

Peoria R/C Modelers

Newsletter

March 2007

The President's Corner

Hi Flyers

We have some new developments with both the Peoria Park District and Three Sister Park. We have been placed on the agenda of the Peoria Park District May meeting of their planning committee. Jim Fassino and I have met with Dave Wheeler, our PPD contact, to get a better idea of what to expect and how to best prepare. The meeting date is May 1, 4pm, the same day as our May monthly meeting. I also received a phone call from Chris Cassidy of Three Sisters Park. They would be interested in considering an area in Three sister Park for a flying field. I explained our current request in place with the Peoria Park District. Chris suggested that we contact him if the PPD arrangement did not work out. I am a member of the Three Sister Antique Tractor Club. Chris also suggested that I bring the AMA recommended flying site dimensions/recommendations for a flying site to the next tractor club meeting. I am optimistic.

Please welcome new member Steve Blessin. Steve is an experienced flyer. I have not had a chance to gather details of Steve's R/C interests and skills. Jim Hogan was responsible for the recruiting job.

The field has been pretty wet. During brief spells, it has dried enough to have some flying. Several of our parking logs have floated to the field to the west. With better planning we could have had a float fly-in. Missed that opportunity. Dates are set for our breakfast/field cleanup event and also an air show. I am looking forward to both. Our April meeting is the last inside meeting for the



It was a good breakfast: Pictured are Terry Beachler and Roger Stegall fixing a hearty breakfast for club members who showed up at our flying field last year for Clean-Up-Day. Don't miss your chance to be apart of the event this year – see "Clean-Up Day" on page #2

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FLY R/C: Learn to fly for free! Contact one of our instructors

Bob Wilson 219-4262

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www.Peoriarcmodelers.com

AMA Club #313

(continued)

season. personally I think the Leonardo's venue has worked well. Turnout for eats before the meeting have been good, nice size room, central location, and easy in/out for our models. Uncle Bob may be ready to assign jobs for volunteers for the air show. We can use as many as ten air show pilots. Give some thought regarding what you/we would like to do with a 5-10 minute block of time. Bob will supply a video at the May meeting. Be sure to bring your recent completion or something to sell. Hope to see all there.

Terry Beachler

Clean-Up Day

So you say --- "I just can't get in the flying mood yet this year..." I don't blame you! If you have visited our flying site this season, you have already discovered that many of the parking logs we sawed up last year to become more portable for mowing have decided to move themselves from our property. Heavy rains on frozen ground prompted the mass exodus. I would guess that the owner of the field to the west of our parking swamp won't be too amused to find our termite buffet in the middle of his spring planting. Italy has the Leaning Tower and we have the leaning fence and leaning flagpole. I'm not sure where our wind sock ended up - probably somewhere in Indiana. It's time to invest in a little concrete and pour a small pad to encase the sleeves for each of our PVC fence posts. There are many other opportunities to spruce up our 2nd home away from home so come out and join in the fun. The date for this great adventure will be Saturday morning April 28th beginning at 8:00 AM. Assuming that accumulated rust hasn't totally eaten through the bottom of my monster grill, a breakfast of scrambled eggs, sausage patties, orange juice and burnt toast will be served for a nominal fee. Please don't ask for Egg Beaters because the cook gets mighty peeved when expected to deliver special entries from a one sided building that's home to pigeons and one very pesky squirrel. Note -- discounts can be arranged for groups of 10 or more or for individual members who require their stomach to be pumped before noon.

When you come to the clean-up be sure to bring something with you like gloves, a shovel, a rake, a chain saw or a gallon of carpenter's glue. We're considering gluing the logs back together again as kind of a yearly ritual. Also, don't forget to pack a plane. After the work has been completed and after 10 AM, it's open flying season. Since the flying fingers will be a little spasmodic this early in the year, hard hats and body armor are also good choices to pack in the vehicle.

Mark your calendars for April 28th. Cleanup Day is a great way to get to know some of your fellow club members and a great way to prepare for the best flying season ever. You won't go away disappointed and you won't go away hungry.

Note: The gate combination has not been changed this season out of respect to the several club members who have had it tattooed to their forearms.

Roger Stegall

PS - No rain date has yet been set because we don't want our logs to get any further ideas of rebellion.

Next Club Meeting

Tuesday April 3rd at 7 PM
Leonardo's - Grand Prairie
Dinner at 6PM (optional)
(Bring a show & tell)

A Note From Paul Cobb:

I am a member of the Peoria RC flyers and the Washington group. I haven't flown much at Peoria. This winter I thought I would give a Phoenix a try for winter flying.

I recently converted to the Spektrum radio based on the advertised claims. I have had two bad experiences with this radio out here and watched a \$15,000 jet go down with the Spektrum radio. I found out that the last six crashes here were with Spektrum radios, so I am converting back to 72 Mhz until I learn more about the problems. So this is just a heads up for those considering this new technology.

Tot 10 Reasons To Attend Your Next Flying Club Meeting

10. Tuesday Night TV has too many re-runs
9. It's a good excuse to drink beer after the meeting
8. You needed to go out anyway to return your aluminum cans
7. You are beginning to develop blood clots from inactivity
6. Some club members are beginning to scan the obituaries
5. So others can see your new plane before it turns to rubble
4. To avoid going to a Lamaze class
3. You need input on which model to purchase next
2. You need more participants for the big Lotto pool
1. You still have the frequency pin from last year

Whatever your reason - **Get Out There** and participate - it's YOUR CLUB!!!!

Coming Events:

April 13-15th - Toledo RCE XPO

May 1, 2007 - First Club Meeting at the field

May 28th - Club Clean-Up Day

Did You Know That ----

OS engines (www.osengines.com) has introduced a new IL-300 DIA-Star 4-Cylinder 4-stroke inline engine. This new power plant replicates the look of the full-sized Cirrus engine right down to the rocker arms. Swings a 20" X 10 or 22" X 8" Reserve yours today -Street Price \$2,599.99

Editorial

As I look out my window this morning, I see a hoast of activities. Across the street -- there is a woman doing her laundry in the river and using a rock to help remove the leftover stains of soy sauce that seem to reproduce themselves with reckless abandon. Further down the street is a guy selling wicker chairs and tables he has made from a 3-wheeled bicycle. The chairs are interlaced and intertwined to the extent that his small bicycle bed is over-hung a distance of about 8 feet past the frame with a potpourri of woven handiwork. Mixed in between the assortment of busses, trucks, bicycles, cars, taxis and pedestrians is a **sense of purpose**. For most of the populace in this small town of 5 million, a day of activity does not have a lot of discretionary choices. People work hard and get little compensation for their effort. Along the street are many extremely small convenience stores that have a garage door front and once the big door is opened, the shoppers and shopkeepers are at the mercy of the local weather. This winter I would pass these numerous business early in the morning and see the attendants sitting for long hours in cold and dampness in an attempt to sell a bottle of water for \$.12 or a loaf of bread for \$.20. In one respect, these extremely small businesses are one of the most pure forms of capitalism. The shopkeepers can purchase anything and then sell the same to anybody who has a need. There are no sales taxes, federal or local taxes, no social security or health benefits to pay employees.

Probably by now you are wondering what all this has to do with our flying club. I'm not too sure I have an answer for that one but I do recognize contrasts that may be poignant.

Many Americans at the end of a busy day also have purpose but more often than not, after the grocery shopping and other daily requirements are met, the family settles down to an evening of channel surfing. Family or personal activities for tomorrow most often are no different than the ones that were used for today. I hear people say they are in a "rut." I have always though this to be a strange statement because we are the very ones that create the rut that ensnares us. The expression originated from days long past when ruts made by wagons controlled the direction of future travel. I realized recently that I too have ensnared myself in a rut of my own making. When I visit our flying field, more often than not, I bring with me my trusty red white and blue biplane. It's not even close to the best flying machine I own but it's always assembled and the easiest plane for me to throw in the van at the spur of the moment. Likewise, my flying "style" if you can call it a "style" is all over the place. I have no purpose other than to go fast, do lots of loops, rolls and vertical lines and pray I don't make such a lousy landing that the spectators fall out of their chairs laughing.

I have decided that this year is going to be different -- I'm going to have some purpose to my flying -- even if I have to get out of my comfort zone and try to do something I haven't already done hundreds of times. Thanks to the Tower G3 flight simulator, I have learned to hit the reset button with regularity when my thumbs moved the wrong direction at the wrong time. I'm not suggesting members fly their planes in a virtual world where you aren't required to remove an oily slime from the computer screen. I'm suggesting you promise to yourself that you will be a better flyer at the end of this season than you were at the start of the season. Sadly, I believe I have lost a couple of years and a few gallons of fuel and am no better off for my efforts. You don't need to be a contest winner or a NATS participant to be better. You don't need a new plane and you don't need a new motor. There's a phenomenon called the Pygmalion effect which states that believing in yourself helps the belief to be realized. I can be a better flyer -- I Think I Can -- I Think I can!

Roger Stegall



Michael Seyfert and his Oly II -- build from a kit. This is the 2nd Oly that Mike has built -- the first one being a scratch-built project when he had more discretionary time. See the article below for details ----

OLYMPIC II Sailplane
One builder's review
by Michael 'Eagle-wings' Seyfert

I love to scratch build. As a teenager I built a Windsong 99" glider from RC Modeler Magazine plans. To save my back from bending over a large work surface and to take advantage of the only flat spot on the ping-pong table, I actually ...suspended myself over the table on 2x4's placed on supports. My large Windsong was like a puppet being manipulated by a master craftsman from above. I developed a system where I could build and rest at the same time! Ah-h-h, the good 'ol days!

When my sailplane itch returned again to me last year, so did the building itch. But times have changed and my ping-pong table had seen better days

As a husband and father (with 5 still in the nest), scratch-building time is secondary, and limited. But, I just ...can't.... take any pride in purchasing a finished product, affectionately called an ARF (hey, that rhymes with snarf). So what was I to do? A KIT? A kit is the next step ...up... from scratch building. There are many benefits: There's no better way to learn the inside and outs of a project. I chose to purchase a high-performance classic glider called an Olympic II. It is possible to tailor your construction around desired features (flaps? spoilers? flying stab or traditional tail/elevator combination) and radio (small or big servo's; servo placement and battery size/location). Getting plans also educates a builder in print reading, construction techniques, and serves for templates to make replacement parts should some rare damage find your plane 'by accident'. :)

I had scratch built an Oly II as a teenager and really liked the bird. I liked it enough to repeat the build as a kit. The kit comes from Sky Bench. They have a number of classic RES (Rudder/elevator/spoiler) designs; most of their kit offerings are of balsa/ply construction. You can browse their catalog at www.SkyBench.com. I plunked down my \$109 and I was pleased to find everything in the box, including pushrods.

(Olympic II continued)

Here's the short-n-sweet of it:

Con's:

- Missing a few smaller pieces of balsa which could leave a beginner wondering if the instructions or plans take precedence, or if there is an error.
- One rib on each wing outboard panel is undersized in height. They could have been slid down the spar had I seen it before I glued the spar in.
- Instructions woefully mismatched to print. I can't recommend the kit to a novice builder, unless he has some experienced person to consult, since it will cause such confusion. Instructions were for the original bird, but the plans have had upgrades.
- In trying to clarify the instructions, I found the company: listed no office hours; did not respond to any calls, save one; then left no best time to call them.

Pros:

- Easy to read, full-size plans
- Wood is well cut, top quality. No 'di smashed' balsa. Laser cut and accurate pieces needed no edge sanding of parts - no fuzzy parts.
- Wood matches plans exactly. No mental clash when print and parts don't match up.
- Packaged well for shipment.
- The kit has had improvements since I last built one from scratch:
- Use of larger 5/16" diameter wing joiner allows for ...hard winch launches. Necessary for competition, but not needed for casual flying.
- Removable tail saves the constant dinging of the tail I have when hauling the craft in/out of the car to the flying field, and eases winter storage.
- Stronger and simpler forward fuselage area to take competition nose-spiking into the earth for spot landings with no damage.
- This plane is built strong: E.g., the L.E. is solid spruce. No worry about handling damage you see with fragile foamies, or small snARF's.

What about the performance? It is a beautiful flier - expert or beginner! On the second flight, I flew 28 minutes, as witnessed by the club financial secretary, Jim Fassino.

Well, the building was fun! You see in the picture the results.

Happy Thermaling!



This F100D Super was photographed by Paul Cobb. **Paul Writes:** On February 11th in Phoenix there was a big jet event (in Peoria there was a lot of snow on the ground). I took this picture at the event. The jet rally was held at the Speed World RC park northwest of Phoenix (speedworldcf.com). Visit their web site for information about the club. They have three paved runways at the field. Flying lasted three days with some really great planes.

From the Back Hangar – Terry Beachler

People ask how much R/C flying costs. A recent personal experience has shed some light for me regarding the cost of our wonderful hobby. I went to Pekin to fly in the Dragon's Dome a couple of weeks back. As you know the flying is electric only. Pekin is not exactly next door. In fact it is about 28 miles from my house. Even a dumb higher mileage car like mine costs 50 cents per mile minimum to operate (56*.5=\$28). These dangd electric flying thingys take batteries of course. The battery cost installed is about \$50 with tax, title, freight, dealer prep, etc. The li-po batteries are one of the seven wonders of the R/C world, except that they have some odd quirks. One of the quirks as I recall is that discharging them to less than 3 volts per cell may be unhealthy for the battery. Couple that with a trait found with most electronic gear, namely even when the electro-thingy is turned off it will continue to be like a tick on a dog and slowly sap the energy from the host battery. It's like your car after a 2-month trip to the Bahamas. You will need a battery charger or jumper cables to go to the store upon your return. Well anyway, upon arriving at the Dome and getting everything set up, last item was connect battery. Lovely, the dang thing was already connected from a couple of weeks back. Woops, hmmm, let's test battery voltage. Dang 3/10 volt and the normal voltage for the pack is 11.1 volts. No problem, I have a spare battery pack in hand. All is cool and the airplane is flying. Couple of crashes, no problem. Another crash took out the gear drive (\$12). Flying's over for the evening. Total time about .2 (2/10) hour. Next, an attempt at battery resurrection was made. No luck, burn up a \$50 bill. And oh yes, don't forget dome expense \$10. For this scientific analysis some costs such airframe and motor wear, and broken props have been overlooked.

(continued – how much does it cost)

	<u>Costs</u>
Car	\$28
Wrecked battery	\$50
Gear drive	\$12
Dome rental	\$10
Total cost one evening	\$100 OUCH!
Flying time	.2 hour
Hourly cost of flying YAK 55 =	\$500 BIG OUCH

I wonder what kind of full-scale rental could be made for \$500 per hour. An evening on the Spirit of Peoria for the whole club would cost less. Yesiree, this R/C stuff is not an expensive hobby!

Are You Confused About Flight Trimming? If So – This Article is a Must-Read

FLIGHT TRIMMING by Jack DeLisle

Proper Center of Gravity (CG): Method “A” – Roll model inverted:

- A. Slight down elevator required for level flight – no adjustments:
- B. B. Significant down elevator required to sustain level flight – move battery pack backward
- C. No down-elevator required to sustain level flight – move battery pack forward.

Proper CG: Method “B” – From level flight, roll model to a knife-edge

- A. Model falls without dropping nose or tail – no adjustments
- B. Node drops – move batter pack backward
- C. Tail drops – Move batter pack forward

Engine Thrust Up/Down: From level flight out around 100 yards, pull to a vertical climb directly in front of you, release sticks and observe deviations.

- A. Model continues straight up – no adjustments.
- B. Model pitches toward wheels – decrease down thrust
- C. Model pitches toward canopy – increase right thrust

Knife-Edge Flight Pitch: Fly model into wind, maintaining knife-edge flight with minimal rudder. Do this from each direction.

- A. Model continues on knife edge without deviation – no adjustment.
- B. Model pitches toward landing gear – mix in up elevator with rudder
- C. Model pitches toward canopy – mix in down elevator with rudder.

Knife-Edge Flight Roll: Fly model into wind: do this from each direction, maintaining knife-edge flight with minimal rudder.

- A. Model continues on knife edge without deviation – no adjustments
- B. Model tries to roll – mix in opposite aileron with rudder

Aileron Differential: Fly model level heading into the wind or downwind. Pull to a 45-degree climb and roll with aileron.

- A. Model rolls without yaw – no adjustments
- B. Model exits yawed in opposite direction of roll – increase differential. Increase up throw on aileron.
- C. Model exits yawed in direction of roll – decrease differential. Decrease up throw on aileron.



The 2 pictures above are of Jet-Man – This guy wanted to fly like Superman so he developed a project to strap 4 Jet-Cat turbine engines to a 12’ wing (12’- in the extended configuration) and jump out of an airplane at 12,000 feet. The picture immediately above shows jet-man being followed by a full-scale aerobatic airplane. See article below

Faster Than a Speeding Bullet – Able To Leap Tall Buildings In a Single Bound –
Look! – Up In The Sky –
It’s A Bird –
It’s A Plane –
No – It’s Jet-Man:

Yves Rossy is not an ordinary aviator. He is a Swiss-born pilot who has logged more than 1,000 hours in the Mirage III fighter and a guy who captains Airbuses for Swiss International Airlines. Years ago, Yves began to wonder how he might be able to fly like a bird. Yves succeeded in creating a powered “flying suit” that enables him to fly through the air in a manner that in his words, realizes the vision of Leonardo da Vinci. In 2001 he contacted Jet Cat based in Germany, who quickly showed interest in helping by providing 4 motors to attach to experimental wings. Yves’s dream became a reality with the addition of these turbine engines. He pilots the wing using a throttle and light body movements, which he likens to those of a bird. When he flies alongside aircraft, observers admire his grace in the air and watch in disbelief when he hits the throttle and rockets ahead at an incredible speed. In 2004, Yves dropped from a Pilatus Porter aircraft at an altitude of 4,000 meters. He glided a bit before extending the wing tips and at an altitude of 2,500 meters, he started the ignition of the engines. It took about 30 seconds for them to stabilize and then he increased throttle. In the initial flight he maintained an airspeed of 100 knots while flying in formation with the Pilatus. In dozens of flights since, he has improved the design. He has been able to achieve modest climb rates and sustained powered flights. He is currently working on a new design that will have aerobatic capabilities and he has hinted at developing alternate means of takeoff.

Article Contributed by Tom Atwood .

Peoria R. C. Modelers

Minutes

March 6, 2007

President Terry Beachler called the meeting to order at 7:00 pm at Leonardo's at Shoppes of the Grand Prairie. After self introductions the minutes were read and approved. Next, Treasurer Fassino gave the Treasurer's Report. After some discussion, the Treasurers' report was approved unanimously.

President Beachler commented that one of our member's airplane was pictured in a recent model airplane magazine. John Scott's airplane was prominently displayed in the recent AMA publication. President Beachler reported that flying at the Dragon Dome now is on Tuesday evenings, 7 to 9 pm, and will continue, but it maybe revised as weather improves. Next month Bob Wilson will be bringing videos to the meeting for the program after Show and Tell.

There was no report from the Safety Officer. Terry Beachler reported that there had been no recent contact with the Park District but that he would attempt to make contact in the near future. President Beachler also mentioned that there is a possibility in pursuing Three Sisters Park for a flying site. President Beachler asked for any members interested in the position of Web Master to contact him.

President Beachler asked Bob Wilson to give an update on the air show. After considerable discussion, it was determined that the air show would take place on August 25th with a rain date of August 26th. After a motion and second, the date and alternate date was approved unanimously. There was considerable discussion about what would take place and what assistance would be needed, including the format, food and advertising. Other items mentioned included a hot-air balloon launch and ultra-lights as part of the event. Bob Wilson will be continuing to work on the planning for the air show. Volunteers will be needed for this event.

President Beachler discussed the timing of dues. The revised by-laws call for dues to be paid by January 1 of and AMA dues must also have been paid. This is a change from the previous by-laws which required payment by March. Two reasons for the change are to have club dues coincide with the AMA dues, since AMA dues are required to have been paid for Peoria Radio Modelers membership in addition to Club membership; the other justification is to make our cash receipt similar to the time we pay rent for the flying field. After some discussion, no action was taken; members were asked to discuss the issue at the next meeting. To date we have 21 members who have paid both their club dues and have paid their dues to the AMA.

The issue of pylon racing was next discussed. The pylons are in need of repair. The membership gave support to having Tuesday nights reserved for pylon racing and pylon timing. This would begin with the first Tuesday in May.

The meeting adjourned at 7:40 to Show and Tell and a video tape. Members present include Vern Holeman, Don Stedman, Rodger Stegall, Kerry DelVecchio, Jim Hogan, , Roger Webber, John Hoelscher, Larry Hollom, Terry Beachler, George Knight, Bob Wilson , Jim Fassino and our newest member joining during the meeting Steve Blessen.

Dear Amelia,

I heard a rumor that our commanding officer was cuffed and stuffed this week into a Police vehicle for a taxpayer-sponsored ride to the calaboose. The report mentioned that something was FLASHED and our fearless leader was immediately arrested. Surely this report of a Flashing couldn't be true because I don't think the guy even owns a trench coat. Need I be concerned in finding a photograph of our Pres hanging in a post office of the 10 most wanted?

Sincerely,
Trying Not To Jump To Conclusions

Dear Conclusion-less Writer,

I'm glad you gave your elected officer the benefit of doubt. It seems that the Peoria Police Department was taking a break from their robbery, drug and domestic battery assignments to pursue an undercover operation. Their intent was to fine and arrest persons who sell tobacco products to underage persons. The clerk at the gas station requested an ID and then placed the ID in a drop safe after he discovered the intended buyer was under age. A burly, less than cooperative officer waiting outside (in plain clothes and using an unmarked vehicle) took exception to the station's policy because the ID was needed to continue the sting operation. After Terry arrived to open the safe and retrieve the ID the unhappy officer simultaneously FLASHED his badge and attempted to grab the ID from Terry's hand. Your righteous head honcho jerked his hand back faster than an 18" propeller at full throttle because he wanted to verify the badge prior to handing over the ID. Almost as quickly, irons were slapped on Terry's wrist and he was required to post bail since they wouldn't accept an ugly 4-Star 40 as payment for his release to society. Most of this episode was captured on a personal voice recorder and the station video camera. If you appear to be emphatic and supportive to his cause Terry may bring the video to your next club meeting. If sufficient demand exists, a remake of the drama will be reproduced in High Definition Video with Sylvester Stallone (as the police officer) and Pee Wee Herman (as the maligned gas station owner). Stay Tuned for further developments in this continuing saga of criminal activity at the gas pump (and I'm not talking about the prices they're charging).

Sincerely,
Amelia The Airhead

Dear Amelia,

The club newsletter has been prepared locally for many years. Recently it has been out-sourced from the U.S. to China as a cost-cutting measure. Since that was done the newsletter has been arriving in several parts rather than as a whole.

What does your fortune cookie have to say about that?

Sincerely,
A Confused Italian

Dear Confused Person of Italian Heritage,

You bring to light what has been a growing trend of lost jobs to American manufacturing and also lost jobs in the service sector. What's a body to do? The race to a global economy has produced a

result that is not all that satisfying to a worker who receives a pink slip that wasn't made of silk and sent by an admiring female. At one time "Made In America" meant something -- but lately -- shoppers jamming the parking lots of Wal-Mart stores have sent a clear message to business owners that the cheapest price is what attracts their hard-earned dollars. Sadly, your newsletter is no different. Your poor miss-guided editor in his attempt to keep the demanding masses satisfied with news and pertinent hobby information has succumbed to searching Asian markets for lower costs and good tasting pork dumplings. Once a job is lost, it's extremely difficult to get it back without some special incentives or perks such as (1) always letting your editor have first opportunity to fly and (2) offering to build planes for your editor. All things considered, if you want your publication to be interesting and worthwhile reading -- you need to contribute to the process and submit an article rather than worry about from which pixel of the universe the publication originates. Oops, I guess you did contribute. Ohhhhhh -- Never Mind!

Ps: Fortune cookies are not of Chinese origin -- they were originated by restaurant owners who wanted to save money by using gold fish containers for carryout.

Sincerely,
Amelia Airhead -- Your sweet & sour answer to worldly problems

Dear Amelia,

What's with our prez wearing a hat at the banquet with a propeller that was not an official radio controlled hardhat? Free flight is not a defined flight mode for our club and I'm concerned our leadership may be crossing the line with unapproved, unsanctioned and delinquent behavior.

Sincerely,
RC Enthusiast

Dear Mr. Stickler-for-the-rules

I too was a bit puzzled by the headgear worn at the banquet by your club president and official liaison to the Peoria community, the AMA and Big Al's. It's quite possible there may have been some hidden symbolism in his choice of a propeller for his hard-hat. He may have been trying in a non-verbal way to provide closure to early childhood episodes of inadequacy and compensate for times he should have worn a hard hat with a propeller to distract others from the really dumb things he was doing at the moment. At any rate, I don't think you need to concern your self with this latest boyish embellishment of flying prowess because we all know that the Prez is a rather laid-back-dude and more prone to fly a kite in a light breeze than fly a monster-sized smoke-belching plane at "the edge of the envelope." When I contacted your head-honcho for comment he told me "dag-nabbit -- I could have looked a lot worse -- just ask Brittany Spears.

Sincerely,
Amelia -- The One-Flip-Start--Airhead

**Peoria R/C Modelers
2007 Membership Application**

Name: _____

Address _____

City _____

State _____ ZIP _____

Phone(s) _____

E-mail: _____

Newsletter is Emailed

Postal Mail Newsletter Yes

Transmitter Frequencies (if known).
We suggest you check with us before purchase:

1 _____ 2 _____ 3 _____

Please Send Application to:

Jim Fassino, Treasurer
11506 N. Bristol
Dunlap IL 61525

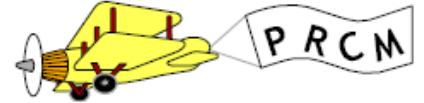
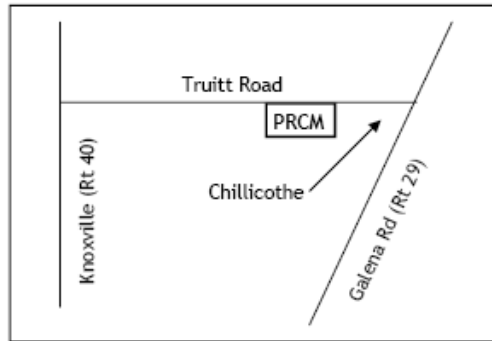
Field Location

Our field is located just west of Chillicothe IL on Truitt Road across from Galena Road Gravel. From Peoria take route 29 north almost through Chillicothe and turn left (west) on Truitt Road. Visitors are always welcome.

GPS coordinates: W 89 30.608 N40 55.128

Elevation 531

- Picnic Shelter
- 500' x 100' N-S Grass Runway
- Heli Hovering Area
- Locked Gate
- Regularly Mowed field
- Restrooms



**Peoria
R/C**

Modelers

**2007 Membership
& Club Information**

AMA Chapter 313

www.peoriarcmodelers.com