

A Video Review by Roger Jaffe

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Silent Electric Flyers of San Diego

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Have I got a treat for you! At the 1994 KRC, the Keystone R/C Club commissioned a professional producer to make a video of the event. What a video it is! John Hickey, a member of the KRC club and CD for the annual fun-fly sent me a preview copy and asked that I take a look at it and pass on my comments. Well, this tape is too good to pass up.

My particular problem is that in 14 years I've never been able to attend KRC. I live 2,000 miles away, it's not cheap to go there and I would miss my kids. Watching this video is almost like being there. The opening shot is of the Buc-Le model airfield from an electric model -- awesome sight. This was done using a video camera mounted inside the plane -- there are no TV transmissions back to the ground so the picture is crystal clear and sharp as a tack. There are a number of brief shots of different types of aircraft taking off from the 900' runway of grass as smooth as my 2-year-old's bottom. Included in this sequence is a shot of Ken Stinson's awesome C-130 rolling out for takeoff.

After a montage that makes one drool, the scene is shifted to the SR Batteries' Friday symposium featuring a myriad of guest speakers. 12 electric experts in all, they included Larry Sribnick, Dave Baron, Bob Kress, Bob Hunt, Steve Anthony, Clyde Geist and all of the modeling publications' electric columnists (except ??[He means himself. km]). There was just enough of the speakers' talks shown on video that it whet the appetite, but it never dragged on too long. Included in the symposium footage is the latest in night flight equipment. After showing off the lights, the video treats us to some night flying footage.

Cut to Saturday morning and flying. Although there is plenty of flying action, the most valuable part of this video are the builder/pilot interviews. Typically a builder is shown with his plane, he gives a rundown on what it is, how big it is, what makes it fly and other useful information. Then there are some action shots. Included are interviews with all of the contest winners and then some. Ken Stinson talks about his 1/17th scale C-130, Dave Grife talks about a couple of his planes, Keith Shaw shows his King Crimson (126" span, 2,000 square inches of wing area), Don Bosquet shows off his video plane (the one used for the opening shots) and his 13-year-old son Nate. Nate is the primary pilot of the

video plane -- he soloed when he was 6 and he can fly anything that has wings. There is even an interview with Don Belfort and his ElectroScreamer that was featured as a Model Builder construction article last January.

The last 25 minutes or so are devoted to the company sponsors of the KRC. They all get a chance to appear on the video and describe their products. The list is too long to give here, but there is a wealth of information about much of the new electric equipment coming on the market. There are a number of companies that are based in the eastern Pennsylvania area and don't advertise much so they're new to me.

Technically, this video is a standout. The camera is steady, the cuts are smooth, continuity is excellent, sound and lighting are just perfect and the graphics are very helpful (although the spelling is a bit off). It runs 112 minutes but it goes by very quickly!

If you missed the 1994 KRC, this video is a must. The cost is only \$20.00 plus \$3.00 shipping. All proceeds benefit the Keystone R/C Club and the KRC Electric Fly so your support will help ensure that this event continues in the current location.

Send your orders to KRC Video c/o John Hickey, 1624 Maple Avenue, Hatfield, PA 19440. To be honest, I'm so jazzed about the KRC that I am plotting my plan of attack for attending the 1996 event.

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Good, Cheap Motor

from Mike Patzig

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from DEAF NOTES

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I want to follow up on my current airplanes. You might remember the fluorescent green Electro-Streak I had at the October Fly-In, (it was not finished and did not fly); well I put a standard car motor in it and it flies very well. Not only will it do continuous stunts, but I get in very close of six minutes at full throttle. The motor is the same that was in the Puddle Master I folded the wings on it at the Fly-In. It is a stock ROAR 27 turn Sagami tuning an APC 7x4 at 13,200 RPM pulling 27 AMPs static from a 7 cell SCR pack. It obviously unloads considerably in the air as my flight times suggest. This is an impressive combination, and has surprised everyone who has seen it, especially when they find out the motor is less than \$10.00!

My second plane is a Scott Hartman Terminator. This is one of those small combat type planes with approx.