

R/C FLYERS
EAST PEORIA, IL.

<http://www.summitvalleyrc.com>

The Summit Valley

News

Next Meeting



Our next meeting will be at the Navy Marine Club 1310 E Sieberling Ave in Peoria Heights at 7:00 pm on Tuesday, December 9, 2003. We'll have a video on covering. Bob Heuermann and Pete Mahrt will share some short cuts on building an ARF and some basic techniques on kit building.

Mow Schedule



This is one good thing about the winter months. Nobody has to mow!

Safety Tip of The Month

At the November meeting TJ Klise talked about maintaining your equipment in preparation for next years flying season. Now is the time to send in any questionable, malfunctioning or recently "crashed" radio equipment to have it checked out and repaired. The 3 advantages to doing it now are that you avoid the busy repair season, you remember which equipment

needs to be checked out and you won't have to worry about it later. Some of us members are reaching the age when we could be developing "Old-timers" disease and by next spring may not remember which equipment needs attention or worse yet we may not remember that any equipment needs attention. This could create a potential safety hazard that could result in less than desirable results.

Dues



Once again, it is nearing that time of year when club dues are due. February 1, 2004 is the deadline but monies will be accepted any time. You can bring a check to the December meeting or the January Banquet.

January Banquet Reminder



Mark your calendars now for Tuesday, January 13 for the annual banquet at Alexander Street Steak House. We have the back room reserved. Social time starts at 6:30 and dinner is at 7:00. We have reservations for 60 people and stand a chance of being charged extra if we don't have enough people.

President	Bob Heuermann
Vice President	Vern Mall
Sec./Treasurer	Jim Martin
Editor	Steve Grob
Safety Officer	TJ Klise
Sergeant at Arms	Tim Berg
Equipment Maint	D. Olson/M. Reeves
Safety Committee	Tom Imhoff / Don Pyles / TJ Klise

Maintenance



The garbage at the field will no longer be picked up. If you are at the field and the garbage can is full, please take it home with you and replace the plastic garbage bag inside the can with a fresh one.

The barn has been a mess lately. Please help keep it clean as if it were your own. Our membership numbers have been climbing so it stands to reason that there will be more of a mess unless we all clean up after ourselves. There have been an abundance of cigarette butts that need to be picked up. Do we have any volunteers to make a butt can that could be attached to the barn and be emptied easily?

Reminder: The bathroom and the sink have been winterized and cannot be used until next spring. Please plan ahead when coming down to the field during the winter months.

Welcome New Members

Mike Kapraun was voted in at the November meeting. A very short time after Mike started showing up at the field his Hobbistar 60 was seen flying inverted over the east end of the runway. It wasn't until some of the more senior members had scattered to safer ground with their arms over their heads that they realized that Mike really was flying inverted on purpose! Good job Mike and welcome to the club!

New Club Officers

There was only one nominee for each of the 4 officer positions so we really didn't need to vote. Your 2004 Officers are as follows:

President- Bob Heuermann
Vice President- TJ Klise
Treasurer- Jim Martin
Editor- Steve Grob

Golden Divot Award

This months nominations are:
Bob Heuermann- Magic
Glen Howard- ???



The winner is our very own President Bob Heuermann for his Magic when it lost control of the elevator, rudder and ailerons. All he had control of was the throttle and the Magic was heading for the parking lot. He tried to make the airplane turn by continuously applying throttle and then cutting back to idle which made a UUUUDDDDNNN, UUUUDDDDNNN, UUUUDDDDNNN sound but it didn't turn. His only choice was to cut the throttle and let the Magic "go in" before it reached the parking lot. Oddly enough there were digital photos to support this months winning entry. Congrats Bob! How many is that this year?

Special Note: TJ Klise did not qualify this month and yes, he even flew!

Show and Tell

Vern Mall and Glen Howard brought their ski planes in for everyone to see. Vern made his skis out of aluminum coil stock, oak and old telephone wire for the spring. Glen used 1/32" ply to make his and they even had a skeg on the bottom for directional stability. He had an aluminum block attached to the landing gear that clamped one end of a piano wire spring that kept the skis at the proper angle. Vern advised any potential ski builders out there to paint their skis a light color. Dark colors absorb the heat from the sun, melt the snow and cause a lot of parasitic drag on the skis.

Winter Flying

The field is still in good enough shape to fly. You may have to adjust your mixture slightly to adjust for the colder temperatures but you will notice that your airplane not only has more power but it will perform better due to the cold dense air. Dress warmly with several layers as it does get chilly being outside for extended periods. Looks like required equipment is a pair of Jersey gloves with the thumbs and forefingers cut out in order to get the proper 'feel' of the gimbal sticks. Last winter there were 7 airplanes out on the field on January 1st. Weather permitting, lets see if we can beat that number this winter.

Batteries, Batteries, Batteries

Jim Degenhart gave an excellent presentation on batteries at the November meeting. Jim recommended a great book titled "Batteries In a Portable World" which is available at www.cadex.com and is written in terms that are easily understood. He reminded us that there is a battery recycling box in the barn at the field.

Activities Survey

TJ Klise set up an internet based Zoomerang survey to poll the membership on activities for the 2004 season. The results are posted at the end of the Newsletter.

Pass the Cigar!

Brian and Monica Taylor had a son born Sunday morning 11/16/2004. Jared weighed in at 6 lbs, 6 oz and was 18.5 " long. Rumor has it that Jared is already out-flying Brian on the simulator! Congratulations to Brian and Monica and a warm welcome to our newest junior member Jared!

So, if you have a son named Jared, beware he may soon be flying circles around you...right Gary Hunt? Keep up the good work Jared Hunt!

'Round the world in 80 Hours

As if ballooning around the world solo was not enough. World class adventurers Steve Fossett and Sir Richard Branson have teamed up to fly a special aircraft around the world SOLO!

Remember when Burt Rutan flew his homebuilt Voyager around the world in December 1986? The trip took 9 grueling days. Either Steve Fossett or Sir Richard Branson will pilot a specially designed jet aircraft that resembles the Voyager and has been dubbed the GlobalFlyer. The plan is to complete the journey in 80 hours. You can get more information and watch the progress of this project at:

www.virginatlanticglobalflyer.com/

A rectangular advertisement for Precision RC Hobbies. At the top, the name "PRECISION RC HOBBIES" is written in a stylized, red, serif font. Below the name, the phone number "(309)-347-0975" is displayed. To the left of the phone number is a small image of a blue and white RC car. To the right is a small image of a red and white RC airplane. Below the phone number, the text "DISCOUNT PRICES FRIENDLY SERVICE!" is written in a smaller, blue, sans-serif font. At the bottom, the store hours are listed: "STORE HOURS - TUESDAY-FRIDAY - 10AM-7PM SATURDAY - 10AM-4PM - CLOSED SUNDAY-MONDAY". At the very bottom, the name "JIM BYER" and the address "1901e 2nd. st. PEKIN, IL. 61554" are printed in a small, red, sans-serif font.

So you want to learn to fly Aerobatics?

By TJ Klise

There has been a lot of talk lately by some club members on the topic of aerobatics and what it takes to fly aerobatic maneuvers. This is a first in a series of articles designed to familiarize novice and intermediate r/c pilots with the process of learning aerobatic flying.

There are many elements to performing smooth aerobatic flying. These include equipment built for the task (often scale aerobatic aircraft, higher end servos) a well-balanced aircraft and an in trim aircraft. These are but the starting points. These basic items coupled with good old-fashioned practice, practice, practice are the keys to acquiring and maintaining aerobatic skills. There is no replacement for experience!

Let's start with your airplane and balance, you all know that nose to tail balance is essential to having an airplane that flies at all, let alone correctly. This is important when attempting to fly aerobatics. A nose heavy aircraft will be slightly more sluggish in aggressive aerobatics. I prefer mine at the CG (center of gravity) or just behind it, this is where snap and spin entry are easily

accomplished. It's OK to move further back as you learn your aircraft but you should start at a manageable range. Lateral balance is also important but very few pilots take the time to check it or perhaps don't know about it. This is done by assembling the aircraft in the house, have an assistant place the spinner or prop nut against their index finger(s) and you place the tail under your index finger(s) and see which wing drops. Add weight to the opposite wing tip - a nail or coin works well for this task - the nail driven into the wingtip and help fast by CA, a coin taped (or glued) under the wingtip works just as well. Be prepared, it may take more than one! So now we've balanced the aircraft.

While on the topic of balance comes the topic of basic alignment of all the surfaces (wing, tail, engine thrust line, etc.). You've all consulted your plans and seen the discussion of the thrust line, right? All flight surfaces (tail group, wing) are aligned with the thrust line in 'degrees of incidence' this is the positive or negative angle of inclination of those flight surfaces. If these are out of alignment your chance of having a truly good flying airplane are slim. You'll always be chasing the trim, the airplane will fly squirrely (not feel quite right or lack a solid feeling - you'll

feel like you are constantly chasing it) and you'll become frustrated. Use an incidence meter to check the wing and tail (horizontal stabilizer) incidence in relation to the engine; all should be within a half of a degree of one another. This is an important step, don't overlook this in your quest for refining how your aircraft flies - this should be done during construction to ensure all is as it should be. It can be corrected later but at a higher cost in rework (wing mounting, tail mounting and engine thrust line changes).

Next is trimming and this is an entire article unto the topic so we'll save this for folks that do a better job of this than I (there are many articles written and trimming guides out there on this subject which I'll provide you with later). But suffice it to say to get repeatable results your aircraft must be in trim at all times which means if you are really serious about flying aerobatics the first flight of the day is spent getting the trimming as close to perfect as you can. If you find the trim changing frequently than you have a problem somewhere, servo, linkage or control surface. Inspection is the key here; trims don't significantly change without a good reason why! You'll check your trims by flying straight

and level and hands off the stick to observe where the aircraft tracks. You'll also fly inverted to see how the track is in this flight condition and finally you'll observe tracking in vertical (up line) as well as straight down (down line) flight conditions. All may require trim or balance adjustments to get them 'just right'. But without an investment in trim time your aerobatics' will never be consistent.

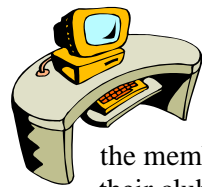
This takes us to equipment - not all aircraft or radio gear are created equal - hard to imagine isn't it? Purpose built aerobatic airplanes will perform all of these trim tests (assuming they are built correctly) with ease, why? They are designed with their airfoils and structure built for one purpose, to accomplish aerobatic flying. This is not the case with flat bottom wing trainers for example who will have a harder time when inverted or holding an absolutely straight up line or down line in the vertical horizon. This is to be expected as these airplanes are meant to be forgiving and to some degree self 'righting'. However you still can learn aerobatics flying with these guys - you'll just have to work at it a little harder!

This is the end of the first installment, you have plenty of

items to start checking, inquire with your buddies about who has an incidence meter, you might want to split the cost of a meter between a few of your flying buddies or let me know and I'll bring mine to the next meeting and we'll check your aircraft there. Consult your plans and verify your aircraft is aligned and balanced, as it should be.

Next month we'll cover trimming and basic maneuvers. Until then keep your nose up and maintain airspeed!

From the Editors Desk



I think it is important to note this month that our officers are interested in what the membership wants out of their club. When I see things

like Zoomerang surveys, articles on Aerobatics basics and talks on kit building, it makes me think that a real effort is being made to satisfy the needs of the members.

The attendance at the November meeting was above average and I'd like to think that it was mostly due to Jim's excellent presentation on batteries and the Show & Tell of Glen and Vern. Consequently, I believe congratulation is in order for the officers for doing a good job of responding to the requests that they hear from the members.

Although the Zoomerang survey is a great way to solicit input, I think we need a better way of communicating what the memberships needs are on a frequent and regular basis.

Perhaps the best channel for membership communication is at the monthly meeting. Most of the time, all of the officers are there

and quite a few members are present also. During the summer months, officers can be caught at the field. Last but not least our telephone numbers and email addresses are listed on the roster.

In conclusion, if you have an idea on a presentation you'd like to see, a club activity you think would be worthwhile, a Newsletter article that would answer a lot of your questions or anything that would benefit our club, please don't hesitate to communicate it to any of the officers through any of the channels mentioned above. Your club officers are listening.

Thanks,
Steve

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EILEEN SHELDON

Summit Valley RC 2004 Activities Survey

There were a total of 25 respondents to the survey. In the process of sending out the survey notification via email a number of email accounts came back as being inactive or accounts were full. You may want to check your email accounts and verify they are operating correctly.

Q1. How many activities would you like to see the club sponsor next year?

- | | |
|--------------------------------|-----|
| A1. I'd like to see us run 2-3 | 29% |
| A2. I'd like to have 3-4 | 58% |
| A3. I'd like to have 5 or more | 17% |
| A4. Other | 13% |

Q2. What types of events would you like to see hosted at Summit Valley RC next year?

- | | |
|---|-----|
| A1. A breakfast, a picnic and the annual dinner | 17% |
| A2. All of the above plus a novice fun fly | 21% |
| A3. All of the above plus a casual big bird | 29% |
| A4. All of the above plus an advanced fun fly | 33% |
| A5. None of the above | 0% |
| A6. Write in preference | 21% |

Q3. How many events will you attend next year? (Either participant, helper or to watch?)

- | | |
|---|-----|
| A1. I can make the breakfast, the picnic and the dinner | 13% |
| A2. I can attend one of the above and a funfly | 26% |
| A3. I can attend all of the above plus a funfly | 9% |
| A4. I can attend any club event that we decide on | 52% |
| A5 Other please specify | 17% |

Q4. Tell us about your skill level?

- | | |
|--------------------------------------|-----|
| A1. I'm a beginner | 13% |
| A2. I'm a novice | 58% |
| A3. I'm an expert | 8% |
| A4. I'm an instructor | 4% |
| A5. Other please specify (TOC pilot) | 25% |

Q5. This question pertains to the club picnic only, what month would you like to see us hold the picnic?

- | | |
|---------------------|-----|
| A1. End of June | 42% |
| A2. Mid July | 8% |
| A3. Mid August | 13% |
| A4. Early September | 21% |
| A5. Whenever! | 21% |

Q6. What time would you like to see the picnic held?

- | | |
|--------------------------------------|-----|
| A1. Eat at noon | 21% |
| A2. Eat mid afternoon | 25% |
| A3. Eat early evening (5-6pm) | 46% |
| A4. Eat after flying is over (7-8pm) | 0% |
| A5. We came to Eat? | 8% |

Q7. We hold an annual club dinner at Alexander's do you want us to consider holding it elsewhere?

- | | |
|---------------------------------------|-----|
| A1. Yes, I suggest we move it around | 21% |
| A2. No, Alexander's is just fine | 63% |
| A3. Where ever you guys think is fine | 8% |
| A4. Other | 13% |

Q8. If we were to hold an event that really appealed to you what would it be?

(All write in's)

- A1. A static and flying contest**
- A2. Just about anything**
- A3. Food, flying, novice and more space for answer!**
- A4. IMAC or pattern contest**
- A5. Novice to Intermediate competition fly**
- A6. Novice funfly (total of 3)**
- A7. A formal class on basic to intermediate aerobatics**
- A8. Fly In & Swap meet (total of 2)**
- A9. Scale Fly In**
- A10. Something involving my kids**
- A11. Fun Fly with tailgate auction**
- A12. Fly what U have but based on IMAC sequences**
- A13. Big Bird Fly In (total of 4)**
- A14. Don't know**

Q9. Is this survey a good method for determining events that the club holds?

- A1. Yes it does** 100%
- A2. No it doesn't** 0%

Q10. Please tell us who you are?

- A1. 25 club members submitted their information.**