

# Peoria R/C Modelers Newsletter

June 2007



The above two pictures were taken by Don Stedman. The top photo shows Jim Fassino's Raptor .50 in a stable hover up-close-and-personal. The second image has Dave Olson controlling the buddy-box with Brian Chumbley on the sticks. If ever in doubt who is training who – the longest antenna wins!

## The President's Corner

Hi Flyers

It looks like we will need to make a plan for 2008 to include some retired air traffic controllers at the field. On one night this month 17 flying machines were on the field. The club is really buzzing. Membership is up to 34 and flying activity is way up in spite of Amelia's influence.

As most of you know, the Peoria Park Board has approved a 10-year agreement for a new flying site. The site is seven miles closer for those in Peoria. It is immediately north of the Cat Tech Center. From Cedar Hills Drive and Old Galena Road go one mile north to the power lines and turn left/west on the dirt lane. Go to the fourth pole. Our runway western threshold will be about 200' east of that point.

This would not have happened without the help of our Peoria Park District contact, David Wheeler. We initially met early last year. Many minor details were worked out. Dave offered many suggestions and made many contacts and did considerable research which was helpful in presenting our request. I think Dave has some model airplane blood circulating in his system and we should recruit him.

The agreement with the park district is very similar to agreements made with other groups conducting activities on park property. The closest activity to ours is the radio control car group. They have established a track and racing facility across from Detweiler Park. They have a permanent structure for their activities. If you have some time, stop by and take a look. Our agreement is a ten-year agreement. It may be cancelled with 60 days notice, standard with Peoria Park District agreements. We will continue to retain our

## Club Officers

President & Asst. Editor	Terry Beachler	(309) 579-2209	<a href="mailto:Terryb@beachlers.com">Terryb@beachlers.com</a>
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Webmaster	Open Position		<a href="#">Seeking willing individual</a>
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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

Michael Seyfert

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

AMA Club #313

(Continued President's Corner)

club rules. The site will not be open to any "walk on" flyers. They must be members of our club or be guests per club rules. The park district also has rules which apply to all PPD activities.

Details to be worked out include the easement for access to the field. There is currently an easement in place and David will be working with us to finalize field access. It is undetermined whether we will have access from Old Galena Road or from the west, Ivy Lake Road (not positive on name).

The runway orientation is east/west. Several have asked flying with the sun in your eyes. The field is like ours but rotated 90 degrees CCW. We will fly facing north. Some have had concerns about looking into the sun. Several of our members (and the Pekin club) have considerable experience fling east/west fields. It does not seem to be a problem.

I would request that each member to put together a wish list of what they would like to see in a field. We should consider all requests. Do you want buildings, rest rooms, grass, electricity, frequency boards, water, airplane wash, shelter, tables, signs, fire pit, control tower, picnic tables, hover area, fences, barriers, and on and on. Put it in writing and bring it to the July 3 meeting. Let's consider everything and start a long-term plan.

The field preparation should start after the beans are harvested this fall. Dave Wheeler will be able to suggest grass which will work for us. I plan to invite Jim Martin to a meeting. Jim is a member and former treasurer of the Washington club. Jim has gone through the field move and can provide us with valuable information regarding costs and the work necessary to establish a new flying site.

Check our bulletin board at the field for area events. I regularly receive event notices. They are forwarded to Roger for the newsletter and posted on the board at the field.

Jack Li has been doing some really impressive pattern flying. The Tri-Village RC Club is doing a pattern event at their Hoffman Estates field June 29-July 30. Jack is planning to compete. If you have the time available, plan a trip to watch and support Jack. This will be a good prep before competing at the NATS in Muncie. I have talked to a couple of the Chicago guys and they are looking forward to having Jack at the event.

I have a copy of Auto Sketch with documentation, free for the asking if you would like a beginner level CAD program. It's not AutoCAD but you may find it to be useful. It comes from the AutoCAD people.

We have an open field project...the fence. Let's get after it soon. Our next meeting is Tuesday July 3, 2007. Do your best to be there. We will review the new field agreement and seek a motion, second, and vote to approve our new home, and of course fly and conduct other business.

Terry Beachler



Shown above are Jim Fassino and Scott Ferguson getting ready Scott's F22 Raptor. This Jet design is actually set-up with special "trainer" features to fly slowly.

**PRCM Newsflash:** The Saturday morning La Peeps breakfast club has recently seen attendance increase to the point where 2 tables are required. Our waitress has learned to deliver all drink orders without asking (2 hot teas, small orange juice, large milk, Mountain Dew, 1 decaf coffee and 2 regular coffees).

#### A Bit Of Club History – by Bob Wilson

The Peoria RC Club is one of the oldest in the state. We flew at Detweiller Park for years until the soccer, cross-country and other activities forced us out. I think the increasing size of the airplanes was also a factor. After a lengthy "back and forth" with the Park District we resettled in Leslie Rutherford Park on Cemetery Road in Dunlap. This eventually collapsed because of complaints from a couple of neighbors. For a time we were without a flying field but eventually found a temporary site at Fries Farm in Dunlap. At this point, two members, Jim Steeg and John Scott, began negotiations to buy 80 acres just West of Chillicothe. They succeeded and that is where we are flying today. We have been at this sight for about 10 years. With the continued growth of Peoria County we recognize this property is prime real estate and will likely become more attractive to developers while the noise will become less tolerable to home owners. We have great relations with owners Jim and John. There are no immanent plans to sell the property.

Several club members meet at "La-Peeps" for breakfast every Saturday morning at 7am. This is called "The Liars and Flyers Club". Everyone is welcome to join us.

**PRCM Newsflash:** The Beachler Pawnee may be designated a national historic relic since the first glue joint was accomplished sometime during the Eisenhower administration.

# Editorial

May 20th -- It was a day to remember. If you check your calendar and past weather reports, you will discover that the 20th of May was a Sunday with light winds and mid 70-degree temperatures. On that particular day, we had 17 of our 34 club members at the field when no special event was planned. I don't have to think back in time very far when four flyers at the field seemed like a large gathering. Times have changed and thank goodness for that. Our past club rosters usually included about 25 guys, of which you could only number about ten participants who flew with some regularity. This year I have several times witnessed 5 planes simultaneously zooming through the air with motors as varied as the designs of the planes to which they were attached. It doesn't matter if your propulsion system is electric, gas, 4-stroke, 2-stroke or high-start, everyone is welcome to share-the-air. This past Memorial Day weekend saw plentiful flying activity on all three days. The flight line was truly a "line" with all workbenches full of planes with other planes waiting a turn to be prepped for flight.

Personally, I'm having hard time deciding which is more fun -- flying or sitting in a chair and becoming a "peanut gallery" for those who are already in the air. Some guys log the flight of each plane while others keep track of fuel they have consumed in a season and still others may count the laps they have walked to our gate and back. Whatever method you employ to keep track of your flying "fun-factor", if you haven't been to the field in the past several weeks -- get out there because you are missing some of the best times this club has ever seen. You haven't missed any sanctioned contests nor have you missed any public demonstrations of social etiquette but you have lost opportunities to share in experiences of motors that won't start, wings that won't stay attached and witness the ever-present lure of "Wally-Land." I have become a believer that difficult conditions and circumstances tend to cause individuals and groups of individuals to pull together for a common cause. In some respects, our club is like our sign at the front gate. We have been a bit battered and a bit aged but increased attention and member participation has enabled our club to again stand tall in the fact that we are promoting friendship in the context of a hobby. Many clubs do just the opposite. I guess I have answered my own question: I do enjoy the friendship more than the flying so excuse me if I seem permanently attached to the red chair that seems to follow me everywhere.

Roger Stegall

**NEWS FLASH --** On a sad note, Mr. Wizard, Don Herbert, passed away this month. To many of us 60ish guys he was our science hero. He had a weekly TV science program. We'll all miss him.



Shown above is the business-end of one of the pylon racers that flew at Rantoul, Illinois the weekend June 8 & 9<sup>th</sup>. Many of the planes suffered some carnage from high winds and other unexpected problems. Don Stedman, Terry Beachler, Bob Wilson and George Knight were witness to some no-holds-barred flying at speeds in excess of 200 MPH.

**PRCM: Newsflash Question:** How far can a spinner spin when a spinner is spun? Delvecchio narrowly avoided a Fuji spinner colonoscopy when all manner of flying debris departed the front end of a Laser being started on a bench behind Kerry.

## Get To Know Your New Club Member

By Brian Chumbley

I have had an interest in flying my entire life. As a kid I built and flew both rubber band and line control planes. I have been away from building and flying for thirty years and am excited to be "flying" again. It is a great time to be taking up the hobby again as both of my children will be away at college in the fall. As a child we camped a lot and one of the state parks we visited regularly had an RC and line control field. I spent many hours on camping trips watching folks fly a wide variety of planes.

I am the Director of Research and Testing for Peoria Public Schools. My wife is a teacher in Peoria and I have a son who will be a senior @ Illinois State and a daughter who will be a freshman at SIU Carbondale in the fall.

The last plane I built, thirty years ago, was a rubber band powered Hellcat. The plane's first and only flight ended with a water landing in a local creek.

Bryan Chumbley (309) 683-3616  
Director of Research, Testing & Assessment  
Peoria School District #150  
3202 N. Wisconsin Avenue  
Peoria, Illinois 61603



**PRCM Newsflash:** Bob Wilson continues to fight the Fuji-Fickle-Finger-of-Fate motor. A carb rebuild kit has been ordered as a precaution to comply with our new field profanity and hand gesturing standards.

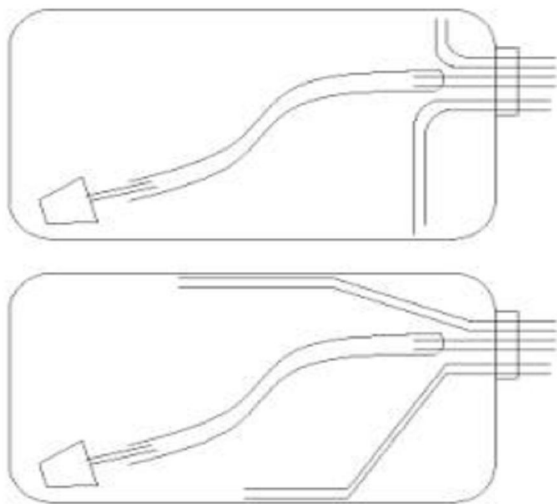


George Knight and Jim Hogan use a flight stand to prepare George's 4-Star 60 for another flight. Four more flight stands will be soon be delivered (Thanks to Vern Holeman).

### The Flyboy Advisor Dave Olson June 2007

I want to mention that I will be available for instruction again this year, and will bring my equipment on a day or two notice. Anyone can schedule instruction, just give me a ring or Email a day or two in advance.

I have done a lot of tank work lately, putting together tanks for various planes, and two things are probably worth mentioning. For one, I bend my fuel tank tubes with .080" string trimmer line in them. After bending, a tug on the line pulls it out and leaves the line un-crimped. Not everyone uses this little trick. If you don't have a string trimmer, give me a ring and I'll bring you a foot or two.



Most of my tanks are 3-line versions, with the clunk line, the vent line, and a fill/drain line. I had quite a time making the tanks with the configuration in the top picture. It was always a chore to get the lines bent, then get the stopper

into the tank, and then turn the lines so the vent was pointed up and the fill line was pointed down & close to the bottom of the tank.

One of my projects is a Lanier ARF, and there were bent tubes in the tank package. There were no tank instructions, but I looked a bit closer and saw that they were intended to be assembled as shown in the bottom picture. I gave it a try, and found it much easier to get the stopper and lines into the tank.

I liked that so well, I grabbed another ARF, bent the tubes in the same fashion, and put that tank together. Even bending my own tubes, that tank was easier than my old method. Just for practice, I put together another tank I had in inventory. I finally stopped with the new tanks, but I can recommend the method.

That "another ARF" referred to above has been a real thorn. I bought a closeout ARF from Dymond, a "VNH Line" brand G202, for \$50. It's a .46 size plane, and I have hopes it will fly well despite the many shortcomings. I have a whole list, from the wrinkled sticky-back covering, to the inadequate servo pockets, to the warped flying surfaces, to the unpainted cowl to the odd hinges used. Alignment & fit of everything has been another issue. Anyway, this thing should be in the air (or in the ground) by the time this newsletter hits your inbox.

Next time I'll buy from local people. In fact, that is good advice any time, and you'll hear it again from the Flyboy Advisor.



Terry Beachler's J3 Cub NC54271 is seen at a critical moment of "flight". See the following article provided by Bob Wilson as he attempts to identify for the NTSB exactly what went wrong on a following similar flight.

# Anatomy Of A Crash

By Bob Wilson

At the bottom of the previous page is photographic evidence of the last moments of a Piper J3 Cub. Everyone needs to closely evaluate this photo and make their own assessment. Here is mine:

Conditions: Wind - NW @ 12 mph w/ gusts to 19 mph,  
Runway orientation: 359

Let's explore the obvious first: The pilot is taking off in a crosswind situation. The wings are not level. The port wing has lifted to the point that the starboard wing is beginning to drag the ground. As a result of this added drag, the airplane is just starting to yaw to the right. The airplane is pitched down. The propeller is only moments away from striking the ground.

Now let's explore the more subtle points of the situation: The airplane is too close to the tall grass on the side of the field. There is only a slight deflection of the ailerons to correct the wing high situation. There is no apparent elevator deflection to correct the nose down attitude. The rudder appears to be straight. There is no pilot visible in the window.

Cause of crash: The pilot started his takeoff run too close to the tall grass at the side of the field. This gave him limited maneuvering options. The pilot didn't adequately compensate for the wing high situation that was undoubtedly caused by the crosswind. The pilot didn't compensate for the nose down situation with adequate elevator input. There was no rudder input.

## Conclusions:

Because no pilot is visible, one has to assume.

1. The pilot had a stroke.
2. He was calling Paris Hilton on his blackberry.
3. The pilot was busy checking his lotto tickets
4. The pilot was scared & cowering on the floor

**Final Thoughts:** Because the prop hit the ground and killed the engine, this takeoff sequence only resulted in the airplane flipping over on its back, with no damage. The following takeoff sequence, however, was somewhat different. The pilot managed to get the nose up but again didn't control the high wing situation. When airborne, the right wing caught in the tall grass and cartwheeled the airplane. This was compounded by pilot's panic and bringing the engine back to idle. The ensuing crash resulted in a loss of all souls. Only slivers and a wounded ego remained.....

Dear Amelia,

During the starting process I watch as some pilots move the prop through compression several times and then carefully position the prop at just the right angle. Then, after meticulously monitoring the voltage and throttle settings they whack the prop with a tape covered stick. This usually has no effect and the pilot carefully repeats the process...again and again! This entire procedure can go on for a significant length of time before the engine actually starts or the pilot gives up. What is most amazing is that, in most cases, a fully functional electric starter is sitting nearby. My question is this: Is it considered unmanly to start your engine with an electric starter?

Signed,  
Not wanting to appear light in my loafers.

Dear Mr. Macho,

The behavior you describe speaks to people who get a bucket of water, sponge and some soap to spend an afternoon washing their car when for the want of \$.50 they could power-wash their automobiles with such intensity that dead dried bugs literally fly off the bumper. There's something to be said for "Being One" with a motor. Your club members who manually crank on their propellers often have unfulfilled needs to be the master of their universe - to be in control. Of course there's an easier way to starting a motor but taking the "easy way out" isn't high on their priority list. How can one gain any sense of accomplishment by using the "Easy Button?" Just as most real guys don't eat kitsch, some real flyers don't use starters until every available ounce of energy has been drained from their lifeless body in a futile attempt to start an un-caring motor. I can't be completely sure if using an electric starter will preclude a macho dude, as yourself, from being fully appreciated by the biker-chick crowd. Even though a starting-stick is generically called a "Chicken Stick", you could probably use a little poetic license to describe to your lady friends how hand cranking a nitro-fueled motor is akin to a near-death experience.

My advice to you and your fellow 12-volt starter enthusiasts is to have some patience with the "cranky crowd." Take a chill pill and consider exploring the M&M bond between Man and Motor. How better to get to know your flying machine than by engaging in a little fore-play before the real action begins.

Sincerely,  
Amelia -- Don't Get Me Started - Airhead



A Kerry Delvecchio YAK 54 about to make a 3-point landing.

Dear Amelia,

With the ever increasing concern for terrorists at airports, stadiums and fuel storage facilities, need I be concerned that some militant group might wish to do irretrievable damage to the hobby industry by targeting "Cool Power" storage depots? Such a calculated maneuver could prove disastrous to countless RC car and airplane hobby interests around the world. In 6th grade science, I learned that combustion takes only 3 things (1) heat (2) air and (3) fuel. Radical groups can't destroy all the air and heat so they're likely to concentrate their dastardly deeds to the destruction to the expensive slime I get at my hobby shop. Should I run out and purchase large supplies of flying fuel in an attempt to mitigate this potential hazard to the RC community?

Signed,  
Concerned 4-Stroke Owner

Dear Mr. 4-Stroke

Chill, before you have a 4th stroke of your own. I think one of your valves on your head may be stuck in the open position because you aren't thinking too clearly. Everybody knows that if terrorists really wanted do damage to the American hobby industry, they would simply steal our magazines. It's those slick pages with pictures of young girls holding all manner of flying vehicles that "fuels" the purchasing psyche of the male-dominated hobby industry. Without those hobby sales and tax revenues, the War on Drugs and The War on Iraq would be more like a "come as you are" party where everybody brings chips and dips only to discover that the dog ate all the hamburger. Don't go fretting about potential shortages of flying fuel when there are so many more important things to consider -- like why is it that the blind nuts that can't be reached always seem to be the ones to fall out? On the positive side of things, at least you learned something in 6th grade that has proven helpful in your adult life.

Ps ... The redhead girl who sat in front of you in that 6<sup>th</sup> grade science class still thinks you're a dwebe).

Sincerely,  
Your Always Fueled And Ready -- Airhead

Dear Amelia,

I must confess that I'm "bummed" about all the work that will be required to prepare a new flying site on Peoria Park District property. I can't remember being this distressed since they cancelled "Sky King" from my Saturday morning TV schedule. Our Chillicothe field has accumulated all the necessary equipment and comforts you would expect to find at a first-rate facility -- except for the lack of a hot-tub. What am I to do.

Sincerely,  
Dreading The Work

Dear Mr. Work-Challenged Flyer,

Hey -- suck it up! This is not the end of the world -- it's a new beginning. Now is the time for you and the rest of your membership to shift into high gear (or go to full throttle -- if you prefer that expression). Common challenges bring people together to form teams to overcome obstacles and make a difference for the common good. The more severe the challenge, the greater is the cohesiveness of the group after the challenge has been successfully resolved. The amenities that you now enjoy at your flying field were the result of a team effort many years ago. That flying club didn't sit around and say "woe is me" -- they got out there -- planted grass, created a road, built a shelter, installed a wind sock and piled concrete blocks above a stinky hole in the ground. If you were to talk to the guys who made those things happen, they would tell you that year of transition was probably one of the very best years for the club because all the guys worked together for a common goal -- your happiness. It wasn't a matter of some guys flying small electrics and others flying monster gas guzzling aerobatic ships -- it was all about working together, sweating together and having fun in the process. These days ahead are a real opportunity to add some "glue" to your club membership. Every single member can help and every member can feel good about his or her participation to produce results. I suggest you get off your "pity pot" and use this new opportunity to get to better know your fellow members. Your club could use this new field opportunity to plan for installation of that hot tub you mentioned.

PS: The addition of a hot tub to your field would enable your club to sponsor a spot landing float fly or even a sailing regatta.

Sincerely,  
Whatever floats your boat -- Amelia Airhead

# Peoria RC Modelers

## Minutes

### June 5, 2007

President Terry Beachler called the meeting to order at 6:00 p.m. at the flying field. President Beachler asked members to introduce themselves.

The minutes of, May 1, 2007, were approved as corrected. Treasurer Fassino presented the financial report and it was approved without exception. President Beachler informed the club that Rod Fletcher, a prior member of the club, had recently passed away.

President Beachler asked the members to consider an invitation made by the Peoria Chapter of the EAA to attend one of their breakfast meetings and put on a presentation about radio controlled aircraft. President Beachler also updated the club on field activity yet to be completed which includes fence poles and fence, which should be installed shortly.

Upcoming events include the June 9<sup>th</sup> air show in Bloomington, the June 7 – 10 air races in Rantoul, and the June 20 – 24<sup>th</sup> glider activity.

Safety officer, Kerry DelVecchio, reminded members that there is a first aid kit in the flight box. He also cautioned members to stay out of the arc of propellers; there have been too many occasions where he has seen members standing too close to propellers. The final safety discussion for the month included the need to check flight controls before each and every flight to insure that all systems are operating properly.

President Beachler gave an update on the Field Committee. He reported that the committee had met with the Park Board Recreation Committee earlier in the day. That committee was making a recommendation to the full Park Board to allow the use of Park District property. President Beachler reported that the Park District staff has determined an easement exists allowing for easier access to the property than originally thought. During discussion Secretary/Treasurer Fassino complemented President Beachler on his presentation to the Park District Board.

President Beachler reported that he has received approval from Three Sisters Park for the, August 18, 2007, Air Show. Kerry DelVecchio has offered to prepare a sign for the event. President Beachler will check with Three Sisters about the possibility of the club serving food and beverages.

The Club is still looking for a Webmaster. Other old business; Don Stedman, will check with Monical's Pizza about using their facilities during the summer months if there is inclement weather. Also offered for consideration was Michael Seyfert suggestion that we hold the meeting two nights later, in the event of inclement weather.

The membership approved purchasing supplies, building four additional flight stations and offering Vern Holeman a membership if he was willing to construct these again.

The next meeting is scheduled for July 3, 2007. With no additional business to consider, the meeting was adjourned to show-and-tell. Those members present include Terry Beachler, Kerry DelVecchio, Jim Fassino, John Hoelscher, James Hogan, Mark Kiefer, George Knight, Dave Olson, Jerry Orrison, Jonathan Seyfert, Mike Seyfert, Don Stedman, Roger Stegall, Roger Weber, Bob Wilson, Bryan Chumbley and guest Cole Hagen.

Respectfully,

James C. Fassino  
Secretary/Treasurer



**Next club meeting Tuesday July 3<sup>rd</sup> at the club field  
6 PM – be there or be absent!**

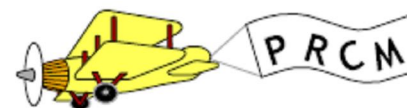
### Field Location

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' 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](http://www.peoriarcmodelers.com)**

### 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

