

PETERKIN'S CORNER

By Jim Peterkin

Welcome dear friends, fellow club members and associates, to what I hope will be the first of many attempts to express my thoughts, experiences and ambitions as they relate to the interest of the club and the hobby we serve. I intend to inform, enlighten and entertain you with things that I feel might be interesting to as many of you as I can, however I will try to stay politically neutral.

The first thing I would like to do is ask all of you to say a prayer for those of us who presently are experiencing physical, mental, financial or for that matter any challenges that inhibit or hamper their or our enjoyment of the beauty and enjoyment of this, our hobby.

Ok Now! Before you guys go to sleep I need to get started! I have a secret, don't tell anyone but I'm beginning to really, really love electric flight. Don't get it twisted; I still love the smell of fuel in the morning. So guess what? I am not throwing away my gas or fuel airplanes.

If any of you members, who can read or see properly, received a copy of Model Aviation you will notice on page 43 a picture of my hero, Larry Johnson. Who, by the way because of his second place finish, should have been kneeling in the spot occupied by the great Bob Violett?

This is when I have fun.... Rumor has it that Larry was not allowed to fly a few of his, high speed creations because the officials were convinced by the competition that some of his Jets had real or imagined condition that made them ineligible for this speed run. By the way did I mention that this was the **E-JETS**

INTERNATIONAL!!! My question is what the heck were they scared of (like we don't know)? Anyway, my hats off to any member who goes out there and kicks some *International* butt. Thank you Larry for inspiring me and others I'm proud to know you and be able to watch you enjoy your life.

Read the article in march 2010 MODEL AVIATION (become a fan of E-Jets) and you will understand why I have always been a fan of Larry Johnson but it took me almost three years and a strange series of events to get up enough courage to decide to step into the ,ever growing , world of E-JETS myself.

Everybody knows that despite the fact that they cost more than ducted fan jets, e-jets are less expensive the turbines. I always thought that gas ducted fans were a little too temperamental and complicated with all that in-flight mixing, flaps and airbrakes, etc... I was intimidated for sure about them. When it came to the high speed, high cost turbines Jets, Forgetaboutit.

Now, make sure you understand how I feel. I am not knocking the guys who fly these jets. In fact I admire them. The closest analogy I can draw to them is to say that you don't have to own and race a high powered, high priced turbine powered Jet Aircraft to experience the exhilaration of speed. There are alternatives and I kind of picked or got picked by mine.

I always enjoyed surfing RC Universe but never read the forums. I guess I love the pictures just like everyone else. Once every day I would scan the classified ads for planes of interest. I looked at pattern and 3d planes only, never jets. Keep in mind that I always loved watching Larry Johnson fly his plane but figured that kind of highly skilled flying, for a guy like me, was out of the question. Then it happened. Something came over me like being struck by a lightning bolt. I

saw a plane listed as a feature item in R.C.U. and I just fell in, I guess you would call it, deep airplane, and jet lust. I know we all get this from time to time and yeah we all say this is different but it's the same old thing. Man sees plane, man wants plane.

To make a long story short, this beautiful, yellow, B.V.M. Viper had been converted from ducted fan into an E-Jet and man O man was it pretty. It was listed for two days and had 1800 views with about 5 offers. I was excited as hell and knew I had to really think and make a



decision about this plane in more than the normal hurry. One look at this baby was all it took. Oh yeah! I was excited! I had sold some stuff and was holding on to the dough for the hobby, so I said what the heck, if not now when? The gentleman who was selling the plane lived only 30 miles from the field which gave me the advantage over the Australians and the Japanese guys who wanted him to ship the plane overseas. I called him and made the deal. I got the plane and if any of you guys ever saw me excited you know I was floating at the idea of pushing this baby around.

That feeling lasted only about one week! I was full of excitement when I saw Larry Johnson and told him I bought a converted B.V.M viper. His reply caused my heart to sink. What he said started my mind on a bumpy road full of disappointment that was the beginning of what I call a hobby quest. What I found out was good, bad and ugly. The conversion was done very well and the plane had actually flown in its present configuration. I guess that was the good. The bad

thing is that Larry said that the viper was very difficult to fly because it was made to do only one thing, **go fast**. The viper was “Unforgiving” is how he put it. The plane was not a trainer. The real ugly thing was that the viper had a nasty habit of snapping in the middle of normal maneuvers (I think I’m going to be sick). I guess I was in for the crash course (don’t laugh) on jet airfare. Thank goodness we have a hobby that allows you to think outside the box. Willy Fog and the rest of you sons of balsa, fiberglass and epoxy will agree on only one thing and that is “if it doesn’t fit, we make it fit”. So I picked up my spirits and got to work.

The first thing I did was use my computer to research everything I could on the viper. What I found out was also good, bad and ugly. First of All Bob Violett refined and evolved this plane into the fine instruments of speed you see today. The design of the viper is, from what I gather at least 18 old. The viper is like old corvette, nice to cruise in but it is lacking in modern, up to date, technical refinements that many of today’s jet enthusiasts take for granted.

I let the fact that it was going to take a lot of internal stuff and skill to fly this airplane so I started to dust of the fastest prop planes in my arsenal. I was going to need a lot of practice. I also began to scan and study all the forms and threads on e-jets and ducted fans.

Timing is everything!!! My research was beginning to pay off. I had begun to realize my biggest mistake. All of those Electra’s and E-Jets looked real good to me but what I needed was one that was easy to land and fun to fly. The internet helped me decide which jet was right for me. I chose the Maverick Pro and figured if speed was to come, it had to come later. The idea in my head was to get an old (18 years old to be exact) ducted fan Maverick and convert it to Electric

myself. The life model I used was that of a kid taking an old car and turning it into an electric *hot rod*. I decided to cannibalize the Viper and use the motor, fan, esc and the Batteries in an old maverick.

As fate would have it the first time I looked in RC universe for a Maverick I found two. To my amazement both of them were within 40 miles of the flying field. One was unfinished with a lot of stuff I didn't need and then there was this one .So here we go again, but this time I had a grip on what I wanted and when I called Mark we had no trouble making a great deal after I told him of my intentions. I acquired this maverick with out the power plant. My dream is to flying it this spring and summer. I want to learn more and enjoy some of the feeling that makes those guys (you all know who I'm talking about) love doing what they do. I can't buy a Bandit, A10, bobcat or King Cat but dang it; I'm going to fly this jet this summer



In upcoming issues I will attempt to take you guys through the actual construction and flight of this baby but until then I want you all to get busy it's almost spring. Willie Fog and I will be hosting a war bird event so if you got them dust them off and fly them.

You can Thank or chastise Scotty Schultz for inspiring me to write this article. If you like it, tell me what you think (please not all at once!)And maybe I will write some more.

Your Buddy,

319 gmm