

Peoria R/C Modelers

Newsletter

January 2008

The President's Corner

Hi, Flyers!

Our banquet is just a few weeks away. We'll have an evening of fun. This is an excellent time to expose your wife or loved one to the kind of characters with whom you hang out. If you are a new member, this is an excellent opportunity to meet our club members. Be sure to send digital photos to terryb@beachlers.com or Don Stedman at W9DLS@Yahoo.com. Don has a slower Internet connection, so send larger files to Terryb... or burn them to a CD. All images will be treated as evidence!

Speaking of new members, Joe Lang has joined. Joe is a new pilot with a good amount of simulator time. He'll be seeking some dual instruction when the new season begins. We have not forgotten you, Joe.

We have several members listed as instructors, but we can always expand the list. If you would like to instruct new pilots, see Kerry DelVecchio or me.

Program ideas for our meetings are always welcome. Dan Ibrahim, our new V.P., is our program guy. I visited briefly with a gentleman who was a WWII bomber pilot and spent some time as a P.O.W. I asked that he speak at one of our meetings. He replied with a "yes." We'll arrange for one of upcoming indoor meetings. Stay tuned.

With the onset of winter, flying has normally ground to a



George Knight signals a "touchdown" was made with his Cessna pylon racer (Terry Beachler photo).

halt. This year is very different with our indoor flying. On Friday evenings we are seeing 15-18 flyers, flying everything electric imaginable. If you have not joined us, please stop by to fly or watch. With Cessna racing, near hits, mid-air, helis, aerobatics, blimps, net entanglements, ornithopters, and pilots of all skill levels, the fun is non-stop. We have no excuse for allowing flying skills to become rusty over the winter. If you want to get into electric flying, I would suggest that you visit with Jim Fassino. He will point you in the right direction with equipment which will get you up to speed, and also match your skill level. Unfortunately, I did not, so I'm in the rebuild/build mode.

The progress on our new field is paused at this time. The

Club Officers

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FLY R/C: Learn to fly for free!

Contact our instructor Dave Olson 688-6204

www.Peoriarcmodelers.com

AMA Club #313

(Continued from The President's Corner)

ground is ready for seeding while we wait for appropriate weather. As I write, it is in the 60s and grass could be sprouting. The lease for our old field/new owner is a work in progress and should be wrapped up at any time. Details for our entry road are not finalized at this time.

We are heading for a great year in 2008! See you Friday night or at the banquet.

Terry Beachler

Letter from a Frustrated Electric Flyer

As a teenager back in the 70s, I brought my stick-built, tissue-covered, 049 powered, 2 ch plane to a local field looking for help. I was greeted with rudeness, unkind words, and went home in tears (something like that sticks with you for many years).

Four years ago, as I accepted the emergence of electric power, I eventually converted every plane in the hangar to electric. (In those 30 years, I had become a proficient RC pilot all on my own).

Two and a half years ago (after relocating to a different part of the country and not knowing anyone), I approached a different club in my new area, and was having (what appeared to be) a great chat about my new town and RC stuff. The conversation became specific about what we each flew. The moment I mentioned "electric," the response was unkind. I felt like I was having a "flashback" and swore to myself never to go back.

I "had" always blamed the AMA for how I was perceived/treated. While reading some of the recent forums, I had an epiphany. All clubs are private, all clubs set their own rules, all clubs get to individually decide who they will and will not welcome. The AMA is powerless over this, so this call to arms is not against the AMA, it is against it's members and their clubs.

While I am not an AMA member, I cannot say these numbers are exact, but they were extrapolated from many posts, and I do believe them to be really close.

AMA membership is around 163,000.

About 100,000 AMA members are in clubs.

About 20-30% of these clubs are on leased public land.

In a January Power Point presentation, the AMA acknowledges there are about 2,000,000 non-members flying (with about 90% assumed to be electric flyers).

In an April e-mail to its membership, the AMA acknowledged a large segment of about 2,000,000 (light park fliers) pose substantially less risk (1/5 the risk) than their current membership due to reduced speeds and reduced weights of the typical park flyer. In 70 years the AMA has amassed 163,000 members, the

(Continued from electric flyer)

"Park Fliers" are at 2,000,000 in about 5 years, and that membership is growing expediently every year. In your own town, if you are having difficulty being accepted by the established RC flying community, use the AMA's own words to show they only represents 8% of the flying population. Ask your local elected club officials "why they would want to exclude 92% of the population". Bring the AMA's e-mail that shows 1/5 the liability risk associated with these planes. Bring the Material Safety Data Sheet (MSDS) for glow fuels and gas, and then compare that to the MSDS for a lipo. I am not suggesting we eliminate or reduce the importance of the AMA; in fact, my goal is for greater acceptance in this ever-deepening divide between electrics and more traditionally fueled flight vehicles.

I cannot deny what the AMA and it's members have done for this hobby, but change is coming; not accepting the change isn't going to make this problem go away.



Bob Draper and Glen Howard discuss indoor flying. These two probably have more flight time than the rest of our club combined.

(The article below is 1 of 145 responses to the preceding Letter From A Frustrated Electric Flyer)

I belong to 2 clubs. Club #1 has a restricted membership dictated by the landlord. Membership is limited to 35 members and there is a long waiting list. Every type R/C plane is flown at the field. On any given day electrics will outnumber fuel planes by a good margin. This has happened by choice of individual members. Club #2 is a bit larger with about 75 members. Two fields are maintained by this club, both on public land. AMA membership is required by all users of the facilities. This is stated in our users agreements with the governing authorities in both cases. The smaller of the two fields is designated "electric only." Most members fly both fuel and electric. No one is ever denied membership based on what he/she flies. Pay the club dues--have an active AMA membership and you're in. If you need flight instruction there are instructors available on Thursday and Sunday evenings at the large field. I do not doubt that some people have been poorly treated by some "elitists" in some clubs but I truly believe that they are the exception rather than the rule.

Editorial

Okay, another year is upon us. I look back upon 2007 as a true building year. I'm not talking about the same term you hear in reference to the Cubs or the Bears; but a true year of making progress. During the past 12 months, we increased air-time (actual flying time) by having more active members bring a plane/helicopter to the field and make some noise (belching, screaming and the passing of gas were noises excluded from this survey). We also increased our club membership and attendance at club meetings.

After several delays and much perseverance, PRCM was finally able to secure Peoria Park District land to be used as a permanent flying site. An ambitious and energetic team of club members took the leadership responsibility to turn a bean field into an area for everyone's future enjoyment. ALL Club members have assisted in this project by paying a special assessment to provide up-front cash for necessary expenses.

Friday Night Flying/Crashing has also become a source of laughter and club unity during winter months. More and more of our members have braved the confines of an indoor soccer field to test their skills of avoiding mid-air encounters and retrieving planes from netting high above the floor. We have made several contacts for potential new members and have enjoyed the company of flying with members from neighboring clubs. Saturday morning breakfasts have continued to grow, along with the waistlines of those attending. At the beginning of 2007, we were lucky to have 4 members at the same restaurant on a Saturday morning. Now, it's a common occurrence to require double the number of tables and double the refills for pots of coffee. The service hasn't been all that great but the company is worth the trip!

I don't have a crystal ball to know what 2008 will bring because the future is just that – something everybody can help to make happen. In large part, what happens concerning our club depends upon YOU. Personally, I shall work to make 2008 a year to remember, for good reasons. I hope you choose to do the same.

Roger Stegall

Year End Banquet

Date: Saturday, January 26, 2008

Time: 6 pm Social time, 7 pm Eats. Order from the menu

Location: T.G.I. Friday's, 5300 W War Memorial Dr across from the Shoppes @ Grand Prairie

Cost: Varies with the whims, desires, and consumption of the attendee(s)

Program: Be sure to send digital photos to terryb@beachlers.com or Don Stedman W9DLS@Yahoo.com. Don has a slower Internet connection, so send larger files to Terryb... or burn them to a CD.

Show-and-Tells are welcome!

If you would like to comment on our past year's activity or have something for the program, please feel free to jump in. Extemporaneous presentations are welcome! Call Terry by Jan. 22 at 579-2209 (leave message) or e-mail terryb@beachlers.com with number attending.



Steve Blessin and Jim Hogan are about to embark on an electric helicopter flight during a Friday evening flying session. There is a special indoor flying arena that is used exclusively for electric helicopters (smaller area than the space used for fixed wing electrics).

2008 Club Dues & Assessments

January 1 is dues/assessment time. Dues/assessments may be paid at the January 26th banquet or at the February 5th meeting. If not attending these events, mail to Jim Fassino, 11506 N. Bristol, Dunlap, IL 61525. Jim can also usually be found at Friday evening flying and Saturday morning breakfasts.

**** SAFETY WARNING ****

Corn Bears – By Bob Wilson

All members need to understand the extreme danger of entering the surrounding cornfields in search of downed airplanes. The species, *Ursus cornus*, common name “The American Corn Bear,” frequents all central Illinois cornfields and is especially abundant in the area around Chillicothe, Illinois. The Corn Bear is extremely intelligent and has been known to lay in wait at crash sites for unsuspecting modelers. In some cases the bear has repositioned aircraft debris to further catch the modeler off guard (See Photo 1).



Photo 1. Repositioned aircraft debris at Corn Bear attack site.

In all cases the Corn Bear attacks without warning and can inflict terrible damage to both the aircraft and the modeler (See Photo 2).



Photo 2. As a result of Corn Bear attack, a modeler hides his terribly disfigured face.

In all cases, modelers entering a cornfield should exercise extreme caution and always be accompanied by at least one other modeler (See Photo 3).



Photo 3. Modelers entering “Corn Bear country” should always do so with another modeler.

Even accompanied with another modeler, there are many documented cases where only one modeler has returned safely (See photo below).



Photo 4. Sweating from the ordeal, only one modeler returns from Corn Bear country.

In summary, the best protection is not to crash in Corn Bear country. If absolutely necessary, however, all safaris into the area should be with the accompaniment of other modelers. Be aggressive and yell “Corn Bear” if you see or are under attack by *Ursus cornus*. If under attack, protect yourself by hollering, “I found it!” Other modelers on the field, hoping to see aircraft remains, will immediately come to your aid.

With Sympathy -- Vern Mall's Final Log Out

WASHINGTON – Vernon Julian Mall, 73, of Washington, was born on April 12, 1934 and left this world on Tuesday, January 8, 2008. Vern was a member of the Washington RC flyers.

<p>Dear Amelia,</p> <p>See my attached letter to Santa. I write to you because the fat guy seems to have completely ignored my requests this season, and he didn't so much as leave me a replacement glow plug. What am I to do (see my letter below)??</p> <p>Dear Santa,</p> <p>I have been a pretty good guy this past year, and I have tried to play nice with all the other boys and girls who showed up at the flying field. Usually, I always use a muffler on my motors, and I even let other people sit in my lawn chair without so much as dumping my leftover soda pop down their backside. When other pilots are on the field retrieving a plane, I always make sure to keep at least a 10-foot clearance between them and my plane in the air. Most of the time I even take care to get the frequency pin for my transmitter. Although I always write club meeting dates on my calendar, those meetings inevitably seem to conflict with watching Vanna White on "Wheel OF Fortune." For Christmas this year I wanted a 12-channel 2.4 GHz radio, a DA 150 twin and a 40% Sukhoi. It's okay if the box of the plane is a little crumpled because I'm gonna throw that in the trash along with all the socks and ties other people gave me this year.</p> <p>Sincerely, Trying to be good</p>	<p>Dear Amelia</p> <p>During the normal flying season (outdoor flying when the temperature doesn't require three sets of underwear), I sometimes get miffed because the flight line and order of flight is disorganized. On any given pleasant sunny weekend afternoon, there are likely to be 8-10 guys who show up at the field at various times of the day. These "latecomers" unload their gear at about any position on the field. They assemble their hardware and then take to flight with little regard to those of us who have "squatter's rights" for already being established at the field. Even discounting this deviant behavior, the recognition of who flies next is confusing at best. I think there needs to be some kind of rotational system for flight time that takes into account the last time a person flew and how many pilots wish to fly. Very few guys carry a stopwatch and many get sidetracked by talking to others. I get to a point where I just want to scream but I don't want the Safety Officer to recognize I'm creating more than 90 decibels of noise and require me to communicate through a muffler.</p> <p>I come to the field to fly and that is what I expect to do.</p> <p>Sincerely, Running out of patience</p>
<p>Dear Mr. Almost Good,</p> <p>It appears you are missing the point of the season. You need to turn over a new leaf; or as RC-ers say it – you need to make sure your receiver's turned on. Keeping an effective muffler on that hunk of metal you call a motor is probably the single best thing you can do this next year if you still wish to have a flying field by the end of the season. And that frequency board you sometimes remember to use, should be as second nature as putting jelly on a peanutbutter sandwich (or at least until you get that new 2.4 GHz radio). I can't promise Santa will be more favorable to you next year but I can promise that if you will cooperate more with the other boys and girls at the field, you will better enjoy the experience and you probably won't get locked in the bathroom anymore (they really shouldn't do that to you). As for any socks you plan to throw in the dumper, save a pretty one for the flagpole at the new field. In case you're still fixated on Vanna, you should take note that she doesn't date guys who are living with their mother and still having problems with bed-wetting.</p> <p>Sincerely, Your source for dry beds and the hot-skinny on life. Amelia Airhead</p>	<p>Dear Mr. Out Of Patience,</p> <p>Don't get your undies in such a bundle. If you come to your flying field only to fly, you are definitely in a minority. I believe if you surveyed other club members, you would discover that the vast majority of these flyers come to the field to socialize, have fun and fly in the process. Your club is simply a collection of like-minded individuals who enjoy the experience of directing a flying machine through the sky in a display of skill, daring and self-confidence. They learn the ability to safely complete a stall turn, roll or hovering maneuver, and then they can compare their experience with others who have mastered these same techniques.</p> <p>Flying at your club field is supposed to be a fun and enjoyable experience. If you go there and don't experience those same characteristics, you are doing something wrong. Determining who flies next is probably low on the priority of most members who are sitting in a lawn chair or tinkering with a motor. Your club doesn't need some kind of numbered ticket system to determine who flies next. That's a good system for a busy customer service counter but not a flying club. If you don't want to continually be treated like a number, start acting like a friend. If you want to fly more than the others, just do it and they will not be offended or upset.</p>
<p style="text-align: center;"><u>Next Club Meeting</u></p> <p>Tuesday, February 5th 6 PM dinner (optional) – Meeting at 7 PM Peoria Pizza Works 3921 N. Prospect (just north of War Memorial) * Guests are Always Welcome</p>	<p>Sincerely, Amelia Airhead – Always Ready to Take Flight</p>



Product Review

Name: Great Planes Sukhoi SU-31 3D ARF
Street Price: \$399.99
Wingspan: 77 in (1950mm)
Wing Area: 1155 sq in (74.5 sq dm)
Length: 70 in (1780mm) with spinner
Flying Weight (advertised): 13-15 lb (5900-6800 g)
Flying Weight: (actual) 12 pounds 11 ounces
Engine: 2-stroke 1.6-1.8 or 4-stroke 1.8-2.1 glow
43cc gasoline engine or 63-62-250 out-runner brushless
Engine Used : OS 1.60 FX 2-stroke

Flight Report



Well, what a pleasant surprise! I had a good feeling about this plane when I was putting it together, and boy, did it live up to my hopes. First off, I try not to pre-judge a plane by its weight, but rarely does an ARF come out LESS than the advertised minimum. This one did, and by 5 ounces. The lower advertised weight is 13 pounds, and mine came out at 12 pounds 11 ounces which for the OS 1.60FX is nothing. The engine throws the plane around like a rag doll. Vertical is just ridiculous, and pullout from a hover is just great. All I could ask. I have not had much calm air to fly in, but the gusty winds have been a really good testament to the stability of the plane at the recommended CG. I found that the plane tracks very well and handles pretty crisp and clean for a plane of this size. I did find that the rudder is incredibly responsive with the twin 9350s driving, and I ended up reducing the high rate rudder throw by about 10 degrees after the first couple of flights. The plane snaps well from inverted, upright and from knife-edge and is easy to stop provided that you don't overdo the rudder. A light touch on the rudder is all it takes to get the plane to snap properly. 3D is just fine with this plane; it seemed to settle in nicely to a harrier and is easy to hover. Inverted and upright spins are magnificent; they really are. I love the way this plane winds into a blender. Rolling maneuvers are going to be as good as the pilot is capable of executing them. The plane rolls very axially, and the high rate ailerons are just right for rolling harriers and can still control a torque roll. Overall, I would give the plane a B+ for 3D and an A- for IMAC type flying. It pretty much does about all you could possibly ask for a plane of this size with a 2-stroke glow engine.



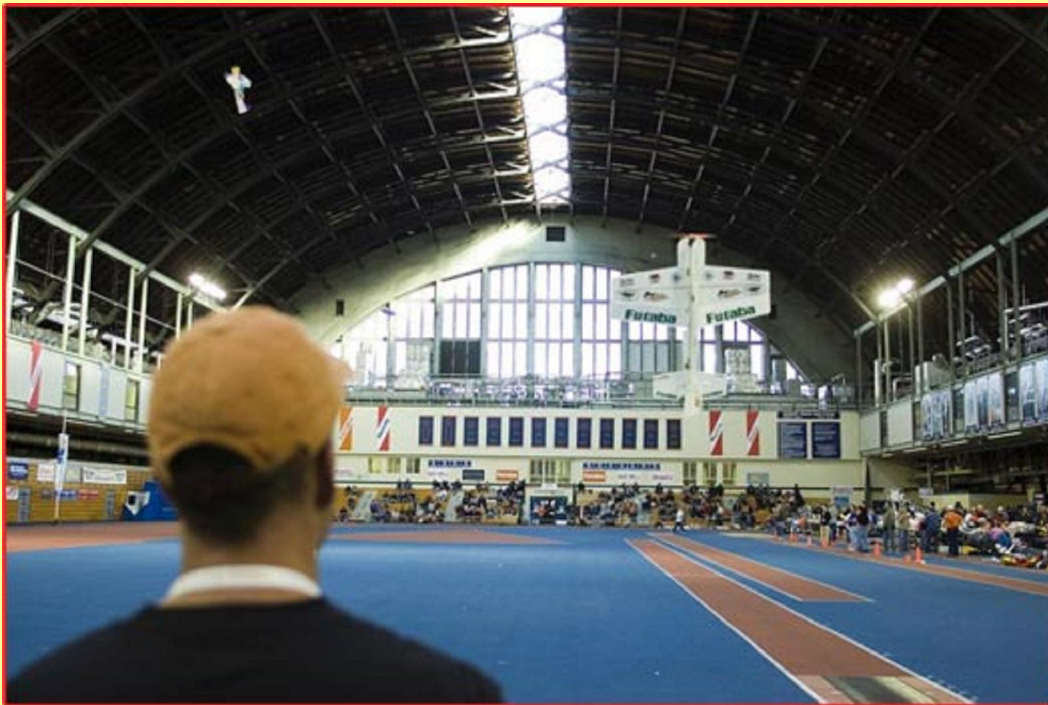
**** Several PRCM members are planning to attend E-FEST this year. Contact Terry Beachler or Jim Fassino for information. I believe a large group will be driving to Champaign Saturday morning 2/9/08.**

February 9 & 10, 2008 • Champaign, Illinois

Great Planes extends our sincere appreciation to everyone who helped to make E-Fest 2007 a success. Thank you to the many skilled fliers who participated; to the volunteers who kept events running smoothly; to the University of Illinois for providing an outstanding location; and to the flight enthusiasts of all ages who came to enjoy and support this unique showcase of radio-control model piloting talent. On behalf of the E-Fest 2007 sponsors, we hope you enjoyed the festival and look forward to seeing you again in 2008!

If you're not able to attend the event, be sure to visit RCGroups.com for live Internet coverage.

PILOTS WILL NOT BE ALLOWED TO SET UP UNTIL FRIDAY 2/8 AT 5 PM



Contact Info: Frank Noll at fnoll@hobbico.com or Carol Pesch at cpesch@hobbico.com



Below is a 2-page tri-fold brochure developed by Terry Beachler to highlight our club's many features

Peoria R/C Modelers 2008 Membership Application

Name: _____

Address _____

City _____

State _____ ZIP _____

AMA # _____

Phone:

Home _____

Work _____

Cell _____

E-mail:

H _____

W _____

Please bring this application to a meeting or send to:

Jim Fassino, Treasurer

11506 N. Bristol

Dunlap IL 61525

Field Location

Old Field

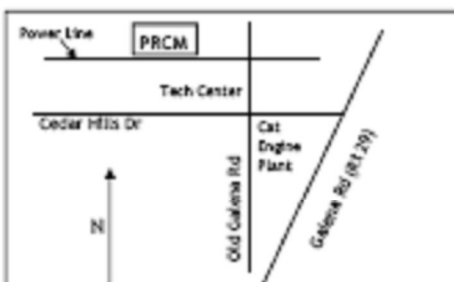
Our old field is located just west of Chillicothe IL on Truitt Road across from Galena Road Gravel. From Peoria take route 29 north almost through Chillicothe and turn left (west) on Truitt Road. Visitors are always welcome.

New Field

In mid 2008 we will move to our new flying site located at 14501 N Old Galena Road, just north of the Caterpillar Technical Center. From the intersection of old Galena Road and Cedar Hills Drive, go one mile north and turn left (west) under the power lines. The field is about 1/4 mile on your right. See map below.

Our flying site is a Peoria park District property, donated to PDD by the Forest Park Foundation.

GPS coordinates: N40 51.844' W 89 33.788'



Peoria

R/C

Modelers

2008 Membership
& Club Information

AMA Chapter 313

www.peoriarcmodelers.com

Peoria R/C Modelers

The Peoria R/C Modelers is an Academy of Model Aeronautics sanctioned radio control model flyers club. We fly almost every evening throughout the summer weather permitting. Members are flying many types of model aircraft including fixed wing, helicopters, and sailplanes. In addition, we conduct several annual events. Visitors are welcome any time we are flying. For information, please contact any of our officers.

2008 Officers

President: Terry Beachler

P: 309.579.2209 e-mail: terryb@beachlers.com

Vice President: Dan Ibrahim

P: 383.2047 e-mail: dan_ibrahim@msn.com

Secretary/Treasurer: Jim Fassino

11506 N. Bristol, Dunlap IL 61525

P: 309.243.8590 e-mail: fassino@insightbb.com

Newsletter Editor: Roger Stegall

P: 579.3023 e-mail: Rogerstegall@hotmail.com

Safety Coordinator: Kerry DelVecchio

P: 243-1436 e-mail: kerrydel@aol.com

Breakfast

On most Saturday mornings several members get together for breakfast and discuss R/C flying. See the newsletter or web site for location.

www.peoriarcmodelers.com

Training

For those new to the hobby, we suggest the use of one of several R/C flight simulator computer programs. You will be a proficient flyer sooner and reduce the risk of the loss of an airplane. Free flight instruction is a club benefit. Club and AMA rules and bylaws are followed at all times. Mufflers are required. Power flying can begin after 9 am.

Winter Indoor Flying

We offer indoor winter electric flying. Check our web site or see an officer for details.

Meetings First Tuesday Monthly

Guests are welcome. Club business is conducted followed by discussion and/or a program. Members are encouraged to bring new models for show and tell or for building and detailing suggestions from our group.

May-September

6:00 p.m. at Field/Club grounds
(If Rain TBA)

October-April

Eat 6pm (optional) Meet 7:00pm
See the current newsletter
or web site for location

Newsletter

A monthly newsletter is published and distributed via email (preferred), our club web site, or by postal mail. Please inform us if you would like postal mail.

Club Dues/Assessment

\$100 (calendar year)

After June 30 \$75 (new members only)

After September 30 \$100

(new members only, includes following year)

Assessment for New Field

For calendar years 2008-2011, an annual assessment in the amount of \$100 will be made to finance the creation of and improvements to our new flying site. For 2008, a member may pay \$375 up front for the 4 year assessment. Total dues with assessment paid over 4 years are \$200 per year. Donations are also welcomed. Please contact any officer for details.

Academy of Model Aeronautics

AMA membership is required to fly at the club site. To become an AMA member, visit the AMA web site below or phone the AMA at (800)435-9262. Membership in the AMA includes insurance benefits and Model Aviation, an excellent R/C model aircraft magazine.

www.modelaircraft.org

Also visit www.mmsportaviator.com the official AMA web site for the new model pilot.