



PARTICULARS

AMA Charter 331

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EDITOR: Bob "The Great Wilsoni" Wilson
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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(S) OF THE MONTH



Look at all the Cubs!



More Cubs!



A close up.

Jim Fassino provided us with these cool pictures from Oshkosh. This year was dedicated to the J3 Piper Cub and from the looks of it, a whole bunch showed up.

FROM THE PREZ

Anyone wishing for nice hot weather – July was your month! I have not had much time to fly in July, but based on our sign-in log, the field got a good amount of use even with the very warm weather.

The few times I have been able to fly over the past month have all revolved around racing. The racing, speed challenge, and combat events continue to be a lot of fun and there is a good number of members out flying and or watching these events. This is great to see and we hope to see even more. Both the combat and racing are getting more competitive as the year goes. I know I spend a lot of time in the newsletters talking about these events, but they really are building quite a bit of excitement and participation. It has me wondering... What else could we do along these lines? Dawn patrol and/or war-bird Saturdays is one idea I have heard. A few more “themed” events on our schedule would be a great way to get even more members out on a regular basis. These intra-club events are fun, great ways to get more involved, and do not take a lot of work. If you have any ideas or would be willing to help with any additional events let us know.

Even though July was a month with little flying for me, I did finally have time to maiden my Aeroworks Yak last week. There was no one to take pictures at the time, so here is a picture taken after the first flight. This airplane replaces the one badly damaged when I dorked a crosswind landing at our open-house in May. It flew flawlessly and has been in the air a couple of times since. Nice to have a gasser flying again!

A bit of not so good news... We have had a few issues with night visitors at the field leaving garbage and in one case, doing significant damage to the port-a-potty, apparently with an M80 or something similar. We are working with the park district to monitor things more closely.

We have not had many issues before and I am convinced this is probably the work of only one or a few.



Joe Lang's new Aeroworks Yak

The damage to the port-a-potty occurred in early July and thankfully, we have had nothing major since. However, if you do notice any additional damage or garbage that has been left, please let me or one of the officers know immediately. We will make sure that the Park District Police are notified. Additionally, if you do happen to observe any suspicious activity, please call the Park District Police directly. The number is posted at the field.

Finally, as July wraps up, we do have a couple of events in the future to keep in mind. The Fat-Lake Pattern meet is scheduled for August 18th and 19th and don't forget our family day on September 15th. Also, our next club meeting is scheduled for Tuesday, August 7th at 7:00PM at the field. Hope to see you there!

Joe Lang





THE SAFETY OFFICER SPEAKS



This club is very competitive which keeps it active, vital and a pleasure to belong. This year, we are seeing strong followings for combat, 4-Star racing and the Speed Challenge.

However, in the heat of being competitive, we seem to be throwing safety, at the field and on the flight line, out the window. There is no reason for anyone to be deliberately on the field while planes are overhead. Chasing a downed airplane after calling your intentions is one thing, but standing in the field while flying high speed passes over head is another. In the case of failure of the airplane or pilot error, the person on the field is very vulnerable. When you see safety violations, it is every member's duty to point them out.

A big THANK YOU to Jon Dewey who brought Klondike Bars to last months racing week-end. He said it was his pleasure, but we wonder if he was feeling guilty about some offense nobody knew about.

Careful in the heat! See you in the lawn chairs.

Jim Hogan

Editor's Note:

In the above article, Jim is not being overly cautious. During the last "Speed Challenge" the racers were radar clocked at 90 mph. That's fast, and even a little airplane like the 4-Star could do a bunch of physical damage. So, stay behind the pilot line and fly safe!



In July, Joe Lang put the hammer down and is now the leader in the "Speed Challenge". His blistering 1 minute 16.74 seconds beat the previous record held by "The Great Wilson" by almost 1 second. Congratulations Joe!

2012 PRCM "NO FEAR" SPEED CHALLENGE							
		MPH Speed Factor		3895.41			
CONTESTANT	AIRPLANE	DATE	8 LAP TIME		TOTAL SECONDS	SPEED IN MPH	RESULT
			MINUTES	SECONDS			
Bob Wilson	The Great Wilson	04/21/12	1	17.55	77.5500	50.2309	RECORD
Joe Lang	Fantastic Linguini	04/21/12	1	22.9	82.9000	46.9893	
John Hoelscher	Pamela	05/01/12	1	47.6	107.6000	36.2027	
Jon Dewey	Orange Crush	05/01/12	1	51.05	111.0500	35.0780	
Joe Lang	Fantastic Linguini	05/01/12	1	37.7	97.7000	39.8711	
Bob Wilson	The Great Wilson	05/01/12	1	26.2	86.2000	45.1904	
Jim Fassano	Old Yeller	05/05/12	1				DNF
Jim Fassano	Old Yeller	05/05/12	1	27.6	87.6000	44.4682	
Joe Lang	Fantastic Linguini	07/14/12	1	24.22	84.2200	46.2528	
Don Stedman		07/14/12	1	32.56	92.5600	42.0852	
Joe Lang	Fantastic Linguini	07/14/12	1	21.1	81.1000	48.0322	
Bob Wilson	Sky Raider	07/14/12	1				
Joe Lang	Fantastic Linguini	07/14/12	1	16.74	76.7400	50.7611	DQ RECORD
Bob Wilson	The Great Wilson	07/14/12	1	19.12	79.1200	49.2342	
Bob Wilson	Sky Raider	07/14/12	1	19.3	79.3000	49.1224	

Speed Challenge Score Sheet

Now for Pylon Racing! A total of 10 fliers competed in the July "No Fear" Pylon Racing contest. Here is the play by play.



The beginning of "No Fear" race day.

Heat 1, Race 1:

At the start of July's event, Roger "Pod Man" Stegall went up against Jon "Dew Drop"

Dewey and Joe “Stitch” Lang.

“Stitch” was feeling big and bad after taking over the lead in the 4-Star Speed Challenge earlier this month. “Pod Man”, however, handed Lang his lunch, and crossed the finish line first while flying his back up airplane, “Bad Boy”. What about the other guy? “Dew Drop”, trying to ace out the competition, crossed the start line early and pulled a DQ.

Heat 1, Race 2:

“Smoking” Jimmy Fassino roared across the finish line first, just ahead of Joe “Klondike” Board while “Gorgeous” George Knight nailed down 3rd place. Unfortunately, Jim tried to sneak one on the Gipper and was penalized with a pylon cut.

Heat 1, Race 3:

This was a two man race and Don “Snappy” Stedman went after the reigning champion Tommy “Cutter” Imhoff with a vengeance. He didn't have the horses in this race, however, and “Cutter” crossed the finish line first. “Cutter”, living up to his name, cut a pylon and was penalized. Both ended up with 3 points.

Heat 1, Race 4:

The final race in heat 1 pitted “Hollywood” Hogan against “The Great Wilsoni”. This was also a two man race. With the sonic boom audible in downtown Chillicothe, Wilsoni's red and yellow 4-Star passed through the finish line in first place, leaving the trembling crowd in shock and awe. “Hollywood” Hogan, flying behind in the super heated air, finished second.

Wilson 4, Stegall 4, Imhoff 3, Fassino 3, Lang 3, Stedman 3, Board 3, Hogan 3, Knight 2, Dewey 0

Heat 2, Race 1

This two man race was a real yawner! Both “Smoking” Jimmy Fassino and “Stitch” Lang DQ'd on the start and were called down.

Heat 2, Race 2

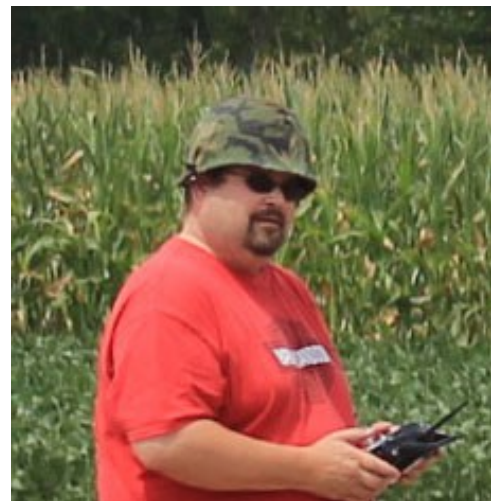
Here in race two, it was “Gorgeous” George Knight's turn to take on the indestructible Tommy Imhoff in a two man race. Tommy, never one to take pity on an opponent, ground poor George down and finished first. “Gorgeous” George, to his credit, hung in there and eventually finished 2nd.

Heat 2, Race 3

The crowd still abuzz from “the Great Wilsoni's” last performance got to see the Skooby-do piloted 4-Star finish first once again. Unsettling, however was “Snappy” Stedman's 4-Star right on Wilsoni's tail to take 2nd place. “Pod Man”, flying high cover, took 3rd.

Heat 2, Race 4

This was a 3-man race and “Klondike” Joe Board really showed his stuff, taking first place in good order. Behind him, flying a solid race was “Hollywood Hogan” to take 2nd place.



Could this helmet be putting undo pressure on Dewey's “brain”??

Perfecting his “DQ” routine, “Dew Drop” Dewey had two pylon cuts and received a big goose egg. There is talk that his goofy helmet is too heavy and may be effecting his hand-eye coordination.

Wilson 8, Imhoff 7, Board 7, Hogan 6, Stegall 6, Stedman 6, Knight 5, Fassino 3, Lang 3, Dewey 0

Heat 3, Race 1

Now it was “Stitch” Lang's turn to take on the God-like Imhoff. Fortunately for Tommy, Joe is struggling and in a major slump. His flame burned brightest at the 4-Star Challenge a couple of weeks ago. Now the flame is barely a puff of smoke. “Cutter” defeated him easily coasting in for the win. Joe’s pylon turns took in acres of unnecessary cropland and there is rumors he was sighted over Chillicothe.



Tommy and Joe Lang turning on the left pylon

Heat 3, Race 2

Oh the humanity! “The Great Wilsoni”, unable to control the raw speed of his aircraft, crossed the start line a microsecond too early. In this 3-man race, “Pod Man” Stegall also DQ'ed on the start, leaving an easy win for “Gorgeous” George Knight who cut his throttle and profiled around the course.

Heat 3, Race 3

In this 3-man race, a conservative flying “Dew Drop” Dewey hung in there for third place, hopefully breaking the “DQ” jinx. In the meantime, “Klondike” Board and “Snappy” Stedman had a real Donnybrook with Board winning in a thriller.

Heat 3, Race 4

The colorful “Pink Flamingo” 4-Star of “smoking” Jimmy Fassino finally got on track in this 2-man race with “Hollywood” Hogan.

Fassino finished first and Hogan a solid second.

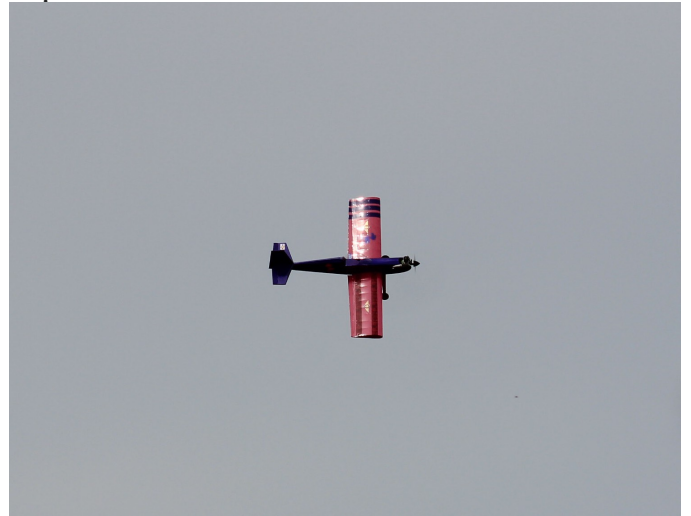
Imhoff 11, Board 11, Hogan 9, Stedman 9, Knight 9, Wilson 8, Fassino 7, Stegall 6, Lang 6, Dewey 2

Heat 4, Race 1

Here we go, the last heat. For the first race we have a real barn-burner...Lang, Knight and Stedman. With a great start “Snappy” immediately took control and never let go. “Gorgeous” George was close, but not “that” close for 2nd place. “Stitch” Lang continued to fight demons and came in 3rd.

Heat 4, Race 2

Just as we thought that “Dew Drop” was getting his stuff together he bombs on another false start. Maybe there is something to that heavy helmet he's wearing. The other two racers slogged it out with “Smoking” Jimmy giving his best performance of the day for 1st place. “Hollywood” Hogan hung in there for 2nd place.



Jim Fassino's “Pink Flamingo” on the straightaway.

Heat 4, Race 3

The omnipotent Imhoff had to pay the piper; for now, he faced “The Great Wilsoni”. No more rookies, no more invalids, no more spazmolians - this is the real thing. This is truly a grudge match!

The start is fairly even with Imhoff slightly

ahead. For several turns the lead changes back and forth until the 5th lap when Imhoff makes the big choke and goes wide around the right pylon. By the time he recovers, Wilsoni is on his way to first place. "Cutter" even tries an intentional cut in the last lap to shorten the distance. It does him no good. Wilsoni wins in a blaze of glory! Imhoff rejoins the mortals, but he's still an awful good racer!

Heat 4, Race 4

The final race. "Klondike Joe" and "Pod Man". Trouble is, Joe was caught imitating Jon Dewey and is DQ'd for a false start. "Pod Man" cruises to an easy four points.

Final Results:

Imhoff 13, Stedman 13, Wilson 12, Hogan 12, Knight 12,
Board 11, Fassino 11, Stegall 10, Lang 8, Dewey 2

A tie! Imhoff and Stedman go "*mano a mano*" in a face-off to determine the victor. It's an exciting start and the first two laps are close, but Tommy takes control and outdistances Don to maintain his championship status for the second month in a row.

Tie Breaker Results:

Imhoff 17, Stedman 16, Wilson 12, Hogan 12, Knight 12,
Board 11, Fassino 11, Stegall 10, Lang 8, Dewey 2

A few of our racers were notably absent from the July competition. Let's have everyone show up for the August 25 competition, and don't forget the "Speed Challenge" on August 11.



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Congratulations Tommy!

Bob Wilson



STREAMERS OVER MOSSVILLE

Saturday 7/28/12 was a welcome break to the four previous combat events that began or ended with rain. The dry conditions caused no streamers to prematurely break in the air because of accumulated moisture. Reference the combat chart showing YTD scores for each of the five events flown this year. Jim White, our member with easily the most air-time flying a combat wing has proven that practice makes perfect - or at least makes better than everybody else.



A combat wing streaks across the sky dragging a decapitated streamer.

Tom Imhoff has been the most proficient contestant as he has amassed 8 points while participating in only two of five events. If you thought combat could be boring, you obviously missed the last heat of the day that saw 2 different ribbon cuts, two mid air collisions and one failed battery. When the dust, foam and propeller particles had settled, only Tom Imhoff remained in the air and his battery was hanging precariously below his plane as if it too were trying to escape the carnage. Amazingly, all airframes from that flight could be airworthy again with some properly applied hot-melt glue and a new propeller or two. Stay tuned because at last count, Jim Fassino, Jim White, Brian Chumley, Paul Basler and Glen Howard have purchased F22 Raptors. Roger Stegall has fitted one of his Raptors with a 64mm ducted fan that spins the fan at 53,000 RPMs on a fully charged 3S Lipo. The day ended when Jim Fassino flew his 4' X 8' foam wing (nicknamed "Pink Overcast") to video tape two Four Star 40s on the pylon course.

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Jim's monster wing is constructed of 2" thick foam and was configured with a large electric motor (equivalent to a 110-size glow motor) running on a 120-amp electronic speed control. For even more over-kill on power, Jim plans to fly his huge chunk of insulation with a 160-size motor. If you haven't yet tried combat, why not visit a construction site because you could likely find a bunch of discarded foam suitable to pull a streamer over our burnt field of dreams.

Roger "Pod-Man" Stegall



Electric News from AirVenture 2012

The worlds of model aircraft and full scale aircraft are merging on several fronts. There were more drones on display this year at Oshkosh and their size ranged from the very small to very large. A second area of RC and full scale merging is that of electric flight. This year there were 4 examples I saw of electric flight. The Electraflyer Trike is an electric powered version of an ultralight trike with a Stratus wing. The 247 pound aircraft can fly for up to 2 hours on a 5.6 kWh battery system. The 26 pound motor develops 18 horsepower at cruise and produces up to 155 pounds of thrust. A complete system sells for about \$19,000. ElectraFlyer-X was unveiled this year and it is an electric powered motor glider. All up weight is 245 pounds with a 20 horsepower electric motor and batteries for over 2 hours. This looks like a small glider and is made of the same materials we use in our models; foam, epoxy, carbon fiber and Kevlar. The airplane has spoilers and a 24 mph stall speed. It is ready to fly for \$59,000.

The ElectraFlyer-C is an all metal Moni Motor Glider that has been converted into an electric powered flyer. It has been available for sale since 2009 and has a maximum take-off weight of 625 pounds with 245 pounds of useful load.

The most interesting airplane was the eLazair built and flown by Dale Kramer. You can read his story about building, testing and flying the electric airplane on RC Groups, that's right his blog is on RC Groups! Here is the link.

<http://www.rcgroups.com/forums/showthread.php?t=1412424>



The eLazair

This project starts with 96 Zippy 5000 mAh cells arranged in 6 packs of 16s4p each! You know this is going to be good.

Can you imagine the excitement of having 78 pounds of lithium-polymer batteries powering you through the sky? Electric flight is here and growing fast.

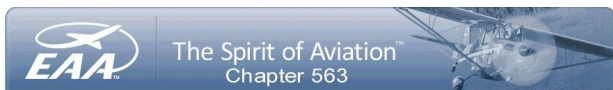
Jim Fassino

THE VEEP SPEAKS

July 2012 marked the 70th anniversary of the United States finding the "greatest prize of the Pacific war". An intact flyable Mitsubishi A6M Zero. The month before the Zero was found, it was shot down by U.S. ground fire during the Battle of Midway. Yes, I know Midway island is in the middle of the Pacific Ocean (that is why it is named "Midway") and Akutan is an island in the Aleutians. In the beginning days of the Battle, the Japanese bombed Dutch Harbor as a diversion to draw our carriers away from Hawaiian waters to defend the U.S. west coast.



On June 4th 1942, while bombing Dutch Harbor the Zero's return oil line was severed by a .50 caliber machine gun round. The pilot reduced power and flew the wounded aircraft 25 miles east of Dutch Harbor to the emergency landing area where a submarine was waiting. The pilot and his two wing men believed the ground beneath the grass was firm enough for a wheels down landing. However it was muddy wet tundra. The Zero's landing gear dug into the wet tundra flipping over and killed the 19 year old pilot on impact. Notknowing the fate of their buddy, the two wing men did not strafe and destroy the Zero as ordered, leaving it intact with minor damage. The plane sat upside down in the muddy grass for a month until it was spotted by a lost American PBY Catalina trying to find Dutch Harbor.



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



The Zero was soon recovered from the tundra, repaired and repainted with U.S markings and put in the air with an American test pilot at the controls. During the flight tests it became apparent that the ailerons froze up at speeds above 200 knots causing a slow forced roll, it was easier to roll left than right. Also, its engine cut out under negative acceleration due to its float type carburetor. With this new performance information and the fact that the Zero did not have amour or self sealing fuel tanks, new tactics were soon sent the men of the US fleet. Soon the "superior" Japanese Zero began dropping out of the air all over the Pacific Theater. In the near future, if you witness Jim Hogan's Zero in a high speed 4 G negative dive, with the engine running at full throttle, rolling right as easy as it rolls left, with a big shi- eating grin on his face! then we will all know for sure, it is not a 1939 Type 0 model 21 Mitsubishi A6M Zero but instead it is just an ARF!

Jon Dewey

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AMELIA

Dear Amelia

Our flying club has had a resurgence of interest in combat flying but a recent contest has caused contentions between two of our members concerning who T-boned who. This heated debate of who was the original smiter is tugging at the very fabric of our foamy flying things. During the contest, a flying wing from one contestant, whom I will refer to as "Snow," came into contact with a pink foamy wing flown by our most famous "Bean Counter" (another alias). Mr. Snow is adamant his forsaken

"Foaminator" was minding its own business when "Beanie" smacked the center of his wing and removed a chunk of foam large enough to choke a yak. Bean-Man is equally adamant that Mr. Snow did not signal his intention to abruptly turn to final without first obtaining permission from the slumbering ATC. I would like to know who is at fault so a special note of condolences can be sent to the innocent flier.

Sincerely

Seeking T-Bone Justice

Dear Mr. Justice

Ahhhhhhhhh, there have been many a contentious argument concerning who boned whom. Your contest director should have taken statements

from each competitor so each argument could be properly documented. Physical evidence, pictures and 2 "Wheaties" box-tops should have been sent to the NTSB for a proper decision. In light of this lack of evidence and box-tops, I have consulted your contest director for a ruling.

After much thought and a couple of beers, your director has ruled that "Beanie" was the instigator of this unsolicited contact. The very essence of a T-bone crash is that some poor sole is struck at high speed in the mid-section by an aggressor. Mt. Snow's donut-wing shape is proof positive that pending litigation's for foam restitution should be addressed to your local banker.

Sincerely,

Amelia Airhead - Your Expert in Unsolicited Contact

Dear Amelia

Upon visiting the flying field this week, I discovered a horror of horrors. Yes, that's right - when I took a good deep breath of fresh air before entering that Tupperware portable toilet, I discovered that many of the lumps of undigested colon particles were all over the walls, ceiling and floor of the cubicle. I'm not a person with a squeamish stomach but I just about added my own undigested food particles to the spray buffet within that one-seat amphitheater. I would like to know how such a gross eruption of fluids could occur outside the confines of Yellowstone Park.

Sincerely,

Seeking the bare facts - Mr. Mortified

Dear Morty,

Your up-close and personal discovery reminds me of when our local "honey wagon" accidentally got their pump suck in reverse. I never realized those pumps had so much pressure. I doubt the Golden Chorale will ever be the same. I have seen plenty of disgusting things in my day but the graphic image you have given my theatre-of-the-mind makes me want to

have the ushers empty the theater. There are only two plausible conditions that can account for your discovery. (1) It's possible one of your club members had a massive flatulation while simultaneously seated and smoking -- or (2) some moron who couldn't get his grade-school volcano to erupt has over-compensated. You will need to check the backside of your smoking members for burnt hairs, if you wish to rule out the first possibility. If this mess was the result of vandalism, it might be profitable to have the police interview the duo who recently tipped over 200 grave stones. To be safe, I would suggest you contact your Safety Officer and have a no-smoking sign posted on the door of that plastic cubicle.

Sincerely,

Amelia Airhead - occasionally known for massive eruptions

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CLUB PHOTOS



Jim Fassino took this dandy shot at Oshkosh of John Mohr's Stearman on an upline.



Jim's latest electric creation "Little Pinky".



Here's a photo of Jim trying to fit his "Little Pinky" into the back of his van.



Here is a photo of Steve Blessin's new creation – a flapping wing ornithopter.



Jim Fassino helps new member Ron Pruess on the maiden flight of his Hellcat.



Ron's Hellcat on a mission



Jim Hogan assembling his zero.



Sessions such as this are real momentum drains at the field and must be avoided.



Roger Stegal profiling with his new Yak



If you look closely Pinky's engine is smoking as it heads west over our field. Jim declared an emergency and landed without incident

The next scheduled Challenge & combat event will be Saturday August 11th at 9 AM.

The Fat Lake pattern Rendezvous is August 18 & 19.

The next scheduled "No Fear" pylon race is August 25.

