

# PEORIA RC MODELERS OFFICIAL NEWSLETTER

March 2005



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[www.peoriarcmodelers.com](http://www.peoriarcmodelers.com)

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## Central Illinois Finest RC Flight Training Program

Learn to fly RC at the Peoria RC Modelers club aerodrome and earn your "Solo" Flight Proficiency Patch. If desired, continue on with more advanced proficiency ratings. All ratings are complimented with a certificate and flight patch. Instruction is by four qualified RC instructors. Instruction is free. All students must be a member of the Peoria RC Modelers and the AMA. Call a RC flight instructor to set up a training program.

Robert Draper	Fixed wing electrics and sport flying.	(309) 692-7404
Wes Miller	Fixed wing scale and sport flying.	(309) 274-3919
Dave Olson	Fixed wing electric and sport flying.	(309) 688-6204
Bob Wilson	Fixed wing aerobatic flying.	(309) 243-7225

Peoria RC Modelers  
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## Upcoming Events

Next Club Meeting: Monday, April 4, 7:00 at the Navy-Marine club in Peoria Hts.

“Liars and Flyers” Breakfast: 7:00 every Saturday morning at “The Back 40”.

PRCM Kick-Off Breakfast & Work Day: Saturday April 9@ 9:00 after breakfast at “The Back 40”.

Toledo RC Show, April 1-3.

**SPRING!!**

## Meeting and Official Club Doings

The March meeting was at the Navy/Marine club in Peoria Heights. I think we all agree this is a better place to meet than the back room of the hobby shop. The hobby shop has moved around the corner and downsized. In fact, there is no more back room. Besides, at the Navy/Marine club one can purchase a cold beer and that is definitely a plus. For you teetotalers and light hitters, sodas are also available.

I will do better taking notes during the meeting next month, but I’ll try and recount the club meeting from memory.

A club workday was discussed and voted upon. On April 9<sup>th</sup> those who want can meet at the “Back 40” at 7:00 for breakfast. At 9:00 we will reassemble at the field and begin a variety of chores that need to be done for the upcoming flying season. We need to mark off a semi-circle at the south side of the pavilion and reroute the driveway. Once this is done, the field area south of the new driveway will be utilized for helicopter hovering. Additionally, we need to sink some PVC pipe and install another retaining fence that will protect spectators (and club members) from wayward helicopters.

We asked for a volunteer to organize and ramrod this year’s RC show. No one stepped forward, so, as for now, it looks like the RC show will not happen.

The 4-Star 40, race program will be organized by Wes Miller and Bob Wilson. As soon as flying weather arrives we will work out the particulars and assign dates for race days.

This was the March meeting and cut-off date for club dues. If you have not paid 2005 dues, you were taken off the Peoria RC Modelers and AMA rosters. This will be the last newsletter you will receive until 2005 dues are paid.

Show and Tell: Wally showed off his 4-star 40. Although he had some negative comments about the quality of the kit, he did a fine job assembling and covering it. Wes brought his “Funtana” but, not for show and tell. Turns out, Jim Fassino is the recipient of this airplane in a recent trade. We look forward to seeing this airplane in the air under new pilotage.

Because the local mayor candidate will be using the room on Tuesday April 5<sup>th</sup>, we agreed to meet on Monday, April 4<sup>th</sup> at the Navy/Marine club. This will be the last meeting at the N/M club until October.

## **SIG Column**

### **(Special Interest Groups)**

#### **Sport Flying**

This is undoubtedly our largest SIG and covers just about all airplanes not listed below. To properly fill out this section, the editor will need input from the various members as to what projects they are involved with. Kerry Delvecchio has completed a 4 star 60. Terry Beachler has repaired his trainer and is (once again) working on the Piper Pawnee.

#### **Pylon Racing**

The 4 Star 40 program appears to be moving along nicely. Since Wes made the suggestion after reviewing a "Model Aviation?" article we have come a long way. After challenging the Washington club, they took up the gauntlet and several of their members are building airplanes. Plans are to have an inner club contest as soon as we work the particulars out. Wilson has put together some rules and we will test their validity with some preliminary racing as soon as the weather allows. Once we get this ironed out, the PRCM will begin regularly scheduled racing. As a further inducement, Wes suggested that the club buy a 4-Star kit as a year-end prize based on races attended. Officers are working on that. So far, within the PRCM club, the following are building racers. Miller, Wilson, Beachler, Walwer, Stegal, Hammond. Several others have expressed an interest.

#### **Soaring**

The officers would like very much for someone to take the initiative and investigate putting together a SIG soaring group. Several (Stegal, Beachler, Meister) have expressed interest in gliders and it may really become popular, especially with some of our more senior members that don't want to blast through the air at supersonic speeds. Beachler is building the perfect tow plane (Piper Pawnee) and Wes has said he will convert the Bird Dog into a tow plane if needed.

#### **Scale**

Wes is our big time scale man, and the latest project is the B24 that will be built at the same scale as the B17 seen on the front page of the newsletter. Rumors are that Wes has given up trying to duplicate the scale bomb-bay door mechanism and will go with some other design.

Wilson is (kinda..sorta) into the scale thing with his "Art Chester's Jeep". This plane was built long ago by another modeler and fell into Wilson's hands after a brief tenure with Roger Downing. Roger flew it with a Moki 1.8 and it was a big pussycat. Wilson, has mounted a Brison 4.2 gasser in it and completely rebuilt the whole model. As of this writing, the Jeep is covered and awaiting a weather change so the cowl, pants, canopy and struts can be painted.

We are all waiting for the first view of Kerry Delvecchio's P51. Maybe if we are in luck, he will bring it to the next meeting for show and tell.

Tom Henry has a hanger-queen Spitfire that needs to learn to fly.

Dave Olson has a hanger full of neat scale airplanes and has further augmented it by buying Wes Miller's Stuka. We look forward to seeing the Stuka in the air again with a new pilot.

#### **Aerobatics**

Our pilot proficiency program will initiate several new levels for pilots wanting to work on their aerobatic skills. Each skill level will be awarded a patch. All skill levels above "Solo pilot" are voluntary. This program should be in place by the start of flying season. IMAC is putting on another judging school at the Muncie AMA headquarters on April 16, 17. This is well worth it if anyone is interested in aerobatic flying. Last years program was great and watching Mike McConville do the patterns in 25 mph winds was a sight to behold. Bob Wilson is about to recover his Dave Patrick Ultimate after converting it to gas. Instead of the YS 140 it will now be powered with a Brison 2.4. Roger Stegal will be flying Roger Downing's rebuilt (by Wes) Laser with a Fuji 50 gasser. This is just one of Roger's aerobatic collection...we are all still waiting for the debut of his Cap 21. John Scott is building a HUGE ultimate biplane that should really be something to see.

#### **Electrics**

This is an area that the editor (being a confirmed "slimmer") has no knowledge of. So, any of you propeller heads that want to contribute to this section please send me an email. I do know that Jim Fassino is flying electrics with the Pekin club boys at some indoor facility. Dave Olson has been out to the field several times this winter with his electric squadron and rumor has it that Mike Lusher is flying electric helicopters. New member Oz Nelson will be learning to fly on a "slimmer" trainer, but will make the conversion to electric after he gets his wings.

## EDITORIAL

Ah, the editorial! This is the section that I get to unload all of my frustrations, opinions, and observations and get away with it!

Well, news flash, this is a kinder, gentler editor.

The club appears to be heading in the right direction. We have new members coming in and there seems to be a sizable interest in the upcoming pylon program. What we need now is for our membership to start initiating other programs. One program that I think would be excellent for the PRCM would be a soaring group. We have a small core group that has some experience with gliders. Roger Stegal is probably our most experienced. In fact, Roger will point out thermals whether you want to know about them or not. This is great, because, I don't know a thermal from a flatulence cloud. Terry Beachler also has some interest in gliders and is currently building a Piper Pawnee, which would make a dynamite tow plane. Of course, we may all die of old age before Terry completes the kit. In this case, Wes has volunteered his Bird Dog as a possible tow plane. What may be attractive for many of our members is the slow speed and relaxing dynamics of glider flying.

Another area to expand on is electrics. Now for all of you that know me, this is tough for me to write about, but it looks like they are here to stay...kind of like rap music. Seriously, there are several old members into electrics and apparently there is also some new member interest. What we'd like to see is one of these propeller heads taking charge and setting up some program for this special interest group (SIG).

My interest is in aerobatics and hopefully this year, more members will become interested in precision flying rather than burning random holes in the sky. I'm expanding the proficiency program to include voluntary testing at various skill levels. Achieving these skill levels will win a patch and bragging rights.

Whatever happens, this club badly needs more member participation. Right now the club is being controlled by a small minority of members doing several jobs at once. We need some other members to step up and shoulder some of this responsibility.

It's off to Toledo on March 31 for the annual RC Show for Terry Beachler and myself. Hopefully, I'll get some good flicks and some stories to tell in next months editorial.

Don't forget the workday on April 9<sup>th</sup>!

The Great Wilsoni

## SAFETY BRIEF

Make 2005 a safe year at the field. Remember to:

Always have a frequency pin before turning your transmitter on, use a tie down, point the airplane away from the pit area when starting, never fly over or behind the pilot line, never fly past the field boundaries, only pilots and spotters are allowed at the pilot's station, all spectators and especially young children must stay behind the retaining fences, announce to other pilots when you're taking off, landing or retrieving an airplane. For heli pilots, who want to practice hovering or limited flight, use the newly created helicopter area.

This year we are requiring all gasoline engine flyers to have a fire extinguisher in their field box.