



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
WEBMASTER:	Terry "The Flamer" Beachler (309) 696-0035, terry@beachlers.com
MAINTENANCE & GROUNDS:	Roger "Pod Man" Stegall (309) 579-3023, rogerstegall@hotmail.com
EDITOR:	Bob "Grumpletiltskin" Wilson (309) 219-4262, wilsorc@gmail.com
AMA CONTEST DIRECTORS:	Bob Wilson, Jim Hogan

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



Repainted to honor "Witchcraft" the Collings Foundation's B24 and accompanying B17 and B25 fill the sky.

THE FLIERS & LIARS CLUB

(Light on flying, long on Lying)

Meet for breakfast every Saturday morning at the
Bob Evans on Allen Rd.

Arrive any time before 7:00 AM or you will be
severely heckled.

Sign up for PRCM Facebook today



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

DO YOU BAGEL?

Join the retired, laid off, laid up, lame,
unemployed or unmotivated PRCM crew at
Panerras on Knoxville every Thursday
morning at 7:00 AM.

Have a cup of Joe and a bagel, check out the
chicks and listen to all the world's problems
being solved.

If you're not there, we're going to talk about
you!

2010 CLUB CALENDAR

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.
8	PRCM Open House and Fly In
29	Chicago Classic Pattern Event (Fox Valley)

June

1	Club meeting at the field 7PM.
5-6	D4-D5 Pattern Shootout, Muncie, Ind.
12-13	Tamarack/Bud Weber Pattern Challenge
13	Tri-Village R/C Giant Scale Fun Fly
26-27	Jim Hubbard Memorial Pattern Contest

July

6	Club meeting at the field 7PM.
10-11	Flying Tigers Pattern Contest
15-18	Jets, Festival of Flight (Fox Valley)
18-22	NATS. Pattern Competition
26-30	Oshkosh Air Venture 2010
31	Fat Lake Pattern Rendezvous

August

1	Oshkosh Air Venture 2010 (Last Day)
1	Fat Lake Pattern Rendezvous
3	Club meeting at the field 7PM.
21	Amelia Earheart Big Bird Fly In

September

7	Club meeting at the field 7PM.
11-12	Chicago Land Pattern Contest
19	Pekin Big Bird Fly In
25-26	Bourbon County Pattern Contest

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 March meeting

At the March meetings Show & Tell the membership was treated to a look at Wes Miller's "almost finished" B24. Because of size restraints, Wes only brought the fuselage, but it was impressive enough.



Wes Miller's B24 "Witchcraft". That's Jim Fassino and Scott Ferguson contemplating the model and Roger Stegall standing guard.

Wes has been working on this model for several years, and in fact, sold it to a modeler in Wisconsin who originally bought his B17. When his B17 was wrecked, Wes was asked to repair it...the payment for repairing it...the B24.



The nose art of this amazing aircraft showing an amazing 130 bomb runs over Nazi Germany.

Obviously, Wes has spent a tremendous amount of time on the little details of this airplane. Check out the rivet lines for example.



The business end of Miller's "Witchcraft".

The real "Witchcraft" was delivered to the 467th at Wendover AAF, Utah and was assigned to the crew of 2/Lt. George W. Reed who subsequently flew it by the Air Transport Command Southern Ferry Route from Florida to Brazil to Dakar then to England. Departing Florida on 29 February 1944 it arrived at Station 145, Rackheath, England on 19 March 1944.

"Witchcraft" was assigned to the 790 Bombardment squadron, 467 Bombardment group, Second Air Division of the Eighth Air Force. The aircraft was flown on 130 Combat Missions by various crews without an early return or having any crewman injured or killed on the missions. It flew on the first Group Mission on 10 April 1944 and also the last Group Mission on 25 April 1945. The aircraft was returned to the Zone of the Interior in June 1945 where it was subsequently salvaged.



The real "Witchcraft" ca 1944

Four Saito 91 four stroke engines will power Wes's airplane. He says the B24 will fly this summer.

FROM THE PREZ

PRCM President, John Hoelscher

Greetings Fellow Flyers,

Well, another month has gone by and once again we can anticipate outdoor flying at our field. No doubt, cabin fever has set in for most, if not all, of us and everybody is gnashing their teeth waiting to get out to the field on a bright, warm afternoon and limber up their thumbs. I hope you all have your planes tightened and trimmed up. I'm still working on mine. I hope they last more than the first week or two.

I'd like to bring all Club members up to date on a couple of issues. We have rescheduled the installation of the safety fence to April 16th through April 18th. We have about 150 ft. of fence to install and we can always use more hands to help with the work. If you can lend a hand that weekend, it would be appreciated by all. We have a lot of holes to dig and a lot of fence to erect and the more that can help the lighter the burden for everyone. You can email me at johnhoelscher@comcast.net or call me at 309-693-2252 if you can volunteer some time.

At one of our recent Flyers and Liars breakfast, some of us started discussing the Four Star racing. For those who have previously been involved, you are probably aware that the interest among the participating clubs dropped off substantially after last year. The event has, in the past, required a tremendous amount of volunteers to pull off the event and this has been a problem for all clubs. Our conversation at breakfast centered around ideas that would allow us to have the event with almost no volunteers. Some excellent ideas were brought up and Bob Wilson had a format in mind that sounded like it would work. I asked Bob if he would put together a format that would make the race possible with no more than one or two volunteers. He has accomplished the task and I would like to discuss this at our next club meeting, April 6th. I think the new approach sounds like a great way to keep the racing series going without being a burden for any club that wishes to participate.

Hope to see you all at our April 6th meeting at TGIF's. Remember, that will be the last meeting at TGIF until October. Club meetings will resume at the field on May 4th.

Good Flying,
John

FROM THE VEEP

PRCM Vice President Jim Hogan

The committee for the May 8th, 2010 Open House and Fun Fly is off and running and we are looking forward to a grand event. Last year, we were graced by area hobby dealers and club members who donated items for the drawing. Your help is needed this year as well.

We are asking you to look through your stuff and donated items to the club, which you may want to clean out. These items are then included in the prize drawings to create revenue for club. Flyers attending last year knew we had many items available as prizes. We don't want to disappoint them this year.

We ask you to donate kits, ARF, engines, radios, or whatever you can to support the club. These items don't have to be new. We'll ask area restaurants we frequent to donate gift cards. Although it is nice to have hobby related donations, it is not required. If you would like to donate, let me know so I can get a list of items available for our interview on the "Greg and Dan Show" on WMBD radio just before the event.

See you in the lawn chairs!
Jim Hogan

SAFETY

PRCM Safety Officer, George Knight

The summer flying season is near. All are reminded to watch those fingers around spinning props.



Stanley shows off a prop cut to Ollie after failing to follow the standard PRCM safety procedures.

THE OPEN HOUSE COMMITTEE

By Jim Hogan

The PRCM Open House Committee met March 11th at the River Beach Club to discuss the upcoming event and to assign responsibilities. Here is Jim Hogan's report.

The Peoria RC Modeler Open House will be held Saturday, May 15, 2010. Rain date is Sunday, May 16th.

Registration begins at 8:00am with pilots meeting at 9:00am. Flying till dusk.

Event Objective: Offer to PRCM members and area club members an opportunity to enjoy a no pressure day of flying which will include a three event optional fun fly. No landing fee for the event. Fly what you brought.

If you wish to sign up for the Fun fly event, registration is \$5.00.

The fun fly events will begin at noon. The events are:
Musical landing (like musical chairs)
Landing and roll out.
Spin contest.

Cash prizes for 1st place in each event. Money will be taken from the entrance fee. The dollar value will be determined at the time of the event. (Some for the contestants, most for the club.)
Our intent is to keep the fun fly short to maximize open flying time.

Food, drinks will be offered with coffee and donuts in morning.

Door prizes will be drawn at 2:00pm along with 50-50 drawing.

Flight simulators will be available for kids and parents.

Event chairs are:
Roger Stegull – Grounds
Steve Blessin / Jon Dewey – Food
Fun fly Coordinator - Don Steadman
Announcing/registration - Bryan Chumbley
Prizes and drawing - Jim Hogan

Posters -Jim Fassino
Safety / Generator / Flight Sim - Geo Knight

We will have a final meeting in late April to make sure we are on track.

Regards.
Jim Hogan CD

IMAA News

By Jim Hogan

The IMAA (International Miniature Aircraft Association) has a quarterly magazine, which recently came to my home. While looking through "High Flight", I found some positive changes. Two years ago, the average magazine had 86 pages; this spring 2010 issue had 132 pages.

I noted full color advertisements are growing as well including many you find in the national model airplane magazines. To my surprise, was the growing number of 1/4 scale and larger plan services popping up. I also found people offering 1/4 scale and larger kits or laser cut short kits. It was interesting to see kits offering wind spans of 97.5" and 130" versions of a Twin Otter. Another company is offering a 42% Super Decathlon and a 50% Spacewalker. This is the first 50% size kit I've seen.

Many suppliers are offer large scale Extras, Yaks, Edges and Sukhois which would also qualify for IMAC service. (International Miniature Aerobatics Club) I also found a trend toward WWII war birds including a German ME-109, P-47 Thunderbolt and P-82 Twin Mustang.

The next few years are going to be fun to watch to see where big birds are going. I'll bet we see many at Toledo this year.

Jim Hogan

Hear Ye, Hear Ye

Jim Hogan has taken and passed the AMA Contest Director Test. He is now an official AMA Contest Director.

Congratulations!

PATTERN FLYING



Bob Wilson, Newsletter Editor & Pattern Reporter

I just received the AMA paperwork for sanction No. 10-0869. The 2nd annual Fat Lake Pattern Rendezvous is now a "happening" for 2010. We hope to make this even better than last year.

On Wednesday, March 31, the Fat Lake Pattern committee will meet at the River Beach Club to assign responsibilities and iron out details. Additionally, we will use this time to plan an upcoming "Judging Seminar".

More great news for "Fat Lake" was the recent announcement that Peoria's own Big Al's Nightclub will provide T-shirts, hats and a VIP card for all pilots. Our thanks to Al Zuccarini.

Bob Wilson



Indoor Electric News

Jim Fassino, PRCM Secretary/Treasurer

Transitioning

Every year when we transition from outdoor flying to indoor flying we bend some foam airplanes. The indoor flying technique is not the same as outdoors. All you have to do is watch a pilot's first indoor flight of the season to see this scenario repeated; the plane lifts off at full throttle, pilot rolls left expecting the airplane to turn left, and faster than the indoor pilot can think, the airplane smacks into the wall. Welcome to indoor flying; get the CA and the accelerator out and try to get one more flight in before the night is over.

So what happened? First the throttle is not your friend when flying indoors. The faster you fly the faster the walls arrive to intersect your flight path. These very lightly wing loaded airplanes can fly at very low speed and high angles of attack with good stability. So back off on the throttle and you will have more time to think. The second thing is that when you ask most indoor airplanes to roll left as in the case cited above, it does exactly that, it rolls left. But the airplane continues along its straight into the wall flight path. The ailerons induce a roll movement to the airplane. We learn or re-learn in our first few indoor flights that the yaw axis is controlled by the rudder, not the ailerons. That left hand that has not been used enough during the outdoor season now needs to participate in the flight control not just the throttle. We learn that just giving left rudder can make the indoor airplane make a flat turn and avoid the wall. Or that if we roll into a knife-edge the elevator becomes the rudder and we can avoid the wall.

So, why you ask are we talking about the transition to indoor flying at the end of the indoor season? Because those pilots that have been flying indoors since November 6, 2009 need to think about the transition to outdoor flying. Some of those techniques that work indoors with a lightly loaded wing will bite you when you try the same technique outdoors. And it likely won't be as simple as grabbing the CA and the accelerator to make a quick field repair to get another flight in.

For the first few times outdoors consider taking a conservative approach until you re-learn the outdoor technique. For example on the first take-off advance the throttle slowly to full and let the airplane pick up speed. Only after it is clearly up to flying speed should you add enough elevator to rotate off the ground. Keep the departure climb at a shallow angle and the first turn at a low bank angle. Unlike the indoor foamy your 90 sized glow airplane needs the airspeed to fly and avoiding a snap roll on take-off at 4 feet off the ground will make the first flight more fun.

Once the airplane is safety in the air at a two mistake altitude spend just a little time getting it trimmed and then try a stall or two at low

throttle to re-learn how it handles at low speed and low power. This will get you mentally ready to work on the landing.

While you might be tempted to keep flying and working on rolls, loops and inverted flat spins, and Lomcevaks, it is important to work on getting the landing technique re-mastered. Remember this airplane is not going to float like the indoor foam airplane that had a 2-ounce per square foot wing loading and a power to weight ratio of 3 to one. Nor will it keep flying if you bring it in at a high angle of attack as you have perfected over the winter with indoor airplanes.

Rather consider making a few circuits around the landing pattern, just as you probably did when you were first learning to fly. Keep the speed up a little, set up for a landing but count on going around. Do not commit to landing, keep the speed up and see if you can get your airplane back over the runway where you want it and at the right attitude and altitude. It would be far better to go around several times or even land hot than it would be to drag the airplane in on a long final with marginal airspeed watching the wings rock as they approach stall speed. Once you can get the airplane back on the ground even if it is a little fast, you will be well on your way to making the transition from indoor to outdoor flying.

One more thing we have to be concerned with is how far away we fly the airplane. Indoors we seldom have trouble seeing the airplanes attitude; it simply can't get that far away because the walls, nets and ceiling are there to intervene. Not so outdoors, you can lose orientation and it can happen fast. Those highly refined skills that let you see the orientation of the airplane last fall are not as polished in the spring. So take your time and keep the airplane closer for a while until you get familiar with seeing the airplane at a distance and being able to know its attitude, especially when its backlit by the setting sun. If you don't know if the airplane is flying away from you or toward you or you can't tell if you are looking at the bottom of the airplane or the top, something bad is likely going to happen. Yell out to the crowd you don't have it and perhaps you'll get some help before it's too late.

Take off with a long smooth run, ease it off the ground, stay close to the field, practice landing and carry a little extra speed, and get to know the stall characteristics of your airplane. It going to be a great season, happy transitioning.

Jcf

BUILDING NEWS

Not much news reached the editor on building projects, so...I thought I would show a photo of my completed project. This "Icepoint" was purchased from a supplier in China by Roger Stegall. It was packaged in a special wooden crate and sent to Roger. On arrival, however, the airplane was severely damaged. Roger, not wanting to mess with it, sold it to me. The price was right.

The rebuilding project has been extensive. Except for the horizontal stabilizer, all of the covering was removed and replaced with MonoKote. Most recently I completely rebuilt the wing and redesigned the belly pan. In the wing, many of the ribs had been broken and the structural integrity was severely damaged.

The "Icepoint" is powered with a "pumped" O.S. 160 with a Miller header and a composite Aeroslave tuned pipe.

Power should be adequate!

Engine start-up will begin shortly and flight-testing will depend on the weather and my nerves.

Bob Wilson



Bob Wilson's "Icepoint".



Bob Wilson's "Icepoint" another view.

THE WINTER POKER SMOKER

By Bob Wilson

The final winter "Poker Smoker" was held and all participants had a good time. As you can see from the photo below Bryan Chumbley was the big winner.

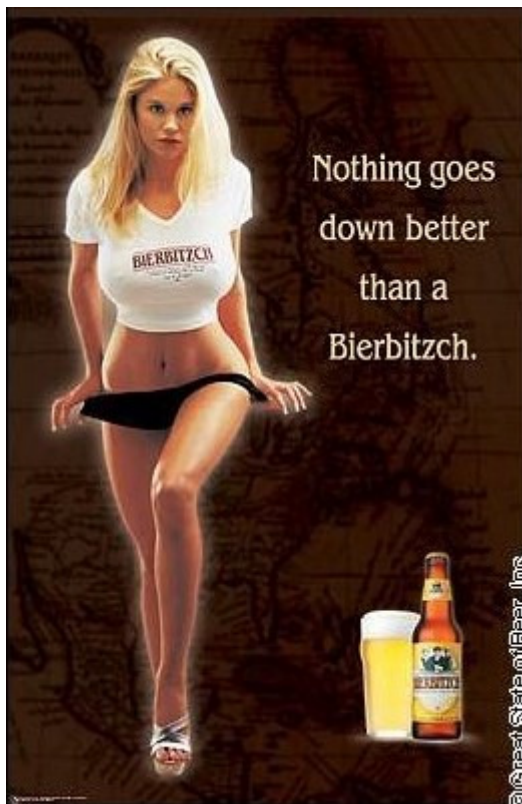
JD Keenan (aka Captain Crunch) thought he would clean up from this bunch of rubes. Sadly, the good Captain was the big loser.

In fairness it should be pointed out that the cards were decidedly falling in "Chummers" favor. In fact, many of us felt that there was some divine intervention occurring. Although a player of limited ability under most circumstances it was impossible on this night to beat both Bryan and God!



A disgruntled "Capt Crunch" showing his shriveled bag (of coins) and big winner Bryan "Chummer" Chumbley.

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 Amilia (sic),

At a recent Friday night indoors flying session, one of our new members landed an airplane in the netting. Two other members

joined in to recover the netted bird. I'll call them "Larry Moe and Curly" to protect their identities. After failing to shake the model free, the 3 Amigo's found a pole, which was about three feet too short. After jumping and reaching to tip toes, they pulled one of the bleachers across the floor with a screech that made your teeth hurt.



By this time, most people had landed to watch the "side show". Finally, while standing on the bleacher, pole in hand and tip toes all around, the bird was free.

Amelia, do you think we should include a "team airplane recovery event" in our New Years Day fun fly?

Signed,

Ringling Brothers Barnum and Bailey.

Dear 3-Ring Circus Watcher,

First, let me say that my given name is Amelia and not Amilia. I hope you didn't send your tax return to the U.S. Triasury Department. I'm not sure there is any indication of sound reasoning when you give a flyer a big stick. There is an expression that "if you only have a hammer, everything begins to look like a nail". The corollary to that expression translates to something like – "if you give a foamy flyer some glue, he will certainly find a creative way to smash something". Many pilots show an inclination toward displaced aggression, but the merciless beating of a 7-ounce airplane with a 20 pound poll does smack of "overkill."

Concerning your question of sponsoring a team airplane recovery event, I have but one reply -- ARE YOU CRAZY? Firefighters hone their rescue skills because lives are at stake and seconds are precious. There is absolutely no need for you guys to intentionally create additional opportunities to look stupid. If your January 1st fun fly needs a little more excitement, I suggest someone bring a TV so you can watch the parade.

Sincerely,

Amelia your expert at using a pole.

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
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.

The CMPPro Giles 202-140 takes a 120-140 4cycle glow, 120-160 2 cycle glow, or light 26 - 30cc gas. 72 inch wingspan.



Joe Rice Cell (309) 258-8692

B25 FLY-IN

April 15-18, 2010

Grimes Field

Urbana, Ohio

The snarl of radial engines will fill the skies over Ohio as Urbana's Grimes Field hosts the largest gathering of privately-owned airworthy B-25 Mitchell bombers since World War II.

As part of the events honoring the 68th anniversary of the Doolittle

Raid – including a reunion of surviving Doolittle Raiders at the National Museum of the United States Air Force (NMUSAF) – at least 20 B-25s will land at Grimes Field beginning April 15 for the "Grimes Gathering of B-25s." For the first two days of their visit,

Thursday and Friday, the twin-engine bombers will stage out of Grimes Field while practicing formation flights, offering rides and standing on static display.

PRCM OPEN HOUSE AND FLY IN

May 8, 2010

Peoria R/C Modelers
14501 North Old Galena Rd.
Chillicothe, IL 61523

CD: Jim Hogan
bzsource@hotmail.com

2010 R/C ACTIVITIES

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!

Chicago Classic Pattern Championships

May 29, 2010

Fox Valley Aero Club www.foxvalleyaero.com
St. Charles, IL (West side of Chicago)

Entry Fee: \$25.00 (Includes Saturday lunch) Awards: Plaques 1st - 3rd
Classes: SPA Novice, SPA Sportsman, BPA Advanced, BPA Masters and Concours d'Elegance
Eligible models: ANY Classic Pattern design pre-1988 (retracts and pipes will be allowed for ALL classes)

SPA Novice

1. Takeoff (U) K=1
2. Straight Flight Out (U) K=1
3. Procedure Turn (U) K=2
4. Straight Flight Back (U) K=1
5. Immelman Turn (U) K=2
6. Double Stall Turn (U) K=3
7. One Horizontal Roll (U) K=2
8. One half Cuban Eight (U) K=2
9. 3 Inside Loops (U) K=3
10. 180 Degree Turn (U) K=3
11. Landing Perfection (U) K=2

SPA Sportsman

1. Takeoff (U) K=1
2. Double Stall Turn (U) K=3
3. Cuban Eight (U) K=3
4. 3 Inside Loops (U) K=3
5. 3 Horizontal Rolls (U) K=3
6. 1 Reverse Outside Loop (U) K=3
7. 180 Degree Turn (U) K=3
8. Slow Roll (U) K=3
9. Double Immelman (U) K=2
10. 4 Point Roll (U) K=4
11. Running Eight (U) K=4
12. Knife Edge (U) K=3
13. 3 Turn Spin (U) K=3
14. Landing Perfection (U) K=2

BPA Advanced (1979 AMA rule book per BPA)

1. Take-off (U)
2. Non-Rolling Figure "M" (U)
3. Cuban 8 (D)
4. Double Immelman (U)
5. Four Point Roll (U)
6. 3 Reverse Outside Loops (U)
7. Slow Roll (U)
8. 3 Inside Loops (U)
9. 3 Horizontal Rolls (U)
10. Square Loop (U)
11. Knife Edge Flight (U)
12. Landing (U)

BPA Masters (1979 AMA rule book per BPA)

1. Takeoff (U) K=1
2. Figure "M" with 3/4 rolls (U) K=5
3. Four Point Roll (U) K=4
4. Triangle Rolling Loop (U) K=4
5. Square Horizontal Eight (U) K=5
6. See Sided Loop (U) K=4
7. Three Outside Loops (U) K=3
8. Top Hat (U) K=3
9. Slow Roll (U) K=3
10. Square Loop with 1/2 Rolls (U) K=5
11. Reverse Knife Edge Flight (U) K=4
12. Landing (U) K=1

Judging: All classes will be judged by the contestants! Please be prepared to judge all classes. Volunteer judges are encouraged and welcome to attend!

Number of Rounds: The contest management will be prepared to fly as many as (4) rounds for each class. The number of rounds flown is highly dependent upon each contestant being prepared to fly. Pilots meeting @ 8:30 sharp, judges meeting @ 8:45AM and first flights will begin @ 9:00AM SHARP!!

Official Practice: Friday beginning @ 9:00AM

Contest Directors: Rusty Dose (312) 580-6828 or (630) 922-8106 rustydose@att.net
Dave Guerin (336) 538-0440 dguerin@rcv.com

D4 D5 Pattern Shootout

June 5-6, 2010

National Flying Site
5161 Memorial Drive
Muncie, IN 47302

CD: Robert G Satalino
bobrcair@comcast.net
487-987-9516 (cell)

FLYING TIGERS PATTERN CONTEST (D5)

July 10-11, 2010

Mid Missouri Radio Control Field
9351 E Mexico Gravel Rd
Columbia, MO 65202

CD: Jeff Buchner
jbuchner@mclumber.com
<http://www.mmrca.org/>



THE FLYING ELECTRONS
PROUDLY PRESENT



Twelfth Annual

Tamarack – Bud Weber Challenge

Pattern Contest

** June 12th & 13th **
AMA Sanction # 10-0456

Sportsman, Intermediate, Advanced, Masters, FAI (P-11)
And
Club-Class (for Electron members only)

- Contestant Judging
- Registration from 8:30 to 9:30 A.M.
- Flying starts at 10:00 A.M. SHARP!!
- Awards through 3rd place

For more information please contact:
Joe Burzinski at 262-703-0679 (jburzinski@wi.rr.com)
Tom Kunath at 262-549-1820 (takunath@sbcglobal.net)

See Reverse Side for Map and Lodging Information

IMPORTANT NOTICE: Club Class will fly 4 rounds each day, weather permitting, and the results will be FINAL FOR THAT DAY'S FLYING. Club Class entry fee is \$10 each day. You can fly both days if you choose. Entry fees for all other classes is \$30.

** FREE LUNCH TO ALL REGISTERED PILOTS **
(Saturday only)

WE'RE SORRY BUT, NO CHANNEL 37 OR 38.

TRI VILLAGE RCER'S GIANT SCALE FUN FLY

June 13, 2010

RT 72 and Shoe Factory Road
Hoffman Estates, IL 60192

CD: Gary Stephens
stephens89@att.net
630-992-0226

JIM HUBBARD MEMORIAL PATTERN CONTEST (D5)

June 26-27, 2010

RT 72 and Shoe Factory Road
Hoffman Estates, IL 60192

CD: Frank DelGiudice
f.delgiudice@comcast.net
847 987 9516

Fox Valley Aero Club
presents
Remote Control Festival of Flight
GIANTS
JETS
200 mph!
AEROBATICS
Raffles! Food! Fun!
July 15, 16, 17, 18
9am till dusk
www.foxvalleyaero.com

2010 PATTERN NATS

Sunday, July 18, to Thursday, July 22.

National Flying Site
5161 Memorial Drive
Muncie, IN 47302

Sunday: check in, judging clinic, pilots' meeting.

Monday-Wednesday: Preliminary rounds.

Thursday: Finals.

FAT LAKE PATTERN RENDEZVOUS (D5)

July 31-August 1, 2010

Peoria R/C Modelers
14501 North Old Galena Rd.
Chillicothe, IL 61523

CD: Bob Wilson
wilsorc@gmail.com
309 219 4262

AMELIA EARHEART BIG BIRD FLY IN

August 21, 2010

McAllister Park Flying Field
Lafayette, IN

CD: Claude G. Vest
cvest17@msn.com
Website: <http://www.lafayettecloudjockeys.org/>

PHANTOM FLYERS R/C CLUB FALL PATTERN CONTEST (D5)

August 28-29, 2010

Phantom Flyers R/C Club
4858 Weiday Road
St. Charles (MO), MO 63301

CHICAGO LAND PATTERN CONTEST (D5)

September 11-12, 2010

St. Charles IL FVAC R/C Field
39W900 HWY 38
St. Charles, IL 60175

CD: Rusty Dose
Boyd Dose [Boyd.Dose@jpmorgan.com]

30th ANNUAL PEKIN BIG BIRD FLY IN

September 19, 2010

Dirksen Park, Herman Lowery Field
Pekin R/C Club

CD: Wayne B. Hood
whbhhood@comcast.net
(309) 241-0247

BOURBON COUNTY RC FLYER'S PATTERN CONTEST (D5)

September 25-26, 2010

932 187th Terrace
Fort Scott, KS. 66701

CD: Todd Schmidt
tschmidt@classicnet.net
<http://www.bcrflyers.com/>