



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(s) OF THE MONTH



Seen landing at our field is this pilot-less Sopwith Pup. Needless to say Bryan Chumbley has finished his marathon building project and has flown the Pup several times. Bryan is the second member to get a WWI airplane into the air. Keep them coming!



Good job Bryan!



For comparison, here is a full size Pup with an added attraction!

PRCM ANNOUNCEMENT!!!



CLUB BREAKFAST

You say you are tired of the same old hum-drum breakfast vittles -- well -- we have a solution for you. Roger Stegall has promised to host a Saturday AM breakfast at the flying field May 7th at 8 AM until we run out of food or completely fill the nearest emergency room. On the menu will be scrambled chicken embryos, grilled sausage, coffee, juice, hash browns and something that resembles toast. Bring several planes and \$5 to cover food costs. Revenue in excess of expenses and legal fees for personal injury will be donated to the club.

TESTEMONIAL: I can verify that Roger's breakfasts are very good & nutritional...nothing like his gut-bomb burgers from cookouts past.
Julia Child

TESTEMONIAL: Roger's cooking is out of this world!
Capt. James T. Kirk

TESTEMONIAL: A true culinary artist!
Peoria Urinal Jar

TESTEMONIAL: Roger can squeeze more out of a sausage than anyone I know.
Elton John

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.



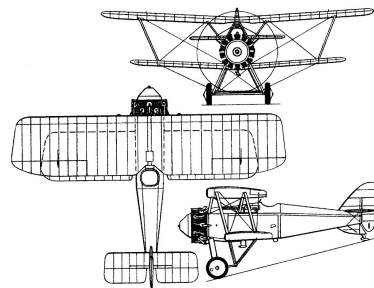
Have a cup of Joe and a bagel, check out the chicks and listen to all the world's problems being solved.

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

REAL AIRPLANES HAVE TWO WINGS

A monthly study on biplanes and other early aircraft

For this month's biplane, let's look at the **Armstrong-Witworth Siskin**. This biplane has an interesting story, but, unfortunately it won't win and beauty contests.

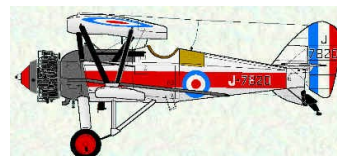


The Armstrong Whitworth "Siskin" was one of the first fighter aircraft to be developed by the RAF after World War I. It was introduced in 1924 and remained in service until 1932. The Siskin was a superb aerobatic aircraft and presented thrilling exhibitions of flying at every RAF display from 1925 to 1931. In 1926 the British Air Ministry sent two Siskin III's to Canada for testing by the RCAF under winter flying conditions. The RCAF eventually purchased the Mark IIIA version which were used to equip the Fighter Flight at Camp Borden and Trenton. In 1937 the Flight became No. 1 (Fighter) Squadron and was transferred from Trenton to Calgary in August of 1938



A fighter design, the Siskin originally served with the RAF in this role and when acquired by the RCAF in 1927, it represented a modern state of the art design. The aircraft received a great deal of exposure in the 1930s when the RCAF formed an aerobatic display team using the type. The three-plane Siskin aerobatic team put on popular displays from coast to coast. The Siskin aircraft also formed the basis of No. 1 Fighter Squadron. The Siskin aircraft remained with this unit until the outbreak of the Second World War eventually to be replaced by modern Hawker Hurricanes in 1939. The airframes were then turned over to various technical establishments for use as instruction

Manufacturer:	Armstrong Whitworth
Crew:	1 pilot (2 pilots in advanced trainer)
Power:	420/450 hp Armstrong Siddeley Jaguar IV radial.
Performance:	Max Speed: 156 mph at sea level, 143 mph at 15,000 ft. Ceiling 27,000 ft.
Weight:	Empty 2,061 lbs, Gross 3,012 lbs.
Dims:	Span: 33' 2", Length: 25' 4"
Armament:	2 fixed Vickers machine guns, 4 bombs.



BUFF'S, GASSERS & SCALE PROJECTS

by Jim Hogan

At the field this spring, I've seen fewer plastic gallons of the pink, blue, green and cream colored glow fuel and more red cans of gasoline. Is it that PRCM members are building larger scale gas powered airplanes? The answer is YES. However, we are also seeing a growth in multiple cylinder and radial engines which use gas or glow fuels.

Here are some examples of large airplanes we are seeing (or will soon see) at the field.



JD Keenan and his Sbach.

Last season we saw Jim Fassino flying his DA50 powered Yak and his radial powered Beast. John Hoelscher flew his DA50 powered airplane. This spring so far, we have seen Joe Lang maiden his DLE 55 powered Yak and JD Keenan has flown his DLE 55 powered Sbach. All of these airplanes are at least 30% size models.

Quarter scale is also alive and well. By the time you read this, Brian Chumbley will have maiden his DLE 30 powered Sopwith Pup which he built from a Balsa USA kit this winter. Steve Blessin has been collecting parts to build his quarter scale Boeing P-26 "Peashooter" which will have a nine cylinder radial engine. I'm sure we'll see Jon Dewey's DLE 30 powered Extra 300. Bob Wilson and Roger Stegall are both "hiding in the weeds" on their projects, but Bob is planning to fly his rebuilt GEEP this year. George Knight will be flying his US41 powered Decathlon, and I'll fly my DLE 30 powered Extra 260 and a 95" Beaver also with a DLE 30. This airplane has been a pain to build but it is about ready.

Oh, I all most forgot. We'll see the largest airplane to ever fly from our field this year. The builder will tell us more about it, but it will have a wing span of about 13 feet. This "cardboard overcast" is even bigger then the original kit builder ever dreamed of flying. You won't need sun glasses to see this fly because it will block out the sun.

If you are building a giant, let us know.

Note: Not all large models have to be gassers. In other words, you can pass gas and still fly glow. Editor

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.

...PRESENTING... SERVO TALK!

By Jim Fassino

For each of the past 5 weeks a new edition of Servo Talk with your host Roger Stegall has been published on the PRCM facebook page. Roger and his guest have tackled the hard-hitting questions of the day. The success of Servo Talk has been unbelievable; in just 5 weeks, there have been over 1,682 views of this exciting program. Servo Talk is recorded live from the Bob Evans restaurant in Peoria.



Rogers's guests on **Servo Talk** have included: Jim Hogan's review of an EMS airplane and his view of the Southwest Airlines issues, Bob Wilson's review of Riches Brew and petromat, an interview with a sleepy "error" traffic controller, John Dewey, JD Keenan shows the secret to making a professional cabin call, Peggy Sutter explains the Airbus 380 collision, John Hoelscher offers his views on BP, "Joke" of the day with Terry Beachler and Jim Hogan, and the voice of Servo Talk Bryan Chumbley, and editing by Jim Fassino.

When asked about the shows success Bob Wilson suggested, "Roger needs professional help." Don't miss out on the fun, join us weekly for breakfast at Bob Evans, 7 AM on Saturday morning, enjoy a good breakfast and watch the next edition of **Servo Talk** with your Host Roger Stegall filmed live.





PRCM STYLE PYLON RACING

by Jim Fassino

There are 17 Fantasy Racers in the Peoria RC Modelers club already. It looks like pylon racing will be in full swing for 2011 in Peoria.

The pylon racing committee met and worked out a set of rules to propose at the May club meeting. The committee is recommending we continue to race the 4 Star 40 racers and that we add the Fantasy Racer class too. The rules for 4 Star will remain unchanged. For the Fantasy Racers we propose using the stock airframe, motor and speed control. Batteries will be limited to 2,700 mAh 3 cell lipo packs, no limit on the "C" rating. Propellers will be at the pilots discretion. No modifications or alterations to the airframe except for crash repair.

The Fantasy class will fly an 8-circuit race that will have an air start. The winner will be determined based on the order crossing the finish line with 4 points to the first finisher and 1 point to the fourth. One cut will take away a point and two cuts or a false start will result in the airplane being scratched from the race and a score of 0 points. The highest total score for the 4 races will be the winner.

The number of workers will be reduced from fourteen in prior years to seven; two cut judges, four lap counters and one starter. In addition, all of the workers will come from the racers.

The air start works with the call of you are on the clock, the signal the race will start in 60 seconds. Airplanes can take off and orbit to the left of the start line. At 30 seconds, the starter will begin a count down from 30 seconds to start. When the count hits zero or start the airplanes can cross the start line and begin racing, an early cross of the start line is a scratch from the race. The National Miniature Pylon Racing Association uses these rules at their meets. The air start and point system has proved to be successful in this AMA special interest group racing.

Precision RC in Pekin is a source for the Fantasy Racer. Jim Byer of Precision RC has helped with the early orders for these racers and had several more racers on the shelf on my last visit.

One of the real attractions for this airframe is the low cost, about \$170 with motor, speed control and servos and the EPO foam construction, which should make repairs an easier task. Replacement parts are readily available too.

We hope to have two races a month, one on Saturday morning and one on Wednesday evening.



**Cermark Fantasy Racer, the airplane of choice
for the new Peoria pylon event.**

PRECISION HOBBIES

1901 S. 2nd St.
Pekin, IL 61554



Your Fantasy Racer Headquarters

(309) 347-0975

Jim Byer-Owner

FROM THE PREZ



Scott "The Ferg" Ferguson

Fellow Club Members,

I hope you are managing through all this spring rain, I'm thinking of ordering a set of floats for my pattern plane. Yet, signs of summer are just around the corner and it won't be long before the field will be buzzing with activity. I wanted to update the membership on a few key actions since our last club meeting in April. During that meeting, committees of volunteers were established to work through the details on several club projects. Two key projects were: 1- Petromat procurement and installation and 2 - Pylon racing strategy and recommendation. Much progress has been made over the last couple weeks. If you have been to the field recently, you would have noticed that the Petromat test strip has been installed. Accomplishing this required the efforts of many in the club working together. In addition, the Pylon Racing committee has met and made significant progress on planning how best to effectively conduct races with minimal resource requirements. Recommendations will be shared at the May meeting. Details on both of these projects are spotlighted in separate newsletter summaries. In addition, the pilot safety and emergency information signs that were approved in April have been purchased and installed at the field bringing our club into AMA compliance. Thank you to the many volunteers for your teamwork, finding solutions to challenges, and committing to get the work done. As summer approaches, our field will be ready, and a place can all be very proud of and enjoy.

Safe Flying,

Scott



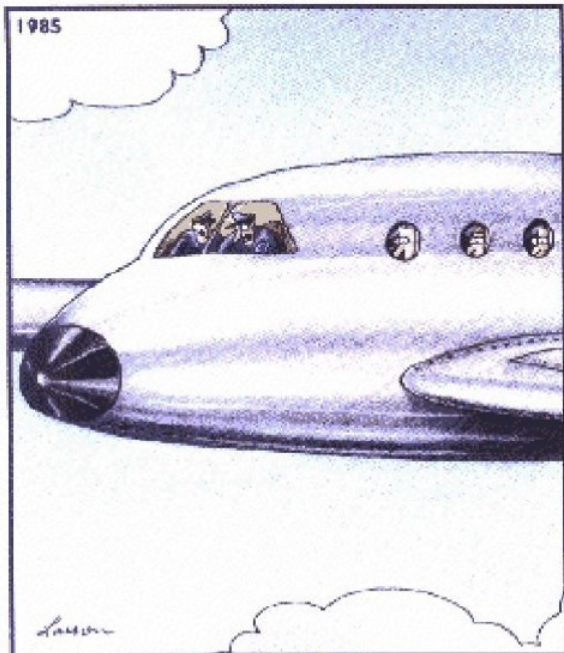
FROM THE VEEP



J.D. "Capt Crunch" Keenan

Remember this date!

This years PRCM open house has been set for July 11. We already have a planning committee that will be meeting soon. If you have any ideas, please contact me as soon as possible and I will be sure they get discussed at one of our meetings. I hope everyone will make an effort to attend. Please help us get the word out, this is a great opportunity for someone who has an interest in the hobby to come down and see a little bit of everything this hobby has to offer.



"The fuel light's on, Frank! We're all going to die!
... We're all going to die! ... Wait, wait ... Oh,
my mistake—that's the intercom light."

Sorry for the short column folks. I just got back from vacation and simply ran out of time. Remember, never run out of altitude, airspeed and ideas at the same time.

Your airworthiness,

J.D.



PETROMAT



by Jim Fassino

Last fall the club approved the Petromat Committee's recommendation to install a test strip of the material. The committee headed by Jon Dewey was unable to locate the product in less than a full 300 foot role, far more than approved by the club for the test and at a cost well in excess of the approval too.

On Saturday, April 8, 2011 the test strip of petromat, actually Geotextile Fabrics Woven 70 US230 fabric was installed. Seven club members bought the 300-foot role and sold the club the test strip. The runway is secured with 6-inch staples every 6 inches around the perimeter of the

runway. Once we get some heat and sun the runway will tighten up and be ready to use.



Thanks to the committee for their work on this project and also to those who installed the runway on a cold and wet Saturday morning. The installation crew included John Hoelscher, Peg Sutter, Roger Wheeler, Tom Imhoff, Terry Beachler, Roger Stegall and Jim Fassino.

These members were the first to use the new coffee maker approved at our last club meeting.

Tommy Imhoff hard at work

Finally, a special thanks to Roger Stegall, Scott Ferguson, John Hoelscher, Stephen Blessin, Roger Wheeler Jim Hogan and Jim Fassino, the guys who sold us the petromat and still own the rest of the role.

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!

Hobby Deals!

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

Coffee, Tea and Hot Chocolate

At the April club meeting the members approved the purchase of a coffee maker. It is now available at the field for your use and enjoyment. The Keurig Coffee maker makes single cups of coffee, tea, hot chocolate and other coffee beverages. A supply of sweeteners, creamers and coffee selections are available. A coin box is available for your donation of 50 cents for a beverage.



The coffee maker was put to its test on the cold and wet Saturday morning during the installation of the Petromat runway. Almost a gallon of coffee was consumed, and warmed the heart of all the workers.

Even if you do not want to fly, consider a drive down to the field and have a Chai Latte or a Café Mocha, or just plain old coffee (decaf too) while you enjoy watching members fly. Sorry no valet parking currently available.



Roger Has Aluminum Spinners for Sale



1.5 - 2.00 inch	\$5
2.25 - 3.00 inch	\$10
3.25 - 3.75 inch	\$15
4.0 - 5.0 inch	\$25

Contact Roger Stegall (309) 579-3023



THE SAFETY OFFICER SPEAKS



Keeping Our Investment Safe

As most are aware, during 2009 we received a noise complaint from one of the homeowners about a ½ mile north of the field. The complaint came to us through the Peoria Park District. After a few meetings with the park district, we moved forward with implementing a field usage and sound testing program. This program was developed by several volunteers from the club and received approval from the park district.

The program we implemented has two elements: 1) A maintained record of field usage; and, 2) A sound level testing program for all aircraft powered by internal combustion engines. I am pleased to report that the field usage records are well kept and credible. For the most part, everyone is signing in and out when they use the field and the field usage data is compiled and documented monthly.

Now the part that needs some work: Sound level testing for all aircraft. After a good start in late 2009 and early 2010, testing of new aircraft has fallen off. This is a problem. Without credible evidence that we are complying with our agreement with the park district, we are opening ourselves to potential issues if we receive another complaint. The program requires testing for all aircraft that fly at the field. The test is quite simple, takes only a couple of minutes, and is not designed to fail aircraft. The maximum level allowed by the process is 99 dBA at 25 feet. To date, we have had no aircraft come close to this limit. However, we need the records to prove that we have a program and are enforcing it.

There have been a number of discussions on how to achieve better compliance with the program. These suggestions have included putting a sticker on all aircraft that have been tested. I really don't want to go there and, based on discussions with a number of you, that is a common sentiment. With all of the feedback over the winter in mind, we will continue for the time being, with the current process. So this is a reminder: If you are flying a new plane, please have it sound tested as soon as possible. All of the equipment is in the cabinet in the shed along with a binder that contains the procedure and a log to document the results. Any of the officers can assist and John Dewey is also now fully trained. Assuming we get better compliance with the sound testing program, no further changes to the process will be made. However, if we do not get better participation, we will need to consider more stringent means to ensure compliance.

The field looks great again this year and is the envy of almost anyone that visits us. Please help us improve the compliance with our testing program and protect the significant investment we have all made over the last several years.

Fly fun, fly safe!

Joe Lang

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,

Almost daily I hear a story on the news about our aircraft controllers sleeping on the job, watching movies or generally not paying attention to the multi-million dollar aircraft crowding our skies. I write to you because I have seen our own Mr. Dewey begin to nod-off during club meetings before deserts arrive. Should I be concerned that our representative to the air-traffic-controllers union might take a siesta during a crucial Michelle Obama visit to the Illinois Furniture going out of business sale?

Sincerely,
Citizen for robotic air-traffic-controllers


Dear Dreamer,

The last thing we want is some type of robot deciding which plane full of people is the next to land and have a chance to pee in a space larger than a broom closet. Most of the recently penned air traffic controller jokes don't accurately portray the full array of distractions available to the men and women responsible for preventing the co-mingling of metal at 30,000 feet. Most of the problems I have observed with your "Dew Drop" looking lethargic and crossing his eyes, were remedied by a quick trip to the bathroom. I don't believe you need to worry about Michelle O' visiting Peoria in the near future unless Emo's has a sale on their tooty-fruity.

Sincerely

Amelia "Sleepy" Airhead



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