



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 \$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



George Knight's airplane basking in the Florida sun somewhere near St. Augustine.

STORY

Earlier this winter our buddies Jim & Mary Hogan headed down to the area around St. Augustine for a Florida vacation. Somewhat later, George Knight joined them for a few days, and brought his airplane. Both enjoyed flying off the beach.

But, as usual, there is more to this story. It's official!

GEORGE IS NOW THE VERY FIRST PRCM MEMBER TO CRASH INTO THE ATLANTIC OCEAN.

Your editor has two stories explaining the crash. The first story says that George was "hot-dogging" on take off; pulling up at the last minute to avoid the waves and impress the onlookers (pelicans). On his last attempt, the wave won!

The other story is that the elevator control rod broke on take off.

Which one do you believe??

In either case, the normally 5-6 lb airplane is now closer to 15 lbs with absorbed seawater. The thought of George wading out into the shark infested "Devils Triangle" to retrieve his airplane is a vision all of us can take into the summer months.



REAL AIRPLANES HAVE TWO WINGS

A monthly study in early aircraft



Hawker Fury

The Hawker Fury represented the most successful application of inline engine technology used at that time. The Fury was directly derived from another excellent combat biplane, the Hart of 1928,, which revolutionized the concept of the bomber. The designer was Sydney Camm.

The prototype first flew on 25 March 1931, and its performance was impressive especially in speed, rate of climb and maneuverability. It had a fabric covered metal structure and all-metal forward fuselage that housed the Rolls-Royce Kestrel engine. A total of 117 Fury Mk I's were built up to 1935 and their front line service came to an end in 1939, when they were replaced by the Hawker Hurricane.

The production lines re-opened in 1936 to produced a new version, the Mk II. It used the 640 hp Rolls Royce Kestrel. Gaining an 8 per cent in speed and 34 percent in rate of climb. Hawker completed a first batch of 23 aircraft and subsequently General aircraft built another 75. It was the Fury Mk II that stayed in front line service until January 1939.

Engine:: Rolls Royce Kestrel Mark VI
 Wingspan: 30 feet
 Length: 27 ft. 9 in.
 Height 10 ft. 2 in.
 Max Speed: 223 mph
 Ceiling: 29,500 ft.
 Range: 270 miles

Test from "Military Aircraft", Enzo Angelucci

PRCM CLUB BANQUET

Our special thanks to Scott Furguson, JD Keenan and Jim Fassino for organizing this years banquet. Great Job!



Do you think safety Officer Joe Lang was surprised when he won the 2010 "Sparkplug" Award? Great job Joe!



Chummer accepts the "Modeler of the Year" Award. Well deserved! That's our "handsome windblown pilot" JD Keenan, making the presentation.



Last year's president John Hoelscher telling his "One Eyed Pervert Joke".



Sally Fassino politely laughing at Hoelscher's "One Eyed Pervert Joke".



Alexander's Steak House lost money on these three!
That's Roger Wheeler, George Knight and John "Cheeks" Dewey.



Marie and Ken McGuire yucking it up.



That's mower-lady Becky and your prematurely gray editor enjoying the program.

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.

E-FEST 2011



First Place Scale winner Sean Cassidy and his Bristol F2B



Jason Knoll's Texan



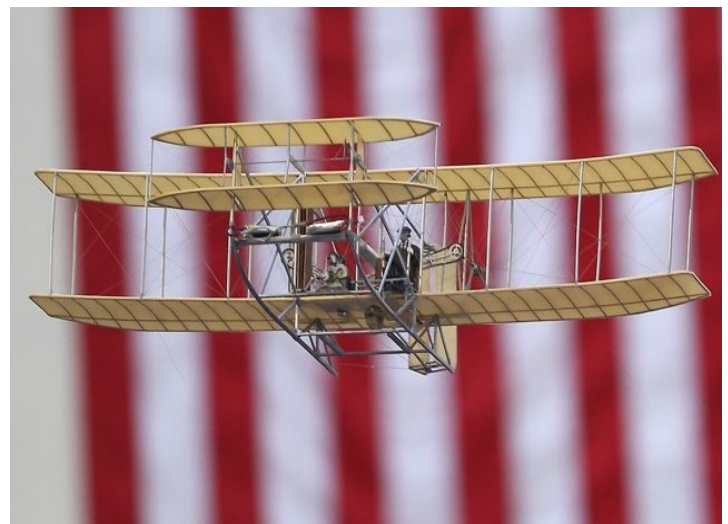
Another Jason Knoll entry...looks like a Stearman.



Mat Ardren's Hawker



Our own Jim Fassino's Wright Flier.



What a shot of Jim's Wright Flier. Both "Flier" photos taken by Mark Fladelly.



Jim Fassino, a study in concentration during competition.

BUILDING PROJECTS

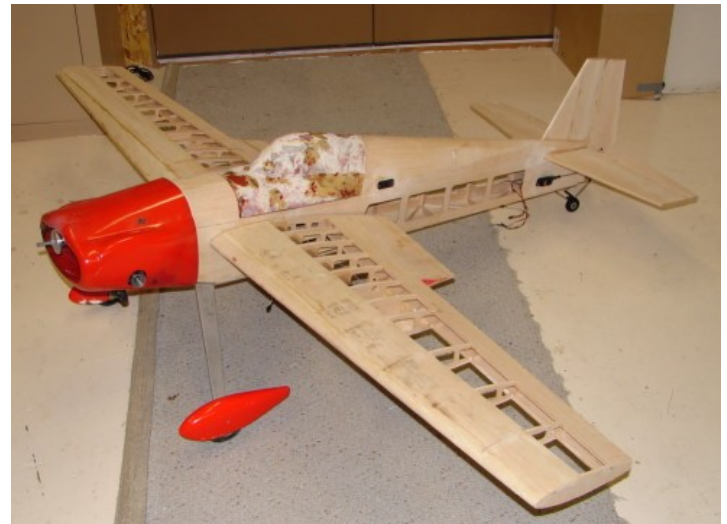
Winter 2010-2011



My Venus is done except for finishing & painting the cowl. Editor



E-Fest Scale judges evaluating the entries.



The Laser is ready to cover. Still a bunch of cowl, cockpit and wheel-pants fiberglass work to do. Editor



Some of the crowd at E-Fest. That's PRCM Prez Scott Ferguson in the foreground.



Chummer's Sopwith Pup

Don't be a Luddite!
Sign up for PRCM FaceBook today!



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



Chummer's Pup from the back.



The editors next project...pattern ship "Evolution". Will be powered w/O.S. 1.60, Mueller header, tuned pipe.

FROM THE VEEP

JD "Capt Crunch" Keenan

As I write this column, the temperature out there is approaching 60 degrees. I trust everyone has their winter projects close to completion and is looking forward to flying outside. It won't be long now! My S-Bach is complete and I can't wait to get her in the air.

I would like to thank everyone that came to the Annual Banquet. I hope everyone had a good time. Congratulations again to our two big winners – Bryan Chumbley and Joe Lang. Make sure the next time you see them, you thank them for their outstanding contributions to our club.

The next big club event will be our Annual Fun Fly. The Fun Fly is tentatively scheduled for the first weekend in June. I will be putting together a committee very soon. If you have some good ideas or would just like to get involved, I would love you to consider being a part of the Fun Fly Team. Jim Hogan and John Dewey have already volunteered. Let me know if you are interested. Please pass on any ideas that you have or have seen that work well at other Fun Fly's. We want this to be another great event.

Learn from the mistakes of others. You won't live long enough to make them all yourself.

JD Keenan

A SPECIAL PROJECT

By Jim Martin

I built this 1:48 scale plastic model of a TBF Avenger for my Father's good friend Kent Smith Of Chillicothe, Illinois. Kent flew from the U.S.S. Langley in 1944-1945. On April 7, 1945 he torpedoed and sank the Japanese cruiser Yahagi off Okinawa. He was subsequently awarded the Navy Cross for his actions by Admiral Mitscher and Secretary James Forrestal.

This is the second highest decoration one can get next to the Congressional Medal Of Honor. He told me that the AA fire was so thick that he didn't know how he and his crew survived. After the ship rolled over and sank (he flew around and watched this), he realized they were very low on fuel. He asked his radio operator if he had the radar going and if he could see the ship. The radar man said "I think so", and Kent said "give me the compass heading". When they approached the Langley, he didn't see any other planes in the pattern so they just went straight in and landed. Later his crew chief said they had 12 gallons of fuel left.

These men I have breakfast with on Thursday are all veterans and are my heroes. My best friend's father, Lyle Allen, was in the 87th infantry division at Bastogne and was severely wounded. Robert Lehnhausen (former Mayor of Peoria) flew a B-24 on the Ploesti raid on August 1, 1943. His 44th Bomb Group lost 40% of their aircraft. My 91 year old father was on Saipan in 1944-1945 and was in the middle of a real mess. I plan on building more models for them.



A nice tribute to "The Greatest Generation". Good job Jim! Editor



Eyecatcher



I've been asked to keep the subjects of this newsletter more closely aligned with aviation. Certainly I think this photo meets that requirement. Editor

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,

I noticed on the E-Fest website for 2011 that sponsors are no longer supporting 72 Mhz frequency control for this year's indoor flying festival. Organizers will not take any responsibility for any event that occurs because of frequency conflicts on 72 Mhz. I mention this because I only recently completed my aircraft transition from AM to FM frequencies. Now, it looks like I'm once again one step behind the latest technology. When will it stop? The same is true of my computer. Finally, after I mastered all the Commodore 64k commands, they are talking about a 1 Terri bite thumb drive. I am writing to you to find out what will be the next quantum-leap concerning RC technology. I don't want to again have to change all my flying machines to this thing they are calling DSM2.

Sincerely,
ONE STEP BEHIND

Dear OSB

I get the feeling you may be a little bored. I believe you are considerably more than One Step Behind when it comes to embracing emerging opportunities for personal growth and confidence. First off, let me reassure you that DSM2 has done for modeling what Facebook has done for computing. Both technologies have made it possible for

more and more people to simultaneously be idiots. When I consulted my crystal ball concerning the future of RC – these are the trends I saw: (1) More gas—except in the case of Mr. Wilson. (2) A trend to larger planes—because most of the guys in the sport are “baby boomers” who have a hard time telling the difference between the tops of things and the bottoms of things – except on women. The final trend I anticipate is: (3) the introduction of the AF airplane (Already Flying).

The AF represents the final step in the move toward instant gratification. Not long ago, kit building was the only choice for would-be modelers. We have recently undergone a progression from a build-it-yourself mentality: to ARC to ARF to BNF to Plug N Play — and soon you will be able to purchase an AF plane that's already flying when it arrives. **Note:** AF planes, previously called Drones by the military, will sometimes arrive with bombs and missiles still attached. Generous price discounts will be honored for ordinance launched in route to your destination.

Purchase of AF planes will require an additional AMA membership – for the American Missile Association. \$1 Billion in liability insurance will be required to cover accidental demolitions of Taco Bells and portable toilets. Several international organizations have been placed on a NO-PURCHASE -LIST for these AF planes, so expect some delay while the CIA checks to verify that your only fault is that you NEED-TO-GET-A-LIFE.

Sincerely,
Amelia Airhead- Co-Founder of the Plug N Play concept

Dear Amelia,

Just when I thought PRCM members had done just about everything imaginable, I'm again surprised. I'm speaking of an ill-fated flight from a beach in Florida that culminated in the Atlantic Ocean. To the best of my knowledge, the plane was not equipped with floats but it did float for an extended period of time as a seagull surfboard. A reported autopsy of the remains revealed that a broken elevator clevis as the root cause for this craft to become a saltwater crouton. I would like to know if PRCM members should be concerned Somali pirates will capture and hold for ransom, RC planes recovered from the high seas.

Sincerely,
Concerned for the GOP (Grossly Over-soaked Planes)

Dear GOP Concerned Member

The incident you mentioned does cause me to wonder if a plane crashes into the middle of the ocean and nobody is there – does it make a splash? It's more probable that your club member's recent crash into the ocean was caused from a bikini clevis failure than an elevator clevis failure. Most guys have a hard time multi-tasking when there's cleavage or ice cream “in the mix.” I wouldn't worry too much about Somali pirates acquiring a UAV air force because it's impossible to get a mail-order delivery when your address is: Joe Pirate, Leaking Boat #1, Atlantic Ocean.

FYI. There still is an opportunity to be the first in your club to crash into a swimming pool during a Jewish wedding on a Wednesday.

Sincerely,
Amelia Airhead



Eyecatcher

PATTERN FLYING



Bob Wilson, Newsletter Editor & Pattern Reporter

Here are the latest scoobiies* I have on the 2011 pattern schedule.

Contest: New Contest
Location: Muncie, IN
CD: Dave Johnstone
Date: May 21-22
Sanction App Submitted?: YES

Contest: Chicago Land Pattern Contest
Location: St. Charles, IL
CD: Gary Stephens
Date: June 4-5
Sanction App Submitted?: NO

Contest: Jim Hubbard Memorial
Location: Hoffman Estates, IL
CD: Bob Satalino
Date: June 25-26
Sanction App Submitted?: YES

Contest: Fat Lake Pattern Rendezvous (D4-D5 Shootout???)
Location: Peoria, IL
CD: Bob Wilson
Date: August 13-14
Sanction App Submitted?: YES

Contest: Bud Weber Tamarack Challenge
Location: Menomonee Falls, WI
CD: Joe Burzinski
Date: September 10-11 or 17-18 (depending on the Detroit contest)
Sanction App Submitted?: NO

*Scoobiies, A slang word meaning "the latest news". Also, "Scuttlebutt" and "hot poopie".



A nice looking pattern ship and model.
Used here as a "filler".

1 MARCH, 2011 MEETING PROGRAM

Brad Deckert



BACKGROUND

Brad Deckert is a businessman who started Deckert Electric, Inc. in 1991 in Eureka, IL and remains a majority stockholder. When he is not busy in the office he is enjoying his favorite hobby, flying!

Brad started flying in 1999 and has accumulated approximately 3,000 hours in various aircraft. He holds a private pilot certificate, an instrument rating, a commercial rating, a type rating in the TBM and a rotorcraft rating. In addition to these, he has endorsements for high performance, complex, and tail wheel airplanes.

Along with the Avenger, Brad has partial ownership of An A36 Bonanza and an Enstrom 280C helicopter.

Jane Deckert has always been supportive of Brad's love of flying. Jane has an avid interest in the Avenger as it is a living piece of history. She enjoys flying to air shows and meeting the WWII veterans. "They have such exciting stories to share. It is fun to watch them share their stories and memories with their children and grandchildren. We have met pilots, ball turret guys, mechanics, prop guys, navigators, and many others who have contributed to saving our freedom. We have even met women who were very involved in the war. One was a decoder for the Manhattan Project." Jane is looking forward to spending time this summer at more air shows and meeting all the people who would like to see and know more about the Avenger.

HISTORY OF THE TBM AVENGER As written by Major John M. Elliot USMC

It was first received by the Navy on 17 March 1945. From March 1945 to September 1945 it served with Marine Torpedo Bombing Squadron 234 (VMTB-234). This was one of the squadrons we had aboard CVE carriers at the end of the war. VMTB-234 served on CVE-111, the USS Vella Gulf during part of the Okinawa campaign.

After the war it served with VMTB-622 during October 1945 and then with VMTB-623 during November 1945. These two squadrons were also part of the CVE program but never did become fully operational as the Marine Corps got out of the torpedo bombing business at the end of the war. All of the CVE squadrons were based at MCAS Santa Barbara, California.

It then appears to have been shipped to MCAS Ewa, Hawaii where it served in the Service Squadron 44 in December 1945.

During January and February 1946 the aircraft was at NAS Barbers Point, Hawaii, and was shipped to San Diego in March.

From April to December 1946 the aircraft was undergoing reconditioning and was placed in a pool of ready aircraft at NAS San Diego.

In January 1947 it was transferred to the pool at NAS Norfolk, Virginia where it remained till April.

From May 1947 to August 1948 the aircraft was assigned to the Naval Air Reserve Training Unit at NAS Norfolk.

At this point there is a break in all aircraft records as the Navy switched reporting programs and the intervening years records have been lost.

In May 1950 it was in the Overhaul and Repair shops at Norfolk. Most likely just for normal rework.

From July 1950 to 1 March 1952 it once again was in the Naval Air Reserve Training Unit at NAS Norfolk.

It then was sent to the west coast and appears on the records of the Overhaul and Repair Facility at NAS San Diego from 11 April 1952 to 24 October 1952.

Once again it served with the Naval Air Reserve. This time for 30 October 1952 till 1 June 1954 it was in the Reserve Training Program at NAS Spokane, Washington.

On 27 September 1954 it was reported as being in storage at NAS Litchfield Park, Arizona where it remained till 31 May 1956 when it was stricken from the Navy records and was disposed of at some subsequent date.

All records of the aircraft itself were disposed of at the time it was stricken at Litchfield Park so there is no way that we can provide any flight data other than the total flight time of 1333 hours that is shown on the last history card I sent you previously.

CHANGES IN THE AMA LARGE MODEL AIRCRAFT PROGRAM

On January 25, 2011, AMA's Executive Council (EC) approved an update to the Large Model Aircraft program. This program includes some significant changes.

One of the most prominent changes is the weight increase to 125 pounds for prop-driven models (LMA) and 100 pounds for turbine-powered models (LTMA). There are four classifications referenced within the program: LMA-1, LMA-2, LTMA-1 and LTMA-2.

Another important change is that classifications LMA-1 and LTMA-1 (55 pounds to 77.2 pounds) will allow for a self-inspection by the owner of the LMA. It will require two demonstration flights in front of two observers. The owner can serve as one of the observers, as long as he/she is not the pilot of the model. The other observer has to be an AMA Contest Director (CD), Leader Member (LM) or Large Model Aircraft Inspector (LMAI).

As an LM or CD, you can reduce the travel time and coordination required of an LMA-1 owner. While it is a voluntary action, if you are asked to help with observing a test flight, it would be helpful for your

fellow modelers and the AMA staff if you could accommodate the request. You would not be inspecting—just verifying that the test flight was completed successfully.

Classifications LMA-2 and LTMA-2 will require inspection by an LMAI, followed by demonstration flights observed by the inspector.

To review the complete program go to
<http://www.modelaircraft.org/files/520-a.pdf>.

POSSIBLE NEW FAA RULES ON MODEL AIRCRAFT

The FAA is developing new regulations that may place onerous and unnecessary restrictions on the hobby, sport and educational pursuit of model aviation. It is extremely important that all aeromodeling enthusiasts stand up and tell congress to protect model aviation from pending federal regulation by the FAA. Therefore, the AMA has developed a simple, direct way to reach your lawmakers in only a couple clicks. Visit the AMA website to contact your congressman and to get the latest updates.

<http://www.modelaircraft.org/aboutama/gov.aspx>

