



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

Comment on Photo of the Month

Actually, this month's photo is a series of photos demonstrating some innovative thinking, technique and style. The question is, what does George do after he dorks his plane into the corn stubble and tears off the gear? The answer is, have Jim "The Arm" Hogan hand launch it.



Photo 1. After the corn stubble "dork", George has removed the dangling gear and makes ready for flight. Jim Hogan assists. Note Jim's "Go to Hell" hat.



Photo 2. Since engine failure initiated the first incident, extra care is given to make sure the engine is running at peak performance. Note that the hat has been removed...this is serious stuff!



Photo 3. Hatless Hogan makes a final adjustment. Note hip movement. Pilot Knight is standing ready.



Photo 4. In full stride, Jim Hogan's style is flawless.

Photo by Wilson



Photo 5. The launch. Note the final wrist movement. This is true hand launching greatness!

Photo by Wilson

MARCH CLUB MEETING



A brief moment of frivolity at the March meeting.

Photo by Wilson



Photo by Wilson

There is a new force present at our meetings making sure things don't get out of hand...can you guess who it is?



Photo by Wilson

Roger Stegall showing his electric Extra at Show & Tell



Photo by Wilson

John Dewey showing his Corsair at Show & Tell

2009 CLUB CALENDAR

FROM THE PREZ

John Hoelscher, PRCM President

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.
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.
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. See the article below on “Electric Flying” for the latest information. 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.

The first day of spring is upon us and with it will soon come that sound we so enjoy, the whine of our RC engines. Another flying season will soon be here and in preparation of the upcoming flying season, we have arranged for the American Red Cross to be present at the Club's April 7th meeting at TGIF's on War Memorial Dr. Two representatives from the Red Cross will be presenting a first aid class dealing primarily with the treatment of wounds and burns. We all enjoy an afternoon at the field but at the end of the day it's nice to go home with all your fingers and hands intact. This first aid session will deal with the eventuality that doesn't happen. They will show us what to do if a prop catches someone's hand or that gasser you've been trying to start suddenly spits fire at you. Even if you're not in the habit of attending the Club meetings, we encourage every member to attend this meeting. As is usual for our meetings, we will have dinner at 6:00 pm and the meeting at 7:00 pm. We will have a short Club business session and then turn the meeting over to our presenters for an approximately 30 minute session. Remember, this first aid class is not only so you know how to take care of yourself, but also that you know how to take care of your fellow club member after a sudden encounter with a screaming prop. Hope to see you all there.

FOUR STAR RACING

Jim Hogan, PRCM VP

On Sunday, March 22, 2009, George Knight and I attended the 2009 organizational meeting for the Four Star Racing Series with reps from the other area clubs.

The meeting emphasized safety in conjunction with keeping the competition fun.

Basically, the racing series rules will be about the same as last year. However, staggered starts were made a rule for all clubs to follow. It was agreed by all clubs that this would improve safety on the flight line.

We will also replace the unreliable flagger system with a set of four lights at each pylon. A light with a large number board will be assigned to each airplane based on the starting box. It will be turned on as each plane makes the pylon. This will make it easier to know when to turn and eliminate flag confusion.

The idea of a series championship in September was ruled out because we want to keep all flyers active and not eliminate someone due to a points system. We will also promote our events on “RC Universe” to get flyers from outside our area.

We also agreed to spice up the lunchtime break by the hosting club providing some lunchtime entertainment. It was suggested having club show teams provide demo flying or a war bird review. It's up to each club.

Dates will be:

May 2 - Washington
May 23 - Bloomington
July 18 - Peoria
August 8 - Pekin.

George Knight is our CD. He will need the help of all members to make Our Four Star event in July a big hit, and, by a big hit, I don't mean big crashes.

ELECTIC FLYING

Jim Fassino, PRCM Treasurer & Event Coordinator

We are planning to fly through April at the Midwest Sports Complex but we will have to evaluate that based on the turn out. We have needed just a few more pilots to cover our costs on Friday night. We plan to continue with the Monday flying too.

At the last few Friday night indoor events we have seen both George Knight and Don Stedman flying something that resembles home plate. These Home Plates are capable of slow flight and very high-speed flight. Based on some testing George has been conducting, as a service to the designer, a home plate will take lots of abuse.

Lately it seems that there are lots of orange and black airplanes at our indoor flying nights. Seems that Glen Howard (he must like black and orange) has been cleaning out his basement and has lots of club members flying his great flying airplanes. Last Friday night there were as many as 5 Glen original airplanes in the air at one time. Glen has been a regular at our indoor events and has been willing to share his knowledge, his older airplanes but not his candy bars.

Other breaking news from the indoor world includes Scott Ferguson and Steve Blessin both hovering like pros. They have been flying and hovering Glen Howard airplanes and are really doing a great job. Kerry DelVecchio has been enjoying the indoor world since he got his SemiNoll. It is a light, smooth and slow flying airplane that has him smiling and flying on electrons. One of our newest members Peggy Sutter has been a regular indoor flyer with a Vapor and a Cessna 210. Steve Blessin's great looking helicopter is still a crowd pleaser each week. Everyone stops flying to watch as the blue white and red colored helicopter hovers around the complex, it is a great looking and powerful Trex 450 with a Innovative Designs' Scorpion motor. Roger Stegall has been showing up at the events but all he brings is his advice and a cold drink.

We need to thank Central Hobbies and Precision RC for both sending potential new members to the Friday night indoor events.

NEW CONSTRUCTION AT THE FIELD

Construction on the new shelter began on Sunday March 22, 2009. On March 26 the real work began with the construction of the shelter and shed. By Friday March 27th most of the work had been completed. Check out the following work photos.



Photo by Fassino

Jim Fassino took this "before" photo from his Cessna 195.



PRCM Shelter
March 22, 2009

Photo by Wilson

The work begins.



PRCM Shelter
March 22, 2009

Photo by Wilson

Does this man with the sledge look like a River City Accountant to you?



Photo by Fassino

All work was very professional, each nail was driven straight and true.



PRCM Shelter
March 22, 2009

Photo by Wilson

Sunday's work was completed in record time.



Photo by Wilson

At the completion of work on Thursday, March 26.



Photo by Fassino

After Friday's workday, the shelter and shed are pretty much complete.
There is still some work to do, but the hard part is done.

**Thanks to all who helped on
the shelter/shed project!**

WHAT CONSTITUTES A CRASH?

The Editor, Bob Wilson

This is a question that has been bantered about for as long as we've had a club. It needs to be resolved. So, here is my official description of what is considered an **"Official Crash"**. We will use a fictitious character for examples...and we will call him "George".

At first, the official description of a crash should seem to be a no-brainer...a crash is a crash...right? Wrong.

If George's airplane is taxiing down the field and hits a gopher hole and flips over...that's not a crash, it's an **"Incident"**.

Now if George's plane is taxiing at a high rate of speed, hits the gopher hole, flips over and breaks in two...that's an **"Official Crash"**.

Rule #1: Field mishaps will be classified as either "Incidents" or "Official Crashes".

Rule #2: Aircraft breakage (other than the examples given below) will automatically be considered an "Official Crash".

There are also degrees of damage within each class.

Rule #3: "Incidents" and "Official Crashes" will be further subdivided into "slight", "moderate" and "severe". The other club members present will determine these levels of degree at the time of accident.

Now, at times there is a fine line between **"Incidents"** and **"Official Crashes"**.

For example, George bringing his airplane in "hot" for a landing that breaks the prop and bounces 15 times cannot be considered an **"Official Crash"**. Although poorly piloted, prop breaks are allowed within the boundaries of the field. This would be considered an "Incident, subdivision slight".

However, if George's airplane lands short of the mowed field and breaks a prop, this is considered an "Official Crash, subdivision slight".

Rule #4: Prop breaks are allowed within the boundaries of the field and will be considered only as "Incidents".

Rule #5: Any plane landing outside of the field boundaries will be charged with an "incident" if no other damage is incurred.

There are other nit-picky incidents that can occur within the limits of the field. Examples are: George's tail wheel falling off, the main gear wheels falling off, wheel pants coming unattached, etc.

Rule #6: Minor equipment failures resulting in a successful landing with no additional damage, within the limits of the field, will not be considered for either an "Incident" or an "Official Crash".

Finally, the subdivision "Severe" can be unilaterally renamed to anything that would better describe the crash results. For example: If our fictional pilot, George, powers his airplane into the ground at Mach 3.5 and the debris field is 400 yards long it can legally be reclassified as a "Schmuckerooski" or anything that the witnesses that are present feel is appropriate.

Rule #7: The subdivision "Severe" can be renamed to anything that is more descriptive.

Rule #8: “Acts of God” are not an excuse to justify or excuse an “Official Crash”.

For example: If George’s airplane is destroyed as a result of radio failure, it’s still an “Official Crash”.

Further: If George’s airplane and another fictitious character “Don” collide, both will be charged with an “Official Crash”.

If George fails to set up his ailerons correctly and the airplane crashes he will be charged with an “Official Crash”.

If George flies into a tornado and loses his airplane, this is considered an “Official Crash”.

Finally.

Rule #9: If an airplane crashes as a result of another identifiable club member turning on his radio and interfering with the signal, that member will be charged with an “Official Crash” not the pilot.

Rule #10: Radio interference resulting in a crash from an unidentifiable source will still be considered an “Official Crash” charged to the pilot.

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,

I’m writing to you because I’m at wits-end. It seems there is a proposal on the table that our 4-Star-40 racing series should go to staggered-starts. That’s like saying horse racing should do the same

so the horses don’t bunch-up in the turns. Hey, racing is racing! Most of the excitement and interest from racing comes from the excitement and interest to see who will cross the finish line first. If the last place finisher from a staggered start could be the winner, we might as well have boring time trials to determine a winner. What do you think about staggered Starts?

**Sincerely,
Not Wanting To Stagger**

Dear Mr. Not Wanting

I couldn’t agree with you more. If a pilot is concerned about another plane munching his tail feathers at the start of a race, that pilot should tell his holder to delay his start by a second or two. Don’t allow somebody to suck all the fun out of racing simply to avoid the potential for collisions. The 4-star racing I have witnessed has had far more collisions in the air than on the ground. Similar reasoning to staggered starts would suggest removing wings from planes to prevent collisions in the air. Just as you can’t dig in the mud without getting your shovel dirty, you can’t have races where the possibility of collisions is removed. I suggest the fellow who wants staggered starts take up the hobby of bird watching or paint-by-numbers. If he wants to race with the big boys, he needs to accept the conclusion that all undesired events in racing cannot be controlled. You have already standardized the airframe, fuel, motor, weight and propeller. Your races are about the interaction of 2 events -- (1) Skill and (2) Luck. If you remove a good portion of the luck, you are left with a much more sanitized and homogenized event that could not properly be described as a race. When the flag drops - everybody goes. The first one across the finish line wins. How simple -- how pure -- how exciting!

**Sincerely,
Amelia Airhead - Not afraid of an occasional rear-end collision**

Dear Amelia,

I’m homesick. I have flown at the new field and I have to admit that it doesn’t feel like “home.” The place lacks a certain something that the old field had. We never get a drive-by visitor because nobody on the main road can see what type of craziness is taking place on the top of the hill. The new field is missing memories of spectacular crashes and stupid mistakes. Our previous location was speckled with shed parts, broken propellers and lost spinners. Visitation to a crash site at the old field almost always yielded additional skeletal remains from a previous mishap. I want the new place to feel like the old place. What am I to do?

**Sincerely,
Homesick**

Dear Homesick,

No wonder your new place doesn’t feel like home yet. You don’t yet have a shelter, storage shed or place to squat. As a matter of fact, there isn’t even a flagpole to avoid. A place called home is a place full of memories. You guys have barely scratched the surface when it comes to doing idiotic things at your new field. Trust me, a time will come when you can sit in the shade of a new shelter and heckle some poor soul who can’t start his glow motor with the glow plug unattached. Records indicate you have already logged at least one abbreviated flight with ailerons reversed. Don’t worry, I’m confident you guys can create your own entertainment with the wealth of ineptness so rampant in your club. Like the saying goes -- Home is where the heart is. The best way to get a feeling of belonging is by participating in the creation of experiences to make your new field an attractive place to visit. There is still much work to do. Green grass and a road do not a flying field make. Any measure of success is an evaluation of what you had to give up to obtain the success. If you did nothing, you are likely to feel little reward at the completion of the project. Get out there, swing a hammer, build a fence, shingle a

roof, pick up trash or fertilize the sod. For somebody to feel connected, the secret is in the doing.

Sincerely,
Amelia Airhead - always doing somebody

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



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.



[Editors note: Take a look at the circular designed by Jim Fassino for the upcoming open house. It is included as a separate pdf file with this newsletter.]

