

Peoria R/C Modelers

Newsletter

September 2007

The President's Corner

Hi, Flyers

Progress is being made on our new field. The committee headed by John Hoelscher has been busy. Field prep and grass planting should happen the first week or two of October as soon as the beans are harvested. The committee is working on many other details.

We have found a new meeting place for the winter. The Cutter (formerly the Woodcutter) located in the Lake of the Woods Plaza will be the new place. We will continue the popular eat (optional) at 6PM and meet at 7PM format. Meetings rooms are available for our meeting and show/tell. The location is very central for most of our members.

Breakfast has settled in for a while at the Bob Evans next to Wal-Mart on Allen Rd. If needed and you would like to join us, we can send a team of members to your home to surgically remove you from your mattress with dull X-Acto knives. It's always a good time. Some members head off to the flying field after breakfast.

For our October 2nd meeting, Kevin Engquist will discuss his work with wind tunnels and models used in wind tunnel testing. He will



Shown above is a Stearman in-the-bones as seen at the Pekin Big-Bird fly-in. Several PRCM members are considering a WWI project for the winter months

News Flash: After an embarrassing "bumble-dork take-off attempt" with a 1/4 scale Super Decathlon, Roger Stegall has agreed to serve 4 hours of mandatory penance. His excuse of a brain lapse caused by a brat induced gas-bubble wasn't well received by the flying community. Penance will include memorizing the "Solo Pilot's takeoff sequence" and reciting, 200 times, "I will not take-off like a retarded weenie ever again".

Club Officers

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

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

AMA Club #313

(Continued President's Corner)

have some photos. I think you will find his presentation to be very interesting. Also our election of officers will be conducted at the meeting. We have a full slate of officers and nominations will be taken from the floor.

Other items which may be considered at the October meeting include: Splitting the Secretary and Treasurer's jobs (by-laws change) and a bump-up in gas money for Becky, our turf care lady.

Our club has been active with participation in several outside activities. On September 9, about 10 members visited the Washington R/C Flyers for their open house. Good flying and a good time was had by all. The Pekin and Bloomington clubs had members in attendance also. On Thursday evening 9/13/2007 several of us did a show and tell with the local EAA (Experimental Aircraft Association) chapter. All kinds of R/C flying things were demonstrated and discussed. We have not as yet seen any converts to R/C, as R/C is more expensive than full scale flying, I think.

Recently, Wes Miller stopped by the field and reported that a couple of guys were flying powered parachutes at Three Sisters Park. Obviously radio interference is a concern. Everyone had a different idea regarding how this should be handled. I made a call to the AMA and visited with Joyce Hager. From a legal standpoint, there is little that can be done. There is a mechanism in place to coordinate frequencies with two nearby clubs, but nothing prevents a non AMA member from just firing up a transmitter. Generally it is recommend that two clubs not be closer the 3 miles. Joyce indicated that with testing at the AMA site they could not induce interference problems when flying more than two miles apart. It is very unlikely that someone flying at Three Sisters would cause us a problem. The straight-line distance is 1.9 miles from our field to Three Sisters Park. Wes handled the situation properly by politely informing the flyers of our nearby field and the possibility of causing damage, injury or loss of an airplane. He also encouraged the flyers to join our club. Interference from to these flyers from transmitters at our field would probably not cause these flyers a serious problem.

Our field is two miles from the Mossville Grade School. Occasionally people fly at the Mossville school. Two actions can help minimize interference problems. Use a frequency checker before flight or consider upgrading your equipment to the new 2.4 GHz technology where interference from other transmitters is not possible and frequency control is a non issue. The season is short and the shadows are long. Happy flying and happy building.

Terry Beachler



Pictured is George Knight about to fire-up his Staudacher. A little bit of tape here and there and the plane is as good as new???

News Flash: Jim Fassino and Bob Wilson suspect foul play in a recent poisoning attempt at the Saturday breakfast venue. Both were laid low after consuming scrambled eggs of suspect origin. An immediate investigation ruled out jealous club members but the tattooed waitress who Jim and Bob forgot to tip the previous week is still a person of interest. As a precaution, the breakfast venue has been moved to Bob Evans where club members do not already have a reputation for being loud, demanding and full of gas.

Editorial

I made a recent trip to my local hobby shop and I was a little bit disappointed that they did not immediately have on hand the one item I intended to purchase. The clerk at the counter told me the store would be pleased to match advertised pricing from other large mail order establishments. My

(Editorial Continued)

past order history has been about 50% to local hobby shops and 50% to mail order enticements. During my drive home, I came to the realization that I was probably one of the reasons the store did not have the product I intended to purchase. My logic goes something like this: (1) If the store will match mail order prices, I should purchase 100% of my hobby supplies from the store (2) The store gives me a 10% discount for being a club member (3) I get free shipping when I purchase from a local hobby shop (4) If all club members purchased their RC equipment from local business owners, local owners would be more profitable and could keep larger inventories of the items I often need. Tower will give me free shipping but I must spend \$150 for that privilege and pay a \$24-a-year fee to be called a member. (5) The 10% discount given to me by local businesses will more than cover the sales tax that I am also required to pay for orders from the two largest Illinois-based mail order hobby retailers.

I am a changed person. No more will I order anything by mail. I plan to support our local hobby establishments so they can afford to keep in inventory the items I expect them to have the next time my plane doesn't do what I expect it to do (land without damage). Sadly, Hobby Town decided to close their doors this past week. Each loss of a hobby shop is a loss to us all. I feel partly to blame in this matter. I hope many of you will join with me in providing renewed support to our local hobby business enterprises.

Roger Stegall

News Flash: Details are sketchy but it appears that a member's airplane was brutally attacked by a hungry dog seeking a new chew-toy. The "Contender", owned by "Gorgeous" George Knight reportedly suffered some lunch-time damage. There has been some talk of canine euthanization, but nothing has materialized since the services of Michael Vick have temporarily become unavailable. There is some good news, however. While repairing "Fidos" munch-marks, major stress cracks were discovered. These cracks undoubtedly resulted from many of the "Mega-G" recoveries performed by pilot Knight. It's estimated that during these maneuvers, this 8-pound Contender reached the equivalent weight of a small dump truck full of Cheetos.



Steve Blessin prepares to fly his new Sig Kadet Senior. The plane sports an 80-inch wingspan, 1180 square inches and a flying weight of only 6.5 pounds. This airframe probably has less of a wing loading than Steve's Rascal – should be a real floater. The transparent covering shows the secret to lightness – use lots of air. – Terry Beachler Photo

News Flash: KNIGHT MAKES CLUB HISTORY

"Gorgeous" George Knight made PRCM history on Wednesday (8/5/07) evening by consecutively crashing three airplanes. First to test the soil composition was George's Top Flite Contender. Cause: Engine flame-out and dead-stick "landing" with minor damage. The second plane to suffer deceleration trauma was George's Staudacher. Cause: Engine flame out and dead-stick "landing" with minor damage to plane and the pilot's ego. The tri-fecta was completed that evening when George's 4 Star-40 decided to re-kit itself into a 2 Star-40. Cause: Pilot failed to change radio settings from his previous Staudacher bungled flight. Result...snap on takeoff, more than minor damage (glue, balsa, MonoKote and a radio setting change will be required before re-flight).

Next Club Meeting

October 2nd 7 PM

6PM – Dinner Optional

CUTTER

BAR&GRILL

LAKE OF THE WOODS PLAZA
12200 N. BRENTFIELD • DUNLAP, IL 61525
309.243.8888



A common sight this past season has been a flight-line full of planes on a Saturday or Sunday afternoon. You needed to be at the field early to reserve one of the benches built by Vern Holeman – Thanks Vern! -- Don Stedman photo

Dear Amelia,
I purchased one of those ARF planes only to realize that it was made in China. All of the recent news stories about lead paint and tainted dog foods has me spooked. Should I return the plane to my point of purchase or should I wear some kind of HAS-MAT suit during the building phase? I want to do the responsible thing.

Sincerely,
A friend of the environment

Dear Environmental Protector
If you really wanted to act like a responsible adult, you wouldn't be flying RC contraptions through the skies of Chilli. Surely, there must be better and more efficient ways to fritter away your time than participating in the endless cycle of building-flying-crashing and repairing. I'm hard pressed to think of another endeavor of mankind that is less productive and more irresponsible (excluding all governmental programs).

I think you can safely assemble your plane without special protective gear. Just don't go around licking the paint on your cowl, even though the yellow color tastes a bit like a burnt duck sprinkled with the left over residue from a Good Year tire. Almost all ARF planes are made in China these days because America got first choice. We chose to have Baseball, Hot Dogs, Apple Pie and Chevrolets and China chose everything else.

Sincerely,
Amelia Airhead

Dear Amelia,

I recently won a gift certificate for gasoline at one of our club's local contests. When I tried to use my certificate at another BP station, I was told that it was not valid. I was wondering if I should tell the person I received the gift card from about my problem? The prize was only \$25, so I could just not mention it, but I'm unsure concerning what is the proper etiquette in this situation. I know that you're 'hip' to good manners, so I'll trust your judgment.

Signed
A winner???

Dear **Almost** A Winner,
Had the gas card you received as a prize been able to secure for you the petrol you desired, you would have been a true winner. As it turns out, you, like everybody else, expended \$16-a-gallon fuel in a futile effort to win special recognition for your flying prowess. To expedite due compensation for your win, you might consider turning in that fake gas card to Officer Scott Jordan of the Peoria vice squad. He is known for using creative tactics in gas stations. There really is no official etiquette recognized at BP gas stations other than the first guy in the restroom gets the best choice of colors when making a vending-machine selection. If all else fails, ask the station attendant if you can exchange your "almost gas card" for some "almost car washes" or a truckload of used valve stems.

Sincerely
Amelia Airhead



Pictured is a showing of some of the planes and crowd that attended our 2007 Fly-In. The day progressed in the following manner: Rain—Sun—Rain—Sun—Rain. A good time was had by all who attended.

Dear Amelia,

I'm shocked that there is no obituary column in the newsletter. Should we not celebrate the demise of all great flying machines? Yet there is hardly any mention of the passing of these wonderful spirits, not even a mention of the number that have passes through the sky on their way to a better place. Is it too gruesome or too macabre that their numbers are not mentioned, or am I just a sadist looking for pleasure in others moments of grief?

Sincerely,
Grieving in Silence

Dear Griever,
I can understand the pain and empty feeling your members must suffer when one of their family of fliers bits-the-big-one and becomes a sod-pod. At the very least, there should be a visitation service where the crumpled remains of flying contraptions are set out for a public viewing. Trouble is, most of your membership who might show up for a final farewell would probably mercilessly heckle and deride the bereaved pilot for his stupidity. In humans, there exists a basic human need for closure. Such closure should include a minimum consumption of two beers before beginning construction of a surrogate flying contraption. A final problem your Editor must consider before writing an obituary is the "Lazarus Effect". More than once an RC craft has been pronounced DOA (Destroyed Over Alfalfa), only to be resurrected again to terrorize the skies and other pilots. A case in point is Don Stedman's Staudacher. If ever a plane should have been recycled into the very dust particles from which it originated - that is the plane. I was extremely astounded to discover that, on the third day (of September), the Staudacher flew again. It's true that one wing tip happens to be covered by more tape than is found in a double feature VCR cassette but the plane still makes noise and goes in the general direction where pointed. If you seek a more dignified closure to honor your fallen flying machines, I suggest you find a small plot on your new field where tail sections of planes can stick above the surface of the ground to time indefinite - or until the weed whacker reeks a final havoc on their once proud structures.

Sincerely,
Amelia Airhead
Owner of one really fine tail section



Bob Draper is about to take advantage of a beautiful sunny day with one of his many extremely aerobatic planes.

– Don Stedman photo

News Flash: Our club has added a new maneuver to its ever growing lexicon of aeronautical terms. The new maneuver is "Rudder Roll"...not to be confused with "barrel roll", "axial roll" or "hot buttered roll". Kerry Delvecchio is the purveyor of this difficult maneuver. To achieve perfection, the pilot must first have an airplane with blatant rudder-aileron coupling. That is, when hard rudder is applied, the airplane not only yaws, but it also rolls without aileron input!

Kerry's SkyBolt biplane met all of the qualifications and, in deed, performed this maneuver several times to the delight and adulation of the viewing public. Unfortunately, the SkyBolt's coupling anomaly also included a severe downward pitch that caused the airplane to complete the roll only several feet above terra-firma. On Sunday, Kerry miscalculated the minimum safe altitude and the ensuing "Rudder Roll" turned into a "Dorkasaurus Rex". The "Great Wilsoni Damage Index" puts this wreck at a "7+" (2-bagger). It is unknown, at this time, if Delvecchio will attempt a rebuild by adding 3 pounds of glue to the airframe.

Peoria R C Modelers

Minutes

September 4, 2007

President Terry Beachler called the meeting to order at 6:05 p.m. Members introduced themselves. The Minutes and Treasurer's report were approved as presented.

President Beachler reported that the new owners of the flying site, FSM Enterprises, would be willing to sign a lease for the 2008 flying season. The Experimental Aviation Association, local chapter, has invited our Club to talk about radio controlled aircraft at their September 13, 2007 meeting, at 7:00 p.m. at Mt. Hawley Airport. Chris Tate is the EAA contact. Those interested in participating should contact President Beachler. USA Embroidery has a limited number of flying club shirts available.

Under old business, the Club discussed the winter meeting locations given the closure of Leonardo's Pizza. Locations suggested include; The Pizza Factory, Firehouse Pizza, and Monical's Pizza, in Chillicothe. Jim Fassino was asked to inspect the locations and make a recommendation to President Terry Beachler. The location for the October meeting will be at The Cutter Bar & Grill in Lake Of The Woods.

Upcoming events include the Washington Open House, on Sunday, September 9th from 1:00 p.m. till dusk. Then, the Big Bird Rally in Pekin, on September 16th, 8:00 a.m. registration with a 9:00 a.m. flying.

Vice President Bob Wilson gave his report. He is working with other clubs including Washington and Bloomington on Pylon racing. He commented that our clubs fly-in provided members with a good time.

Kerry DelVecchio encouraged the pilots to remain behind the safety fence unless they are preparing to fly.

Kerry DelVecchio gave a report as Chair of the Nominating Committee indicating that President Beachler, Secretary/Treasurer Fassino and Safety Officer DelVecchio, are all willing to run for re-election to their current positions. Vice President Bob Wilson said that he would not be a candidate as he plans to spend considerable time working as Contest Director, for the 2008 season. When asked if members present would be interested in serving in any of the positions, Dan Ibrahim said he was interested in running for the Vice President's position.

President Beachler reported that he had proceeded with the Field Committee approved at our most recent meeting, with the members being, John Hoelscher, to Chair the group, Jim Fassino, Scott Ferguson, Jim Hogan, George Knight, with Terry Beachler serving as Peoria Park District contact. President Beachler reported that insurance is in place on the new field. We have yet to receive a copy of the lease. Club members discussed timing of improvements with fall weather approaching. A motion was made and seconded and passed that authorizes the Club officers to spend funds necessary to begin work on the new flying site in advance of the October membership meeting.

Roger Stegall suggested that the Club keep the option open for use of the current flying site for at least a portion of the 2008 season. President Beachler suggested that the Field Committee address that issue, as well.

Bob Wilson mentioned that breakfast, on Saturday morning at 7:00 A.M., is now held at the Bob Evans Restaurant on N. Allen Road, in the parking lot of Wal-Mart.

The meeting adjourned at 6:30 p.m. to Pylon racing. Those members present include: John Hoelscher, Scott Ferguson, Jim Hogan, Bob Wilson, Bob Draper, George Knight, Roger Stegall, Terry Beachler, Kerry DelVecchio, Roger Weber, Jerry Orrison, Dan Ibrahim, Steve Blessin, Steve Lewis and Jin Fassino.

Respectfully,

James C. Fassino, Secretary/Treasurer

Yank & Bank – By Bob Wilson

Long demeaned as an errant pilot with the world's ugliest takeoff, Don "Snappy" Stedman (AKA: "Studman", "The Donald") rose to the occasion and won the September PRCM time trials. He beat out such notables as:

John "River City" Hoelscher,
Dan "The Man" Ibrahim,
"Smokin" Jimmy Fassino,
Terry "The Flaming Terrance" Beachler,
Roger "Pod Man" Stegall, and
Bob "The Great Wilsoni".

This time trial was composed of two heats. The fastest time in either heat was counted as the final score.

The first round saw racing at its best. "The Great Wilsoni" started the competition and set the early standard of 2:16.42 with tight turns and controlled flying.

Flying a "Pulse XT" with O.S. 55 power, "Snappy" jumped into a strong 2nd place after the first round with a 2:18.31 time.

Dan "The Man" flew his "Voyager" well and jumped into 3rd place with a 2:20.95.

"Smokin" Jimmy had the only electric powered airplane and flew his "Fliton" into a strong 4th place with a 2:24.49.

"River City" Hoelcher had an extremely fast 4-Star 40 but lost time in the turns to capture 5th place with a 2:39.93.

"The Flaming Terrance" had his bilious green 4-Star 40 "balls to the wall" but only managed a distant 6th place...some of the judges actually dozed off during the 3:17.03 flight.

"Pod Man" Stegall blasted into the competition with his Ultimate Bipe, but suffered from a gas bubble and had to drop out of the competition when he DQ'd over the pilots line.

The second round saw faster times all around. "The Donald" demonstrated almost perfect turns and great speed to come up with 1st place. "Smokin" Jimmy found extra amperage and shaved 9 seconds of his first flight time for 3rd place. Dan "The Man" suffered from a sagging engine in the second round but his first round time put him in 4th place. "River City" cut an amazing 13 seconds of his first round time to wrap up 5th place. "The Flaming Terrance" tried mightily, but only managed to squeeze 1 second off his 1st heat time for a 3:16.01. Judges were popping "No-Dooze" during his flight. The gas bubble had not dissipated, and "Pod Man" elected not to fly the second heat.

Finally, facing the divinely inspired benchmark set by "Snappy", "The Great Wilsoni" tried to recapture the crown with his "Flaming Sword of Death" pattern plane. The airplane performed beautifully and the time was fast...but not fast enough. "The Great Wilsoni" lost first place by 1.77 seconds and moved into 2nd place. Wilson called foul, claiming that he couldn't beat "Snappy" and God both...but it was not to be. Don took the 1st place honors. No 1st place prize was awarded other than the right to be called The Grand Pu-Ba Of Speed and Snappy Turns.

Dear Amelia,

Casual observation has indicated that for one of our club members; has his "Cheese slipping off the cracker"! To protect his identity we will call him...uh...Throckmorton. Let me explain. Normally, Throckmorton does a fair to middling job of flying with a minimum of mishaps. He's certainly no Chip Hyde, but he usually manages his stable of airplanes fairly well. Lately, however, Throckmorton has been inundated by a series of unfortunate accidents. A no-brainer, high wing airplane suffered two humiliating ground accidents on subsequent takeoff attempts (it was never even airborne). Throckmorton's low wing aerobatic airplane tested the structural integrity of a field flight stand...and lost. The same, newly repaired, aerobatic airplane flippity-flopped its way into the alfalfa in a low speed stall two days later. Is this the beginning of a dark trend, or is Throckmorton suffering from a series of "Spaz-attacks" and should our friend and fellow member seek professional help?

Concerned for Throck

Dear Concerned,

I believe your "Throck" friend may be inattentive to his flying because of continuous mental flash-backs he suffers from having an overactive Buddy-Check schedule. The 25th of each month can be a real challenge to managing his priorities and attention span. Perhaps there is some symbolism for "twins" in that biplane he seems to fly quite often. This same guy continually misses flying opportunities because he has to haul a van full of women to some running event somewhere. My suggestion for you is to have a little extra sympathy for this guy because of the endless fantasies he must endure. Use that silly little airplane on a stick to help him focus on maneuvers he can do with his airplanes. If his eyes seem to glaze over during one of those "how to" demonstrations, you may have to attach a Twinkie to the end of that stick to keep his full attention. Throck's string of spaz attacks should quickly fade now that Channel 25 has ended their "Buddy-Check" reminders for another 3 weeks. If I'm wrong and your friend suffers from some other cyclic lapse of eye-hand coordination, it probably has something to do with the earth's gravitational pull and the way it causes this guy to lean during his landings.

Sincerely – Amelia Airhead

Tips & Trick from AMA Insider:

Clear Canopy Polish

Here is a good canopy polishing tip, use toothpaste on the canopy. Smear a liberal amount of toothpaste on the canopy and use toilet tissue to buff the canopy to a glossy finish that will not scratch at all. Then use alcohol cleaner to remove any residue left by the toothpaste. It works very well!

Dear Amelia,

I believe there is some kind of phenomena going on where our club has been targeted by "dark forces" of undetermined origin. It all started when the Saturday breakfast group was "booted" from our regular room after 2 years of interrupted breakfasts. Shortly there after, we learned that our restaurant for winter club meetings had gone out of business. Several weeks ago, our flying field was sold to a developer. Just this week I was surprised to discover that Hobby Town had locked their doors to all future business (and I had an order with them). I believe this strange alignment of undesirable circumstances threatens the very existence of remote control flying activities in central Illinois. What's a body to do? Should I simply give up and take up knitting or form a Six Sigma team to find the true root-cause of these problems.

Sincerely,
Seeking Professional Help

Dear Whiner,

First off – don't go taking up knitting because that hobby requires the simultaneous manipulation of two sticks and it appears that you are already overly challenged by that task. This alignment of seemingly unrelated negative circumstances is not too far different than the anguish I suffered this past week when my last 3 picks at Churchill Downs came in dead last. At least your flying machines don't dispense piles of poop the size of a flight box. That would really limit your fly-over privileges. Let's see -- you are now eating breakfast at a new and better place, your new field with the Peoria park district will be rent-free and the hobby shop that closed will give better business to the other existing hobby shops in the area. All the things you mentioned that were negative are actually improvements. I can't help you with that order you placed at Hobby Town, but the money you saved might be well invested on "Sloop Foot" in Saturday's 4th race at Santa Anita. That horse is faster than Terry's barf colored plane burning 50% nitro on the down-wind leg of a pylon race. At any rate – look on the positive side of things. Every cloud has a silver lining. The trick is to find the silver lining before you get struck by lightening. PS – Don't go pulling up your transmitter antenna in the middle of a rain-storm or you and your planes might really get permanently grounded.

Sincerely,
Amelia Airhead – Rumored to have been grounded multiple times the same evening