



PARTICULARS

AMA Charter 331

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AMA CONTEST DIRECTORS: Bob Wilson, Jim Hogan, Jim Fassino

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. Questions pertaining to flight instruction can be directed at any of the officers listed above.

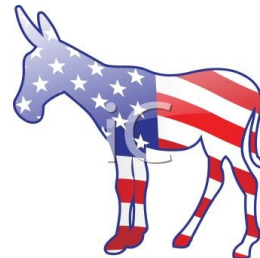
PHOTO OF THE MONTH



Cristen Eagles at Oshkosh 2010

OCTOBER MEETING & 2011 ELECTIONS

Don't forget, the October meeting will be at TGI Friday's. Dinner at 6:00 PM and meeting starts at 7:00 PM sharp!



At the October meeting we will be electing the new 2011 PRCM Officers. So far all of the candidates are unopposed...but if you would like to nominate someone else or run for a position, feel free to throw your hat into the ring.



Here are the 2011 candidates.



FROM THE VP

Jim Hogan

Family Picnic

Even though the summer is winding down, we are still active with our outdoor flying. On Saturday, September 18th, we held our annual family picnic at the flying field. Although rain greeted the fliers, the weather improved as Chef Boy-R Dewey started the fires as fliers kicked the tires for a very pleasant day of food and flying. Jon Dewey, Roger Stegall and Joe Lane organized the event. We even had some wives and children attend this year. Roger brought a bean bag toss game which was a hit with both the kids and members.

Another hit was the wonderful food Jon cooked. Members brought dishes to pass and everyone had plenty to eat.

Pekin Big Bird

The 30th Annual Pekin Big Bird was held on Sunday, September 19th. Rain and low clouds limited some of the attendees but about 30 brave big bird pilots showed up. By 9:30am, the first airplane flew as clouds began to clear. By mid morning, the event was on with frequently two or more airplanes flying at one time.

There were lots of high performance Yaks, Extra's and Edge's flying. Steve Blessin joined the high performance group with his sleek new Mud Duck he maiden on Saturday. Don Stedman flew his Twin Otter while George Knight flew his new Duelist at the same time. Everyone else got out of the air. I'm not sure if this was to witness their performance or to avoid flying in the same airspace. I flew my World War 1 Nieuport 17 and was joined in the air by a Nieuport 28, Sopwith Pup and a Se 5. We swept the sky clean of the "Huns". By the way, the "Huns" flying three 1/3 scale Fokker

DR-1s waited for us to land before daring to take to the air.

Streator Warbirds

On October 5th, the Streator RC Club will host an all era and all scale warbird fly-in at their club field on the west side of town. It could be the last event of the season, so maybe some would like to drive up to fly or watch.

Thoughts

The US Government can't stop spending money putting America in the poor house. / I've got an idea.

What if the FAA began to sell advertisements on its air traffic control system. Just think of the revenue that could be created. It could sound something like this:

"Cessna 22 Alpha this is Peoria Approach. Welcome to the Peoria area. As you begin your approach to runway 31, remember while in our beautiful city to stay and the Holiday Inn Downtown with comfortable rooms, full bar and restaurants. Don't forget the Holiday Inns free shuttle to the hotel."

"Also don't forget to take advantage of Byerly Aviation's specials this month including a full inspection of your airplane to insure the wheels won't come off on your departure. The Peoria Chamber of Commerce hopes you enjoy your stay. Oh, by the way, you are cleared to land runway 31."

At time of departures, the following message could be heard.

"Cessna 22 Alpha hold short of runway 13. We see by your flight plan, you are going to Omaha. I'd be glad to book you into the Red Lion Hotel located just one mile from Epply Airport. Just give me your American Express Card numbers and your room will be ready when you get to the hotel."

Another way for pilots to show their appreciation to the FAA for getting them on the ground safely, would be to place tip jars at the tower elevator. 20% of the change from pilots would be given to air traffic controllers and the rest would be sent off to Washington D.C. where it would be used wisely.

Here are some other effective revenue sources the FAA could utilize. How about banners hanging from the control tower cabs selling Mc Donald's Hamburgers or Betty Crocker Flower. Maybe even give control tower tours for \$2.00 a pop.

Every time Ray LaHood does a speech, he should have a flower in his lapel promoting "your local FTD Florist".

Maybe Ray could talk Obama into taking "United States of America" off of Air force One and replacing it with "You're in good hands with Allstate."

Next we go to work on selling congress.

"See you in the lawn chairs."

Jim Hogan



PETRO-MAT

At our last club meeting, a club committee summarized its investigation into installing a hard takeoff/landing surface at the PRCM field. Although it is produced under several product names we will collectively call it "Petro Mat". Since Petro-Mat would represent a significant expenditure for the club and also have an impact on field aesthetics I asked for Pro & Con arguments by which to gauge member acceptance. Response was minimal but I have included the committee's summary and a few of the member arguments. Editor

Report

Several months ago, George Knight and myself were asked to examine the possibilities of a "Hard Surface" runway for our field. After hours of research on the Internet, several road trips, actual fling on a fabric runway and numerous conversations with R/C pilots who fly off their own hard surface. We determined the best product for our Field is made by U.S. Fabrics Inc. This company mailed us two samples that are commonly used around the county by R/C clubs for runways. While visiting IVRC club in Peru, IL and Quad Cities R/C in Davenport we determined that both of these clubs have US 315 (the cheaper of the two samples) installed as their runway. This product has served both clubs very well for several years as their hard surface runway. However, we feel the better choice for us would be, US 230. This product is a tighter weave, U.V. protected and thicker, which will hold up against prop strikes and daily wear and tear better. Remember, you get what you pay for.

US 230 comes in a 15' x 300' roll, at a cost of \$975.00 per roll. Last meeting we passed out a package with an itemized bill for : 3 rolls of US 230, freight, and all other items needed to install the runway at a cost of \$3325.00. We proposed a 30' x 400' runway plus all taxiways and some material left over for future patches. You may have noticed some pink ribbons on the field over the past few weeks. These ribbons represent the area of the proposed runway site. While measuring off the proposed 400' long runway, we felt that a 400' long runway was more than what we needed and only marked off a 30' x 300' area. This would leave us a entire roll for taxiways and patches. After fling on the marked area and talking to several members over the last few weeks, we now feel that it is much more feasible to shorten the proposed runway to 250'. The current markings on the field are: a 20' safety zone from the pilot stands to the southern edge of the runway, a 30' wide x 250' long fabric runway which leaves a sod runway 90' wide and the entire length of the current field to the North of the proposed runway. By reducing the length by only 50', we would then only need two rolls, leaving 15' x 50' of each roll for taxiways and patches. This would give us two (one hard surface and one sod) very good size and usable runways, and save us over a \$1000.00 off of last months proposal.

Dave Erlenbach, Secretary and editor of the Illinois Vally Radio Club in Peru, IL, said it best, "most of those (club members) that oppose new or just opposed to spending any money on anything! After it was installed and usable, 99% of them were heard to say, that was the best thing we ever done!" We feel this new runway could attracted new members from other area clubs, save wear and tear on wheel pants, provide a good surface to fly all electric planes and Warbirds and provide us all a target to aim at and for all of us to become better pilots. We too may say next year, This is the best thing we have ever done, too.

If you have ant questions or would like to see and feel the sample, Please feel free to contact me at Dew6483@yahoo.com or 648-7555.

Jon Dewey
"Petro-Mat" Committee Spokesman

Members Comments

I only received comments from a few members...all negative. This isn't bias reporting, I just haven't received any positive comments in writing. Editor

1. I fly more electrics off the field than anybody and I don't need \$4,000 to do it.
2. It costs money we don't have.
3. Once chosen – there is no going back.
4. A helicopter pad and a lunching surface for small electrics only needs to be about 20' X 20'.
5. There is nothing wrong with our field now – it is great!
6. It may be the best thing another club has done but we are not another club.
7. If we need a 30' X 300' runway, why not put it out 80' and parallel to pilot stations?
8. We shouldn't have to destroy the best portion of our field for a questionable improvement.
9. I can't support (physically or financially) the installation of something I'm against.
10. There is 860' more trimming to do each week (perimeter)
11. Fliers won't be responsible to fix their own "divots".
12. On any busy flying day, there are an average of 3-5 prop strikes (I have already had 3 this week)
13. If you use 2 widths of material, the centerline would be on the seam – not a good place for high activity.
14. If we paint a centerline, adding another width of material at a later date would not leave the centerline in the center of the runway
15. Trimming grass at the edge of the runway would be extremely difficult without damaging the edge of the runway with a weed-eater.
16. Hand trimming would require hours and blisters.

Editors Comments

As to Petro-Mat, I have always made it quite clear that I do not support its use at our field...ever!

Today's PRCM flying site represents the culmination of hard work by a dedicated nucleus of club members. PRCM is one of the oldest (if not the oldest) R/C club in Illinois. Our field provides unobstructed flyovers, virtually no civilian interaction and a beautiful setting...it is undoubtedly one of the best flying fields in the state. Defacing this site with a \$4,000, 30' x 250' length of synthetic polypropylene road construction fabric is a travesty.

Whatever we do here, it should be done responsibly and with a clear understanding of the monetary, physical and aesthetic consequences. Editor

Be a PRCM Bagel-Biter

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!

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.



After several editions of showing "Beer-Babes" I thought that maybe a little athletic diversity was in order. Tennis anyone?

Dear Amelia

I have a friend who has become obsessed with walking 4 miles each day. This guy continually drives himself to walk faster and faster. I believe he is under some kind of misconception that a bunch of walking groupie babes will be hot for his body if he can break the 15-minute mile. Does it make sense for this flier to put himself through all this pain and torture simply to get into shape? Even when he went on vacation to Alaska, he walked so fast that he was always the first one from the bus to get to the ATM machine. I'm not so sure all that R&R did any good because the first flight after his return ended with some bean stains on the nose of his pattern plane. Should I tell this club member to "chill" or should I simply request he pick some beans?

Sincerely,
Concerned for "Not In Shape"

Dear Mr. Concerned

First, let me say that this friend of yours is already in shape – round is a shape the last time I checked. If your walking buddy wants to push himself, then all the better. One of the best ways for this guy to burn calories (out of bed) is to get his heart pounding faster than receiving notification of an IRS audit. Being competitive with oneself provides personal satisfaction and a milestone of achievement. In like manner, flying pattern maneuvers against past performance gives a flier some sense of accomplishment. Don't worry too much about this speed walker unless he takes up skydiving – because the quickest way to the ground is seldom achieved twice.

Sincerely,
Amelia – Your Shapely Source of Advice

Dear Amelia,

I have been told there is some sort of super-natural force emanating from the confines of our flying field. Some members believe the phenomena has something to do with the mysterious disappearance of fruit flies on even numbered months that contain 5 Saturdays. Personally, I'm of the opinion that that there is some sort of "Beast" exercising dominion over gravity and other more mundane flying machines. I seek your advice to know if I should call "Ghost Busters" or take a sword and shield to the field to defrock a mysterious fire-breathing monster of mass destruction.

Sincerely,
Beware the Beast

Dear Beware,

I believe your concern for some "Beastly" force, actually has some merit. It seems that one of Peoria's local bankers decided to attach a 5 cylinder gas guzzling 150cc "Beast" of a motor to the front end of a "Beast" biplane. For those of you keeping score – that's equivalent to attaching a Merlin engine to a June-bug. Inside this "Beast" of a "biplane" are housed more redundant systems than are used with the Oscar Meyer Weiner Mobile. When it comes to protecting "weeners," one can't be too cautious. In perspective, when that multi-cylinder motor is "thumping" away at full throttle, it is putting out only slightly less horsepower than the club riding lawnmower. If you are ever asked to restrain the "Beast" during a manual start operation, be prepared to readjust your knickers. That motor definitely has more pull than Obama.

Sincerely,
Amelia – also known to have considerable pull

Dear Amelia,

There is talk at the flying field that some flyers have decided to make a scale model of themselves to put in their airplanes. Is this activity advisable or does it represent some form of miss-guided enthusiasm that would be better served by occasionally fixing a meal that doesn't involve peanut-butter and pickles. The airplanes in our club have all manner of pilot figures (cartoon dogs, and busty blonds) but to date, nobody has had the courage to do embody their self-likeness to the cockpit section of a flying machine. Is there precedence for such questionable activity?

Sincerely,
Citizen for the use of Non-Recognizable Chunky Globbs of Plastic

Dear to Chunky Supporter,

If club members begin to model their personal busts for scale pilot applications, they should be aware that scale judges will subtract from the static score if the included pilot likenesses does not include the various warts, bald spots and ear hairs as found on the original specimen. Additional considerations must be made concerning proper protocol for pilot remains following a fatal model crash. Some people believe that those once proud forms of manhood should be recycled into credit cards – the exact-same material responsible for their existence (a dust-to-dust mentality). Whatever your belief, the use of a personal likeness for an airplane or helicopter is likely to draw additional scrutiny to your flying and sitting skills. If you don't want any special attention or criticism, you should avoid: (1) using lime-green Monokote (2) taking 8 years to build a plane (3) using a ping-pong ball for a pilot and (4) driving a car smaller than a telephone booth.

Sincerely,
Amelia Airhead – The Original Busty Pilot

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

PATTERN FLYING



Bob Wilson, Newsletter Editor & Pattern Reporter

My pattern experiences in 2010 have been somewhat less than stellar. Of course, a 3-week trip to Alaska during prime pattern season and a 1-week trip to Gettysburg at the end of the season didn't add much to my pattern flying. Next year though...watch out!

In September John Hoelscher represented the Peoria RC Modelers at Fox Valley and came up with a first place in Sportsman flying his Venus II. Way to go John!



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.

FIELD NEWS

PRCM EDITOR



Photo by Wilson

Who is this happy group of fliers? From left Bryan Chumbley, Jim Fassino, Greg Pringle, Jim Hogan and Steve Blesin. The airplane...that's Steve's new Mud Duck.



Photo by Wilson

The Mud Duck in flight.



Photo by Wilson

Check out Glen Howard's hand carved pilots!



Photo by Wilson

While talking Heli's with Ferg and JD, George Knight happened to catch sight of his ex-wife.



Photo by Wilson

Here's Tommy Imhoff getting ready for his first flight of the day with a Glen Howard designed..."Whatyoumaycallit". No, that's not toilet paper in his flight box.

Coming in 2011 Red Bull Air Racing

At Peoria R/C Modelers

See Details in the November Newsletter



Red Bull®

Don't be a Luddite!

Sign up for PRCM FaceBook today!



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

October 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
				Bagel Biters		Liars & Fliers
3	4	5	6	7	8	9
		Club Meeting 6PM Dinner 7Pm Meeting TGI Fridays		Bagel Biters		Liars & Fliers
10	11 Columbus Day	12	13	14	15	16
				Bagel Biters		Liars & Fliers
17	18	19	20	21	22	23
				Bagel Biters		Liars & Fliers
24	25	26	27	28	29	30
				Bagel Biters		Liars & Fliers
31 Halloween						