it was from scratch, not a kit! With normal family demands taking priority, and being put first in priority, the plane becomes a privilege to work on. There are faucets leaking, a clothes washer being fixed, dryer venting to replace, bicycles to tune-up, and the normal work of getting a roof and a camper repaired after hail damage. So in some ways I now see the advantage of the ARF's: load and go! That's important if flying is the only thing you like to do. Still, I like to build. So after family, and household duties are done, I carefully split that precious time between building and flying. And I'm content.

Speaking of gliders, a few in the club are looking for a nice grass strip or field to fly off of. It takes some stretch of land for 100" span gliders to be winched or Hi-started up: 600-1000' is desired. If you know of someone, or a location, please let Roger Stegall or Michael Seyfert know. We're also interested in members with gliders. You can contact us via the information on the cover page.

Building hint: While covering the Oly II tail feathers in 3 monokote colors, I first tried to cover each section with a specific color, one at a time. This resulted in some minor wrinkles, which will remain as a tribute to my covering skills, but luckily were on the bottom surface. I decided to try something different on the top surface: I thought how easy a single sheet of monokote covers, so I decided to tack the three color sections into one piece and apply it as one. The challenge is two fold: 1) the need to align the sections properly, and 2) tacking the pieces together with the recommended 1/4" overlap would also melt the adhesive to whatever surface is used to back it up, thus making it less tacky to the control surface later. So what I did was the following: I aligned the three panels over the tail feather to get the desired effect. Then I used a low setting on the iron and tacked the pieces together in just three spots at each overlap. Somewhat akin to a 'tack weld'. Then I removed the single sheet of 3 colors, and placed them over the original clear plastic backing that came with the monokote off of the roll. Warming up the iron a bit, I ironed the 1/4" overlapping sections. The clear plastic backing prevented picking up dust/dirt/wood fiber so the adhesive will still stick well to the tail feathers. The clear backing also peeled off easily. Then with a single sheet, 'fully welded' yet wrinkle free, I could readily cover the tail feathers with few process-induced wrinkles, limited only by my covering skills and curved tips :).

I'm sure some of you also have little challenges in building. If so, why don't you share how you overcame them? If you only have an ARF, I'm sure you've faced some repair jobs in a unique way. Share them with me, with or without pictures, and the whole club will benefit. Thanks.

You have all been more than kind in supplying material and pictures. I hope you have enjoyed the newsletters this year. However, since the club has not reimbursed my expenses for some months, I find my personal cash getting too low to continue to put it out on my dime. It was bad enough that when I volunteered for this job (in a moment of temporary insanity) the club changed their rules so the editor does not get a free membership anymore. Anyhow, I could be convinced to stay should I find a check in the mail shortly for my submitted expenses. J

Michael Seyfert – Editor and comedian wanna-be.