



CLUB PARTICULARS

AMA Charter 331

Website: peoriarcmodelers.com

PRESIDENT:	John "Gipetto" Hoelscher (309) 360-1017, johnhoelscher@comcast.net
VICE PRESIDENT:	"Hollywood" Jim Hogan (309) 370-6901, bzsource@hotmail.com
SEC/TREAS:	"Smokin-Jimmy" Fassino (309) 361-6828, jfassino@me.com
SAFETY:	"Gorgeous" George Knight (309) 696-7358, n9zvil@gmail.com
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MAINTENANCE & GROUNDS:	Roger "Pod Man" Stegall (309) 579-3023, rogerstegall@hotmail.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 \$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

Hogan Finally Taps Into His Fortunes

Threatened with tar and feathers unless he parted with some of his cash, VP Jim Hogan finally paid his 2010 dues. Hogan set a club record for excuses as to why he didn't get the check in on time. Explanations included, "The dog ate it", "It fell in the toilet", and "aliens kidnapped me". We're just glad he's with us for another year.



That's Chumbley mugging for the camera in the background!

Sign up today



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

2010 CLUB CALENDAR

March

2	Club meeting at TGI-Fridays, 5300 W. War Memorial Dr., 7PM. 6PM pre-meeting dinner.
5, 12, 19, 26	Electric flying at the Soccer Complex. 8-10.
6	Rock Valley Swap Shop & Auction

April

6	Club meeting at TGI-Fridays, 5300 W. War Memorial Dr., 7PM. 6PM pre-meeting dinner.
9, 10, 11	Weak Signals 55 th Toledo Show
2, 9, 16, 23, 30	Electric flying at the Soccer Complex. 8-10.

May

1	Pattern Judging & Certification Class
4	Club meeting at the field 7PM.

June

1	Club meeting at the field 7PM.
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July

6	Club meeting at the field 7PM.
15-18	
26-30	Oshkosh Air Venture 2010
30	Fat Lake Pattern Rendezvous

August

1	Oshkosh Air Venture 2010 (Last Day)
1	Fat Lake Pattern Rendezvous
3	Club meeting at the field 7PM.

September

7	Club meeting at the field 7PM.
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October

5	Club meeting at TGI-Fridays, 5300 W. War Memorial Dr., 7PM. 6PM pre-meeting dinner.
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November

2	Club meeting at TGI-Fridays, 5300 W. War Memorial Dr., 7PM. 6PM pre-meeting dinner.
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December

7	Club meeting at TGI-Fridays, 5300 W. War Memorial Dr., 7PM. 6PM pre-meeting dinner.
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THE MEETING

Candid shots from the February meeting



Photo by Wilson

Don Nichting (Pekin Club) gave a talk on his RC-91 which he is now marketing as a kit.



Photo by Nichting

A highly improved version of the RC-120 designed by the late Cal Speerly the RC-91 is reported to be a great flyer.



Photo by Wilson

VP Jim Hogan shows off his Extra 260



Jim Fassino brought his minn which took sixth place in scale at Efest 2010.



Bryan Chumbley put on a demonstration with his now infamous "Weiner Mobile".

FROM THE PREZ

PRCM President, John Hoelscher

BIRTHDAY REMINDER

This week we celebrate a special birthday.



Monica Lewinsky turns 44.

FROM THE VEEP

PRCM Vice President Jim Hogan

In the last newsletter, I was critical because I thought the annual banquet was poorly attended. I know the annual banquet has long been a tradition of our club and I still feel we, as a membership, need to do more to involve our wives, girlfriends or boyfriends at least once a year. The banquet has been a good mixer for new members and old alike and I hope we will continue to support it.

Well, while "crying in my beer" about the banquet, I started getting the results back for my request for committee volunteers for the May "Open House and Funfly."

I must admit, I had no idea I would get so many members willing to help. Thanks to:

Jon Dewey
John Hoelscher
Bryan Chumbley
Geo Knight
Roger Stegall
Bob Wilson
Steve Blessin
Terry Beacher
Joe Lang
Don Stedman

We will most likely hold our organizational meeting before the March membership meeting. But with this quality of help, no one will be overworked and the event should go off like clockwork. Thanks for your support.

It looks like from conversations with members of other clubs, the 4-Star Racing Series will not take place as an inter-club event among Pekin, Washington, or Bloomington in 2010. However, discussions continue that we will sponsor a racing based event perhaps in late August or September. July takes a lot of members out for Oshkosh, our pattern contest, and mid-summer vacations. It is best we not jam too much into July.

As February passes, we can begin to see an end to this very long snowy and cold winter. Time to get the glow/gas airplanes ready and dusted off.

"See you in the lawn chairs."

Jim Hogan

SAFETY

PRCM Safety Officer, George Knight

Just is a reminder, we all need to revisit the AMA aircraft safety code.

"I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator."

George C. Knight
Safety officer

THE FIELD COMMITTEE

By Bob Wilson

On a Tuesday evening the field committee met at the River Beach Club to discuss this year's planned field improvements. The discussed subjects were:

1. Adding additional gravel to the road. There are some spots on the road that need to be improved. The committee will put together a cost package for approval by the membership.
2. Design and construction of a retainer fence. All present were in agreement that the retainer fence should resemble the Washington club's fence. It does a very adequate job of separating the flight area, looks great and provides a footrest for spectators. John Hoelscher will put together some pricing.
3. The committee discussed laying down an artificial surface but this project will probably be put on hold until next year.



Here is a photo of Jim Fassino and Yak in front of the Washington club's retainer fence.



To help cover the cost, The Washington club allowed sponsor plaques on the retainer fence.



Your field committee in action.

IMAA News

By Jim Hogan

I thought I'd give you some information I learned which might save some time when selecting your engine for larger airplanes.

This is just my opinion and others will take exception and jump all over my bones. But, the merits of engine selection will always be a topic of discussion in the lawn chairs at the field.

Here are my thoughts!

Do you go with glow engines, or gas? Do you use two-stroke or four-stroke? I fly all these combinations, but I've found different applications suitable for each engine. Maybe my strategy will save you some time and money in engine selection.

The least expensive initial up front investment is a 2-stroke glow engine. No question that .40 to .60 size 2-stroke engines, is the only way to go for airplanes less than seven pounds. Electric power in this size is cleaner, but electric has a much higher initial cost for the motor, speed control, battery and charger.

When you get in the .91 to 2.20 2-stroke size engines, you have to be aware that these engines are not very fuel-efficient. The big advantage is performance and lighter weight. It is not unusual to use a gallon of fuel a weekend at about \$22.00 for 15% nitro. At this rate, the lower initial engine cost is easily erased.

Although a 4-stroke engine will cost on average of \$100 dollars over a similar sized 2-stroke engine, I've found this as value. I have a .91 4-stroke on my RV-4 and a 1.20 4-stroke on my J-3 Cub. Neither airplane is high performance, but the fuel consumption is not even half of a large 2-stroke engine. For me, these airplanes are a pleasure to fly. They offer reasonable fuel consumption, long life and the cool 4-stroke sound. They turn with higher torque offerings at lower RPM's, and can swing a larger propeller. This is my choice of engine in the 8 to 12 pound range.

For the really big airplanes, regardless if they are performance or not, gas is the way to go. Gas engines are the most expensive to buy initially, but the fuel bill is only a few bucks a gallon. Like 4-stroke glow engines, they offer high torque at lower RPM's. There is no question, gas engines should be used on airplanes that weight over 12 pounds or larger than 1/4 scale. Most gas engines today are a simple 2-stroke design available with either magneto or electronic ignition. A gas engine will last years with little

maintenance.

There is no "right answer" for the best set up, but I'll go with 4-stroke glow most of the time.

Jim "Hollywood" Hogan

PATTERN FLYING



Bob Wilson, Newsletter Editor & Pattern Reporter

Fat Lake Pattern Rendezvous

After a raggedy start, the sanction for "The Fat Lake Pattern Rendezvous" has been approved and sent on to the AMA. In filling out the sanction forms, I neglected to sign and date the paperwork. A week later, I got a call from Dale Chiavene, our District Contest Coordinator, telling me of my error. It so happens that Dale is a "snow bird" and spends the winter in Punta Gorda, Florida sucking up the sun and fun until it's safe to come back to Illinois weather...good for him! Dale and I had a good conversation and he plans on visiting our site this summer.

Anyway, a follow up letter took care of the problem and now we are ready to go. The Fat Lake Pattern Rendezvous will happen on July 31 & August 1.

Pattern Judging Class & Certification

After some deliberation with our pattern buddies in Chicago, they have agreed to come to Peoria on May 1st and give an NSRCA pattern class and certification test. For those of you flying pattern or interested in pattern, this will be a very interesting presentation and better explain what the judges are looking for in the various maneuvers.

Former District 5 VP, John Konneker, has also agreed to come down and assist. Hopefully, if the weather is good enough we can get in a little flying after the class. Although the date is set, we still don't have the specifics (place & time) set, so stay tuned!

Rejecting Venus, Fassino gains Focus after succumbing to Temptation

Already at the top of PRCM's "best pattern plane" list with his procurement of a Temptation, Jim Fassino is now the proud owner of a Focus II. This one is powered by a YS 160 and is one pretty airplane. His pattern plane of 2009, a Venus II, was sold to JD Keenan.



Photo by Ferg
Jim Fassino discusses Focus II w/ John Konneker & Roger Stegal.



Indoor Electric News

Jim Fassino, PRCM Secretary/Treasurer

Lipo C Ratings

This month we will look at C ratings and at what you get when you pay more for batteries with a higher C rating.

First what does a lipo battery's C rating tell us? A 450 mAh lipo battery rated 20 C can theoretically deliver 20 times its capacity, in this example 450 mAh times 20 or 9.0 amps and maintain voltage between 4.2 and 3.2 volts per cell. A 450 mAh battery rated at 30C will deliver 30 times its capacity, in this case 450 mAh times 30 or 13.5 amps while maintaining voltage above 3.2 volts. So the higher the C rating the faster the battery can deliver its energy to the motor and servos.

Since both batteries are rated at 450 mAh they will both deliver the same total energy, the C rating only indicates how rapidly the battery can deliver its energy. A 450-mAh battery will deliver 450 milli-amps in one hour, which would be a 1C discharge rate. If you discharge it in 30 minutes that is a 2C discharge rate. So our 20 C means we can discharge it in 60 minutes divided by 20 for 3 minutes. The 30 C pack can deliver its load in 60 divided by 30 or 2 minutes.

If you are flying an indoor airplane that only needs 4.5 amps to hover you might say a 10C battery is all you need. Batteries with higher discharge rates (higher C ratings) have lower internal resistance. That means you get more of the energy out of the battery instead of creating more heat in the battery. This also means the voltage will remain higher than a pack with higher internal resistance. Since the motor turns based on the voltage the

result is the prop will be capable of spinning faster throughout the flight.

Lets look at some actual numbers. My Nexus indoor airplane has an "AXI 2203/46" motor rated at 1720 KV. I used a 7.4 volt 450 mAh battery rated at 20 C and ran it at full throttle for 1 minute. Here are the results. The voltage at 30 seconds into the run was 6.48 pulling 7.7 amps, and after one-minute voltage dropped to 6.36 at 7.4 amps. It had produced 121 mA in that minute. The at-rest voltage after the test was 7.69.

Next I tried a 7.4 volt 400 mAh battery rated at 30 C and ran the same test. After 30 seconds the volts was 6.89 pulling 10.5 amps and after one minute the volts dropped to 6.77 at 8.4 amps. It had delivered 153 mA in that one minute and the at rest voltage after the test was 7.74.

The results were that the 30 C battery delivered 26% more mA, 121 verses 153. At the end of the one minute run the 30 C battery it was making 8.7 amp exceeded the 7.7 amps for the 20 C when it was only 30 seconds into the test and well more than the 7.4 amps at the end of the test.

A battery with a higher C rating will have lower internal resistance and will run cooler since less of the energy is turned into heat in the battery. The battery will be able to deliver higher voltage throughout the flight meaning more power available for the motor.

But wait there is more. The 30 C battery used in the test is rate for a 5 C charge! This means you can charge the 400 mAh pack at 2 amps rather than the traditional 1C rate. If you have three of these packs and can charge them at 2 amps you should be able to fly all night just flying and charging. That is a charge that is 5 times faster than a 1 C pack, which is the standard. And if your charger lets you charge to 90% capacity you could get by with only 2 packs since you could charge your pack in about 9 minutes.

If you have been flying packs rated at 13, 15 or 18 C, ask a friends if you can try one of their 30 C packs. Just be sure to set a timer though because that pack will likely deliver strong power right until you hit low voltage cut off! The higher C rated batteries might be just what you need to perfect your hovering. Now get your airplane ready and lets try some new batteries on Friday night. jcf

BUILDING NEWS

DYNEX 2.4

If you have some bind-and-fly airplanes that are getting beyond repair consider taking the gear out and building a new airplane. At E-Fest 2010 we saw a micro flyer offered by Dynamic Foamy called DYNEX 2.4. It looked like what everyone has been waiting for; a micro flyer that flies like a bigger airplane. I resisted and did not buy one at E-Fest telling myself that the indoor season was almost over. But before I left Champaign I stopped at their booth to make a purchase only to find they were sold out.

When I got home on Sunday I ordered one on line from the manufacturer. It arrived Thursday and that evening I took the gear out of a new Park Zone P-51 Mustang. Every thing you need is in the Mustang except for one additional aileron servo. I decided to get two of the new 1.7-gram servos since they have a slightly longer travel. The airplane is a treat to build. I goes together very quickly, much faster than scraping the glue off of the small parts after removing them from the Mustang.

The only addition I made was a pair of micro wheels so I could fly it from the soccer floor, not just the gym floor. Mine weighed in at 30 grams without battery and 35 grams with the 1 cell 150-mAh battery. I was excited to have it built and ready to fly in about 2 hours including taking the parts out of the Mustang. The airplane is made with 2 mm Depron, and it has all of the carbon rod, heat shrink, steel wire and the control horns nicely packed in the kit. The packing was excellent and it even arrived with a CD, which had video of the airplane in-flight and 4 pages of building directions. And if that s not enough the little guy is milled to reduce weight! Cool.

In the directions they caution about getting hot melt glue strands near the motor and servo gears. I can tell you it is easier to get the strands in them than it is to get them out. These little motors, shafts and gears act like magnets for hair and fuzz of all kinds. Check yours and you might be surprised to see how much you have collected. Removing it will really help performance.

Friday night I got to try the little airplane and in a word it is excellent. It hovers at 50 to 60% throttle and will easily pull out even after 4 minutes of flying. The high alpha flight is rock solid; knife-edge is very stable with no pull or push. The only issue noted was builder induced, the right thrust I added per the directions was right thrust when view from the bottom, left thrust when viewed from the pilots seat. I have since corrected the thrust and flew it in the front yard. Results were excellent and it was even easier to hover.

The kit is about \$35 and if you have a P-51 or even a Sukhoi you can get in the air with only a \$20 servo. The recommended motor, gearbox and prop are the one used on the Mustang so the Sukhoi owners might need to make a few upgrades. You could buy a new Mustang for about \$90 and add one servo for another \$20 and have everything you need to build this neat little airplane.

I have been waiting for an airplane like this. It is exactly what I have wanted and the Sukhoi, Mustang and 4Site while all fun were not quite what I have been wanting. Now I can have a full 3D airplane for a small meeting room or tennis court. Now we need to look into the brushless motors and esc to make this even better. It never ends, and that's what makes it fun.

More details on the web at:

<http://www.dynamicfoamy.com/DYNEX%202-4.html>

Here are some pictures of my DYNEX 2.4.

Jim Fassino



Photo by Fassino



Photo by Fassino



Photo by Fassino

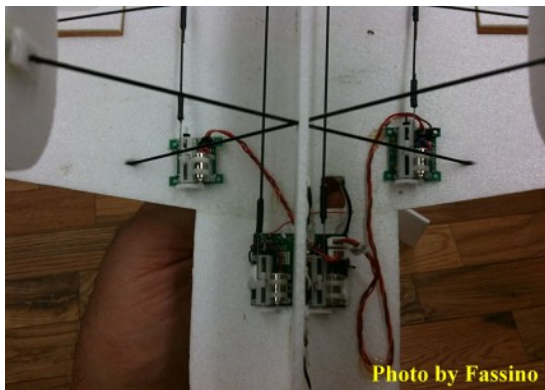


Photo by Fassino

THE WINTER POKER SMOKER

By Bob Wilson

Although not an official PRCM event, 9 members got together in February for the 1st monthly "Poker Smoker". Held at Bob & Becky's place, a good time was had by all and no one was fleeced too badly. Two of the nine participants showed up later in the evening and were "observers only". Steve Blessin had to work late for Uncle Caterpillar and Terry Beachler was involved with a class reunion that ran late.

The main poker crew consisted of Jim Fassino, Roger Stegall, George Knight, John Hoelscher, Jim Hogan, Bob Wilson and Bryan Chumbley.

Also present in spirit was JD Keenan who had been driving his Southwest 727 somewhere near Reno, Nevada. JD had made an earlier promise to grubstake Bryan Chumbley but later reneged. We talked briefly with "Captain Crunch" on Jim Fassino's cell phone during actual play. Evidently, he was in his hotel room boning up on which way to move the yoke when you want the airplane to go up.

Bryan Chumbley fared badly during the first hour of play and numerous moths were seen flying out of his wallet as he dug deeper to replenish the losses. About mid-evening ...Jim Fassino gave Chummer one of his bank visors to wear. At this point things suddenly turned around for the liberal educator from District 150. Bank visors will no longer be allowed at future "Poker Smokers".

There was also a noteworthy event in that George Knight somewhat redefined the game of poker. Quite by accident George introduced a new poker hand...it's called "All Black". After enriching the pot numerous times with crazy bets he was called and asked to display the hand. Laying his cards down, George proudly announced..."All Black"...and...they were...three spades and two clubs! The rest of the players were not familiar with this new hand and wondered where it fit into the sequence of winning cards. After much discussion we overruled George's call. Although this hand seems to have great possibilities we are not sure if it also includes...All Red!



Photo by Wilson

George's "winning" hand.

John Hoelscher was seen to put on a very unmanly display during the gaming session. A healthy pot and wild betting was the precursor to this event. "Gipetto" was supremely confident that his hand was the one to beat. It showed in his demure and posture as he readily threw out raises and insults to the opposing players. When the "three raise" limit was reached, John proudly displayed his "winning" hand...and...reached to scoop in all the loot. But...George "All Black" Knight had a hand that was slightly better and gingerly pushed it forward for all to see.

At first we all thought that John was going into cardiac arrest...his face drained of color, his lower lip quivered and he began to howl mournfully. Soon, tears as big as horse turds hit the table. It should be reported that Hoelscher finally regained partial control but he continued to mutter, "I was robbed"!

Till next time. rcw

DEAR AMELIA



After much positive feedback about Hilary Swank's photo last month, I've decided...Who cares about Amelia...let's show more babes!
Actually, I stole a bunch of photos like this from "The Flypaper" Fox Valley's excellent newsletter.

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 regret that I write to you concerning some questionable activities various club members have adopted to fight off the winter blues and forget the ground-hog saw his shadow and doomed us to six more weeks of building. Yes, I am talking about the dealing of cards and playing games where one-eyed jacks were wilder than most flying activities at the local field. It has come to my attention that at least one participant thought 5 black cards would beat 3 of a kind. Should I be concerned that some members of our club are embracing a leisure activity that is only slightly more invigorating than Bingo?

Sincerely,
Looking for Action

Dear Action Junky,

I can understand why some your club members might wish to meet together on a cold winter night to drink beer and talk about why curling is considered an Olympic sport. Even if winter won't be departing soon, there are still plenty of Friday evenings to visit the soccer field and watch foam and carbon fiber collides with all manner of structures. Don't be too concerned that some of the guys are not too adept when it comes to dealing & shuffling. From my own observation I would also have to add breathing and blinking. You likely have several other members who only recognize a "flush" as something you do to a toilet. If your club didn't have diversity it would be hard to separate the bad builders from the really bad builders. The only helpful suggestions I can offer are to be sure to taste the brownies and don't sit next to Bob.

Sincerely
Amelia – Aces – Airhead

Dear Amelia,

I have been glued to my TV set the past 2 weeks watching all manner of activities they call an Olympic sport. If little ladies with a large set of rocks can use their brooms in creative ways to score, surely RC flying should be given consideration as an Olympic sport. What I would like to know is – should RC flying be considered a summer or winter sport?

Sincerely,
Potential Olympic Athlete

Dear Mr. Potential

I'm afraid you have been losing brain cells from not keeping the cap on your glue bottles. Most of those Olympic athletes you have been watching have worked years and years honing their bodies and enduring demanding workouts for a brief opportunity to be the best in the world. Your club may have some distinguished talent but it would be in the category of eating pizza and drinking beer. The wiggling of radio sticks burns slightly fewer calories than a medium-sized yawn.

Your "Fat Lake" pattern contest should more appropriately be named the "Chubby Hubby" pattern event. Rather than worry about a winter or summer orientation for your activities, I believe your clubs needs to get some real exercise. Electric starters and electric fuel pumps have eliminated the last opportunity you might get your heart rates higher than watching a Victoria's Secret commercial. If you want to get to the Olympics, I suggest you buy a ticket.

Sincerely,
Amelia Airhead, your Gold Mentalist for advice

FOR SALE

Bob Wilson Stuff

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.

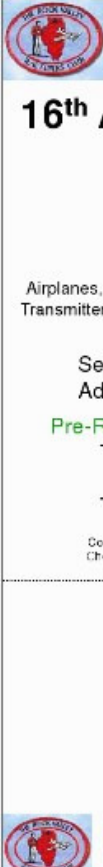
Wes is asking \$200
Call Wes at: (309) 264-4640

Joe Rice Stuff

I have a CMPPro Giles 202-140 that is NIB that I would like to sell. I am asking \$150. I would post on the national RC sites, but do not want to deal with shipping this big box, if possible.

Joe Rice Cell (309) 258-8692

OTHER R/C ACTIVITIES



Rock Valley R/C Flyers

WWW.RVRCFLYERS.COM

16th Annual Swap Shop & Auction

March 6th, 2010

Rockford Christian School Gymnasium
1401 North Bell School Road, Rockford, IL

All Radio Control

Airplanes, Helicopters, Boats, Cars, Engines, Motors, Batteries, Tools, Receivers, Transmitters, Simulators, Support Equipment, New, Used, Simulators, and more ...

DEALERS INVITED

Set Up: 6:30 – 8:00am Doors Open: 8:00am
Admission: \$5 (12 and under free)

Pre-Registration and Pre-Pay by 2/28/09 (Recommended)
Tables: \$10 each plus \$5 Admission per person

At-The-Door
Tables: \$15 each plus \$5 Admission per person

Contact: Ron Clemons Phone: (815) 440-0528 or E-Mail: CATSRCCOL345@AOL.COM
Check our Web Site "Calendar" page for "Additional Information" @ WWW.RVRCFLYERS.COM
(for location map)



Name _____
Address _____
City _____ State _____ Zip _____

Pre-Registration and Pre-Pay by February 28th

Tables @ \$10 each _____ Total _____
Admission @ \$5 each _____ Total _____
Total Amount _____

Checks Payable to:
Rock Valley R/C Flyers Club

Send to:
Ron Clemons
311 S. 10th St.
Oregon, IL 61061



All roads lead to Toledo!

R/C Model Show "The Toledo Show"

**At the SeaGate Centre
401 Jefferson Avenue Toledo, Ohio 43604**

April 9th, 10th, & 11th, 2010
Show hours: Fri/Sat 9am to 5pm - Sun 9am to 2pm

Handicap parking available - Tickets readily available at the door!

Admission is only \$8.00 per person per day

Kids 12 and under are FREE!

Active duty U.S. Military are free, ID card required, no ticket necessary!

There is a new Sports Arena in Toledo but the Weak Signals Exposition will stay at SeaGate Centre!

Fox Valley Aero Club

presents



GIANTS



JETS

200 mph!



AEROBATICS

Remote Control Festival of Flight



St. Charles, IL

Raffles!

Food!

Fun!

July 15, 16, 17, 18
9am till dusk

www.foxvalleyaero.com