

# Peoria R/C Modelers

## Newsletter

### August 2007

#### The President's Corner

Hi, Flyers!

A big congratulations to Jack Li on his second place finish (17 competitors) at the NATS pattern competition in Muncie. Jack competed in the Intermediate class. Jack was also awarded "Best Junior". Both are tremendous accomplishments. Congratulations, Jack!

Our August meeting and Mini-Pattern Contest went very well. Thanks to Bob for putting on the event. Bob and Jack Li did a nice job on scoring. Several commented that the scores between the two judges were very close. We had ten competitors with two out because of equipment problems. Master Chef Roger prepared another batch of his culinary delights. We all appreciate the donations from Central Hobbies (Rick Jacobson), Hobbytown (Jim Hogan), Larry Li beverages and pastries, and my place threw in a gas card. Thanks Bob, Jack, Master Chef Roger, donors, and participants!

At the meeting the club voted to form a Flying Site Committee. George Knight and John Hoelscher have stepped forward. We could use five to six people for this committee. If interested, please contact me. I believe it would be very helpful if everyone would write down your thoughts on what you would like to see at the new field and turn them over to a committee member or me. Several have made some very good suggestions from very small details to major items needing consideration. If you are not a writer see me, but be sure I write your comment down. I know how my brain works (or not).



Chip Hyde came to the Nationals with a squadron of his designs. The Genesis and Scandalous were flown by Todd Blose and Ryan Archer.

**News Flash** – Bob Wilson's "Sword" pattern plane experienced a flame-out on takeoff. This happened at the absolute most inopportune moment, that is, about 20 feet off the ground during a significant rate of climb. Pilot Wilson immediately applied "down" elevator and somewhat softened the ensuing stall. The plane did a cartwheel into the alfalfa but suffered only a slightly dinged wingtip. Two flights later, the Sword drifted into the "black mat obstacle course" upon landing. This resulted in the destruction of the wing landing gear blocks. The "Sword" was out of service for a few days and has already returned for more cruel and unusual

#### Club Officers

President & Asst. Editor	Terry Beachler	(309) 579-2209	<a href="mailto:Terryb@beachlers.com">Terryb@beachlers.com</a>
VP & Events Coordinator	Bob Wilson	(309) 219-4262	<a href="mailto:RCWilson@Yahoo.com">RCWilson@Yahoo.com</a>
Sec/Treas	Jim Fassino	(309) 243-8590	<a href="mailto:Jim.fassino@fbol.com">Jim.fassino@fbol.com</a>
Safety Officer	Kerry DelVecchio	(309) 243-1436	<a href="mailto:Delvecchio_Kerry_A@Cat.com">Delvecchio_Kerry_A@Cat.com</a>
Webmaster	Open Position		<a href="#">Seeking willing individual</a>
Newsletter Editor	Roger Stegall	(309) 579-3023	<a href="mailto:Rogerstegall@hotmail.com">Rogerstegall@hotmail.com</a>

**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)

Thanks to Jim Martin from the Washington club for providing information on field moves. He has been through two moves and his comments are appreciated.

At this time the position of Vice President is open. Bob will leave the position, but plans do two or three events in 2008. The V.P. presides at meetings when the President is not present. Also, the V.P. arranges programs for the meetings and events. It is not necessary to do the events and meeting programs, but arrange for them. If you are creative and interested, see Kerry or me. Of course nominations will be accepted from the floor at the October election meeting.

USA Embroidery has provided shirts and visors for our club. They currently have 1 medium and 3 XXL shirts in stock. They are priced around \$15. More can/will be ordered. Several members have tee shirts. Our current shirts have a bomber in the logo. They have an assortment of other airplanes (including a Pawnee if you know what I mean) which can be placed in the club logo. USA is located off north University at 1605 Candletree, Suite 102, Peoria IL 61614. Phone is 692-1391. Syd is our contact. We can order items individually or we can put an order together for the club. See Bob Wilson at or before the September meeting for a club order.

Don't forget...pylon racing is on the September meeting agenda. It sure is fun being involved with our club. You're a great bunch of aero/techno nerds.

Terry Beachler



Troy Newman came to the NATS with an electric and a Glow (YS 1.70) Pinnacle (pictured above). Which one to fly? Hummmmmmm! Fuel or Electric -- There was still talk about whether you could score well with an internal-combustion engine anymore. It was still hard to draw any conclusion because the top pilots will do well no matter what they hang on the front of their airplanes. We can't get them to fly the same round twice: one with a glow and the second with electric. Of course "perception is reality," as they say! Electrics were definitely at the NATS in force for the 2006 Pattern Nationals. FAI and Masters were predominantly electric-powered. Advanced and Intermediate still had a large group of internal-combustion power present. All of the glow-powered aircraft that were being pulled by YS or O.S. engines were doing just as well as their electric rivals.

# Editorial

Just two weeks ago, I had an opportunity to watch the Ironman competition in Hawaii on TV. There were hundreds of competitors who endured three grueling tasks even though they had absolutely no chance to win. The reason they participated in the contest was to be the best they could be. This year the Chicago Marathon cut off registration 5 months before the start of the race when they reached 35,000 participants. The vast majority of those runners have no chance or hope of winning. Competition has a way of validating practice and training. If golfers, baseball or soccer players didn't keep score – what would be the point? The recent Mini-Pattern Contest that was held this month at our club field provided an opportunity for members to challenge themselves by flying a sequence of maneuvers. If the loops weren't round or the rolls weren't axial, points were deducted from a perfect score of 10. The competitors who took to the air that Tuesday evening seemed to enjoy the event. Our attendance at this meeting set a new record, in spite of a heat index well above 100 degrees. After the event, I heard competitors sharing ideas and offering suggestions for better performance and to improve future scores. Those flyers had endured a common challenge and were better off for their efforts. Everyone who flew that evening was a winner, even though we only had prizes for the top 3 finishers. If we had awarded 7 additional prizes, everyone would have been a winner in that respect also. Competition is a good thing for a club, just as it is a good thing for mankind. Our last outdoor meeting of the season will feature a bring-it-fly-it pylon race. The race will consist of 10 laps with pylon poles at both thresholds of our mowed runway. Scoring is unbelievably simple. The fastest time to complete the course is the best time. There will be no effort to handicap contestants to accommodate for inherent differences between planes, motors, propellers or fuel. It's a simple challenge; bring it, fly it and have fun in the process. Experience has shown that a smooth technique and tight turns is the best formula for success. Grab your gear and be an "Ironman of the sky." We won't make you wear a painted number on your arm to help identify the body.

Roger Stegall

## Pietenpol Air Camper

By Michael Seyfert

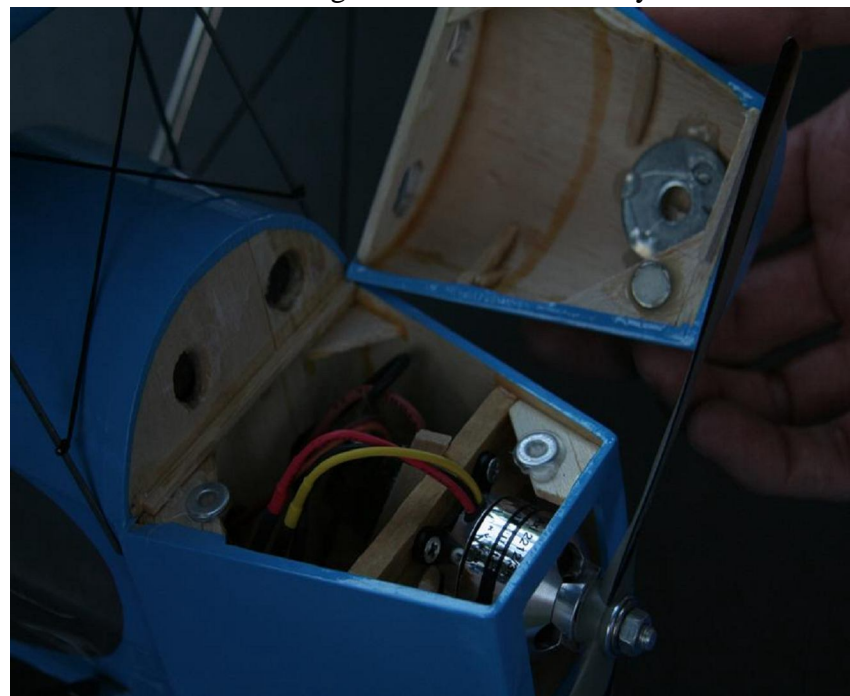
It is all my father-in-law's fault: He gave me some money for Christmas. What is an R/C'er to do with money?!?! Money is useless. What is important is airplanes! Having spent 3 years building a full-size Pietenpol Air Camper in the simpler years of only 4 children, I decided I wanted a 'Pete' (as we affectionately call those Air Campers), now that I'm down to 5 children at home. Enter my hero: The AMA plans service. I found numerous Pete plans, and I just simply picked a 45" span, which was made for a speed 400 (electric) motor.

### The results:

Note the gorgeous pilot with a silk scarf! It's a picture of my wife, Janet!

The Power plant: One can see the tidy upgrade to a brushless AXI 2212-34. Notice the #10 washers and the 50-cent magnets that hold the cowl in place. To reduce current to motor limits, I cut down the propeller 1" in diameter. Still, it looks even more 'era-like'. I get 100 watts, and it weighs 1.5 lbs on the money RTF so

that equates to 67 Watts/lb. Just right for Sunday flying with some reserve power. Nothing like a few details to make a semi-scale model. I did more than I ever have done, like sheel "spiffing." Here, I used a



1" diameter screwdriver kit cover and used it as a template to cut some trim Monokote to make an arc. I rotated the template about the wheel center position and made a second cut. The trim was applied with self-adhesive (look ma, no heat!) and cut to length once on the wheel. Pretty spiffy! I copied actual Pete cockpit pictures off the internet,



laminated them, and glued them into place. The front cockpit even has small print that says "Pietenpol" across the panel. For only .6 ounces more, I purchased airfoil-shaped aluminum at Hobbystown (our LHS) for struts – what a classic look, and no painting was required! A dab of epoxy holds the struts in place. Strut bracing wires can be seen in the picture to the right. Elastic stretch cord was purchased from a fabric shop. A dab of CA was used to secure each knotted end of the cord to the airframe.

The prop coloring suggests laminated wood construction. The trim coloring was borrowed from a real Pietenpol. The numbers on the tail and underside of the wing are catchy in flight, as is the pilot's scarf shown in the picture to the right. I picked up that detail from Jim Fassino's Demoiselle. Thanks, Jim, for the idea!



Ailerons were simulated with a permanent marker to add realism without the pain, cost and weight for installation of functional ailerons. I hope this article encourages you to add a few more details to your planes --more realism to your next modeling effort.

**Newsflash:** On entering the VFR final on a landing approach, Kerry Delvecchio decided to do some detasseling. In his own words, "The plane flipped over and landed right side up in the tall grass. The only damage was a broken engine mount (and a little more damage to the cowl)". This lapse in judgment is attributed to a condition called the "K-factor" for pilot Delvecchio.



**News Flash!** --Bob Wilson was flying his "Sword" when strange things began to occur. Although the plane was landed without incident, after two bizarre and totally terrifying flights Bob tore down his "Sword" to see what the problem was. Mechanically the airplane was fine and the ensuing range check tested well. Just before reinstalling the wing Bob made a last minute decision to do a voltage check on the receiver battery = 1/2 volt! Jim Fassino verified this reading with his voltmeter. To date, this is the record low voltage reading...ever... on a receiver battery where the airplane was landed successfully. Challengers to this record must verify their battery pack reading from two different voltmeter sources and perform a normal take-off and landing procedure. A disqualification will be made for any record attempt that results in the creation of a divot in our field that is larger than a football (Official NFL model at 15 PSI).

Next Club Meeting

September 4<sup>th</sup> 6 PM

**Abbreviated Meeting**

**Bring-It, Fly-It Pylon Race**

*Last Outdoor Meeting of the Season*

**Bring a chair & a plane**

**Support Your Club!**



If you want to try RC combat at the NATS, be prepared for some “fur-ball action.”

Dear Amelia,  
I noticed that the downtown Peoria business district is hosting a Taste-Of-Peoria. Personally, I never thought Peoria tasted all that great without a good sprinkling of MSG, but these events seem to be good money makers for their communities. I was wondering if our flying club should start a Taste of Truitt (TOT) to capitalize on the popularity of charging inflated prices for Bypass Burgers and ICU side dishes. Our club needs to squirrel-away additional funds to meet anticipated expenses involved in the move to a new flying site. Should I make a motion at the next club meeting to further investigate a TOT event?

Sincerely,  
Scheming and Dreaming

Dear Schemer:  
I’m not too sure about the advisability of initiating a Taste of Truitt because even the flat rabbit road kills I see on Truitt street don’t seem to be all that appealing to the countless buzzards that frequent the area. Just last winter I went into the Chilli Bowl, and they didn’t even have chili on the menu. I have also noticed that the people who come and go from that Short Loin place just down the block never seem to have any short loins when they exit that establishment. There is something very strange and mystical about Truitt Street because nothing is as it seems. Even the new funeral home they built on the corner has gone out of business for lack of dead people. If your club wants to quickly accumulate cash for a new field, do it the tried-and-true way by increasing your membership, seeking available grants and selling candy bars to your neighbors. Rather than hosting a Taste of Truitt, consider promoting a Taste of Hersheys. In case you are wondering, I like the ones with almonds.

Sincerely,  
Amelia Airhead – A real sweetie for sure

Dear Amelia,

A friend told me about some kind of model airplane contest which was held a couple of days ago at the club field. I decided to go. When I arrived, it did not look like a model airplane contest, but an adult male wet tee shirt contest. I was sickened. What gives?

Sincerely,  
Club Visitor

Dear Visitor,  
It just so happens that I attended the Mini-Pattern Contest you referenced, and I too saw several wet and sweaty torsos that perhaps could have benefited from a Denise Austin workout of the abs. Several club members do have a “6-pack” in their abdominals but it’s from accumulated 12-ounce curls of Bud and other beverages. In any group of guys participating in outdoor summertime activities, there’s little consideration given to the color coordination of trashed jeans with available shirts not already in the laundry basket.

It was just our luck that the pattern event was held on the hottest day of the year when the heat index was higher than the count of planes that have fallen victim this season to Walley-Land. If your visit to the field sickened you; be sure not to rule out as a possible cause, the 3 burgers of mystery meat you consumed. Those burgers were purchased at Wal-Mart, the merchandiser most notably known for the sale of Chinese products. I’m not sure the “meat” in those burgers was ever related to a cow. China is known for “knocking off” many products. Your burnt, mutilated and processed disks of meat products may have been another example of creative marketing and packaging. If your fever breaks during the next few days, it probably wasn’t bird-flu that sickened your stomach. If your fever persists, be sure to let club officers know how you would like your planes, motors and servos to be dispersed.

Sincerely,  
Amelia Airhead

**Saturday – August 19th**  
**Fly-In at Club Field 11AM-4PM**  
**Brauts, chips & sodas FREE to**  
**club members who bring a plane.**

**News Flash!** – Roger Stegall’s Flat-Out foamy destroyed itself while awaiting launch. After Roger had verified that the Li-Po battery was fully charged and all control surfaces were tuned to maximum throws, he handed the light CAP 580 foam plane to George Knight for a launch into the wind. When Roger powered up to full throttle, the brushless out-runner motor provided so much thrust that it caused the propeller to become un-centered on the motor shaft (it is held in place by an O-ring). The resulting vibration to the airframe caused it to go into a violent grand-mal seizure. By the time George finally released his grip to the plane, the structure had turned itself into hundreds of particles the size of Styrofoam worms. It was if George had tossed a handful of confetti into the wind. The few remains that were large enough to be picked up with a strainer have been deposited in a wastebasket next to Roger’s workbench.

Dear Amelia

I am suffering from having too many choices, and I’m concerned that these choices are causing me to experience early ADD symptoms. Every time I think I know which direction I wish to pursue in this hobby, I get sidetracked by some new-fangled idea, gizmo or power system. Just the other day, after I had made the decision to concentrate my purchases on gas models, I was thrown into a tizzy by Don Stedman when he got 3<sup>rd</sup> place in our club pattern contest with an electric plane he had only flown twice. His plane looked nice, was quiet and was a “breeze” to start. Each monthly experience of finding a flying magazine in my mailbox, shakes me to the very core of my existence and makes me question if I should spend more time on the flight simulator or more time in a rubber room. Please help me.

Sincerely  
Considering Ritalin

Dear Attention Deficit Dude (ADD),

I can understand your situation. Why just the other day, I was trying to decide if I should bake a chocolate pie or a cherry pie. Right at the most critical moment of that decision process, the Schwan guy arrived on my doorstep, so I opted instead for a 6-pack of ice cream bars. Just because you can’t immediately decide what direction to go in your hobby doesn’t mean you should come sniveling to me because I have my own problems. And why is it that the government requires income taxes to be filed each year? Where was I? This ADD thing must be catching! Having an abundance of choices is a good thing. Better yet, having an abundance of flying buds to help you with new and different facets of your hobby is an added benefit to you and your club membership. Before you call your doctor or order an internet prescription for some kind of mind-altering medication, take a deep breath and come to the realization that there are really no bad choices, unless you count that block of Enron stocks I purchased. Even if you can’t immediately decide on a choice of motors or flying machines, take heart because the Schwan guy has strawberry swirl cheesecake on special this month.

Sincerely,  
Amelia, the Swirly Girlie of Advice



Quique Somenzini takes the national trophy in F3A FAI Pattern with his own design Brio.

Dear Amelia,

I have only one simple question that has been bothering me since I saw the film Tora-Tora. Why is it that kamikaze pilots wear helmets? Was there some kind of special OSHA regulation that required those men to wear protective head gear to meet NTSB requirements? You would think that these flyers would at least avail themselves of the opportunity to eat a Moon Pie during their last mission, but such activities never seem to have been captured by camera.

Signed,  
Just Curious

Dear Curious Fellow,

You ask a question that has baffled some of the greatest thinkers since the evolution of Silly-Putty. Unfortunately, no answer to your question has yet been found because the brain trust of this country has been over indulged in trying to rationalize why there are still apes if people evolved from apes. Personally, I have always wondered why Superman could stop a speeding bullet with his chest but would duck when somebody threw a gun at him. And why is it that Tarzan never had a beard? I guess there will always be mysteries, unexplained phenomenon and the appearance of crop circles within 10 miles of a Starbucks. I don’t think the National Transportation Safety Board actually came into existence until sometime after commercial jet airliners began issuing little bags of dehydrated pretzels to stimulate thirst and sales of their \$5 alcoholic beverages. FYI, Moon Pies were never fully accepted in Japan because they were too hard to pick up with chop sticks.

Sincerely,  
Amelia Airhead



# *Peoria R C Modelers*

## *Minutes*

*August 7, 2007*

President Terry Beachler called the meeting to order. Members introduced themselves. The Minutes and Treasurer's Report were approved as presented. Jack Lee was congratulated for placing second at the Nationals.

President Beachler asked members to consider running for officer positions and that elections would be held in October, according to the by-laws. Members were informed that the logs previously used to aid in parking, are available for the asking, but will need to be removed from the field. The Fly-In is scheduled for August 18, with the rain date of August 25.

Roger Stegall is asking for material for the newsletter and hopes to get one out before the upcoming fly-in. President Beachler reported we were asked by the Park District to work with Caterpillar directly on the easement issue since the club would benefit directly from the easement. Contact has been made with Caterpillar, and we are waiting for their comments.

The Club was introduced to Jim Martin of the Washington Club, who discussed improvements to their field and the two relocations he has been involved with. He commented they had received a grant amounting to 10% of the total cost of the improvements from the AMA. They also sold bonds to their members to assist with financing the move. They also sold a number of the improvements made previously on the property to the landlord. President Beachler thanked Jim Martin for his comments, attending the meeting and said we look forward to having further discussion on specifics with him. A motion was made by George Knight to have a field committee to coordinate the move to our new field. The motion, after a second, was approved by the members. A motion was made to consider removing the runway material, after discussion, that motion was not approved.

The meeting adjourned at 6:37 pm for conclusion of the pattern flying contest. Earlier in the evening, Roger Stegall cooked supper for the Club members.

James C. Fassino  
Secretary/Treasurer

## *Some Dates For your Calendar*

**Chillicothe, Illinois** – August 18<sup>th</sup>, 10 AM to 5 PM FLY-IN— open to all clubs, Bring It, Fly-It – Free brauts, burgers, chips & sodas to all club members – support your club.

**Hillsdale, Illinois**, 8/19/07 Erie R/C Club annual Fun Fly. Site--Club Field, Orville Shields CD 309 236 6167, E-mail [osrs73@YAHOO.COM](mailto:osrs73@YAHOO.COM), gas & electric aircraft.

**Riverdale, Illinois**, 8/19/07, Big Bird Fly-In. Site--Kickapoo Woods, John Spencer CD, 708-403-71284, E-mail [pbs154@AOL.COM](mailto:pbs154@AOL.COM). Landing fee \$10; lunch included with landing fee; new 240-foot paved runway.

**Rockford, Illinois** 8/19/07 – Electric Fun Fly, Site--Park District Field, Tim Scott CD, 815 239-2186, E-mail [timscott@HS.UTC.COM](mailto:timscott@HS.UTC.COM)

**Rockford Illinois**, 8/24/07 – 3-D Fun Fly, Site--Park District Field, Orville Steinmetz CD, 815 885-1161,

**Champaign, Illinois**, 8/25/07 Giant Plane Fly-In, Site--Club Field, Thomas Griffith CD, 217 355-6153, E-mail [griff4386@AOL.COM](mailto:griff4386@AOL.COM), Relaxed flying; no channels on 17, 18, 43, 44, 50 and 51.

**East Moline, Illinois 8/26/07** – Float Fly – Mississippi Back Waters, Richard Haney CD 309 764 6089.

## 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

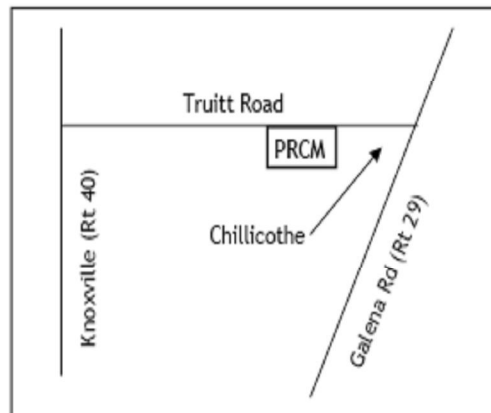
## Field Location

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