

R/C FLYERS
EAST PEORIA, IL.

<http://www.summitvalleyrc.com>

The Summit Valley

News

Next Meeting



Our next meeting will be held at Alexander Street Steak House on Tuesday, January 13.

Social time starts at 6:30 and dinner is at 7:00. You don't want to miss this year's Golden Divot Award presentation.

Mow Schedule



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

Safety Tip of The Month

At the December meeting TJ Klise explained that cool weather could change the mixture in our engines. The cool air is denser and therefore leans out the mixture. Those of us who fly in the fall and winter months should adjust our needle valves to compensate for the air density. It is also recommended that the engine be thoroughly warmed up prior to flight. Taking these precautions will guard against an engine that quits at an inopportune time and avoid a dangerous situation.

Dues



It is time to pay your annual dues. The deadline is February 1st and the amount is \$100.

The easiest way to pay up would be to bring your check to the January Banquet on the 13th. The Club is trying to pay off the mower and we have some other projects in the works but we need your dues money to make them happen.

Maintenance



Some time during the evening of Sunday December 21 vandals once again damaged our flying field. Someone drove their vehicle on the landing field and did donuts causing many ruts in the soft ground. Special thanks to the following who put in some hard work to repair the damage: Tom Hunt, Gary Hunt, Jared Hunt, Pete Mahrt, Vern Mall, Eric Benson, Brian Miller, and Don Pyles.

During the December meeting several improvement projects were discussed. Among them were: Pouring a cement slab north of the clubhouse and building a canopy over it. Extending the driveway past the Clubhouse. Widening the driveway. Since most members were in favor of these projects, cost estimates will be put together for further discussion.

President	Bob Heuermann
Vice President	TJ Klise
Sec./Treasurer	Jim Martin
Editor	Steve Grob
Safety Officer	Vern Mall
Sergeant at Arms	Tim Berg
Grounds Maint.	Pete Mahrt
Equipment Maint	Brian Miller
Safety Committee	TBA

New Safety Officer.



Our newly appointed Safety Officer for 2004 is Vern Mall. Three people will be appointed to the Safety Committee at a later date to assist Vern in his duties. As members of the AMA and Summit Valley R/C Flyers we all need to give Vern and the Safety Committee 100% cooperation. In this day and age of frequent litigation we can't take safety lightly. Even without the litigation, causing bodily damage or property damage would not be a pleasant experience for any of us. For 2004 and beyond, let's make safety a priority!

Golden Divot Award



This month we have two incidents eligible for nominations. The nominees are:
Tom Hunt who

courteously crashed to avoid another airplane. According to Tom, a little abuse never hurt an airplane and he thinks his airplane flies even better since the crash/repair.

A double nomination of Brian Miller flying his Kadet 40 and Pete Mahrt flying his Excite. How can we have but one incident with TWO nominees? Well, the incident is a very rare and elusive Mid-Air collision. Since Pete was not present to defend himself, Brian told the story. Brian was executing a stall turn at one end of the field and Pete was making a level pass of the field when the two collided. The result was nothing short of spectacular as the following witness accounts show: "It was raining little pieces of airplane for ten minutes." "Wings were falling like leaves." "Monokote Confetti." "Airplane Borealis." One other pilot who was flying had to dodge debris and fly his airplane at the same time.

The unanimous decision was to make Brian and Pete the winners for this month. They will go down in Club history as the 3M Team. (Miller Mahrt Midair). Congratulations Brian and Pete! You have won the unique Double Divot Award!

Show and Tell

Glen Howard brought in his brand new Fun Fly airplane. The airplane weighed less than 5 lbs and was finished beautifully in Glen's signature red, white and black silk

and dope. It has Weber 50 power and Glen says he used 3M fineline trim tape to prevent the colors from bleeding.

Swap?

Bob Heuermann has one RC120 Cal Speerly designed kit left. The airplane takes a .91 engine and weighs 7.5lbs built. The kit will go to the first \$109 that contacts Bob.

Don Pyles needs a good used trainer for a friend of his that wants to start flying.

Terry Sutter has a P51D giant scale gold edition 1/5 scale that he originally paid \$235 plus tax for. Can you believe \$175 will take it?

More Batteries

Bob Heuermann is organizing a bulk battery purchase to be made on January 23. Contact Bob by email or telephone if you are in the market for a good price on batteries. We can all use spare batteries and if discharged they can be stored for about 10 years. The batteries we order should be available at the February 10 meeting.

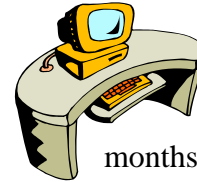
Around The World In 80 Hours

Read the latest news on the GlobalFlyer at this website: <http://www.virginatlanticglobalflyer.com/>
See the streaming video of what the airplane will look like. It is the bleeding edge in technology that looks like two huge gliders combined together with a hint of P38 that's jet powered. Believe it or not it is still being built! You will also get a hint of the around the world flight path.

Club roster

I still have a few names that have incomplete information. The goal is to have all member information complete by January 13 so the new roster can be distributed to the attendees of the Banquet. I'll be making telephone calls soon to solicit the needed information.

From the Editors Desk



Christmas has come and gone. A new year is upon us. It will be 3 to 4 months before most of us fly again in the springtime. Do you remember how it felt last spring anticipating that first flight of the season? Was there a concern or maybe even a little fear resulting in a lack of confidence? Knowing you would have to knock the rust off those thumbs, you probably did a mental review of your preflight checklist in the car on the way down to the field. You tried to remember how it felt when the airplane was coming at you and you had to reverse the controls or what it was like to fly inverted and push down elevator to make the nose come up.

Now let's see, how much throttle did I have to maintain in order to keep this particular model from stalling when turning final?

Santa was very good to me this Christmas. He brought me a wonderful tool to minimize the rust build up on my thumbs during the winter months. Some of us who have the time still fly down at the field during winter. I too, would be there if I had the time. But with a full time job that sometimes spans into the 60 hours per week category and dusk at 4:30, I just can't make

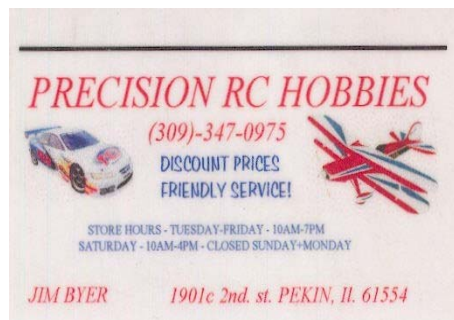
it. What I can do is fire up the little present that Santa left under the tree for me and enjoy any amount of time I have to spare whether it's just a few minutes or an hour or more in the comfort of my warm home. Having an R/C Flight Simulator is great for maintaining your abilities and even enhancing them. I consider myself a beginner that is about to break into the intermediate category. I never had the guts to try a knife-edge, a spin or inverted flight with my trainer. With the simulator I can try anything I want, crash and go do it again and again learning from each experience. There are 23 different airplanes I can fly that range from the Wright Flyer to a giant scale P51 or a Cap232. Of course if I learn how to fly all of them, I can always 'build' or configure another one to my liking on the simulator. There are also 13 different helicopters. I can maintain a hover with the trainer helicopter fairly well now. A transmitter box comes with the simulator that attaches to the USB port on the computer and it looks almost identical to my Futaba. The gimbal action is in fact identical and I'm sure that is due to the fact that the box is made by Futaba. Flying these airplanes is so realistic it is hard to believe. It is possible to crank up the wind in any direction, velocity and gust factor. Trees, buildings, rocks, bushes and fences all can be placed wherever they are wanted. One of my goals this winter is to recreate the Summit Valley R/C Flyers field on the simulator. It will be complete with high-tension wires, railroad tracks and spectators who make smart remarks.

Flying the simulator is without a doubt the next best thing to really flying at the field.

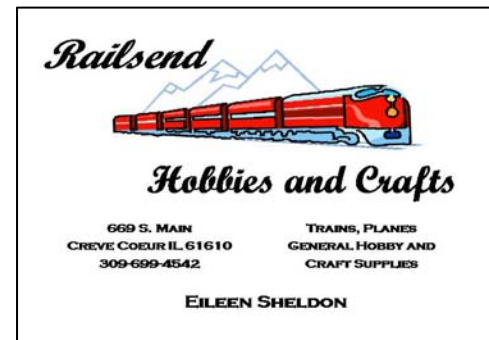
If you just can't make it down to the field this winter, I highly recommend an R/C Flight simulator. You won't regret the investment.


Happy New Year,

Steve



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