

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 <u>must</u> 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



Every now and then the editor gets it right when taking a photo. This is Jim Hogan's Albatross returning from a mission.



Here's a picture of pilot J.H. Wienerschnitzel flying low and slow over the Mossville countryside.



Finally, Herr Wienerschnitzel passes overhead for a "Gorgeous Flyby."

SPECIAL PROJECT



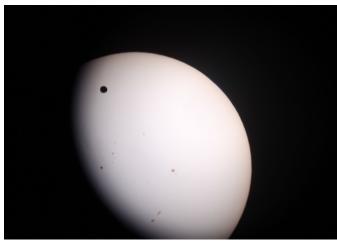
Check out this ME163 built by Steve Blessin. The photo taker, Jim White, says it's a beauty! Power is Evolution 61, fiberglass fuse and covered wings. Flight characteristics so far have not been great, but Steve is planning for another test flight on July 6.

Special Event



At last month's meeting Terry Beachler brought his telescope. It seems that every 100 years of so Venus passes in front of the sun. With special filters and Terry's telescope we could view this special event from our field. Peggy Sutter checks out the view while Nick Chumbley, Ron Pruess, John Hoelscher and Terry Beachler look on.





And here's what they were looking at! The big white ball is the sun, the little black ball in the upper left is Venus. The other marks are sun spots, areas of massive magnetic storms and (relatively) cooler temperatures.







Here we are, halfway through the year and we have had no reported injuries nor major safety violations. In fact, we have had no reports of mice kills by the lawn mower, no reported cuts which needed the first aid kit, no electric shocks from the juice bar no tails in the ceiling fan, and no slipping on peanut shells. Yes, I'd say we are having a good summer. You should

pat each other on the back. GOOD JOB!

If there are any issues, I'd say we still have some of our electric flyers launching behind the flight stands and not using the stands during flights. It would not hurt to move launches further out (say on the petromat) because we have had some take-offs which have causedt he lawn chair spectators to duck under their seats. Now that can really be scary!

Let's treat the electric airplanes with the same respect we use with large gas powered airplanes.

Careful in the heat.

See you in the lawn chairs!

jim 'Hollywood' Hogan



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In June the 4-Star Speed Challenge really fell off. In fact, I don't think there were any speed runs in June at all. I can't really understand why, it's a good way to get used to running the pylons in a low risk situation and you have a chance at winning some bucks. The next Speed Challenge will be Tuesday night, July 3.

As we all know, Terry Beachler "dumb thumbed" his airplane into the ground during a training run. It has now been repaired and ready to fly again. However, "The Green Weenie" isn't quite as green as it used to be.



The "Green Weenie" in new livery.

Another rebuild is Jon "Dew Drop" Dewey's racer. This, however, was not involved in a crash. During a training flight the ARF covering started to come off. Your humble editor offered to recover it and then Jon went wild with the graphics. Looks pretty nice!





Two examples of Jon's new graphics

And...now to June's "No Fear" Race Results! We had 10 racers which made for an exciting afternoon. Luckily, some very inclement weather stayed just to our south and we watched, high and dry, as numerous thunderstorms marched down the I-74 corridor.

Heat 1, Race 1:

Bob Wilson outdistanced the competition but was disqualified for an early start. Lang took the honors with Ferguson and Howard right behind.

Heat 1, Race 2:

Stegall's "Pod Man" couldn't get off the ground, leaving Imhoff and Hogan to finish, in that order.

Heat 1, Race 3:

In a very close race, Fassino's "Pink Flamingo" beat out Stedman and Dewey.

Ferguson 3, Imhoff 4, Fassino 4, Lang 4, Hogan 3, Stedman 3, Howard 2, Dewey 2, Wilson 0, Stegall 0

Heat 2, Race 1

Tommy "Cutter" Imhoff, flying extremely tough, edged out Stedman and Ferguson.

Heat 2, Race 2

Stegall, finally getting "Pod Man" into the air, flew too aggressively and was DQ'd for two pylon cuts. Fassino and Lang flew a solid race.

Heat 2, Race 3

Dew Drop, flying high, tried to sneak an early start, but was caught by the judges for a DQ. Wilson was 1st with Hogan and Howard right behind.

Imhoff 8, Fassino 8, Ferguson 5, Lang 7 Hogan 6, Stedman 6, Howard 4, Wilson 4, Dewey 2, Stegall 0

Heat 3, Race 1

Wilson won the race but only after the new guy Ferguson, flying "Fergosaurus Rex", gave him a tough go. Hogan was 3rd.

Heat 3, Race 2

Capitalizing on his string of bad luck, Stegall dropped out with engine problems. This quickly turned into a two man race as Howard was DQ'd for an early start. Imhoff was 1st and Stedman 2nd.

Heat 3, Race 3

Dewey's "Team Jon Dew", with the silly orange cockpit, won the race but was penalized one point for a pylon cut. Joe Lang's "The Great Languini" was a strong 2nd and Fassino a surprising 3rd.

Imhoff 12, Fassino 10, Ferguson 8, Lang 10, Stedman 9, Hogan 8, Wilson 8, Dewey 5, Howard 4, Stegall 0

Heat 4, Race 1

Ferguson, summing up all his "killer" instincts blasted out a win for this one. Stedman, flying low and fast, took 2nd while Stegall in "Pod Man" at 3rd put his first points on the board. Howard was 4th.

Heat 4, Race 2

In what is quickly becoming a grudge match, Lang, Dewey & Hogan finished in that order.

Heat 4, Race 3

In the ultimate "face off", Imhoff and Wilson went head to head in this race, switching leads after each turn. On the final turn Wilson was ahead but Tommy was able to pull more inertia out of the turn and crossed the finish line slightly ahead. Fassino DQ'd on the start.

Final Results:

Imhoff 16, Lang 14, Ferguson 12, Stedman 12, Wilson 11, Fassino 10, Hogan 10, Dewey 8, Howard 4, Stegall 2



Sadly, Tommy Imhoff captured the June Traveling Gold Medallion from Wilson.



Wearing the Gold Medallion, Tommy shows off his winning 4-Star

As we all know, the 4-Star is no longer available in ARF form. This is a real problem for our racing program because many are not willing to take the time to assemble a kit. So, we are investigating alternative aircraft for our event. There are two that are very exciting. In fact many clubs all over the country are flying them in pylon events very similar to ours. Check out www.mrrcs.org/racing.pdf

The two airplanes are the World Models Sky Raider MachII and the LA Racer. I ordered the Sky Raider and will have it at the Tuesday meeting.



The World Models Sky Raider MkII

Understand, these airplanes this will not replace the 4-Star but provide us with other racing options.

Finally, bring your racer to the meeting. We will be set up for the Speed Challenge. This is an exciting one airplane timed event that you can win some money at.

Bob Wilson





STREAMERS OVER MOSSVILLE

Saturday 6/30/12 was one of those days where we desperately needed rain and desperately needed to get in 3 heats of combat before the frogs became happy. Our previous two forays of combat each had 5 participants but we smashed that record when 11 contestants simultaneously launched for the first round of craziness. New to the combat scene were Tom Imhoff, Glen Howard, Peggy Sutter, and Scott Ferguson. In each of the three 4-minute heats, several ribbons of crepe paper broke during flight as a result of the damp and moist conditions that were characteristic of all flight times. Tom Imhoff shared first place honors for the day with Joe Board as each pilot was successful at cutting the ribbon of another competitor. Jim Fassino flew his new design of an almost indestructible pink foam flying wing. Jim tested out his theory of invincibility during his second flight when he Tboned Jim White's "Foaminator" design. White was the only competitor to launch vertically from the ground - aka space-shuttle mode. If there was an award for the most amount of laughter during combat, Glen Howard would have been the hands-down winner. During the last heat of the day, somebody cut Glen Howard's ribbon but would nobody own-up to this cropping/docking/chopping activity. YTD point standings are as follows: Bob Wilson 7, Jim White 6, Roger Wheeler 5, Joe Board 3, Tom Imhoff 3, Roger Stegall 3, Jim Fassino 2, and Scott Ferguson 1. It's still anybody's race for the Top Gun 2012 trophy because a single flight to cut 2 ribbons and fly the entire heat could rocket somebody with a ZERO score into 1st place. After the conclusion of combat, Roger Stegall flew his electric Raptor F22 using a 450-size pusher motor and an 18-amp speed control. Although popular opinion was the plane would be extremely tail heavy, the Raptor proved to be very stable and quite fast. Jim White immediately began taking club orders for additional Raptors. At last count, 6 more of these jet profiles were to be ordered. Charge those batteries and Say-No-To-Glow.

Roger 'Pod-Man' Stegall

OBITUARY

by Jon Dewey



4 Star 120 30cc gas 2008-2012

Mr. Four Star, of Dunlap, II passed away painfully at 9:42 a.m. on Saturday, June 16th at the PRCM flying field.

Four Star was conceived at the SIG MFG Co, INC and was assembled in Dunlap a little over four years ago. A short life, but a Good life.

Four Star was 65 inches long, a wing span of 81 inches and a impressive wing area of 1205 inches.

While on approach at the west end of the PRCM field, Four Star lost his right wing. Needing both wings to fly, Four Star immediately disappeared into the corn while his right wing gently fluttered to the ground. After a two day search and rescue, all pieces and parts were found except for his landing gear.

Four Star was laid to rest at the Peoria County land fill. Contributions in his memory may be made to Mr. Paul Besler.



Paul Besler in mourning

CLUB TRAINER by Jon Dewey

For those of you that do not know, our club trainer encountered a gravitational vortex during our Annual open house and it did not survive. Brian Burcar of Dynamic Balsa in Leonnore, Il witnessed the crash and offered us a replacement trainer from his hobby shop. Roger Stegall took a short road trip up to his shop to pick up our "new" trainer. After a little cleaning and a couple of small patches on the under side of the wing, Roger had it looking good and ready for the air.



Roger with the new club trainer

Roger brought the plane out to the field last week, put some fuel in it and it started right up. Jim White, Jim Fassino, Roger Stegall and myself were all test pilots. We ALL agreed, "IT FLIES LIKE A TRAINER"!



The trainer in flight

I would like to THANK Brian for providing us our "new" club trainer and radio system at NO COST. Thank You Brian. Please help support his hobby shop like he supports us.



The Triple Crown – Aviation Edition

It is that time of year that gets aviation enthusiasts excited with the first of three great events about to begin. AirVenture, better known simply as "Oshkosh", kicks off July 23, 2012 and runs until July 29, 2012. Wittman Regional Airport becomes the busiest airport in the world for the week. Some Oshkosh numbers include over 500,000 visitors from more than 60 countries and over 10,000 aircraft.

If you like aviation Oshkosh is the place to be in late July. While the daily airshows get much of the attention there is so much more to Oshkosh. There are thousands of seminars on subjects from riveting to covering aircraft to maintaining you WACO. There are manufacturer displays of anything and everything related to aviation. From antique to military to homebuilt to show airplanes there is something for everyone. There are nightly programs at theater in the Woods with the living legends of aviation and entertainment too. Can you see Oshkosh in a day, no...but it is better than not seeing it at all. Can you see it in a week, again no but what a great week.

If you are thinking of going to Oshkosh check out www.Airventure.org and start planning your trip. Our club is well represented each year.



Sean D Tucker at Oshkosh 2011

If Oshkosh is the Disney World of aviation then the Antique Aircraft Association Fly-In in Blakesburg, Iowa is more like a local fair. Running August 29, through September 3, 2012 this is the second of the Triple Crown events in our own back yard. This fly-in is often referred to as simply "Blakesburg." It is intimate and up close, non-commercial with down home fun. This is a member's only event but you can buy a membership when you arrive. The 1,890 foot grass North South runway is controlled by volunteers waiving red and green flags. No radios, most of the show planes don't have radios and there is not even a frequency published for communications.

One of the special events this year is the American Barnstormers Tour, they will be flying among others a1928 Travel Air 6000B, 1929 WACO ASO, 1931 Stinson JR-S, Bleriot Monoplane and a 1929 Stearman Model 4E. The field will be full of great antique airplanes. Some great airplanes are expected as this year features the commercial carriers of the late 1920's and the 1930's. A Stinson Model A Trimotor, and a Boeing Model 40 are expected to attend.

If you fly in with a "new" airplane, say one built after 1940, you can expect to park far from the action. This is an event for antique airplanes. Visit their site at www.antiqueairfield.com for more information.

And the third event of the Triple Crown, the National Stearman Fly-In, often referred to as simply "Galesburg" begins as Blakesburg ends. September 3 - 8, 2012 Galesburg comes to life with the sweet sound of lots of Stearman, often 100 or more. While Oshkosh and Blakesburg offer diversity, Galesburg does not. This event as the name suggests is all about Stearman. The Stearman (PT-13, PT-17, NS2S, Stearman 75 to name a few) entered production in 1934 and by the end of 1945 over 8,400 were built. Stearman Aircraft became a division of Boeing Aircraft Co and Boeing reports over 10,400 "Kaydet" models built, but this counts spare parts, lots of spare parts. While most of the airplanes were built by Boeing they are almost universally called simply Stearman. This was the airplane that taught the Greatest Generation how to fly.

There are daily fly-outs to places like Kewanee, Monmouth, and Burlington, Iowa. There are restoration seminars and daily flying contests. A Stearman Aerobatic Contest is held at the Monmouth airport. The event ends on Sunday with the Lions Club breakfast. For more information visit www.stearmanflyin.com and plan your trip to Galesburg.

So there you have it, the Triple Crown of aviation, Oshkosh, Blakesburg and Galesburg. And it's right here in our own backyard. Bring your camera; take some pictures to share with the club.

Jim Fassino



THE "PREZ"

June 30th, sitting at the field, watching a big storm roll in and hoping it gets out of here very quickly – it's racing and combat Saturday! Having missed last month's racing, I'm chomping at the bit to for a little competition. But, as it rains...

There have been a number of improvements going on at the field over the last couple of months. Safety cages for racing and a new PA system have already been installed. Not too far behind are a new flagpole and an extension of the petromat runway. As these improvements have been made and announced, I have been approached by several members with additional ideas, concerns with current plans, wondering why more were not consulted, etc. The answer to all of these questions is the same: All of these items have been discussed and approved at one of our monthly club meetings. This is the forum for us to discuss and vote on all of these items. We typically get 10-15 people at our meetings in the summer and average a few less during the

winter months. It would be fantastic if we could get significantly more to attend! As with many clubs, there is a core of our membership that is present for just about every meeting and also carries a significant portion of the load in maintaining our facility and handling club business. Based on the few discussions I have had over the last couple of months, I know there is a lot of energy for even more ideas and participation. However, the only way to get those ideas on the table and in front of our membership is to attend the club meetings! Please try to attend the club meetings, get_ involved and make a great club and facility even better!! The next meeting is at 7:00PM on Tuesday, July 3rd, at the field.

OK, enough of that – skies are clear and it's time to go racing...

A few hours later.... An absolutely fantastic day of racing and combat. had 10 racers and 11 combatants, and the weather held off just long enough to get both events in. After a few rounds, the racing has gotten very competitive and fun. As the pilots involved in the racing have gotten a little more stick time, the competition is definitely heading up. A lot of very close racing today, continual lead changes – and no crashes! If you have not had a chance to come out and see the racing, try to get out next time. It is a lot of fun to watch.... and even more fun to fly! Come on out and catch the racing and combat bug!





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AMELIA



Dear Amelia

I am an old history-buff and have been following WWII battles. One question has plagued me for many years. When I have seen films of Japanese Kamikaze pilots entering their aircraft, they always seem to be wearing their helmets. Is there some kind of perverted reason that an aviator who intends to splatter himself like exploding paintball will wear a helmet for protection during such radical missions? Sincerely,

Following Aviator Radical Tactics (FART)

Dear Old FART,

After extensive research and several calls to the Kamikaze Union of Doom. I have been informed that the reason many Japanese Kamikaze wore helmets was so they could get better rates on their life insurance. The wearing of a parachute and shoulder harness would further reduce premiums if pilots opted for the \$40,000 deductible on their A6M Zeros. Additional insurance riders were available to cover damage from 50-caliber bullet holes and the occasional loss of a wing. Many veteran Kamikaze pilots drank too much wine prior to their sortie and couldn't find a target on the water bigger than a row-boat. History has proven that the wearing of a leather helmet prior to a mission was not nearly as important as having a propeller on the front of your plane. If any Kamikaze pilots are still active today, I would venture to guess they're driving a cab in Chicago.

Sincerely,

Amelia Airhead, a believer in head protection

Editor: Don't forget the meeting on July 3rd!

