



PARTICULARS

AMA Charter 331

Website: peoriarcmodelers.com

PRESIDENT: **Scott "Fergy" Ferguson**
Phone: (309) 339-3756, ferg88@comcast.net

VICE PRESIDENT: **JD "Capt Crunch" Keenan**
Phone: (309) 648-1008, jdk737@comcast.net

SEC/TREAS: **"Smokin-Jimmy" Fassino**
Phone: (309) 361-6828, jfassino@me.com

SAFETY: **Joe "Stitch" Lang**
Phone: (309) 265-7934, joe.a.lang@comcast.net

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, 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 \$100 new field assessment will be initiated for all new club members in 2011. Beginning in 2012 the new field assessment will expire.

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



Further proof that we just can't take Chummer anywhere...he's such a "Babe Magnet" as these gals at the Air Force Museum will attest to.



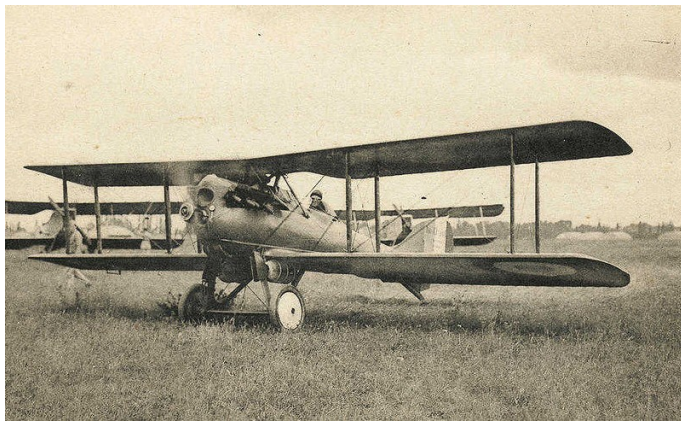
REAL AIRPLANES HAVE TWO WINGS

A monthly study in early aircraft

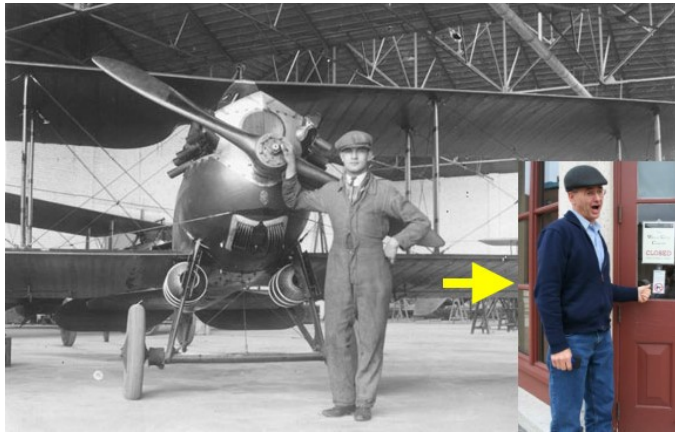
NIEUPORT DELAGE 29

In 1914 Gustave Delage introduced the first of his Nieuport series with the Nieuport 11, nicknamed "*The Babe*" because of its small size. During the course of "The War To End All Wars" Delage continued on with the design of the Nieuport 16, Nieuport 17, Nieuport 24, Nieuport 27 and Niuport 28, all of which saw service. The Nieuport Delage-29 was built in the 1920's and did not see service. This was a totally redesigned aircraft utilizing a 300 h.p. Hispano-Suiza 8-cylinder inline V engine.

In 1920 it was the fastest plane in the world. Following its record breaking performance in the 1920's Gordon Bennett Trophy Race when it flew 169 mph, it was adopted by several air forces: France, Sweden, Japan, Italy, Spain and Belgium.



Nieuport Delage 29



**Here is another view of the Nieuport Delage 29, c. 1920.
What makes this photograph really interesting is the
similarity of the pilot and one of our club members.
(See insert)**

FROM THE PREZ **“Scottamous Fergasourus Rex”**

Now that 2011 is in full swing, I hope each of you are busy building new airplanes, repairing old ones and completing those lingering winter projects. I want to update you on a few upcoming activities planned for the winter season monthly club meetings:

Guest speakers have been established for both the February and March meetings. The speakers will share various topics of aviation relevance that should be interesting to us all.

Our guest speaker for the February Club meeting will be Adama Allmond from Allmond Aviation. Aviation, LLC conducts flight instruction at Mt Hawley Airport, Peoria, Illinois. Their web page details are spotlighted below. This should be an interesting presentation, so please plan to attend.

Alexander's Steakhouse is the location of our annual banquet and awards night this year. The banquet is scheduled for Thursday February 10th at 6pm. A special reduced cost menu has been made available for our club. Block your calendar now and plan to attend as this is an opportunity to recognize key club members for outstanding contributions to our club, and also have fun roasting others for 'noteworthy' performances throughout the year.

So, get those projects completed now while the sub-artic temperatures and snow have us all hunkered down. Spring will be here before we know it. See you at the next club meeting!

In Memory

Bob Draper 1925-2011



This last photo needs explaining. Bobby, ever the practical joker, is stealing my wing tube for which I pondered over for 15 minutes trying to figure out what I had done with it.

We will miss his flying and his presence.

Bobby is flying with the “Big Boys” now!

Bob Wilson-Editor



PRCM AIR FORCE MUSEUM TRIP 2011

Our thanks to Bryan Chumbley for organizing this fun trip...great job!



We arrived too late to tour the Wright's bicycle shop. Below is a great photo of it taken from the square.



Although we didn't get a chance to tour the bicycle shop, the museum was open. Here Jim Fassino and Steve Blesin review some of the history of the Wright Bros. in Dayton.



Meanwhile, your editor and "Chummer" were upstairs acting like children. Here Bryan proposes to the mannequin at the General Store mockup.



Your editor, being much more immature, tries a somewhat different approach with the mannequin.



Arriving at the museum the next morning, Bryan displays the special parking space given to us by the museum.



Jim Fassino begins his documentation of the Wright Flyer, taking some 300 photos.



One of my favorites, the Curtiss P36 "Hawk".



The prettiest airplane in the collection. The P-26 "Peashooter".



The WWI "Spad".



The German ME109 WWII fighter.



The biggest airplane in the collection, the B36 "Peacemaker".



"Bockscar" dropped the big one on Nagasaki.

Forced to leave early because of the snowstorm we still enjoyed ourselves and a great time was had by all!

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!

LAST MONTH'S SHOW & TELL REPORT



While an overexposed Steve Blesin looks back at the camera, Bryan Chumbley shows off the construction on his Sopwith "Pup".



Since Bryan's "Show & Tell" was the only "show" in town, here is another photo of him demonstrating a method for burnishing aluminum.



Don't forget about the "RC widow" in your life this month!

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.

CONSTRUCTION TIPS

Making Monokote stick!

Bob Wilson

Probably the best "Monokoters" in the area are Jim Allen and Moe Niebecker. I make no pretenses, I couldn't hold their jock...but, I'm no slouch either. Monokoting is tough and it requires a lot of preparation, dexterity and patience. What you don't want to see happen is the stuff not sticking to your prepared surface...AHHHHHHHHH!

Now, Monokote sticks very well on clean balsa wood. It does not stick real well on plywood. For some reason, the heat releases some kind of oily film on the plywood that inhibits adhesion. Monokote also doesn't stick well on balsa that has been previously fuel soaked...no matter how well you try and clean it.

After cleaning the firewall area of the Venus a gazillion times I still couldn't get Monokote to stick to it. It was then that I discovered something very useful.

Monokote loves contact cement! In fact, I believe the solvent systems of both adhesives are the same. Using this new technique I applied contact cement to the problem areas and got an extremely strong bond every time.



One of the prime areas needing assistance from contact cement is the firewall. The photos below show how I managed that.



After completing the fuselage sides I overlap the Monokote by about ½". I also cut "strain relief" tabs. Taking a "Q-Tip" I run a thin coat of contact cement over the plywood and on the "sticky" side of the Monokote. Let it dry for about 10-15 minutes. Carefully take your hot iron and fold the ½" tabs over onto the surface. The hot iron momentarily liquifies the contact cement and allows for some "working" of the tab. Make sure you push all the air bubbles out.

I also used the same process for the wing saddle and the cockpit area.



Applying contact cement to the cockpit area. Note the Monokote tabs.



Using the hot trim iron to "roll over" the tabs.



I submitted the AMA sanction paperwork for the 2011 "Fat Lake Pattern Rendezvous" on January 12. The new date will be August 13-14. We chose this date to avoid Oshkosh (last week of July) and the pattern NATS (first week of August).

One wrinkle is the decision to use our event as the District 4 vs District 5 "Shootout" normally held at Muncie earlier in the summer. The reasoning here is that Peoria is more centrally located and will attract more District 5 fliers. One could make the argument, however,

that it may be less desirable for District 4 fliers...we'll see!

I have no idea how this is going to impact the "theme" of our event but, hopefully, it will generate more attendance. I will be working on the specifics of this event in the next few months.

As to the other events, here is what I know today.

St. Charles, June 4-5

Hoffman Estates, June 25-26

Pattern NATS, first full week in August.

Fat Lake Pattern Rendezvous/Shootout, August 13-14

Detroit (D4), September 10-11

Milwaukee, September 17-18

Hebron, KY, September 24-25

FROM THE VEEP

JD "Capt Crunch" Keenan

Happy New Year fellow modelers. I hope now that everyone is one month into our New Year's resolution we are all able to cinch our belts one more notch. For those of you who don't know me my name is J.D. Keenan and I am the new PRCM Vice President. I hope that I can assist Scott in making the 2011 flying season a great one!

As for my background, I have lived in the Peoria area for 12 years and currently work for Southwest Airlines. I am back into RC after a 12 year sabbatical. My primary RC interest is helicopters. I am fascinated with the precision engineering of modern RC helis. I know I am in the minority with this club, however, I hope I can convince a couple of you "plank drivers" to come over to the dark side of rotary wing flying. I would be glad to help anyone that is interested.

Having said all that about my helis, my current project is a 55cc Sbach 342 with a 89" wing span. This project has been quite a learning experience for me since I have never done anything quite like this before. I have many PRCM members to thank and will always appreciate their help and encouragement.

Folks, our first order of business is the 2011 PRCM Annual Banquet. The banquet is being held this year at Alexander's Steak House. They have agreed to let us use their Early Bird menu all night long so we can keep the cost down as well as they have given us a private room with a grill for our event. The private room will allow us to invite Bob Wilson, since no one can predict how he will behave in public. I hope everyone will make an effort to attend and share winter building stories and relive the year in flying.

Because of the nature of my job, I am usually out of town 2 nights a week doing the "bag drag" so I may miss some of the club meetings but usually have four days off every week to make up for it and again, help anyone who might want to join me on the DARK SIDE.

I want to make myself available to all members. So please contact me via my cell phone or email with any concerns or ideas you may have concerning our club and the upcoming season. My cell number is 648-1008 and my email jdk737@comcast.net.

As I write this I anxiously await for Puxatony Phil and his prediction for an Early spring!

You only have too much fuel when you're on fire!

**DON'T FORGET THE FEBRUARY 1, MEETING AT
TGI FRIDAYS AND THE FEBRUARY 10TH
BANQUET AT ALEXANDERS. THESE ARE
GREAT PROGRAMS AND WE NEED TO SEE A
GOOD SHOW OF OUR MEMBERSHIP.**