



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

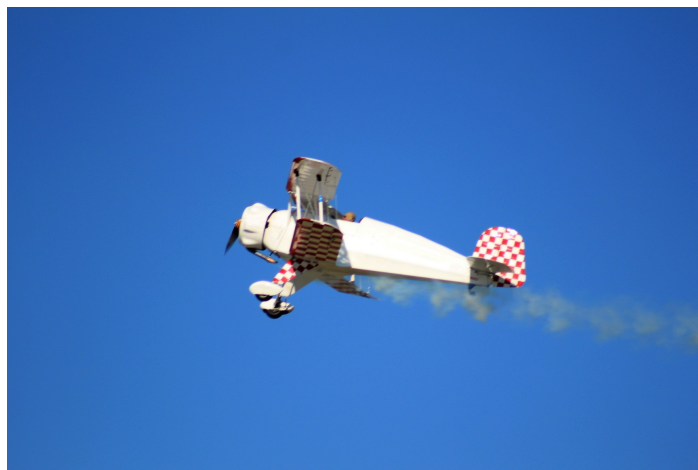
The Peoria RC Modelers offers flight instruction as a free service to

PHOTO OF THE MONTH



Since I bought my new camera I've taken a lot of great photos, but this has to be one of the best. Airplane is the Beechcraft Model-18, or "Twin Beech" taken at Oshkosh doing loops and rolls during Monday's airshow.

REAL AIRPLANES HAVE TWO WINGS



BUCKER BU-133 JUNGMEISTER

The Luftwaffe's Bu-133 Jungmeister (*young master*) was an advanced trainer developed from the Bu-131 Jungman (*young man*) two seat basic trainer. It was first flown in 1935 by Luise Hoffmann a female test pilot for Bucker. The aircraft was powered by a 140 HP Hirth HM506 inverted, in-line 6, air cooled engine. A tremendous aerobatic airplane, there are many still flying with various engine modifications.



FAI PATTERN The defending world Champions French RC Aerobatic Team

As most of you probably know, our field was chosen by the World Champion French team for a week of practice prior to the World competition in Muncie which began July 26. Our pattern friends in Chicago recommended our field both for its quality and isolation. The French didn't mind sharing the field with the membership, but they didn't want a whole bunch of press hanging around. They wanted to concentrate on their flying.



Front row L-R. Pilots Benoit Paysant-Le Roux, Christophe Paysant-Le Roux & Loic Burbaud.

Back row L-R. Jacques Paysant-Le Roux (Mechanic), Jean Paul Delteil (Mgr) & Jacques Veyrine (Caller).

Judging from the comments and the number of photos taken of our field I think they were well satisfied. The French team consists of brothers Christophe & Benoit Paysant-Le Roux and 19 year old Loic Burbaud. Jacques Paysant-Le Roux is the father (Papa) of Benoit & Christophe and the team mechanic. Jacques Veyrine is the team caller and assistant. Our chief contact and interpreter was Jean Paul Delteil who, in his real job, flies a 747 for Emirates Airlines based in Dubai.

The group arrived Monday July 18 and were our guests for dinner at Bernardis. After that the group returned to the motel to begin assembling their six airplanes which had been shipped in large protected cardboard boxes. By mid-morning on Tuesday they were ready to go.

The whole week was blessed with clear skies, but, unfortunately, Peoria suffered under a tremendous heat wave. Although hot and uncomfortable the pilots flew

continually every day until just before dark even though, at times the thermometer got as high as 101 degrees Fahrenheit.



Photo of the field thermometer taken during one of the French practice sessions

All three flew with tremendous grace and precision while many of us watched and marveled. Of the three pilots Loic Burbaud occasionally "hot-dogged it" after completing his training routine...much to the delight of the onlookers.



Loic Burbaud with a low knife-edged pass while caller Jacques Veyrine looks on

Immediately noticeable is the European's distinct way of flying. Their maneuvers are very large and their movements, slow and precise. Personally, I like this technique...it seems to show better control. The *Axiome* pattern ships are designed by Christophe and his design company, CPLR. They are marketed by Oxai. Power for all six ships was by YS 175 CDI engines. Unique to these airplanes is a short canard wing above the cockpit. I was told by Christophe that this better channels the air over the rudder, provides additional drag for slower more constant flight and aids in the knife edge configuration.



JD Keenan checking out Loic Burbaud's *Axiome*. Note canard wing.

This was a tremendous achievement for our club and testifies to the quality of our facilities. My thanks to Jim Fassino for helping me with the advance planning and dinner at Bernardis, JD Keenan for helping me keep the team supplied with soda and water, my wife Becky for getting the grass in top condition and.... who can forget Gerry Smith's French cuisine of on-site espresso and pastries.



Whilst whipping up some espresso, Gerry Smith discusses the state of the union with Roger Wheeler.

Of course we wish the French team the very best at the World Competition. During their stay here they were true gentleman and a credit to the hobby.

But...we're still Americans and we have to pull for Chip Hyde, Andrew Jesky and Brett Wickizer.

Finally, there is one more thing to talk about in the world of pattern flying...The Fat Lake Pattern Rendezvous!

This will be the third annual event, and this year we are combining it with the District 4/5 Shootout. See the attached brochure and join us for the August 13-14 event.

MORE FRENCH TEAM PHOTOS



French team "Axiome" on landing approach



Christophe Paysant-Le Roux flying the pattern while brother Benoit calls.



With blue sky all around, the *Axiome* negotiates an upline.



Jean Paul holds the sun-dot while Benoit flies and "papa" Paysant-Le Roux calls maneuvers.



Awed by the presence of my Venus, the French Team finally agreed to pose with it.

FROM THE PREZ



Scott "The Ferg" Ferguson

The editor is always a sucker for a sob-story. I'm just about to put our Prez on another milk carton, because of no August article, when he calls me.

He says he was on the road, taking son Tyler to the Brickyard 400 and hasn't had time to put anything together. Besides, he had to help 15 little old ladies across the street, fight 5 fires, run a marathon, council President Obama, separate all his belly-button lint and count backwards from 10,000,000.

He whined to long and so hard not to put him on another milk carton that I finally gave in. But, that's it...no more mister nice guy. Next month, if no article, our Prez becomes milk carton boy...again!

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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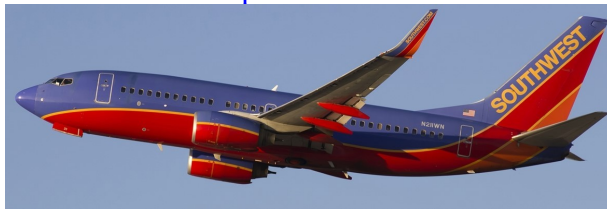
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FROM THE VEEP

J.D. "Capt Crunch" Keenan



We had an exciting week at the field hosting the French National FAI Team. Four-time World Champion, Christophe-Paysant-Le Roux, his brother Benoit and Loic Burbaud practiced the FAI sequence in preparation for the World Championships being held in Muncie this year (July 24th- Aug 2nd).



The Prez and VEEP pose with the French team

The team could have not been more gracious and polite. They were so concerned about leaving our field in perfect condition that they elected to use the petro mat for take-off and dead stick all there landings in order to leave the grass oil free. We told them that was not necessary, most of us consider dead sticking our airplanes an emergency procedure. As I'm sure everyone remembers we had record heat and often saw 100 degree plus temps at the field. The temps did not hinder there practice. They would each take turns flying one right after the other for the entire day, putting on an incredible demonstration of precision aerobatics. The team flew Futaba equipped Oxai Axiome Plus models all powered by YS175 CDI motors. They would burn 1 ½ gallons each per day. There was a little snafu with the fuel sponsor so team manager, Jean-Paul, made a trip to Champaign to pick up some 30% so the team could continue to practice. The Journal star came out to do an article and gave the field some very good press. I talked to a number of visitors the next day who saw the article and had no idea we were out there. Maybe we will get a few new members. If you are interested, Jean-Paul has a blog that you can use to follow the team progress. JP-f3a.blogspot.com. He has posted some great pictures.

I would like to thank everyone who contributed to making the Team feel at home, including Jerry Smith who brought down an espresso machine and baked goods. Even at 100 degrees the team was grateful to get away from weak American coffee and enjoy an espresso.

Your Airworthiness,

J.D.

OSHKOSH B-GOSH

Bob Wilson



The end of July marks the annual pilgrimage to Oshkosh, Wisconsin and the EAA's week long gathering and air show.

It is truly a “happening”.

At least two of our members are hard core attendees. Terry Beachler has been attending continuously for 38 years and Jim Fassino since 1970. Other members are “lightweights” compared to Terry & Jim, but the contingent from PRCM is growing.

In case you're wondering, the title photo above is Jim Fassino's *Cessna-Saurus* placed on his Cessna 195 pitot tube to keep bugs and other debris from collecting in the instrument port while the airplane is on display at Oshkosh. Don't know how he cleans out the...*Cessna-Saurus* guts!



Air view of Oshkosh taken by Jim Fassino on his return trip.

I left early Monday morning with my good friend from Florida, Joe Dunn. We arrived Monday afternoon and joined Jim under the wing of the Cessna. Monday marked the first show and it didn't disappoint. The show starts off with the military display and formation flying. Always impressive to hear a bunch of radial engines flying overhead. Later, the Aeroshell team did their excellent routine with the four AT6's.



Military formation flying



The Aeroshell team

Other acts followed, including a glider routine that Roger Stegall would have given his first-born for.



Jet powered glider routine at Oshkosh

The second day's highlight for me was the overfly of “Fifi” the only flying B29 in the world.



B29, “Fifi”

Tuesday was also designated “Bob Hoover Day” honoring Bob and his contributions to aviation.



Flyby of aircraft that Bob Hoover helped develop.
P51, Shrike Commander, Saber liner and F86

In the evenings the PRCM crew (Wilson, Beachler, Fassino & Knight) was well represented at the “Tilted Kilt”, where the conversation strayed somewhat from aircraft.

Time dictated that I return on Wednesday morning but Jim hung around another day or so to get a peak at Boeing's Dreamliner. Another great Oshkosh adventure!



Boeing's Dreamliner



THE SAFETY OFFICER SPEAKS



Well it seems we went from a very wet spring into a very hot summer – and now the flying season is half over. Here's hoping for more agreeable weather over the next couple of months. The flying has been good in July, but the heat definitely takes a little bit of the fun out of it. There is not much to report on the safety or sound committee fronts this month. I am also quite certain that the safety portion of the newsletter had many more readers last month. ;-) Perhaps I should allow the editor to fill in more often!

We are doing an excellent job with the field usage log and sound test reports – thanks to all for helping to protect our investment in the field. The reports from these logs are compiled and sent to the park district at the end of every month and continue to be very well received. Keep up the good work!

On the safety front we are doing equally well. However, I have noticed a fair number of “Klondikes” over the last couple of months. For those that are not aware, a “Klondike” occurs when an airplane is flown behind the line formed by the pilot stations. Two things should happen when this occurs: 1) All spectators yell “Klondike” whenever a plane is flown behind this line. 2) The offending pilot should obey the club tradition and procure ice cream bars for all members present. With the heat we are facing this summer, I think it is a prime time to renew this custom! On a more serious note, please be wary of the imaginary line formed by the pilot stations and try to keep all flying in front of it. We have had a couple close calls this summer. Let's not push our luck and end up with an incident.

Finally, having just returned from vacation, I do have a little advice that is not flying related but may help prevent a little pain.. If you are planning on going tubing behind a relatively powerful speedboat, there is a simple rule to follow: Never, **NEVER**, show your father-in-law how to do “the whip” **BEFORE** he pulls you on the tube! I realized this error in judgment while skipping on my back across the water at 40MPH. The kids claimed it was spectacular and were clamoring for a replay. My father-in-law seemed very happy and impressed with himself... I was happy just to be able to climb back in the boat! I am hopeful that my kidneys will be back where they belong and I will be able to stand straight again sometime later this week.

Until next month... Fly fun, fly safe!!

Joe Lang



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PRCM STYLE PYLON RACING

by **Jim Fassino**

It's time to get your racer built/rebuilt and join in the fun. Saturday's race results were as follows:

Four Star Division

Bob Wilson 1st, Tom Imhoff 2nd, Joe Board 3rd Glen Howard 4th.

Fantasy Racer Division

Joe Lang 1st, Tom Imhoff 2nd, Glen Howard 3rd

August Race Dates

Wednesday, August 17, 6PM

Saturday, August 27, 9AM

Wednesday, September 7, 6PM

Saturday, September 24, 9AM

Four Star Racers

We race stock Four Star 40 SIG aircraft. The required engine is a Thunder Tigr 40 PRO, and the prop must be a APC 9X7. Fuel is limited to 15% nitro.

Format: Races are run in four aircraft heats with a flying start and points awarded in finishing order. A pylon cut is a 1 point penalty, the second in a heat results in a score of zero as does a false start.

Fantasy Racers

After the success of the four star racing we started racing all foam electric Fantasy Racers from Cermark. Precision RC in Pekin is our official Fantasy Racer headquarters. We fly stock Fantasy Racers with your choice of propeller, batteries are 3 cell, LIPO, limited to 2700 mah. Start and scoring is the same as the Four Star Races. Let us know if you have any questions. Members of surrounding clubs are welcome to join in the fun.

Jim Fassino

BUFF'S, GASSERS & SCALE PROJECTS

By Jim Hogan

The International Miniature Aircraft Association (IMAA) is a special interest group associated with the AMA. Its purpose is to promote large airplanes and leans toward scale and semi-scale aircraft of 25% scale or larger. Here in Central Illinois, we have two IMAA events coming up this summer. Here are details:

Champaign, August 27 - 28, 2011

The IMAA District Mini-Fest will be held at the Campaign County R/C club field. It draws from a larger area than just Central Illinois. Great Planes and Horizon both sponsor this event so you can expect to see "Factory Fliers" showing off new products or prototypes.

Last year saw a large selection of aircraft including a 38% Decathlon which could fly the pattern but also could be used as a trainer. There were several WWI and WWII airplanes including a 33% Albatross D, a Nieuport 28, DC-3 with twin Zenoa 26 cc gas engines and a 25% P-40. Don Steadmen flew his Twin Otter and kicked out his paratroopers which floated to the next county.

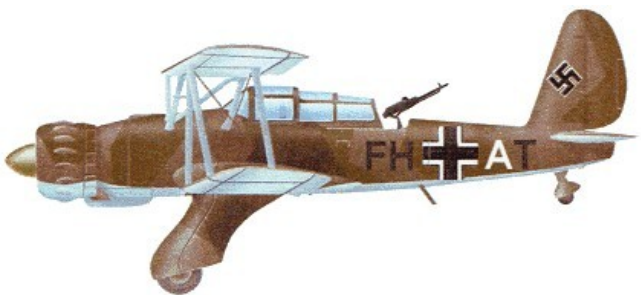
Pekin, September 18, 2011.

Pekin R/C club will host their 31st annual Big Bird Fly-in at their club field. Since Pekin has hosted this event for more years than most of us have been flying, it's got to be good. Last year we got rain at about 11:00am which dampened the event, but there was no shortage of airplanes. This event is strong on Yaks, Extras, Edges and the like with most 50cc gas or larger. Pekin has no landing fees for fliers and lunch is on them. They do have a large drawing for all kinds of "stuff" and that is worth the trip to Pekin.

If you have interest in going to either event, let me know, I'll coordinate. Let's go wave the PRCM flag.

See you in the lawn chairs!

Jim Hogan



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.

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

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!



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,

Over the last several weeks, there have been numerous revelations telling how different celebrity men have "strayed" from their true love and begun clandestine relationships. I mention this because I have also been tempted well beyond my breaking point. It all started when I went into a hobby shop and was handed one of the new Spectrum DX8 radios. I have been faithful to my Futaba radio for many years but this new radio was considerably more trim and slim and offered options my old radio would not perform even if I begged. I must say that fondling and groping the new radio got my heart to racing. When I returned home, I did not have the same enthusiasm to utilize my older radio. All I could think about were the stylish features and functions of radio I had recently caressed. I'm beginning to feel guilty when I fly my Futaba radio because I think it can sense that my thoughts are elsewhere. I'm writing you for your advice to know if I should seek a radio counselor to help me get through this time of uncertainty or should I simply dump my Futaba and opt to spend my time with this more feature-packed radio with unlimited personal options.

Sincerely,
Suffering from a frequency change

Dear Suffering,

News Flash – Women are not at all like radios! If you think I'm wrong, try getting a tuna-fish sandwich with extra pickle from one of your metal boxes. Maintaining a steadfast relationship with your significant other is a far different activity than attending a radio-swapping party. For your reference, I have compiled a TOP 10- LIST of how radios and women are different: (#10) Radios don't care if you occasionally do a touch & go (#9) Radios don't care how hard you push or pull on the buttons (#8) Radios don't get upset no matter how many times

you try to turn them on (#7) Radios don't care if they get splashed with a little fuel every now and then (#6) Radios don't care if other pilots share the same radio (#5) Radios don't care if you pick up other radios (#4) Radios don't care how far you extend your antennae (#3) Radios don't care how many other radios you have flown (#2) Radios don't compare your flying skills to other pilots And the #1 reason radios are unlike women is Radios don't need to be warmed up prior to flight.

There you have it. If you continue to confuse your radio with your spouse, you will very likely void any warranty offered on the radio.

Sincerely

Amelia Airhead –Still under warranty

For Sale,

Quarter scale Fly Baby, fabric covered/painted same colors as original airplane. With five servos, scale pilot. Easy to fly will perform most maneuvers. Engine not included but set up for O.S. 120 four stroke. \$150

Contact
Jim Hogan

