



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) 361-6828, jfassino@me.com
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
AMA 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.net

Glow, Gas, electric fixed wing & helicopter.

Jim Fassino, (309) 361-6828, jfassino@me.com

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



The "Tommy Crash" at PRCM's 4-Star 40 2009.

Explanation

No one likes to experience a crash, but the above photo is so unusual it needs to be shown. During the PRCM 4-Star 40, pylon race, club member Tommy Imhoff lost his racer in the first round, first heat and first lap. Somehow, Tommy and the red airplane pictured above tried to occupy the same airspace at the same time. The red airplane chewed off Tommy's left wing tip (shown on the right hand side of the photo). Tommy's airplane became uncontrollable and crashed at midfield.

2009 CLUB CALENDAR

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.
---	--

November

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

December

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

PRCM FOUR STAR 40 RACING

“And...what a race it was!”

The PRCM sponsored Four Star-40 pylon race was noteworthy by the amount of crashes that occurred during competition...7 total!

As shown in the “Photo of the Month” above, PRCM’s Tommy Imhoff suffered the first mishap. Six other airplanes suffered the same fate, one pilot losing two airplanes.

But, there was also some fantastic flying and good competition. Duane Holloiger from Bloomington took first place honors, just squeaking by Jason Danhaki from Champaign by 6/100 of a second.

Unfortunately, most of the Peoria fliers did not compete because of manpower shortages required in running the meet. Hopefully, the racing committee can come up with a solution for next year that will help reduce the very labor-intensive contest requirements.

As it was, Bob Wilson was the high scorer for PRCM coming in 5th and having the third fastest time.

Our congratulations to Contest CD George Knight and a host of other PRCM helpers for putting this function together.



Photo by Jones
Flight line view, 4-Star 2009.



Photo by Jones
A 4-Star fly-by during the PRCM competition.



Photo by Wilson
The launch



Photo by Jones
Tommy Imhoff hustling back after launch to call for Bob Wilson

Peoria RC Modelers Hosted Race 3			
Place	Name	Low Time	Points
1	Duane Holloiger-B	**1:41.01	23
2	Jason Danhaki-C	1:41.07	23
3	C. Sydor-C	1:50.04	20
4	TJ Klise-W	1:52.07	18
5	B. Wilson-P	1:49.00	16
6	Jay Capps-B	1:51:06	16
7	Bryan Miller-W	1:54.09	15
8	M. Wilson-B	1:55.01	14
9	C. Van Denburgh-B	2:14.06	13
10	Bernie Meegan-W	2:05.07	08
11	J. Bremenkamp-W	2:19.01	07
12	Marshall Logue-W	2:05.03	06
13	Homer Barker-B	2:23.01	05
14	L. Roberts-K	2:56.08	02
5	Tom Imhoff-P	0:00.00	0
16	D. Ludington-B	0:00.00	0



Photo by Jones
Contest CD George Knight supervising “airplane identification” phase during 4-Sar 2009.



At times the sky got real crowded.

Photo by Wilson

PATTERN FLYING



Bob Wilson, Newsletter Editor & Pattern Reporter

The Peoria RC Modelers will host the "Fat Lake Pattern Rendezvous" on August 1-2. This will be our attempt to introduce pattern flying to the Central Illinois area.

"Pattern" flying is supported by the National Society of Radio Controlled Aerobatics (NSRCA), a special interest group (SIG) of the AMA. The airplane size and weight are limited to 2 meters and 11 pounds respectively.

There are five levels of competition within the NSRCA and each level has its own unique set of required aerobatic sequences.

Sportsman
Intermediate
Advanced
Masters
FAI

The "Sportsman" sequences are at the entry level and designed to introduce pattern flying. There are two "breaks" within the sequence that allow the competitor to reposition his aircraft.

Intermediate, Advanced and Masters sequences become increasingly more difficult as one advances. Each builds on maneuvers learned in the previous sequence.

FAI stands for "Federation Aeronautique Internationale", the world governing body for air sports and aeronautical world records. It is technically not NSRCA related. Within the FAI there are 8 classes governing all aspects of aero modeling. The class governing radio-controlled aerobatics is F3A.

Obviously, there is no one in our club capable of doing the FAI sequences...yet, but who knows? Help support this upcoming contest, better yet, bring an airplane and enter the "Sportsman" class. As an entry level it is open to any aircraft meeting AMA requirements. Both size and weight limitations have been waved. Who knows? There could be a potential world champion in the Peoria area.

The O.S. 120AX

Bob Wilson

Several of us attempting to fly pattern have had problems tuning our O.S. 120AX.... me especially! To demonstrate how important it is to filter your fuel, look what I found in my carb. I call it "the blob of clear crap", either plastic residue from the fuel bottle or the fuel lines. In either case it caused extreme frustration at the flight line. As it floated around the needle valve housing it caused the engine to constantly change settings. I now have in-line filters on both the fuel pump and the engine.

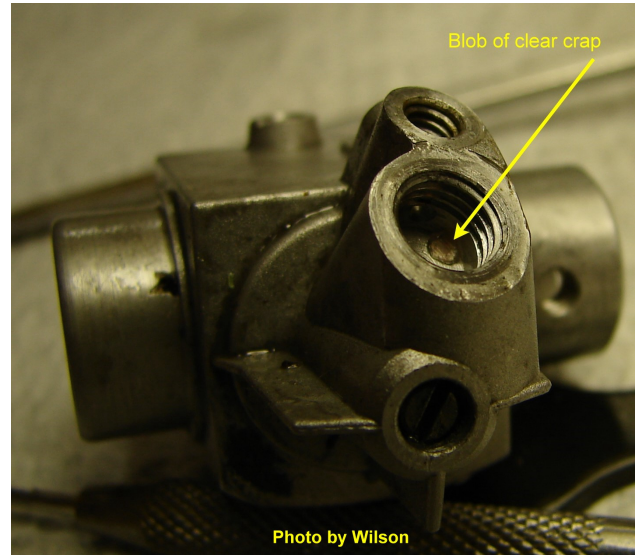


Photo by Wilson

DEAR AMELIA



These are real questions 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,

There are rumors that the PRCM club president may be investigated, and, indeed, prosecuted for "crimes against humanity". This concerns the said president leaving a partially finished beer on the table after

leaving the PRCM meeting get-together at the “River Beach Club”.
I offer into evidence a hazy photo of the beer in question taken

clandestinely by a PRCM mole. Since the mole’s identity must remain secret, let’s just call him “Deep Throat”. There is no question that leaving an unfinished beer is a serious offence...your input please.

Citizen Against “Lightweight” Beer Drinkers



Dear Concerned for Ethical Beer-Drinking,

The crime you have chronicled is particularly heinous, especially in light of your president’s responsibility to set the standard for others. If this wanton act of waste were allowed to go unchallenged, who knows what could be next. Guys who one day leave some beer in a glass may also think it’s acceptable some day to leave the table during a lap-dance. Your gang of flyers and drinkers needs to have some measure of protocol when it comes to exiting a bar before a decision is made concerning how much to tip some buxom lass for putting up with your stupidity. I would bet that this same guy would never leave a similar volume of flying fuel on a table because he had to get home in time to see if the Michael Jackson Paul-bearers did a moon-walk while carrying the casket. I would suggest your next selection of a club president be made only after consideration is given to how he drinks his beer. Any guy who puts tooty-fruity in a beer should have his DNA checked to verify there exists both an “X” and a “Y” chromosome. The only reason for a guy to leave beer in a glass while still breathing is because somebody offered him a larger beer or some poor damsel had a Janet Jackson type of wardrobe malfunction. If neither of these conditions existed at the River Beach Club, I believe you have grounds for impeachment or at least an apology to all manner of men who have puked their guts out in some dimly lit bar toilet.

As to the PRCM mole, alias “Deep Throat”, he is to be commended for the heads-up photograph. I would say that a complementary club position should be awarded him...maybe safety officer?

**Sincerely,
Amelia Airhead**

PS: If you happen to see my telephone number on one of those bathroom walls, don’t call because I’m trying to save minutes.

Dear Amelia,

A superstar in pattern competition in 2007 & 2008 seems to be losing it. Home for the summer after attending school in Aurora, Jack Li visited the flying field last Sunday. His first attempt at flying ended in disaster. As he picked up Bob Wilson’s “stick” plane to demonstrate a maneuver, he made a mental error and snapped off the horizontal stabilizer.

Amelia, should this be interpreted as a harbinger of things to come, a warning to Jack that his future may not be best served by continued pattern flying. Should he, instead, look for an alternate activity...say...stamp collecting of pillow stuffing. I offer into evidence the attached photo.

Concerned for Jack



Dear Concerned,

Oh, the inhumanity! The loss of any plane is not to be taken lightly. Normally, when new flyers get the urge to display their prowess in the skies, they progress from a flight simulator to the actual experience. Stick-planes are intermediate training aids that usually fit in somewhere between toilet training and searching Sears catalog pages for scantily clad women. Although this flying fellow you mention has had some success in pattern flying, he obviously has some latent tendencies yet to be resolved. I believe your club shares some responsibility for this latest mishap. Stick-planes are often flown behind the pilot’s safety line, and yet, your club has no written instructions to govern their use. I would suggest you immediately require all stick-planes flown behind the safety line to have a large cork placed on the nose of the plane as a protection to all unsuspecting spectators and visiting Japanese beetles. Your frequency board should be updated with slots for stick-planes.

Placing one’s AMA card at one of those slots will alert all other stick-plane flyers to the potential for mid-air collisions. Your club is lucky the NTSB does not fully investigate stick-plane accidents to determine culpable blame. If stick-plane flying proves too challenging for some of your membership, may I suggest RC submarines or Subway submarines (I like mine with extra pickle).

**Sincerely,
Amelia Airhead -**

Dear Amelia,

A popular Chinese model magazine recently ran an article on the Peoria RC Modelers and included photos of Roger Stegall, Bob Wilson & Terry Beachler. Is it true that hordes of hot Chinese women are now flooding the American Embassy with amorous requests concerning these three studly modelers? I offer into evidence the following magazine photos showing the cover and member photos.

**Concerned about foreign relations
U.S. Secty of State
Hillary Clinton**

Dear Hilary,

Before I get too far into my answer, let me tell you that you should be more concerned with your husband’s relations than foreign relations. That my help to explain the frequent rash you have been getting. And, by the way, do you get frequent flyer Miles for trips on Air Force One? Those “studly” Peoria-area flyers shown in that Chinese magazine did cause a flood of young women to visit the American Embassy, but those

gals were seeking a restraining order. Rather than describe the guys as “hunks” or “ripped”, the young ladies used words like Juicy and plump.

Utilizing the formula of 30 minutes of required boiling per pound, most of the gals were thinking the guys would be done just in time for the September moon festival. Why is it that every time I have a side order of chicken chow mien, I have an unexplained tendency to chase cars.

Sincerely, Amelia (I love stir-fry) Airhead



FOR SALE

GETTING OUT OF THE HOBBY

FOR SALE

Top Flite GS P51 Mustang, ws 84", Zenoah G45, Robart Super

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

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

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

Contact Kerry Delvecchio,

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, but Saito 180 would be better.

Nick Zirolis Stand Off Scale Kit, 60 size \$30
Boeing Stearman (wings partially built)
w/ plastic build up radial engine

Dave Patrick "Ultimate Xtreme" Biplane complete \$150
w/ buxom pilot figure. Airplane only, no engine, no
servos.



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

1/4 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

IN MEMORY



The last mission

A REMINDER

Jim Hogan owes those in attendance a Klondike bar!



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