



CLUB PARTICULARS

AMA Charter 331
Website: peoriarcmodelers.co



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- EDITOR:** Bob "Grumplestiltskin" Wilson
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- 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](mailto:dolson@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, rogerstegall@hotmail.com

PHOTO OF THE MONTH



The PRCM flagpole, a beautiful sky and...in the lower left, Tom Imhoff's biplane.

2009 CLUB CALENDAR

October

3 Club Picnic

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

November

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

6, 13, 20, 27 Electric flying at the Galena Rd. soccer complex. 9-11pm

December

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

4, 11, 18 Electric flying at the Galena Rd. soccer complex. 9-11pm

PRCM CUB SCOUT DAY



Joe Lang and John Hoelscher pose with St. Philomena Cubscout Pack 18

On Saturday, September 19, organizers Joe Lang and John Hoelscher put together an RC flying program for St. Philomena's Cub Scout Pack 18. This was their first visit to the PRCM field.

The cub scouts and their leaders arrived early and were given a short tour of the field and allowed to view the various airplanes and talk with the pilots.



Joe Lang shows Cub Scouts the basics of flight.

After this, the group had some ground school training and then, it was on to the computers and flight simulators. Like kids everywhere they loved this.



Roger Stegall & John Hoelscher show Scouts how to operate the flight simulator program.

Next, each scout (and their leaders) got a chance to fly an RC trainer albeit with a buddy cord. This was the highlight of the visit. Surprisingly, the scouts seemed to catch on pretty fast.



This Cub Scout had too much help. That's pilot Joe Lang, assistant Instructor Jim Fassino and Supervisor Scott Ferguson. Poor kid!

This was a fun day with a bunch of nice young men. Our thanks to all members of the Peoria RC Modelers that helped out.

Become a "Fan" on PRCM's FACEBOOK PAGE

Sign up today



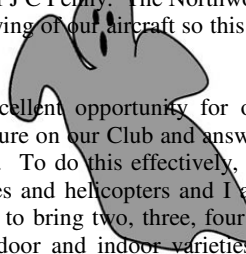
<http://www.facebook.com/pages/Peoria-RC-Modelers/151007523059>



FROM THE PREZ

PRCM President John Hoelscher

On Saturday, October 24th, the Junior League of Peoria is sponsoring a new event at Northwoods Mall called “The Truck Stop Family Festival.” Our Club received an invitation to display our RC aircraft and I have mentioned this at our last two Club meetings. I will bring this up again at our next meeting on October 6th. We will be provided an area equal to 30 ft. by 30 ft. to have a static display of our planes and helicopters. I have been told the display will be in the parking lot in front of J C Penny. The Northwoods Mall management will not allow any flying of our aircraft so this will be a static display only.




This presents an excellent opportunity for our Club to showcase itself, pass out literature on our Club and answer questions about our Club and our hobby. To do this effectively, we need a really great presentation of planes and helicopters and I am requesting as many members as possible to bring two, three, four or more models of all types and sizes, outdoor and indoor varieties. The show starts at 10:00 am and ends at 3:00 pm. It is not necessary for everyone who brings something for display to stay the entire time. What we do need however, are volunteers to man a table for the purpose of handing out brochures, answering questions and keeping an eye on the models on display. I would like to have two Club members on hand at all times during the show. This can be done in shifts of one to two hours each, all depending upon the number of volunteers willing to donate a little bit of their time to the Club.

I am asking all Club members to help make this a great presentation for our Club by bringing models for display and helping out during the show at our display site. Please contact me to let me know if you can participate. Thanks.

John Hoelscher
President

PATTERN FLYING



Bob Wilson, Newsletter Editor & Pattern Reporter



FOX VALLEY

On September 5th three PRCM flyers journeyed to St. Charles, Illinois for the Fox Valley Pattern contest. Bryan Chumbley competed in “Sportsman” while Jim Fassino and Bob Wilson competed in “Intermediate”.

Chumbley and Wilson decided to “rough it” and spent the weekend in a “pop up” camper. After some practice flying on Friday evening, the two stalwart outdoorsman settled in for the night.



“Chummer” taking in the evening air at Fox Valley.

That evening a massive fog front moved in...it was like sleeping in a cold sauna. Additionally, there were reports of strange sounds emanating from the structure during the night. Morning brought a true appreciation for the amount of fog.



Early Saturday morning at the Fox Valley Pattern meet.

Obviously, the event was somewhat delayed by the heavy fog. When it did finally start, the first few flyers found themselves disappearing into some of the lingering clouds. The skies cleared, however, and the competition began in earnest.

When the dust had cleared on Sunday afternoon, Bryan Chumbley captured First Place in “Sportsman” and Bob Wilson finished third in “Intermediate”. Jim Fassino suffered some early round problems while flying “Intermediate” but really seemed to get it together in the later rounds. Unfortunately it wasn’t enough, and he finished 6th.



Bryan Chumbley shows his Sportsman winning form.

Of interest was Jim Fassino's purchase of Frank DeGiudice's "Temptation" while at the meet. This is a fine airplane and will undoubtedly compliment Jim's flying style.



Jim Fassino & Frank DeGiudice with the "Temptation".

All in all, the PRCM Pattern group did pretty well. "Chummer" got his "BIG" trophy and Wilson got his "baby" trophy.



Chummer and Wilson receiving Fox Valley trophies.



Our thanks to Rusty Does and the rest of the members of the Fox Valley club for a fine event.

BOURBON COUNTY PATTERN CONTEST

PRCM's Bryan Chumbley and son Nick "Big Chum" Chumbley journeyed to Ft. Scott, Kansas for the Bourbon County Pattern contest. Here is Bryan's account of that event-BW.

The 2009 Bourbon Barrel Classic was held in Fort Scott, Kansas September 26 & 27. Before the contest I was in contact with CD Todd Schmidt and he indicated he was expecting flyers from at least 5 states.

With my son, Nick, along for the ride as designated "caller" we left for Fort Scott early Friday morning. After 500 miles and 8.5 hours, we arrived at the field located on the southwest corner of the Fort Scott Municipal Airport. The 800-foot long grass runway was in terrific condition and many flyers were already setup for practice.

After some brief introductions, I was able to setup my plane and prepare for some practice. The first practice flight went well.

During my second practice flight I had a mid-air collision with one of the FAI flyers. The collision took place as we were flying in opposite directions, my plane flying upright and his inverted. His prop tore through my vertical fin and the top of my fin and rudder actually collapsed his canopy. Thankfully, traveling in different directions at high speed limited the number of prop strikes to one. Damage to the other plane was limited to two "skid" marks from my fin and rudder. The collision was nearly catastrophic for both planes. Todd Schmidt offered his workshop to allow me to make repairs, and after dinner we spent about 45 minutes piecing in some balsa and recovering the fin. I was ready to for flying on Saturday.



Ouch! Bryan's fin after mid-air.



Bryan's repaired fin.

Saturday morning began with winds straight out of the West at about 12 miles an hour. With the field facing east, that meant a straight crosswind blowing out toward the full-scale runway. Winds remained constant at about 12-15 all day. Most flyers had difficulty keeping planes in close, and there were only two flyers that were asked to abort maneuvers due to full-scale planes.

My flying was not stellar, but consistent. As this was my first contest flying in the intermediate class, I could have predicted the maneuvers that would give me trouble. There were five flyers in intermediate and I finished 3rd in each round.

Sunday morning I woke at 4:00 AM with a sty in my eye and somehow had scratched my cornea-confirmed at the emergency room in Peoria upon my return. The winds were out of the South Southwest at about 15 mph, gusting to 23. Again, my flying was consistently mediocre but respectable given the wind. I finished 3rd overall.

One of the best parts of traveling to these events is meeting and getting to know all of the terrific people. Everyone from the CD to the cook was incredibly welcoming and helpful. If you haven't traveled to a flying event I would encourage you to make plans to do so. Whether your interests lie in pattern, scale, war birds, or IMAC, flying at an event outside your local club is well worth the time and effort.



Indoor Electric News

Jim Fassino, PRCM Secretary/Treasurer

The latest word about our indoor flying season is that we will begin our season on Friday, November 6, 2009 at the Midwest Sports Complex. We expect to fly from 9PM until 11 PM. We did ask to move our start time earlier in the evening but will not have a decision from them for a few more weeks. Stay tuned. We plan to fly every Friday thru and including March 26, 2010. And we plan to have indoor and outdoor flying on January 1, 2010.

This is a great time to get you indoor airplanes ready. Consider starting with your lipo batteries. They keep best when stored at about 3.6 volts per cell. If you have not checked them for a while now would be a good time to fully charge them with a balancing charger. Check to see that the cells are balanced. If not you may want to get some fresh batteries on your shopping list now. If they are balanced, next discharge them to the half full point. Then set them aside and they should be ready for the indoor season.



If you have a Triton charger they now make a balancing adapter called Equinox. It can be used to balance lipo batteries at any time but is at its best when you charge the pack thru it so the cells are balanced as the pack is charged. For about \$25 its a nice addition to your Triton charger and makes a nice stocking stuffer.

If you are building new aircraft for indoors remember the that light weight is critical for indoors. Light means slow and slow means time to think. Heavy means fast and fast means the walls are always just in front of you. One reason guys like flying Glen Howard's airplanes is because he builds them light. Any you thought it was the orange and black colors that made them popular.

The ParkZone Sukhoi Su-26 is sure to be popular this season. I flew mine several weeks ago at the Midwest Sports Complex and I was surprised how fast it flew. It weighs almost twice as much as their Cessna 210. While 4 channels is fun its weight might be a surprise to new Sukhoi owners. Their P-51 should be out any day but looks like it weights about the same as the Sukhoi.

Next month we will talk about Wattmeters, another valuable tool no electric flyer should be without. So go out and buy some new RC gear and support your local hobby shop, you can do your part to get this economy going again, and have fun doing it....JCF



IMAA NEWS

Jim Hogan, PRCM Vice President



Pekin R/C Club held their annual IMAA Big Bird meet on September 20, 2009. The day started off with clouds and a 12 mph cross wind which dissipated by 10:00 am.

I counted 46 big birds on the flight line or in the display area. Many where high performance Yaks and Extras from 25% to 38% that flew low and fast across the flight line. The biggest bird was a 40% Piper Super Cub complete with fabric covering with stitching tape across the ribs and seams. You could not tell this was a model in flight because it flew and landed like the real thing.



Skyraider at the "Pekin Bib Bird Fly In" (Pilot unidentified).

There was only one crash which was a 33% Fokker DR-1 German WW I Tri-plane. Nobody wants to see a beautiful airplane go in, and this was a very nice scale big bird.



This Fokker DR-1 fared badly at the event. Radio problems caused a "straight in" crash.

The clouds started to build by 11:00am and everyone started to fly to beat the weather. Don Stedman, George Knight and I got to fly before the rain started at 11:30 am. Sitting in the rain watching where other members of our club including Vern Holeman, Roger Wheeler, Jon Dewey and Jim Fassino.



Photo by Dewey

PRCM VP Jim Hogan preparing to launch his J3 at the Pekin Big Bird. Don Stedman assisting.

By noon, most of the airplanes had been taken to shelter because the weather radar showed a large rain area heading right for Pekin.

Pekin members indicted attendance was up this year and it is was a shame the event was shorted by rain. Without a doubt, Pekin hosts a primer Big Bird event and is well worth the short drive to see it even if you don't fly.

Pekin RC Club, thanks for a good time

Jim Hogan



SKY TRIP

Bob Wilson-Editor

Roger Stegall and Bob Wilson accompanied pilot Jim Fassino in his Cessna 195 to the annual Blakesburg antique fly-in near Ottumwa, Iowa. Here are some highlights.



Photo by Wilson

Stenson Reliant on landing. What a shot! Definitely Pulitzer Prize material.



Photo by Wilson

This was the year of the "Howard" and here is Roger Stegall and Jim Fassino standing in front of a line of Howards.



Photo by Wilson

Now here's a good-looking Stearman!



Photo by Stegall

Your Editor. There's just something about the color blue!



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

It is with reluctance that I write to you concerning a fixation that threatens to completely dominate the existence of one of our pattern flyers. The poor goy whom I will fictiously refer to as "Bob," traveled to a Chicago-Area pattern contest and was seen going to bed in his jammies with his radio lanyard still around his neck. When asked about the radio-sling, Bob tried to insinuate that he had forgotten to remove the lanyard but would leave it in place since it was also useful to secure his plaid boxer shorts from slipping below his bulging tummy. Should I be concerned that this pattern fellow as lost touch with reality in his quest to fly the perfect outside loop?

Sincerely,
Concerned for a loopy flyer

Dear Concerned,

The fixated behavior you have described does fit many pattern flyers. Those guys often display a "Linus" syndrome and will keep a blanket or security lanyard in their grasp as a constant reminder they are not likely to win a baseball game or pattern event. If you look closely at Bob's lanyard, you will probably see teething marks from bouts of anxiety while trying to cram 36 minutes of flying into a 3-day event. The loss of touch with reality comes from paying outrageous prices for a pattern airplane when a comparable sport airframe is only 1/4 the cost.

I don't think you need to be overly concerned with your friend's bedtime attire unless he begins to wear PJs adorned with black lace and pink flowers. Pattern flyers many times resemble an "absent-minded professor." They can fly a consistent routine but don't expect them to remember which one of their kids hates green beans. After a pattern event has concluded, your friend will probably revert to his old self and continue to avoid young children and curse people who sit too long at stoplights.

Sincerely
Amelia Airhead- Never had a need to keep my boxer shorts up



Dear Amelia,

We have a member who is really a quick study. His meteoric rise in flying Pattern is amazing and we all are truly in awe. However, we have noticed that he seems to have a medical affliction that somewhat affects his flying. Strangely, it only occurs during one maneuver and one maneuver only.



To guard him against any unnecessary embarrassment I will call him "Chumbola".

It seems that when "Chumbola" pulls his pattern ship into the vertical for the stall-turn maneuver he enters into spasms of violent choking. Of course, what results is a stall turn that resembles a "flumpty-dump". We feel sorry for "Chumbola" because we feel he has tremendous potential that is going to waste.

Amelia, is there a miracle drug or therapy program that we can recommend that will help Chumbola out?

Thanks,
Concerned for "Chumbola"

Dear Chum of Chumbola,

Oh, I know what you mean when it comes to choking on the most simple of tasks. Why, I remember reaching for my bottle of Nehi Soda, and accidentally grabbing the Tequila. Next thing I remember is having to land on some God forsaken island where the only type of lizard tasted like a GoodYear tire with too much mustard. Anyway, this Chumbola could probably begin to "Inspire" others if he could overcome his propensity to become involved in mid-air collisions during practice rounds prior to a contest.

Our schools are not providing the leadership for students to attain success on the most simple of task. This translates into underachievement for RC geeks. I suggest you write your school planning commission to upgrade their curriculum so the "Chummers" of this world don't continually choke and draw ridicule from crowds of clueless onlookers. There is no miracle-drug or immediate cure for choking. If there was, the Chicago Cubs would have played in a World Series during the last 90 years. Still, everybody loves to watch their futility. You can groan and you can moan but you can't change an upline without some rudder.

Sincerely
Amelia Airhead, also known to groan & moan

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, \$600 – never flown

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

Contact Kerry Delvecchio, (309) 360-1222

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.

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



- RC 120 Kit, 60-91 2-stroke \$75
- ¼ Scale Marquart Charger Biplane Kit \$125
Span 73", Engine size: Gas 2.2 ci
- Magnum XL-15, glow \$20
- Super Tigre 51, used \$50
- 2-O.S. Max 40 FP, 2-stroke,used, each \$20
- 2-O.S. Max 61 FSR, 2-stroke, used, each \$40
- YS 60, 2 stroke, rear exhaust, used \$10

Contact Bob Wilson
wilsorc@gmail.com
(309) 219-4262



I flew this plane for years, it will do all the aerobatic moves if you keep the speed up. Has a tendency to snap out of a turn, if you get too aggressive with the elevator. A bit underpowered with a .46, plenty of room for a .60 under the cowl.

Dave Olson Stuff



AstroHog \$45 Dave Olson 688 6204
I flew this AstroHog a several times with a .91 FX. It's not fast or aerobatic, just a slow, stable Sunday flyer type.