



CLUB PARTICULARS

AMA Charter 331
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- PRESIDENT:** John "Gipetto" Hoelscher
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- VICE PRESIDENT:** "Hollywood" Jim Hogan
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(309) 579-3023, rogerstegall@hotmail.com
- EDITOR:** Bob "Grumplestiltskin" 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

The Fence Crew



Photo by Wilson

Just after the last cap was attached to the fence on Saturday, the crew lined up for a group photo. Although some of the Friday crew was not present for this photo, here is the lineup from left to right. Jim Fassino, Jim Hogan, Scott Ferguson, Ken McGuire, JD Keenan, Tommy Imhoff, Roger Stegall, Bryan Chumbley, John Hoelscher and Nick Chumbley. The babe on the fence is...Ken's wife, Maria McGuire.

Our thanks to all for a great job!

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.

Don't be a Ludite!

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 Paneras on Knoxville every Thursday morning at 7:00 AM.

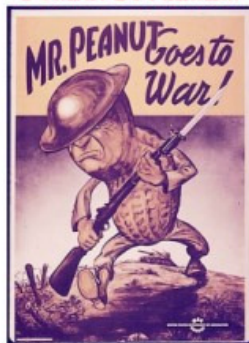


Have a cup of Joe and a bagel, check out the chicks and listen to all the world's problems being solved.

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

There's trouble brewing!!!

See this month's "Amelia" concerning the Great Peanut Brouhaha.



THE MEETING

Candid shots from the April meeting



Photo by Wilson

Bryan Chumbley shows off his repaired & recovered "Ultra Sport".



Photo by Fassino

The editor shows off his rebuilt, repaired & recovered "IcePoint".



Photo by Wilson

VP Jim Hogan and his "Flybaby".

SOME MAKE THE PILGRIMAGE
TO MECCA...

OTHERS SEEK THE HOLY GRAIL...

RC FLIERS GO TO...

TOLEDO!!

The PRCM members attending this year's Toledo show included...Jim Fassino, Steve Blessin, Terry Beachler, Roger Stegall and Bob Wilson.



Curtis Jenny from the static table.



Check out the new G55 Gasser from O.S.



Balsa USA's Fokker D7



Photo by Wilson

A very nice A-10 "Warthog" from the static table.



Photo by Wilson

GB Racer from the static table.



Photo by Wilson

Airshow performer Sean D. Tucker's "Oracle".
From the static table.

THE GREAT PRCM FENCE PROJECT

PRCM
Peoria Radio Control Modelers
An AMA Chartered Club
www.peoriarcmodelers.com

In the month of April PRCM President John Hoelscher collected the building material and assembled the troops for a new addition to our flying field. The flight line fence is a great addition and our hats are off to the members that worked so hard! Here are some photos from that effort.



Club members Ron Scott, Bryan Chumbley Jim Fassino & Verne Holeman.



Construction begins.



Work progresses. George Knight stands lookout for corn bears.



Here, club members Greg Pringle, and Jon Dewey man-handle the post hole digger. Prez Hoelscher supervises while VP Hogan tests shovel strength.



Close to being done, VP Hogan (on left) has discarded his shovel.

Email HobbyDeals@computerdeli.com for price quotes. Please include the Horizon Hobby part number for the items you are asking for a price on. Thanks!

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Sign up for our weekly RC email specials the next time you visit a store location! Sign up forms are located in the stores.

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Springfield: 2922 Constitution Dr 217-726-7100

No mail order sales please, we are walk-in only.

FROM THE VEEP

PRCM Vice President Jim Hogan



Known for one of the best shovel grips east of the Mississippi, VP Jim Hogan stands ready.

Open House Fun Fly

The PRCM Open House and "Fun Fly" is fast approaching. Mark your calendars for Saturday, May 15th if you have not done so. It will be great.

For prizes, we have confirmed gift certificates from Benardi's, Bob Evans, and River Beach Pub. Terry Bleacher has donated a gas card. We have a Tower Hobby gift certificate and a P-51 "ready to fly" Park Flyer from Computer Deli. Several members have donated other items which we'll keep secret until the meet.

Registration is at 8:00am with pilot meeting at 9:00am. This will be a no pressure event. Coffee and donuts along with lunch will be available. If you would like to donate items to be used as door prizes to support the club, it is not too late. Just e-mail me with the items or bring them to the open house.

Tighten up at the field. We do not provide garbage cans at the field because paper and trash get blown around or the animals get into it. Taking your trash home has worked very well. Recently, we had some peanut shells thrown on the field and it was considered OK because the shells are biodegradable. Banana and orange peels are also biodegradable, but think most members would not accept them on the field. The flying field is a beautiful place and it is our front yard. We need to be more aware of what we throw in the grass. Peanuts are OK, but we should put the shells in a bag and take them home just like all other trash. See you in the lawn chairs!

Jim Hogan

SAFETY

Safety Officer, George Knight

**THERE ONCE WAS A MAN NAMED VOLTAIRE.
WHO HURRIED HIS AIRPLANE INTO THE AIR.**

**WITH NO IF, ANDS OR BUTS
HE HADN'T CHECKED HIS NUTS**

**HIS ENGINE DEPARTED
THE SPIRAL STARTED**

OH, IF HE'D ONLY TAKEN MORE CARE! RCW

Greetings,

Indoor is over outdoors is on. Now that we are outside we all need to remember a few things about safety.

Don't taxi past the pilot's stations.

Call out take-offs and landings.

Transmitter on first...off last.

Call out whenever a low flying full size aircraft or ultralight is near the field.

Have a great safe flying summer,

George C. Knight

Safety officer

PATTERN FLYING



Bob Wilson, Newsletter Editor & Pattern Reporter

DON'T FORGET, IT'S THIS SATURDAY!!

EAA Breakfast, Pattern Class & Demo-Flying at the field.



Indoor Electric News

Jim Fassino, PRCM Secretary/Treasurer

CROSS WIND LANDINGS It's a Matter of Perspective

I just read an article in a popular RC magazine about crosswind landings. I was disappointed with the advice given and thought I would offer my own advice and see what reaction our members would have.

First it's important to talk about perspective, the perspective from where you are observing the activity. I will use a canoe as an example. Let's start with a journey to cross a 1-mile wide stretch of the Illinois River traveling at 5 miles an hour with the river flowing at 1 mile per hour. If the canoe is pointed directly at the intended destination 90 degrees across the river, an observer on both banks and a person in the canoe can all agree on the spot on the bank that is the destination. Once in the river, however, the perspective of the person in the canoe changes. It now appears, as he paddles toward the spot, that it is moving up stream. The observers on either bank would see the canoe drifting down stream from their perspective. In order to get to the intended destination across the river, he will need to keep turning the bow of the canoe more up stream. The track of the canoe will look like an arc with the curve becoming greater the longer it travels.

If, instead of paddling with the bow pointed at the target, we point the bow at a spot about 11 degrees upstream the boat will track in a straight line directly across the river. The observers on the banks will see the boat travel directly across the river. Inside the canoe it will look like we are traveling up stream and will miss the destination. But if we hold the same heading about 11 degrees up stream, the speed of the current is offset by the speed of the paddling upstream and the canoe travels directly across the river to the destination.

If you consider the guys on each side of the river as the two ends of the runway and the flow of the river the cross wind and the speed of the canoe the speed of the airplane, we have a crosswind-landing situation. Lets make the wind 10 times the speed of the river or 10 miles per hour and the speed of the airplane 10 times faster than the canoe or 50 miles per hour. To fly the airplane down the centerline of the runway in this 10 mph crosswind we would need to hold about an 11 degree heading into the wind. The airplane will fly right down the runway, as did the canoe. Remember, the canoe was not pointed at the destination but up stream. So while the airplane is tracking in a line straight down the runway, the airplane is, like the canoe, not pointed at the person at the end of the runway...the perspective of the pilot in the airplane changes.

We got the aircraft into the current attitude by rolling into the wind in a coordinated turn with left aileron and rudder and rolled out on the heading 11 degree heading to the left of the runway centerline. If we touched down in this attitude our tires would be pointed 11 degrees to the left from the direction the airplane was traveling. This is the perspective as viewed from the ground. The stronger the cross wind the greater the angle and the bigger the problem.

For landing, we need to have the airplane (and the wheels) travel straight down the runway. All we have to do is roll into the cross wind as before, lets say with left aileron and left rudder, and hold this 11 degree heading. Now, to get the nose of the airplane pointed at the centerline of the runway all we need to do is add **right** rudder. You add more left aileron if the airplane starts to drift to the right of centerline and use less aileron if it drifts left of centerline. The rudder control is used to point the nose of the airplane straight down the runway. It will take some right rudder to keep the nose on the centerline of the runway. We are using the rudder to keep the airplanes track across the ground and the nose of the airplane precisely in the same direction. Now, when the wheels touchdown they are rolling straight down the runway, the airplane is rolling straight down the runway and you have the left wing low and some right rudder.

The really nice part about mastering this approach to landing is that the same skill is used on take-off. Left aileron and right rudder on take-off with a cross wind from the left side of the airplane and the airplane rolls straight down the runway and flies straight out after leaving the ground.

Just a comment or two about this technique...when the airplane is in a cross-controlled condition, it adds drag. In fact, this is the technique used to slip an airplane when you want to lose altitude and not gain airspeed. It works because of the added drag created by the cross control. So you might want to make a slightly steeper approach or carry a little additional power when you use this technique.

If you have the airplane traveling straight down the runway and the wheels pointed in the same direction the airplane is moving, you won't have to explain to your fellow pilots how you just completed a ground loop.
Give it a try, and try some slips too.

jef

What is a Crash?

Editor Bob Wilson

This is (mostly) a reprint from a previous article posted in April 2009.

This is a question that has been bantered about for as long as we've had a club. It needs to be resolved. So, here is my official description of what is considered an "Official Crash". We will use a fictitious character for examples...and we will call him "George".

At first glance the official description of a crash would seem to be a no-brainer...a crash is a crash...right? Wrong!

Rule #1: Field mishaps will be classified as either "Incidents" or "Official Crashes".

Incident

If George's airplane is on a responsible takeoff roll, hits a gopher hole and flips over...that's not a crash, it's an "Incident", no matter what the damage.

Also, a very minor pilot misjudgment such as breaking a prop on take-off or landing would be classified as an "Incident".

Axiom-1: Incidents can be caused by natural phenomena or very minor pilot misjudgment (that result in almost no airplane damage).

However, the word of the pilot alone is no good...the "Incident" has to be witnessed by at least one other competent flier. With no witnesses as to how damage occurred, the "Incident" automatically reverts to an "Official Crash".

Axiom-2: Pilot's explanations as to airplane damage are never to be believed.

Official Crash

Using the same example and our fictitious flier, George, let's say he's acting goofy and taxing the airplane at an irresponsible high rate of speed, hits the gopher hole, flips over and breaks in two...that's an "Official Crash".

Axiom-3: Pilot error of any kind resulting in aircraft damage is classified as an "Official Crash".

Rule #2 "Incidents" and "Official Crashes" will be further subdivided into slight, moderate, severe and catastrophic.

Only other club members present at the airplane's post-mortem determine the state of damage. Again, the pilot has no input (refer to axiom-2).

Slight Damage

This is damage easily repaired at the field allowing the airplane to continue flying on that day.

Moderate Damage

This is damage that is repairable within a limited amount of time, but not flyable on the same day.

Severe Damage

This constitutes a loss of an aircraft. Repair may be possible, but would be very difficult...buying a new kit would be faster.

Catastrophic Damage

This not only constitutes the total loss of an aircraft, but also any of the major components on that aircraft (ie. Servos, receiver, engine). Repair would be considered insane.

At times there is a fine line between "Incidents" and "Official Crashes".

For example: Our fictitious flier, George, makes a misjudgment and brings his airplane in "hot" for a landing that bounces 15 times and breaks a prop. Although poorly piloted, prop breaks are allowed within the confines of the field. This would be considered an "Incident", subdivision "slight".

However, if George's airplane lands anywhere outside the mowed field and breaks a prop, this is considered an "Official Crash", subdivision "slight".

Special Axioms (SP's)

Axiom-SP1

A pilot claiming, "radio problems" as the source of his crash is never to be believed. True radio problems are too hard to validate and too easy for a pilot to use as a lame excuse for bad flying, pilot error or dumb thumbs. Besides, all pilot lie!

For example: Our fantasy flier, George" takes off to the east, immediately drifts to the south and hits the high-tension wires...completely destroying his airplane. His explanation of "radio problems" is to be disregarded. This is a Severe Official Crash.

Axiom-SP2

The name "Official Crash" can be substituted by other more original descriptions.

For example: Oh look! George just had a *Schmuckarooski*. -or- Ow...He sure *bought the farm* on that one! -or- That pilot made a rapid transition to a *coal miner*!

POOR CHUMMER'S ALMANACK

AMA District 6 Associate VP, Bryan Chumbley

I recently attended my first AMA Executive Council meeting. While much of the meeting was rather boring, as most board meetings are, there was discussion on a number of items that I think would interest our local club members.

First, it was officially announced that Robert Lee "Hoot" Gibson will serve as a spokesman for the AMA. Many of you may recognize Hoot from his long career as a NASA astronaut, serving on 5 missions. Hoot is an RC modeler and will be representing the AMA at a number of upcoming events, including the Joe Nall, and the Red Bull Air Race in New York City.

Second, the Red Bull Air Race series has added New York City to its list of venues this year. The air race organizers reached out to the AMA to invite participation in the ground events at the July race. The AMA has had to work quickly to respond to the somewhat late invitation. I was very impressed with the plans that have been developed that include a large tent, static display, a children's zone for make-it take-it, and a number of flight simulators.

Take a look at the back of your *Model Aviation* magazine and you will find the contest calendar. Due to the time it takes to produce the magazine, the contest calendar you see printed is about three months behind in listing sanctioned events. In other words, during the 2 1/2 to 3 months it takes to publish *MA*, there are many events that get sanctioned, but may never make it to the magazine. There is an online Contest Calendar that works very well. There are a number of filters that allow you to really zoom in on just the events you might be interested in attending. I say all this to let you know that the printed contest calendar in the back of *MA*, may not be around much longer. Eliminating the calendar from the magazine and producing it in an online format only could save the AMA \$30-\$50K per year. The Executive Council voted to continue with the print version, but only after lengthy discussion and a split vote. Take a look at the printed version and try the online calendar at <http://www.modelaircraft.org/events/calendar.aspx>. I will pass on any concerns or thoughts on this issue to the District VI vice president.

Now, open your May issue of *MA* to page 11. The AMA needs help from members to create a new business strategy. To do this, members are being asked to consider offering expertise in this effort as part of the **Strategic Task Force**. Applications and more information can also be found on the AMA website, <http://www.modelaircraft.org/news/amastf.aspx>. Here you can download the member role information and a copy of the STF member application. Please take a few minutes to look over the information and consider applying to become part of this effort.

Finally, if you haven't been to the Model Aviation Museum in Muncie, plan a trip! Pack a plane or two, make a hotel reservation, and take the guided tour of the museum. Then, spend another hour or more simply browsing through the collection of planes, helicopters, engines and other items. I think you will find flying at the National site and the museum very enjoyable. The museum is free to AMA members, and I can guarantee that everyone who enjoys modeling will find many items that will catch their eye!

Bryan Chumbley
District VI
Associate Vice-president

NAME THAT EVENT

PRCM Editor

It has come to the editor's attention that a number of fliers are meeting at the field every Tuesday morning and combining flying with a luncheon at the "River Beach Club".

Obviously, the fliers involved are retired, unemployed, independently wealthy or playing hooky from work.

We would like to name this group of flyers so that we could put them on the calendar.

The editor thought the name "Fogey Fliers" might work but on reflection this might be too derogatory to old people. So, send me your ideas.

Until then, we will call them the "Fogey Fliers".



Candidates for the "Fogey Fliers"

FLIGHT TRAINING

Flying time is here! Several of the new members are getting an early start in learning how to fly.

When you see them at the field, step up and introduce yourself. Greg Pringle, Ken McGuire, John Cummings and John Jr. are all going to make great members.



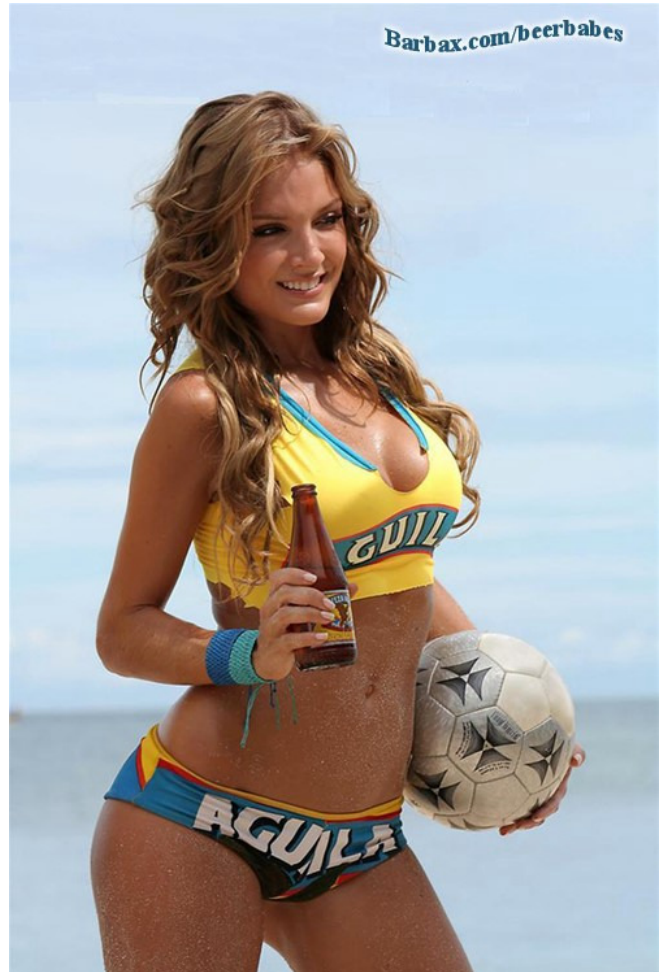
With Instructor Jim Fassino at the buddy cord, new member Greg Pringle practices his right turns.

DEAR AMELIA

Not wanting to be out-done by last month's Bierbitzch, Aguila has submitted its own model for the PRCM Best Beer Babe Contest.

The Aguila Beer Girls have been making their presence known in Latin America. Aguila is a pilsner type beer that comes straight out of Colombia.

What does this have to do with R/C flying...absolutely nothing! Volleyball anyone?



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.



Photo by Knight

Displaying his unusual facial contortions, instructor Bob Wilson trains new member John Cummings Jr.



Photo by Knight

Instructor Fassino works with new member Ken McGuire and his P51. That's senior member Bob Draper sitting in the background.



Photo by Knight

Instructor Wilson gives new member John Cummings Sr. a few pointers before takeoff.

Dear Amelia,

Recently, I visited the flying field and was surprised beyond belief. The new safety fence was already installed and gave the impression that the club was well-organized and paid considerable attention to minute details. My surprise came when I noticed untold volumes of peanut shells littering the ground as if the place had been "Ground Zero" for some sort of elephant festival. I don't understand why club members would gobble goobers and then throw the residue on the well-maintained premises. Am I being too picky or too sensitive to want our club flying field to be attractive to all who might visit?

**Sincerely,
Stickler for Details**

Dear Mr. Stickler,

I believe you have a god point. Your facility is a shared venue for the enjoyment of flying activities and social interaction. When a club member makes the decision to discard a peanut shell or a seashell at your see-shore, he/she is making this decision for all club members. I may not think twice about throwing peanut shells in my own yard but I would definitely hesitate about throwing my peanut shells in somebody else's yard. The same goes for soda cans, potato chip bags and paper towels.

If members want to throw shells in a willy-nilly fashion, they should go to Kaki Jacks or the zoo. Whenever a member decides to discard anything at a public facility, that person is making a conscious assumption of assumed approval for all users of that facility. From my own experience, the only universally accepted residue is money, Super-bowl tickets and a 2-for-1 coupon for the Dairy Queen.

**Sincerely,
Amelia Airhead**

Dear Amelia,

I, for one, take issue with the Draconian statements made about peanut consumption at the flying field. Pursuing this kind of irresponsible thinking is one step closer to abdicating one more of our constitutional rights. I mean, if smokers can toss their filthy butts on the ground I should be able to do the same with clean, biodegradable peanut shells. Additionally, second hand smoke has been proven to be a health risk, but, as far as we know, "elephant breath" causes no harm whatsoever.

Furthermore, peanuts have a high monounsaturated fat content making them heart-healthy and resistant to rancidity. More than I can say for some of our "Dudley Do-Right" members.

There is also some evidence that peanuts are a true "brain food". Peanut shells displayed on the ground merely advertise that there are some in the club with superior intellectual abilities.

In an era when we are continuing to lose our basic rights at an unprecedented rate don't let these "Peanut Nazis" have their way.

Thumb your nose at the establishment, suck down a peanut for the Gipper and toss the shells to the four winds!

**Sincerely,
L. E. Phant, Peanut Lover**

Dear Mr. Phant,

If peanuts were "brain food," your club would have a bunch of whiz-bang smart dudes who wouldn't be wasting their time trying to start a glow motor without first attaching the igniter.

Hansel & Grettle dropped crumbs of bread as they walked so they could find their way back from the wicked witches buffet. Unfortunately, the leftover shells from goober peas will not be gobbled up by birds and will remain an unsightly mess until they eventually decompose or become breakfast fare for field mice.

This country was started when a group of rascals off-loaded a British ship by dumping tea into the bay because they didn't want to pay Tax to a government that didn't support dental hygiene. Thankfully, that revolution has ended and here is no need to again declare independence by jettisoning peanut shells across the landscape of central Illinois. There is a special place for promiscuous peanut eaters who do not take responsibility for their SHELLS. That special place can be decoded by simply removing the two letter Ss from the word.

**Sincerely,
Amelia Airhead – A lover of nuts**

Dear Amelia,

Our club, like many others, has a tradition of assigning call signs (flight names) to our pilots. In general the call signs are chosen such that they relate in some way to piloting skills, personal traits, or perhaps a major event they may have experienced. Many of our club members have very colorful flight names: "Grumplestiltskin", "Smokin' Jimmy", "Hollywood", "Gorgeous George", and "Captain Crunch" just to name a few. Now on to my "friend"... Due to a rather unfortunate encounter with a propeller last year, he ended up with a single syllable reference to the 43 little pieces of thread required to keep his hand from falling off. Since his little accident, many have confused this flight name as a reference to an alien side-kick of that little Hawaiian girl in a Disney movie. My "friend" is not only embarrassed by his injury, but is also wondering why such an incident resulted in a small, single-syllable flight name that has no relation to his flying skills and suggests that he still likes movies for little kids. He is growing more and more envious of the members of the club that have flight names with much broader impact and recognition. He is even considering staging a spectacular "incident" with one of his aircraft in a desperate attempt to garner a new, multi-syllable flight name. How do I help this "friend" who is suffering from Call Sign Envy, before he does something irrational?

**Sincerely,
Concerned for my "friend"**

Dear Concerned Friend,

I thought most of you guys were suffering from a different kind of envy. Your story had me in "stitches." When one chooses not to restrain an airplane during a starting attempt, you shouldn't be too surprised that the thing will turn into a Vegamatic on wheels. Typical scenarios usually end up to be a very expensive verification of propeller pitch. A 12" X 6 prop will leave a series of strike marks 3" apart as the motorized vehicle attempts to climb an arm, leg or other appendage. I can understand why this guy might like to swap his acquired name for one more commensurate with his pattern flying skills. On the "flip-side" of things, at least you didn't name the guy – "E.R." or "er". Could it be strictly coincidence that this fellow with the Envy chooses to fly a Venus? I wouldn't worry too much about your friend doing something irrational because he has already joined your club. I rest my case.

**Sincerely,
Amelia Airhead – also considering a nickname
that doesn't begin with the letter "B"**

FOR SALE

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

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 Pattern Class & Certification
2	3 Fogey Fliers Club Meeting at the field, 7PM	4	5	6 Do you Bagel? Paneras 7AM	7	8 Liars & Fliers
9	10 Fogey Fliers	11	12	13 Do you Bagel? Paneras 7AM	14	15 PRCM Open House & Fly-In
16	17 Fogey Fliers	18	19	20 Do You Bagel? Paneras 7AM	21	22 Liars & Fliers
23	24 Fogey Fliers	25	26	27 Do you Bagel? Paneras 7AM	28	29 Liars & Fliers Chicago Classic Pattern (Fox Valley)
30	31					

2010 R/C Event Posters

Pattern Class
Peoria Radio Control Modelers
March 2, 2010

Make it a day full of aviation

Breakfast in the Hangar
Training in the Classroom
Flying at the field

Breakfast in the Hangar at 8 AM
The Peoria Chapter of the Experimental Aircraft Association has invited us to join them for breakfast at 8AM at Mt. Hawley Airport, 3MY, 1200 W. Bird Blvd., Peoria, Illinois.

Pattern Training at 9 AM
Following breakfast we will have a pattern training class at the Association, located at 6166 N. Lindbergh Drive, Peoria, a block from Mt. Hawley Airport. The class will be conducted by NSRCA members. Your attendance will meet the NSRCA requirement for having attended judging school.

Flying Demonstration at the PRCM Field
After the training class attendees are invited to the Peoria RC Modelers Flying Field for pattern flight demonstrations and pattern flying.

It will be an aviation day and we hope you will join us to help pattern flying take-off in central Illinois. Even if you have never flown pattern, this is a great opportunity to learn what it is all about. You will learn how pattern flying can improve your skills making you a better pilot. If you are traveling from out of town we have reserved rooms at AmeriINN 800.654.1444 for the event.

Join the fun, make it a day let us know you will be participating.

To learn more or to register contact Bob Wilson at 309.210-4500 or e-mail at wbwilson@gmail.com

Make it a Day
Eat in a hangar
Study in the classroom
Fly at the flying field
An Aviation Day

NSRCA
National Sportplane Council

2010 OPEN HOUSE
Saturday, May 15, 2010

A Day of Flying Fun
Pilot registration at 8AM-Pilot meeting 9AM
Flying until dusk, Food and drinks available
No landing fees, Door prizes and 50-50 at 2PM
Flight simulators for young and old
Rain date Sunday, May 16, 2010

Contest Events
The optional contest starts at noon:
Musical landing
Landing & roll out
Spin contest
Cash prizes
Open flying before and after contest

Peoria RC Modelers' Flying Field
14501 N. Old Galena Rd
Mossville, IL

PRCM
Peoria Radio Control Modelers
An AMA Chartered Club
www.peoriarcmodelers.com

Chicago Classic Pattern Championships

May 29, 2010

Fox Valley Aero Club www.foxvalleyaeroclub.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 (D) K=1
5. Immelman Turn (U) K=2
6. Double Stall Turn (U) K=3
7. One Horizontal Roll (D) K=2
8. One half Cuban eight (U) K=2
9. 3 Inside Loops (U) K=3
10. 180 Degree Turn (D) 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 (D) K=3
4. 3 Inside Loops (U) K=3
5. 3 Horizontal Rolls (D) K=3
6. 1 Reverse Outside Loop (U) K=3
7. 180 Degree Turn (D) K=3
8. Slow Roll (D) K=3
9. Double Immelman (U) K=2
10. 4 Point Roll (D) K=4
11. Running Eight (U) K=4
12. Knife Edge (D) 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 (D)
6. 3 Reverse Outside Loops (U)
7. Slow Roll (D)
8. 3 Inside Loops (U)
9. 3 Horizontal Rolls (D)
10. Square Loop (U)
11. Knife Edge Flight (D)
12. Landing (U)

BPA Masters (1979 AMA rule book per BPA)

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



THE FLYING ELECTRONS

PROUDLY PRESENT

Twelfth Annual



Tamarack – Bud Weber Challenge

Pattern Contest

** June 12th & 13th **
AMA Sanction # 16-0456

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

- Constant 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 (jbuzinski@wlr.com)
Tom Kusath at 262-549-1820 (tkusath@nsrca.com)

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.

D4 D5 Pattern Shootout

June 5-6, 2010

National Flying Site
5161 Memorial Drive
Muncie, IN 47302

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



Jim Hubbard Memorial Pattern Contest
Sponsored by Tri-Villars RC Club AMA#277



June 26 & 27, 2010
AMA Sanction 10-656

Classes flown: 401, 402, 403, 404, 406-P11 & 406-F11 to be flown on Sunday
Trophies for First, Second and Third places in each class. JSO combined.
Contestant judging. Entry fee \$30.00 (Saturday lunch included)

Contest Directors: Frank DeGiudice, 1440 Lake Edge Ct.
Hoffman Estates, Illinois 60195
847-991-1712 f.degiudice@comcast.net
Bob Satalino bobcarr@comcast.net

Friday: Field layout and open after 6:30pm for pattern practice.
Field rules for frequency control. Frequency pin required.

Saturday: Registration at 8:00am
Pilot's meeting at 9:00am
First round starts at 9:15am
If time and weather allows all classes four rounds

Sunday: Pilot's meeting at 9:00am
Fifth round starts at 9:15am
If time and weather allows all classes two rounds

Location: Shoefactory Rd. Flying Site, Hoffman Estates, Illinois
N42.061060, W88.161160

Directions: Heading west on I90.
Exit Barrington Rd. South (.5mi)
To Higgins (route 72) West (.2mi)
To Shoefactory Rd. South (turns west) (.8mi)
To flying field south side of Shoefactory Rd.

Heading east on I90.
There is no exit east bound on I90 for Barrington Rd.
Exit Route 59 south (.4mi)
To Shoefactory Rd. east (1.7mi)
To flying field south side of Shoefactory Rd.



Flying Tigers Pattern Classic

When?

Saturday-Sunday
July 10 & July 11, 2010

Where?

MMRCA Club Field
Columbia MO

\$25.00 Entry Fee
(AMA Membership required)
401-406 AMA Sanctioned
Competition at 10:00 am.

Registration at 9:00 am.

All Events Open

Directions to the Field from Columbia: Take I-70 East to the Rt Z Exit (#133). Turn left (North) onto Rt Z and go 1.8 mi to Mexico Gravel Rd. Turn right (East) onto Mexico Gravel Rd. Stay on Mexico Gravel Rd for approx 1.3 mi. (road will make a sharp left then straight for a bit then a sharp right at the intersection of Andrews Lane) The field is on the left. Watch for signs.



Models up to 20 lbs allowed in Sportsman Only. 406 F3A will fly P11 sequence all rounds. Contestants will be expected to judge and scribe. Field will be open at 12pm Friday for practice. Food concessions will be on site.

CD: Jeff Buchner
For more information contact
Jeff Buchner
573-474-9531-W
573-442-3777-H
jbuchner@mcumber.com
Visit our club web page at:
www.mmrca.org

Hotel/Motel Information
Super 8 Motel 573-474-8488
Motel 6 573-815-0123
Best Western 573-474-6161
Super 8 Motel 573-474-8307
Red Roof Inn 573-442-0145
Travelodge 573-449-1065

4th Annual WORLD WAR 1 FLY-IN



EVERETT MCKINLEY DIRKSEN PARK

HERMON D. LOWERY FIELD, PEKIN, IL.

SATURDAY, JUNE 26th, 2010

- No landing fee
- Any size W.W. 1 Aircraft
- Acres of closely cut grass
- Overnight parking for self contained campers.
- Registration begins 8 A.M.
- Flying begins 9 A. M.
- Must have AMA to fly
- Free lunch for flyers
- 50/50 Raffle

Sponsored by

Pekin R/C Club

Visit us at

www.pekinrc.com

Map on other side

The general public is invited to attend. Food & refreshments served at 11 A. M.. Bring the kids as they will have a great time!!!!!!

FOR MORE INFORMATION CONTACT:
Mike Smith (309) 925-9041
galaxia1961@gmail.com

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

ORCHARD FARM RC FLYERS Open House Fun Fly

Friday June 18th and Saturday June 19th
Open Flying Sunday June 20.
9:00 AM till?

All Aircraft welcome glow, electric and gas



Location: North St. Charles County, MO
Directions: From Hwy 370 - Go North on State Hwy 94 about 7 miles Left on Highway V (Orchard Farm Road) Pass Orchard Farm High School, then Right on Marris Becket Road to Field

- Open Fly Event - All Aircraft Welcome. No Noise restrictions
- Flying Giants 2008-2009 Huckfest Host Site
- Absolutely Huge, Unobstructed 10 Acre Grass Field, 800 ft runway
- No landing fee - Donations Encouraged & Appreciated
- Concessions - hamburgers, bratwurst and soda
- On-site camping available (no hook-ups)
- Transmitter Impound in Effect - All Pilots Must Register
- AMA Membership Required
- Contacts: Jim Lanzendorf (up20ff@msn.com) & Kurt Seiter (kurtseiter@yahoo.com)
- Club Information: www.orchardfarmrc.com



Sangamon Valley RC Flyers.....invites you to our annual Open House Fly-In For Autism

OPEN TO THE PUBLIC... remote control flying whole day. Aerobatic flying demos, static displays, beginner training, contests & prizes

See Gas & electric remote control Planes and helicopters. Feel the Thrill & excitement...join the club!

When: **JUNE 26th & 27th, 2010** (flying starts at 9 am, Pilots Meeting 8:30am)

Where: Holmes Airport at Pawnee Rd, Near Lake Springfield
Camping is available on site (no hookups, first come first serve)

From the north and east, you will take I-55 south through Springfield, south of the lake and take the first exit to the right, number 88 (East Lake Drive).
From the west, coming in on I-72, take I-55 south to exit 88 (East Lake Drive).
From the south, take I-55 north to exit number 88 (East Lake Drive), prior to getting to Lake Springfield.
THEN..... Turn east on East Lake Drive.
Go approximately 3.0 miles then turn south on North Pawnee Road. Go south one mile. Airport is on the RIGHT.

Or go to our website. <http://www.sangamonvalleyrc.org> for the map

- \$20 Pilot fee (100% Goes to the Autism Society of America Central Illinois Chapter)
- AMA membership needed to fly
- Vendors welcome-buy & sell
- Raffle - Prizes & More

Come help us raise money for a good cause.

Fox Valley Aero Club
presents

JETS
GIANTS 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

Fat Lake Pattern Rendezvous
Peoria RC Modelers, Peoria, Illinois

July 31 - August 1, 2010

Pattern Contest AMA Sanction # 20-0569
The second annual Fat Lake Pattern Rendezvous will be held at the Peoria RC Modelers field located at 14501, North Old Galena Road, Chillicothe, Illinois.

Friday
The field will be open for practice flying on Friday until sunset. Then the fun continues with dinner and drinks at the River Beach Pub & Eatery located at 13437 N. River Beach Drive, Chillicothe.

Saturday and Sunday - Contest

The Contest
Registration begins at 8:30 AM with flying starting at 10 AM Sharp.
Sportsman, Intermediate, Advanced, Masters and FAI with awards through 3rd place in each class. Free lunch for all registered pilots. Coffee and donuts in the morning. Drinks available. A \$30 pilot registration fee includes T-shirts, Saturday lunch and a special surprise.
Saturday evening a dinner has been planned at _____ restaurant followed by fun at a local night club.

For additional information contact Bob Wilson, Contest Director wilson@gmail.com or 309.219.4262

2010 PATTERN NATS
Sunday, July 18, to Thursday, July 22.

National Flying Site
5161 Memorial Drive
Muncie, IN 47302

Sunday: Check in, Judging Clinic, Pilot's meeting.
Monday-Wednesday: Preliminary rounds.
Thursday: Finals

**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 BIG BIRD FLY-IN PEKIN R/C CLUB



EVERETT MCKINLEY DIRKSEN PARK

HERMON D. LOWERY FIELD, PEKIN, ILLINOIS

SUNDAY, SEPTEMBER 19, 2010

- * No landing fee
- * 175 feet paved runway
- * Acres of closely cut grass
- * Overnight parking for self contained campers
- * Registration begins 8 AM
- * Flying begins at 9 AM
- * IMAA & AMA sanctioned
- * Must have IMAA & AMA to fly (Applications are available at registration)
- * Free Lunch for flyers
- * Prizes for pilots
- * Raffles for everyone

Sponsored by
Pekin R/C Club

And

IMAA

Chapter 37

Visit us at:
www.pekinrc.com

The general public is invited to attend.
Food & refreshments served after 11 AM.
Bring the kids as they will have a great time!!!

FOR MORE INFORMATION
CONTACT:

Wayne Hood (309) 347-1166 or
ehood@comcast.net & Mike Smith
(309) 928-9041 or galaxie1961@gmail.com

Donna Smith (309)-928-9041
Or donnaann52@gmail.com

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.brcflyers.com/>