



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 anyone requesting it. Contact a club officer for further information.

PHOTO OF THE MONTH



My friend Gary Karl provided me with more Peoria Air Show photos taken a couple of years ago. Here, one of the Blue Angels is making an inverted pass close to his house by the airport. Great shot!



Here, the "Blues" are right over the house. I bet it was kind of noisy!

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.**



STREAMERS OVER MOSSVILLE

We are another month closer to warm weather and the prospects of slicing and dicing colored strips of paper.



The picture above is my latest addition to a burgeoning fleet of aircraft suitable for all out combat. The rules for combat this season are very simple when it comes to specifications. The only two requirements are to use an electric motor and a speed control not to exceed 18 Amps. Any voltage, airframe, motor and propeller are acceptable as long as an 18 Amp speed control is not exceeded. I have several sets of suitable equipment I am selling for \$45 per set, for anyone who would like to get about everything they need in a single bag (18-amp Turnigy brushless motor, 18Amp Turnigy Plush ESC and two 9-gram HXT 900 servos). The only other equipment not supplied is \$2 worth of foam, a propeller, 3-cell lipo battery, radio

and a receiver. Combat events will share the last Sunday of each month with 4-Star racing. Flying, smack-talk and cookouts will begin at noon on contest days. John Dewey has volunteered to host the first cookout (April) and I will provide the burgers, chips and drink for the May event. Combat heats will last 4 minutes with all contestants flying in the same heat and trailing a 24-foot length of colored paper. Three points will be awarded for cutting/breaking the streamer of another aircraft. The aircraft with the cut/broken streamer must immediately land and can score no additional points but will keep any points already accumulated prior to having the cut streamer. Any aircraft crossing the pilot line will be scored as if their streamer had been cut and must immediately land. Aircraft that complete the heat without having their streamer broken/cut will be awarded 1 point. Four heats will be flown to determine the contest winner. The pilot with the most combat points at the end of the season will receive the coveted TOP GUN award. Grab some foam and have-at-it!

Roger Stegall

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TOO MUCH FUN

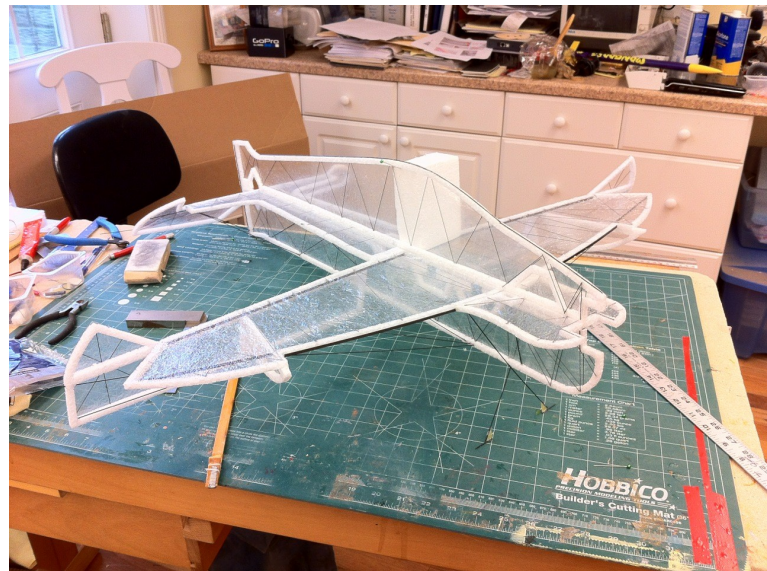
Just another weekend of aviation fun; Thursday evening was the annual banquet, Friday was indoor flying, Saturday was the club breakfast at Bob Evans followed by a road trip to a hobby shop and lunch both in Leonore. Leonore, Illinois has a population of 100 and there were easily 20 guys at the hobby shop! That was too much fun.

Next on the calendar is the world famous Weak Signal's "The Toledo Show" on April 13, 14 & 15 at the SeaGate Centre in Toledo, Ohio. You know that spring and outdoor flying are fast approaching when you are making plans for the biggest RC Convention in the country. There are the vendors with the latest and greatest products, the swap shop vendors, the discount hobby houses and the chance to watch the 10 best pilots in the world compete in the Electric Tournament of Champions - ETOC. This year ETOC will add the Blade Micro Helicopter competition to the regular indoor pattern/3d flying of fixed wing airplanes.

It was just a few weeks ago several PRCM members were in Champaign to participate in E-FEST 2012. Our own past president Scott Ferguson was a competitor in the demolition event flying his Sobre. The 80 plus airplanes flew until there were just two still flying, about 5 minutes, with the rest of the aircraft having crashed and fallen to the floor. Scott was still flying at the 2:30 mark but then his Sobre was t-boned and fell to the floor in two distinct chunks! Great flying Scott. I got to fly my 1909 Wright Military Flyer in the scale competition again this year powered with two Park 250 motors, rather than the 180 motors that failed during last year's contest. The Wright

Flyer is a handful to fly but I love to see it in the air. Thanks to Scott for helping me in the contest.

At E-FEST a vendor near where we set-up had an intriguing airplane he named the Vision 3d. Dom Spolitino of Featherlight RC had learned to fly on a Vapor and liked how it flew with its extremely low wing loading. Dom set out to duplicate this low wing loading on a traditional sized indoor 3d airplane. After lots of testing he developed the Vision 3d. It is constructed with a thin EPP frame and a spider web of carbon fiber rods that add the structural support to the durable EPP. A dusting of 77 glue is all the airframe needs to secure the Mylar film that covers this 93 gram airplane.



I was able to maiden my Vision 3d last Friday and I was really impressed with how it preformed. I was concerned it would twist like another extremely light airplane, the Ghost but instead it flew straight and true. Mine is powered with a HK 22-04 motor and uses a 6 amp esc powered by 200 mAh 2 cell pack driving 3 Diamond 4.7 servos. Roger Stegall was my source for the motor and the HK 4 channel receiver. Roger must have containers of HK RC gear delivered to his Chillicothe warehouse monthly to keep up his inventory of RC gear. Several other members bought a Vision 3d kit and I look forward to watching them fly theirs and hearing their flight report. If you would like to learn more about the Vision 3d model here is a link to a RC Groups thread about the unique assembly plus some flying video filmed by Stephen Blessin.

<http://www.rcgroups.com/forums/showthread.php?t=1596116>

A reminder that indoor flying continues every Friday evening from 8 PM until 11 PM through the end of March. Even if you don't fly consider joining us, you will have fun and enjoy the camaraderie. Plus it gives you something to talk about at breakfast Saturday morning at Bob Evans.

Too much fun,

Jim Fassino



As of this Sunday we have two months until the first official pylon race meet. The last Sunday in April should be a real barn burner! Lot's of guys have 4-Stars and the competition should be great. I talked with Jim Martin at the banquet and he is getting one ready. Jim's no beginner to pylon racing having flown Quicke 500's several years back.

As was decided at last month's meeting, we will be having our pylon meets on the last Sunday of each month, beginning in April and running through October. We will be sharing this venue with the combat boys, so each meet should be an interesting affair.

As to the 4-Star Speed Challenge we will have officials in place to judge speed runs on every Saturday during the summer and on meeting nights.

The Speed Challenge will give new race fliers a feel for running the course without having to worry about avoiding other airplanes and mid-air collisions.

Greg Pringle's "Pringlestar" is now built,

covered and receiving its race graphics. It will be at the March meeting Show & Tell.

In our most recent trip to Dynamic Balsa they had completely sold out of 4-Star kits but were expecting another shipment this week. Start psyching up for the racing season.

Go fast and turn left!

Bob Wilson



The sanction for the 2012 "Fat Lake Pattern Rendezvous" has been sent to AMA Headquarters. The dates requested were August 18 & 19.

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FROM THE PREZ

On February 23rd we held our annual banquet at Alexander's Steakhouse. We had about 25 members and guests attend the event. A special thanks to Jon Dewey and Jim Fassino for their help in making it a very nice event. Jon helped with the arrangements and also put together very nice plaques for the award winners. Jim put together the slide show and video presentations again this year and did a fantastic job. If you were not at the banquet, a link to the video is on the PRCM Facebook page and is definitely worth the time to watch. Thanks Jon and Jim for helping make this a great event!

Although the banquet went very well, we would still like to see better attendance in the future. We have historically chosen this time so that it does not interfere with flying and vacations during the warmer months. We have also chosen a week night to help avoid weekend activities and keep the cost of the event down. However, if there are any suggestions on how to get better attendance, please let me know. We have a lot of fun when we get together at these events and would definitely like to see more members able to attend.

Congratulations to this year's annual award winners. The "Glow Plug" award went to Roger Stegall for all of the work he does to keep the field looking nice. I think he may have bought a few votes with those free lunches he cooked up last year too! The "Modeler of the Year" award went to Glen Howard for everything he does for us - especially for keeping a steady supply of foam aircraft at very reasonable cost for our indoor flyers. The President's award went to Jim Fassino this year to recognize all of his efforts to support the club. Over the past several years, he has been instrumental in many

efforts including building our charging station and making the New Years' Day event very successful. Gentlemen, congratulations and thank you for everything you have done for the rest of us to enjoy!! Your efforts to support the club and its membership are very much appreciated!



Also presented at the awards banquet was a personalized photo of Patty Wagstaff to the newsletter editor, whom she has...admired...for years.

As March approaches, we will hopefully start seeing more good days for outdoor flying. I was out to the field about a week ago and it looks great. Our mild winter has been good to the field! However, as you do start heading back out, please remember to go easy on the access road if it is wet. Also, as we start back up, remember to sign in and out on the field usage log.

Finally, please remember our club meetings on the first Tuesday of every month. I hope to see you all there next week – March 6th at Friday's. Even better... hope to see you all out at the field soon – Spring is getting close!!!

Happy Flying!

Joe Lang



FROM THE VEEP

All Hands to the Flight Deck

The largest and most powerful aircraft carriers of World War II were the Essex class. 26 of this class were built during the War and 14 of them saw action. The USS Essex CV-9 was the first of this new class, she was commissioned on December 31st 1941 and was soon in the Pacific giving the Japanese hell. The USS Essex had a flight deck of 862 feet long, however not all of this length was used for takeoffs and landings. Most of the time the aircraft were taxied into position just abeam the ships island (bridge) for takeoff, this was due to the fact that many more aircraft were on the stern with their engines running waiting for their turn to lunch into action.

During the Doolittle Raid, 16 loaded B-25 Mitchells took off from the smaller USS Hornet. These aircraft only had 467 feet available for takeoff. This short distance was due to the aircrafts large wing clearance which had to get passed the ships island. For years, I thought the first planes had a shorter takeoff distance than the last ones. I always thought I would have wanted to be the pilot of the last of the 16 B-25's to takeoff. The bombers were transported strapped to the flight deck because they were to large to be put below. This fact and the wing span of the B-25 caused all 16 bombers to have only 467 feet available for there historic takeoff.

At the beginning of last years fling season, I had a confidence issue with my takeoffs and landings. I felt very comfortable in the air but "hitting" our "small" field bothered me. Then we put down an even smaller target, the Petromat!!!! My whole prospective of the size of our field changed after talking to a friend of mine. She is a flight instructor and flies out of

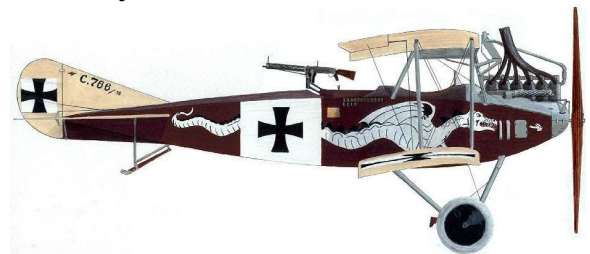
Mt Hawley. She knows exactly where our Field is and what we use it for. She told me, "that in an Emergency she could land her full size Cessna on our field!" (taking off is a different story). After hearing that comment, I looked at our field differently. Our "flight deck" measures approximately 412 feel long. Most of my airplanes weights less than 10 pounds. The takeoff weight of just one of the Doolittle Raiders was 28,460 pounds. The men who flew these planes off the deck of the USS Hornet were differently part of the Greatest Generation!



U.S.S Hornet

Now every time I takeoff and land on our Field I look at our Flight Deck in a whole new way. I don't know if it is this new perspective or if it is the experience I have gain over the last year. But my confidence has increased and I feel very comfortable going into this next season (except for racing!.) I do know we are all still batting 1000! Out of all the planes we have put into the air we have never left one up! I am looking forward to a great season with all of you. See you all on our "Flight Deck" soon.

Jon Dewey





Looks like we will have an early spring and everyone will be getting ready to begin the outdoor flying season. It's always a good idea to inspect your airplanes before the first flight of the spring. There are two prime reasons: first is to protect your investment by not having something break or fail which was neglected from last season. The second reason is for safety on all the pilots who watch you drill the ground in front of the lawn chairs.

Last season I had a servo plug come loose in flight on my Neuport 17 and I crashed into the parking lot just over some spectators heads. After the crash, I realized how lucky I was not to hit anyone or vehicles. A little "pre-flight" is always a good idea.

Here are some points to check before flight this spring:

- Are all servos wires and plugs secure? Make sure all plugs are fully installed in the receiver.
- Use servo connector plug guards on all extensions and wing/fuselage connections.
- Make sure all clevis are tight and use a piece of fuel tubing to lock the clevis closed.
- Inspect control horns and servos to make sure bolts and screws are tight.

-Check engine mounting bolts have not worked loose.

-Inspect for cracks around wing mounting bolts. These inspection points will help you save an airplane and protect others on the ground.

"See you in the lawn chairs."

Jim Hogan



The Experimental Aircraft Association is an organization that promotes all forms of recreational aviation with chapters around the world. Peoria EAA Chapter 563 is located at Mt. Hawley Airport and has a stated mission that includes warbirds, aerobatic, ultralight, antique and classic aircraft.

You don't have to be a pilot or aircraft owner to be a member. You can fulfill your aviation interests with the many programs that are available. These include aircraft restoration, photography, "The Young Eagles" or just hanging out with a great group of people. And...don't forget to visit the world's premier aviation event...EAA AirVenture Oshkosh.

For information on joining EAA Chapter 563 call:

President Bob Young (309) 455-5602
VP Sam Sisk (309) 453-2020

Website: www.eaa563.org



CLUB PHOTOS



"Did you hear the one about the bald salesman who washed his socks in the toilet?" Prez Joe Lang and club clown (and VP) Jon Dewey share a moment.



Roger Wheeler takes a cleansing breath after explaining the finer points of electric motor ratings to Bob Smith.



Nick Chumbley appears to be having gas pains while scruffy dad yuks it up.



Here's a photo of our own "Smokin Jimmy" Fassino at E-Fest 2012.



On a recent trip to Dynamic Balsa in Leonore, IL, club members Nick Chumbley, Roger Stegall, Jim White and Bryan Chumbley check out Jim Fassino's newly overhauled Stearman.



At Leonore's local eatery, "Smittys" the Dynamic Balsa travelers chow down.





Not a club photo, but how come, during my Air Force career, the TI's never looked like this?



Jim White demonstrating his hand speed at the 2012 banquet while Roger Stegall is talking to the white rabbit in the corner.



Also not a club photo, but look at the interesting message on the bottom of this Ryan PT-22.



Former member Wes Miller sent this photo of his latest project...a 16 foot B17!

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DEAR AMELIA



Sitting on what I think is a British Spitfire this young lady, besides being very attractive, appears to be smuggling melons.

These are the rantings of ghost-writer Roger Stegall taking the pen name of "Dear Amelia". Other than the physical copying from one medium to another, the editor takes no responsibility in the blasphemy and lunacy herein expressed.

Dear Amelia,

Recently, when club officers were purging old PRCM files from our storage shed, some copies of old newsletters were accidentally burned. This faux-paw was noticed by other members. Amelia, I would like your opinion if this accidental burning of sacred newsletters is likely to lead to a ground-swell of club members chanting and throwing their radios. The last thing our club needs is another topic

like petro-mat to polarize our members into rock throwers and rock dodgers.

Sincerely
Concerned for this notice of burning

Dear Mr. Burn Notice,

I don't think you need to be too concerned about your accidental burning of newsletters because the last time your club experienced a ground-swell, it was from a visiting gopher looking for grubs. The circumstances we see on TV, of agitated crowds throwing rocks, cannot be duplicated at your field because your gravel road has only minute pebbles. You bring up a good point concerning the likelihood of radios being thrown in disgust because this has been witnessed on multiple occasions. All this chanting and hurling of boulders is simply displaced aggression from the fact that most of those people have to walk more than 4 blocks to get to a McDonalds.

Sincerely,
Amelia Airhead – Originator of Sesame Seeds on Buns

Dear Amelia

I am concerned that one of our club members has "gone over the deep end." That's right, this guy purchased a "Bird Of Time" sailplane that will require considerable work and innovation to make it capable of electric flight. Normally this would not be a big deal but the club has been patiently waiting for this same guy to finish a Piper Pawnee that has been near completion since Madonna first wore a training bra. I'm afraid this very capable sailplane will end up in the graveyard of good intentions. Should I initiate a group intervention to help with the build of this Bird?

Sincerely
Concerned for the Bird

Dear Bird Man,

I'm afraid that if you are too pushy to see the Bird, you may prematurely see the Bird. You need to remember that this guy is overly consumed this season raising gas prices in anticipation of paying the bank for his brand change and bib overalls. Be patient, the Bird-Of-Time will take some time. Rumor has it that a club member has volunteered to build a Four-Star 40 for this distracted pilot, to replace the green-weenie he previously flew until deceleration trauma claimed its ugly existence. A word of advice to this volunteer builder – if you plan to use the same silly ping-pong ball for a pilot, I believe it still can be found at the “Good Will” store on Pioneer Parkway. Unfortunately the hand drawn face has an extra dimple.

Sincerely,
Amelia Airhead, dimpled in all the right places



REMEMBER! MARCH'S CLUB MEEING AT TGI FRIDAYS, ACROSS FROM "SHOPS AT GRANDE PRAIRIE". DINNER AT 6PM MEETING AT 7PM. BRING YOUR SHOW & TELL!

DO YOU BAGEL?

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!