



CLUB PARTICULARS

AMA Charter 331

Website: peoriarcmodelers.co

PRESIDENT:	John "Gipetto" Hoelscher (309) 360-1017, johnhoelscher@comcast.net
VICE PRESIDENT:	"Hollywood" Jim Hogan (309) 370-6901, bzsource@hotmail.com
SEC/TREAS:	Jim "Smokin-Jimmy" Fassino (309) 243-8590, jfassino@comcast.net
SAFETY:	Kerry "Crash" Delvecchio (309) 243-1436, kerrydel@mchsi.com
WEBMASTER:	Terry "Terrance" Beachler (309) 696-0035, terry@beachlers.com
MAINTENANCE & GROUNDS:	Roger "Pod Man" Stegall (309) 579-3023, rstegall@gmail.com
EDITOR:	Bob "Grumplestiltskin" Wilson (309) 219-4262, wilsorc@gmail.com
CONTEST DIRECTORS:	Bob Wilson

Flying Field Location

The flying field is located off Old Galena Road, ½ mile north of the Caterpillar Technical 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 and Sunday.

Membership

Club dues are \$100/year. All members and flyers must belong to the Academy of Model Aeronautics (AMA). A \$300 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 over three 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 aircraft 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, rstegall@gmail.com

PHOTO OF THE MONTH



Terry Beachler arrives at the field.

Explanation

This is a photo of Terry Beachler arriving at the field in his Chevy Aveo, often termed the "clown car" by other members. Is this fair? You make the determination.

2009 CLUB CALENDAR

July

1-2	AMA NATS, IMAC Scale Aerobatics
7	Club Meeting at the field. 7pm meeting begins.
13-17	AMA NATS, NSRCA Pattern
18	Four Star Racing Series, Peoria, IL
27-31	EAA Air Venture, Oshkosh, WI

August

1-2	EAA Air Venture, Oshkosh, WI
1-2	Fat Lake Pattern Rendezvous
4	Club Meeting at the field. 7pm meeting begins.
8	Four Star Racing Series, Pekin, IL

September

1	Club Meeting at the field. 7pm meeting begins.
5-6	Fox Valley Pattern Meet

October

6	Club meeting at TGI-Fridays. 5300 W. War Memorial Dr. 7 pm. 6pm re-meeting dinner.
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November

3	Club meeting at TGI-Fridays. 5300 W. War Memorial Dr. 7 pm. 6pm pre-meeting dinner.
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December

1	Club meeting at TGI-Fridays. 5300 W. War Memorial Dr. 7 pm. 6pm pre-meeting dinner.
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PRCM FOUR STAR 40 RACING TEAM

Remember, July 18 is the date for the PRCM hosted four-star pylon racing event.

Real men (and women) compete in pylon racing. Join in the fun.

For information contact George Knight, the event Contest Director.

george_knight2@cable.comcast.com Tele: (309) 696-7358

OPEN HOUSE NEWS ARTICLE



The "News & Views" carried this front-page article on our recent open house. The recognizable club members in the photo look to be, Joe Lang, Jim Fassino, George Knight and Steve Blessin. It's interesting that the article immediately to the left is about joining the circus...coincidence?

RECOGNITION

Two of our PRCM club members deserve special recognition this month.

Jim Fassino

In addition to all the work he does covering the Secretary/Treasurer position, Jim donated his riding mower to the club. This is a considerable expense and the club (and the mowing lady) are deeply appreciative.

Roger Stegal

Roger stepped up to the newly created "Grounds & Maintenance" position with gusto. It is as though this has been Roger's "life's calling". It is not uncommon to see him at the field at all hours positioning pilot blocks, building shelves, caulking the shed and yes, weed whacking the unwanted growth around pilot stations and safety barriers. There are even rumors that he has been seen washing the riding mower!

PATTERN FLYING



Bob Wilson, Newsletter Editor & Pattern Reporter

A big month for pattern flying! Two major events were attended by club neophyte pattern flyers, Jim Fassino and Bob Wilson.

District IV & V Pattern Shoot-Out June 6-7, 2009

This is an annual "grudge match" held at the National Flying site in Muncie, Indiana. Our District 5 includes, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota and Wisconsin. The "enemy", District 4, includes, Indiana, Kentucky, Michigan, Ohio and West Virginia.

There are no individual awards given for this competition, only a traveling trophy that, unfortunately, has been in the position of District IV for some time. This year's event was no different. A big showing by District IV insured that they retained the trophy. Hopefully, next year more District V flyers (and PRCM members) will attend.



Jim Fassino (on right) calling out tips to Andrew Jesky as he flies the FAI routine during the Dist. IV & V Shootout in Muncie, Ind.

Tri-Village, Jim Hubbard Memorial, Pattern Contest

The pattern flyer contingent (sometimes called the "Chicago mafia") of the Tri Village RC Club puts on this super-fun event every year. Contest CD, Frank Del Giudice, and his helpers do a bang up job.

This years contest was marked by beautiful weather on Saturday and Armageddon strength winds on Sunday.

Our congratulations to PRCM club member, Jim Fassino on his first place win in the Sportsman class.



It's time to quit sandbagging Jim, and move up to Intermediate!

JIM HUBBARD MEMORIAL PATTERN CONTEST RESULTS

Sportsman	
Pilot	Total (4-highest rounds)
Fassino, Jim	4000
Sobolewski, Brandon	3586.5862
Intermediate	
Burzinski, Joe	3994.8979
De Luca, John	3891.0624
Kunath, Tom	3822.0599
Gaishin, Mike	3787.8876
Wilson, Bob	3785.7758
Stephens, Gary	3598.9020
Advanced	
Rosenblatt, David	3993.4545
Abdullah, Anthony	3912.1087
Alexander, Ken	3852.9192
Murphy, Mike	3821.9738
Del Giudice, Matt	3797.5153
Snow, John	3750.1586
Gago, John	3622.0044
Masters	
Koester, Verne	4000
Mueller, Mike	3979.8974
Sharp, Brenner	3833.7174
Greg, William	3582.4043
Satalino, Robert	3543.9693
Villa, Eugene	3375.4533
Gilkey, Thomas	3217.5942
Del Giudice, Frank	2924.0332
FAI/F3A Prelims	
Jesky, Andrew	4000
Snow, David	3649.4768
Klein, Mike	3628.6515
Ahrens, William	3598.7462
Dorna, Michael	3398.6742
Dose, Rusty	3171.1332
White, Edward	2855.7065
Atwood, Mark	2638.1060

PILOT ERROR

By Bob Wilson – Peoria RC Modelers Editor

Just about everything in RC flying can be contributed to “pilot error”.

No, you say!

I said “just” about everything. There are times when a wayward electron decides to get cantankerous and burn up a pc board, but these incidents are few and far between. Everything else can be contributed to bad flying or not paying attention to your equipment.

RC flying, is governed by “ATTENTION TO DETAIL”.

Case in point is my recent melt down at the Jim Hubbard Memorial Pattern Contest in Hoffman Estates.

At the end of Saturday’s competition my trusty “Venus II” and I were in first place by a comfortable 9 points. Things were good. All I had to do was survive two rounds of flying on Sunday. Depending on how my competition performed, I had a good chance of being in the top 3.

Not so.

At the end of competition on Saturday I zeroed the very last maneuver in the Intermediate sequence. The reason; my engine quit on the stall turn up-line. I landed safely and still managed to keep my lead. I attributed the engine failure to a needle valve adjusted on the lean side. I started it again on the ground and everything seemed fine.

Sunday was windy. I was the very first to fly. Everything seemed to go well in my 5th round...until the “top hat” maneuver. Again, the engine took a dump on the upline. With a gazillion mph wind blowing, I barely got it back to the field.

Now I’m worried!

I try not to watch the “Intermediate” competition because it just psyches me out. When I did catch sight of them, however, I noticed three figures at the flight line instead of the normal two...the pilot, the caller and a god like aberration guiding their every move. These guys were flying tremendous patterns in spite of the wind!

I’m in real trouble.

Again, I putzed with my engine and felt I had corrected the problem. All I had to do was fly one more strong sequence and maybe I had a chance.

By now the wind was blowing so hard even the birds were walking. Oh yah, and then I had to follow Andrew Jesky. Perfect loops, perfect rolls...it just isn’t fair!

I digress.

The moment of truth! My takeoff was flawless... I do the procedure turn and watch the airplane fly downwind at Mach 2.0. Another turn around maneuver and I’m setting up for the square loop. Everything goes well. Half reverse Cuban eight, no problem. Two consecutive rolls...I nail them. Half square loop with a half roll...wait...did I hear an engine abnormality? By now the wind is blowing so hard my caller, Jim Fassino, has to use a megaphone.

I start the outside loop and everything looks cool but as the airplane tries to climb and complete the loop, it falters, sputters and falls backwards. I pull the throttle back, but in the wind I can’t hear the engine running. Naturally, I think the engine has died again. I call “dead stick” and make a most embarrassing cross-field, sloppy landing. Andrew is just returning to the pits. To add

Insult to injury one of the judges (Doc Villa) says, "The engine is still running".

Oh, the humanity!

After the contest I was so frustrated with the engine's performance I sent off to Tower for another O.S 120 AX.

So ends my Hoffman Estates 2009 experience, and back to the original focus of this article. Prior to the contest and during practice sessions I noticed that my fuel pump wouldn't suck out all the remaining fuel at the end of a day's flying.

It didn't even register!

After the contest (and after I had ordered the new engine), I found the problem. The fuel tank's clunk line had a slit in it at the copper tubing. By the time I got to the contest this slit had grown. By the end of the 4th round it had almost totally separated. This was the cause of my problems.

Instead of claiming "bad luck" or strange "mojo", I have to take the hit. It was pilot error! Hopefully, next time I get a subtle warning, I'll take notice.

Now I need another airplane for my new O.S. 120 AX!



"Oh the humanity!"

DEAR 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. Amelia Airhead is the pen name of Roger "Pod Man" Stegall.

Dear Amelia,

Our flying club is pretty well established at a new flying site but it doesn't quite feel right. Our old field in Chillicothe had some charisma that is notably lacking at this new location. Yes, I am referring to -- Petro-Mat. That home-spun surface in the center of flying activities was like a Welcome Home Mat you would expect to see at the threshold of an up-scale household. Many a times, I witnessed flyers using Petro Mat for practice as if it were the top deck of a U.S. carrier. I write to you because I want your opinion if I should start an "I-miss-the- mat campaign" to have a new Petro-Surface installed at our new field.

Sincerely,
I Miss The Mat

Dear Miss the Mat Moron,

From your letter, I'm a believer that you are missing more than the mat. Don't you remember those large clumps of grass that were growing up between and through your aircraft carrier surface? You may have seen some guys practice landings on the mat but I saw far more flyers avoid the mat with the same intensity they would avoid a questionnaire on inner feelings. The only real supporters of Petro Mat were hobby shops that sold glue and replacement landing gears. If you want to improve the amenities at your new flying site, why not install a permanent charcoal grill so visitors and guests will not have to drive in excess of 10 miles to get a good helping of indigestion? Some of those hockey pucks you recently disguised as hamburgers during your Open House should have been better put to use as wheel chocks. Whatever you decide to add, start thinking of your new flying site as a family experience. Transform this new field into a nice place to visit, even if you arrive without a plane.

Sincerely,
Amelia Airhead

Dear Amelia,

I had a moment of inspiration that I wanted to run past you. There has been a lot of attention given to that new Octo-Mom mother. As a way to grow our club membership, what do you think about granting all 14 of her offspring a club membership? Our club would immediately grow by about 30% and we would get some National attention. We could even have a sperm fly-in where flyers contribute \$5 or a sample for her next effort at motherhood.

Sincerely
Seeking new members

Dear Mr. Seeking,

The lady you mentioned has already used up her 15-minutes of fame and is now seeking creative ways to recycle a daily truck-load of poop. Several guys have claimed responsibility for her latest population explosion but none of those guys are on your flying club roster. If you seek new members, why not have a mall show, display some planes, show some flying videos and have a couple of flight simulators for the inevitable visitors who will want to give it a try. Concentrate on an entry level of interest. Display necessary items and associated costs (Trainer plane \$60, .46 Motor \$100, Prop \$3, Radio \$120, Fuel line \$3). Your club has a great field and needs to expand opportunities for interaction with the community. To increase club membership, will require more effort than collecting bodily fluids inside a turkey baster.

Sincerely,
Amelia Airhead

FOR SALE

CLUB MOWER

1994 WHITE GT 185 Twin OHV lawn tractor. New belts, filters, oil. Lawn ready. \$375. 309/579-2209 Chillicothe. 6/29.

Contact: Terry Beachler (309) 696-0035

GETTING OUT OF THE HOBBY

FOR SALE

Aero Works Extra 300, ws 78", 45 cc RCGF (Aerovate), 6 servos, \$500.

SOLD

Fliton Inspire 90, ws 68", OS 120 AX 2 stroke, 5 Hitec servos, \$200. **SOLD**

Goldberg Ultimate, ws 54", OS 90 FSR 2 stroke, 5 Hitec servos, \$200. **SOLD**

Top Flite GS P51 Mustang, ws 84", Zenoah G45, Robart **Retracts**, \$600 – never flown.

Super Duelist Twin, ws 89", 2x Tower 60s (one needs carb), **SOLD**

Spring Air retracts, needs canopy, \$250 – never flown

BalsaUSA Eindecker 40, ws 60", no engine, \$100

Futaba 9CAPS, 72 MHz, with synthesizer module, \$100

Futaba 12FGA, 2.4 GHz, \$400

D&L Designs kit Edge 540, ws 60", Tower 75 engine, RTF, \$100

Contact Kerry Delvecchio,

FOR SALE

JACK LI STUFF

Used G.Trick 90 ready to fly (everything included) - \$700 OBO

Designed by Japanese F3A world champion Giichi Naruki. Less than 100 flights. In great condition. Almost new YS-91 4 stroke engine installed and all high speed high torque digital servos.

All New Yogi 40 ready to fly (everything included) - \$350 OBO All new plane with 0 flight on it! New OS-40 engine installed and all new servos included.

Used Yogi 40 ready to fly (everything included) - \$150 OBO OS-40 engine installed and all servos included.

Used Phoenix 90 Ready to fly - \$150 OBO

Everything's ready. I had two of this plane and won 1st place in Chinese Nationals and 2nd place in intermediate at NATS with the other one. This one for sale is my spare plane with very few flights on it.

New SenSation 1400 ARF Kit - \$100 OBO

Designed by French F3A world champion Hanno Prettnner (arguably the best of all time). New in box.

Used SenSation 1400 ready to fly (everything included) - \$100 OBO, OS-46 engine and servos included.

Anyone who buys two will get a Chinese made 30 size trainer kit for free. (I got it as a prize for winning 1st place in nationals back in China) If you don't like the price come and give your offer. Parents are moving away so everything other than my F3A and my old phoenix must go. A lot of other parts for sale, too. Also several gallons of never opened CoolPower 15% and 30% fuel.

Contact me at lrhkb8@gmail.com or (309)229-6279.

Jack Li

Pattern Stuff for Sale

Mike Murphy

YS 140DZ, rebuilt, very good shape...\$300

Focus I Pattern Airplane...\$200, OBO.

Contact at: mmurphy178@comcast.net

Tele: (616) 690-2095 (cell)

Bob Wilson Stuff

Taylorcraft BC-12-D built from Hostetler plans. \$300
Wingspan 112", Length 68"
Sized for Saito 150.

Rainbow Hawk Biplane. From Clayton Thoms plans \$200
Wingspan: 65"

Nick Zirolis Stand Off Scale Kit, 60 size \$35
Boeing Stearman (wings partially built)
w/ plastic build up radial engine

RC 120 Kit, 60-91 2-stroke \$75

¼ Scale Marquart Charger Biplane Kit \$125
Span 73"
Engine size: Gas 2.2 ci

Saito FA-80, 4-stroke, Used \$75
Saito FA-80, 4 stroke, NIB \$150
Two matched O.S. 25 glow engines, Used, both \$30
O.S. Max 91 Surpass, used, needs muffler \$20
Magnum XL-15, glow \$20
Magnum XLFS 91AR, 4 stroke, NIB \$150
Super Tigre 51, used \$50
2-O.S. Max 40 FP, 2-stroke, used, each \$20
3-O.S. Max 61 FSR, 2-stroke, used, each \$40
YS 60, 2 stroke, used \$15

Contact Bob Wilson

wilsorc@gmail.com

(309) 219-4262

Remember, the 1st annual "Fat Lake Pattern Rendezvous" is August 1-2.

That's it for this month. Get out to the new field and support your club.

Editor