



CLUB PARTICULARS

AMA Charter 331

Website: peoriarcmodelers.com



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VICE PRESIDENT: "Hollywood" Jim Hogan
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EDITOR: Bob "Grumpletiltskin" 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 \$200 new field assessment will be initiated for all new club members in 2010. This assessment can be made in one payment or two, \$100 payments over two 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, rogerstegall@hotmail.com



PHOTO OF THE MONTH



Yes, we do have a couple of Cub owners, but, sadly, the babe is just a fantasy.

CLUB CALENDAR IS NOW "CLUB CALENDARS"

Where has the year gone? It seems like only yesterday that the evening flying extended to 8pm and the temperature was warm. Now, it's dark by 6:30 and it's cold and windy. With Jim Hogan's announcement of the club banquet date I have added the first three months of the 2010 calendar. As more events become organized I will add them.

2009 CLUB CALENDAR

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

FROM THE VEEP

PRCM Vice President Jim Hogan

With the close of the outdoor flying season and beginning of the indoor season, it is time once again to reflect on the events of the last twelve months. Mark your calendars for our annual awards banquet to be held on Saturday evening, January 9th 2010 at Bernardi's North Restaurant in lake of the Woods Plaza. Social hour begins at 6:00pm with dinner to be followed by our awards to "deserving" members.

Your input is needed. Please E-mail me to nominate those you feel need to be recognized for their "accomplishments" this year.

We will have two serious awards to recognize members of our club who have done outstanding work for the betterment of PRCM's.

The "Glow Plug" Award is given to the member who went above and beyond the call of duty and contributed to the club in an outstanding way. The "Modeler of the Year" Award is given by the membership to the individual you pick to be recognized for his on going contributions to the club.



There will also be awards for the most "memorable events" that deserve recognition. For instance:

Who flew his airplane with most of the parts in it?
Who's airplane gained the most weight over summer?
Who crashed furthest from the field?
Who had the most crashes?
Who soloed this year?

Your input is needed.

Jim Hogan

THE CLUB PICNIC

Flying year 2009 has been tough on weather. October was no different. On October 3 the hardy members of the PRCM met at the field for the annual club picnic. Problem is, the weather was less than desirable with cold, rain and wind. The members soldiered on, however, and managed to consume prodigious amounts of fried chicken, baked beans, chips and a variety of other delicacies. Of note was Brian Chumbley's son Nick (aka "Big Chum") who put on an eating display that was truly inspiring. Although invited, no wives attended. Most were reported to have commented, "Are you crazy!"



VP Jim Hogan demurely wipes off his chin after consuming gargantuan amounts of fried chicken and beans.

2010 CLUB CALENDAR

January

- 1 "First to Fly". All day event at soccer center.
- 4 Club meeting at TGI-Fridays. 5300 W. War Memorial Dr. 7 pm. 6pm pre-meeting dinner.
- 9 Club Banquet at Bernardi's, 6:00 dinner.
- 8, 15, 22, 29 Electric flying at the Galena Rd. soccer complex. 8-10pm

February

- 2 Club meeting at TGI-Fridays. 5300 W. War Memorial Dr. 7 pm. 6pm pre-meeting dinner.
- 5, 12, 19, 26 Electric flying at the Galena Rd. soccer complex. 8-10pm

March

- 2 Club meeting at TGI-Fridays. 5300 W. War Memorial Dr. 7 pm. 6pm pre-meeting dinner.
- 5, 12, 19, 26 Electric flying at the Galena Rd. soccer complex. 8-10pm

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

Unfortunately, President John Hoelcher left for Las Vegas shortly after concluding his shift at the Junior League Truck Stop show. He did not leave an article, note, or even a comment for members of the PRCM. His last words were, "I'm going to party hardy and spend all my time at the craps table." Clearly, model airplane flying was not his priority.

Good for John! All of us wish him a great time while in Lost Wages...errrr...Las Vegas. Hopefully, he will put a little of his winnings back for new airplanes in 2010.

The Editor



Rapidly falling behind, Sec/Treas Jim Fassino tries desperately to keep up with "Big Chum" pictured here with the black stocking cap.



Perhaps the best display of gluttony was personified by Roger Wheeler in this candid shot.

THE JUNIOR LEAGUE TRUCK STOP 2009

By Jim Fassino

The Peoria RC Modelers were well represented at Saturday's Truck Stop 2009. About 30 aircraft of all types and sizes were on display promptly at 10 AM. Members' set-up their aircraft in the cold dizzily morning about 9 AM. But by 10 AM when the gates opened the sun started to break through the overcast.

The booth had a good stream of visitors asking questions about the hobby, the club and its members. A number of flyers written about the club, indoor flying and our membership sale were distributed by

those working the booth. After about 5 hours our members had enjoyed a steady barrage of sirens and air horns and decided next time we should bring our sound testing equipment just for fun.

The Junior League ladies were pleased with our participation and said they were planning to have another event next year and would take our suggestion of earlier in the year. Thanks to all the PRCM members that helped out.



Hardy club members manning the PRCM booth at the Truck Show.



While at the truck show, a couple of club members tried to compare their male virility with the "Big Johnson" heavy lift semi that pulled up behind the PRCM location.



A "photoshop" rendering by another club member is a more representative description of at least one of the members pictured.

PATTERN FLYING



Bob Wilson, Newsletter Editor & Pattern Reporter

“CHUMMER” TROPHY UNVEILED!

A photo of Brian Chumbley's District 5 Sportsman Champion trophy has surfaced. Check it out!



The Chummer Trophy.

Although not in our club, the winners of the other classes in District 5 pattern should also be recognized.

Intermediate	Adam Barry Ford
Advanced	John Konneker
Masters	Mike Muller
FAI	Bill Ahrens

Great job guys!



Indoor Electric News

Jim Fassino, PRCM Secretary/Treasurer

Everyone's a winner with Electric Power if you pull the lever.



For many of us that fly glow or gas powered aircraft in the warmer months its time to think about changing to electric flight. One really important point to remember is to pull the throttle stick all the way to low if you have an accident.

Unlike glow or gas powered aircraft, electric power systems can be destroyed in a second or two if it is not shut down. Lets look at what happens and what can go wrong with a brushless motor, electronic speed controller (ESC) and Lipo battery when the throttle is not shut down and the aircraft has contacted something it can not move such as the floor, a tree limb or the netting at an indoor soccer field for example.

When an electric motor is stalled the motor is then nothing more than a coil of wire acting as a dead short in the electrical system. The current continues to flow through one phase of the motor, the temperature begins to increase and current will continue to flow until something in the system fails. If the temperature gets high enough in the motor the lacquer insulation on the wire in the motor winding will melt. The large coil of wire will likely be a shorter coil of wire and the temperature will continue to increase because it will continue to draw current.

The ESC will immediately begin to heat up rapidly as it continues to deliver current to this dead short length of wire previously called a motor. The FET (field-effect transistors) that turn the current on and off will heat up almost instantly as their work load increases beyond any design capacity. One by one they will fail by thermal shutdown unable to dissipate the heat caused by the current flow.

The third element in the electric power system, the lipo battery, is being ask to deliver as much current as it can to this dead short length of wire (formerly known as a motor) and it will rapidly begin to heat up both the battery cells and the wire taking the current from the battery to the ESC. As the wire heats up its insulation will begin to get soft and may fail causing a dead short in the battery. The cell temperature may increase beyond its limit and reach the temperature at which a runaway melt down is inevitable

So the race is on, as you walk slowly to recover you aircraft the motor, ESC and battery are cooking and racing to see which one will

let the magic smoke out first. Some times if is a tie and all three let the smoke out at the same time. Other times if you are lucky only one or two elements are destroyed. It is not only expensive, but also dangerous because of the potential for a very hot and intense fire.

So, think of your throttle stick as a slot machine handle operating in reverse. If you pull it down you win, if you don't pull it down you can watch the slot machine wheel spin and see if the motor, ESC or battery come up lemons on the pay line, who know with a little luck you may burn up all three in one pull. Instead of bells and buzzers your slot machine will let all of the other gamblers know of your good fortune with some and flames.

If anyone knows how to get the magic smoke back in let us know.

Until next month,
jcf.

IMAA NEWS

Jim Hogan, PRCM Vice President



I've been asked if the IMAA (International Miniature Aircraft Association) requires scale big birds to be a member.

NOT AT ALL!

At the Big Bird meet in Pekin last month, there where several airplanes that had no resemblance to any known airplane. One was a flying wing and another was an oversized gas powered trainer painted up to look like an Alaska bush plane. Steve Blessin, who is an IMAA member, is flying a Sig 4-Star 120 which was dreamed up and designed in Montezuma, Iowa.

I agree, many airplanes in IMAA are based on a full-scale version of something, but some "bend the bar" a lot.

With so many large ARF's available, there is no shortage of projects to meet big bird specs. With winter coming on, now is the time to consider building a large airplane. In fact, many large airplanes are easier to fly then .40 to .60 size birds because they are more forgiving and give you time to consider your maneuvers.

You may say big birds are more expensive and I can't afford them. Big birds are more money, but many good ARF's are priced under \$400 unless you get carried away with a 27% to 33% high performance airplane.

If you were buying a new 4-stroke engine for your .60 size airplane, you would spend from \$350 to \$400. I recently bought a 26cc gas engine for my Nieuport in that price range.

I'm flying a J-3 Cub and a Van RV-4 which are considered big birds, but I don't have that much money in them over a .60 size airplane.

Big birds are nothing special; Don Stedman flies an ARF Piper Pawnee with a glow engine. It is one of his favorite airplanes and you'll see it at the field often. You will see Roger Stegall, Jim Fassino, and Tom Imhoff flying big birds almost any weekend.

The Peoria RC Modelers is becoming very diverse. We see members flying pattern, helicopters, electrics, even some antiques, as well as big birds.

Consider building a big bird this winter. There is a wealth of members willing to help you.

See you in the lawn chairs,
Jim "Hollywood" Hogan

BUILDING TIPS

By the Editor

Picking up from a recent article in the NSRCA's, October 2009, "K-Factor" I modified my own airplane hangers. In the past I have hung all my airplanes from their tail...this causes problems...It takes up wall space, all fluids drain to the front of the engine promoting bearing rust and the weight of the airplane eventually puts dents in the horizontal stab.

One of the big advantages of this new design is that it doesn't take up valuable wall space in your shop. If your ceilings are high enough, the airplane is well out of the way.

The materials are fairly cheap...about \$10. You will need:

1. A 10 ft. length of 3/4" PVC pipe.
2. Two 3/4" black pipe flanges.
3. Two 3/4" PVC threaded couplers.
4. Two 3/4" PVC T's.
5. Four 3/4" PVC endcaps.
6. 3/4" foam pipe insulation.
7. PVC cement.



Photo by Wilson
Materials needed for ceiling mounted airplane hanger.

Essentially this is a "T" that is attached to the ceiling. Two airplanes can be stored on it...one on each side.

I made the "down tube" 14" long, but this is variable depending on the size of your airplane. For my pattern airplanes 14" was just enough to keep the vertical stab from hitting the ceiling.

I made the two horizontal members 12" long and this was more than enough room to fit the airplanes. Add the 3/4" foam insulation tubes to the horizontal members to protect the airplane.



Photo by Wilson

PVC holding "Icepoint" and "Eclipse"



Photo by Wilson

Another view of the PVC hanger & bungee cord.

If there is concern of knocking the airplane off the hanger, a bungee cord can be attached to hold them secure.

RC Wilson

OUR MEMBERS



Photo by Wilson

Don Stedman prepares to test fly his new P51 as George Knight holds. Joe Lang in the background.



Photo by Wilson

Flyover by Stedman's P51 on maiden flight.



Photo by Wilson

Scott "The Baron" Ferguson prepares to maiden his Extra 300.



Photo by Wilson

Ferguson's Extra on landing approach demonstrates the editor's fantastic skills as a photographer.



A recent article in the Journal Star about our Sec/Treas Jim Fassino. Go to our Facebook account to read it in its entirety.



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,

Recently we had an airplane disaster that culminated when a 17-year old pilot landed a 6-passenger Piper airplane in the southbound lane of Allen Road near the intersection of Willow Knowles Road. Prior to "touchdown" (crash), the teenager managed to relocate the overhead spotlight to somewhere in the vicinity of Kentucky. It is believe the youth's plane had motor trouble because the airport authority did not give permission for a refueling stop at Huck's. The news media reported the plane had a Fairy Permit and the youngster was moving the plane to another airport to have some engine work completed. My question is – why does the FAA require Fairies to transport planes with known engine problems?

Sincerely,
Concerned Citizen For Equal Opportunities

Dear Mr. Concerned,

That's the trouble with listening to news broadcasts; they don't give you the spellings of the words they use. The young pilot in question had authority to fly the plane with a Ferry Permit. These permits are used to allow limited transportation of aircraft for service. The mishap you chronicled had several ramifications that will likely result in the following citations: (1) Illegal parking (2) Burning out of season with no permit (3) No brake lights and (4) Scaring the crap out of motorists trying to turn south on Allen Road. . Rumor has it that the pilot, upon discovering he was still alive, immediately vacated the scene to change his shorts and purchase a lottery ticket. At least this story had a happy ending because the young man got a ride home with a really hot chick who liked to travel with her top down.

Sincerely,
Amelia Airhead

Dear Amelia

I feel I must write to you concerning one of our club's newest members. I often hear talk-show hosts mention the term "Intervention" and I believe that is exactly what this guy needs. The poor fellow is ...Just Delirious (I'll call him JD)...when it comes to any kind of flying. If JD isn't piloting a commercial aircraft into and out of Chicago air space, he can usually be found at our flying field, piloting a helicopter into and out of Peoria Park District air space. Can this obsessive behavior be attributed to consuming too many bags of unsalted peanuts from foil packages?

Sincerely,
Less than Delirious (LD)

Dear Mr. LD,

Personally, I'm glad the club member you mentioned is compulsive about flying. The last thing I want to do is to enter a metal tube going 500 MPH to discover that my pilot is more concerned about his fantasy football picks than getting me to my destination with a heartbeat. The FDA has yet to find any positive correlation between consumption of airline peanuts and a pilot's ability to rub his stomach and pat his head at the same time. If your club is considering an intervention, I suggest you intervene with members who show a lack of interest in flying rather than those who show a heightened interest in flying. A club that plays together – stays together. We all know

DEAR AMELIA



Tired of looking at Roger's ugly "photoshopped" mug on Amelia Earheart's body? Check out Hilary Swank who plays "Amelia" in this season's movie blockbuster by the same name. The editor would fly around the world with her anytime.

the expression “You can lead a horse to water – but you can’t make the horse fly” (or something like that). If you want more flyers – you need more JD people. Club members who use more fuel in their weed-whackers than they use in their flying machines, need an “Intervention” or a better lawn.

Sincerely,
Amelia Airhead – Just Delirious about a lot of things.

FOR SALE

GETTING OUT OF THE HOBBY

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

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

Wes Miller Stuff

Midwest Extra 300 XS

Assembled & ready to cover

Fiberglass cowl

Aluminum landing gear

All control surfaces hinged

Engine size: 1.8-2.4 glow or gas

80” wingspan

This kit usually sells for \$250 and the fiberglass cowl for \$60.

Wes is asking \$200

Call Wes at: (309) 264-4640

Terry Beachler Stuff

Goldberg Extra 300 Kit

Engine Size: 1.20 Four Stroke

Terry is asking \$125

Call Terry at (309) 696-0035

