



## CLUB PARTICULARS

AMA Charter No. 331

Website: [peoriarcmodelers.com](http://peoriarcmodelers.com)

Forum: [peoriarcmodelers.forumsclub.com](http://peoriarcmodelers.forumsclub.com)

### PRESIDENT

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

### VP

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

### SEC/TREAS

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

### SAFETY

Kerry "Crash" Delvecchio  
(309) 243-1436, [kerrydel@mchsi.com](mailto:kerrydel@mchsi.com)

### WEBMASTER

Terry "Terrance" Beachler  
(309) 579-2209, (309) 696-0035, [terryb@beachlers.com](mailto:terryb@beachlers.com)

### NEWSLETTER EDITOR

Bob "Grumpletiltskin" Wilson  
(309) 219-4262, [wilsorc@gmail.com](mailto: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](mailto:dmolson@ameritech.com)

#### Glow, gas, electric fixed wing & helicopter

Jim Fassino, (309) 243-8590, [jfassino@comcast.net](mailto:jfassino@comcast.net)

#### Glow, gas fixed wing

Bob Wilson, (309) 219-4262, [wilsorc@gmail.com](mailto:wilsorc@gmail.com)

#### Soaring

Roger Stegall, (309) 579-3023, [rogerstegall@hotmail.com](mailto:rogerstegall@hotmail.com)

## PHOTO OF THE MONTH



Photo by Fassino

### Comment on Photo of the Month

This is a picture of Peg retrieving one of George's airplanes that crashed into the wall and fell on top of the bleachers at E-Fest.

George also put a vendor's helicopter into the rafters. Later, a wayward airplane ran into the back of a pilot and fell to the floor. Yup, you guessed it! Along comes George with a big grin on his face as he bent down and picked up his airplane.

E-Fest officials considered asking all PRCM members to leave the building.

## FEBRUARY CLUB MEETING



Photo by Wilson

Club members ordering food at the PRCM February club meeting.



"Show & Tell" at the February meeting. Jim Hogan with his "4-Star 40" and Steve Blessin's rebuilt "Super Decathlon".

## 2009 CLUB CALENDAR

### MARCH

3	Club meeting at TGI Fridays, 5300 W. War Memorial Dr. 6pm, pre-meeting dinner. 7pm meeting begins.
14	SIRS Swap Meet
26-29	Member workdays for new shelter, shed & flight line.

### APRIL

3-5	Weak Signals 55 <sup>th</sup> 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.
5-7	SIRS Leukemia Benefit Fly In
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.
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### NOVEMBER

3	Club meeting at TGI Fridays, 5300 W. War Memorial Dr. 6pm, pre-meeting dinner. 7pm meeting begins.
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### DECEMBER

1	Club meeting at TGI Fridays, 5300 W. War Memorial Dr. 6pm, pre-meeting dinner. 7pm meeting begins.
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## 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 29<sup>th</sup> through August 11<sup>th</sup>, 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. Contact is Jim Fassino, tele. (309) 243-8590

### MONDAY NIGHT ELECTRIC FLY, 6:00-9:00pm

This schedule is organized on a week-by-week basis and is announced to all club members via e-mail notices. Location is usually at

## ELECTRIC FLYING

On February members of the PRCM made the trek to Champaign, Illinois to take in the annual E-Fest show. It was an exciting time, highlighted by Jim Fassino's winning first place for indoor scale. Following are photos from that event.



Mark Fadely's neat photo of the E-Fest Convention Center.



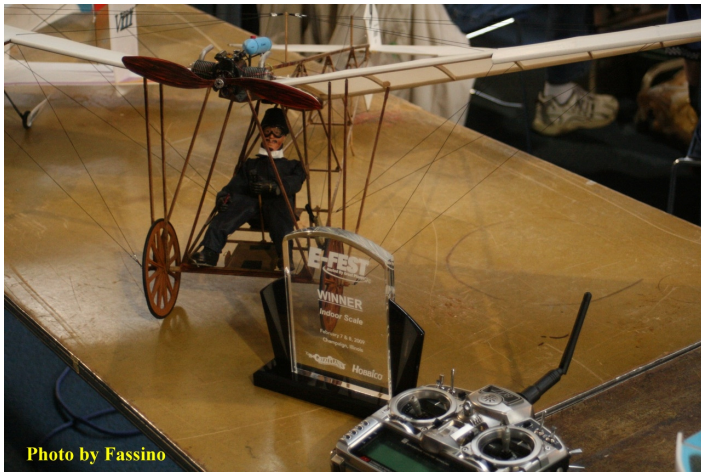


Photo by Fassino

Jim Fassino's First Place award for "Indoor Scale".



Photo by Wilson

Tommy Imhoff & Glen Howard at E-Fest



Photo by Wilson

Electric rocket at E-Fest

## AIR RACING

The editor has long been fascinated with the 1920-1930's air-racing era and the planes and pilots that participated in these events. So, I thought I would begin writing some articles about the early builders, racers and airplanes. First, is the Granville Brothers from Springfield, Massachusetts. Their aircraft company built 12 different models including the R1, which Jimmy Doolittle made famous in the 1932 Cleveland Air Races. In this article, I cover their first five models, the Model A, Model X, Model B, Model C and Model D.

### The Granville Brothers

**Granville Brothers Aircraft** was an aircraft manufacturer in operation from 1929 until their bankruptcy in 1934. They were located at the Springfield Airport in Springfield, Massachusetts. The Granville Brothers, Zantford, Thomas, Robert, Mark and Edward are best known for the production of the three Gee Bee Super Sportster air racers. Following is a chronological list of the airplanes built by Granville Brothers Aircraft.

**The Model A** was the first in a line of sport planes and racers produced by the Granville Brothers. The prototype was designed and built by Zantford (Granny) Granville at the East Boston Airport and had many innovative features such as side-by-side seating to promote



Photo by Wilson

Steve Blessin & "Chummer" at E-Fest





Gee Bee Model-A

conversation, "overhead" control sticks so that a lap robe could be used in the winter, full-span ailerons, etc. Eighteen of these biplanes were built, most in a plant provided by the Granvilles in Springfield, MA. Two survive.

**The Gee Bee model-X** was designed in 1930 to race in the Cirrus Engine Company sponsored "All American Flying Derby"(Detroit to Los Angeles and return). The Model X was originally named the "Dragonfly" as seen on a few rare pictures just after being painted. Just before the All American Air Derby in 1930, the name was changed to Sportster, and repainted on the vertical fin. The Granvilles referred to the single seat Sportsters as "Junior Sportsters", and the model Y's as "Senior Sportsters".



Gee Bee Model X, NR49V

The model-X had an inverted supercharged 110hp Cirrus engine, and in 1930 it was uncommon to have a supercharger installed on such a small engine. Lowell R. Bayles was to fly the new Gee Bee in the Cirrus Derby. Lowell Bayles flew a great race but could not beat Lee Gehlbach and his Little Rocket, and took second place with an average speed of 116.40 mph and shared the second place prize money of \$7,000 with Zantford Granville. Lowell Bayles purchased the model X after the race with his share of the purse.

In early 1931 Lowell Bayles flew his model X as the main attraction for the "Brinton's Flying Circus" which consisted of 4 planes, 6 pilots, 1 truck driver and a truck with a speaker system. The circus toured from North Carolina southward.

This aircraft was later converted to the model F configuration by installing a 135 hp Fairchild 6-390. NR49V was lost while stunting at the dedication of Cromwell Field (Burlington, Vermont) in September of 1931. Roscoe Brinton, the pilot successfully bailed out.

**The Gee Bee Model-B** was purchased by Harold Moon of Philadelphia for \$4980. The model B featured a new landing gear with shocks and fairings. The cowl was also different than that of the X. It was painted two tones of brown that were separated by a 1/2 inch red stripe, a paint scheme featured on the 1930 Packard.



The Gee Bee Model B, NR 854Y

The aircraft was monogrammed with "Myodine" which was the name of his company. On 11/15/1932 Mr. Moon sold the aircraft to Edith Bernson. Edith had the engine upgraded to a 125 HP Cirrus Ensign, at which time the fuel capacity was reduced to 30.5 gallons for weight considerations. The last report of the aircraft was a 6/3/1933 inspection report that cites 152 hours of flight time. It is rumored that the airplane was sold to an overseas customer in Spain. Other reports indicate the airplane was used in the Spanish Civil War and was flying until the late 1940's.

**The Gee Bee Model C.** Purchased by George Rand of New York, it was painted coca-cola red and white. A running pirate (the Menasco logo) was featured on the airplanes side. After delivery, the aircraft was returned to the factory and the larger fin and rudder developed for the Model D was installed. It is clear that the airplane was not upgraded to the Model D configuration (the 95 hp Menasco B-4 was retained and wheel pants were omitted), however the airplane was placed in the standard category on a 'one-time basis' with ATC404 as the supporting data. The aircrafts identification number was changed to NC855Y.

On 10-1-1931, Mr Rand sold the airplane to Harry Hall of New York, NY for \$800 and a J-5 Waco Taperwing. The airplane was destroyed in a fatal accident at Jersey City, New Jersey on 10-25-31.

**The Gee Bee Model D.** Zantford (Granny) Granville flew the Model D to air shows and races in the spring of 1931. Skywriting equipment controlled by a trigger on the joystick was installed and "Gee Bee" was scrawled across the sky over Manhattan. The paint scheme was Blue & Cream separated by a red pin stripe. A panther was painted on the aft fuselage and a pirate on the cowl. The model D featured a larger vertical fin and rudder than it's predecessors and also had a fully faired landing gear. ATC404 was cancelled after the Granvilles went out of business.



Gee Bee Model D NC11043

Bob Hall flew "the cat" to 1st place in event #4 of the 1931 National Air Races. This was a 25sm race for certified aircraft with a 400 cubic inch or smaller engine. Mrs Mae Haizlip placed 2nd in two events of

the 1931 National Air Races. Bill Rausch raced this airplane in the 1932 Nationals. NC11043 was lost in 1935 killing pilot Channing Seabury.

## 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

Our club has scheduled a build activity for March where members will be constructing a flying shelter and a service building to store our mower and frequency board. I write to you because my skills with a hammer are actually worse than my skills in boiling an egg. The last time I attempted to color an Easter egg ended in the tragic death of a chicken, but that's another story. I'm concerned that if I sign-up to help, other club members will actually expect me to contribute more than a smashed fingernail to the project. I'm fine with using a bottle of glue and accelerator but I don't think the club has plans to erect both structures using only Ca and 200-grit sandpaper. My dilemma is to find a way to contribute that will not involve a visit to the morgue.

Sincerely,  
Wanting to Help

### Dear Mr. Wanting;

I had completely forgotten how inept a guy can be with tools until I last visited my gynecologist. Ouch! Who would have thought he could have misplaced his flashlight like that. At any rate, you need to know that volunteering to assist the club doesn't mean you'll be the one given a Nurf hammer and pretend tool belt at the next year-end banquet.

There are other projects that need to be completed before another season of flying and exaggeration begins. Pilot station plates need to be positioned, benches need to be moved and a safety fence needs to be erected. The important thing is that you show up and lend a hand. **NOTE:** During club functions, neither the PRCM club nor its officers will take any responsibility for actions of idiotic club members concerning construction, destruction or expulsion of bodily fluid activities. Claims filed by J. Jansen or his associates on behalf of club members will not be recognized unless all rights for requested compensation are transferred to the Amelia National Library (we already have one book). Let John Hoelscher know dates and times you will be available to work March 19-22<sup>nd</sup>. John promises to have an ample supply of Band-Aids and splints on hand.

Sincerely  
Amelia - I always did like a guy with a tool

Note: I thought of a better sign-off but I don't think it will get past the sensors

Sincerely,  
Amelia – I'm a sucker for a guy with a tool

### Dear Amelia,

I can't believe how much attention and publicity is generated each year by Punxsutawney Phil. That worthless rodent was given prime-time coverage on all major news stations and the varmint didn't have to do anything except create a shadow. I'm thinking our flying club needs to create a similar folk-lore idea so we can get free news coverage, increase our membership and solicit the attention of hot-looking babes. We should mark the location on our field of the first 3 crashes from pilots wearing shorts. Lines could be drawn between these selected divots to create our own Bermuda triangle. Subsequent crashes within the established triangle would be reported to national news agencies and the NTSB as suspicious. What do you think about this great idea.

Sincerely,  
Seeking Publicity

### Dear Mr. Seeking

I believe your letter supports the popular contention that your Bermuda shorts have been long been cinched too tightly as to cause a lack of oxygen to your beanie. Everybody knows that Punxsutawney Phil is simply a marketing ruse to placate the masses into spending their hard-earned money on swimsuits or remaining inventories of parkas and snowshoes. Either way, the news agencies give honor and special recognition to a creature they would normally blast with a 12-gage on any other day of the year. It might be a good idea for you guys to put some flags in the ground to perpetuate an excuse for your inability to avoid the undesirable consequences from gravity and inertia. If you want the attention of hot-looking babes, you need to be pumping iron rather than glow fuel.

Sincerely  
Amelia Airhead – Still fighting the 5 O'clock shadow

### Dear Amelia,

Illinois' bad-hair X-governor was booted from office because of his attempt to sell a Congressional appointment. I mention this because our local flying club appoints candidates for office without an accompanying wire tap of officials. What if our top officers were making their selections based upon candidate contributions of flying fuel, glow plugs or even back issues of Playboy Magazine? We need to verify our officers meet the highest standards for public scrutiny.

Sincerely,  
Seeking Reform

**Dear Mr. Reform,**

I believe you need to go back to Reform School or at least pay attention when they hand out the clean towels. 1<sup>st</sup> off, nobody in that club of yours wants to be an officer. Active club members volunteer for open positions simply because somebody needs to order the toilet paper. Although your highest official does have a case of bad hair, there should be no special concern he will use his influence to populate a foreign CEFCU banking account. As far as wire taps go, you should try to avoid even coming close to those high-voltage electrical wires. If one of your planes tapped a wire and a tower simultaneously, the resultant ashes would barely fill a zip-lock bag.

In the meantime, I suggest you try to be helpful to your club officers. Why not volunteer for the various committees that will be necessary to host a public Fly-In, 4-Star 40 Race and prepare the new field to accept additional crashes.

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](mailto: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](mailto:jlkonnn@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.

Shoestringer 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](mailto:thomasmhenry53@comcast.net)

Home phone 243-2081.



**PRCM**  
**Peoria Radio Control Modelers**  
An AMA Chartered Club  
[www.peoriarcmodelers.com](http://www.peoriarcmodelers.com)