



PARTICULARS

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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



Jim Fassino's Antionette flying at our field.

I know, I know, I showed this same photo on our Facebook site. Once in a while, however, I'm able to take that really good shot and this was one of those times. In fact, it was a toss up whether to use this photo or the one below for photo of the month. You be the judge.



Great sky, great airplane.

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.



EXPECTATIONS VERSES REALITY

Over the last few years of RC flying, I have heard comments similar to the following:

- I was flying along holding up elevator and then it went out of control
- I was coming in for a landing holding up elevator and even with full up it hit hard
- I was flying along very fast and when I made a high-speed turn the airplane went out of control.

The common thread in these experiences is that the pilot's expectations of how the airplane would react to the control inputs and reality were very different. Perhaps our own lingo adds to the confusion. For example, we use the expression "up elevator" to suggest the airplane will climb regardless of other conditions like airspeed and angle of attack. Power or more precisely thrust plays an important role in determining if the airplane goes up. If you want to test this, fly an airplane straight and level holding some "up elevator". Reduce the power until the airplane neither climbs nor descends. Without change the elevator input try increasing the power, the airplane will climb. Now decrease power and the airplane will descend. So it is the power setting that determines whether the airplane climbs, descends or maintains altitude at a given elevator deflection.

Those four forces that act on the airplane thrust, drag, lift and weight can explain the reality and perhaps get our expectations aligned with reality.

In the example where the airplane is in level flight at a power setting with "up elevator" the lift from the wing is equal to force of gravity. If we add power without changing the elevator input, the increased thrust overcomes drag and speed is increased. With the increased speed, there is more lift and no change in weight so the airplane climbs. Decreasing thrust while in level flight without changing the elevator input results in drag slowing the aircraft. The slower speed results in a reduction in lift while weight remains unchanged so the airplane descends.



Part of the result of a severe stall on take-off initiated by engine failure. I've never seen little feet on a wing before!
(Editor)

Therefore, when you are approaching a landing and the airplane is sinking too fast, try adding power to reduce the sink rate without changing the elevator input. The airplane seldom stalls with the addition of power, not so with adding more "up elevator."

The high-speed example

When we fly our airplanes like a pylon racer making high G turns we are in a situation similar to the slow approach to landing. In this case, we have full power and lots of up elevator. The high speed generates lots of lift but the high G load can quickly exceed the lift of the rapidly moving airplane. Pulling 8 G's

in a turn means our 4-pound Four Star has the flying weight of a 32-pound airplane! With only 604 square inches of wing area on a Four Star 40, it takes lots of speed and a high angle of attack to overcome the 32-pound weight.

The high angle of attack needed to overcome the effect of gravity leads to high drag. Every airplane has a critical angle of attack at which the wing will stall. The additional drag on a wing with the aileron deflected down could be just enough to cause the high wing to stall resulting in the airplane suddenly falling out of the turn, out of control. The issue is not a lack of speed, we are at full throttle, the issue is the high angle of attack, pulling the airplane abruptly around the pylon.

In both examples the critical angle of attack is reached and the outcome is the same; the airplane stalls and no matter what you were expecting to happen, the stall is the reality.

Jim Fassino

EDITOR'S "SAY NO TO GLOW" ADDENDUM

Jim Fassino's Wright Flyer at E-Fest made it into this month's Model Aviation. Congrats Jim!



The Great Wilsoni Pulls off a May "Hat Trick"!



Besides holding the record for the fastest time in "The Speed Challenge", the "Great Wilsoni" also took first place in the May 26, "No Fear" pylon racing. And...and...he won first place in the PRCM Combat, "Streamers over Mossville" which you will read about in a following article prepared by Roger Stegall.

This guy's an animal, a machine...what a flier!



"The Great Wilsoni" on the inside straight-a-way.

Seriously, Saturday's "NO FEAR" Pylon Racing was a bunch of fun and we have

some club members who are making some serious challenges.

A beginner to pylon racing, Jon “Dew Drop” Dewey, began flying each race about two miles high. Gradually, he has dropped it down and is now almost in the scrum with the big boys. I was watching his turns at the east pylon the other day and he was keeping them tight. Watch Jon in the future!

Back in the early days of Peoria pylon racing, Jim Hogan was making his turns somewhere over Chillicothe. Not any more! With two new eyes “Hollywood” Hogan is flying tough.

“Gorgeous” George Knight's airplane is a real screamer and George has always been a great competitor since the inter-club racing days. He flies low and fast and is very aggressive. If he can keep his equipment working, George is going to be a contender.



George and the “Dreamsickle”

Terry “The Flamer” Beachler flew his brand new “Green Weenie” in a couple of races to get the feel of it. He stayed high, but with more experience he will improve.



The “Green Weenie”

Finally, we hope to get Greg “Chip” Pringle and Scot “Fergy” Ferguson racing in June. Both have brand new airplanes and need to show their mettle.



The brand new “Fergosaurus rex”.

Sadly, in April Jim Fassino lost his racer “Old Yeller” in a practice run. We will, however, see a Fassino entry in the June contests. We all got a sneak look at “The Pink Flamingo” when he brought it to the field on Saturday.

Roger Stegall's “Pod Man” had battery problems and cracked up during racing, but it is repairable.

Just prior to publishing this month's newsletter it was learned that Terry's “Green Weenie” suffered a fatal crash as well.

Don't forget, on meeting night (June 5) we will be running the “Speed Challenge”. Bring your 4-Star and see what it will do.

Fly fast and turn left

Bob Wilson

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!



THE SAFETY OFFICER SPEAKS



One of the things we do is try to "pull the wool over the Safety Officer's eyes. "To try to get by with a safety violation now and again. Well, this Safety Officer just had the wool surgically removed during May and I can once again see you turkeys at the field.

A special thanks to Jon Dewey for letting me test fly his airplane after the surgery. I sure was not going to risk my own airplanes.

Another successful Open House is now behind us and I think it was the to best to date. We had a safe "fun fly" though we did try out the pilot barriers at time or two. If there is a weakness in our safety, it is our failure to call out or intents at the field. I saw people walk out on the field several times without announcing the intention to do so. Several times flyers on the ground would call out "people on the field" to flyers in the air. It is simple to announce your intentions. Call out if you are "TAKING OFF", "LANDING", "ON THE FIELD", or "DEAD STICK".

Remember, fliers in the air cannot see the field very well. The last thing we need is a large gas engine swinging a 18 inch prop to strike a flier.

Call your intentions!

Fly safely see you in the lawn chairs.

Jim Hogan

EDITORS SAFETY ADDENDUM

We all know that Jim Hogan just successfully completed cataract surgery.

The club has let out a collective sigh of relief!

Now, our friend Jim Hogan can SEE where he's flying and we know that we'll all be safer as a result.

No more hitting the pylon pole at the far side of the field and saying, " I thought I was closer"!

Watching Jim walk around with an eye patch fostered an idea...a new playing card...the one eyed Jimmy!



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STREAMERS OVER MOSSVILLE

Saturday 5/27 saw excellent conditions for combat flying. Five pilots registered for this, our 2nd combat session of the year. A 30-second count down was initiated prior to each of three 4-minute sorties. Four minutes may seem like a short time for combat flying but it is quite a challenge when you are flying small unstable planes at considerable speeds while trying to "trim" the tails of other unstable planes.

This most recent event included Bob Wilson, who was making only his 2nd combat-foamy flight at the start of the competition. In the span of 2 heats, Bob went from last place in the scoring to NUMBER UNO. In the first heat Bob flew, he cut the streamer of Jim Fassino and in the final heat, he cut the streamer of Jim White.



Jim "White Man" White & The Great Wilsoni

Jim's blue streamer wrapped around the motor shaft of Bob's combat ship and with each wrap the propeller cut another small chunk of paper.

One would have thought it was New Years Eve with all the confetti floating about the sky.

It was quite a day for "The Great Wilsoni" because he "smoked" the field in Pylon racing and he was the Ace of Mossville in downing 2 planes before Roger's cooking caused him heart-burn. The Year-To-Date combat scoring is as follows: Bob Wilson 7, Jim White 5, Roger Wheeler 4, Jim Fassino 2, Roger Stegall 2, Vern Holeman and Joe Borg have attempted at least one flight but have yet to record a point.



Combat is great fun!

For those of you who are considering joining in the fun, it's not too late to attach a chunk of paper to a plane and see if you too can become the Ace of Mossville. The combined Wolf-Pack will be looking to even the score and do some shortening of Bob's colored streamer when it's again time to display daring combat skills at our Field of Dreams."

Try to get some tail!

Roger Stegall

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FROM THE VEEP

PRCM Annual Open House.

The Peoria airshow may be dead this year but it looked to be alive and well this last weekend over the skies of Mossville. At the beginning of the year I asked our membership to participate in this years club activities. I said a little help will go a long way. Our Annual Open house was a big success thanks to several of our members who answered the call, stepped up and came out to help. I would like to thank each and every one of them.



Line of cars at the 2012 Open House

Jim White - He did a great job with the food and drinks. I believe this is the hardest job, it is the highest up front cost for the club and the most difficult to guess how much we will need with a minimal amount of waste. Jim also brought his flight simulator out for the kids.



Jim White working on the mower prior to Open House

Jim Hogan and George Knight - Our very own radio personalities. Jim was on the morning show on WMBD Friday while George flew a mini helicopter in the studio. Jim and George also did a great job braving the cross wind and did some great fling for the crowd.



Jim Hogan and future modeler at Open House. That's Brian Burcar from Dyanic Balsa on the far right.



George Knight with assistants Steve Blesin & Paul Basler make last minute adjustments at the Open House.

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

Joe Lang - He was the first to arrive at the Field Saturday morning. Joe help set up and helped get every thing ready. He also flew his Yak and helped several kids fly the club trainer. Joe had his 4 star in the air for all the racing demonstration.



Joe Lang & Jim Hogan pilot training at the Open House.

Bryan Chumbley - "MR. P.A." Bryan did a great job playing music and announcing the pilot and talked about their airplane/helicopter during their act. He also did a great job promoting our sponsors.



Uncle Sam wants you! Actually, this is Bryan Chumbley taking a break from his PA duties at the Open House.

Roger Stgall - He had the field looking good (as always) and provided some great signs for parking. Roger also donated a S-Bach 342 for the raffle.



The best groundskeeper in all of RCville, Roger Stgall.

Bob Wilson - The Great Wilsoni did a nice job with the racing demonstration. Several of our guest said they would love to come back out and watch a race this year.

Jim Fassino - Jim dazzled everyone with his large Yak and his small jet. Jim did a great job fling all day. he also printed all the posters for the event. A special thanks for donating his Cessna 195 and PT 17 Stearman rides, this is very generous gift and is always the favorite raffle items.



Jim Fassino's YAK at Open House

Paul Basler, Ron Pruess, Peggy Sutter, and Vern Holman - None of these member even brought an airplane out to fly, but all showed up to help with what ever needed to be done.

Roger Wheeler - He spent the entire day at the field with his new towed solar powered charging station. I think he had the most fully charged batteries of any club member.

Terry Beachler - After he test flew the Green Weenie, he was running the cash register and selling raffle tickets, Terry was also one who did what ever was needed all day long.

Scott Ferguson - Should get the "Pilot of the day" award. Sorry but there is no such award, but if there was I would give it to Scott. He braved the cross wind and every time I looked he was in the air doing a great job with his Yak.



Scott Ferguson cranks up his YAK at the Open House.

A special thanks to the two visiting "Brian's" - Brian Burcar from Dynamic Balsa in Leonore, IL. flew his large gas powered Gee Bee. Brian was able to meet several of our members during the day. Please help support his hobby store. Brian donated a Thunder Tiger 40 Trainer complete with motor and radio. Thanks Brian!

Brian Reed - He is a helicopter designer for Horizon Hobbies and drove down from Champaign, IL to put on several amazing flight demonstration with three different helicopters, he is also a great fixed wing pilot. he flew a .60 size P-51 and several other airplanes. A special Thanks to him for his generous donations from Horizon Hobbies for our raffle.



Brian Reed from Horizon Hobbies gets his squadron of Helis and airplanes ready for the Open House.

Thanks to all of our sponsors who made our Open House a big success. We could not do it without them: Todd from Computer Deli, Horizon Hobbies, Brenda from the River Beach Pub, Conies Ice Cream stand and Great Planes production. As a club lets continue to support these business all year long. Once again THANK YOU to all who were involved in this years Open House/ R.C Airshow. I hope I did not miss anyone.

Unless the Mayan Indians are wrong, We will do this all again next year. I hope next year will be even bigger and better.

Blue Skies and Light winds!!

Jon Dewey

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DEAR AMELIA

Dear Amelia,

During the clubs recent Open House, I saw a member demonstrating his skills at combat flying. I have never seen such skills. Before the airplane had flown three feet, the pilot cut his own tail at least three times. Wow, that must be some record. I have not seen so much green confetti since St. Patrick's Day. Amelia, how would you score such outstanding flying?

Signed, Rollo Paper

Dear Rollo,

The flyer you described is probably a candidate for masochism therapy or perhaps suffers from kamikaze envy. I hope this guy doesn't pursue others venues to exert his expertise - especially when it comes to vasectomies. Sometimes it's just better to let somebody else do the snipping. I reviewed your Combat rules and nowhere is there



any mention of scoring for self mutilation. I will be forwarding a suggestion to the Combat Rules Committee that the cutting of one's own ribbon should be scored as -1 point. Any such flyer to "dock" his own tail will have his accumulated score reduced by one point. This is a case where it would have been better for the flyer to stay in bed rather than to suffer the scorn and humiliation of other flyers. As a last resort, I would suggest this confused flyer be encouraged to join a Munchausen support group for combat-want-a-bees.

Sincerely,

Amelia Airhead - An Expert at protecting my tail

Dear Amelia,

I was driving to the field the other day and there was one shoe on our gravel road. What happened to the other shoe?

Sincerely,

Shoeless in Mossville

Dear Shoeless,

On trips to our flying field, you can expect to encounter all kinds of strange occurrences. Haven't you heard of the expression "waiting for the other shoe to drop?" The shoe you encountered was probably that other shoe that fell out of the sky along with some member's miss-guided airframe. Murphy's law seems to always be lurking for the opportune moment to disgrace a fellow flier at the most inopportune moment. Much like the song -- there must be at least 50 ways to leave your airplane in pieces. Land it on it's back - Jack, Do a full stall - Saul or forget the wing bolt - Colt. Your club's history of misadventures has only recently been surpassed by our nation's Secret Service agents. Those guys forgot that one of

the 50 ways should NOT be - Payment Deny
-from the FBI.

Sincerely

Amelia Airhead - CPA (Cash Payment in
Advance)

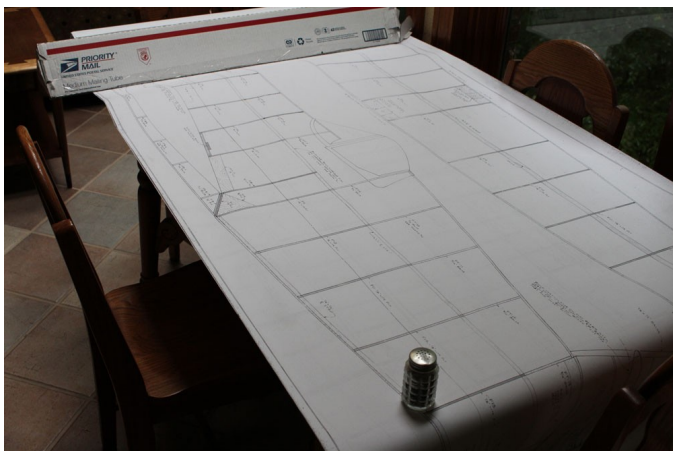
Donation

Greg Lepine is a local EAA member who, at one time, was considering building a scaled down Corsair [Not a model...the real thing!]. In his pursuit of this goal he purchased two sets of plans. One set of plans is for a quarter scale model (108" wingspan) and the other set was for a half scale model [big!]. He figured he could use these as references for building the real thing. Things happen, however, and Greg ended up buying another airplane. Through our mutual acquaintance at EAA, Sam Sisk, Greg heard of us and decided to donate the $\frac{1}{4}$ scale plans.

He still has the $\frac{1}{2}$ scale plans which were fairly expensive. He'd like to get something out of them, so if anyone is interested, drop him a line or give him a call.

Greg Lepine lepinegn@comcast.net
309-264-5959

Our thanks to Greg and we will make a decision on meeting night how to dispense these plans to the membership. It's a BIG airplane as evidenced by the photograph of the plans below.



The first sheet of $\frac{1}{4}$ scale corsair plans

CLUB PHOTOS



Jim Hogan "getting down" after the successful maiden flight of his Extra.



Liars convention at the field



Joe Board with his 4-Star



New member Rod Stauffer with his Striker.



Horizon's Brian Reed and some "hot" Heli flying!



A harrowing downwind takeoff by George Knight at the Open House.



Roger has to share his grill with a Robin's nest.



Parachute drop at the Open House



Old Glory waves over the PRCM field



Jon Dewey and daughter brave the cold for a club function.



Roger Wheeler, launching one of his many electrics.



John Hoelscher and his new Vanquish



One of my favorite Wilbur and Orville shots



Wilbur and Orville working on another project

