

PEORIA RC MODELERS

HAPPY NEW YEAR



JANUARY 2009

CLUB PARTICULARS

AMA Charter No. 331

Website: peoriarcmodelers.com

Forum: peoriarcmodelers.forumsclub.com

PRESIDENT

John "Gipetto" Hoelscher
(309) 360-1017, johnhoelscher@comcast.net

VP

Jim "Goat" Hogan
(309) 370-6901, bzsource@hotmail.com

SEC/TREAS

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

SAFETY

Kerry "Crash" Delvecchio
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WEBMASTER

Terry "Terrance" Beachler
(309) 579-3023, (309) 696-0035, terry@beachlers.com

NEWSLETTER EDITOR

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



FLYING FIELD LOCATION

The new flying field is located off Old Galena Rd ½ mile north of the Caterpillar Tech Center on the west side of the road.

GPS Location: N40 51.844' W89 33.788'

FLYING HOURS

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

MEMBERSHIP

Club dues are \$100/year. All members and flyers must belong to the Academy of Model Aeronautics (AMA). A \$400 dollar new field assessment was initiated for all club members in 2008. This assessment can be made in one payment of \$375 (\$25 savings) or four, \$100 payments extended over 4 years.

GENERAL

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 all 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. A club trainer airplane is available for special situations.

Glow, gas & electric fixed wing

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

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

PHOTO OF THE MONTH



Comment on Photo of the Month

For you out there already missing the "dog days of summer", this is a photo taken at the old field as a huge thunderstorm was passing to the north. That's Roger Stegal contemplating his Venus II and Tim Sunderland flying. Behind Roger is Delvecchio's Yak, and in the foreground is the editor's Venus II.

UPCOMING CLUB FUNCTIONS

JANUARY CLUB MEETING

January pre-meeting/dinner will be at TGI Fridays, 5300 W. War Memorial, on Tuesday January 6th at 6pm. Meeting begins at 7pm.



December meeting at TGI Fridays

"NEW YEARS DAY ELECTRIC FLYING"

Join us at the soccer complex on New Years day for flying and feasting. Begins 11:00 am and flying until 5:00 pm.

“LIARS & FLYERS” BREAKFAST

Bloviation & gluttony begins at 7am every Saturday morning at Bob Evans Restaurant on Allen Rd.

FRIDAY NIGHT ELECTRIC FLY, 9:00-11:30pm

Every Friday night at the soccer complex on Old Galena Road join the Peoria RC Modelers for fun and excitement. Temperature is always 65°, no rain, no snow and no wind. However, there will be plenty of hot air and bull to go around.

2008 BANQUET

Alexander Steak House
Saturday, January 17, 2009
Cocktails at 6:00pm
Dinner at 6:45pm
Followed by awards & presentation

2009 FOUR STAR RACING SERIES

May 2, 2009. Washington
May 23, 2009. Bloomington
June 1, 2009. Pekin (Not confirmed)
July 18, 2009. PRCM

FAT LAKE PATTERN RENDEZVOUS

August 1-2, 2009

BIG BIRD & “FLY WHAT YOU GOT” OPENHOUSE WEEKEND

May 16 Big Bird. PRCM New Field (Not Confirmed)
May 17 “Fly what you got”. PRCM New Field (Not Confirmed)

BOND DRIVE CONTRIBUTORS

Ahh...Doc, the club really needs your help. Buy a 6% bond and help with the new field expenses. Remember, any amount is appreciated.



Scott Ferguson
Bob Wilson
Terry Beachler
Don Stedman
John Hoelscher
Roger Stegal
Steve Blessin
Kerry DelVecchio
Jon Dewey
Joe Lang
Jim Fassino

WINTER SOLSTICE

The winter solstice occurred on December 21, 2008. This is the time when “the sun’s position in the sky is at its greatest angular distance on the other side of the equatorial plane from the observer’s hemisphere”.

Well, that’s great, but in my way of thinking it is also the beginning of spring. I know, I know, the first day of spring doesn’t officially start until the vernal equinox on March 20, 2009. But...from now on the days get LONGER, and longer is a good thing.

Settle down Roger, we’re talking weather here!

Each day that passes from now on will be one day closer to flying time.

Reminder - 2009 Dues are Due!

“HOT SCOOBIES”

From the Editor

THE “NEWSLETTER”

You may be wondering why I have omitted the name “Newsletter” from this edition. Our esteemed *ex-presidente*, “Terrance” Beachler, claims that a newspaper or newsletter should always be dated on the month or day it was written. Only magazines are future dated...according to him. This may indeed be correct, but causes a problem in the publication of this periodical.

For example, I try to get the “newsletter” out one week before the meeting date. On November 24, I completed the December Newsletter. In it was artwork and photos dealing with the upcoming Christmas season, which, in my mind is only appropriate.

To follow the *ex-presidente*’s line of reasoning, I would have to change the name on the December Newsletter to “November”...!!! For artwork maybe I should consider a Pilgrim riding in Santa’s sleigh.



Doesn’t make sense to me. So...in order to abide by the **Marcus of Queensbury Anal Literature Rules** I have omitted the name “Newsletter” this month to give our self appointed Orthographer time to adjust.

However, we should consider the real issue. Finding a Supported Living Facility for the *ex-presidente* who, obviously has lapses from reality and desperately needs help!

PRESIDENT BEACHLER’S LEGACY

Our Secretary/Treasurer, “Smokin” Jim Fassino, put together a very informative list containing the notable events in the 3-year reign of former club president Terry Beachler.

The top ten list for Beachler’s Presidency

- Leonardo’s Pizza files bankruptcy.
- Club kicked out of Le Pepes for breakfast.
- In May 2006, established committee to work on new field development.
- The separation of church and newsletter. Bob replaces Michael as editor.
- Installation/removal of petro mat.
- In July 2007, Park District approves our new site.
- Club approves spending \$14,700 on new field improvements.
- November 1, 2008. New flying field opens.
- George Knight recommends ParkZone 210 pylon racing.
- Bob Eissler is featured speaker at December 5, 2006 club meeting discussing radio controlled SUBMARINES!

SANTA’S LIST

Submitted by Roger “Pod Man” Stegal

Top ten reasons why Santa marks you off his list

- When you crashed – you were heard to utter a word for which your mom would have washed your mouth out with soap.
- When your wife asked what would make you most happy, you responded “good flying weather”
- You spent your holiday turkey money on a Lipo battery.
- You’re concerned for the falling dollar because ARFs have risen 15%.

- You got your infant son a 100-inch plane for his first birthday.
- You didn't vote in the last election because no candidate endorsed the switch to 2.4 GHZ.
- The last time you left the toilet seat down was during the Eisenhower administration.
- The grass at the flying field died where you normally park your vehicle.
- You joined the school PTA because you thought it stood for Public Taxpayer Airfield.
- When your wife asked for a bedtime story, you obliged by lying to her again about how many airplanes you had.

IN THE NET!

A real hazard in the Friday night indoor flying is the net that surrounds the soccer field. This was meant to contain soccer balls inside the playing area...not ensnare helpless electric airplanes. Stevey "Wonder" Blesin's "left turn only" Ultimate Biplane learned this the hard way.



Photo by Wilson

The crew in this photo consists of Extraction Foreman- Brian "Chummer" Chumbley, Laborer/Pilot-Stevey "Wonder" Blesin and Job Supervisor-"Terrance" Beachler

THE BRITISH INVASION

Kerry "Crash" Delvecchio, never one to follow the herd, searched the entire Internet and found a Limey electric. It's small and it's quick. Unfortunately an encounter with Bob Wilson's "Enticement" put it temporarily out of service. But, it will fly again.



Photo by Wilson

"Smokin" Jimmy seems to say, "How much did you pay for that?"

LIARS & FLYERS TOP WAITRESS

The breakfast boys pooled their resources and got our super waitress at Bob Evans, Jon'l Alexander, a Christmas gift certificate. A small price for the grief and trouble we cause her during the year.



Photo by Wilson

Jim Fassino awards Jon'l the gift certificate.
Notice the snow outside!

"CHUMMER" HAS UPGRADED

Brian "Chummer" Chumbley is now flying a biplane obtained from Tommy Imhoff. Obviously, some of the residual "spookie dust" left on the airplane has rubbed off on Brian. His flying has improved dramatically.



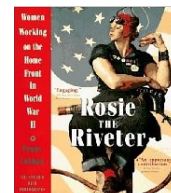
Photo by Wilson

The "Chummers" new ride.

FAMOUS WARBIRD

Jim Fassino stores his Cessna 195 in the same hanger as the local owner of a TBF Avenger. This WWII airplane is famous for many reasons.

- Powered by a Wright R2600-8 it delivered 1700 hp. The TB-3 version used a Wright R2600-20 and delivered 1900 hp.
- It was called "The Turkey" by carrier sailors.
- Initially manufactured only by Gruman, General Motors began production of the airplane in 1943.
- "Rosie the Riveter" was Rosie Hicker who worked at GM's Eastern Aircraft Division at Tarreytown, Ohio building Avengers.



- It was the heaviest single engine aircraft of WWII.
- Former president George H.W. Bush flew and was shot down in this airplane.
- Actor Paul Newman was a rear gunner on this airplane.
- Pilot "Butch O'Hare" was shot down in an experimental night fighting group called the "Black Panthers". Two F6F Hellcats would accompany a radar equipped TBF to the target. O'Hare, in his F6F, was probably a victim of a lucky shot from a Jap "Betty" or possibly friendly fire.
- TBF's sank the Jap super battleship "Yamato" on April 7, 1945.
- Seven of these airplanes (Flight 19) were lost off the Florida coast on December 5, 1945 prompting the strangest of the Bermuda Triangle stories.



Photo by Fassino

That's Jim's Cessna 195 in the background. The Avenger has got a bit of an oil leak, but this old bird has earned it.

NEW PROJECTS

Fassino Yak

Jim Fassino has just about got his 88-inch, Extreme Flight Yak ready to go. Patty's DA 50 with a tuned pipe will power it. This should really be a sweet flying airplane. We are all anxious for the maiden flight and the Chillicothe Rescue Squad has been notified in case Jim needs oxygen or resuscitation during the flight.



Photo by Fassino

Jim Fassino's Yak and Demoiselle for comparison.

Snappy Long E-Z

At last month's meeting Don "Snappy" Stedman brought out his new Long E-Z. It's an ARF, but the editor lost his notes on this model. Looks good though and should be interesting in the air. They say that canards are resistant to stalls. "Snappy" is the right man to test that theory.



Photo by Wilson

"Snappy" and Long E-Z

New Heli

Stevey "Wonder" Blesin showed up at the soccer field with a new helicopter on December 26. No information on the heli, but it sure looks nice.



Photo by Fassino

Steve & new Heli.

BEACHLER "PAWNEE" UPDATE

No progress! Orkin has been called in to check for balsa rot and termites.



4-STAR FLASH

The editor's informants claim that "Gorgeous" George Knight is building a kit 4-Star Forty **KIT** under the tutelage of Jim "Goat" Hogan. It is reported that "The Goat" is also building one.

Reminder - 2009 Dues are Due!

“CHUMMER” NEWBIE

Working from some plans provided by the editor, Brian Chumbley introduced his latest electric creation at the December club meeting.



Photo by Wilson

The “Chummer” Newbie

JOKE OF THE MONTH

THE PASTOR'S DONKEY

A pastor entered his donkey in a race, and the donkey won.

The pastor was so pleased with the donkey that he entered it in the race again, and it won again.

The local paper read: "Pastor's Ass Out Front."

The Bishop was so upset with this kind of publicity that he ordered the pastor not to enter the donkey in any more races.

The next day the local paper headline read: "Bishop Scratches Pastor's Ass."

The Bishop just couldn't believe this. He ordered the pastor to get rid of the donkey.

The pastor decided to give the donkey to a nun in a nearby convent.

The local paper, hearing of the news, posted the following headline the next day: "Nun Has Best Ass In Town."

The bishop fainted. He then informed the nun that she would have to get rid of the donkey.

She sold it to a farmer for \$10.00.

The next day the paper read: "Nun Sells Ass For \$10.00."

The Bishop felt a heart attack was coming for sure, so he ordered the nun to buy back the donkey and lead it to the plains where it could run wild.

The next day the headlines read: "Nun Announces Her Ass Is Wild And Free!"

The Bishop was buried the next day.

The moral of the story is: Being concerned about public opinion can bring you much grief and misery...even shorten your life.

So be yourself and enjoy life.

Stop worrying about everyone else's ass, and you'll be a lot happier and live longer!

ASK AMELIA



Real question 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 an XXX rated column and you may want to protect your children. Amelia Airhead is the pen name of Roger “Pod Man” Stegall.

Dear Amelia,

I have a conserin that our klub nuzletter editor needs two take a class in orthography. This is the art of writin words with the propler letters, according too accepted use-age. You wood think that a person with such a de-fined respnzibility wood make sur that chosen words too announce a patrn contest were correct.

Said club member has publicized an event he named the “Fat Lake Pimetoui Pattern Contest.” Problm is: Pimetoui tis actually speled by the intel-i-gent world as Pimiteoui. I brought this error to the Editor’s attention prior to his publication of the advertizement but he refused to listen two reason and insisted on usin the spelling he learnt from his dear departed dys-lexic gran-mother.

Normaly, I wood knot worry bout how he speled the “Fat Lake” event but I’m concerned fly-ers will Google two get too this pubic event usin the incorrect speling and get a message sayin: “Did you mean Pimiteoui?” Another error message might read “Did you mean Fat Lady Pattern Rendezvous?” At any rate, confusin will rain.

Those knowin the correct spellin will laff at us thinkin we are orthographically challenged as a club. Such a terribul thought!

Amelia, whot am I two do to straiten out this mess?

Sincerely,
The Club Orthographer

Dear Orthographer,

Wow, your cub does seem to have many problems and not all of them have to do with flying 15’ diameter loops inside a building with 12’ ceilings. In other words, I believe you may be stuck in Mode 1 while the rest of the world has switched to use the other side of the brain.

You are correct that Americans seem to slaughter their language and not pay particular attention to how they write newsletters or publicize events to the general public. Your unbending editor probably means well but can't shake his habit of being overly critical of children, dogs, helicopters, NBA basketball and managers of gas stations.

It's commendable your club has been visionary to choose an Orghographer. Your selection to that position may have been a cruel joke perpetuated by the same kind of people who go to cockroach races to watch the crashes. A pattern event appeals to the anal-retentive type of flyer who demands order and precision. I would suggest your editor issue a new "Fat Lake" advertisement and completely eliminate that Indian name because the peace-pipe to smoke has been permanently replaced by the tuned-pipe to smoke. Other possible names for the contest might include "Muddy Lake," "Dead Fish Lake," "Fat Bob Lake," or "Ricky Lake."

Sincerely,
Amelia,
Your Orthograp-Her

Dear Amelia Airhead,

The last time I went to watch the Friday-night flights at the soccer arena, I was a bit confused concerning who was flying what and who had the right-of-way. I mention this because I'm somewhat inexperienced in the art of guiding a 5-ounce plane in a space barely big enough for Superman to change into his red undies. Outdoor flying is not nearly so congested and it's possible for me to keep a wide margin of space between my plane and other flyers. I would suggest club officers need to implement some kind of aircraft control system to limit the possibility of collisions during indoor flight. Is it just me or do others who fly on Friday evenings also have this same concern for increased personalized air space?

Sincerely,
Seeking more space

Dear Mr. Seeking

I believe you have missed the point of Friday evening flights. From what you have written, I believe you are already well on your way to becoming even more "spacey." The soccer field is about guys having an excuse to get out of the house and frolic in a totally unstructured setting. Haven't you noticed that most of the participants bring more than one plane with them? Mid-air collisions are a part of the fun and an added bonus for all who attend, exclusive of the two participants. Not very often do 2 machines actually collide as if a bag of popcorn was exploded from the rafters. There exists an unwritten rule concerning right-of-way. The craft with the most weight, most speed and largest rotating airfoil has the right to chop anything of lesser threat into miniscule pieces. It was only a couple weeks ago that Jim Hogan's Vapor was vaporized by an airplane weighing slightly more than a pregnant June-bug. A few strategically placed drops of glue and an additional sheet of cellophane have enabled Jim to continue his participation. If you want structure and personal space, there's a knitting group that meets in Peoria Heights on Wednesday evenings. If you want unencumbered fun and multiple laughs, join in the Friday night flights – bring several planes and check your sensibility at the door. Spectators are admitted for free but are warned not to ask pilots "did you mean to do that?"

Sincerely,
Amelia Airhead

Dear Ms. Airhead

You were pretty brutal last month in your answer to my suggestion that I should be the premiere dispenser of advice to your wayward group of want-to-be RC flyers. Where do you get off thinking you have any qualification to provide direction too others when your most notable accomplishment was getting lost over the Pacific, causing the world's

largest bimbo search? I am the world's most beautiful aviatrix and I don't need advise from a frizz-ball in a leather jacket. By the way – here's some advice for you – don't go placing a bar magnet next to your compass.

Sincerely
Patty Crankshaft

Dear Lady Crankshaft,

You give me so much material; I don't know where to start. First of all, I hear that you are the queen of bar magnets. Others also attest to the fact that you are truly a dizzy broad. I don't believe that condition was precipitated from all those axial rolls but more likely, "rolls in the hay". If you want to dispense advice to our local group of PRCM flyers, start first with what you know. You could answer questions concerning (1) how to get beer to come out your nose (2) Beating the breathalyzer test, and (3) Getting started in competitive bar belching. Leave the tough questions to me and don't even begin to think you have the credentials to duel with a true Airhead.

Sincerely,
Amelia Airhead

FOR SALE ITEMS

ROGER STEGALL STUFF FOR SALE

Goldberg Sukhoi - \$150 (no motor or electronics), \$400 ready to fly with OS 1.20 four stroke, battery & servos (about 20 flights).

Goldberg Ultimate - \$150 (no motor or electronics), \$300 ready to fly with OS .91 FX, battery & servos.

Goldberg Extra \$150 (no motor or electronics), \$300 ready to fly with OS .91 FX, battery & servos.

RC America CAP 232, 80" WS, \$250 (no motor or electronics) \$550 with BME 42 cc gas, battery & servos (electronic ignition).

Byron CAP 21, semi scale, \$250 (no Motor or electronics) \$500 with Super Tigre 3000 and servos.

Home: (309) 579-3023

VERNE HOLEMAN STUFF FOR SALE

**Futaba Conquest 4 channel radio (New in box), Channel #38
Contact Verne for pricing at:**

holemanv@hotmail.com

NORTHEAST AERODYNAMICS AQUILA

New in box, Pattern ARF, Yellow color scheme.

Will fit O.S. 1.20/1.40/1.60 or electric

Normally \$439.95 + shipping

Will sell for \$400 and personally deliver.

District 5 NSRCA Rep John Konneker

jlkonnn@hotmail.com

