

Peoria R/C Modelers Newsletter

May 2007



The above two pictures were taken by Jim Fassino during his visit to an electric flying festival held at Americus, GA. Jim reported that more than 300 pilots were in attendance, and the gathering of planes on the flight line totaled more than 2,000.

The President's Corner

Hi, Flyers:

Our condolences go to Bob Draper who lost Ruth, his wife of many years.

Wind, wind, wind! It sure gives us time for building or flying the simulator. Michael Seyfert is joining our list of instructors as part of the AMA instructor program. Thanks to Michael. I have received a DVD from Hangar 9 promoting the new H9 F-22 Raptor Progressive Trainer System. Anyone is welcome to borrow it, and we can include the DVD in a fall meeting. It is a short video.

We have discussed doing our August airshow at Three Sisters Park. The date would be August 18 with a rain date of August 25 (at our field). Three Sisters is also home of the Three Sister Antique Tractor Club. It is likely that we can obtain help from the tractor club with the preparation needed for an airshow runway. Kevin Engquist is the president of the tractor club. During our conversation, it came up that he had been a modeler. After time in the military, Kevin worked for 4.5 years with NASA doing wind tunnel work. I asked if he would like to do a presentation about wind tunnel experience for our club. He said he would gladly do a presentation. His experience

Club Officers

President & Asst. Editor	Terry Beachler	(309) 579-2209	Terry@beachlers.com
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FLY R/C: Learn to fly for free! Contact one of our instructors

Bob Wilson 219-4262

Dave Olson 688-6204

www.Peoriarcmodelers.com

AMA Club #313

(continued)

included sub and super sonic wind tunnels. He also has photos. I would bet that wind tunnel testing a John Deere tractor would be an extremely interesting experiment. Anyway we are lining up some very good presentations when our meetings go indoors.

Late word is that Kerry D. and Don S. had a midair. Everything about the hobby is just great, except the loss of airplanes. Hope you are both back in the air soon.

Terry B.

Phantom Flyers R/C Club

Spirits of St. Louis R/C Flying Club, Inc.

SWAP MEET

Saturday – May 19, 2007

10:00 a.m. to 2:00 p.m.

Fort Zumwalt South High School

9:30 a.m. Admission with purchase of table

\$10.00 for a table, includes one admission

\$5.00 General Admission @ 10:00 a.m.

Spouses admitted Free/Children under 12

admitted Free with paid admission

Admissions sales close at 2:00 p.m.

On-Site Concession Stand

CONTACTS:

E-mail: swap07@phantomflyersrc.com

Vendors for 8 or 12-foot table reservations

See: <http://phantomflyersrc.com/business.htm>

For latest SWAP Meet info.

See: <http://phantomflyersrc.com/swap.htm>

Fort Zumwalt South HS

8050 Mexico Rd.

St. Peters, MO 63376

Directions: I-70 to T.R.

Hughes Rd Exit, Follow Belleau Creek Rd.

South 1.1 miles, School is on left just prior to Mexico Rd.

To Mid Rivers Mall, St. Peters

Missouri and St. Louis.

T.R. Hughes Exit

Raffle Prize: Spektrum DX7 Radio!



The Americus, Ga. flying site had its own hobby shop – sweet!

Next Club Meeting

Tuesday June 5th at 6 PM

Club Field

Come early & bring a plane!

SIRS ANNUAL MIDWEST BIG BIRD FLY IN

SATURDAY JUNE 9, 2007

Showtime 9:30 AM till 4:00 PM

Break Time Noon to 12:45

Hooters Girls will serve lunch and sell tickets. Lunch at the field includes Hooters Hot Wings, Hot Dogs, Chips and Drinks. There will be a 50/50 Raffle and an Airplane Raffle

150ft x 600ft large crew cut grass runway with unlimited over fly.

Pilot requirement: AMA & IMAA Membership # Current!

AMA/IMAA Sanction Event

NO LANDING FEE

Registration 8:30-9:30am

Pilot meeting: 9:30am

Plane Requirements

80 inches Mono --- 60 inches Bi-Plane

True ¼ scale

Directions to SIRS Field:

Interstate 55 & 74 west side Bloomington

Exit 160 west on Rt 9 - 3 ½ Miles to

Covell Rd

4 Miles to SIRS field

Contest Director: Mike Wilson

Ph: 309-846-3874 (cell)

SNEEK-IN

**R/C FUN FLY
FREEPORT, IL**

JUNE 23 & 24

FLY-IN...DRIVE-IN...CAMP-OUT

AMA \$5.00

SANCTIONED LANDING FEE

SPONSORED BY FREEPORT R/C MODELERS

AMA CHAPTER 253

Don Rasmus CD (815) 235-4777

E-Mail: drasco@verison.net

Web Site: <http://drasmus.home.insightbb.com>

Food Available!

Editorial

Toledo has now concluded for another year and those who had an opportunity to go to this gala event or read about it, should be inspired by the sheer magnitude of interest that our hobby has gained. Every year there are more and more quality offerings of balsa, spruce and electronic gizmos than ever before. It seems that most major transmitter makers have jumped on the 2.4 Ghz bandwagon. Already, this new technology has inspired several different approaches to guarantee an interference-free signal. I don't think of myself as a techno-geek, because I still consider servo reversing to be a meaningful life altering experience. All this new 2.4 Ghz mumbo-jumbo about frequency switching every 2 milliseconds on 134 million available user codes is causing me to go into premature senility. Our frequency board would have to be bigger than the Northwoods Mall to accommodate that many pins.

My point in this writing isn't about how the technology has been accomplished (good or bad). My point is that the hobby industry has gained enough critical mass that it has inspired many new and varied approaches to helicopters, foamies, ARFs, motors, jets, retracts, glues, batteries, fuels, chargers, receivers and even propellers that provide a lighted visual message display while rotating. What a fun time to have a few extra dollars in your pocket. We all know that a snowball gains speed and size exponentially as it rolls down a hill. Our hobby is like that snowball. Like it or not – the added interest in electric RC gear has brought many new people into the hobby and has opened many additional flying sites that previously were too small or had serious noise limitations. This added mass of participation has created a win-win situation for everybody. We have more selections, more suppliers, better products, increased competition and lower prices for all segments of our hobby.

When I look at our club roster for 2007, I see new people with more diverse interests than ever before. I see plans for a public flying demonstration, and I see hope that our club will continue to grow to meet the needs of its members. Much like that snowball going down hill with increasing force, we all have two choices we can make: (1) to get out of the way or (2) to participate and be a part of the process to forge a new path to some unknown destination. Personally, I shall opt for the second choice because I would like to provide some direction to this new place we are headed. In the meantime, I have planes to build and motors to tweak because it's a new flying season, and the Dairy Queen has plenty of hot fudge.

Roger Stegall



This B-29 was one of only 2 planes at the electric festival that did not have an electric motor. This large beast flew to a high altitude before dropping an X1. The X1 glided to near ground level before igniting its Estes rocket. The flight line at Americus was so long that simultaneous flight activities were conducted non-stop along the flight line at three different locations. Great weather and reasonable winds contributed to a memorable event.

Get To Know Your New Club Member

Sandeep, originally from India, spent the last seven years in Michigan (four of which were in the UP). He is a true Michigander and loves the snow (of course how different could it be from tropical India). Sandeep worked in the automotive industry in Detroit before moving to the Peoria area. In the initial days of his RC interest, Sandeep was primarily into sailplanes and built a 3M wing span Spirit Sail plane which he destroyed when it did not fit into his Cavalier. Sandeep is now getting back into RC and is interested in electric planes. He owns a starter electric Freedom plane.

Email for correspondence: sandeepusn@netscape.net

Sandeep prefers e-mail since he can have access to e-mail from anywhere in the world.



This may be the future of RC flying in the Year 2020.
Can you say – "I Love Electrics?"

Peoria RC Modelers

Minutes

May 1, 2007

President Terry Beachler called the meeting to order at 6:10 pm at the flying field. President Beachler asked the members to introduce themselves.

The minutes of the April 3, 2007 meeting were approved. Treasurer Fassino presented the financial report, and it was approved without exception. President Beachler informed the Club that Ruth Draper, wife of long time club member Bob Draper, had passed away. Our thoughts and prayers are with Bob and his family. Flowers have been sent by the Club.

Terry Bleacher complimented the Club members on a successful field day, a great job done by the members who participated. Roger Stegall was thanked for preparing breakfast for the work day and tonight's meal. Other upcoming events include air races in Rantoul, Illinois. Also, the first weekend in June, there will be a fly-in in Peru Illinois. Members were invited to attend.

There was no report from the safety officer, and our newsletter is expected to be out soon. President Beachler gave an update on the field committee; he was informed by Dave Wheeler of the Peoria Park District that we would not be meeting with them until June 5, 2007. President Beachler did inform Dave Wheeler that we were exploring opportunities at Three Sisters Park and had no negative reaction from him. There was discussion about the Club still needing a webmaster, but no one volunteered for that position. Membership discussed alternative locations to hold our Club meetings during the summer months during inclement weather but no conclusions were reached.

President Beachler discussed the problem we are having with the fence posts and suggested a solution of permanently installing metal fence posts. On a motion and a second, approval was granted for the expenditure to purchase and install permanent fence posts was approved.

Bob Wilson and Terry Beachler discussed the opportunity to have the air show take place at Three Sisters Park on August 8, concurrent with the tractor show. There is also the possibility of having the tractor club help with the runway surface for the air show. Club members expressed support for this change from the previously approved air show, which is scheduled to take place on August 25, with a rain date of August 26, at the existing flying site. There was no further business so the meeting adjourned to show-and-tell and flying.

Those members present included Scott Ferguson, Michael and Jonathan Seyfert, Terry Beachler, Bob Wilson, John Hoelscher, Jerry Orrison, Jim Hogan, Roger Weber, Kerry DelVecchio, Larry Hollon, Roger Stegall, George Knight and Jim Fassino.

Respectfully,

James C. Fassino
Secretary/Treasurer

Dear Amelia:

I have a friend who has always wanted to be a police officer. He's just entering his "Golden Years" and is the owner of a small gas station, but the desire remains. Problem is, he's embarrassed about it. To hide his secret desires, he acts very anti-police and rails constantly about "jack-booted thugs," military haircuts, big muscles and Gestapo tactics. In private, however, he dreams of fondling his 9-millimeter, getting a barbed-wire tattoo and pumping iron. I can't prove it, but I suspect he has a CD of squad-car sirens and police radio talk. Somewhere in his closet, there is a pair of brightly shined combat boots. My question is this, Amelia, shouldn't my friend bring his fantasies into the open, talk about it...and, yes, even at his late age start looking at a second career in law enforcement?

Sincerely,
Concerned About Latent Tendencies

Dear Friend of Police Want-A-Be:

Don't be too alarmed that your friend still harbors desires to put on a blue uniform to impress the gurlies. A lot of older men seem to need to prove to themselves that the gun they're packin' still works. I'm surprised more middle-aged guys aren't trying to get on the force -- to take advantage of the handcuffs and the ability to receive an endless supply of free donuts. Come on and admit it -- I bet you would get a rush if you had an ability to turn on a siren and run all the red lights during a hurried trip to the hobby shop. I can't be sure if your friend has a CD of squad-car noises, but it has recently been reported that he keeps a small recorder in his pocket to document conversations in the unlikely event his station is targeted in a sting operation for the unauthorized sale of M&Ms to diabetics.

I would suggest that your friend continue to keep his police fantasies in the closet along with his shiny boots and any fondling he intends to do with his 9-millimeter thingie. Rather than worry about changing his life-style, getting a tattoo and pumping iron -- the poor guy should simply stick to what he does best -- pumping gas.

Sincerely,
Amelia (Full Of Gas) Airhead

Dear Amelia:

I'm beginning to get a sense that our flying club is starting to "gel" by having members become more involved in club activities, attend meetings and volunteer to help on projects to further our sport and outreach to the community. Previously, I had felt that we did not do a very good job in supporting new members beyond initial flight training. Time and time again I have witnessed exceptional flight training, but more often than not, club support became nonexistent once there was no requirement for a buddy-box. I reviewed a list of individuals who chose not to renew their membership over the last two years, and I found myself asking the question --- "Where did these people go?" I really don't have an answer to that question other than "they most likely went to other places where they knew they were appreciated." I'm forced to conclude that our club has probably not done an adequate job in the past of making new flyers feel welcome and appreciated for the contributions they can make as a new flyer in our club. We are changing, and we are improving. My ma always said, "The proof is in the pudding." Never quite understood what she meant until now. We are getting new members, and we are beginning to retain members because we are a better club than the club we were two years ago.

Sincerely,
Hopeful Guy

Dear Mr. Full of Hope

Dear Mr. Full of Hope:

Your ma was one smart chick! If you think back to the day when you were told that you could unplug your transmitter from your instructor's transmitter, I would bet that you can still remember that moment as an important event. You were excited and felt like you actually earned the right to the sky. Since you are still in the hobby, I would guess that you had a mentor or somebody to continue to encourage you through the several dumb mistakes you most likely made between your first solo flight and the achievement of accomplished flying skills. This is a time where support from your club may be even more important than the dedication you made in your initial training efforts. You don't need to act like the Welcome Wagon lady but simply show some fellow-feeling and understanding for the learning curve we must all endure. Most flyers continue on a learning curve until their eyesight deteriorates to such a degree that they can't find their starter. We are all learning, and we all share disdain for the same nemesis -- GRAVITY. If your club is becoming more successful at encouraging new members to become contributing members, you have some pretty good pudding going on there. The most powerful steps your club can take for success happen to be the most simple steps your club can take. Think positive, act positive and promote fellowship in the sheer joy of making balsa, plastic, wood and batteries soar into the heavens on the northwest side of Chilli.

Sincerely
Amelia -- The Positive Airhead

Dear Amelia:

When I go to the airfield, I'm lucky if I see three club members. When I traveled to the Toledo show, I met the club's President at an Indiana wayside stop. At the Ohio show, I met another club member. Rumor has it our field's owner, Mr. Scott, and his wife also attended. Should we buy a club van?

Signed,
It costs \$90 in car gas to go to Toledo unless you share.

Dear \$90 Closer To The Poor-House:

I understand your disappointment about going to the airfield and finding almost nobody to impress with your finely honed aerial skills that border the fine line between Daring & Disaster. A single trip to the field typically involves 15 minutes of packing a vehicle with flying machines, fuel, support equipment and your radio (don't forget your chair and a cooler cozy). Another 15 to 25 minutes of driving will get you to the gate. If you're lucky, it is already open, and several pilots are already on the flight line. Another 10 to 15 minutes is required to unload your vehicle, obtain a frequency pin, assemble your flying vehicle, fuel and do a range check (don't forget to move your vehicle or you may find it parked in the shelter). After your flying experience has ended, it will require another 10 minutes to remove fuel, disassemble things, load the vehicle and return the frequency pin. If you don't stop for a soft-shell taco on the way home, it will take you the same 15-25 minutes to get there. I put fresh batteries in my calculator and determined that the total time required for a visit to the flying field and return after a flying experience is about 80 minutes (not including flight time). A case in point – don't tell your spouse or loved one that you will be home in a couple of hours. It doesn't work that way. It will take you almost 3/4s of that time before you even get to fly. The more prudent statement is to say you plan to be home by dark, unless you get one of those new night-light set-ups or you leave for the Dragon Dome at 8 PM.

Yes, what are the odds of meeting our club president at an Indiana roadside stop during your trip to Toledo? Stranger things have happened, like when La Peep's opened 4 minutes early one Saturday morning back in '96. It's a good thing that Terry didn't get a call at the rest stop to immediately return to his station to open the safe. The impatient officer would have been delayed considerably more than 20 minutes and probably would have been tempted to consume a second box of Krispy Kremes before the arrest.

Sincerely,
Amelia -- Don't Call Me Sting – Airhead

PS – I would not suggest the purchase of a van unless it can be converted to a paddy-wagon!

Dear Amelia:

I am writing to you out of desperation! My hubby has been a member of the PRCM club for several years. Each passing flying season leaves me asking myself how I can begin to get the same attention from him that he bestows on his flying machines. I used to worry about younger slinky women stealing his affections – but now days – I'm forced to compete with a different type of model figure that would never look good in a bikini. Sometimes I think my husband is either bored with me or we are on different frequencies. What's a wife to do?

Sincerely
Seeking Attention

Dear Attention Seeker:

The problem you have written about is common to the RC flying community, the exercise community or just about any other structured activity (including the drinking community) where men regularly participate and gain some sense of accomplishment. The plain and simple truth is – men are very simple creatures! Activities that are reinforced (perceived to give satisfaction) tend to be repeated more often than other activities lacking in feelings of accomplishment. Your guy probably takes some measure of satisfaction by displaying his flying or building skills to other club members. Unfortunately, men tend to lock into activities where their self-esteem is enhanced – often at the expense of more mundane actions and responsibilities. This is not a new problem but a reoccurring problem that goes all the way back to a time before Cosmopolitan was published.

Rather than think your man is bored and on the wrong frequency, you need to get on his frequency board. I would bet that you know the types of things that make this guy feel good about himself. I'm talking about simple matters of showing appreciation and recognition. You don't need to get crazy and compliment him for his breathing ,but that's not a bad place to start. Rome wasn't built in a day, and your recovery to enhanced attention will not be accomplished in a short period of time. If you and your guy have been together for several years, you probably already have his frequency pin – you just need to let him know you have it.

The “Dear Abby” crowd will often tell you “if you can't beat em' --- Join em'.” That's not the case here. Much like you need some of your own personal space, your man also needs a place he can act infantile with others and not be noticed – although a little balsa dust behind the ears can be a good attention getter.

Sincerely,
Amelia The ARF Airhead (Answer Ready Friend)

**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

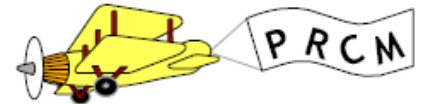
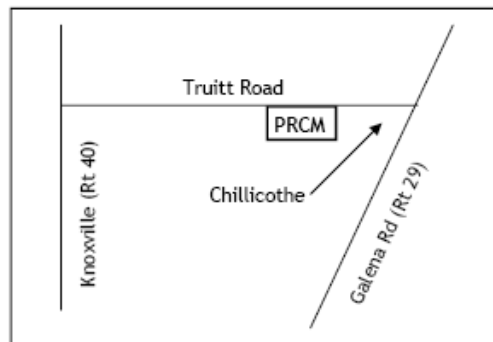
Field Location

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 N 40 55.128

Elevation 531

- Picnic Shelter
- 500' x 100' H-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