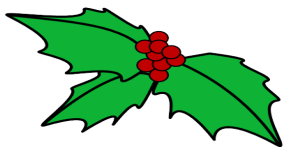




## PARTICULARS

AMA Charter 331

Website: [peoriarcmodelers.com](http://peoriarcmodelers.com)



- PRESIDENT:** John "Gipetto" Hoelscher  
(309) 360-1017, [johnhoelscher@comcast.net](mailto:johnhoelscher@comcast.net)
- VICE PRESIDENT:** "Hollywood" Jim Hogan  
(309) 370-6901, [wildblue62@gmail.com](mailto:wildblue62@gmail.com)
- SEC/TREAS:** "Smokin-Jimmy" Fassino  
(309) 361-6828, [jfassino@me.com](mailto:jfassino@me.com)
- SAFETY:** "Gorgeous" George Knight  
(309) 696-7358, [n9zvil@gmail.com](mailto:n9zvil@gmail.com)
- WEBMASTER:** Terry "The Flamer" Beachler  
(309) 696-0035, [terry@beachlers.com](mailto:terry@beachlers.com)
- MAINTENANCE & GROUNDS**  
Roger "Pod Man" Stegall  
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- EDITOR:** Bob "Grumplestiltskin" Wilson  
(309) 219-4262, [wilsorc@gmail.com](mailto:wilsorc@gmail.com)

**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



Unfortunately, a pelican want-to-be tried his hand at Red Bull Air Racing and didn't do so well. The airplane had fairly severe damage on the horizontal stab as well.

## FROM THE (Lame Duck) VP Jim Hogan

Last year, we flew until November 7 before the weather closed in and shut us out at the flying field. On November 11 (Veteran's Day), we had a beautiful day for one of the last "Tail Dragger Thursdays." of this year. We had a layed off cable guy, an airplane driver, a quality control guy flying over his lunch hour and a half, A bio-mechanical man, a retiree, our Milwaukee commuter, and a government employee all enjoying the day. Just as we were leaving, "a very important administrator for District 150 showed up just as it began to rain. Sorry Brian.

Last month at our membership meeting, we had fewer people show up for our social hour and dinner before the meeting. Please remember that TGY Friday's provides our meeting room without charge and gives us a waiter to take care of our needs. If you can, I encourage all to join us at 6:00pm on meeting nights to enjoy a meal and support our host restaurant.

THANK YOU ALL for allowing me to serve as your VP for the last two years. I hope I have helped make the club better. I'll support Scott Ferguson, our new President, and JD Keenen our new VP in 2011. I've already told JD, I want to be involved with the Open House spring meet. I also plan to help organize the "Red Bull" Series event Bob Wilson is planning, and I'll be an advocate to promote BIG BIRD activities within our club.

I'll still be seeing you in the lawn chairs. Jim Hogan



# RARE CORSAIR RECOVERED

Early Birdcage Version Recovered from Lake Michigan

**November 4, 2010** — A rare, Birdcage Corsair World War II fighter was recovered from Lake Michigan's Waukegan Harbor, north of Chicago, on Monday morning, November 8, after spending the last 67 years submerged following a carrier training crash. Vought F4U-1 Bu. No. 02465, coded "F-21," was the 32nd aircraft from the WWII-era rescued by A and T Recovery of Chicago.

These earlier Corsairs are known as birdcage versions because of their canopy framework, as opposed to the more familiar bubble canopy used on later models.

David Staffeldt, EAA 570227/Warbirds of America 551902, witnessed the recovery and provided a firsthand account, along with these exclusive photos.

"They started about 10:30," he said. "Words cannot express the feeling I had when I saw it lifting out of the water. I was right there on the pier, close enough that I could have touched the prop."

When the airplane was about 6 inches beneath the surface, you could instantly tell it was a Corsair, Staffeldt said. "As more and more of it was exposed, all I could think was how massive it was."

Staffeldt, who is chief mechanic for the Warbird Heritage Foundation in Waukegan, said that when the airplane was about halfway out of the water, one of the straps failed, requiring the team to install new ones.

Damage to the aircraft appeared typical of those occurring during carrier operations training, he said. Incredibly, the propeller appeared undamaged. According to information provided by the National Aviation Museum Foundation, which is part of the recovery effort, Ensign Carl Harold "Harry" Johnson, U.S. Navy Reserve, was undergoing carrier landing qualification training on June 12, 1943, out of Naval Air Station Glenview, in suburban Chicago. His plane crashed over the port bow of the carrier USS Wolverine just before 6 p.m. He escaped the sinking aircraft and was rescued by the picket boat, suffering superficial cuts. The Corsair sank into 220 feet of water.

Two weeks later, Johnson earned his carrier wings after completing eight carrier landings/takeoffs in a North American SNJ-4C. Sadly, Johnson was killed in a mid-air collision between two Grumman F6F-3 Hellcats over Hawaii on Thanksgiving Day, November 25, 1943.

The National Aviation Museum will restore the airplane for display in Pensacola, Florida. Longtime EAAer member Chuck Greenhill, EAA 113991/WOA 12289, sponsored the recovery mission and the future restoration to static display condition.



Early Corsair with "birdcage" type cockpit is hauled from Lake Michigan.

# JOKE OF THE MONTH

Four Catholic men and a Catholic woman were having coffee.

The first Catholic man tells his friends, "My son is a priest, when he walks into a room, everyone calls him 'Father'."

The second Catholic man chirps, "My son is a Bishop. When he walks into a room people call him 'Your Grace'."

The third Catholic gent says, "My son is a Cardinal. When he enters a room everyone says 'Your Eminence'."

The fourth Catholic man then says, "My son is the Pope. When he walks into a room people call him 'Your Holiness'."

Since the lone Catholic woman was sipping her coffee in silence, the four men give her a subtle, "Well....?"

She proudly replies, "I have a daughter; slim, tall, 38D breasts, 24" waist, 34" hips."

When she walks into a room people say...



**Oh my God!**

## 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!



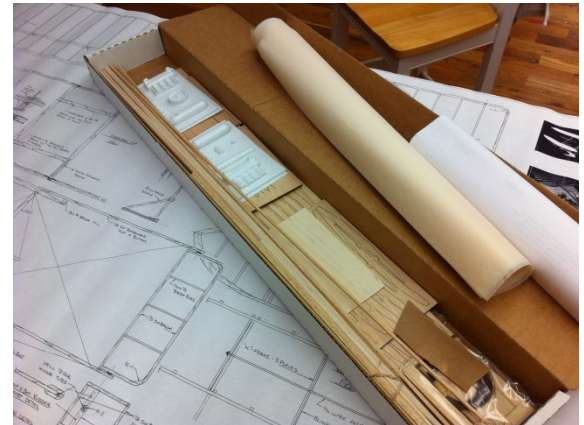
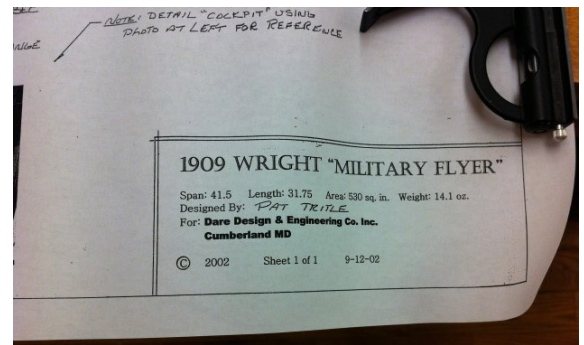
# Big Brown Airplane Truck Deliveries and Winter Projects



Here is my second indoor airplane on the board for the new season. The Violet. My first one is being retired after 2 years. JCF



The "Big Brown Airplane Truck" has delivered Jim Fassino's 1/3 scale Sopwith Pup.



As evidenced by the two photos above, "The Big Brown Airplane Truck" has been busy at the Fassino household. An electric 1909 Wright Military Flyer...should be sweet!

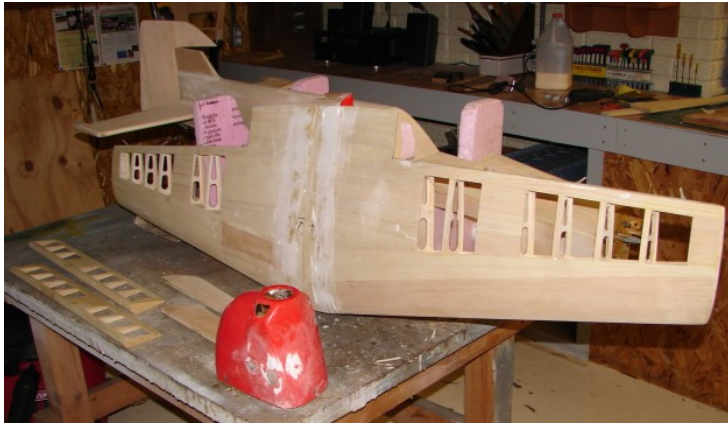


"Big Brown" even hit the JDKeenan household!

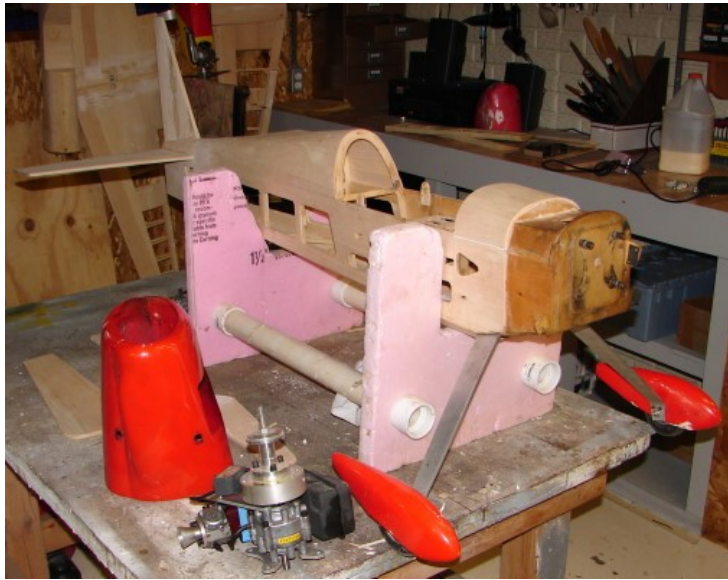


This is the fuse of Wes Miller's ME110 under construction.





After 700+ flights it was time to R&R (repair & recover) the Venus II.  
Editor



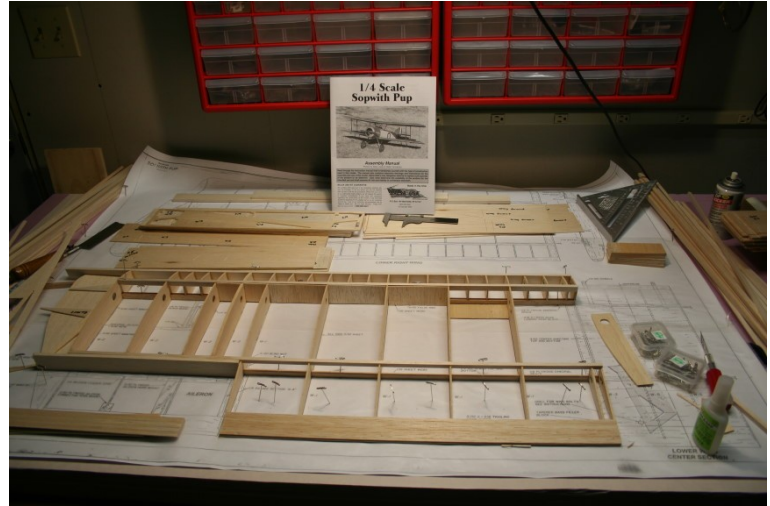
Crashed about 4 years ago, the Fuji 50 powered Lazer is just about ready to cover. Editor



Joe Lang's R&R of his Goldberg Ultimate Bipe.



John Hoelscher's Pinnacle pattern airplane



Chummer's 1/4 scale Pup under construction

## FROM THE (LAME DUCK) PREZ

Greetings Fellow Flyers and Hobbyists,

We comment to ourselves and each other about how time gets past us so quickly and I have to say the past two years really have gone by in a blaze. We've accomplished a lot in the past two to three years, establishing our field and getting it set up in a way that draws praise from members of other clubs. We've worked hard to provide for ourselves a Class A flying facility and we all have a right to be proud of what we have accomplished.

Clubs like ours cannot accomplish anything without the efforts of its members. I would like to thank all of you who lent your time, effort and money to our Club to make it an excellent facility and continue to make it an excellent facility for all of us to enjoy. My time spent flying, and hopefully landing in one piece, is some of my most enjoyable time and I know it is for many of you also. I hope that as time goes by, all our Club members will help out and pitch in to do the necessary tasks that will need to be done to keep our Club top notch.

Beginning January 1<sup>st</sup>, three new individuals, and one returning veteran, will take over the Club officer positions and will take our Club forward. Scott Ferguson will be our president, JD Keenan will be our vice-president, Jim Fassino will do another tour of duty as our treasurer and Joe Lang will be our safety officer. I would like to thank these men for stepping forward and accepting the responsibility for these positions and lending their time and talent to our Club.

I would also like to give a sincere thanks to the men who do the ongoing tasks that can be too easily taken for granted. Without their efforts, our Club would be diminished. Jim Hogan is our outgoing vice-president. Jim has spent many hours coordinating our events and has a sincere appreciation of our Club

and I want to thank him for his all the time and effort he has given to the Club. George Knight is our outgoing safety officer. I would like to thank George for stepping forward and volunteering to take over the job when our prior safety officer left early in his term. George is one of our members that can be relied upon to step up and volunteer his efforts when needed. Thanks to Bob Wilson for his time and talent putting out our Club newsletter. I look forward each month to the news of our Club and his sometimes slightly twisted sense of humor that gives us all a laugh. Thanks to Terry Beachler for keeping up with our website. This is the first place potential new members and non-members look to get an idea of what we're all about. And finally, thanks to Roger Stegall for his countless hours spent maintaining and keeping our field in the in the truly beautiful condition into which it has developed.

So now I'll start my winter repairs, of which I have many, and I am already looking forward to spring and getting back to the field. Hope you all have a good winter getting ready for an even better summer.

John

## Road Trip, Anyone!

Over the last year or so, I have heard and participated in discussions about a road trip to the US Air Force Museum at Wright-Patterson Air Force Base, in Dayton, OH. Well, now is the time to step up to the flight line. Many of us have been to the museum, but who among us wouldn't enjoy spending another day at this amazing facility. And what better time than during the winter months when flying outside is all but impossible.

Recently, I have been speaking to longtime friend who is a Colonel in the US Air Force. As it turns out, he is currently the Vice Commander of the National Air and Space Intelligence Center also located at Wright-Patterson. While he has not committed to any special privileges if we make the trip, I am hopeful that something can be arranged. In my mind, there are a few things I would like to know before asking him to commit to something really special.

1. How many people would be interested in making the trip sometime between mid-January and mid-February?
2. Would we prefer to visit during the week, or on a weekend?
3. Make the trip in one very long day, or plan to spend the night?

For anyone who has not been to the museum, what a great trip this could be for you. I will be requesting some time on the December agenda for discussion on this topic. In the meantime, I will find out what special opportunities might be available.

If you want to indicate your interest in the trip, send me an email at [chumbley@mtco.com](mailto:chumbley@mtco.com).

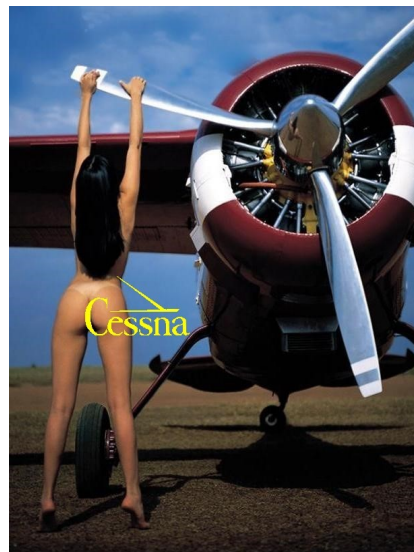
If you want more information about the museum, visit [www.nationalmuseum.af.mil](http://www.nationalmuseum.af.mil).

Chummer



# 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 Amelia,

Recently, one of our senior members had shoulder replacement surgery and everything is reported to be fine. As he recovers, I'm sure he can hardly wait for the start of the indoor flying season. This guy seems to take great delight in hearing the "whack" sound as a foamy bounces off the ceiling, floor or another foamy.

One of the nurse's duties after surgery was to make sure all the hospital tools were accounted for. As I understand it, the following items were on the tray; one hobby knife with a #11 blade, one Dremel tool with a cut-off wheel, one bottle of CA, and an empty bag which held a Du-Bro 4-40 ball joint. However, the nurse could not find the staple puller used to open the Du-Bro bag. Where do you think the staple puller is?

**Signed:**

**Pinched Nerve**

## Dear Pincher,

The start of the indoor flying season for uninhibited mayhem has arrived. The bionic guy you mention, whom I will refer to as Humpty-Dumpty, will definitely need some R&R (redesign & rebuild) time to get his fleet of flying craft ready for another year of pattern activity. Humpty's fondness of the "whack" is probably just a carry-over from his whacking activities as a youth. The exact location of the missing staple puller will probably remain a mystery until the next time this senior member tries to get through an airport metal detector. The hidden artifact will undoubtedly cause numerous body cavity searches and possible incursions. This again demonstrates that guys need to learn to protect their tools, especially in strange environments where cutting activities are common. Imagine the horror of waking up after a surgery to find that the hospital has located you to the Elaina Bobbit wing of the facility. If you are going to do the "Bobbit" – it should be for apples.

**Sincerely**

**Amelia Airhead**

## Dear Amelia

I recently witnessed a new phenomenon at our flying field. Just when I thought things could not get any more weird, a new type of aircraft has arrived. There is a space between both wings and the side of the airframe. After a recent rough landing of this plane, the pilot accomplished a repair using a BIC pen as a splint to the strut. I can't remember if the pen was blue



or black ink but it seemed to work just fine on 3 subsequent flights that were made without NTSB approval of the ink color. I would like to know if this "Mud Duck" flying machine as been financed by some powerful Washington lobbyist who has already made suggestions to NASA that BIC pens are a viable alternative for space stations repairs.

**Sincerely**

**Concerned Flyer for the Inappropriate Use of Writing Instruments.**

**Dear CFIUWI,**

I did a Google search on "Mud Duck" and I was able to find: Mud Wrestling, Mud Doober and Mud-In-Your-Eye, but not so much a mention of some kind of duck in need of laundering. It seems like several members of your flying community have taken pride in figuring new and creative ways to build contraptions that seem to defy the laws of physics and common sense. The Peoria Park District is in the process of creating a marsh at the west end of your flying field, so I would anticipate there will be considerably more ducks in the mud as you currently have. Don't forget that years ago, it took a crazy idea by two bicycle makers from KittyHawk to place a playing card in the spokes of their wheel to make a motor-like sound. You never know what innovation will lead to a completely new breakthrough, like when Fredrick's of Hollywood came up with the ideas of pasties. I have heard rumors from your club that there may be plans in the works to construct an even bigger dirty bird. For centuries enterprising young men have been fulfilling their innovative desires-because they can-and because their girlfriends were willing to experiment. To answer your question, the BIC pen company maintains a group of lobbyists at the capital but whose lobbyists seem to be preoccupied with adjusting their fantasy football teams to compensate for the recent demise of the Chicago Bears Offense.

**Sincerely,**

**Amelia Airhead-Fluent in 23 languages for the word "Yes"**

**Dear Amelia,**

At a recent beautiful November day at the flying field, I saw a modern RC helicopter sporting a 1950's paint job. Sitting on the flight stand was a pink and black helicopter. "The Fonz" from "Happy Days" would have envied such a "retro" look. Didn't pink and black go out with the poodle skirt? This thing had pink tail blades and even the fuel was pink. The "Cat" who owns the thing is a "glorified bus driver" who must have gotten the idea from a Dick Clark American Bandstand re-run.

Do you think the owner of this "pink-is-pretty" helicopter rolls his cigarettes into his tee shirt sleeve and wears white socks with his penny loafers?

**Sincerely,**

**Trying to avoid flashbacks**

**Dear Flasher,**

Guys who display pink colors on their flying machines are either comfortable in their manhood or they should be scheduled for chromosome verification. There's a popular reality TV show called "Project Runway" where participants explore different color combinations but that runway has nothing to do with flying RC helicopters. The glorified bus driver you mention is likely suffering from an over stimulation of the optic nerve, caused by having to endure the obnoxious red and blue colors of the bus he drives. I believe his company made their color choices after considerable input from Ray Charles. At least they don't charge you for the privilege of putting your luggage on another bus going the opposite direction. You need not worry about this guy donning a poodle skirt or greasing down the few hairs remaining on his head because he would not meet dress-code standards of the "Glad to have a Beemer club." There probably won't be a return in your club to "Happy Days" until mid April when once again warm flying weather will return to the "planes" of central Illinois.

**Sincerely,**

**Amelia Airhead – Ain't no Poodle under my skirt**

## **FOR SALE**

**2 METER ICEPOINT PATTERN  
AIRPLANE \$150.00**

**No engine, no servos, no batteries, no tuned  
pipe, no voltage regulator...just the airplane.**

**Bob Wilson (309) 219-4262**

## **ROGER STEGAL STUFF FOR SALE**

**1. U-Can-Do 60 (\$375)**

**OS 91 FX**

**Hitec HS-6465 MG on rudder**

**Hitec HS 545BB everywhere else**

**1200 mAH battery (10 flights)**

**Aluminum spinner**

**2 Y-connectors**

**Remote fueling valve**

**External charge fitting**

**2. Edge 540 - 76" WS (\$450)**

**OS 1.60FX motor (great running - easy starting)**

**Expert SL571 servo on rudder**

**2 Futaba S3004 Servos on elevator halves**

**2 Hitec 605BB - High Torque servos on ailerons**

**Futaba S3003 servo on throttle**

**Remote fuel valve**

**Remote glow fitting**

**Pilot figure**

**3" Aluminum spinner**

**Pitts style muffler**

**Reversing Y-harness (for elevators)**

**8 servo extensions**

## **ATC ALERTS**

**Stories from our own Air Traffic Controller**

**Jon "Dew Drop" Dewey**

As working as an Air Traffic Controller, during all types of weather, air shows, the daily arrivals and departures and, of course, the student pilots, I thought I had seen it all. Up to today I have been able to identify all I have seen. The bright red flash seen all over the Midwest last fall was identified as a meteor (or space junk) falling to the Earth. The unmoving "landing light" on final to Runway 13, has been identified as Venus. November 39V has been identified as a "Jimmy". Earlier this month there was a flight of four aircraft that I have still not been able to identify. It was a clear, beautiful quiet Sunday night at Peoria Airport with the usual delays into O'Hare. We had two Chicago departures waiting at the approach end of Runway 4 at the south end of the airport. With all the runway and taxiway lights on they were still easy to identify as aircraft. You could clearly see the red and green navigation lights and there flashing anti-collision lights as they waited on the ground. Off in the distance approaching the airport, southeast moving northwest was a "V" formation of three "landing lights". At first it looked like a flight of Army helicopters flying towards the airport. I have seen lots of Army helicopters at night and there was something different about these. Their lights were clean and a very bright white, not the kind typically maintained by our soldiers. There were no Nav or anti-collision lights visible through the binoculars. As they moved closer to the two aircraft on the ground, a fourth light popped up on top of the flight of the other

three. It looked like he was flying "top cover". The fourth light was moving faster than the formation and darting back and forth over the top of the other three. All four aircraft looked to be just south of the airport over Limestone High School, but there was nothing on the Radar. As they slowly moved closer, then I heard, "Hey tower, what are these lights over the top of us?" Both flight crews then reported seeing the same strange lights we had been watching in the Tower for the last 10 minutes. As soon as the first jet started taxing onto Runway 4, the lights just disappeared. Now there was a target on the Radar, but it was indented as American Eagle, off Peoria on his way to O'Hare. I can honestly say these four lights were indeed U.F.O's:

In next months newsletter read Dewey's Article, "Drugs in the Control Tower". Just kidding Jon—it took me forever to put together those four lighted R/C balloons. Editor

## Fly – Buy – Cry And Lie New Years Extravaganza!

That's right, it's about time to join in another New Year's Day festival of indoor flying and buying. For the paltry sum of \$15 you are guaranteed bountiful opportunities to fly and look foolish. Non-fliers are always welcome and are not charged for the spontaneous chuckles likely to occur. Festivities begin at 8 AM and will continue until 5 PM or until no planes or helicopters remain in a flyable condition. PRCM members wishing to sell items of questionable value are welcome to reserve an 8' table for a \$10 fee. Table reservations must be made to Roger Stegall (579-3023) at least by December 24<sup>th</sup> so he can make an appropriate request to Santa. Coffee and donuts will be available for purchase with a special discount for donuts left-over from last year. Weather permitting, participating fliers are welcome to launch any manner of craft into the skies surrounding the soccer complex. Indoor flying is restricted to electric planes of 18 ounces or less and electric helicopters of 450-size or smaller. Flying time in the larger arena will include special times for micro flying (less than 3 ounces), helicopter flying, pylon racing and balloon popping. If you will be making a New Year's resolution this year, why not make a resolution to support your club and join in the festivities. A special "club table" will be available for items you would like to donate to the club to sell. Orders for lunch will be taken prior to 11AM. Say "NO" to endless football games that will actually make you want to talk to your family. Say "YES" to this great opportunity to begin a new year with a bunch of "air-heads" and want-a-be fliers.



www.prcm.org

Email [HobbyDeals@computerdeli.com](mailto: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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Computer service, upgrades, repairs, parts & cables.

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

## 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.



MERRY  
CHRISTMAS!!

## **R/C Aircraft Selloff**

I am thinning out my R/C Helicopters and Airplanes. Everything is in like new condition unless noted otherwise.

**For more details contact Trent Johnson 378-2951 [trjohn56@aol.com](mailto:trjohn56@aol.com)**

**T Rex 600** electric the best servos and Gyro w/ 1 Battery 2.4 Rec  
**I have around \$1,500.00 invested in this one**      **Sale \$975.00**

**T Rex 600** electric excellent servos and gyro w/ 2 Batteries 2.4 Rec  
I have around \$1,100.00 invested in this one      **Sale \$700.00**

**Hobby Lobby F4 Phantom** ducted fan electric kit Painted and  
Decaled NIB. With motor and one battery      **Sale \$150.00**

**Edge 540** by Extreme flight (Blue) electric arf New in Box  
no motor with this kit.      **Sale \$90.00**

**Coast Guard shell** .30 size fully painted and decaled by Century  
With 2 new retract servos Brand new      **Sale \$325.00**

**Wing Tote 450** size heli bag (red) New      **Sale \$20.00**

**G4 simulator** cost 230.00      **Sale \$100.00**

**T Rex 600 unpainted canopy** New in box      **Sale \$30.00**

**Prop 55"** reproduction for decoration      **Sale \$45.00**

**Blade CX-2** by E-flight electric, (red) 2 batteries 2.4 rec  
With spare parts and box      **Sale \$100.00**

**Blade CX-2 Navy shell** Gray / red in the box      **Sale \$15.00**

**Align Intelligent/Digital Multi charger/Balancer** 6 cell **Sale \$70.00**

**FMA Co-Pilot II** for helicopters cost \$250.00      **Sale \$150.00**

**T Rex 450 Carbon frame** just needs receiver, gyro and  
tail rotor servo to fly, new canopy. Good condition      **Sale \$150.00**

**T Rex 450 Aluminum frame** just needs receiver, gyro  
and tail rotor servo to fly good condition      **Sale \$80.00**

**Miniature Aircraft .60 size Helicopter** frame for glow engine  
Needs a motor, tail boom, receiver, servos and gyro and  
Canopy. Otherwise it should all be there but needs assembly  
Used but with many new parts in good condition. New this  
one sells for \$1,200.00      **Sale \$100.00**

I also have lots of spare parts new blades and accessories maybe a couple Transmitters I would like to thin out.

I am not giving up flying I just have way too many in my fleet.

**Contact Trent Johnson 309-378-2951 or [trjohn56@aol.com](mailto:trjohn56@aol.com)**