



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 & FACEBOOK: **"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 "The Great Wilson" 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 anyone requesting it.



PHOTO(S) OF THE MONTH



PRCM's senior flier, Glen Howard, sums up his best frown for this poparotsy photo of him and his "modified" 4-Star 40.



The "retracted" wheels mean less drag and the "shorter" prop means higher RPM. Also, the broken motor mount provides some thrust vectoring.



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REAL AIRPLANES HAVE TWO WINGS



Travel Air 4000 at "Fantasy of Flight"

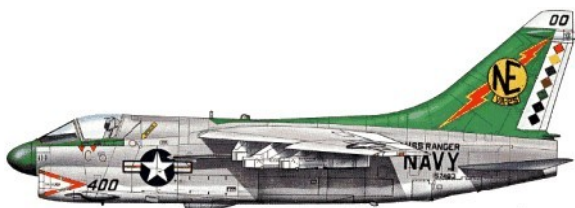
The Travel Air Manufacturing Company was an aircraft manufacturer established in Wichita, Kansas in the United States in January 1925 by Clyde Cessna, Walter Beech, and Lloyd Stearman. Do any of these names sound familiar??

They built a series of training and sporting biplanes beginning with the "A" and then continuing on with the "B", "BH" and "BW". These designations were later substituted with 2000, 3000 and 4000 but all becomes rather confusing with a variety of wings, ailerons and engines available for each model.

Generally, the "A" and "B" models had a Curtiss OX-5 engine while the BH was powered with a Hispano Suiza V8. Finally, the BH model was powered with a variety of Wright radials.



Travel Air 4000 & Charles Lindbergh



Travel Air in flight

FROM THE PREZ



Scott "The Ferg" Ferguson

Its hard to believe the summer is winding down and the evenings are getting shorter. As we spoke during our last meeting meeting, we have a couple of items to decide upon this year as a club. The topics are Petro-mat and Indoor Flying. As you know, last year after much discussion, we voted on a motion to purchase and install a test strip of Petro-mat at the field, use it during the 2011 flying season, and then decide if the material is suitable and if we wanted to keep it. We have now used it for a full summer of flying and as a club need to determine what, if any, next steps should be taken. Many of you have provided me your input and thoughts on the topic and as we are approaching the end of the outdoor season, time is right to move forward and determine what we want to do. To accomplish this, I would like to follow a simple process and conduct a vote on the following three options:

- 1 - Should we remove the Petro-mat test strip that now exists.
- 2 - Should we keep the Petro-mat test strip exactly as it is.
- 3 - Should we keep Petro-mat at the field, but modify in some other configuration.

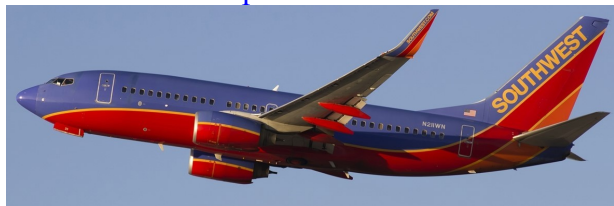
We will plan to discuss this process during our meeting with the intent then to conduct the vote in our October meeting. The second topic is indoor flying and we will talk about the proposed approach to this years plan.

See you Tuesday!

Scott

FROM THE VEEP

J.D. "Capt Crunch" Keenan



A week ago I woke up in the middle of the night drenched in sweat and breathing heavily. I had had a nightmare...a rather vivid nightmare, that left me shaken and depressed. I dreamt I was on my Chicago to Orlando flight, one that I had done many times in the past. My First Officer was Nathan Beezle whom I had never flown with before. He seemed a nice guy and knew his job, but somehow he made me uneasy. Behind us was the usual assortment of stewardesses, but this time, strangely, they were all gorgeous blonds and I couldn't help but notice that their skirts seemed shorter than usual. I maintained by professional decorum, however, and only gawked once. As the passengers trooped onto the plane they all looked typical...some fat, some skinny, a few screaming kids and one severely pierced and tattooed weirdo.

The taxi and takeoff was uneventful. We rapidly ascended to 32,000 feet before leveling off. No problem. Somewhere over Memphis I was looking out at the window and rubbed my eyes. As I turned to scan the instrument panel I noticed that the First Officer was no longer in his position...in fact, he wasn't in the cockpit! Strange, I should have heard him, and more than that, he should have told me. I pushed the stewardess call button. I needed coffee before I chewed this guy out.

There was no answer.

I tried again with the same result. Agitated now, I toggled the call button back and forth emitting a whole series of noises back in the passenger compartment "Where the hell is everyone"?

Still nothing.

Checking the autopilot was properly engaged I opened the cockpit door slightly to look back into the passenger compartment.

It isn't possible. It can't be!

What was before me was not the inside of a 737 but a city bus full of commuters. They were all staring at me with questioning looks. I felt weak and staggered backwards. When I turned I was no longer looking at a cushy cockpit anymore, but rather the soiled confines of a bus driver's seat and a huge circular steering wheel.

What's happening?

Even my cool "babe-magnet" uniform was gone with all the stripes, wings and tailored cut. Now I had on a pair of cheap JC Penny pants and a white shirt with a big pizza stain by the front pocket. The bus smelled of diesel exhaust and B.O.

Oh No, how can this be?

Looking out again at the passengers I suddenly caught sight of my First Officer. He was sitting in the back of the bus and now, he had a strange red suit on. From his head emitted a set of small horns and as he got up and walked toward me, a long forked tail drug on the walkway behind him.

He was in my face now and his breath smelled like burning sulfur. In a voice that seemed to resonate from the bowels of the earth he said,

"Keenan, this is what happens when you don't write your monthly article for the PRCM Newsletter"!



Ghost written by the editor.



THE SAFETY OFFICER SPEAKS



No safety article from the Safety Officer this month and I didn't have enough energy to write another short story. However, at this upcoming meeting we may want to discuss safety protection for the pylon judges during our races...especially the judge at the left pylon where the airplanes are turning towards him.

Editor

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!



2011 FAT LAKE PATTERN RENDEZVOUS

August 13-14, 2011 marked the 3rd annual Fat Lake Pattern Rendezvous sponsored by the Peoria RC Modelers. We had a pretty fair crowd of 15 fliers from Illinois, Michigan, Wisconsin and Missouri. In addition, our District 5 VP, Bobby Satalino, made the trip down from Chicago-land to compete in the Masters competition.



The fliers get ready for competition to begin.

A few of the contestants arrived on Friday evening and we all got together at the River Beach club for dinner. Larry Auer and his wife Karen are always fun to talk with and Mike Gaishin and Brenner Sharp round out an interesting group. My thanks to Roger Stegal for attending this dinner and helping to keep the conversation going.

Saturday was beautiful all day and we had excellent flying conditions. Clear skies and no wind...what more could you ask for?

In Chicago Mike Mueller has been working with a young man named Brandon Soboleski. A few of us have competed against Brandon in previous years when he was flying some very "unpattern-like" airplanes. Back then he didn't do so well. Big difference in 2011! Now Brandon is burning up the skies and flying with a YS powered "Temptation". In fact, he flew so good on Saturday that he won all 4 rounds in the Intermediate class. Since this is a best-out-of-six competition he didn't need to worry much about the next day. In fact, both he and Mike Mueller went home after Saturday's flying. This kid makes it really tough on us fat, old, guys that want to fly in Intermediate.



Brandon Soboleski...super young man, and he beat John Hoelscher and I like a drum!

John Hoelscher and I were the only competing members from the Peoria RC Modelers. A disappointing showing that I hope will improve in subsequent years. This was John's first attempt in the Intermediate Class and he actually did quite well on Saturday. Now, I know he doesn't agree, but it ain't easy moving up a class. My flying, on Saturday was...passable, but still not very good.



PRCM's only representatives, John Hoelscher and Bob Wilson get ready for a flight.

After competition on Saturday we all headed over to Terry Beachler's place for Brat's and Beer by the River. As usual, it was a great time and Terry did a tremendous job.

Sunday morning started off somewhat sinister with some low hanging fog and a breeze that got steadily worse as the day went on. Early in the morning John Hoelscher went up for a practice flight and, several times, lost his Venus II in the clouds. Scary stuff, but luckily the fog finally lifted.

My mid-morning the breeze had turned to a pretty stiff wind out of the north...direct cross wind! To fly a decent pattern you had to be very proficient with the rudder correction. I'm not, and John Hoelscher and I struggled. "Struggled" is too nice of a word...we stunk up the place!

But, thankfully, everything went well. There were no crashes and everyone seemed to enjoy themselves. My thanks to all the helpers that helped make this a success.

Terry Beachler.....scoring & cook out
 Bryan Chumbley....scoring 7 set up
 Roger Stegal...Food services
 Linda Stegal...photography
 Jim Fassino...Awards , judging & set up
 Joe Lang...Set up
 Jim Hogan...Sign in



Terry Beachler did his usual professional job scoring the Fat Lake.

Here are the results.

Sportsman: There was no Sportsman competition.

Intermediate: 1. Soboleski, 2. Burzinski, 3. Gaishin, 4. VanHuesden, 5. Wilson, 6. Hoelscher

Advanced: 1. Krause, 2. Tim Olson, 3. Mike Olson

Masters: 1. Sharp, 2. Mueller, 3. Satalino, 4. Auer

FAI-P: 1. Ahrens, 2. Snow



Mike Gaishin's unique "contra" on landing. This is an electric powered airplane w/ counter rotating props.



PRCM STYLE PYLON RACING

by Jim Fassino

Pylon Racing Update -TFR (Temporary FOAM Restriction)

August was a big month for pylon racing. Our first event of the month was rescheduled to accommodate the President of the United States who asked that we not fly our foam airplanes while he was within 30 miles of the PRCM flying field. It is rumored he has a little know phobia, GeeBee-Foama Phobia, a fear of a small foam toy airplane taking out Air Force One. So we issued a TFR (Temporary FOAM Restriction) and we re-scheduled the event for Wednesday, August 31, 2011.



Tom Imhoff "hotdogging" his Fantasy with a knife edge fly-by

Saturday, August 27, 2011 saw the racing resume with the President 1,000 miles away and on vacation. We raced both Gee-Bee's and Four Star 40's. It was a great morning, clear sky, cool breeze and good competition. While not the fastest airplane, Joe Lang showed there is more to winning pylon racing than going fast. Joe kept his cool and rounded each pylon to avoid the costly cut penalty. The fastest flyer, Tom Imhoff, set a record of 6 cuts in one race. That's a record he would no doubt be happy to let someone else capture. The other top flyers included Joe Board and Glen Howard. Scott Ferguson flew several heats. Roger Stegall, a Six Sigma guy, flew 6 laps of the eight lap race on his first race outing of the year. He fell for the line Tom Imhoff gave him about it being a 6 lap race.

There were only 2 Four Star racers with Joe "Klondike" Board taking first and Glen "Retracts" Howard taking second place. Glen never missed a pylon, in fact he always take his airplane completely around the pylon, he is a purest.

There were a number of visitors watching the pylon excitement. Then Roger Stegall fired-up the grill and treated the racers and visitors to brats, chips and drinks. What a great way to spend a



Saturday. Thanks to all that raced and those who helped count laps and keep track of Tom's cuts.

We have two more races scheduled for September 7 and 24, 2011.

Jim Fassino

!!!!!!! RACING NEWS FLASH !!!!!!! for August 31

Tonight's racing was spectacular. The club participation was down but the hard-core racers had a fun evening. There was a total of six racing club members; Glen Howard, Tom Imhoff, Joe Board, Bob Wilson, Joe Lang and Greg Pringle. All but Greg flew both the 4-Star 40 and Fantasy racers. Greg flew only the 4-Star 40. Because of the low turnout, we had to improvise...and improvise we did! We cut down the number of people per race and had the pilots count their own laps. Non flying pilots shared the start and pylon judge responsibilities. Worked like a champ.

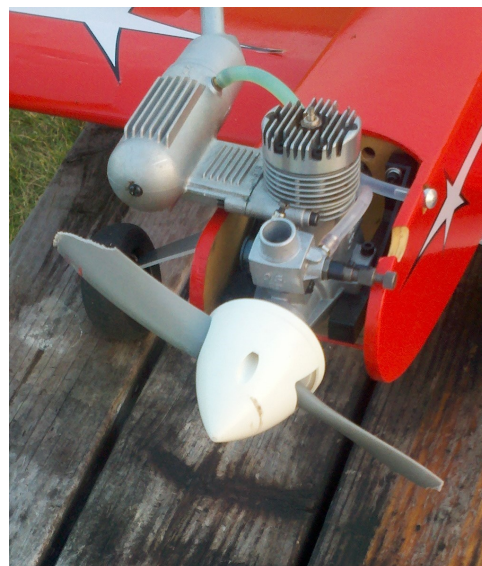
The newest guy to racing, Greg Pringle, is really starting to improve. The big surprise, however, was a two man 4-Star race between Glen "Retracts" Howard and Tommy "Cutter" Imhoff. Glen displayed some superb racing skills. In fact, for four laps he gave Tommy all he could handle and had an opportunity to pull into the lead on the fifth lap. Unfortunately, Glen hesitated and Tommy banked & yanked. From then on it was Tommy all the way.

After the official races were over and the sun was almost down, Tom Imhoff and Joe Board decided to have a grudge match. It was extremely close with each pilot egging the other on. With both 4-Stars screaming down the runway only 20 feet above the ground we clearly heard Joe's propeller nip Tommy's tail. Neither airplane crashed and both kept racing for a time. Joe, however noticed his aircraft's performance was failing and decided to land. Tommy soon followed.

On inspection Tommy's lower rudder had been chewed and his tail wheel disintegrated. Joe's propeller had 2 inches missing from both halves...and yet the airplane continued to fly!



Tommy's tail..note mangled tail wheel.



Joe's prop...somewhat shortened!

All in all, a good night for racing and great to be at the field.

Editor

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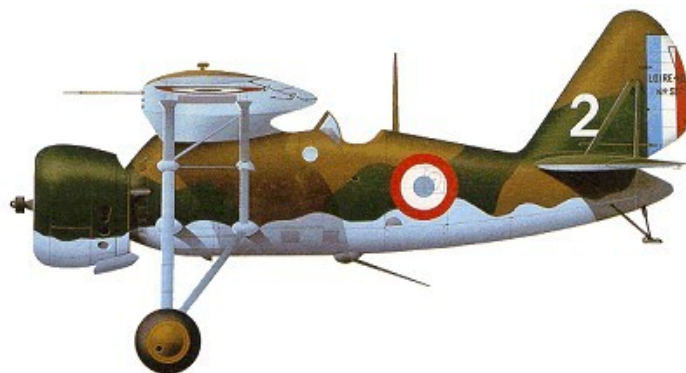
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No mail order sales please, we are walk-in only.



CLUB PHOTOS



*Terry Beachler's new "Mr Greenjeans" look!
Is it possible to get any goofier?*



Greg Pringle on approach.



Tommy Imhoff's Ultimate



Steve Blesin's "Fly Baby" on a Gorgeous Flyby



John Hoelscher on short approach.



Joe Lang's Yak



Bob Wilson's "Venus" off on a mission.



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

The subject concerning the future configuration of our petro-mat landing strip seems to be like a lightning rod within our flying club. Never has a topic touched off so much heated discussion since we last considered the proper location for our porta-potty. Some of our club members believe our black landing strip should be completely removed while others would like to see the petro-mat extended to the border of Iowa. I mention this because I have a concern this subject is tearing at the very "fabric" of our club cohesiveness. I would like to know your opinion concerning options for Airfield Surface Strips (Ass).

Sincerely,
Seeking Cohesiveness

Dear Seeking ,
If your club is seeking more cohesiveness, I might suggest a big old group hug (preferable after all have taken a shower). Sometimes, it becomes hard for members to separate themselves from the very suggestions they support. After all, you are still a bunch of guys playing with toy airplanes-so get a grip. Solicit ideas from various club members and don't get your panties in a bundle if your idea for ASS is not adopted. You guys shouldn't have any more hard feelings over the subject of petro-mat than you would have over which flavor of Cool-Aid to serve at your next fund-raiser. In case you are wondering – I like grape. With confidence, I can state that it is your porta-potty that should have been extended a lot closer to the Iowa border.

Sincerely,
Amelia Airhead-Aircraft Surface Strip-Connoisseur

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

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



LAST CLUB MEETING AT THE FIELD IN 2011
NEXT TUESDAY. BE THERE OR BE SQUARE!