



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 (309) 243-1436, kerrydel@mchsi.com
WEBMASTER	Terry "Terrance" Beachler (309) 579-2209, (309) 696-0035, terryb@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 8am until dusk, Monday thru Friday. Saturday & Sunday.

MEMBERSHIP

Club dues are \$100/year. All members and flyers must belong to the Academy of Model Aeronautics (AMA). A \$300 dollar new field assessment will be initiated for all new club members in 2009. This assessment can be made in one payment or three, \$100 payments extended over 3 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



Ya Han Chen "watching" son Jack Li compete in the 2008 NATS.

Comment on Photo of the Month

At the 2008 NATS Terry Beachler and I went to Muncie to watch club member Jack Li compete in the Masters Pattern event. Jack, however, had some serious problems with his engine and had to fly a backup airplane provided by Mike Mueller. Problem is, the backup airplane was electric powered and had a completely different power curve than Jack was used to. It took Jack several rounds to familiarize himself and by that time was well out of the competition. During one of these early flights I turned around and took this photo of Mrs. Li.

The Editor

FEBRUARY CLUB MEETING

We had another great club meeting at TGI Friday's on January 6th. No one got out of line or particularly rowdy. This was our new president's (John "Gipetto" Hoelscher) first meeting of the year. He done good!



Photo by Wilson

Terry Beachler reviewing some literature at the January meeting.

2009 CLUB CALENDAR



Jim Hogan showing off his new B25.



Jim Fassino with his "milled" YAK



"Stevey Wonder" Blesin giving Jim's B25 a final inspection

FEBRUARY	
3	Club meeting at TGI Fridays, 5300 W. War Memorial Dr. 6pm, pre-meeting dinner. 7pm meeting begins.
7-8	E-Fest, Champaign, IL
MARCH	
3	Club meeting at TGI Fridays, 5300 W. War Memorial Dr. 6pm, pre-meeting dinner. 7pm meeting begins.
26-29	Member work days for new shelter, shed & flight line.
APRIL	
3-5	Weak Signals 55 th Toledo RC Show
7	Club meeting at TGI Fridays, 5300 W. War Memorial Dr. 6pm, pre-meeting dinner. 7pm meeting begins.
MAY	
2	Four Star Racing Series, Washington, IL.
5	Club meeting at the field. 7pm meeting begins.
16-17	PRCM Open House Weekend
23	Four Star Racing Series, Bloomington, IL.
JUNE	
2	Club meeting at the field. 7pm meeting begins.
6	NSRCA District IV & V Pattern Shootout, Muncie, IN
27-28	Hoffman Estates, Jim Hubbard Memorial Pattern Contest
29-30	AMA NATS Scale Aerobatics
JULY	
1-2	AMA NATS Scale Aerobatics
7	Club meeting at the field. 7pm meeting begins.
13-17	AMA NATS RC Pattern, Muncie, IN
18	Four Star Racing Series, Peoria, IL
27-31	EAA AirVenture Oshkosh
AUGUST	
1-2	EAA AirVenture Oshkosh
1-2	Fat Lake Pattern Rendezvous
4	Club meeting at the field. 7pm meeting begins.
15	Four Star Racing Series, Pekin, IL (Not confirmed)
SEPTEMBER	
1	Club meeting at the field. 7pm meeting begins.
5-6	Fox Valley Pattern Contest
OCTOBER	
6	Club meeting at TGI Fridays, 5300 W. War Memorial Dr. 6pm, pre-meeting dinner. 7pm meeting begins.
NOVEMBER	
3	Club meeting at TGI Fridays, 5300 W. War Memorial Dr. 6pm, pre-meeting dinner. 7pm meeting begins.
DECEMBER	
1	Club meeting at TGI Fridays, 5300 W. War Memorial Dr. 6pm, pre-meeting dinner. 7pm meeting begins.

NOT SHOWN ON CALENDAR

"LIARS & FLYERS" WEEKLY BREAKFAST

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

AMA NATS

Note: I have listed just the NATS IMAC Scale Aerobatics and the NATS NSRCA Pattern events on the calendar. The NATS itself continues from June 29th through August 11th, 2009.

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. April 24, 2009 will be the last Friday evening we will meet indoors until the new winter season starts in October.

“HOT SCOOBIES”

GLOBAL HAWK

This is a photo of a Global Hawk UAV that returned recently from a war zone under its own power. (Iraq to Edwards AFB in CA) - It was not transported via C5 or C17.

Notice the mission paintings on the fuselage. It's flown over 250 missions.

The pilot controls it from a nice warm control panel at Edwards AFB. Think of the technology and the quality of the data link to fly it remotely. It can stay up for almost 2 days at altitudes above 60k ft.

The Global Hawk is controlled via satellite; its flown missions during OT&E that went from Edwards AFB to upper Alaska and back non-stop. Basically, no one ever sees them on radar. It comes into the fight at full thrust at high mach and fires its AMRAAMS.

There is no radio chatter either because they are tied together electronically. They have AWACS direct input, and 360-degree situational awareness from that and other sensors.

The aggressors had a morale problem before it was all over. It can taxi, take off, fly a mission, return, land and taxi on it's own. No blackouts, no fatigue, no relief tubes, no ejection seats, and best of all, no dead pilots, no POWs! This is to air superiority what the jet engine was to aviation.



Global Hawk

TOP -10 REASONS TO VISIT E-FEST

By Roger Stegall

10. It's a great place to find spare parts on the floor
09. There are always plenty of people willing to help you destroy your plane
08. The landing fee includes free foam-safe Ca to accommodate your repairs
07. If you forget to be courteous, nobody cares, nobody notices
06. It's a short drive if you are not leaving from Alaska
05. On-site vendors do not screen buyers for previous bankruptcies
04. There is a night flight opportunity to destroy aircraft not destroyed by other conventional means
03. The hot dogs have been certified by the FDA to be foam-free
02. It beats shoveling the driveway
01. It's a great affirmation that you're not the only stupid person in this hobby

LETDOWN

Staring down at the strange hat, PRCM members at a recent club meeting immediately started looking around for Indiana Jones, Sherlock Holmes, or maybe the Pink Panther. Imagine their surprise when suave and debonair Brian "Chummer" Chumbley set the fedora upon his pate to go outside and puff on a butt. What a letdown!



Indiana?

2008 BANQUET

The 2008 PRCM Banquet was held on January 7th at the Alexander's Street Steak House. Of note was Jim Hogan's tremendous effort in putting this fun event together and Jim Fassino's great slide show. Following are a few photos .



"All business" Jim Fassino hard at work running the banquet's excellent slide program



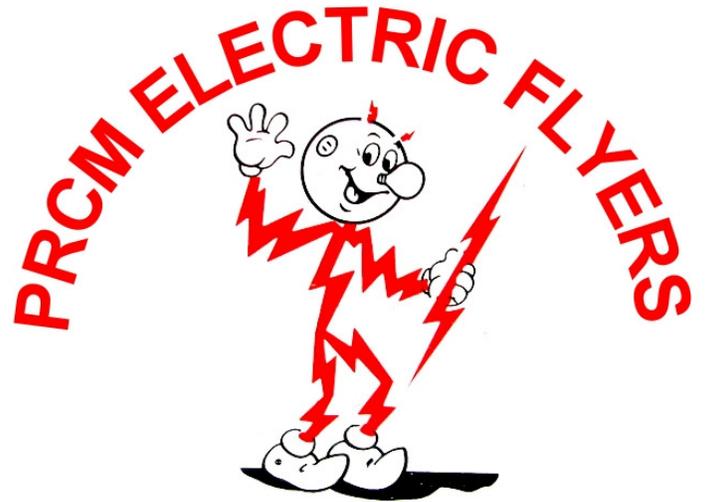
Photo by Stedman

Argyle sweaters are in ... this year!



Photo by Wilson

This is all Kerry got for cranking that engine for three months



DON'T FORGET!



Photo by Stedman

George having way too much fun!



Photo by Stedman

"The Most Improved Flyer" Steve Blesin examines his joystick.

NEW POLICIES

The indoor flyers have instituted several new policies for Friday night flying at the soccer complex.

Every 20 minutes the buzzer will sound so that helicopters and very small airplanes like the "Vapor" can have uninterrupted air time. This is called "Quiet Time" and lasts for 10 minutes until the next buzzer sounds.

A new policy of "non-aggressive" flying has also been instituted. Pilots will be required to avoid situations that could result in the unnecessary destruction of aircraft. This includes chasing and flying against the established counterclockwise flight pattern.

Finally, all pilots will be required to adhere to the established flight line. Flying behind the flight line is not allowed and is a safety hazard.



Photo by Wilson

During "Quiet Time" Scott "Fergy" Ferguson hovers his helicopter

2nd ANNUAL “FIRST TO FLY” EVENT

On January 1st, “Smokin” Jim Fassino put on a great event at the soccer complex. On New Year’s Day club members were invited to fly all day with food and beverage available. A great time was had by all! This is the very first PRCM event of the year and Jim did an outstanding job.



Looking guilty, “Goat” Hogan is reprimanded by event organizer Jim Fassino.



Under the event coordinator’s watchful eyes, Tommy Imhoff chows down

Photo by Wilson

STUDLY BOB

PRCM Editor Bob Wilson was recognized in the December 2008 “K-Factor” (“NSRCA official publication) for winning the 2008 District 5 Sportsman Championship. This award is for the highest Sportsman score achieved in all District 5 competitions in 2008. Oh yah, he also got a T-shirt and an award plaque!



evolution of indoor planes in the last three years is pretty amazing! We will fly in the gym every chance that we get this winter. That is it for this month. Remember, spring will get here eventually. Get busy on that new plane!

District 5
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District 5 Column
by John Korneker
Congratulations 2008 District 5 Champions!

CONTEST RESULTS	
Sportsman	Intermediate
John Korneker 2280	Michael Voth 1980
Jonathan Marney 2171	
Advanced	Masters
Nick Smith 1289	Todd Schmidt 1800
Earl Rasm 1217	John Fiedl 1734
	Steve Voth 1511
FAL	
Ellen Young 908	
Tim Durnaway 2678	
Chris White 2605	
Victor Bertone 2628	

Congrats to Todd Schmidt, 2008 Nats Concourse D Elegance winner, on his first Masters win!

George Ashley - Intermediate

Joe Durnaway CD

Bob Wilson - Sportsman

Pat Durnaway and Chris Hantz helping out

Pat and cooing young Adam Fiedl

Mike Mueller - Masters

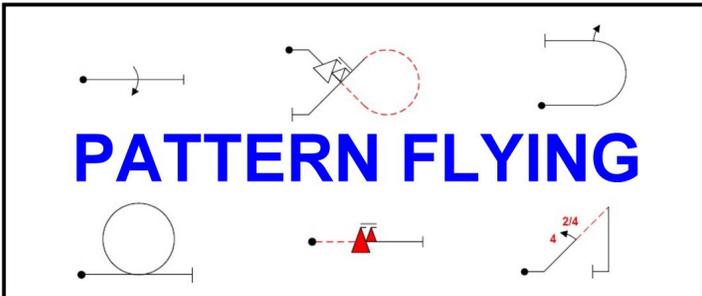
The last contest of the season in DS is Pawnee Rock CD'd by Joe Durnaway. There were 12 pilots with the Masters class spitting in to FAL. The weather was cool but the winds were decent with a forecast of stormy weather for Sunday. Joe wisely decided to hold a one day contest with the following results:

Judging Clinic
Mike Mueller, DS Assistant VP, is planning on organizing a certification class in Chicago this Spring. I attended

The page of the “K-Factor” showing studly Bob.



The award plaque



FAT LAKE PATTERN RENDEZVOUS

The upcoming “Fat Lake Pattern Rendezvous” is now an officially sanctioned AMA event. Word was received from the AMA contest coordinator Randy Cameron.

NEWS ALERT!!

Joe Lang is now an official “Pattern Puke”. The editor was notified in a recent email that Joe Lang has purchased and has assembled the Great Planes Venus II pattern trainer. Like all the rest of us, it is powered with an O.S. 120 AX two stroker. Way to go Joe...bring it to the meeting!

Weenie pilots with Venus II airplanes now include:

- Bob Wilson
- Roger Stegall
- Terry Beachler
- Joe Lang
- Brian Chumbley gets “honorable mention” with a Venus 40.

ASK AMELIA



These are 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,

The New Year has arrived and I'm at a loss concerning what new resolutions I should make. Usually, every year I purposefully select several resolutions to challenge myself to new heights. This year I can't get in the mood because of the sinking economy and power outages that caused my rocky-road ice cream to become a lumpy puddle. Can you suggest several resolutions for the New Year that will prove both challenging and productive?

Sincerely,
Seeking a Challenge

Dear Seeking,

If you want a real challenge, you should try flying a 3-D helicopter with the Aileron and Elevator controls reversed. I hate it when that happens! I believe you and your flying constituents could benefit from several task-based goals. Why not make a commitment to fly in all of the 4-Star-40 races this year, attend club meetings each month and build yourself a foam airplane to terrorize the Friday evening crowd. Little-by-little your rag-tag club of individuals has started to work cohesively. It's not enough to simply show up on a calm sunny Saturday afternoon and F-W-Y-B (Fly What You Brought). You want a challenge. I'll give you a challenge. Fly safely, fly often and fly to improve. Last time I looked, glow fuel was almost as expensive as a similar volume of vodka. Although some people drink simply to drink, you need to fly simply to improve. People will drive a car to get to a destination. If you fly simply to land, you have missed the point of flying. It's what you do between the takeoff and the landing that counts. Don't waste your time to practice landings; practice flying. If you want a real challenge, why not sign up to participate in the "Fat Lake" pattern contest. Your

participation will challenge your skills and lead to improvement. A pattern contestant finishing in last position is still a better position than all others who chose not to compete. If you seek even more of a challenge this New Year, try sometime to remove the cap of an unopened beer bottle using your armpit.

Sincerely
Amelia Armpit

Dear Amelia

Just this past week there was considerable news coverage concerning a flock of geese that were pureed into a migratory paste by two jet engines of a US Airways Airbus A320. I'm concerned because there is the potential for a similar problem at our new airfield. We fly our planes low to the terrain and in close proximity to large flocks of Canadian geese searching for a warm place to bed down and have sex. These stupid birds often weigh as much as the planes I fly and they can poop-out more corn than a raccoon with diarrhea. Should I be concerned that one of my planes will slice and dice one of these Canadian immigrants, causing me to suffer a forced landing in the Illinois River?

Sincerely
Wanting to Learn from an Accident

Dear Mr. Wanting.

From what you have written me, I can't help but wonder if your parents also didn't try to learn from their mistakes and not have any more kids after you. The odds that one of your RC planes might molest a goose are about the same as the odds Terry Beachler will fly a plane at greater than ¼ throttle. An AirBus 320 motor has approximately a 10-foot diameter fan intake. At full throttle, those motors can suck the cheese off a pizza at 50 yards. Your miniscule motors can barely suction fuel from a tank 3 inches above the carburetor. It's far more likely you would scare a goose to death by your erratic flying than have one of those creatures get caught in a death-spiral of balsa, Mono-Kote and feathers. I did check with the state fish and game department to discover that no special permit is required to go goose hunting with an ARF or Airbus 320. If you're really trying not to repeat a mistake, why is it that you continue to leave the toilet seat up?

Sincerely,
Your squatter friend,
Amelia Airhead

Dear Amelia

After watching the Obama swearing in ceremony, I'm thinking we should also have some kind of special ceremony to swear in our flying club officers. I know we don't have a budget that we could get Aretha Franklin to sing the National Anthem, but we could probably afford to get a local singer to hum it. I think a public ceremony for the changing of our officers would afford our club a greater sense of public recognition and responsibility. We need to leverage every possible opportunity to gain increased exposure. The more the public sees of us, the more likely we are to grow in membership. We could even sponsor a ball where the pres and his significant other could boogie to the tunes of "Jake And The One-Eyed Night Snakes."

Sincerely
Looking for Dignity

Dear Mr. Looking,

If you are seeking dignity, I'm afraid you have joined the wrong flying club. The most dignified thing we did last year was to bury the stupid mouse that had been eating ignition wires inside our mower. I would not suggest your club participate in any kind of swearing-in ceremony because your club officers swear too much as it is. Let me also clarify

one point. Group "moons" to wave to a certain Luscombe pilot do not count as an activity to gain increased public exposure. It doesn't work that way. Go ahead and have a party to celebrate your success in finding a new President to abuse. Every successful organization needs a good target. Your top officer is where the "Buck Stops," unless you happen to be the governor of Illinois.

Sincerely,
Amelia Airhead

Dear Amelia

When I read history books, I often see reference made to "The golden age of flight." These accounts are often characterized by young men doing crazy things with their flying machines. Today's flight has much more structured requirements concerning Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). I'm a believer that they have taken much of the fun out of flying and replaced free spirit with instruments, regulations and annual check-ups. What about you - was flying in your day that much different than what we experience today.

Sincerely,
History Buff

Dear Buffy,

Oh yes, things have changed a lot over the years, as has the character of the men who sit in the pilot's seat. Why, I remember the night "Lucky Lindy" made a move to get "Lucky" with me. That guy sure did have some stamina to go "around-the-world." Ah, the things he could do with a compass. We had VFR in my day but that stood for - Very Few Requirements. Today's barnstormers can be found on the air show circuit but they too are a dying breed, mainly because the last place you want to have a muscle twitch is during a knife edge pass at 10 feet above the deck. We are still in a "golden age of flight" except the flight these days is much different than putting a 20 HP motor in a Jenny and hoping it will clear the pasture fence. Our new frontier of space has brought us such marvels as GPS and the ability to spy on couples in the back-seat of a car at an outdoor movie without having to pay for admission. Each day, flying is a bit different than it was the day before. One day I would like to go "weightless" but not if it means having to give up chocolate-chip cookies.

Sincerely
Amelia Airhead - Your chocolate chunk for advice

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

jlkonn@hotmail.com



Also:

I have a YS 1.40 Sport that I flew on my Focus II for a short while before switching to a 1.60DZ. I estimate 3 gallons of Cool Power 30% Heli is all that's been thru it. I'm asking \$300. I'll pay shipping and insurance to anywhere in the continental US.

FOR SALE

E-Flight Power 25 "brushless" outrunner motor and E-Flight 40 Amp Speed control. \$40.00

Wanted: OS 1.20 or Saito 1.25 to 1.50 four stroke engine.

Jim Hogan

See contact information for club VP

TOM HENRY STUFF FOR SALE

Tom Henry has got a whole bunch of stuff for sale, but we haven't established the entire quantity or the prices yet. Here is some of the stuff and if you're interested give him a call or drop an email.

Airplanes

"Dragon Lady" with Magnum 120 4-Stroke engine.

Shoestring racer with Super Tiger 55.

Spitfire w/ retracts and O.S. 91 4-stroke engine.

4-Star 60 w/ Saito 90.

Avistar Trainer w/ O.S. 40

China Edge ARF (Ask Roger about this airplane)

Kits

Focke Wulf 190D

Engines

2-Saito 100 4 stroke NIB

Used YS 120 4-stroke

Used YS F91-AC 4-stroke

Also: other miscellaneous stuff such as servos, receivers.

Contact Tommy at:

thomasmhenry53@comcast.net

Home phone 243-2081.