



A Few Words from the New SIRS Club President



Friends,

My name is Jerry Worden, I am your president for the coming year. I've been a member of the club for nearly

20 years...this will be my fourth term as President and I am looking forward to serving...

Before going any further I would extend thanks to Chris Cochran and Wayne Geffon, who served as President and Vice-president during the past year. Karl, Denny and Jim are all staying on for this year and we give them our thanks as well!

I chose to accept the position of President for more than one reason...

1. I thoroughly enjoy this hobby...I have been building and flying airplanes since 1968-

2. I hold this club in high regard...it has provided a wonderful place to enjoy my hobby with individuals who share my enthusiasm for this sport.

I love the hosts-Stan and Doris Thompson are two of the most wonderful people I've had occasion to meet in my life...I am grateful for their hospitality and, at times, their patience with us...

I have expectations of the membership for the coming year which I would like to share at this time...

Attendance and participation at meetings...One area in which we have fallen

down is in establishing a sense of community...getting to know each other better...we will spend time at our meetings getting acquainted, I am looking forward to hearing your story, why you enjoy this hobby...

Constructive Participation in the club... We will be hosting events...your help with these is needed and appreciated! Your either part of the solution or part of the problem...If there are problems within the club, every group of people has these, then constructive dialogue at the proper place and time followed by implementation of constructive suggestions will furnish the solutions to these problems...There isn't enough time in life for useless petty bickering or complaining...I don't come to the field to hear complaining ...I want to fly, learn, and talk airplanes...plain and simple... I come out to the airfield to relax and enjoy...

Adherence to club and AMA rules... We have club rules and the AMA

safety code which guide us...Club member are expected to follow these rules...In this regard we are ALL officers responsible to each other to obey these rules...We will be using different forums to review these rules.

Prompt payment of dues... We need money to operate...plain and simple...

Remember that YOU ARE A GUEST!

Stan and Doris are gracious enough to host us...we need to be courteous and Respectful...

We are looking forward to a great year but we simply need your help, I'll conclude by paraphrasing John F. Kennedy, during this year don't just expect the club and officers to do everything for you...ask yourself what you have to offer to the club.

Respectfully,

Jerry Worden
AMA 1697

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Club Meetings

Club meetings are held on the second Saturday of each month at the flying field in Covell, IL. Meetings begin at 7:00pm during the winter (CST) and 8:00pm during the summer (CDT).

SIRS, Inc. Meeting Minutes — January 10, 2004

CALL TO ORDER:

Chris Cochran called the meeting to order at 7:02p.m.
There were 16 members present.

TREASURER'S REPORT:

Treasurer Jim Danforth read the treasures report. Motion to accept was made by Mike Wilson, was seconded by Orville Egili. Motion was passed.
Jim Danforth also gave year-end financial report for 2003.

PREVIOUS MINUTES:

Secretary Dennis Wallen read the minutes from the December meeting.
Bob Hawkes seconded Gene Barker moved to accept the minutes as read. Motion was passed.

OLD BUSINESS:

Please send your pictures of your planes or pictures of people at club activities to Karl for the newsletter. The newsletter will be posted on the SIRS web site.

NEW BUISINESS:

- Rules for visitors from other clubs will be discussed at our February meeting.
- The new rules for 2004 are out from the AMA, they will be posted on the frequency board.
- Bob Hawks made the motion to have the swap meet this year at the Interstate Center March 21,2004 to start at 10:00 am. And be over at 2:00pm. Chris Cochran seconded motion. Motion was passed.
- Dues are due for year 2004. Please see Jim Danforth for your new card.

NOMINATION FOR OFFICERS:

- President: Jerry Worden was nominated by Orville Egili and seconded by Jack Miller. A vote was taken and Jerry Worden won the nomination
- Vice President: Bob Hawkes was nominated by Jack Miller and seconded by Mike Wilson. A vote was taken and Bob Hawkes won the nomination.
- Treasurer: Jim Danforth was nominated by Bob Hawkes and seconded by Chuck Tarbox. A vote was taken and Jim Danforth won the nomination.
- Secretary: Dennis Wallen was nominated for secretary by Chris Cochran and seconded by Bob Hawkes. A vote was taken and Dennis Wallen won the nomination.

SHOW AND TELL:

- Chuck Tarbox brought a nice ST 5-A Bi-Plane to show and tell about this one was scratch-built (a very good job Chuck).
- 50/50 was won by Stan Thompson

ADJOURNMENT: Jerry Warden made the motion to adjourn the meeting, was seconded by Gene Barker. Motion passed.

The club would like to thank the ladies (Amie Overmier and Elaine Hawkes) for the cookies you sent for the meeting.



Brett Welsh and Jerry Bessler brave the January cold to fly their ski-equipped planes off the snow at the SIRS field on Superbowl Sunday.



Below is a copy of our flying rules which are now eight years old. Are there any changes you would like to see in these rules?

Please call me at 829-2214 or e-mail at robert.hawkes@insightbb.com

Bob Hawkes,
SIRS Vice President

SIRS Field Rules

1. Pilots must operate their aircraft in accordance with the current safety rules and regulations as established by the Academy of Model Aeronautics. (A.M.A.)

2. All persons intending to fly model aircraft must be prepared to show proof of AMA membership before flying. A current AMA license must replace the frequency pin before a modeler is allowed to use that frequency.

3. Modelers will be able to operate radios on any legal frequency designated for use of the control of model aircraft as of the date of this revision and as long as it does not interfere with other flying aircraft. If using an older broad-band radios you must pull one pin on either side of your frequency and the one 23 channels up. All radios must be narrow band after January 1, 1997 to be used at the S.I.R.S. field.

4. No transmitter is to be turned on until the appropriate frequency pin(s) is removed from the frequency board and attached to the transmitter. The channel number for your transmitter frequency should be displayed in large letters on your transmitter. The transmitter must be placed in the impound area when not in use.

5. All aircraft with engines larger than .15 cu. in. must use an approved propeller made of fiberglass, carbon fiber reinforced resin or wood, a muffler and spinner that meets with AMA regulations.

6. Modelers are to refrain from flying over area buildings, the pit or spectator area. You are asked not to taxi into or out of the pit area.

7. Low pass fly-bys are to be confined to the middle of the flying field and only when no one is on the field.

8. All persons, especially children, not flying or performing a useful sendee in

the pit area must remain behind the fence or marked pit area. Children are not allowed in the club house unless accompanied by an adult. Junior members are allowed as long as they behave in a responsible manner.

9. Children under the age of eight MUST be under adult supervision at all times.

10. The area on the southwest corner of the machine shed is reserved for engine break-in and tuning sessions.

11. When more than one person is using the same frequency pin, the person waiting for the pin may request that the person using the pin surrender possession after 20 minutes of use. The person using the pin is obligated to comply.

12. When walking onto the field to retrieve an aircraft or for any other reason it is considered customary to call out "ON THE FIELD" loud enough that all pilots are aware. Low passes over the field are NOT allowed while someone is on the field.

13. When a pilot has an engine failure and has to make an emergency landing with no engine running it is customary to call out "DEAD STICK" to warn others that the plane is coming in without power. Other pilots are requested to yield the field to the powerless aircraft.

14. There will be no alcoholic beverages on the flight line or in the pit area.

15. Do not park your vehicle on the grass.

We ask that all club members conduct themselves as a responsible adult. Think before you act and consider the potentially hazardous consequences that your actions may have. Flying is fun until you have an accident. If we all act like responsible adults we won't have to make rules that will restrict our fun.

Father Ric Still Recovering From Surgery



SIRS member Fr Ric Schneider says he's steadily recovering from his January surgery, but it's taking longer than he had planned (the recovery time for this procedure varies). "I'm up and able to move about the house, but that is about all," says Ric. He'd like to think that he'll be up and around in about two more weeks.

In the meantime, he is practicing the virtue of patience and catching up on some reading.

SIRS sent Fr Ric a flowering plant with a get well wish from the club and we received a card from Father Ric in response, thanking SIRS for the flowers.

Best wishes on a speedy(er) recovery.

SIRS Swap Meet Postponed Until Fall

The Annual SIRS Swap Meet, originally scheduled for March 21, 2004 at the Interstate Center in Bloomington has been postponed. The exact date has not been set, but it's planned to be sometime in October.

According to SIRS Treasurer Jim Danforth, "Two things impacted our decision; The lateness of getting the SWAP advertised and the competition with other area SWAPs in the spring."



Rick Horath 1946-2004

Richard Lee "Rick" Horath, 57, of Bloomington, formerly of Atlanta, died at 9:02 p.m. Monday (Feb. 2, 2004) at McLean County Nursing Home, Normal, after a long battle with cancer.

Rick, a former SIRS member, loved to build and fly models and especially enjoyed warbirds.

He will be missed by his family and friends.

Carburetor Adjusting 101

by Tim Mills,

Indianapolis Westside R/C Modelers, Johnson County R/C Modelers

Here's a scenario: Pilot takes off, plane's engine sounds great. After several minutes of flying, engine seems to lose power, sounds kinda "thin", pilot keeps flying. Engine continues to sag, now full throttle is very weak, pilot now understands that maybe this isn't gonna clear up. Engine dies (what a shock!), pilot calls for deadstick landing overshoots, tears off landing gear, etc. Never seen this at your field, right?

Here's the way that I set mixture on non-airbleed carbured engines (90% of the engines out there fit this category, but the theory is similar for air-bleed carbs). First of all, understand that the high speed needle has its main effect from 3/4 to full throttle, and the low speed needle controls everything from idle up to 3/4 throttle. It thus makes sense to me to spend the biggest majority of my tuning time adjusting the needle that controls the largest portion of engine running, right? Also, remember that there is a proper air to fuel ratio (mixture) that allows the engine to run properly. Too much fuel is rich, and too little fuel is lean. We "richen" the mixture by adding more fuel (turning the needle out, or counter-clockwise), and we "lean the mixture out" by decreasing the fuel (turning the needle valve in, or clockwise).

I start the engine give it full throttle, and lean it to it's highest rpm (peak), then richen it by maybe a quarter turn. Then with the glow plug igniter still attached, I slowly close the throttle to an idle rpm. At the lowest rpm that the engine will still reliably run, I then remove the glow igniter. If the engine dies immediately, I know it's too rich, and I then lean out the LOW SPEED NEEDLE by 1/8th of a turn (don't touch the high speed needle). Start the engine again, (and this is important) give FULL throttle briefly to clear out excess fuel, then slowly close the throttle again. Remove the glow igniter, and this time it may run a little longer before it dies, so lean the low speed another 1/8th turn. Re-fire the engine,

give a burst of full throttle to clear it out, and slowly close the throttle again. remove the glow igniter and now notice that the rpm DROPPED a bit when you removed the glow igniter, but the engine kept running. We're getting there. It's still too rich, and you'll prove that by opening up the throttle and hearing the engine "blubber" then die. That's because excess fuel has collected in the crankcase during the rich idle, and when you opened up the throttle, the excess was pulled into the cylinder, making it WAY too rich. Supposed you were on a landing approach, and decided to go around, you throttle up but the engine "blubbers" and then dies (another thing we haven't seen, right?). Yep, the LOW SPEED needle was still too rich, allowing excess fuel to collect in the crankcase, just WAITING on you to try to go around so it could "LOAD UP", blubber, and die!

Keep leaning the low speed needle down until it idles well, but now, when you open up the throttle, it HESITATES instead of BLUBBERS. When this happens, you've lean it down too far, so richen it up 1/16th of a turn and try again. You know you've got the LOW SPEED needle right when you can fire it up, remove the the glow igniter, and the rpm doesn't change AT ALL, and you can open the throttle up, and it doesn't blubber or hesitate, it just runs!

The final thing you do is re-adjust the HIGH SPEED NEEDLE, leaning it to it's highest rpm (peak) and then richening it up maybe 1/8th turn to give it a slightly rich mixture. We also know that the fuel mixture will change in flight when you point the nose up (harder for fuel to travel uphill) and also as the fuel level in the tank changes. In both cases, a leaner mixture results, so we actually need to set the mixture a bit further on the rich side to account for this. While the engine is running at full throttle, CAREFULLY pick the model up and raise the nose to at least a 45 degree angle while listen-

ing to the engine. If the engine sags a bit, then you'll need to richen up the high speed needle 1/16th turn. Try it again, and when you can point the nose up and the engine doesn't sag, but maybe shows a slight GAIN in rpm, you know you've got it right.

Now the engine will be happy, and chances are will reward you with reliable running. If you've got one of the few engines with an air bleed adjustment for low speed adjustment, the theory is the same, just refer to your manual to see how to richen and lean the low speed mixture.



SIRS Classifieds

FOR SALE

I'm switching from Hitec to JR, so I have several receivers to sell that I no longer need. All are in good working order.

Hitec Supreme 7-ch RX

I have two @ \$25 each

GWS Micro RX (Futaba)

I have several 4ch and one 6ch micro receiver \$10 each

Karl Laun 664-6335

karl_laun@insightbb.com

**** YOUR AD HERE ****

Submit your classified ads to the SIRS Newsletter Editor at **YOUR NAME HERE**

Winter Tips *by Wayne Geffon*

Since there isn't a whole lot of flying going on in these winter months now is a good time to completely go through your planes and get them ready for the new flying season this spring.

Take a few minutes to do some basic maintenance that we all neglect during the nice weather months.

- ✓ Check all nuts and bolts.
- ✓ Fix any damaged balsa.
- ✓ Change out chipped or worn propellers.
- ✓ Take the tank out and replace the fuel lines. (Especially important for those who fly gasoline-powered planes.)
- ✓ Change out all of your glow plugs.
- ✓ Re-attach those wheel pants. (Planes look better with their pants on)
- ✓ Recover or fix that piece of covering that won't stay stuck down anymore.
- ✓ Change the tires if they have flat-spotted over time.
- ✓ Cycle your batteries and replace any that are not at 80% of their rated capacity.
- ✓ Check your switches
- ✓ Clean the goo off your transmitter.
- ✓ Re-organize your flight box.

Give your plane a bath. I have found that the best way to get the oil residue off of covering is to use baby wipes. Spray the entire plane with Windex. While its wet, go over the entire plane with the baby wipes a few times. Let this dry and then go back over it with Windex to remove streaks. You can even use car wax after its all said and done to help make that covering shine. It will also be easier to get the oil off next time you fly.

A few hours now will help make that first few times to the field in the spring more enjoyable.

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800-743-1402



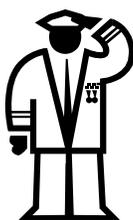
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call Steve Baker
815-246-4227



Notes from the Editor

I've enjoyed producing the SIRS Newsletter over the past year. Desktop publishing has always been one of my primary computer interests, so having the opportunity to use and improve those skills again was refreshing.

I knew the task of getting a monthly newsletter out would be challenging when I agreed to take it on. Getting both the content and the time to complete the layout are always at the forefront of an editor's concerns.

In my *real* life I manage a corporate flight department with 12 pilots and four full-scale aircraft. In addition to working office hours during the week I also fly to various parts of the country when I'm needed, which often involves being gone on nights and weekends. This makes it difficult to consistently make any kind of publishing deadline, as I seldom know from week to week what my exact work schedule will be like.

Over the past year, the amount of time required by my full-time job has increased substantially and it appears that will continue to be the case in the immediate future. Consequently, I'm going to have less and less time for building and flying R/C airplanes, family activities, newsletter publishing, etc. Something has to give somewhere.

I don't intend to let this stop me from flying altogether, but I'm certainly going to try to maintain a much lower profile and will have to scale back my extra activities in the coming season.

Therefore, after much thought and consideration, I find that I must relinquish my Editor's duties to the next budding desktop publisher waiting in the wings. I'd be happy to help the next Editor get up to speed in any way I can.

Karl Laun—SIRS Newsletter Editor

International
**Extreme Flight
Championships**
Congratulations, Wayne!

S.I.R.S. Newsletter Editor
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Upcoming Events for February 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14 SIRS Meeting
15	16	<p>In the coming months....</p> <p>Weak Signals R/C Expo · April 2-4, Toledo, OH St. Louis ProBro Fly-In · May 1-2, St. Louis, MO 3rd Internet Fly-In · June 5-6, Edinburgh, IN SIRS Big Bird Fly-In · June 12 eXtreme Flight Championships · June 11-13, Troy, OH EAA Airventure · July 27-Aug 2, Oshkosh, WI Reno Air Races · September 16-19, Reno, NV</p>				21
22	23					28
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