

Peoria R/C Modelers

Newsletter

April 2008

The President's Corner

Hi, Flyers!

What goes 72 mph and attracts a female state cop? Well, it's Uncle Bobby Wilson. Steve Blessin, Bob Wilson and I took our annual pilgrimage to Toledo for the annual Toledo Weak Signals show. I drove to the show, and Steve drove the first half on the return trip. Steve is a straight-laced, law-abiding citizen, and I have concerns about the use of our planet's resources (gasoline) in excessive amounts for the purpose of overcoming drag. As Steve and I were tooling along at about the speed limit, the Back Seat Coach just would not stop yammering. So we elected to allow him to drive the final leg of the trip. Somehow he miss-calculated on his metric/electric conversion and was pulled over by a rather nice looking female state cop. The stop cost Bobby \$75, greater than the cost to purchase a Thunder Tiger 40 for our pylon racing. Bob was further disappointed when even with his best efforts, the nice lady cop could not be cajoled into frisking him. This episode was icing on the cake for our Toledo trip. If you haven't been to Toledo, be sure to put it on your calendar. Maybe Amelia needs to do some counseling to break Bobby of his propensity to speed. By the way, if you do not know, Bobby has joined the ranks of electric flyers.

Field (old) work is pretty much under control. The landscape mat was removed, grass seed was applied in place of the mat, and the surface was rolled. The mower is ready for another season. Only a minimum amount of work at the field is needed to be in shape for the 2008 season. The field is in such good shape that it has been host to several spectacular crashes already this year.

For those of you on Comcast, be sure to update me with your new e-mail address. If you are receiving snail newsletters and have an email address, please let me know. The email version is in glorious color. It's last call for dues and assessments. Those not renewing and receiving snail mail will be dropped from the list. We have had



Bob Wilson, Terry Beachler and Steve Blessin are seen prior to the beginning of their contest to see who could acquire the most free literature from the Toledo Weak Signals show.

great results with renewals. For new field planning we assumed 28 members for the budget. Presently we are at 27 members, and at least one or two more have committed verbally. At our April meeting we had two guests who will join or are very interested.

Bob's pattern Workshop (4/26/2008) looks like it will be a hit for both locals and out-of-towners. Even if you are not interested in pattern flying, this will be a great opportunity to learn about a special interest area of our hobby and also improve your flying skills.

Four Star racing is packaged and ready. Visit the www.fourstarracingseries.com web site for current rules and information. The first race is May 10. The group is working on a mock-up race before 4/10 so that CD's and others can get a handle on the workings of a race. The date being considered is May 3...not final as of this writing. This is going to be big fun!

See ya'll flying or at one of our events.
Yer Prez

Club Officers

President & Asst. Editor	Terry Beachler	(309) 579-2209	Terryb@beachlers.com
Vice President	Dan Ibrahim	(309) 383-2047	Dan_Ibrahim@msn.com
Sec/Treas	Jim Fassino	(309) 243-8590	Jim.fassino@fbol.com
Safety Officer	Kerry DelVecchio	(309) 243-1436	Kerrydel@mchsi.com
Webmaster	Bob Wilson	(309) 219-4262	Wilsorc@gmail.com
Newsletter Editor	Roger Stegall	(309) 579-3023	Rogerstegall@hotmail.com

FLY R/C: Learn to fly for free!

Contact our instructor Dave Olson 688-6204

www.Peoriarcmodelers.com

AMA Club #313

Flyboy Advisor

By Dave Olson

I have a technique for putting a nice bead of cement around the edge of a canopy. I thought I would write this up while a recent canopy installation is fresh in my mind.

The necessary items are a completed fuselage, a canopy, some canopy cement, and lots of patience! The patience is involved twice during the process, once during the fitting of the canopy to the fuselage, and again during the actual attachment process.

When fitting the canopy to the fuselage, the first step is to cut away a lot of unused clear material. There is a nice canopy scissors with short, curved blades available, and I recommend it. After cutting away the excess, you can make a tight joint between the canopy and fuselage by sanding. Tape some 100-grit sandpaper to the fuselage, and slide the canopy across it. This calls for patience, but in an hour or two of delicate work you can get that canopy to fit nicely. Then pull the sandpaper from the fuselage, and check the fit.

Assuming the pilot and any cockpit details are in place and finished, it's time to attach the canopy. I quit using screws a long time ago, after seeing a couple of my planes crack right through the screw location. I recommend canopy cement, available at the local hobby shop. It comes from the bottle an opaque white, about the consistency of Elmer's white glue, but it is transparent when it cures.

A word about old canopy cement, it can gum up in the tip/applicator, and you should clean out the bottle tip before you use it. You should also see if the glue has a tough skin across the top of the liquid, and pick it off. (That will only happen if your cement has been unused for a couple years. I bought two bottles, way back when RC Workshop was down on South Adams, and the second one was skinned over when I got around to opening it. The remaining glue is fine.)

I like to tape the canopy in place with one long tape around the canopy and the fuselage. Additional tape can be used to close any gaps during the process, because I only put cement on an inch or two of seam at a time. When I'm satisfied that the canopy is in the right place, held by tape, and edges held down, I'll pick a location where about an inch or two of canopy is held tightly to the surface. Then I'll squeeze some canopy cement into the seam with the applicator tip of the bottle. Some will squeeze in between the canopy and the surface, and some will remain as excess on the surface.

That excess can be removed with a damp towel. I tear up a paper towel (I use Viva) and use about a 4- inch section with a few drops of water on it. Wipe it across the seam, and repeat with a fresh damp segment. It will remove everything

Next Club Meeting

Tuesday, May 6th at 6 PM at the Chillicothe field
Get there early, bring a plane and enjoy the fun!

*** Guests are Always Welcome**



Shown above is a Varney floatplane, which was entered into the Toledo, judging for scale. Bob Wilson reported the detail on many of the scale entries was unbelievable. (Bob Wilson photo)

(continued from the Flyboy Advisor)

on the surface, leaving only that cement that worked its way between the canopy and the fuselage. Dry off the water, and let sit overnight.

Okay, this is where the patience comes in again. Doing one or two inches of surface every night, it could take a week or more to get this canopy in place. I find it worthwhile, but some people might be in a bigger hurry. In that case, you could apply cement to all the exposed perimeter of the canopy, and not wash off as much extra cement. It will be transparent when cured, so it won't look too bad. Lately, I've been taking the extra time, and trying for minimum adhesive traces, using this procedure.

This isn't really a safety column, but I like to help new people learn to fly and part of the job is safety. Here's one for flyers who have advanced past the instruction period, and new flyers too: Don't let the plane get behind the pilot line.

The worst place for a plane to crash is anywhere behind the pilot line. Granted, it's no picnic when one crashes out on the field, but at least there are no people out on the field. If your plane never gets behind the pilot line (and that is particularly important during the takeoff) then it won't crash into people. Please pay particular attention to taking off on the runway and turning towards the field, away from the pits, away from the spectator area. A little practice will pay big dividends, there. And it will be greatly appreciated, by the Flyboy Advisor.



Extra 300 from Toledo Static Display

(Bob Wilson photo)

Editorial by Roger Stegall

There was a very interesting article on the MSN money page today. The title of the article was "How The U.S. Can Recover." Out of curiosity, I began to read this article by Jim Jubak, and he went on to say, "The U.S. must build its way out of debt." Jim was talking about building a better infrastructure, which would create jobs and improve the efficiency of the entire country. Probably, many of you are wondering how all this has anything to do with flying planes and terrorizing the birds on the western boundary of Chilli. About halfway through the article I realized what Jim was saying about the American economy also applied to our club. Although the article was about investing in roads, airports, trains and electricity, our club needs to focus on improving the infrastructure to be more effective. Ever notice how when it comes to getting things done, it's usually the same 8 to 10 people who end up to be the doers? I know there is a universally accepted phenomenon called the Pareto principle where 20% of the causes control 80% of the outcomes, but that's not a reason to stay on the sidelines while others are overburdened.

Let me site some examples. Club attendance at winter meetings usually varies from 8 to 10 members. Participation in providing pictures or articles or suggestions to the newsletter has been 7 people over the past 2 years. We have one official flight trainer; club officers have remained virtually the same because nobody else seems to be interested. Trouble is, all of the participation I have mentioned above are the same 8-10 people I mentioned in the first paragraph.

This is not all doom and gloom because there is a new day dawning for our club. Friday night fly-ins at the soccer complex have seen increased club participation and provided an ability to improve flying skills in the companionship of flyers from other clubs. We are about to embark on our first season of inter-club pylon racing. We have begun development of a beautiful new flying field that will require considerable sweat equity. April 26th will be the first central Illinois pattern clinic sponsored by our club. This clinic will begin at 9AM at the Pierce Community center in Chillicothe (free coffee and donuts provided). We will adjourn the clinic to the flying field for demonstrations about noontime (free grilled hamburgers, soda and chips provided).

If ever there was a time to support your club – THE TIME IS NOW! Even if you aren't all that interested in pattern flying, show up for the free food and great camaraderie. I changed my departure date from China to take an earlier flight so I could participate in this pattern workshop; surely, many of you can arrange your schedules to do likewise!

Formula 4-Start Race Dates **2008 Race Dates:**

May 10, Bloomington
June 21, Washington
July 19, Peoria PRCM
August 9, Pekin



Lots of red wings are found on this Fokker DR1 scale model from Toledo. Surprisingly, nobody from our club has yet tackled a large WWI project – something to consider. (Bob Wilson photo)

The Top 10 Questions Flyers Hate To Be Asked

10. Did you mean to do that?
9. How far in the ground do you think that thing buried?
8. Was that radio interference or are you a spaz?
7. Who taught you to fly – Ray Charles?
6. Is that what they call a one-point landing?
5. Will that fit in one bag or two?
4. Isn't that in more pieces now than the original kit?
3. Did the wheels survive?
2. Shouldn't the wing stay attached during flight?
1. Did Red Green build that plane for ya?

The Great Toledo Adventure

by Bob Wilson

After much anticipation, the day had finally arrived. The Toledo trip! The Mecca of model airplane shows. I was making this annual sojourn with two other buddies, club members and flying mates,

Terry "The Flamer" Beachler
"Stevie Wonder" Blessin

This is a trip that I have undertaken for several years. I was at Toledo in 1985 when they held the show for the last time in the old basketball stadium. Now it's at the Sea Gate Center and is still crowded. It's always amazing to see. You often wonder how one hobby can generate so many diverse people and interests.

The three of us didn't leave until noon on Friday because Stevey had to purge himself of some corporate responsibilities. We met at Terry's house ("Cooterville") and took his wife Barbara's van. Normally we drive to Toledo in Terry's gas efficient Chevy Aveo, but the addition of Stevey to our party changed the dynamics. Known far and wide for Steve's unbridled toy-spending tendencies, we figured the Aveo wouldn't have enough cubic footage to accommodate all of Stevey's purchases. Finally, with much fanfare, Blessin arrived in his new Hummer. We had initially considered

(Continued Toledo adventure)

taking his machine but decided that 14 gallons/mile was not acceptable in helping to reduce greenhouse gases.

The trip to Toledo was uneventful and somewhat boring. Terry is not an aggressive driver. He scrupulously obeys all speed limits and dodgers in the right lane like Grandma Moses. Even on the 1-80 stretch between Joliet and Gary, Indiana where the average speed is around 80 mph, Terry putts along. Semis passed us like we were standing still. Even garbage trucks made us look bad. I squirmed in the back seat and made disparaging remarks...all to no avail. Our arrival in Toledo would be delayed by "Terminal Slowness."

Another quirk of our assigned driver is his propensity to listen to talk radio...constantly and at an elevated volume. Even between cities where static overcomes the main signal, we were forced to listen. Having been a Terry passenger many times before, I claimed the back seat and brought my official Caterpillar sound suppression earmuffs!

After we checked in at our motel, we quickly adjourned to "Frickers," a local sports bar with good beer and occasionally, some buxom bar maids. The place was extremely crowded, and we finally found a place at the bar. The beer was good, and although there wasn't a preponderance of "buxom bar maids," we became captivated by one young lady's ability to draw multiple beers from two widely separated taps. You had to be there...!

Up at 6am we ate breakfast at the local "Waffle House" (Blessin's favorite). We made the short drive to downtown, parked and walked across the street to the Sea Gate Convention Center.

Once there, we purchased our tickets and then made a preliminary run through the upstairs "swap shop." I made a call to John Konnecker (NSRCA District 5 VP), and we met in the lounge area to discuss the upcoming Pattern Workshop. While there, we were joined by "Smokin Jimmy" Fassino who had driven to Toledo a day earlier.

The show itself hasn't changed much over the years, but there were some notable exceptions. Obviously with the increased interest in electrics, they now comprise a bigger part of the Toledo show space. There seemed to be more good-looking babes hired to "man" the booths. Problem here is, I can't seem to remember what they were selling!

One thing that really got my eye was a new flight sim. program (can't remember the manufacturer) that was being demoed on a High Def television screen...talk about realistic! Also impressive, as ever, were the static displays of models.

Steve and I bought some fuel. The price was right at \$12/gal. About noon all three of us agreed that we had seen all we wanted to and started the long trip home. To my relief Steve offered to drive, and I had confidence that we would finally make some decent road time.

Boy, was I disappointed! Steve drove like Terry! The only redeeming feature was that Steve didn't listen to the radio.



Shown above is Bob Wilson's new Eclipse pattern aircraft. The airframe is made from composite materials and has a YS motor.

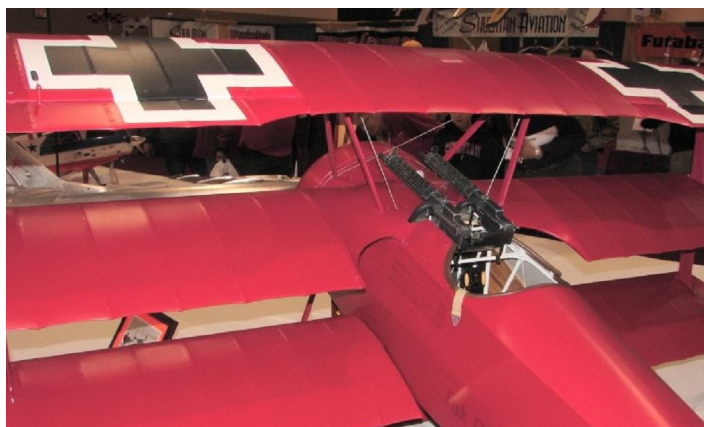
(Continued Toledo adventure)

Finally at the halfway point, we pulled over at a rest stop, and I offered to drive home. This was probably a good idea, because we were coming up to Gary, Indiana where even the broken down trucks do 85 mph. This free-for-all rat race continues on through Joliet and even on to I-55 for about 20 miles. With "Fireball" Bob driving, we negotiated this in good time. The rest of I-55 was uneventful, and as I turned onto Rt. 17, I only dropped my speed slightly.

Now, Rt. 17 is straight as an arrow for 50 miles with almost no traffic. Usually, I'm pretty good at watching the traffic ahead and slowing as soon as I see a suspicious vehicle (i.e. cop). Not this time. The pent-up frustration of driving with these two grandmas had completely unnerved me. Too late I saw the Marshall County Sheriff car coming at me. I slowed, but to no avail. As I looked in the rear-view, the squad car stopped and turned around. Now, the two grandmas really started in on me. "See...I told you"! "That's why I drive the speed limit!"

All in all, the lady cop was very pleasant (the hussy). I eventually left her presence \$75 lighter. Worst of all, I had to listen to endless verbal abuse which will probably continue unabated for the next couple years.

With that, the Toledo show came to an end.



Check out the scale detail of this Fokker, lots of work in there!

Dear Amelia,

A couple of friends accompanied me to the radio-controlled airplane show in Toledo, Ohio. Now, all of us are in pretty good shape financially and dropping a few bucks here or there isn't a big concern. The trip to Toledo included an over-night, so one of the friends offered to make arrangements with the local Motel 6. We will call him "Mr. T". Problem is, "Mr. T" is somewhat of a miser. That is...tight with his money. A real spend thrift. He shouldn't be this way, because he owns his own service station, and recently his profits have soared as he gouges customers with inflated gas prices to support his hobby needs.

I digress...that's another story.

Anyway, when we arrived at the Motel 6, only one room (with two beds) was reserved. When we asked "Mr. T" what the story was, he said, "Two of us can share one bed," and he looked directly at me. I thought I saw him wink, but I'm not sure. Now, I've known "Mr. T" for a few years and put up with all of his misgivings...and those are considerable...but I've never suspected that he harbored deep latent tendencies. We ended up getting two rooms, and I shared mine (with two beds) with "Mr. T". I can tell you that nothing happened, but I did sleep pressed up against the wall with one eye open. I ask you Amelia, is this a sign that "Mr. T" may be a little light in his slippers or just another example of his money grubbing tendencies?

Signed,
Lacking Sleep

Dear Sleepyhead,

In case you haven't noticed lately, the economy is swirling around in the toilet with a hope and a prayer that the Federal Reserve Board doesn't hit the flush handle. The weakness in the housing market has migrated into mainstream America to the extent that most people are cutting back on everything except the air they breathe. Your Mr. T. is obviously a step or two ahead of other club members who continue to squander their discretionary spending on contraptions that zoom through the atmosphere until Murphy's Law relegates them to itty-bitty pieces to be scattered about a cornfield.

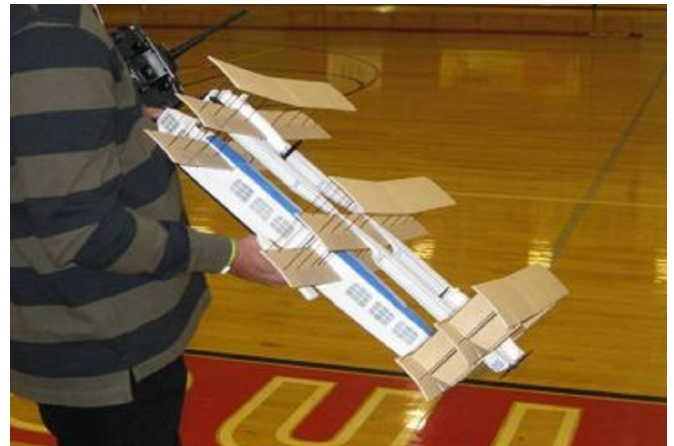
It's great that you and others in your club of want-to-be-grown-ups have money to fritter away on all manner of childish pursuits, but don't go criticizing others who choose to save a dollar rather than to spend it. Even if Mr. T over charges for the petrol you have to pump yourself, or takes advantage of little old ladies who think a lube job is some kind of perverted act, he does have the right focus. "A penny saved is a penny earned." Or put in a vernacular you're more likely to understand; "A plane not built, is a plane not destroyed." I suggest that once each week you break out of your willy-nilly habit of visiting the hobby shop and put the money you would normally spend into a more Frugal Undertaking. Yes, if you can learn to support more FU activities, perhaps others will begin to recognize you for your FU achievements.

Everything you have told me about this Mr. T fellow makes me think that his money grubbing tendencies (as you have called them) are more important to him than the value you place on personal space in a hotel room. This isn't a question of his manhood but more a personal choice he has made to conserve resources while

(Amelia continued)

continuing to complain about how the ethanol lobby has hoodwinked the American public into supporting that boondoggle. Whether you agree with Mr. T's FU tactics or not, it's important to keep a little spare cash 'at the ready' for those unexpected expenses and speeding tickets. If you're going to be flying low in your vehicle – don't use Rt. #17, because the constabulary won't give a senior citizen discount.

Sincerely,
Amelia Airhead – who has shared beds in many hotels across the country



What has 9 wings, 7 motors and flies indoors? Jim Fassino reported that this plane flew very well at the Toledo, Ohio Indoor flying site. (Jim Fassino photo)

4-Start Racing Series – Information

The Formula Four-Star Racing Series is a pylon racing competition using a Sig Four-Star .40 (ARF or kit) airframe powered by a Thunder Tiger .40 Pro Engine. The objective is to create a fun racing series using simple, approachable equipment at a performance level that invites competitors of various skill levels. This is considered an "entry level" pylon competition. Competing in this program will improve the flying skills of all who participate, while providing camaraderie in a low-stress racing environment.

Shown to the right is a Typical Sig 4-Star 40 plane ready for racing. No deviations to the airframe are allowed. The maximum number of planes that will be allowed to race in any given heat will be limited to four aircraft.



The following is a brief list of specifications:

Motor – Thunder Tiger .40 Pro (no modifications)

Wheels – 2.75" (no speed wheels allowed)

Propeller – APC 9 X 6 with no modifications (balance OK)

Spinner – Plastic or aluminum 2"

Fuel – Supplied by the host club (15% Nitro-Methane)

Weight – Dry weight 4.75 pounds (minimum)

4-Star 40 Race Scoring

Individual Scoring

1. The winner of each heat race will receive 4 points, 2nd place will receive 3 points, 3rd place will receive 2 points and 4th place will receive 1 point.
2. One cut will subtract 2 points from the competitors score. Two cuts will disqualify the flyer for that heat (only), and he will receive 0 points.
3. After 5 rounds of competition have been completed, each pilot's score will be totaled. The pilot with the highest cumulative score will win the contest.
4. Ties will be determined by either a fly off or by fastest heat time recorded during the event. This will be at the Course boss' discretion.

Club Scoring

1. Each club member will contribute his score to the club total.
2. The club with the most points in a contest will win the "Fastest Club" distinction for that contest.
3. At the end of the year, the club with the highest point total will win the "Bragging Rights" to become recognized as the fastest pylon club.

Peoria RC Modelers Minutes April 1, 2008

President Beachler called the meeting to order at 7:00 p.m. The minutes of the March 4, 2008 meeting were approved. The Treasurer's report was discussed, with several questions answered. The Treasurer's report was approved.

President Beachler asked members to suggest locations for the Club to meet in the fall. President Beachler commented about the upcoming Toledo, Ohio event and invited members to consider attending. He reported that the mower was ready for field duty.

Upcoming events include a WWI event at Pekin on June 28th and a pattern class scheduled for April 26th. There was discussion by the Safety Officer and Field Committee. It was announced that Bob Wilson is the new Web Master.

Under unfinished business the Club was reminded that on April 19th and 20th we will have a booth with the Washington Club at the Air Show at the Greater Peoria Airport, and on April 19th from 4:30 to 6:00 p.m., there will be outdoor flying at the Civic Center.

After discussion, a motion was made to approve purchasing an 8 ft. by 3 ft. banner at a cost of approximately \$225.00. The motion was made by George Knight, and seconded by John Hoelscher and approved unanimously.

The meeting adjourned at 7:20 p.m. for Show and Tell. A presentation was made by T. J. Klise to explain Four Star Forty Racing. Members in attendance included Jim Fassino, Kerry DelVecchio, John Hoelscher, Roger Weber, Bob Wilson, Stephen Blessin, Don Stedman, George Knight, Ron Scott, Bryan Chumbley, and Terry Beachler. Guest, Jon Deway.

How to Make an Aircraft Stand For Less Than \$8 (From AMA Inside)

I'm sure everyone has seen the blue foam aircraft stands at flying fields on occasion. To me, they looked pretty good and obviously did the job. I figured they were pretty inexpensive as they are just three pieces of molded foam. Off to the hobby shop to get one, there on the shelf was my prize of molded blue foam. I check the price and whammo—\$30 for some foam!

I figured \$10, maybe \$15. But clearly I was a victim of sticker shock. There I was deciding if the convenience was worth the money or if I should come up with something myself. Maybe it was the cheapskate in me or the thought that I could do it better, but I put the foam one back. Here is my design: total cost less than \$8.



Parts:

- One 5-foot and 3/4-inch Schedule 40 plastic pipe
- Two 3/4-inch plastic crosses
- Four 45° plastic elbows
- One package 3/4- or 1-inch foam pipe insulation
- One bottle plastic-pipe glue
- Four 2-inch wood or sheet metal screws

Start by cutting the pipe to dimensions out-lined below:

- Eight 5.5-inch sections
- One 4.5-inch section
- One 21.25-inch section
- Cut the 4.5-inch piece in half length wise

Drill a 1-inch hole in the center of each plastic cross. Do not drill all the way through; just through one side. Enlarge the hole a little by wallowing the drill bit. Test fit a section of the pipe to ensure a snug fit. If the fit is too tight it will crack the cross. Your part should look like the picture below

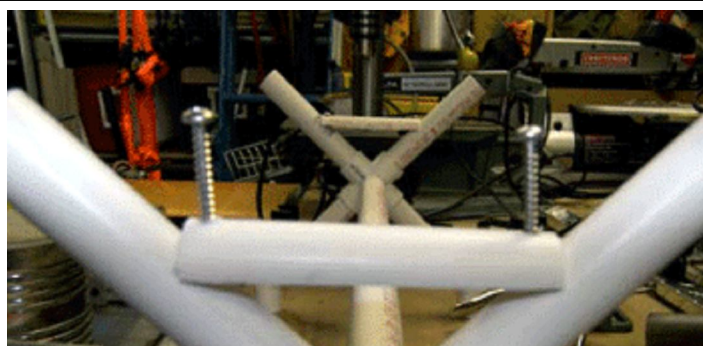


Time to start building.

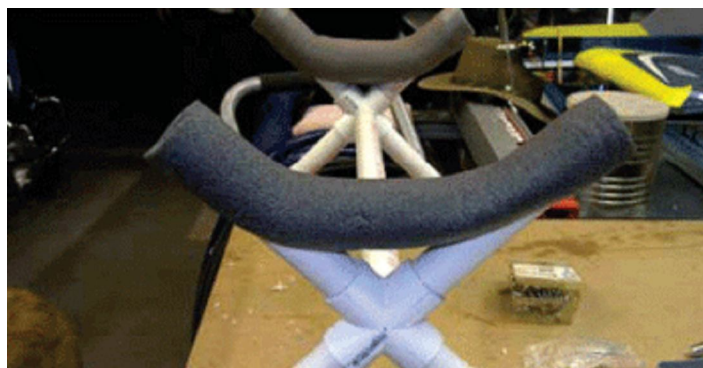
Glue the 5.5-inch pipe sections into the bottom two points of the plastic crosses. Then glue the 45° elbows to the bottom of the pipe sections to make the feet. Make sure the elbows are straight and flat to each other. Then glue the remaining 5.5-inch sections to the remaining two holes in the plastic crosses. Do not use the hole that you drilled in the previous steps. Make two of these.



Take the 21.25" pipe and insert it into the hole that you drilled. Take the 4.5-inch sections of pipe and center them into the top of the crosses. Drill a hole on each side to fit your screws and screw them into place. Do not tighten too much; snug is just right.



Add foam pipe insulation to stand – And you're DONE!



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

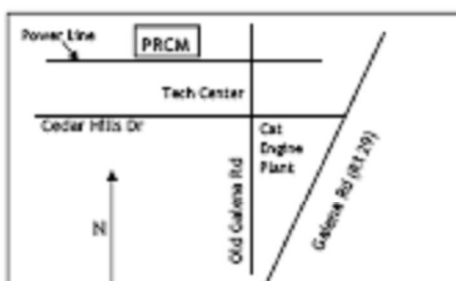
Our old field is located just west of Chillicothe IL on Truitt Road across from Galena Road Gravel. From Peoria take route 29 north almost through Chillicothe and turn left (west) on Truitt Road. Visitors are always welcome.

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 DeVeocho

P: 243-1436 e-mail: kerryd@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.massportaviator.com the official AMA web site for the new model pilot.