



## PARTICULARS

AMA Charter 331

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

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

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

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

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

**WEBMASTER:** Terry "The Flamer" Beachler  
(309) 696-0035, [terry@beachlers.com](mailto:terry@beachlers.com)

**MAINTENANCE & GROUNDS:** Roger "Pod Man" Stegall  
(309) 579-3023, [rogerstegall@hotmail.com](mailto:rogerstegall@hotmail.com)

**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 \$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



Uhh Roger, the part with the wheels is supposed to go down.

Actually, this is a photo of Roger's "Rainbow Hawk" after its maiden flight at our Open House. On landing it touched down and then immediately flipped over throwing the pilot bust some distance from the airplane.

Very little if any damage. This pilot bust was easily glued back on. Amazingly, Roger found that his elevator control had big problems...absolutely no "Down" elevator and only minimal "Up". The "Up" elevator was only operational because the clevis had jammed between the servo arm and the rod...I guess...ask him to explain it.

Sometimes blind luck wins out over skill...this may be one of those times.

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

## FROM THE PREZ



Scott "The Ferg" Ferguson

**Notice...Notice...Notice.** Last month's newsletter indicated that our beloved President went missing. There was much concern and anguish!

**First fears were that he had been abducted by terrorists and was being abused in the jungle. These fears, however, were unfounded and ultimately false. Scotty was eventually found unharmed, blissfully asleep in his overstuffed easy chair. He has tendered his apologies and promises this will never happen again. Editor**

Fellow Club Members,

I hope everyone is enjoying their summer. Here it is almost July and the weather this season has been interesting...to say the least. I am looking for a break so I can catch up on some flying at the field. It was great seeing many of you at this year's open house event. We had a very nice turn out, the weather cooperated and the day was a big success. I want to thank our club vice president, JD Keenan, for leading the event planning effort and delivering a very enjoyable day. His time and effort, along with the many volunteers on the planning committee, once again, contributed to a well orchestrated day of fun and RC flying.



**Club President Scott Ferguson and his family at the Open House event.**

In addition, thanks to Jim Fassino for volunteering to finalize the battery charging station. He installed the second 12 volt DC battery that was approved in the June club meeting. This addition provides a significantly improved battery charging capacity and convenience for members to use when flying at the field. I noticed throughout the day during the open house, that nearly all battery charging stations were being occupied.

Our next club event is the Fat Lake Pattern contest scheduled for August 13<sup>th</sup> and 14<sup>th</sup>. Bob Wilson will be providing more details in our upcoming meetings.

See you all at next week's club meeting. Safe flying!

*Scott*

## FROM THE VEEP

J.D. "Capt Crunch" Keenan



We now have the 2011 PRCM Open House behind us. We had over 60 airplanes and 20 pilots registered to fly. Although the weather wasn't perfect we never saw rain and were able to fly all day. A big thank you goes out to our sponsors: Higher Plane Productions; Computer Deli; Bob Evans; River Beach; and Hobby King. We also had some very generous donations from club members. Jim Fassino donated 2 airplane rides, John Hoelscher donated a 4 Star 40 with an OS 60 engine in it, Bob Wilson donated a airplane kit, Roger Stegall donated a complete indoor flight pack, Jim Martin donated a Great Planes Giles kit and Scott Ferguson donated a bunch of CAT hats.



**Out with the old, in with the new! A winner in the drawings, Glen Howard gets to replace his gungy "JR" hat with a new one.**

The event was a success because of the generosity of Club members and local businesses. Jim Hogan, our very own radio personality, was able to get some potential new members out to our field who heard him on the radio. Thankfully, there was no stuck mic during his broadcast. John Dewey single handedly took care of breakfast and lunch for the day. He nailed the food order, great job John.

For those of you who don't know, our Little Johnny got knocked over in the strong winds we had the week leading up to the open house. It left a mess on the inside and destroyed our anchors that hold it in the ground. Once again a club member stepped up and had some custom anchors made and installed. While he was at it he brought out a truck with a pump in the back and power washed the inside. Next time you are in there tearing it up please remember to thank John Hoelscher. I know our Open House guests appreciated it.

This was my first Open House and I learned a great deal from my veteran cohorts. I think I came away with a few ideas for next year. This club definitely has some outstanding members and I enjoyed working with all of them. I don't know about everyone else, but I am ready for another club breakfast at the field.

Roger did a great job with the last one. Maybe someone else can step up and organize the next one. For those of you who don't know, Roger cut us a killer deal on a DX 7 and receiver that we will use in our club trainer. Thank you Roger.

*JD*





## THE SAFETY OFFICER SPEAKS



Obviously this is not the Safety Officer! Last month when our President went missing I put his mug on a milk carton...but no one noticed. Or, no one cared! Now, this is different...I KNOW everyone will notice. It is aviation related...notice the jet behind the girl. What jet, you ask...try a little harder.

Anyway, the safety message this month, during the absence of our Safety Officer, is don't fly with one of these anywhere near you (the photo or the real thing). You are almost certain to crash...and worse yet, you won't care!

As to the Safety Officer's whereabouts...who knows? Editor

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IT'S A BIRD!  
IT'S A PLANE!  
NO...

IT'S FAN-MAN



*We have a new aircraft sighted at the field...it's an electric ducted fan and the pilot is non other than "Smokin Jimmy Fassino"...our first "Fan-Man". This thing redefines the word ...FAST...!*

*[Quit looking at the girly photo]*

*Now, the name of the plane is "Habu" which is a pit viper, and like its namesake, you don't want to take your eyes off of it. In 4-5 seconds it could be in the clouds. Read Jim's summary.*



Jim Fassino's "Habu" on landing approach

## AROUND THE FIELD

It has been a poor spring and not much better early summer for flying. It has been a poor combination of wind, rain, cold and overcast. But the last few days have given me hope there is better weather ahead.

Sunday I was at the field at 8 AM and stayed until noon and I had the place all to myself. I stopped back out about 6PM and only had to share it with Glen Howard. Tonight I was out for another hour, it was a splendid evening and I had the field to myself.

I have been excited every time I head to the field since I got a Habu 32. It is a blast to fly and after my 18th flight this evening I would say it is a delight. It tracks like an arrow and has superb power and climbs with ease. I love the high speed pass with full power and the high speed pass with a break into a 360 knife edge turn. Another neat maneuver is to start with a high speed pass but then shut down the power before it passes the flight line and all you hear is the airframe rushing through the air. As good as it is in the air, it is slow to get off the ground. A big thanks to Becky for mowing, it would be grounded with long grass.

If you are considering a Habu 32 and are undecided, I think you would love one, I do.

While there has been limited flying, I enjoyed watching a wide variety of airplanes this weekend. Bryan was flying his 1/4 Pup, he was working on his take-off and landing technique. Bryan kept at it and coached himself and made some wonderful scale take-offs and landings. That

Pup is a thing of beauty and it is a treat to watch the progress he is making with a challenging WWI biplane.

Glen Howard and Joe Board have both been flying new 4 Star racers. Glen built a beauty from a kit and really has it screaming. He is out to get Bob and Tom, and he has a few tricks that should help him be a racing contender. Joe is always willing to fly on the edge and his 4 Star racing is of the same style. Joe and Glen joining the race should put an end to the trash talk we have been hearing from Tom and Bob. Let's see who is talking at our next 4 Star race, after the checkered flag drops!



*This guy wants a piece of Tommy & Bob at the next 4-Star race.*

One final airplane of interest was Tom Imhoff's new Stryker. Tom has been waiting for the BNF Stryker and it was worth the wait. He was so excited his hands were shaking. Tom put it to the test and it was most impressive, great speed and maneuverability. This could be a very exciting class of pylon racing to consider. One of the best tricks I saw Tom demonstrate was an elevator with the Stryker, slow, stable and practically a vertical decent. Tom is a happy guy, and that Stryker put his quick fingers to the test.

Sunday night I was thinking about the flying I saw over the weekend. Everything from a very slow and graceful Sopwith Pup, to some old school simple racing with the 4 Stars racers to the foam pusher maneuverable Stryker you simply take out of the box and fly. And what a great model Horizon has with the new Habu 32, complete with 8 servo's plus electric retracts and a ducted fan. This is a great hobby that has something for all interest.

Hope to see you at the field, even if its only to watch. And if you can't get to the field check out some video of Bryan and Tom with their airplanes on our facebook page:

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

*Jim Fassino*

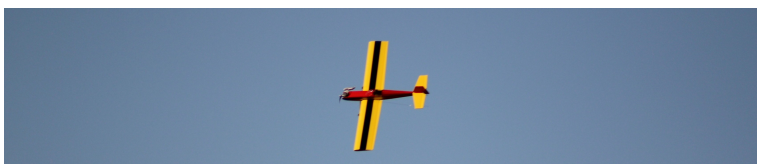


## PRCM STYLE PYLON RACING

by Jim Fassino

With four races in the record book, there are still six races to go. The 2 July race dates are Wednesday, July 6 at 6 PM and Saturday, July 16 at 9 AM.

The flying start has been a nice addition, and while the pilots might have had concerns, everyone is hitting the start line at about the right time. The eight-lap race really puts the piloting skills to the test. The Fantasy Racing class has had good participation. Even those unfortunate enough to destroy a racer have been back with new equipment ready to race again. Our official Fantasy Racing Headquarters, Precision RC in Pekin had several racers on the shelf just waiting to be raced.



The 4 Star racers, notably Tom Imhoff and Bob Wilson will have some fresh competition from Glen Howard with a brand new 4 Star he built from a Sig kit and Joe Board with John Hoelscher's old 4 Star racer.

The Fantasy Racers owners have been enlarging the air exit hole in the bottom of the fuselage to promote cooling of the power system. Other issues noted are stripped servo gears, especially on the rudder servo. If the control surfaces do not flex freely it can result in poor servo centering and make the plane more challenging to fly smoothly. A number of racers continue to demonstrate how the airplane responds to extreme slow flight; it falls out of the sky like a foam brick.



Keep repeating after me, "Racing is fun, racing is fun".  
These two galoots tried to share the same air space!

One last comment, a confession; when I suggested the Fantasy Racer as an alternative to the 4 Star 40, I hypothesized they would take a mid air collision with only minor damage. I even suggested that 5-minute epoxy and CA would have the Fantasy Racers back in the air in a matter of minutes. WRONG! Tom Imhoff and Greg Pringle put that theory to rest when their racers had a t-bone collision during a race. The servo wires from Tom's racer were wound around the prop shaft of Greg's racer. Foam fell from the sky for enough time to cure 5-minute epoxy. The only items salvaged from the wreck were three good wheels.

Let's race.

*Jim Fassino*



# PHOTOS FROM THE OPEN HOUSE



Early morning view of the flight line.



The static display area



Joe Lang making smoke.



Don Stedman does a low "photo" pass



Pilots of the 2011 PRCM Open House



Chummers "Pup" on a gorgeous flyby



## 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.

## Be a PRCM Bagel-Biter

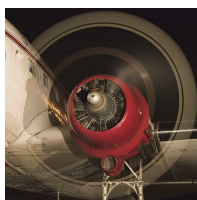
Join the retired, laid off, laid up, lame,  
unemployed or unmotivated PRCM crew  
at Paneras on Knoxville every Thursday  
morning at 7:00 AM.



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

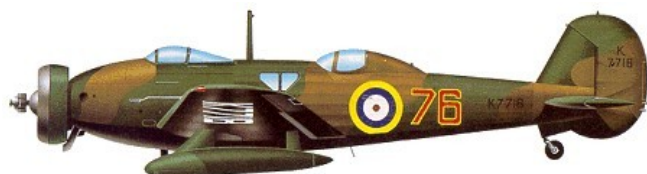
If you're not there, we're going to  
talk about you!

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3.25 - 3.75 inch	\$15
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Contact Roger Stegall (309) 579-3023



## 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



**D**ear Amelia,

I am first time writer – long time reader of your advice for the delusional. This past week, a new event took place at our field that shakes the very foundation of rational thought. One of our club members began flying a ducted-fan electric jet that makes more noise than a blender processing an Orange Julius. When this electric ducted fan unit was sound tested, it registered 97 db. What's next – will we need to begin sound testing the strange noises that emanate from our portable toilet? Electrics are supposed to be quiet but this jet thing reeks havoc as it screams across the sky while spewing out a noise one might expect to hear at a heavy-metal concert. I would like to know what is the protocol to determine what flying contraptions need to be sound tested and which ones can be flown without having a stamp of approval from the sound committee.

Sincerely,  
Seeking Sound Advice

**D**ear Mr. Seeking.

It really doesn't matter what is the origin of a sound when it comes to measuring the volume of a sound. It has been my experience that sometimes an electric gizmo can actually produce more sound than any other type of device. You mention that this jet thing is a real screamer – I can definitely relate to that. The whole idea of sound-testing is to maintain a threshold for sound that should not disturb neighbors or cause them to bang on the walls. I can't give you "a hard and fast" solution to your predicament even though that is my personal preference. In the meantime, continue to sound test anything you think might be objectionable to your neighbors and be appreciative that fragrance testing is not a requirement for the plastic house you keep on your property.

Sincerelly  
Amelia Airhead – a pioneer in electrics

**D**ear Amelia,

I have a friend, we'll call him "Joseph" to protect his identity. He seems to have a problem with batteries exiting his airplane before landing (aka. premature battery ejection). During a hard turn in a recent flight, the battery door on his Fantasy Racer opened and the



battery left the airplane rather rapidly. With no power to the controls, the Racer headed for the ground like a lawn dart. Joseph is obviously frustrated and embarrassed by this incident. However, he is even more concerned for other fliers. It is rumored that when this incident was discussed among other club members, many stated that this was a freak accident and they were not worried about the unsecured batteries in their Racers. Can you give Jo any advice on how to warn these chaps about the deep disappointment and embarrassment of premature battery ejection events?

Sincerely,  
**Premature Ejection**

**D**ear Premie,

I feel for your friend. Almost any kind of premature ejection is not a good thing, especially for guys. Such events can have long lasting effects and may cause the participant to have a lack of confidence to go the distance. The best way to overcome a feeling of inadequacy is to get in the game again and make sure your batteries are protected against abrupt movements and vibrations. It can be extremely embarrassing to have a premature ejection during a critical maneuver. Jo should assure his friends that if they also have premature episodes, there is a support group available where friends can share their experiences in great detail. Whether Jo's experience was a freak accident or not, I can't be sure but history shows us that once it happens, it is more likely to happen again. Some guys like to use restraint devices but the important thing is to make sure you're protected prior to participation. Most clubs have a Safety Officer so you should consult with him concerning ways to eliminate unexpected ejections.

Sincerely,  
**Amelia Airhead – I keep my batteries secure at all times**



Tommy Imhoff wringing out his Ultimate-Bipe



Joe Lang teaching perspective members to fly.

## MORE PHOTOS



The Fantasy Racers

