

PEORIA RC MODELERS OFFICIAL NEWSLETTER

November 2005



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www.peoriarcmodelers.com

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Central Illinois Finest RC Flight Training Program

Learn to fly RC at the Peoria RC Modeler's 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
11115 Evans Mill Rd
Princeville, IL 61559



Upcoming Events

- Next Club Meeting: Tuesday, December 6, 7:00 at the Navy/Marine club in Peoria Hts.
- "Liars and Flyers" Breakfast: 7:00 every Saturday morning at "The Back 40".
- Freeport R/C Modelers 12th annual swap meet. December 4, 2005, 9am-1pm, Cedarville, Illinois Community center, 4 blks west of Hwy 26 on Washington St. Contact Fred Smith (815) 233-0475.
- ***Stand by on a January date for the club banquet!***

Meeting and Official Club Doings

Cover Photo: Our buddy Roger Stegal "flying the therms" with his transmitter at high mast. I think that's our other buddy, Bobby Draper (over Roger's left shoulder), setting a new club "gravel road speed record".

President Wes Miller conducted the meeting. Jim Fassino gave the treasurers report.

Voting for new officers occurred with the 2006 cabinet as follows:

President, Terry Beachler

VP, Bob Wilson

Sec/Treas, Jim Fassino

Editor, Michael Seyfert

Safety Officer/Webmaster, Chris Haley

After the election we again discussed the questionnaire and rewriting of the constitution. Cursory review has shown this document to be redundant, out of date, non-representative and in need of a major overhaul. Bob Wilson & Terry Beachler will make some rough notes on the existing constitution and next month a committee will be designated to begin the rework process.

Show and Tell

Bob Wilson bought his re-covered and re-powered Dave Patrick, Ultimate Bipe. Power was upgraded from a YS 140 to a Brison 2.4 gasser.

FOR SALE

Contact Bob Wilson at 243-7225 for the following:

Goldberg Staudacher, built for 61-91 2 stroke or 91-120 4 stroke (not a beginner's airplane). \$100.00

Hog Bipe, OS 91 4s engine. W/ engine: \$300. W/o engine: \$200.

Goldberg Extra ready to fly w/ servos, battery, engine OS 120 4 stroke, minus receiver: \$400. W/o engine: \$300. W/o engine, battery, servos: \$200.

Aeromaster Bipe, OS 61 FSR 2 stroke. W/engine: \$280. W/o engine: \$180.

Contact Jim Fassino at 243-8590 for the following:

Funtana 90 \$145.00

Contact Roger Stegall (Rstegall@LRNelson.com) for the following:

New -- Never flown P47 58" WS, with mechanical retracts - OS 91FS motor - completely revamped by OS - not started since reworked, spinner, realistic pilot, remote fuel filler, switch harness, All servos included with extensions -- add battery and receiver and it is ready to fly. A great looking plane for \$275.

THE FLYBOY ADVISOR

Dave Olson

I hope your Thanksgiving was pleasant, and wish you the same for the coming holidays. Of course, during this season we can repair the flying friends we banged up last season, and perhaps build some new ones, and I'm elbow deep in that activity right now. I will have a ton of planes flying, come spring!

With all those planes flyable, I'll want to spend a lot of time burning fuel this year. Students will require some of my attention, and I do intend to do some instruction again in 2006. However, my schedule is going to center on flying my own planes and honing my skills, with instruction a sideline. This last summer, I had little time to spend at the field, due to other obligations, and I'll say more about that in the next paragraphs. When I was at the field (generally on Mondays and Wednesdays) I tried to make myself available for instruction, and only flew if no students were waiting. I'll probably instruct on Mondays and Wednesdays again this year, and reserve any other days for practicing my own flying skills.

For the past few years, I've had two properties to take care of, and that was eating into my flying time. I decided that was one house too many, and one had to go. My Veteran's Day was spent finishing preparations for the auction, the next day, of my old family home, the business and the contents. This has been in the works for years, finally triggered when I decided I would not be bringing my '57 Ford convertible to Illinois. I bought that old Ford and fixed it up in 1965, and it took a long time to decide to part with it. When I made the decision, I no longer needed the old repair shop, where the car was stored, or the attached living quarters, where I grew up; hence, the sale.

The day of the auction arrived; I spent the bulk of the time visiting with old friends, talking about the past and the future, and more or less ignoring the auction process. While it was difficult to see someone else driving away in the old Ford, the auction was a success and I no longer have to maintain the dwelling, the shop, the equipment, or the car – and I don't have to make the 5 hour drive again, unless I want to go back and visit.

It was a pleasant surprise that things sold well. The car and the property brought much more money than I would have asked, had I advertised them. The same was true for many machine items, although some items went for a song.

No RC planes went on this auction, though I thought about taking some. I have a couple which are retired, and in flyable condition. They hang from the rafters in my garage, waiting for me to dust them off and fire them up – or sell them to someone who will.

How about you? Do you have any old RC items that need a new home? Does the idea of an auction appeal to you? This club, in years past, held an annual auction of RC items, which was usually attended by people from near and far. The custom could be revived, if the right people would take charge, and it could be a moneymaker for the club.

At least, that's the way it seems to the Flyboy Advisor.

EDITORIAL

You will notice that there is a questionnaire included with this newsletter. Terry Beachler, as our new 2006 President, would like to get feedback so that we can concentrate on things that are important to the membership. This is a great idea and very important for our club. Please make every effort to complete this questionnaire and return it to one of the officers, email (TerryB@Beachlers.com), or snail mail to:

Terry Beachler
11850 N. Riverview Rd
Chillicothe, IL 61523

Something else that will be reviewed in the first quarter 2006 is the club constitution (according to Robert's Rules, "By-Laws" is a better description). The present constitution is in dire need of an updating. By the way, for those of you that have never heard of "Robert's Rules", it is the bible for creating and running an organization where everyone is included in the decision-making process.

Along with the constitution update, we need to generate (or revamp) information and procedural documents (such as "Field Rules", "Safety Requirements", "Training Program" etc.). Many of these are now covered in the constitution and should, in fact, be separately referenced as "Standing Rules" or "Customs" according to Robert's.

None of this will happen overnight, and beginning at the next meeting various committees will be formed to address these changes.

There is much to be done during this 2005-2006 winter in preparation for a great flying season beginning next spring.

Another item of interest is the indoor, electric flying event that **Terry Beachler** and **Jim Fassino** attended in November. The interest in this activity seems to be increasing in the Peoria area.... especially during the winter. Even I (the guy who hates cheesy, electric airplane toys) was interested in a recent AMA video of indoor, electric, 3D competitions. Particularly interesting was a reverse hover (nose down) that utilized reverse thrust on the electric motor. For all you engine flyers, don't dishearten, I haven't gone over to the dark side! I'll try it, and it may be a winter diversion, but if I had to fly only electric, I'd quit the hobby and take up yoga instead.

Finally, Terry and I are thinking that the Leonardos at Grande Prairie may make a good club banquet site for January. We will discuss this at next Tuesday's meeting to see what the membership thinks.

Bob Wilson-Editor

Next week around December 6 the sunsets start to get later and that signals another year of flying is soon to come. I have never served as President of an organization (not for profit) and am looking forward to a great learning experience in 2006. To start the year, we are sending a survey with the newsletter. We believe it is important to get a feel for the desires of our members a group. When you receive the survey take a moment to fill it out and drop it in the mail or bring it to the December meeting. If you do not respond, we'll play telemarketer and give you a phone call(s). Members have many interests with respect to modeling. It is my intent to lead the club in the direction the members will follow.

Jim Fassino has done considerable indoor electric flying with a group in Cuba Illinois at the local high school. He has suggested that we look for an appropriate venue for indoor electric flying for our club. The organizations providing indoor flying are quickly catching on to insurance issues and requiring AMA membership. It is my belief that would be a natural area for us to pursue as a club. Some survey questions deal with an indoor electric site. Again, take a moment and fill out the survey.

Also Jim and I along with Bill Rutherford attended an indoor flying event at the Pekin Dragon's Dome. The flying went from 9-11. About ten flyers were in attendance with Jim needing a hangar to himself. He carries his spare batteries in a suitcase and the airplanes fit in a medium school bus. It was an evening of fun with some very nice electric flying machines. I have a liking for electrics as they are often characterized as low risk meaning they will withstand crashes...right up my alley. The Pekin club is working on generating interest in electric indoor flying at the Dome. We will pass on info as it becomes available.

The banquet is in January at ??????. If you have war stories, kudos, photos, show n' tells, or flying stories to pass on, be sure to bring them along. It has been several years since a banquet. Wives and loved ones are welcome. They will only have to tolerate us tech nerds for a couple of hours.

Membership interest permitting, an event or two would be great. Personally I really enjoyed the air show as it had wide appeal both to members and the public. The Four Star program should not be declared dead. I might even have mine finished by January. Now, for a couple of years to learn how to fly the dang thing.

Other items needing attention in 2006 are minor dues changes (not increases), participation with area hobby shops with promoting our club, bylaws revisions and touch up, web site upgrades, and maybe an electric winter venue.

For those receiving the AMA promotional DVD, you may want to consider the second DVD in the series. There is some really great flying footage and other very good building/modeling information.

Happy Building and Flying

Terry Beachler