

Peoria R/C Modelers

Newsletter

October 2006

Focus on R/C Old-Timers



Club meeting Show-N-Tell:

Left (upper and center) Kerry Delvecchio shows off his most recent project. A Stevens scale airplane. Assembles easily with interlocking parts. 7.3 oz with a geared 12mm motor and a 2S 1320mAh battery. A Dragon dome hopeful.

Lower left: Don Stedman showed off his new Jazz Biplane. A \$59 kit w/motor. It took 2.5 hours to asm, install a 10A speed control and a 3S (11.1v) battery to get it in the air. ~4 oz. all up.

Below: a good show at the field Oct 1st.

Right: John Hoelscher shows perfect flying form.



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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

Old-Timers

When Devon Tornow showed up last month with his electric-powered Viking (Both below) it got me thinking about all those 'Old-Timers' (the planes, not the club members!).



For beginners, 'Old-Timers' are ideal: As big and beautiful as their dreamy heads; slow flying to both prevent getting into fast trouble and to allow reaction time; the large wheels that stick way out in front and the high wings work together to prevent groundloops and subsequent wing damage on landing. Experienced fliers will like the 'throw-back' designs with unique, unparalleled styling, a change of pace to fly, and long, graceful glides if you choose to learn to throttle back and enjoy the peace and quiet.

So where do you go to get kits/planes/plans:

Vintage and Golden Age plane plans from the well known John Pond Plans Service (and old AMA's Model Aviation plans) ARE available!

"Dear Mr. Seyfert,

The (John) Pond Plans are indeed for sale and are available from the AMA Plans Service. The web site is located at www.modelaircraft.org/plansmain.asp and provides information on the service as well as an alphabetical listing of all the plans. John Zgunda is the plans coordinator and he can answer any questions you might have at: planservice@modelaircraft.org.

Sincerely,
Michael Smith, Director
National Model Aviation Museum "

Where else can you get Carl Goldberg's 1938 VALKYRIE? Or a Cleveland Models' VIKING?

Other Old-Time (or vintage, or golden-age) plans and kits can be had here:

"Dr. Seyfert,
..... Vintage R/C models prior to 1970, Golden Age scale models and Old Time Free Flight models with R/C. The Viking would be considered an Old Time Free Flight model....

Check out: <http://www.vintagercsociety.org/>

Bob Holman has short kits for Old Time models
www.bhplans.com

Harry Klarich also make short kits for Old Timers: www.klarichkits.com

B&W Model Hobbies short kits and plans
bjhart@infionline.net

Here is a company that makes complete kits of old time models including the Viking.
<http://www.darehobby.com/airplane-electric-Y2..htm>

Jack Hiner"

Old-timer plans can also be had at:
<http://www.freeflight.org/store/plans/NFFSPlans2006.pdf#search=%22%22record%20hound%22%2C%20old-time%22> --or--
www.goldenageproductions.com

And one last reference: To the older fliers who remember free flight will remember the P&W Model Service kits. They are reproduced by the Midway Model Company now. You can search on the web for them. It is fun to see the B&W pictures of them too! They carry such legendary model kits as:

1941 Brigadier	1936 Buccaneer
1941 Playboy (Jr and Sr)	1938 Powerhouse
1940 Comet/Goldberg Sailplane	

For Sale

From Rod Fletcher, 692-2957: Giles G-300 ARF w/4-cycle F-91S engine. \$360 for both.

From Dave Olson, 688-6204. 3 planes, each for a donation to the club! Featured last 2 months. May have a Tx or two yet.

From Roger Downing @ 579-2103:
G.B. - 56" WING – RTF- \$325.
CAP 232 - 65" - 4 STROKE – RTF \$475.
P51 MUSTANG - 88" WING - \$1,500.
MIDWEST CAP 232 - 80" - RTF \$750.
Lots of others, and misc. Call/visit.

From Bob Wilson 243-7225 :
Contender. \$100. +\$100 for OSFSR61.
The radio can be had for an additional fee.

Air-o-batic Daffy-nitions

Humpty-Bumps: Cash flow hurdles when the real estate taxes are due in April and October.

Knife-Edge: Trying to justify yet another plane to your wife.

Stall-spin: When you couldn't keep the marriage flying straight and level.

Limbo: A calculated way to simultaneously:
a) look good to your friends, or b) 'retire' an airplane, in the hopes that, c) you can justify that new plane.

Consecutive Snap-rolls: Rolling, twisting, and turning through a rough night's sleep.

'Hammer-head' stall: Driving ½ hour to the field, pulling out all the gear from the car, and finding you left the transmitter at home.

The 'box': What you find yourself in because you flew too much this week, and did not perform your required duties appropriate to your marital position (like taking out the garbage, folding your own clothes, and fixing up the house).

Spotters/callers: Real friends of the pilot who advise when the pilot is nearing the edges of the 'box'.

One-on-One Competition: When you and someone else are vying for that sweet young blond. Just remember: the winner is the one who puts out the best performance.

Coming Events

Oct 18-22. **US Scale Masters** . Muncie, IN. mabarbee@aol.com or 740-362-5545

Oct 27-29, **X5J World Competition**. Muncie, IN. rcgroups.com Electric Sailplane forums. 574-293-4374.

Nov 7. **Club Meeting**. 7PM. Come after the elections! Leonardo's at Shoppes of Grand Prairie (the real 'grand prairie' is now a shopping mall, unfortunately). Food and drinks: 6PM. Lots of room for 'show-n-tell', or 'For Sale'.

Editorial: Membership and Fun

I just came back from flying at the field on the 1st of Oct. We must have had a record number of fliers, and visitors! Despite the moderate wind, there was lots of fun. One case in point: We went for a record number of electrics in the air at one time: 4! And those who weren't flying, were talking to each other, which you can do without the noise of engines drowning out your conversation. We had a sailplane drift about for a few shorter flights (no thermals on a windy day), and no one seemed to mind. In fact, I'd say many enjoyed seeing how to use a Hi-start for launching. Heckling was always positive, and a refreshing change of pace from even 2 years ago. Even the 4 visitors I found out are not first-timers. They told me they like to come out, even to watch. So what are we doing right? It would be good to talk about that at a club meeting. It takes each of us doing our share, but whatever it is, let's keep it up. It's FUN, and I suspect, allows us to retain membership.

And how do we 'promote' Membership? I'd like to ask the group to consider membership attraction activities. I read of one club that holds an 'open house' one Saturday a month for 4 summer months. One time they had 30 people come, and signed up 4 members!

God bless you and yours, and your planes.

Michael Seyfert – Editor



(Top) A "Hermes Hayseed C" by Don Bekins. Class C. Complete with a McCoy 60 ignition motor.

(Middle) A "Chet Lanzo Bomber" with builder/flyer Tandy Walker. Class C. Full size with LER ignition.



(Bottom) An electric "Dallaire" from a "Spirit of Yesteryear" kit. 1/2A or speed 400 power the 52" model. Covered in transparent Ultracote to save weight and show off that beautiful woodwork!



(Left) Hal DeBolt's "Live Wire". Built by Lyman Slack. A 70 powered 4 cycle pulls this 7.5 lb, 66 inch span, vintage biplane. Love that see-thru red! Don't you?! And the striping the feathers in to the landing gear for the finishing touch.

(Upper Left) A 1943 Earl Stahl designed scale rubber powered model converted to electric.

(Above and below) Un-Identified Old – Timers. Can you name the planes ?? Commodore? Buccaneer?

NEW! Dear Amelia Airhead

As a special service to our members, this column will be written to answer your questions of interest and concern. Subject matter for letters to Amelia can appropriately cover a wide spectrum of topics from building tips and techniques to more weighty personal matters. It's my hope you will find Amelia Airhead to offer informative and enlightening solutions to your problems.

Deal Amelia,

I'm seriously worried about a club member who has continued to endure a string of unfortunate events that have culminated in numerous tail sections of Sukhois rising above the brown leaves of the adjoining bean field. It is my belief that this club member does not appreciate the "Crash" nickname that has been so cruelly associated with his flying performance. I would like to assist this flyer to quickly recover from his losses and prevent him from having to purchase a 6-pack of Sukhois. How can I help?

Signed: Considering A Hard Hat

Dear Mr. Hard Hat,

I understand your pain! Nobody can be pleased to see a fleet of once proud flying machines returned to the balsa dust and splinters from which they originated. This pilot along with all other pilots should check servo arms of newly built planes to make sure there is not "a screw loose" or missing. Although some pilots have fitted their planes with high-tech devices to provide alerts to avoid potential crash situations, it has been proven these devices will not prevent a crash when exiting a flat spin with too much elevator control. Can you say snap? To the contrary, I would recommend your friend retrofit his planes with a rather low-tech solution. Years ago they put "curb feelers" on cars -- where a wire would extend from the car fender to alert the driver when the car came dangerously close to a curb. This same type of "bean-feeler" could be applied to the wing tips of a Carl Goldberg Sukhoi. Whenever these feelers would begin to harvest beans, the pilot would know it was time to apply some up elevator or

the pilot would know it was time to send Tower Hobbies another paycheck. The most important part of being a flying buddy is to show "fellow-feeling" and be empathetic. Don't forget to put a happy-face on the side of the trash/crash bag you bring to the field.

Signed: **Amelia Airhead**

Dear Amelia,

One of the best builders in our club has this thing for constructing difficult planes from scratch and then selling those creations to total strangers when he gets bored. I find his habits to be intimidating to me and the average club member. We barely have skills enough to follow directions and pictures included with an ARF. When I bring one of my beat-up planes to the flying field and pit next to his multi-engine scale project from his work bench I get this urge to treat my flying machine as if it were a piñata in a Louisville Slugger batting cage. What can I do?
Singed: ARF Challenged

Dear Mr. Challenged:

First off -- don't glue your fingers together unless you have some debonder or a sharp knife handy. Just because some club members are fantastic builders doesn't mean you can't improve upon your skills. Most talented builders started from a comfort level similar to where you are today. They got to be master craftsmen by practice -- not by complaining about their ineptness. ARFs are a convenient way to get into the hobby of flying but they do an injustice to participants. There is a saying that "No pain -- Is no Gain." If you insist on approaching your hobby in the most convenient manner possible -- don't go sniveling to me and others that you feel inadequate when it comes to mixing epoxy. Ask questions and learn from others -- if you wish to improve upon your building skills. If you want to continue to purchase ARFs and RTF planes, that's not a bad choice either. Understanding one's limitations is a great starting point to enlightenment. Speaking of enlightenment -- I need to figure out how to perform a Split-S without the maneuver looking like a "Z" with hemorrhoids.

Signed: **Amelia Airhead**

Candid Club shots



Upper left and clockwise:
John Hoelscher and his 4 star forty.



Roger Stegall and his Edge 540. This one can be started! J

Editor's ePowered 2meter Spectra in foreground and a new 100" Olympic II.

Roger Stegall enjoying a casual conversation with a beautiful visitor, Janet Seyfert. We'd love to see others' friends and wives visit more often! Would a cook-out help?

Kerry Delvecchio and his Edge 540. Starts on the first try, every time! What's your secret Kerry?



Roger Stegall (left) and Jim Fassino (right) race to see who can fill their fuel tank first.

Jim Fassino and his aerobatic heli. Also, He's getting to pylon competitiveness! (center shot)



From the President's Hangar

Flyers,

We have been informed that our flying field lease will not be renewed for 2007. It has been a good run at a very nice flying site.

Our field hunt continues. The Peoria park District is still considering our proposed field site just north of the Tech Center. We hope to have further information from them soon. Two other Peoria Park District sites have been suggested. One is on Mangold Road off of Hallock Hollow Road referred to as Blackmon Wildlife Preserve, and another site referred to as Hazlewood Park. Both are Peoria Park District properties and are generally on the hills to the west between our existing site and Cat Mossville.

Several on the Field Committee have visited a Forest Park Foundation site near Wildlife Prairie Park which shows potential. Jim Fassino is following up on details. Bill Rutherford suggested the site to us.

If we are unable to secure a field for next year, or are delayed awaiting grass, the Washington R/C Flyers and the Pekin R/C Club have extended invitations to fly at their fields as guests or members.

Annual elections are over and all officers are in place for next year. Congratulations and thank you to all. Kerry DelVecchio was elected to the position of Nominating Chairman. Roger Stegall has accepted the position of Newsletter Editor. We'll need a censoring committee to keep him reined in.

I just returned from the field after an afternoon (Sunday) of flying and fun. Flying activity has been good. The lead act was Roger Stegall's three glider flights. (Background: We had several aero-tows. A field first! – MDS) It was a miracle that the

wings remained attached. Lots of laughs with nothing disastrous happening. Others were making an attempt to wear our the artificial runway. I must say spot landing skills of all are much improved from earlier in the season.

The Tuesday, November 7 meeting will be held at Leonardo's at Shoppes @ Grand Prairie. We will meet at 7. Many are planning to come at 6 to grab a bite to eat. Bob picked up a new Crasher CD which will prove to be very interesting. If you have any kind of R/C item to sell or a new project, be sure to bring them to the meeting. For a future meeting I plan to invite a friend who is a R/C submarine modeler. Knock off the laughter; it's still R/C and will be very interesting...I guarantee it. Also meeting attendance is important as the field situation changes rapidly. The meeting allows us to stay informed and work toward the goal of securing a new flying site. Also, as the field situation changes, I will send emails. We have 8 members not on email. You may hand them a copy of the emails sent or inform them of the content. Email content will of course be included in the newsletter.

Happy flying!

Terry Beachler

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All,
I think we should name the access street to the new field. Here's my vote:



Michael Seyfert J