

Peoria R/C Modelers

Newsletter

July 2007

The President's Corner

Hi, Flyers

Bob Wilson and I attended (as spectators) the Tri-Village RC pattern contest. Our own Jack Li finished in first place in the Intermediate class. This was his first entry in the U.S. Jack plans to compete at the NATS this month. The Tri-Villagers welcomed Jack and his family with good coaching, support, and participation in their evening get together. (As of 7/5, there were 17 entrants in the Intermediate class at the Nats). Congratulations to Jack!

Bob will be hosting a mini-pattern contest at our August meeting. It is a severely watered-down version of what the big guys fly. I'm signing up and can barely do a loop. Don't be embarrassed or squeamish. Bob W. and Jack L. will be judges, so we all have a reasonable chance of finishing last. It's a great opportunity to learn under extreme pressure. Be sure to sign up. This should be a blast. For those not flying, Roger will be servicing several gourmet entrees starting at 4:30. So there are two reasons to attend. The meeting should be very short.

All is in order with our new field



Jack Li with 1st Place Intermediate Pattern Trophy at the Tri-Villagers Pattern Contest (Hoffman Estates)

arrangement with the Peoria Park District. Dave Wheeler and I will meet soon to sort out an easement issue and sign documents. If you have not seen the site, be sure to ask for directions. We will start field preparation after the beans are harvested.

Jim Martin, a Washington Club member and treasurer, will be coming to our August meeting to discuss all issues they have experienced with a field move. Jim has been through two field moves and can answer most any question about field moves. I encourage all to attend as his information will be very informative.

(Continued)

Club Officers

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

Bob Wilson 219-4262

Dave Olson 688-6204

Michael Seyfert

www.Peoriarcmodelers.com

AMA Club #313

(Continued President's Corner)

September is nominations month, and October we will have elections of 2008 officers. Kerry D. will be working on nominations for these positions. See him if you are interested in any club position. In the absence of term limitations, I would gladly run again for President in 2008; however I am not sure about the great (but goofy) crew which surrounds me. This job has been very enjoyable. A great club takes each person pulling a little bit of the load, and the outcome is great. Jump in and volunteer for a position. There will be considerable work with the field move. The long term for the club looks very good.

May the rest of the year bring you no crashes!

Terry Beachler



Brandon and Steve Lewis enjoying a sunny day at the field on freshly mowed grass. (Dave Olson photo)

PRCM Newsflash: The Four Star 60 photo featured in last month's newsletter can now be considered an extinct artifact. First built and owned by Kerry DelVecchio, this airplane was eventually sold to "The Great Airplane Demolisher", George Knight. Sadly, while testing the limits of the infamous "Wally Land," the airplane performed a category 5, "Dorkarsaurus Rex". There was no possibility of a rebuild. The few remains were cremated with the ashes scattered over Wally Land in an effort to appease the mysterious forces emanating from that portion of the field.

Editorial

Mark August 18th down on your personal calendars, because this is a date of importance for our club. On that date, we will host a Fly-In for ourselves and other surrounding clubs. This is an opportunity for our club to showcase some of the flying hardware we have accumulated and to meet and greet others clubs from our geographical area. If you happen to look in the most recent AMA publication, you will notice that Bloomington, Galesburg, Moline, Rockford, Morrison, and Pekin are all hosting similar get-acquainted events. This is the first year in several years that we have enough membership support to provide a first-class opportunity to promote flying and friendship at our field. It's my hope that we can have a great turnout of club members and an over abundance of flying machines on-site. I plan to bring a vanload of planes and a cooler-load of burgers for the grill.

All types of flying devices are welcome. Bob Wilson is the CD and coordinator of logistics for this Fly-In. In case you haven't noticed, the new safety fence has been installed, the grass has been mowed, and there are even fresh rolls of toilet paper in the green buildings (double-ply). I have visited the flying sites of several other clubs and come to realize that we have a premier facility. It's true-, our "tarmac" might better resemble the surface of a Serta Perfect Sleeper but all things considered, we should be proud of our "home away from home."

Perhaps, sometime next season we will have another flying field to call home but for now – let's take advantage of our great facilities and plan for a day of fun, talking, flying and eating. It would be appreciated if you happen to have some kit, motor or radio equipment in like-new condition or even a completed airplane in good condition, that you might like to donate to the club for a raffle. If you happen to have any such item/s, please contact Bob Wilson. We will finalize plans for the Fly-In at our club meeting August 7th, so plan to be there.

Roger Stegall

News Flash! On July 2nd, the ugly Beachler 4-Star 40 suffered a crash while on landing approach. Two impartial and highly respected witnesses to the encounter (Fassino, Wilson) were at a loss to explain the sudden encounter with Terra Firma. The barf-colored airplane was making a normal approach and was about 5 feet above the alfalfa when it suddenly nosed down, striking the ground just short of the runway. Both witnesses agreed that it didn't appear to be a stall situation. Initial post crash forensics showed only a broken prop and motor mount. Later inspection seems to indicate that the motor mount broke in flight, causing the sudden nose down crash. In this case, it looks like the pilot can be absolved of all sins. The airplane is repairable, and the ping-pong ball pilot will fly again.



Jack Li is pictured above with his 2nd place trophy for Intermediate Pattern at the NATS. It is the feeling of this writer that Jack may soon need a trophy room for the accumulation of "hardware" he is likely to win as he continues to hone his skills in the skies over central Illinois.

Club Member Scores BIG At the NATS

That's right, our very own Jack Li went to the NATS with the hope of competing and having fun in the process. He and his family, working as a pit crew, were successful to the point that Jack took home 2nd place in a field of 17 pilots. You must realize that Jack took honors in a field of seasoned pilots from Ga, NC, AL, OK, MD, VA, CA, TX and even our neighboring state of Iowa. Jack beat these guys who traveled long distances, because they were the best pilots in their respective areas of the country. It may be only a matter of a few years before Jack is challenging the likes of Andrew Jesky, Quique Somenzini, Jason Shulman, Chipe Hyde and Sean McMurty (the top 5 pilots in FAI this year). An excited Jack called Terry Beachler with the good news. Jack and family decided to rest and stay another day at the NATS so they could witness the finals of FAI. GO GET EM JACK!

Intermediate

1	MARCIO A JORGE	O	3980.7941	ATLANTA	GA
2	RUOHAN (JACK) LI	S	3947.2841	DUNLAP	IL
3	GARY R COURTNEY	O	3946.3255	HUNTSVILLE	AL
4	BRANDON C LANDRY	J	3894.2959	BATON ROUGE	LA
5	RICHARD A ROSINSKI II	O	3881.1865	RALEIGH	NC
6	EDWIN M MANSON	J	3777.0279	MCLEAN	VA
7	MATTHEW C LIPRIE	S	3767.6467	LAKE CHARLES	LA
8	JOHN KONNEKER	O	3765.2024	MOUNT PLEASANT	IA
9	JON R MARTIN	O	3756.0163	RAYNE	LA
10	AUSTIN WINGO	S	3667.335	BIRMINGHAM	AL
11	LARRY L KAUFFMAN	O	3633.7106	MANASSAS	VA
12	ROYCE W DORSETT	O	3564.2409	WELCOME	NC
13	TIM R TIPTON	O	3544.1965	BROKEN ARROW	OK
14	BRUCE M GINN	O	3536.6891	NORTH EAST	MD
15	MICHAEL GREEAR	O	3455.4515	LITTLOCK	CA
16	DYLAN FORNEY	O	3414.4633	MURCHISON	TX
17	DEAN FUNK	O	3348.4203	AUSTELL	GA

The table above is from the NATS publication showing scores for Intermediate Pattern. Take note who came in Second Place – from Dunlap. Congratulations, Jack!!



Shown above is a part of the squadron of planes that competed in Scale Combat at the NATS. By the conclusion of the contest, many planes turned themselves into lawn darts.

News Flash! Another Sukhoi Bites The Dust -

- Described by onlookers as, "The most extensive debris field since Peoria opened their new dumpsite," Roger Stegall's Sig Sukhoi experienced a mysterious wing failure & departure at 200 feet AGL. The resulting crash was horrific, measuring a 3.5 on the Richter scale and caused bystanders to gasp in disbelief. The airplane (except for one wing panel) was completely demolished. Even the Saito (twin) 270 was partially damaged. Post crash forensics indicate poor wing construction or aileron flutter as the probable failure modes. When asked about the crash, Roger stated: "I was really starting to like that propeller."

PRCM Newsflash: A helicopter suffered a debilitating crash resulting in some extensive rotor repair. The pilot, "Smokin-Jim" Fassino, survived the crash. When questioned as to the cause, the pilot truthfully answered, "It was totally pilot error." An earlier repair had necessitated the removal of the bright yellow cowl. This was not replaced for the upcoming flight. Once in the air, a helicopter without an identifiable cowl becomes a flying Erector Set, and "Smokin-Jim" lost orientation. The helicopter encountered mother earth in an inverted attitude, and amazingly, the engine was still running when the rescue crew arrived. The heli has been repaired and is flying again (with the cowl attached).

From the Monmouth Model Airplane Club, Inc. Li-Poly Battery Basics by Paul Gentile

The popularity of electric-powered aircraft has soared (pun intended) over the past few years. Part of the reason behind the recent popularity has been the advent of Lithium Polymer or Li-Poly batteries. Li-Poly batteries pack a high energy-to-weight ratio when compared to their Ni-Cad and NiMH battery cousins. This stored energy has good and bad potential, and we will touch on both here. Li-Poly battery cells are 3.7 volts, as compared to Ni-Cad and NiMH batteries which are 1.5 volts per cell. When Li-Poly batteries are wired in parallel, they do not discharge like other batteries. In addition, when you wire cells in parallel, each cell only sees half the total current, or amp draw. Total current is very important for Li-Poly batteries and is identified with a C rating. You may see Li-Poly batteries advertised as 3C, 6C, 8C, 10C. This means that a 3C 1500 mAh (1.5 amp) Li-Poly battery pack should never be discharged at a rate higher than 3 x 1500 mAh or 4500 mAh (4.5 amps). Discharging a Li-Poly beyond this rating could cause damage to the cells or even fire, a very serious concern. Changing a propeller on your airplane can change the current draw and cause higher than expected discharge rates. So it is beneficial to have a current meter on hand. The manufacturer's specifications for the motor, speed control, and propeller combination you are running also come in very handy. The other letters on Li-Poly packs refer to S for serial wiring of cells and P for parallel wiring of cells. A 3S pack would be 3.7 volts x 3 cells = 11.1 volts. A 3P pack would mean three parallel cells, or 3.7 volts and a higher C rating. A 3S 3P pack would have 3 cells in serial (11.1 volts) and 3 cells in parallel. Li-Poly batteries also do not require cycling, or discharging like other batteries. In fact, you never want to cycle down Li-Poly batteries. You should always leave a partial charge to avoid damage. Chargers and speed controls should always be rated for Li-Poly use. Do not attempt to use your Ni-Cad or NiMH equipment. An improper charge rate could cause a Li-Poly pack to explode and burn at over 2000



David Moser's QQ 38% Yak – 54 flying in Unlimited Scale Aerobatics with a monster 3-W motor. (NATS photo)

degrees. A non Li-Poly rated speed control could cause over discharge and cell damage. Here is a list of dos and don'ts for your Li-Poly packs:

- Never put your Li-Poly packs in water and never put water on the packs.
 - Don't leave your Li-Poly batteries unattended while charging. See www.modelaircraft.org for this year's list of people whose cars and houses have burned down while leaving packs unattended during charging.
 - Don't puncture or short out Li-Poly batteries.
 - Don't fully discharge your Li-Poly packs. This will damage the cells.
 - Don't put the Li-Poly battery in your car, or leave it in your airplane after a crash. If the battery is damaged internally, you may not notice. According to the AMA, several members' cars have already burned up this year due to this scenario.
 - Do follow all manufacturer ratings and specifications for use and storage.
 - Do store your Li-Poly packs in a fireproof container.
- Li-Poly batteries are used everyday safely in cell phones, laptops, consumer electronics, and iPods. In our hobby, we are pushing these batteries to their limits, charging and discharging them at high rates and sometimes smashing them into the ground at high speeds. We need to respect their potential and keep it safe. Enjoy the power and convenience of electric flight with Li-Poly batteries; I do. Just respect the energy stored in that little Li-Poly package, and it will reward you with some of the fastest, 3-Dest (if that is a word), most fun flying you will have.

Li-Poly Quick Reference

C = Current

S = Serial

P = Parallel

Li-Poly Cell Voltage

Cells x 3.7 = voltage

1 cell = 3.7 volts

2 cells in series = 7.4 volts

3 cells in series = 11.1 volts

MAh = milliamp hour rating of a battery's capacity under load. 1000mAh = 1 Amp

Next Club Meeting August 7th 6 PM

Abbreviated Meeting
Abbreviated Pattern Contest
Burgers, Chips & Drinks On Site

Dear Amelia,

I have a friend and fellow club member, "K," who is a superb pilot. He rolls and loops like a maestro. His death defying inverted passes are awe-inspiring. His specialty is the inverted flat spin which leaves the crowd breathless. "K" is a superb pilot...most of the time. Suddenly, after days of brilliant performances, a dark force seems to consume my friend. His flights are erratic and unsure. Takeoffs are excruciating. But... "landings from hell" are the first telltale sign that disturbing cerebral changes are occurring. I tell you, Amelia, the change is appalling...one moment "K" rivals Quique Somenzini; the next it's "Bozo Man".

"K" preferentially flies Russian airplanes, Sukhois and Yaks, and at first surmised that his downtimes were the result of guilt for his Communist-pinko tendencies. Now, however, I think the problem is much deeper than just guilt. It seems to be systemic and definitely cyclic. I have labeled the problem "The K-factor." The rest of the club members and myself feel "K's" pain. We watch in agony as he leaves the field muttering, "I suck".
How can we help?

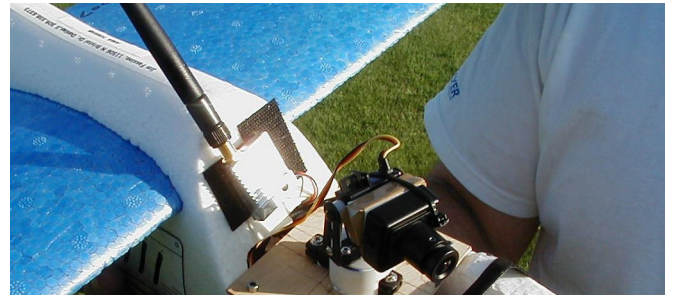
Fight the "K-factor"

Dear Fight the K-factor,

You may be on to something concerning this K-factor thing. If I remember correctly from my thermal dynamics study of strawberry Jell-O, a K-factor is the amount of heat that passes through a cube of material in a given time when the difference in temperature of the cube is one degree. This energy or K-force would be cyclical in nature, as you have described. Your club member is likely suffering from having his beanie overheat by a degree or two as his mind traces flat spins in the sky from altitudes that would give an eagle a nosebleed.

As a club, you must be supportive to your membership. At the end of a flying session, while this pilot disassembles the landing gear from his plane while mumbling repeated phrases of "I suck," be sure to include a positive statement such as: "They now have a medication to help control those seizures." It's supportive comments like these that will be remembered and sometimes even initiate nonverbal communication.

Sincerely,
There aint no "K" in Amelia Airhead



Shown above is the Jim Fassino Spy-Cam. The camera has servo controls for both horizontal and vertical movement.

Dear Amelia,

I'm concerned that one of our regular Saturday morning breakfast club members has become fixated and narrowly focused on winning the affections of a young, well-shaped cashier lady who takes our meal money. Normally I wouldn't worry about any adolescent fantasies that this gentleman may be having, but it seems to be affecting his outward personality. He has gone from eating eggs, sausage and hash browns to ordering a fruit bowl. Simultaneously, he has abandoned flying his beat-up airframes and has actually started to complete several projects that have been sitting on his workbench for years. I'm concerned that this gray-haired guy is continuing to loose perspective as he gets closer and closer to retirement. Almost any day I expect to pick up the morning paper to learn that he has been arrested for torturing cats or sending hate mail to lipo battery companies. Need I be worried since just last weekend I saw the buxom lass at the cash register double punch his breakfast card?

Sincerely
Concerned Club Member

Dear Concerned,

Not to worry, the young lady who was so gracious to double punch the breakfast card probably did so because she saw the guy drool and thought it was a physical problem. It's not at all that uncommon for guys to try to rejuvenate their life by changing their habits, changing their food and even changing their underwear. This soon-to-be-retiree you mentioned may have focused his inner frustrations into an outward frenzy of building activities and an outward frenzy to adjust motors. It's this motor adjusting tendency that's most symbolic to a dissatisfaction with the aging process and its corresponding disruption to normal physical functions. When a guy's motor won't start, the first thing he blames is his glow plug – some things never change.

Have some patience and show some empathy at your breakfast meetings, who knows, a drool at the right time could get you a double punch.

Drool Away,
Amelia Airhead



This is the inside workings of a 40% Airwild Sukhoi Su-29 flown in the Freestyle Rock-n-Roll event at the NATS. The oldest pilot was 24. It used a Smart-Fly Control Management System.

Dear Amelia,

Recent news reports have identified addiction to video games as a real physical addiction. The medical community has begun to treat patients with gaming addictions in a similar manner as they would treat patients with any other type of serious dependency problem.

My question for you Amanda is: Could I be started down the addictive road to self-destruction since I would rather be flying than consuming brownies fresh from the oven?

Sincerely,
One Time Chocoholic

Dear X-Lover of Chocolate Stuff,

Before I can determine the depths of your depravity, I need to know if the brownies you have been neglecting have almonds. Rather than compare your addictive tendencies with brownies, a more accurate assessment of your situation is needed. If you answer YES" to 3 or more of the 5 questions below, you need to seek immediate professional help for your addictive behavior.

1. Would you rather fly than put suntan oil on Jennifer Annison?
2. Would you rather have a gallon of Cool Power rather than a Gallon of Star Bucks coffee?
3. Do you prefer the smell of burned Caster Oil to the smell of a hot cherry pie?
4. Would you prefer to build planes rather than be the personal trainer for Angelina Jolee?
5. When somebody mentions the word "Teddy," do you think of a flying bear rather than something you can see through?

If you happen to have recorded a perfect score of 5 "YES" answers, my condolences to your family, friends and dog. If you happen to get confined to an intervention treatment facility some day, give me a call, and I'll bring you brownies.

Sincerely,
Don't forget to preheat the oven – Amelia Airhead

Dear Amelia,

In the 1989 movie "Field of Dreams" starring Kevin Costner, the baseball greats of yesteryear emerge out of the cornfield surrounding the ball diamond. Later on, when the game is over, the ball players fade back into the cornfield.

Is it my imagination or is there a similar situation at the PRCM flying field? The only difference I can see is that when people emerge out of the corn, they are carrying pieces of model airplanes instead of baseball gloves.

I know that Dave Olson is no "Shoeless" Joe Jackson and George Knight is no "Moonlight" Graham, but what gives? Do we have some kind of supernatural event going on at our "Field of Dreams?"

Signed,
Dreaming in a Field

Dear Dreamer Lad,

All over the world there are mystical happenings that Hollywood has overlooked in favor of other stories they believe will help sell more overpriced popcorn. The strange and unexplained events at your flying venue probably have some real ties to the Ken Costner story line that would help explain their occurrence.

Although Dave Olson is no "Shoeless" Joe Jackson, he is often times a "Shirtless" Olson, and George may not resemble "Moonlight" Graham but you can't have "Moonlight" unless it's Knight! If you ask around, you will probably discover that several of your club members have heard mysterious voices saying -- "If you build it, – it will fly."

Sometimes you have to take a leap of faith and follow the voices you hear in your head, even though your activity may not make sense to your wife, your relatives or even those bothersome collection agencies. I can't guarantee there will be an endless line of cars to visit your field of dreams, but your club membership seems to be growing, and on any given day there are likely more cars at your field than can be found in the parking lot of Ted's Tattoos for Turtles. Until RC becomes main-stream enough to catch the attention of movie writers, you, "Shirtless" Dave and "Moonlight" Knight will probably have to fly in obscurity and retrieve from the cornfield pieces-parts of planes, spinners and props that were paying homage to another powerful message – "If you build it – it will crash."

Sincerely,
Amelia -- The Crash-Proof Airhead.

Some Dates For your Calendar

Rolling Meadows, Illinois August 8th – Big Bird Fly In. Site: Busse Woods LeRoy Cordes CD (733-398-0155, e-mail lcordes@juno.com. Chicagoland Big Soarers 15th annual Big Bird Fly In. Flying 9 AM to 2 PM, Prizes and refreshments.

Ringwood, Illinois, Chain-O-Lakes Electric Fun Fly 8/11/07. Site club field, Lawrence Rubbo CD 815 341-7889. Fun Fly open to all types of electric-powered aircraft. Flying starts at 8 AM, Food on site. \$10 landing fee – includes lunch for registered pilots.

Rockford, Illinois, August 8th Big Bird Fly in. Site Park District Model Air Field, Benis Bielick CD, 815 732-4039, Bad channels 27, 28, 29. Lunch buffet free to pilots, \$5 landing fee. Aircraft minimum wing span 80 inches mono, or 60" biplane or true ¼ scale. Food and beverages available.

Streator, Illinois, August 12, 2007, R/C flyers Fly in Breakfast – site Club Field – Come and enjoy breakfast and fly at a great field 2 mile west of downtown Streator on Route 18, then ½ mile south on Kangley Rd.

Chillicothe Illinois – August 18th, 10 AM to 5 PM – FLY IN-- open to all Clubs, Bring It, Fly-It, \$5 landing fee includes lunch, raffle for prizes – support your club.

Hillsdale, Illinois, 8/19/07 Erie R/C Club annual Fun Fly. Site – Club Field, Orville Shields CD 309 236 6167, E-mail osrs73@YAHOO.COM, gas & electric aircraft.

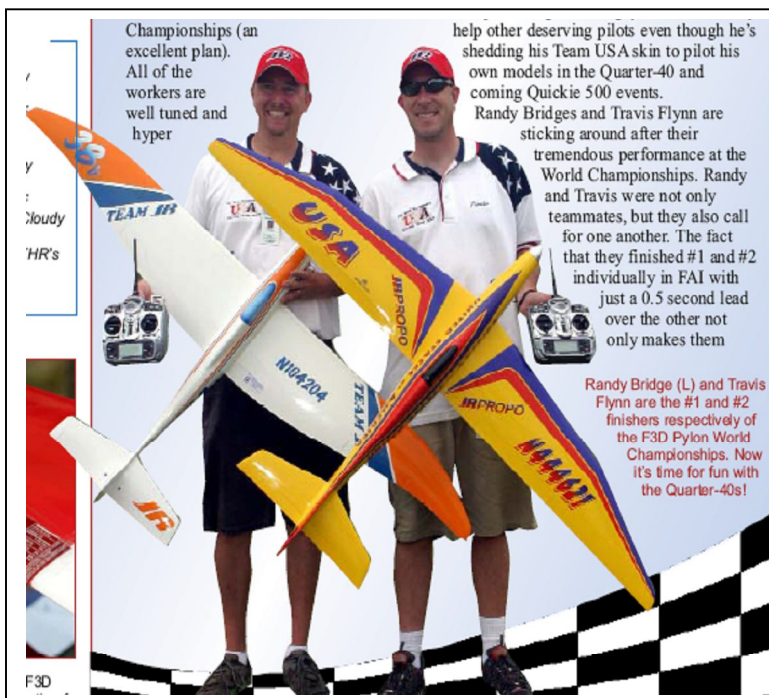
Riverdale, Illinois, 8/19/07, Big Bird Fly In. Site, Kickapoo Woods, John Spencer CD, 708-403-71284, E-mail pbs154@AOL.COM. Landing fee \$10, Lunch included with landing fee, New 240' paved runway.

Rockford, Illinois 8/19/07 – Electric Fun Fly, Site Park District Field, Tim Scott CD, 815 239-2186, E-mail timscott@HS.UTC.COM

Rockford Illinois, 8/24/07 – 3-D Fun Fly, Site Park District Field, Orville Steinmetz CD, 815 885-1161,

Champaign, Illinois, 8/25/07 Giant Plane Fly-in, Site: Club Field, Thomas Griffith CD, 217 355-6153, E-mail griff4386@AOL.COM, Relaxed flying, No channels on 17, 18, 43, 44, 50 and 51.

East Moline, Illinois 8/26/07 – Float Fly – Mississippi Back Waters, Richard Haney CD 309 764 6089.



Newsflash – It seems that the Saturday morning breakfast club has fallen out of favor at LaPeeps because we were kicked out of the room we have used every Saturday for over a year. They gave us the “boot” so 8 car salesman could have a private meeting to come up with a new strategy to get Americans to purchase large domestic trucks & SUVs. One guy suggested throwing in a full tank of gas with every vehicle. Duh!

Pictured to the Left are Randy Bridge (L) and Travis Flynn. They finished #1 and #2 respectively in the F3D Pylon World Championships held at the NATS. These two American flyers finished only ½ a second apart. As a testimonial to how much they trusted each other, each one was the turn caller for the other. I am not sure what design they flew – perhaps a kit-bashed 4-star 40. At any rate, they each seem to be sporting JR 2.4 MHz radios (probably a good idea to have a unique frequency in pylon).

Peoria R/C Modelers 2007 Membership Application

Name: _____

Address _____

City _____

State _____ ZIP _____

Phone(s) _____

E-mail: _____

Newsletter is Emailed

Postal Mail Newsletter Yes

Transmitter Frequencies (if known).
We suggest you check with us before purchase:

1 _____ 2 _____ 3 _____

Please Send Application to:

Jim Fassino, Treasurer
11506 N. Bristol
Dunlap IL 61525

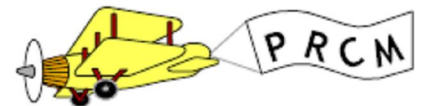
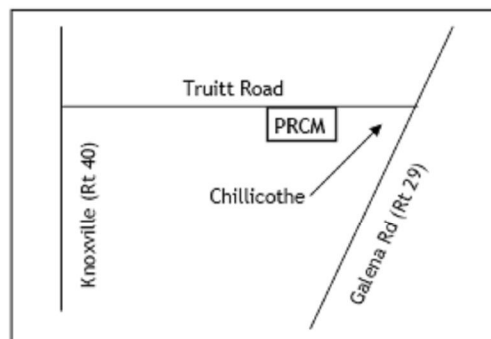
Field Location

Our field is located just west of Chillicothe IL on Truitt Road across from Galena Road Gravel. From Peoria take route 29 north almost through Chillicothe and turn left (west) on Truitt Road. Visitors are always welcome.

GPS coordinates: W 89 30.608 N 40 55.128

Elevation 531

- Picnic Shelter
- 500' x 100' N-S Grass Runway
- Heli Hovering Area
- Locked Gate
- Regularly Mowed field
- Restrooms



Peoria R/C Modelers

2007 Membership
& Club Information

AMA Chapter 313

www.peoriarcmodelers.com