

STREATOR RC

SEPTEMBER 2017

Special Points of Interest:

- *September meeting is to be held at the field will be @ 6 pm.*
- *The September meeting is the last one for the year at field.*
- *October meeting is to be held at Streator Unlimited.*

GETTING INTO GAS POWERED MODELS FOR THE FIRST TIME?

If you're like most of the new generation of RC pilots, you probably got your start with electric powered models propelled by torque monster brushless power plants fed by LiPo cells. That's definitely not a bad thing, but if you've got a hankering for more realism, gas is the way to go. The look, sound and smell of a two stroke gas engine is sure to satisfy that "Scale" need you've been hunting for, but how do you go about getting into it without destroying your engine and plane or harming yourself from a prop strike?

Of course, the best thing to do is consult with members of your local club who are familiar with gas powered models, but that might not be an option for everyone (or you might just be too proud or stubborn to ask).

As always, use extreme caution when starting a gas powered model. There is absolutely no shame in using a chicken stick or other such device to prime and start your engine and beyond that, you're going to have to tune the gas breather after break-in or for optimum performance depending on what you're doing. Keep it fun, but more importantly, keep it safe and Keep It RC!



GIANT CZECH TWIN TAKES FLIGHT

Here's a plane never seen modeled before: a giant-scale version of the Let L-410 Turbolet, a Czechoslovakian twin-engine short-range transport aircraft. With a 128-inch wingspan, the model weighs in at 28.6 pounds and is powered by two Axi 4130/20 motors, two PowerIon 5S 4P LiPo packs and two APC 19x12 propellers. This twin beauty was built and flown by the father and son team of Zdenek Raska Jr. and Sr. Thanks to Aviation, RC Models and Aircrafts for posting this terrific pics from the 23rd annual Jeti Model Meet at the Czech Heaven RC model airport.



October New releases

10cc Valient ARF



Features:

- Expertly constructed with lightweight, laser-cut balsa and plywood
- Two-piece, cantilevered plug-in wing makes field assembly fast
- Functional flaps expand the flight envelope and add STOL capability
- Wide-track, painted aluminum landing gear for outstanding ground handling
- Large front hatch provides easy access and fast flight battery changes
- Painted fiberglass cowl and wheel pants
- Crystal-clear canopy and side windows
- Ready to fly from water with the recommended float accessories (sold separately)
- Easy to maintain, genuine Hangar 9® UltraCote® covering
- Designed around the Evolution® 10cc gasoline engine
- Electric motor mount included makes EP installation simple
- Complete hardware kit includes a matching spinner

Specs

Wingspan: 69"

Overall Length: 49.25"

Wing Area: 640sq inches (41.3 sq Dm)

Flying Weight: 7.0-8.0 lb (3.2-3.7kg)

Engine Size: 10cc Glow/ Gas (sold separately)

Motor Size: Power 46 Brushless Outrunner Motor, 670Kv (sold separately)

Radio: 6-Channel (sold separately)

Servos: 6-7 Standard size (sold separately)

Trim Scheme Colors: UltraCote (HANU870) White, (HANU881) Silver, (HANU866) True Red

CG (center of gravity): 2.5" to 3.25" back from the leading edge

Wing Loading: 25oz/sq ft

Prop Size: 12x6-13x8 (sold separately)

Spinner Size: 2.25"

Speed Control : 60A (sold separately)

Recommended Battery: 2 Cell Life or Lipo 2000+ Mah Rx, 14.8V 4S 4000mAh LiPo motor (sold separately)

Flaps: Yes

Retracts: Yes

Approx. Flying Duration: 6-8 mins

X-Port: No

Anti-Crash Technology: Yes

Pitch: No

Landing Gear: Yes

Experience Level: Intermediate

Recommended Environment: Outdoor

Assembly Time: 10-15 Hours

Is Assembly Required: Yes

MAP \$249.99 Available late September

Winter cold weather tips.

We all hate having to skip out on a flying session due to bad weather. Where we live, we experience all four seasons in full, which includes blizzard snow, rain, typhoon Illinois winds, and cold weather. But, here's some tips to help us out for when the weather turns bad.

First off, the best thing you can do is to look at the weather forecast each week to see what's coming up. If you can plan your schedule around the weather, you can most always have a successful flight each time you go. This does take some planning, but it will be to your advantage in the end.

Next, you can adapt to the weather as much as possible. If it's really cold outside, put on layers, starting with thermals as well as a warm winter coat. Another cool item to get is a Transmitter Radio Glove (except Airtronics because of use of vacuum tubes in Airtronics radios). It's a giant glove that goes around your entire transmitter with a clear screen so you can still see and control your transmitter. They also sell little heaters that you can use with a lipo battery. This will really help when it's bitter cold outside. Hopefully we all don't need to employ most of these tips.

SEPTEMBER 2017 MEETING MINUTES

Jim called the meeting to order @ 7:02.

13 members present at the meeting.

August minutes were accepted By Eric and 2nd by Jeff.

Treasurer report was read @ 7:04.

Motion to accept by Mike and 2nd by Rick.

Discussed old business mower and prices, waiting for lock system for trailer.

Discussed field funds and options on new mower, all decided to wait on mower till all options were discussed on new mower prices till next meeting.

New business, discussed plane storage and insurance for them.

Discussed food prep for war bird event.

Discussed donating planes for raffles.

Good of the club, Bob Mueller donated a new plane stand. We all give our thanks.

Fuel Pump is needed for the fuel drum, old one is broken.

Motion to adjourn @ 7:30 Accepted by Eric and 2nd by Randy.