

S.I.R.S.



Newsletter for the Sentral Illinois Radio Society, Bloomington, IL

A.M.A. Chapter 621

March, 2003



Yes, YOU!

Send your RC-related comments, questions, ideas, pictures, cartoons, building projects, announcements, product reviews, for sale items, etc. to me and I'll include them in the next issue of the newsletter (space permitting).

A newsletter should serve as a way for people who share a common interest to exchange news and ideas. While our newsletter exchange program brings us items of interest from other clubs, I'd like to see most of our input come from our own club members. There is a wealth of information and knowledge carried by each member from his or her own personal experiences. Don't keep that information to yourself!

Wayne and I have submitted some example articles. If you don't like the subject matter, write your own!

— Karl Laun, Newsletter Editor

The Traveling R/C Flyer

by Wayne Geffon, S.I R.S.
photos by Bob Snyder

I had a business trip in mid February to Naples, Florida. I was going to be getting in early with the rest of the day free. Knowing that Bob Snyder spends the winters near there I got in touch with him to see if I could watch him do some flying.

As it turns out, Bob stays about two and half hours away from Naples. I thought it would be too far for him to drive just for the day, but he assured me that the distance was not a problem and that he would make some phone calls to arrange a place to fly.

That day, I met Bob and his wife for lunch then we headed to the field. Bob had his trailer with him that was carrying his 40% Carden Edge 540 and

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Wayne makes a high-alpha pass with the Columbo Anderson Extra.



Building clouds make a nice backdrop for the Extra, but later brought an unplanned end to the flying fun.

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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 Meeting February 8, 2003

CALL TO ORDER

President Chris Cochran called the meeting to order at 7:06 P.M. We had 15 members present.

PREVIOUS MINUTES

Secretary Dennis Wallen read the minutes from the previous meeting. Art Ausili moved to accept the minutes as read. Fr Ric Schneider seconded. Motion was passed.

OFFICERS REPORT

Treasurer Jim Danforth read the Treasurer's Report. Richard Burdette moved to accept the report as read. Orville Egli seconded. Motion was passed.

OLD BUSINESS

- The high cost of advertising in the paper was discussed (\$60-\$80). Bob King will check on free advertising for the swap.
- The Micro Fastener order will be sent out Monday.
- The AMA Charter Member insurance is in effect for the 2003 year.
- Static show will be on May 10th 2003.
- SIRS open house will be on Saturday September 6th with a rain date of Sunday September 7th
- Ken Ausili reported on ordering fuel. Sign up sheet will be in the clubhouse. Fuel will be ordered in April.

NEW BUSINESS

- A SIRS workday will be planned for later in the season.
- Chuck Tarbox wants some volunteers to display planes at the Wings and Wheels event in August, and the Prairie Aviation Museum Centennial in June. More information at the next meeting.
- A new membership package is being put together for the members coming into the club, it should be ready by next meeting.
- Orville Egli is taking care of the fliers to advertise the Big Bird Fly In. A free meal will be given to all who fly in this event.
- The intro pilots will keep the club trainer.
- Wearing helmets by the pilots and callers has been suggested for all racing and gremlin combat events.
- The club is looking for a safety officer, If you are interested contact your president
- Our new news editor Karl Laun would like your input into the newsletter. Please send your pictures, reviews, events, and classifieds to Karl.

SHOW AND TELL

Duane Holliger showed his new built 40-size Mustang warship 6lb. 3oz. Orville Egli showed his rebuilt Cap 232 – 33% scale. Chris Cochran brought his new 3W75 for us to admire.

50\50 Winner was lucky Bob King.

ADJOURNMENT

Richard Burdette moved to adjourn the meeting at 8:15 P.M. Karl Laun seconded. Motion passed.

Respectfully submitted, Dennis Wallen, secretary



Airwave Design Sukalyn 3D

Review and photos by Karl Laun, S.I.R.S.

Spurred on by their success with the Hacker-powered Sukhoi 3D, Sweden's Airwave Design has come up with another great electric 3D design. This one combines elements of the French Drenalyn with the Sukhoi profile fuselage (hence the name), and the latest in lightweight power systems to create an affordable and fun flyer capable of just about any maneuver you can think of.

The Kit: I was fortunate enough to get one of the first Sukalyn kits delivered in the US. My kit was packed in a foam sandwich, and even though it arrived heavily dented on the outside, the parts on the interior were completely undamaged.

The kit contents included pre-cut depron foam parts, CF reinforcement rods, plywood control horns, servo and motor mounts, and pre-assembled CF control rods. The assembly instructions come on a CD, but the construction is so simple, you almost don't need them. I assembled and test flew the model in one evening, with most of the time being spent thinking up how I wanted to trim the model.

Construction: The foam parts are sensitive to regular CA, but you can safely use the odorless variety, just be sure to have some kicker on hand. Epoxy or polyurethane glues could also be

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March 16, 2003 at the
Interstate Center**

used for joining the foam parts. A CF rod is bowed and glued to the leading edge of the "wing" and another along the trailing edge to provide stiffness for the foam. The pre-assembled plywood motor and servo mounts are added in the marked areas on the wing and the top and bottom fuselage halves are glued carefully in place on the centerline of the wing after some minor trimming to clear the motor stick. The elevons and rudder are attached with 3/4" clear tape. Take care to assure you have a full 45 degrees deflection in each direction when you attach the surfaces.

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February Show and Tell

Photos by K. Laun



Duane Holliger brought in his Great Planes P-51 for display by . Duane plans to use a Rossi .50 to power the model.



Chris Cochran brought in his 3W 70 gasser, slated for installation in his Giant Scale Planes P-51



Orville Egli shows his progress on his Hangar 9 CAP rebuild project. It's come a long way since last summer.

Sukalyn 3D

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The radio gear I used consisted of a standard GWS 4RP 4-channel micro receiver, three HS-55 sub-micro servos, and a Sirius GFS! 12A ESC. Just about any sub-micro servo and small ESC in the 5-10A range will work. I used the recommended power system; a GWS IPS-D RLC DS with a GWS 12x6 prop. This is a dual-motor 4.8v installation, geared to a common prop shaft at a 9.7:1 ratio. Electrical power is supplied by a 2x1020 Kokam lithium-polymer battery pack, which will provide 5-10 minutes of mixed aerobatics and hovering..

The servos are simply screwed into the supplied mounts and the RX and ESC mounted on the sides of the fuselage with velcro or servo tape. I used Du-Bro micro-EZ connectors (not supplied) on the end of long servo arms. The adjustment of the control rigging is accomplished in a matter of a few minutes by centering the servos and surfaces and tightening the set screw on the connector. The motor/gearbox assembly slides onto the motor stick and is secured with a small screw. The battery pack attaches with velcro, right behind the motor mount. With all the components in their specified places, the correct starting CG is assured. With the battery installed, the whole thing weighs in at around 7 oz, ready to fly.

Flight Report: My flight test area was an indoor enclosure that measures approximately 75 feet square (minus a couple of corners). I had about 15 feet

of clear height up to the bottom of the lights, with a bit more above if you happened to be in between them. I'd say this is about the minimum area you would want for this model. Using an underhand hand-launch, I gave the motor what I thought was about the right amount of power, (about 1/2 throttle) and gave it a toss. I was pleased to see fly away at a moderate speed, with absolutely no trimming required! As you might guess from the large control surfaces, the model is very responsive even at slow speeds. The big rudder was quite effective at racking the little flyer around in the tight corners of my indoor flight area.

This model was designed with 3D flying in mind, and much like the Sukhoi 3D, it makes it pretty easy to pull off. By the time I'd used my two battery packs on the first night, I was already pretty comfortable with it, having already tried some inside and outside loops, harriers, hovers and tail landings, all very stable and predictable. On later flights, I found the roll rate be snappy at moderate speeds and it gets downright dizzying as you use more power.



The Sukalyn is great fun outdoors too, but because of the light weight, you need very light or no winds for maximum enjoyment. I did discover that a physical characteristic of the foam will cause the wing to twist at cold temperatures. Around 40 F, the twist isn't noticeable, but at 20 F, it will be quite pronounced and definitely affects the flight characteristics.

For more information on the Sukalyn 3D, Contact the US distributor, Bruce Chambers at:

bchambers@universalrc.com

The Traveling R/C Flyer

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his new Columbo Anderson 38% Extra 330. This is a new plane to the United States that comes from Argentina and is being sold here by Planes Plus, a company located near Chicago, IL. Bob told me that his is the only one flying right now in the U.S.

There were about five other guys at the field, all flying giant scale planes. Most were aerobatic planes but there was one really nice Corsair with a BME 102 gas motor on it. Everyone was very friendly and welcomed us to enjoy their field for the day.

Bob unloaded the CA Extra, and basically told me that this was my plane to fly for the day. He said he gets to fly all winter and I don't so, "go have fun" was his attitude. What a guy! We got the plane ready to go, fired up the 3W-150 and I put it in the air. My first impression of it was that tracked like an arrow. Lines were very straight and the controls were very balanced. I did some 3D with it and the plane performed really nicely. I flew for about 15 minutes, then landed it. It floated in like a big trainer.

After that, we sat down to watch the other guys fly. Most of them were practicing for the upcoming JR Challenge IMAC meet. All of them were very impressive flyers.

Then a little Florida afternoon shower moved through. The locals said it would be over in ten minutes. Ten turned into twenty and we moved the planes under the shelter. Then it started to really pour down. Basically, the 10-minute afternoon shower turned into just a 2-hour torrential downpour. We were all soaked to the bone by the end of the day but that didn't stop us from doing a lot of good hangar flying.

Bob will be back to Central Illinois in mid March and I know I look forward to seeing him at the SIRS field.

More info on the CA Extra can be found on the web at:

<http://www.planesplus.com>

S.I.R.S. ANNUAL SWAP

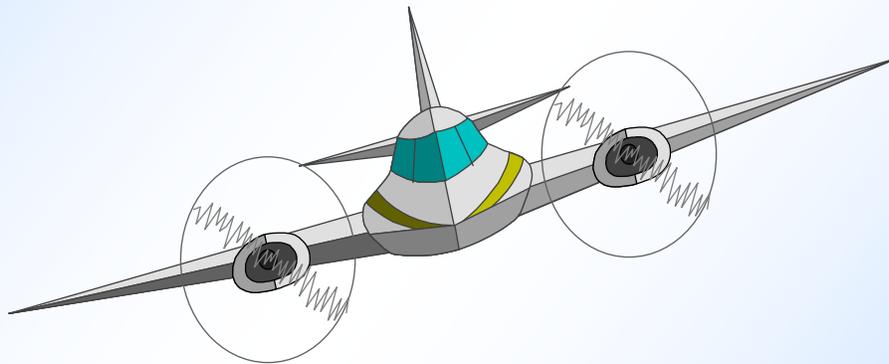
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For table reservation or information, contact:

Wayne Geffon 309-661-1491
e-mail: sirsswap2003@aol.com

Refreshments available on-site. Motels, outlet mall and restaurants nearby.

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Upcoming Events March 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8 Rock Valley Swap Rfd Christian Sch Rockford, IL
9	10	11	12	13	14	15 Phantom Flyr Swap Boeing Bldg 33 St. Louis, MO
16 SIRS Swap Interstate Center Bloomington, IL	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					
<div style="border: 1px solid black; background-color: yellow; padding: 5px; display: inline-block;"> 49th Annual Weak Signals Toledo Show April 4, 5, 6, 2003 http://www.toledoshow.com/ </div>						