



# THE ERCS NEWS



Volume 13 Number 2

The Newsletter of the Edmonton Radio Control Society

February, 2004

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## GET YOUR 2004 GATE KEY

The gate keys for both ERCS flying fields will be changed on Saturday or Sunday, February 28 or 29, weather permitting. Come to the February ERCS meeting and exchange your last year's key for the 2004 key. If you do not exchange your key that day then you will have to arrange with Neil Hansen to exchange your key. **Please note that he accepts application forms and key pick-up at his residents only from members who are signing up for the first time. Previous members must arrange to meet him at the flying field for delivering application forms or exchanging keys. Other wise you have to wait for the next ERCS meeting.** You have to remember he is a volunteer like may of us are and he appreciates freedom at home just like you do. Respect his privacy and he will provide the club with many years of service.

## NEXT MEETING

**February 25, 2004 @ 7:30 PM**

**VICTORIA SOCCER CLUB**

**142 STREET, 3 BLOCKS NORTH OF 137 AVE**

## FOR SALE FOR SALE FOR SALE

The following items are being sold by: Gil Bunting 459-9412 (St. Albert) [bunting@spschools.org](mailto:bunting@spschools.org) for full info. If you are interested in any of the items, contact him and give him an offer.

**CUB.** Great Planes Cub. Clipped wing. Thunder Tigre Pro46. Hitec radio gear on Ch 16. Nice easy flyer – would be good on skis or floats..

**WARLORD 40** Bridi Warlord 40. Symmetrical airfoil, low wing aerobatic. MDS40. Hitec radio gear on Ch16. Lively airplane and good flyer, but not for the novice.

**GENTLE LADY 2M** Sailplane. Tow hook. Control rods fitted.

**ELECTRA** sailpane kit in box. With motor.

**Hitec system X** Transmitter on Channel 16. 5 model 5 channel computer radio. Manual and battery.

**Hitec Flash 4** Transmitter on Channel 14. Computer radio. 2 model, 4 channel. Manual and battery.

**Hitec Focus 4** Transmitter on Channel 32 with receiver crystal and battery

**Hitec peak** detecting battery charger.

**Electric starter** with gel cell.

**Covering Iron**

**Trim Iron**

Complete rolls of covering :-

**SolarFilm** – White; Red; Orange

**Monokote** Blue(2); White; Red

**Solarkote** White; Yellow

¾ Gallon 10% **fuel** with hand fuel pump

Un-used hand **fuel pump**.

**2 MDS 40 motors** with spare con rod.

**Super Tiger 35** motor.

Props; Plugs; Hitec Servo Spares; Electronic downed plane finder; various junk box items.

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## **ERCS WEB SITE:**

www.ercs.ab.ca

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**Non-Display Ads are Free to all ERCS Members.**

**MARCH ISSUE  
DEADLINE IS:  
MARCH 12, 2004**

## **My Experiences as a Beginner Pylon Racer**

**(With some hot tips for Rookies)**

**John Anderson**

I started racing in 2001. It was a year after my first year of flying. During that first year, I and my dad helped out with the timing and pylon judging. We had a front row seat for the action. After judging a couple of rounds we got the hang of it. It was fun to watch two planes that were very close race head to head. After that racing season was over, I was surprised when I was presented with a dominator 500 kit as a gift for judging and my pylon racing began.

Building a racer is fairly easy and fast. Basically it is a balsa box fuse, balsa tail, and a sheeted foam wing. I had never built a sheeted foam wing before so I called up Gerry Van Dyk for some help. He was very informative as was everyone else that I asked. I finished the plane in the nick of time. I showed up at the field and asked Peter Cary if he would give it a test flight. It didn't go too well. The main reason was that I built the "plane" with the smaller racing ailerons. This was fine at high speeds but for landing, it meant a sudden loss of aileron control. **A free piece of advice for building the dominator: build the larger aileron shown on the plan.** Luckily, I didn't ever have to land my first racer! I made the necessary modifications and I was ready to race.

When I got to the field I was confident in my abilities. I figured that if I could do inverted figure-eights with my trainer, this turning left business would be easy. My perceptions changed immediately when Peter released my plane. Before I knew what was going on, my plane had become a missile and Peter was yelling for me to turn. I rolled the plane over and pulled. I must of not rolled quite knife-edge because in less than a second, my plane had gained about 200 feet of altitude and I was inverted. I got this straightened out and found that I was now way off course. Those were the worst 11 laps of the field that I have ever flown with any plane (yes, I even managed to cut a corner). After I finished the race, I asked Peter to land for me because I just couldn't stop shaking. My first race time was pretty embarrassing. I'm not going to say what it was, but I will say that I have no idea why I didn't run out of fuel! For my next race, I was determined to do better. I was slotted against Peter, so I got Bob Lepak to call. Now quite humble, I asked if he would hold me back a little so takeoff wouldn't be so crowded. As I waited for the flag to drop I was shaking so bad that I didn't know if I would be able to finish the race. When the race started, my takeoff was perfect. I didn't move the sticks at all. I made a huge turn around the first pylon (one) and another around two and three. I noticed how a lot of small corrections are much better than large ones. On my third turn around number one I brought it in closer. I was starting to get on the same lap of the pack. Then after I rounded two and

three, Bob said "that's perfect!" And on the next corner I over rotated the plane and flew it into the ground. The fire-wall was the biggest piece of wood left after the dust settled. The rest of my first season went like this. I was very lucky to receive a plane from each of Dave Corscadden and Ed Zeschuk. So I could gain more experience.

My second season of racing went better. I used the Doddger plane that Ed gave me. My dad had lots of good advice too. Before each day of racing he tells me, "John, just fly to survive." It is way easier to place well in a racing season if you are consistent. It is often so tight at the end of the season that one cut or crash means dropping at least three spots in the standings. I flew to survive that second season and was in 4<sup>th</sup> until my engine quit on takeoff on the last day. I finished 9<sup>th</sup>.

At the beginning of the third season, all that I had flown were my racers. I had all the bugs worked out and wasn't rushed. Every Monday I came to the field, and I had one flight on my primary plane (the one Ed gave me), and one on my backup. At the beginning of the year, Peter was constantly giving me advice on technique and plane setup. My dad told me that I should start sitting with Peter at Boston Pizza after the races to get more good advice. I noticed that my times were dropping too. The best race of the season for me happened when I was slotted in a two plane race with Peter. It was very close. The lead was exchanged on nearly every lap. After all was finished it turned out that I had won by less than a second! Needless to say, the stream of advice that came from Peter became almost non-existent.

I would encourage anyone to give racing a try. It is fun and challenging. You will learn something and improve your skills in every race you fly. And if you like seeing the carnage, pylon racing is where you will see it all: airplane vs. airplane, ground vs. airplane, tree vs. airplane, even airplane vs. pylon.

**Here are some tips for anyone interested:**

- 1. Build two airplanes if at all possible. (see above) (there is a learning curve)**
- 2. Don't wait until the last minute to fix things (ask Bob Wiley about his engine separation incident.)**
- 3. Just fly to survive. (ask my Dad)**
- 4. Don't fix it if it isn't broken (easy to say, hard to do.)**
- 5. Listen to the advice that is given to you. (sometimes hard to pick out from the bullshit!)**
- 6. Go to Boston Pizza afterwards. (good advice and good food) (Sit close to Peter.)**

**In my opinion, racing has been the best at training my thumbs. Racing will help you get better at many things:**

**Flying low.**

**Flying fast.**

**Listing to Peter.**

**Turning left**

**Turning right. (well, maybe not this one.)**

So, come out and give Q500 racing a try. The rules are very relaxed for rookies. A .40 engine and a wing bigger than 500 square inches are about the only rules for beginners. It is only after you start beating us that we will force you to comply. Even if you don't want to race, come out and watch the action. (I know for a fact that I can get you a front row seat (and pit pass) for the event real cheap). If you decide to take these spectacular seats, you will earn a spot in a draw for a \$25.00 gift certificate each Monday.

**If anyone has any questions at all (ABOUT PYLON RACING), feel free to e-mail me at [jta@ualberta.ca](mailto:jta@ualberta.ca)**

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**ERCS General Meeting Minutes, 28 January 2004.**

by Ian Idle

1. **Call to Order** - The meeting was called to order at 7:30pm by Vice President John Gemmell at the Victoria Soccer Club. Seconded by John Anderson.
2. **Minutes of the Previous Meeting** - the minutes of the previous meeting were distributed, read and accepted with a motion by John Gemmell. Seconded by Shane Wunderlick. Carried.
3. **Business Arising from the Minutes of the Previous Meeting** - Don Miller will be taking over the Noise and Safety Equipment Committee from Craig Green.
4. **Committee Reports**
  - Grass, Road and Maintenance** - none
  - Wings** - none
  - Public Relations** - Shane Wunderlick has stepped down as committee head, therefore a new member is required for the job.
  - Pattern** - none
  - Pylon** - CPPRA race is scheduled for May 29 & 30, 2004 at the New Field.
  - Sport/Combat** - none
  - Scale** - A meeting in regards to the Scale Competition will be held at 7:30pm Wednesday, February 4, 2004 at 1228 142 Ave. This is open to anyone who is interested. Volunteers are needed for the Scale Competition as follows: 2 volunteers for the concession, 2 for parking and 1 for an announcer.
  - Membership** - none
  - Concession** - Please note that volunteers are needed for any and all events.
  - Newsletter** - none
  - Website** - none

## 5. New Business

- New pins for pilots are \$10. These can be bought at the meetings.
- Bob Wonitoy brought his HellCat to the meeting to spark interest in the Scale Competition.
- Peter Cary brought his Electric Pylon plane also in regards to Electric Racing. The purpose of this group is to provide closed circuit pylon racing to interested individuals while maintaining a fairly level playing field and a low cost. The base model of plane used for this event is the ACE Simple 400.
- The draw for the ARF kit donated by Sunrise was won by Brian Bell.

6. **Adjournment** - the meeting was adjourned at 8:30pm with a motion by John Gemmell. Seconded by Brian Bell. Carried.



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