

### CLUB PARTICULARS AMA Charter 331



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#### **Flying Field Location**

The flying field is located off Old Galena Road, <sup>1</sup>/<sub>2</sub> mile north of the Caterpillar Technical Center on the west side of the road. **GPS Location:** N40 51.844' W89 33.788'

#### **Flying Hours**

Flying hours are 8am until dusk, Monday thru Friday, Saturday and Sunday.

#### Membership

Club dues are \$100/year. All members and flyers <u>must</u> belong to the Academy of Model Aeronautics (AMA). A \$200 new field assessment will be initiated for all new club members in 2010. This assessment can be made in one payment or two, \$100 payments over two years.

#### General

We are committed to having fun and the safe operation of model aircraft.

The Peoria RC Modelers is an equal opportunity, not-for-profit organization and welcomes all new members.

#### **Flight Instruction**

The Peoria RC Modelers offers flight instruction as a free service to members. However, flight students are urged to supply their own aircraft, radio and support equipment. Students should also coordinate training schedules with the instructor. A club trainer aircraft is available for special situations. **Glow, gas & electric fixed wing.** Dave Olson (309) 688-6204, dmolson@ameritech.net

**Glow, Gas, electric fixed wing & helicopter.** Jim Fassino, (309) 361-6828, jfassino@me.com

Glow, gas fixed wing. Bob Wilson, (309) 219-4262, <u>wilsorc@gmail.com</u>

Soaring Roger Stegall, (309) 579-3023, rogerstegall@hotmail.com

## **PHOTO OF THE MONTH**



Modern technology uncovers the identity of the mystery crasher.

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http://www.facebook.com/pages/Peoria-RC-Modelers/151007523059

# 2010 CLUB CALENDAR

#### January

1	"First to fly". All day event at the Soccer Complex.
5	Club meeting at TGI-Fridays, 5300 W. War Memorial Dr., 7PM. 6PM pre-meeting dinner.
9	Club Banquet at Bernardi's, 6:00 dinner.
5, 15, 22, 29	Electric flying at the Soccer Complex. 8-10.
30-31	E-Fest Indoor Electric Festival, Champaign, IL
February	
2	Club meeting at TGI-Fridays, 5300 W. War Memorial Dr., 7PM. 6PM pre-meeting dinner.
5, 12, 19,26	Electric flying at the Soccer Complex. 8-10.
March	
2	Club meeting at TGI-Fridays, 5300 W. War Memorial Dr., 7PM. 6PM pre-meeting dinner.
5, 12,19,26	Electric flying at the Soccer Complex. 8-10.
April	
6	Club meeting at TGI-Fridays, 5300 W. War Memorial Dr., 7PM. 6PM pre-meeting dinner.
9, 10, 11	Weak Signals 55 <sup>th</sup> Toledo Show
2, 9, 16, 23,	Electric flying at the Soccer Complex. 8-10.
30 May	
4	Club meeting at the field 7PM.
June	
	June
1	Club meeting at the field 7PM.
1	Club meeting at the field 7PM. July
1 	Club meeting at the field 7PM. July Club meeting at the field 7PM.
1 6 26-30	Club meeting at the field 7PM. July Club meeting at the field 7PM. Oshkosh Air Venture 2010
1 6 26-30 30	Club meeting at the field 7PM. July Club meeting at the field 7PM. Oshkosh Air Venture 2010 Fat Lake Pattern Rendezvous - Tentative
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## THE MEETING

Candid shots from the monthly meeting



Secretery/Treas Jim Fassino reviews the upcoming "First to Fly" event while VP Jim Hogan seems to be confronted by a poltergeist. That's Don Stedman in the background.



VP Jim Hogan showing his tiger striped airplane. That's Roger Wheeler, Terry Beachler, Peg Sutter and Gerry Smith looking on.



The editor apologizes for the photo, but this is Steve Blessin Showing off his newly purchased Clancey "Super Bee".

## FROM THE PREZ

#### **PRCM President John Hoelscher**

To All My Fellow PRCM Club Members:

I hope you all had a good holiday and are getting yourselves ready for the upcoming year – new planes to build, old planes to fix. I know I fall into both categories. I'd like to take this opportunity to look back at the Club's accomplishments for 2009 and to look forward to 2010.

2009 was a good year for our Club. Speaking on behalf of the Club and for myself, I would like to thank everyone who made our new facility a top-notch flying field. There were some concerns early on whether a group of somewhat overweight (well, some of us) grayhaired (who could that be) guys could build their own shelter and storage building. Not only did we get it constructed but we built both in just slightly more than two days. Not too shabby. The results of all our efforts for the past year and a half has been one of the nicest flying fields around. And that is not just my opinion. I heard a number of very positive comments about our field during our open house and the four star race from members of other clubs. The participants attending our pattern competition were also very favorably impressed and are looking forward to returning in 2010. Good job and thanks to all who made it possible.

2009 also was a pretty active year for our Club. We started off with an open house followed by a four star forty race, a pattern competition event, hosted a cub scout pack for a hands on flying demonstration, showed ourselves off at a Junior League of Peoria event at Northwood's Mall and had a New Year's day indoor flying extravaganza and swap meet. Again, thanks to everyone who took charge of these events for the Club and to everyone who helped make all these events successful.

We start off 2010 with a couple of small projects for the field. We will install a new and permanent safety fence and upgraded pilot station safety barriers. Our field will have a 125 ft. border planted with low growing plants – a big help over corn planted on top of us. We are also looking at purchasing some new chairs for more comfortable viewing and much better criticizing of our fellow Club member's flying skills. We have tentatively scheduled an open house for May and we will be hosting another pattern competition later in the summer. We will also be looking into the possibility of having our Club's display at this year's air show at Peoria Airport.

The Club's finances are strong. Members who lent the Club money for our new construction have all been repaid, well early of what we had anticipated. All of our major expenses associated with moving the Club and getting a new site built are behind us. Our Club membership grew in 2009 to almost forty members. We are on solid footing going forward.

So get your planes built or repaired, as the case may be. Get the after run oil into your engines. Spring will be here before you know it (not soon enough for me) and we'll be back out on the field.

John

### **FROM THE VEEP** PRCM Vice President Jim Hogan

Jim Fassino and his staff had their final meeting to get the New Years Day "Funfly and Swap Meet" finalized. It is going to be a good time with indoor flying including combat, races, 3D-limbo, night flying, lots of open flying, and swap meet tables full of "buys" from area modelers. Brian Chumbley has invited AMA Sanctioned clubs from throughout Central Illinois to join us. No charge to get in.

If the wind is not blowing too hard, we'll fly gas and nitro airplanes outside. We'll fuel the airplanes and keep them indoors until ready to fly. Then, we'll bring them back inside. Several members want to be the first to fly outside in 2010. We have two entrances to use depending on wind direction. We'll take off from soccer fields but will have lots of January sky and plenty of room to fly.

We are also ready for the annual banquet that will be held at Benardi's North Restaurant on January 9th. The reception is at 6:00pm with dinner and awards to follow.

Mark your calendars for Saturday, May 8th. 2010. That will be the day for our Open House Fly-in. It will be similar to last year's Grand Opening event with most of the time flying whatever you want. But we will also have a "funfly" event for those who wish to participate. We'll have a bomb drop, spot landing, and a spin contest. If you would like to serve on the organizational committee, please let me know.

Also this year, we'll have a mid-summer racing event. This will be a relaxed event that will be open to different classes of airplanes. It is designed to replace the Four Star 40 Racing Series if that event does not materialize.

July - August will see Bob Wilson's pattern contest. At the inaugural event last year, many Chicago pattern flyers felt our event is destined to grow.

More details on the summer events as the weather warms. See you New Years day and at the annual banquet.

Jim Hogan

### A FACEBOOK UPDATE By Jim Fassino

Peoria RC Modelers Facebook page has 26 subscribers. And several of those subscribers are not club members!

There are new items that have been added you might want to check out. A photo album called "On the Bench" has been added for you to post pictures of what is on your workbench. It is a nice way to see what members are building for the new season and what we have to look forward to at the field or at the indoor field. Other photo albums include "Member's Hangars" a place to post pictures of your fleet while they are in service. And the natural progression takes us to their final resting place "the Graveyard", you guessed it a place for pictures of aircraft that live on only in memories and in pictures.

Also the publisher box in the left column is a nice way to view club newsletters and other items information such as the schedule for our New Year's Day event and the rules for the day. This might be a good solution if your connection to the Internet is slower or if you don't want to download the newsletter to your computer.

Consider adding your thoughts to the Discussions Page where members can discuss the finer points of stall turns, battery chargers and depron sources.

It may be cold outside and you may wonder what PRCM Members are doing, if you visit the PRCM Facebook page you will have your answer.

Come visit and post something, you will be glad you did.

Jim Fassino



In Pattern competition the subject of altering the established weight limit rules seems to generate a considerable amount of passion from both the pro and con establishments. The purpose for increasing the weight limit would be to allow more powerful gasoline engines and heavier battery packs for electric powered ships.

Apparently, the 5kg (11 lb) limit was established in the 1930's for free flight and rubber band competition. This rule carried over to Pattern at its introduction in the 1950's. With the high cost of 30% glow fuel, gasoline power now presents a viable low-cost power option for the future. Unfortunately, gasoline powered engines are not as powerful and heavier than their glow counterparts. Raising the weight limit would provide some latitude for the development of these power plants. This is an ongoing fight and probably will not be resolved soon.

What is interesting is the innovative work done by some modelers to modify, lighten and increase the power of gasoline pattern engines. An article by George Miller in the NSRCA forum caught my eye. George has converted an O.S. 160 to gasoline use. At my request, George sent a few photos and an explanation. Very interesting.

"I'm using a Pro Spark Ignition system, which you see on the gram scale in the first photo weighing 105 grams.

The Walbro carburetor also weighs more than the stock OS carb adding a net 90 grams more. So there is a weight penalty to this system, but it's not prohibitive for a careful build.

The pro spark system allows you to adjust the ignition timing for the high end to optimize power while maintaining a "retarded ignition" timing for easy starting. You can also tweak the top end for you prop/spinner combination. I've played with several props and decided on an 18.1X10 APC to keep the rpm's (and noise) low. I'm turning about 7800-7900 rpms and with the Aeroslave pipe I'm well below 95 db's (measured roughly with my Iphone app).



Pro Spark Ignition System



O.S. 160 Conversion installed.

Duarte Cabral is the manufacturer of the Pro Spark System and he's been very helpful to me during my "learning curve".

One thing I forgot to mention is the oil ratio. Because the engine is unmodified for "low oil" content, Duarte recommends running a 16:1 gas to oil. It makes the exhaust pretty messy, but I've had no issues with bearings so far. I added a stinger extension on my muffler and most of the gunk ends up "in the air" though the exhaust trail isn't visible even with this high oil content.



Tuned-pipe set up.

I have learned to check the plug for fouling every gallon or so.... just pull it out and gently scrape it with an 11 blade...regap it and put it back in. Duarte suggested running a little Castrol (no I don't mean castor oil) mixed with the 2/cycle oil.... I found that increased fouling for me so I quit using it but he says it adds some protection should the engine be running lean.

Duarte Cabral says he has been using this system for almost 15 years and as long as the oil content is kept high at 16:1 there are no problems. He's run the conversion on OS 160s, Supertiger's and other glow engines for years.

My own experience has been that the ignition is bullet proof and the engine is solid. I've had issues with headers, couplers and switches that have been frustrating, but I think I have most of that worked out now (fingers crossed). There is also a learning curve for setting the Walbro carb, but I have that "cook booked" now too. I haven't added up my logs, yet, but I'm guessing that I have about 10 hours for run time on my engine and compression; bearings, etc seem to be holding up well.

Oh, I forgot to say that the conversion simply requires you to drill a hole in the thrust washer of the engine (at the right spot) and press fit a small magnet into the hole. You then mount a hall sensor on the case overhanging the magnet and this sets the timing of the ignition. I've been using a zip tie to mount the hall sensor...holding up just fine.

I'm using a Hyde mount designed for use without a nose ring.... again not standard for pattern, but it is working well for me without the added hassle of getting the nose ring fitted and the hall sensor cleared.... the additional vibration/noise isn't a problem for my setups (I have a Pentathlon and Black Magic V3 running this setup).

I initially ran a separate battery circuit for the ignition, but on my BMV3 I decided to just run a slightly larger single lipo for both ignition and Rx. I put a "y" harness in the circuit after the switch and one side goes to the ignition, the other to my regulator and then the Rx. I average about 150 mah per flight so my 1200 Mah lipo is good for a long day of flying.

As to my workshop, I have a 4X8 table that is plywood held up on two three drawer cabinets (prefab from Home Depot) and that is topped with a 1/2 thick sheet of tempered glass that I found at a Store fixture clearance house for 100 bucks. Makes a great, flat work surface and has held up well. After about 5 years it has gotten scored so I flipped it over and expect it to be good for another 5 years or so. If you drop glue on it, it is easy to scrape off with a window scraper.

I love tools so I have wide range of hand tools most of which are redundant. I have a Band Saw, Drill press, Combination Disc and Belt sander and Jig Saw on a row of cabinets that make up the wall behind my worktable. There is also a Computer on that desk and I have a TV on the wall, so I'm pretty much completely entertained in my shop. I can turn around and place an Internet order from my workbench and watch Mythbusters while modeling.

Since I've been building one or two wooden models a year for the last few years, I've found a small "Mouse type" orbital sander to be indispensable for finish sanding- really saves the arm and hand cramps. I also have a bunch of bar sanders ranging in size from 4 to 36 inches long...with 120 and 80 grit sticky paper strips ready to be replaced as needed.

I have had a large air compressor ouside the shop with the hose routed through the wall to a reel in the shop.... found it more in the way than useful, so I've taken it out. Another of my non-traditional projects is that I've been finishing my planes with water based epoxy paints from Jerry Nelson for the last few projects. I still haven't mastered them, and I don't really enjoy painting.... but I can make them flyable. I been using an HVLP compressor that is about 8 inches cubed as an air source for spraying.... that works really well and is easier to store than my big compressor."



#### New Year's Day First to Fly & Swap Meet

The third annual New Year's Day First to Fly & Swap Meet is only days away. This year the fun begins when the doors at the Midwest Sports Complex open at 7 AM for those selling items at the swap meet to bring in their sale items and set up their tables. At 7:30 AM the doors open for pilot registration and the flying and buying begin at 8 AM.

Visitors are welcome and there is no charge to watch or to shop in the swap shop. Pilot registration is \$15 for the day, up to 8 hours of flying! In addition to the open flying there will be several contests including pylon racing, a limbo contest, and a hovering contest.

Also new this year will be the opportunity for demonstration flights at noon and night (lights out) flying beginning at 4 PM. And the event everyone is talking about is Combat, which is a mass launch of airplanes with the winner being the last plane flying. This event is guaranteed to be exciting as pilots try to take each other out of the sky.

Each hour will have time reserved for helicopter and micro aircraft. A smaller field will be reserved for micro flyers and helicopters throughout the day.

And for those that need to fly gas, glow or big aircraft, remember we will have a flight line set-up outdoors at the Midwest Sports Complex for those pilots too. Just walk out the back door and you'll be on the flight line. Come back into the warmth and have a cup of hot chocolate or the other food and drinks that will be available.

It going to be a great way to start 2010, we hope you will join in the fun. Additional details, the rules and schedule are available on the club website and on the club Facebook page under publications.

Don't miss all the fun, bring a friend and have a great time at the New Years Day First to Fly & Swap Meet 2010.

## **CANISTERS & MUFFLERS**

**By Kris Welter** 

Editors Note: Member Roger Stegall dug out this very interesting article.

If a 150cc engine with straight pipes was bolted to a tree in the middle of the woods, and was running full blast, but no one was around, would it make any noise? Would the tree fall down from all the thrust from the propeller? Are these silly questions? Yes.... No...Kind of, but they bring us to the subject of this article: Large displacement model engines and the noise, or lack thereof, that they produce, and how to best address the noise produced by an engine's exhaust without loosing power.

First we have to understand, exactly what exhaust noise is. Basically, it's a pressure pulse in the air caused by the expansion of the exhaust gasses as they exit the engine. When the fuel-air mixture is ignited inside the engine's combustion chamber, two things are created, heat and pressure. These items, heat and pressure, feed of each other, each reinforcing and helping the other to increase in intensity as the piston starts downward in it's bore. By the time the pistons top reaches the exhaust port, and finally gives the heat and pressure someplace to exit the engine, both of these items are at their maximum intensity. In a split second, a cylinder that once displaced 50-75cc's emptied of about 2500 psi of pressure and gasses that are still bu8rning and trying to continue expanding. There is enough energy consumed in a single stroke of one of our model engines to equal the shot of a big Magnum hunting rifle. Imagine that rife firing 9,000 times per minute. The sound energy would be about the same.

Which brings us to how we can control that energy, muffle it, reduce its intensity and make it more palatable for everyone. Back in the 70's while flying Control Line Stunt, a lot of us moaned and complained because our club had instituted a "noise" rule that required all engines to have a muffler of some sort. It didn't matter that the "muffler" only added about 3 ounces to the plane; we considered them to be unsightly, ungainly, expensive and power robbing, not to mention an additional \$15 outlay. Most of us went out and got the cheapest, lightest, least effective "muffler" that would fit on our engines, because in our minds we were only trying to satisfy Gestapo-like Officers in our club.

Today, most new glow engines sold come with a muffler, usually a pretty effective muffler too, one that reduces the engine's noise output quite well, and actually aids the engine's power output in many cases. Unfortunately, most all who run gas-powered engines have to buy mufflers separately. Currently, "standard" can-style incowl mufflers (commonly known as "Stacks"), because they are decently light, easy to bolt on, and generally satisfy the "muffler requirement" of the AMA club ru7les. But, what do these "cans" really accomplish?

First of all, the standard "can" mufflers are pretty simple devices. They have an inlet with flange that bolts to the engine, a "Can" of sort welded to that flange, and an exit pipe (stinger). That's it. No baffling, no diffusers, no sound reduction technology except that the exhaust gasses are allowed to expand a bit inside the large can before exiting from a pipe that is usually the same size as the inlet flange! When those gasses come out of the exhaust port, they can fill an area the size of a kitchen trash can when they finish expanding. To expect that a small (or even large" "can" will be able to dissipate enough of that expansion to appreciably reduce noise is pretty unrealistic. Some of the sound energy is dampened, though, usually because the exhaust has to turn two 90-degree corners, and because enough expansion is allowed to take place that the sharp "edge" of the sound pulse is reduced and softened a bit.

Okay, everyone knows that the stock-type exhaust "cans" are not the best mufflers in the world. At best they are an exhaust deflector that reduces the exhaust noise a little but and routes it out the cowl area. So, what are the alternatives? Currently there are two choices, "Canister Mufflers", and "Tuned Pipes."

In a tuned pipe setup, an expansion chamber style exhaust pipe is made. It has a constantly increasing diameter to allow the exhaust gasses to expand as they flow down its length. This helps to focus the exhaust gasses energy in a direction away from the exhaust port in the engine, basically causing a low-pressure area at the port each time it opens, which helps the scavenging of the new exhaust and aids power by helping to pull more fuel-air mixture into the engine during the overlap phase of the 2-stroke cycle. Tuned pipes are "tuned:. Their length is critically set, and their rate of expansion is adjusted to help the engine achieve maximum scavenging and get maximum power, at a set RPM, or in a specific RPM range. Tuned pipes, tuned to be "peaky" have a narrow RPM range of maximum efficiency, and below that range the engine is lazy and not very responsive. When a tuned-pipe engine comes "onto the pipe," tremendous increases in power and efficiency take place, but again, this is only in a narrow RPM range of about 9,000-12,000. This may be great for people tuning Pylons at Madera, but for sport planes or IMAC competition planes, it is very undesirable.

Then there is Canister style muffler systems. Current examples of Canisters are the long cans offered by Pefa, 3W, IKS D and J&A. All have a header pipe attached to the engine, then a long "Canister" muffler inside the fuselage. They are substantially shorter than a full-length Tuned Pipe setup, but no less efficient in allowing the exhaust gasses to fully expand. Most Canister mufflers utilize "Quarter Wave" tuning or resonance. What this does is to take a length of pipe approximately <sup>1</sup>/<sub>4</sub> the length necessary for a full-length Tuned Pipe, empty that pipe into an expansion chamber area inside the canister, then allow the gasses to flow forward inside the canister and through some sound reflection baffles or diffusers, then exit out the exhaust outlet pipe that is smaller in diameter than the original exhaust port on the engine. This accomplishes a couple of things:

First, since the exhaust piping is tuned for ¼ of the full length of a tuned pipe, it is much less "peaky," although having ¼ of the needed length will help in exhaust scavenging and help increase top end power. Not as much as a Tuned Pipe, but it is still a substantial increase. Also, it helps with scavenging across most of the RPM band for the engine, although the lower RPM area still looses efficiency and tractability, but only to a minor degree.

Second, due to the inside size of the Canisters, a LOT of exhaust gas expansion takes place, which means that when the gasses come out of the outlet tubing, they are moving very slowly, have most of their "pulse" energy dissipated, and are much cooler than when they entered the canister. Since this has all taken place, and the outlet tubing is small in diameter, you get more of a "whoosh" instead of a BANG, and this makes the setup very quiet, while at the same time helping overall power.

The downside to both the Tuned Pipe and the Canister exhaust systems is, of course, the amount of space they take up inside the airframe. Some kit and plane manufacturers have seen the writing on the wall, though, and have started to implement the design of "pipe tunnels" into their basic airframes as an integral, structural piece instead of an add-on idea. Another "down" side is that the demand for these exhaust systems remains fairly low and the pricing remains fairly high. Some suppliers sell entire Canister systems, including headers, gaskets, clamps, couplers and Canisters, for about \$295-300. Others let the buyer pick the components they want from a rather wide variety of pieces, then totals up the bill, and it can go from about \$225 to \$450 for a big 240cc twin. At least one engine manufacturer is considering offering their engines with canister style mufflers because a lot of people do not want to install Canisters in a sport plane.

When you stop and think about the alternatives though, comparing a \$150 "Can" to a fully engineered "Canist4er" or even Tuned pipe setup that costs about \$300 is like comparing plain Yogurt to a T-bone steak. They both feed you, one is a bit more expensive, but the money is well spent for the enjoyment (and performance) you receive from it.

But, what does the future hold? Manufacturers are looking at ways to have the efficiency of a <sup>1</sup>/<sub>4</sub>-wave canister inside the cowl of the plane. Basically the idea is to take exhaust pipes of <sup>1</sup>/<sub>4</sub> wavelength and fit them inside a crossways canister that mounts to the front of the firewall, instead of through it. This should give the same performance boost and muffling of current Canister style exhaust systems, but it remains to be seen how long it will take to get the "bugs" out of the design and get it into production. In reality, most modelers are not worried about GAINING performance, so long as none is LOST. Designs being tested have the goals of being quieter, not losing power (possibly gain power), fit inside the cowl and not be overly expensive.

Given the noise constraints being implemented by IMAC and the AMA, local concerns in many places, and how easy it is to actually make our aircraft quieter, there really is no good reason for not being at the forefront of this "quiet revolution." We owe to ourselves, and to our fellow modelers, to set the example and follow a course that is pro-active and positive. Our future, places to fly, and the hobby itself, will all be better if we all get involved now and work together in an enlightened way.

## **OUR MEMBERS**

#### The "Antoinette" lives!

Jim Fassino's "Antionette" is almost done and looking real good. Rumors are that he will fly it at the January 1<sup>st</sup>, "First to Fly" event. Don't miss it!



Jim Fassino's Antoinette

#### **Aberrant Behavior**

There is some talk that a few of our members doe not play with a full deck...their cheese is slipping off the cracker...they're a brick shy of a full load. At first the editor thought this was mischievous and unwarranted gossip...but, after reviewing the next series of photos, we may have a few viable candidates.





This is your brain on drugs.

#### **E-Fest Immortality**

Jim Fassino's "Demoiselle' won the scale event at last years E-Fest and is featured in the on-line advertisement for this years E-Fest.



Jim Fassino's Demoiselle at E-Fest 2009

## **DEAR AMELIA**



Tired of looking at Roger's ugly "photoshopped" mug on Amelia Earheart's body? Check out Hilary Swank who plays "Amelia" in this season's movie blockbuster by the same name.

These are real questions from real members about RC pilot concerns. Amelia Airhead will answer all questions and give unique insights from an area of the brain little explored. Address questions for Amelia directly to the editor. Amelia Airhead is the pen name of Roger "Pod Man" Stegall.

#### Dear Amelia

Reality shows seem to be dominating the airways. First it was "Survivor" and then various dancing, singing and talent shows were added until my brain and channel changer were forced into overload. I have been considering "pitching" an idea to the networks for a show about "Magnificent Men and Their Flying Machines." The show format would feature club members and their struggle to build airplanes with "laundered" money that was originally earmarked for groceries and electrical bills. An occasional irate wife would explain how her husband gradually was sucked into a life of spiraling ARF and RTF expenditures that threatened her ability to purchase jewelry on the QVC shopping network. Talk about a tearjerker! What do you think of my idea for a more realistic reality show?

#### Sincerely, Tired of Lame Reality TV

#### Dear Mr. Lame,

Personally, I can't stand to watch that Survivor show because none of the contestants have the slightest clue of how to survive on a deserted island using burnt airplane wreckage scraps and having no cappuccino maker in sight. By the end of my 2<sup>nd</sup> week on that island, I had given up all thoughts of ever having a hot-fudge sundae again. To get back to your question, I don't think your club has any Magnificent Men unless you count the one guy who excuses himself after he emits a 90db fluctuation. Your sound program should consider monitoring emissions fueled by pizza and beer, rather than to concentrate all your testing on more traditional flying sounds. If you want a more realistic TV show to better describe your flying club activities, I suggest you contact the writers for the existing show "Destroyed in Seconds." I'm a bit surprised those program sponsors have not already contacted your band of misfits for programming

ideas. Just this past year, your club has generated enough carnage to last that show several seasons.

#### Sincerely, Amelia Airhead

#### Dear Amelia,

I'm concerned that a rift is developing within our flying club that threatens the very existence of our juvenile behaviors. Yes, I'm talking about Petro-Mat. Some members are in favor of installing "The Mat" as a surface suitable for launching/landing small planes. Others have threatened protests; sit-ins and group moonings if such a surface were to be installed. How can our club keep everybody happy?

Sincerely, Seeking Unity

#### Dear Seeking,

First off, get that silly idea out of your head that the function of a club is to keep everybody happy. The only way to accomplish that task is to "spike" the Christmas party punch. Many of your members who oppose "The Mat" are making their judgments based upon an earlier "Petro-Snare" surface installed at your old field. Several planes had their landing gear ripped off as a consequence of contact with that undulating surface. I wouldn't be too concerned about the threat of a sit-in because most of your normal flying activities would qualify. I suggest you install a reasonable small mat section on your field as a one-year test. Members who opposed installation may come to like "The Mat" and vice-versa. The point is – you don't need to build "The Queen Mary" if you think you might like to get a boat. Don't let your club be torn apart by concerns any more frivolous than "whose turn is it to buy the beer?"

#### Sincerely,

#### Amelia - The Fully Mat Approved - Airhead

#### Dear Amelia,

I was in one of our local hobby shops and I found a pair of special order light weight indoor wheels with a member's name on the package. I guess he crashed his IFO before the wheels came in and didn't need them anymore. Now the dealer is stuck with them. I wonder if he has ever been stuck with a special order at his gas station?

What is a hobby dealer to do! **Signed: Wheels up.** 

#### Dear Amelia,

I've always wanted to get into the RC airplane hobby, but on a late Fall trip to your flying field I noticed a strange physical anomaly occurring in one of your senior members. I don't want to embarrass him by mentioning his name, but he was a gray haired, retired gentleman that frequently talked longingly about his departed B25. I'll call him Mitchell.

Mitchell seemed to be a fairly accomplished pilot but I noticed that his posture became more and more distorted as he flew. After a flight of around 8 minutes, and as he was setting up for a landing, his back took on a distinct "S-curve" and he was listing to the right side at 15-20° angle. When the airplane was close to the ground, his left leg actually lifted off the ground and he was balancing himself solely on his right foot that was "splayed-out" from his body. His right knee was visibly shaking, and since it was supporting the entire body weight, his whole body began to undulate in a spasmodic rhythm.

His elbows were raised in what I can only describe as a "chicken dance" posture and his head was cocked to the left. I further noticed that his tongue was extended and a small rivulet of drool formed at the corner of his mouth.

Now, the airplane landed without incident (albeit after several large bounces) and my study of the pilot was briefly distracted. When I returned my gaze to Mitchell he was transformed...standing upright and looking, once again, like a normal humanoid!

Amelia, my question is this. Is this something that can affect anyone in the RC hobby? Since I am also getting along in years I fear that an affliction like this could happen to me and all my friends would laugh and point fingers.

Sincerely, "S-curve"

#### Dear S-Curve,

I once had a teacher who graded on the "curve" but she never could manage to keep the curves of her upper body contained while doing jumping jacks. The young boys in class always did like those early morning exercises. I sense that the swaying curves of the gray-haired gentleman are somewhat different. I believe the strange position of balancing on one foot with the other leg splayed out, is similar to the stance the Karate Kid took in his competition. Flying RC planes demands intense concentration and what better way to concentrate than to make even the most routine of functions more difficult. One of the world's most famous golfers keeps his concentration on the course by practicing unusual moves off the course. Never mix business with pleasure, especially if national TV coverage is scheduled. I don't believe you need to concern yourself that you will develop some kind of curvy body movements that will prove humorous to your flying buds. Most of those guys have already exhibited strange body movements after leaving "Tailgaters" on a Friday evening. A club that stays together - sways together. That's my story and I'm sticking to it.

#### Sincerely,

Amelia Airhead - also known for strange positions

## FOR SALE

Don't forget!! Clean out your RC shop and make a few extra bucks. Bring all "For Sale" items to the Swap Meet on January 1<sup>st</sup> at the "First to Fly" indoor electric event. Tables are \$10.

#### **Bob Wilson Stuff** <sup>1</sup>/<sub>4</sub> Scale Marquart Charger Biplane Kit \$125 Span 73", Engine size: Gas 2.2 ci Magnum XL-15, glow \$20 Super Tigre 51, used \$50 2-O.S. Max 40 FP, 2-stroke, used, each \$20 2-O.S. Max 61 FSR, 2-stroke, used, each \$40 YS 60, 2 stroke, rear exhaust, used \$10 Contact Bob Wilson wilsorc@gmail.com (309) 219-4262

#### Wes Miller Stuff

#### Midwest Extra 300 XS

Assembled & ready to cover Fiberglass cowl Aluminum landing gear All control surfaces hinged Engine size: 1.8-2.4 glow or gas 80" wingspan

This kit usually sells for \$250 and the fiberglass cowl for \$60.

Wes is asking \$200 Call Wes at: (309) 264-4640

### **Terry Beachler Stuff** Goldberg Extra 300 Kit

Engine Size: 1.20 Four Stroke

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