

# The Summit Valley News

November 2003

## 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

November 11.

## Mow Schedule



Mowing Team (Team decides who mows on which day)	Mowing Days	
Shawn Tunis / Paul Wann	Nov 3	Nov 6
Kevin McCarthy / Ken McGowen	Nov 10	Nov 13
Randy Howard / Bryan Taylor	Nov 24	Nov 27

## Safety Tip of The Month

At the October meeting TJ Klise talked about the necessity of communicating while we are flying. Don't be bashful about letting people know of your intentions. Making announcements

such as TAKEOFF, LANDING, DEADSTICK LANDING, DEAD ON THE FIELD, LEFT PATTERN or RIGHT PATTERN in a loud clear voice will give other pilots enough information with a few short words to help everyone maintain the level of safety we need. Just to clarify - "Right Pattern" means making right turns when flying the pattern and "Left Pattern" means making left turns. So, if you are flying a Right Pattern, your airplane will takeoff from right to left on the runway, make a right turn onto the crosswind leg, another right turn onto the downwind leg, yet another right turn onto base leg and then a right turn onto final. Left Pattern starts with takeoff from left to right on the runway and left turns onto the various legs.

## January Banquet



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. Don't miss this opportunity to get together with your fellow club members in the middle of winter for an evening of fun and good food.

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

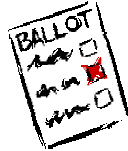
## Maintenance



If it is your turn to mow the field, please switch fuel tanks on the mower before mowing. The valve that is used to switch tanks is sticking from non-use so we need to start using it to avoid a possible failure. Make sure you fill the proper tank after doing the switch. Bryan Taylor has volunteered to do maintenance on our mower. Thank You Bryan!

Once again it's time to winterize the shed. Thanks to our volunteers Glen Howard, Pete Mahrt and Travis Kempf it will be done on Saturday, November 1<sup>st</sup>. Considering the amount of work it takes to blow out the water lines to keep them from freezing and bursting during the cold weather, the water will not be turned on again until there is no danger of freezing up which will be sometime next spring. Please keep this in mind when you visit the field. Yes, this means no water for coffee, no toilet and no sink.

## New Club Officers



Nominations were taken for Officers for the 2004-year as follows.

President: Bob Heuermann

Vice President: TJ Klise, Vern Mall

Treasurer: Jim Martin

Newsletter Editor: Steve Grob

## Golden Divot Award



Nominations for the award were:

Kayton Heavrin:

Cherokee

TJ Klise: Sukhoi

Pete Mahrt: Edge 540

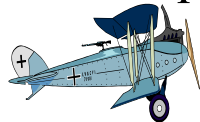
The winner was TJ for his Sukhoi which developed a mind of it's own after the Big Bird Fly In at Pekin. After performing all the required range checks and runups, TJ was taxiing out to take off when the throttle advanced and the Sukhoi did a very nice take off all on it's own. While TJ announced that he had no control over the airplane, it did a right turn, a few crazy maneuvers and ended up plowing the bean field a little early. It took four people to carry the pieces back to the pits. What a shame to see such a beautiful airplane meet such an untimely end. Our congratulations and sympathy goes out to TJ once again!

## Battery Basics



At the October meeting Bob Heuermann explained the basics of volts, ohms and amps and how they relate to the batteries we use in our equipment. Jim Degenhart will go into more detail at the November meeting and some of the members have volunteered to bring various battery chargers for show and tell and discussion.

## Used Equipment



TJ (Terry) Bolen is looking for any used airplanes, engines, radio equipment or ground support equipment members may have. TJ was voted in as a new member at the October meeting. Let's support him and let him know at the November meeting if we have any treasures he may be interested in.

## Electric Avenue

By Steve Grob

According to our estimates there are approximately 9 members who own and fly electric powered airplanes. Rapid developments in the battery and electric motor industry have already made this a cost effective, convenient and clean alternative for powering our model aircraft. Continued developments will only enhance the advantages of electric power

and make them nearly impossible to ignore.

Personally, I am a traditional glow power fan and I love tinkering with engines of all sizes. I love the sound, smell and the look of a finely tuned internal combustion engine and the challenge of keeping it tuned. On the other hand I like to keep up with technology and electrics are certainly on the forefront today. Consider the possibility of not having to buy or handle expensive, heavy gallon jugs of fuel. There's no carburetor to keep in tune and no fuel system to foul. You have a better chance of living life with all 10 fingers and you don't have to carry a heavy starter motor/battery because you don't have to start an electric motor. No more oily fuel residue to clean up on your airplane, hands or clothes. Your hearing has a better chance of survival. Many people think that the expense of electric power is about the same as any other power source but with the current rate of development, electrics will soon prevail. The Club Officers realize that there will be more and more electrics in our club and have even amended Rule #1 to include verbiage permitting electric powered aircraft to fly anytime at the field due to their low noise characteristics. However, our Safety Officer reminds us not to forget that all other field rules are applicable to electrics. A revised copy of the Club Rules and Regulations is included with this month's Newsletter.

# AMA Museum Visit

By Bryan Miller

A couple months ago my wife mentioned to me that she wanted to take a trip to visit a childhood friend of hers and I agreed that it would be a good trip to take over a long weekend. My interest in the trip piqued when I remembered that her friend lives just outside of Muncie, Indiana, the home of the AMA and the National Model Aviation Museum which we made a point of visiting during the trip.

Upon entering the museum, immediately to the left, is a small store that sells a large variety of items from books and AMA clothing to small free flight and rubber-powered kits. Toward the rear of the building is a restoration shop where volunteers restore models that have been donated to the museum for display and build the static displays used in the museum. One of the volunteers also mentioned that the restoration shop also comes in handy when flyers experience a "mishap" out at the flying field. Beyond the restoration shop were three PCs running the RealFlight G2 RC simulator that you could take for a spin. This was my first time trying RealFlight and I was surprised by its realism. My two-year-old son was a master at putting the RC helicopter into the ground in record time. I could see he already has the natural abilities to become a future RC pilot!

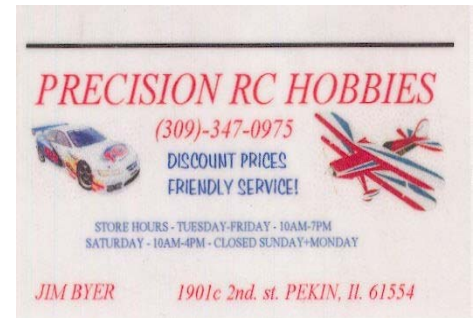
This area of the museum opened up into the main room, which is literally filled with examples of every type of model aircraft one

can imagine, and the number of examples on display is truly impressive. I would have to estimate the total number aircraft and related items on display to be between two and three thousand.


The main room seemed to be divided into sections where models of similar design and type were grouped together. The walls contained display cases which housed many of the older models that included many early free flight and rubber band powered models - many with tissue covering. The majority of the larger planes were hung from the ceiling so it was easy to get a good look at them. These ranged from early non-scale engine-powered models and gliders to more modern examples of biplanes and war birds. On the floor were displays of models in various stages of build and type. There was even a row of two display cases devoted solely to engines from the past. In the center of the main room was a reproduction an old 50's era hobby shop full of all the hobby products one could buy at that time in like new condition. Off of the main room there is also a library containing a large variety of aircraft books, magazines and videos.

After visiting the museum we followed a winding road back to the AMA flying field that is split into three areas. Those being control line, electrics and the largest area for the gas powered aircraft. At the time we were there the big field was empty but we did get to watch some electrics and control line planes being flown.

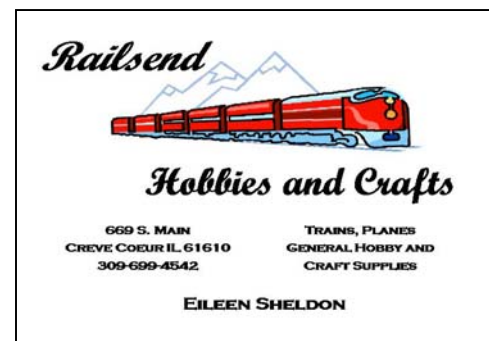
The AMA museum is definitely worth the visit if you are in the area. Admission to the museum is two dollars and free for AMA members and children six and under. Be sure to check out the AMA web site at <http://modelaircraft.org> for some pictures from the museum and times when the museum is open.



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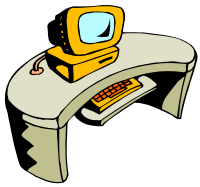


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EILEEN SHELDON

## From The Editors Desk:



Shari has officially retired from the position of Newsletter Editor and I have volunteered to assume the duties. This month's Newsletter is my first. I am a novice at this and it is evident that I have some very large shoes to fill. I'll do my best to maintain the excellent level of quality, value and quantity of information that the membership is accustomed to. In order to achieve that goal I need your help. You can help by supplying me with articles and information that can be shared in the Newsletter. Thanks again to Bryan Miller for his article this month on visiting the AMA Museum.

For those of you who don't know me I will give you a brief introduction. I have been interested in the model airplane hobby for the last 40 years. I started with control line when I was very young, dabbled in R/C in the early 80's and jumped at the chance to get involved again in August of this year. When TJ Klise moved in next door I saw his CAP 232 sitting in the driveway and the juices started flowing. Getting back into the hobby was easy. I bought an ARF and equipped it with an old engine and a new radio and was in the air in no time at all. I am very impressed with the facilities at our Club and have really enjoyed the camaraderie I have observed

among the membership since I have been here. Things have happened fast for me at Summit Valley. I started flying at the field in August, was voted in as a member in September and became the Editor in October. I wonder what November will bring??? I retired in January of this year and will begin my second career in November. Time will be at a premium for me and I will need to rely heavily on you, the membership, for input to the Newsletter. If you have an experience to share, tips that will help other members or anything that will benefit the membership, please contact me. My email address and phone number are on the new roster that will be distributed soon.

Thanks,  
*Steve*

## **RULES AND REGULATIONS OF SUMMIT VALLEY R/C CLUB, INC.**

It shall be the responsibility of each member of **SUMMIT VALLEY R/C CLUB, INC.** to be advised of the rules and regulations of the clubs flying site. In addition it is the responsibility of each member to remind any member, and/or nonmember guest of any infraction of these rules and regulations and to report any consistent infractions to the club officers. These rules and regulations were formulated through many years of experience and adopted by the club members of **SUMMIT VALLEY R/C CLUB, INC.** to promote safety and good flying habits by all members and/or non-member guests. Each year a greater number of members, non-member guests, and spectators are drawn to the club flying field. Therefore, a consistent set of rules and regulations are necessary to maintain "traffic control" in order that all model pilots and spectators can enjoy our hobby to its fullest extent in as safe a fashion as possible.

### **GENERAL RULES AND REGULATIONS**

- 1.No flying or engine running prior to 9am Mon. – Sat. and 12 noon on Sunday.\*
- 2.All spectators must stay to the north side of the Pit area tables. Spectators and children will remain clear of the pit area and the engine test area.
- 3.Engines are to be started behind (North of) the Pilot Station markers and within the Pit Area (denoted by the first set of colored markers) (The Engine Test Area is the only exception).
- 4.All radios must comply with the current frequency requirements of AMA sanctioned events. All 72-megahertz equipment must be narrow band.
- 5.A readily identifiable Frequency Flag indicating operating frequency must be displayed on all transmitters.
- 6.No chairs or other obstacles shall be placed on the flight stations. This rule does not apply to persons confined to wheelchairs due to permanent or temporary physical handicaps. In this case the person is allowed to occupy a flight station provided a helper is at his side to assist in all matters, including safety.
- 7.Mufflers are required on all engines above 0.051 c.i.d.
- 8.All AMA rules and regulations shall be adhered to strictly.
- 9.There will be no running or horseplay in the pit area. Members are responsible for their guests, children, and pets.

\* Electric powered aircraft will be exempt from the normal powered aircraft flight time restrictions at all times and on all days. It is permissible to fly electrics at any time at the Summit Valley RC field. Please note that **ALL** other field rules pertaining to flight, flight line and safety remain applicable to electric powered aircraft.

### **FLYING RULES AND REGULATIONS**

- 1.The **Safety Line** begins **10 feet south** of the southernmost set of colored marker blocks.
- 2.The **Flight Line** is an imaginary line parallel to the Flight Stations extending east to west for an infinite length and extends south up to the brush line; the runway running east to west is contained within this area.
- 3.The **Pilot Stations** are designated as the southernmost set of colored marker blocks (the second set of colored blocks from the parking area).
- 4.The **Pit Area** is designated by the northern most set of marker blocks. This area is also designated as the engine starting area.

A. All engines shall be started in the pit area. Absolutely no starting of engines is allowed north of the pit areas.

B. The Engine Test Area located directly East of the clubhouse building is provided for test running engines and an extended engine break-in area.

5. All take-offs, flying, and landings must be made with the pilot(s) standing at a designated Flight Station with the following exceptions:

A. New Models (first few flights)

B. Emergencies

C. Students\*

\*After take-off, the pilot (and instructor) must immediately return to a designated Flight Station.

6. All take-offs, flying, and landings will be executed using the agreed upon pattern, that which favors the prevailing wind direction.

7. All landings will be executed in such a manner as to provide a **minimum of 10 feet of clearance** between the aircraft landing and pilots on and along the flight line.

8. All turns must be made **away from the pit area and spectators** once the model is airborne.

9. There will be **absolutely no flying** north of the safety line, pilot stations, over the pit area, spectators, or parking lot at any time. All flying is restricted to the area south of the safety line and flight stations. Flying east and west of the field may be conducted at the pilot's discretion.

10. All take-offs must yield to landing models (i.e. landing aircraft have the right-of-way).

A. To ensure right-of-way all dead stick landings shall be **announced in a loud and clear voice**.

B. No take-offs or landings are allowed while anyone is on the runway.

**11. No flying in the immediate direction of pilots or pit area will be allowed.**

12. Low passes must be kept south of the 10-foot aircraft and pilot separation line. 3D maneuvers (e.g. torque rolls, hovering, etc.) will also be conducted south of the aircraft and pilot separation line.

13. No more than four aircraft will be permitted in the air at any one time.

14. Pilots of new or repaired aircraft may request clear air for flight-testing. At that time, no other pilot may operate his equipment until the pilot requesting clear air has had the opportunity to flight test his aircraft. Pilots with planes in the air may complete their flights.

15. Pilots must not turn on transmitters prior to securing the frequency pin via the Frequency Control Board.

A. A frequency is secured by placing your AMA membership card into the frequency pin holder marked with the frequency corresponding to the frequency of your transmitter.

B. Don't practice multiple consecutive flights, other pilots may be waiting to use the frequency - - - be considerate.

16. When in doubt, use good common sense. Special consideration shall be given to emergency situations.

## **ENFORCEMENT OF RULES AND REGULATIONS**

1. Each member agrees to keep himself/herself informed of all rules and regulations of the club and flying site and to make such information his/her own responsibility. In the event he/she brings guests or spectators to the

field, it becomes his/her responsibility to inform his/her guests of the club rules pertaining to safety and their conduct.

2.Members failing to comply with these rules and regulations are subject to revocation of their field privileges as determined by the club officers.

3.Club officers and appointed Safety Officers are given the authority to ground any pilot for violations of the AMA safety code and/or site rules posted at the flying site.

**SAFE FLYING DOESN'T HAPPEN BY ACCIDENT!**  
**BE PART OF THE SOLUTION - NOT PART OF A  
PROBLEM...**