

PEORIA RC MODELERS NEWSLETTER

SEPTEMBER 2008



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CLUB PARTICULARS

AMA Charter No. 331
Website: Peoriarcmodelers.com

Flying filed location: On Truitt Rd., ½ mile west of
Chillicothe, IL, across from Galena Gravel.

Flying hours: Monday thru Saturday, 9am until dark,
Sunday 10am until dark.

All members must belong to the Academy of Model
Aeronautics (AMA).

We are committed to having fun and the safe operation of
model aircraft.

The Peoria RC Modelers is an equal opportunity, not-for-
profit organization and welcomes any new members.

FLIGHT INSTRUCTION

The Peoria RC Modelers offers flight instruction as a free
service to members. However, flight students are urged to
supply their own aircraft, radio and support equipment.

Students should also coordinate training schedules with the
instructor of choice listed below. A club trainer airplane is
available for special situations.

Glow, gas & electric fixed wing

Dave Olson, (309) 688-6204, dmolson@ameritech.net

Glow, gas, electric fixed wing & helicopter

Jim Fassino, (309) 243-8590, jfassino@comcast.net

Glow & gas fixed wing

Bob Wilson, (309) 219-4262, wilsorc@gmail.com

Soaring

Roger Stegall, (309) 579-3023, rogerstegall@hotmail.com

UPCOMING CLUB FUNCTIONS

"Liars & Flyers" Breakfast

Saturday Mornings. Bob Evans restaurant on Allen Rd.

Club Meeting

September 2. Meeting at the field at 6pm.

Fox Valley Pattern Meet

September 6 & 7. St Charles Illinois. (See attachment).

Pekin Big Bird

Sunday, September 21. (See attachment).

SIRS Swap Meet & 4-Star Banquet

September 28. The Bloomington SIRS RC Club is hosting a
Swap Shop and 4-Star Racing Banquet. (See attachment)

PHOTO OF THE MONTH



The "Green Weenie's" Swan Song

"HOT SCOOBIES"

Editor: Bob Wilson

No doubt you are enjoying the "Photo of the Month" shown
above. This photo was taken just after Terry Beachler's 4-Star 40
suffered a debilitating control rod separation during the 4-Star

Racing at Pekin, Illinois. This 4-Star 40, with the moniker “The Green Weenie”, did not go easily. Instead, it wandered around the sky, aimlessly turning left and right, pitching up and down until at the last moment it dropped its nose and powered into Terra Firma like a bilious lawn dart. Like most of Terry’s airplanes, this 4-Star 40 was unbelievably slow. Calling it a “racer” was an affront to everyone’s sensibilities. Even so, we are all sad to see it go. It was the butt of many a good joke and its perpetual slowness always kept us amused.

In a conversation at the field the other night, Scott “Sarge” Mohr indicated that he would like to organize an International Miniture Aircraft Association (IMAA) meet next year. IMAA requires 80-inch minimum wingspans on monoplanes and 60-inch minimum wingspans on bipes. I know that “Goat” Hogan is a member of the IMAA and I’m sure that other members would like to participate as well. Drop Scott an email, sgtscott@team-mad.com, if you are interested and would like to help out.



JON DEWEY

Jon “Dew-Dew” Dewey (Yes, that’s John without an “h”) a newcomer to the Peoria RC Modelers, has soloed. Amazingly,



Jon did it after only 5 days of instruction. This is a real testament to the advantages of using the flight simulator...and, of course, a great instructor!

Now, of course, he’s fair game, subject to ridicule from the OSPEC (On Site Pilot Evaluation Committee)...better known as the “Peanut Gallery”.

TO BE POSTED AT THE NEW FIELD



SEARCH & RESCUE

Scott “Soy Boy” Ferguson had his son Tyler on the trainer cord when the unthinkable happened...the plane disappeared into the beans on the south side of the runway! After an exhausting search the little yellow airplane was nowhere to be found. Both father and son were bummed beyond belief when the editor arrived at the field. Subsequent searches by other club members also came up short.

And then, two days later...to the rescue...”Smokin Jimmy” Fassino and his amazing flying camera airplane!

Fassino hooked up his equipment and took to the air. After checking the subdivision for open bathroom windows and sunbathing babes he concentrated on the search area. Sure enough, the downed airplane was spotted and allowed members Dewey and Chumbley to be vectored to the location. The mood at the Ferguson household has improved dramatically. Sad to say, however, the little yellow airplane broke its firewall and probably will not fly again.



Scott & “Smokin” Jim after infamous “Bean Save”.

WORLD TRAVELER

Steve “Stevey-Wonder” Blessin is back from China and some severe food poisoning that he contracted on the trip. It’s quite a story...ask him. He’s fine now and has been at the field with the large scale “Rascal” and the SIG Kadet. Unfortunately, the Kadet has gone to airplane heaven (see the “Rest In Pieces” column).

BOAT ANCHOR

At first, the Chinese gasoline engine that Kerry “Crash” Delvecchio bought from the club’s resident rug merchant looked like a real deal...but...after months of fighting pesky problems the airplane engine is about to make the transition to boat anchor. However, it has left us with a remembrance of Kerry not soon forgotten.



AUCTION

Don Ernst, a great guy and former member of our club passed away last year and left a very large collection of RC and railroad equipment. His wife and son are having an auction and asked if we would pass this information along.

Sale conducted at VFW, 1729 N. Santa Fe, Chillicothe, IL. Sunday, September 7, 2008, 12:00 AM

MODEL PLANES, TRAINS, MISCELLANEOUS: 2 radio controlled boats, radio controlled airplanes, approx. 50, nearly complete some w 4’, 5’, 6’ wing, spans, 1 w water pontoons, large amount airplane parts, new engines- still in boxes: Mod O.S. Max 20 FP; OS four stroke FS-91; OS ma. 25 SF; OS Max 40 FP; OS Max 10 FP - Approx. 50 engines not in boxes, Hirtenberger Engine 40F-RC Gold Cup, Cox 400 all purpose model engine starting kit, Webra Mod. 1037 RC Speed 91 RC, Approx. 20 plane kits- still in boxes, Sev. unfinished planes, Lg. amt. Balsa wood, Wood toy sailboat, Plastic mod. Boats, trains & planes still in boxes, 0 gauge trains, locomotives, coal car, cars & caboose w track, Spectrum Magnum Ultra model railroad power system, HO

& N gauge trains, engine & car still in boxes, The DeWitt Clinton reproduction in box, Ranging Spectrum 500 Monokote rolls- sev. new rolls, Mod 114 AC/DC six-seven cell charger, Approx. 20 Futaba radios Parts cabinets, Trailer hitches, Saddle 16", Men & ladies bikes 2a6" balloon tires, 4' tall chain link dog kennel, wire dog crates, pony sulky cart.

All items can be viewed at:

<http://www.biddersandbuyers.com/ads/090708placher.htm>

FLIGHT TRAINING SCHOOL

You know all those ads you see for learning how to fly? Well, George Knight's girlfriend, Peg Sutter signed up...and...just completed her training in Wisconsin. According to George, Peg flew everyday, all-day in very windy conditions. She soloed and has a certificate to prove it.

There is some concern within the club that this may cause relationship problems. We've all seen George fly! It's possible that George may have to spend time on the other end of the buddy cord!

VAMPIRE FLYERS

There are those that avoid the daylight and slink among the shadows. These are club flyers that are rarely seen during the light of day; but instead, arrive at the field at dusk when the shadows are long. A rare sight to the normal membership, these "Vampire Flyers" have only been seen by a select few.

Amazingly, Steve & Branden Lewis were caught on film at a recent sighting. Other Vampire flyers include Tim Sunderland and, occasionally, the club illegal alien Dan Ibrahim.



THE FUTURE

We have several members who are training their sons to fly. This is neat to see and good for the future of the club. As noted above in "Search & Rescue", Scott & Tyler Ferguson are working together. Also noted is Steve & Branden Lewis noted in the "Vampire Flyers" column. New to our club is Joe & John Lang pictured below. Hopefully, Joe will be able to pick up a few tips from his son.



Four Star Pylon Racing

The final 4-Star 40 pylon race of the season was an awesome event. The Pekin RC club did an outstanding job of putting together this program. The weather, at the start of the event, was marginal, with rain sprinkles occurring

almost until the lunch hour. However, the wind was negligible and the racing went off without a hitch.

Airplane carnage was down somewhat from the previous event but the Peoria RC Modelers racing team suffered two losses. Shown above in "Photo of the Month" Terry Beachler's airplane suffered a control linkage problem and augured into the ground...a total loss. Also knocked out of competition was Don "Snappy" Stedman's airplane in a midair collision. The ensuing search in the wet bean field was less than pleasant. Don's airplane was also beyond recovery.

Winner of the event was Duane Hollinger of the Bloomington Sirs. Duane also had the best race time with a 1:39.00.

Bob "Grumplestiltskin" Wilson squeaked into 2nd place over 3rd place winner TJ Klise of the Washington club. During the awards ceremony Klise protested that "he was still better looking". That statement alone proves that Klise spends more time at the model table sniffing glue than building airplanes.

The 4th place finish went to Jerry Worden of the Bloomington Sirs, always a tough competitor.

Jay Cappis (also from the Sirs) tied with Jim "Goat" Hogan and John Hoelscher on points, but won fifth place based on his best time performance. Although there was a point discrepancy, Hogan is listed as taking 6th place and Hoelcher was 7th.

Other Peoria racers were "Gorgeous George" Knight in 14th place, Terry "Flamer" Beachler in 19th and "Snappy" Stedman, as noted above, crashed in the first round.

Obviously, the PRCM Racing Team needs to bear down next year. Still in the planning stage, George Knight and Bob Wilson are looking a series of "clinics" to deal with improving our racing efforts. Clinics will probably consist of "time trials" and some kind of award system. Stay tuned!

Ask Amelia Airhead



Real questions from real members about RC pilot concerns. Amelia Airhead will answer all questions and give unique insights from an area of the brain little explored. Address questions for Amelia directly to the editor. Note: this is a XXX rated column and you may want to protect your children.

Dear Amelia

Every time I go past a gas pump, I'm shocked at the price. It wasn't too long ago that the price of gas was less than the

cover charge to get into Helen's House of Hooters (but that's another story). At any rate, there is a movement in the world to "go green." I'm wondering if the RC community shouldn't try to become more responsible and join in the frenzy to save whales, save the ozone and save coupons. Olympic organizers shut down the factories in China that produce our fuel. I'm wondering if they shouldn't keep those factories permanently closed if they are causing our world to be an unsafe place to breathe. I would like to start a new movement of "go electric – or go home." What do you think?

Sincerely, Mr. Green

Dear Green Person

I do believe you have been sniffing too much of that fuel you have been putting into your Yak. First off, you are not going to find any kind of ground-swell of flyers who are concerned with being responsible. Come on. If these guys wanted to be more responsible, they would stay home Sunday afternoons to build bird houses and compost the charred remains of the meat they burnt on the grill. As soon as the Olympics are over, those fuel factories in China will be back in business producing the green and pink slime solutions your hobby requires. If you want to become more responsible, why not put your own underwear in the laundry basket. We all need to more efficiently use the resources the world has to offer but don't overheat your brain on subjects of miniscule importance. If you really want to help save the ozone, I suggest you try to harness some of the "natural gas" you guys produce at the field.

Sincerely, Amelia (The Gasless Airhead)

Dear Amelia,

I was reading the obituary column last night from my local paper and I was surprised and interested to learn that Mr. Thompson died from attempting to eat a beef bean burrito while driving his '87 Chevy at 70 MPH on a slippery road adjacent to a very large oak tree. I mention this obituary, not because Mr. Thompson was a miser and never gave out good treats on Halloween or because he insisted on hanging his laundered underwear on the clothesline. I relay this story because I believe many of your readers would want to learn the particular circumstances surrounding the unexpected demise of various aircraft that had their balsa existence snuffed-out prematurely. It is my idea that you should begin writing an obituary column for ill-fated aircraft, in an effort to assist bereaved pilots in gaining closure and moving-on with their future purchases. It seems "cold" and impersonal during a crash-site visitation, to gather the remains into a body bag that utilizes a draw-string at the top. Am I being too morbid to want to know and understand the circumstances that caused divots to the surrounding corn field? I thought a small grave marker with the broken propeller might be a fitting tribute but the sheer volume of such markers would probably cause an infestation of termites.

Sincerely,

Seeking Some Closure Exposure

Dear Under-Exposed,

Finally, I received a letter to that actually makes some sense. I take back most of the insinuations I have made that your club consists of a bunch of over-indulged perverts and drunkards. You have come up with a champion idea to assist flyers toward a healing process, following a devastating loss. An obituary column to chronicle the circumstances of a loss could be beneficial to other club members and help reduce the likelihood of a similar stupid mistake. There is an expression that says -- "Misery Loves Company." By sharing your misery, your club will become more cohesive and unified. Obituary articles give us all a sense of perspective to help view the aircraft in our lives as being temporal and subject to the forces of inertia, gravity

and Murphy's Law. Matter cannot be destroyed, only transformed. Your membership has a well-demonstrated track record of transforming ARFs and stick built planes into piles of unrecognizable land-fill. Into each person's life, a little rain must fall. Put another way – you should be wearing hard-hats at your flying field.

Sincerely, Amelia Airhead – (Also saddened by the loss of Mr. Thompson – he owed me \$5)

RIP

(REST IN PIECES)

Whether identified as a "Crash", "Dork", "Auger in", "Schmuckerooski", "Buying the farm", "Plow job", "Polish figure 9" or "Flight to the promised land", a crash can result in posttraumatic stress. As noted in the "Amelia Airhead" column, documenting these misfortunes has certain therapeutic value. 4-Star Racing crashes will be covered in a separate column but club members are encouraged to report all other incidents to the editor so that they can be analyzed & reported.

Airplane: Sig Kadet

Pilot: Steve Blessin

Analysis: While practicing inverted flight at a low altitude, pilot Blessin experienced a "panic pull", that is, pulling up-elevator...only...when flying inverted, up-elevator is actually down. Anyway, the Kadet met the bean field at a high rate of speed.

Results: Fuselage completely destroyed. Wing repairable. Fuse and tail section can be purchased separately. News Flash! A hybrid Kadet is flying again. See photo.



Airplane: Little Yellow Thing?

Pilot(s): Scott & Tyler Ferguson

Analysis: See article in "Buzz Bombs".

Results: Airplane relatively intact, but firewall broken. It's uncertain if airplane will be repaired.

Airplane: Edge 540

Pilot: Don Stedman

Analysis: This report is undocumented, but according to my source, while flying at the new field, Don's engine quit at a most inopportune place. Tall corn surrounds the field and now Don holds the distinction as the first member to crash land in it.

Results: Minor damage. Airplane will fly again. Don was not molested by corn bears.

Airplane: Avistar

Pilot: George Knight

Analysis: Sadly, the editor arrived at the field shortly after the crash and cannot give a first hand account.

Results: Fuse completely destroyed.



Airplane: GB

Pilot: George Knight

Analysis: Airplane grossly underpowered. Takeoff attempt resulted in a snap and a spectacular “tail stand” as evidenced by the accompanying photo.

Results: Very little damage to the rudder and broken prop. Airplane will “fly” again.



That's all for the September newsletter. Members are encouraged to send it articles and compliment the editor. Criticism will only be half heartily reviewed and the complainant noted for future harassment.

Bob Wilson

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