



PHOTO(S) OF THE MONTH

PARTICULARS

AMA Charter 331

Website: peoriarcmodelers.com

PRESIDENT: Joe "The Fantastic Languini" Lang
joe.a.lang@comcast.net

VICE PRESIDENT: Jon "Dew Drop" Dewey
dew6483@yahoo.com

SEC/TREAS & FACEBOOK: Phone: (309) 361-6828, Fassino@me.com

SAFETY: Jim "Hollywood" Hogan
 Phone: (309) 370-6901, wildblue62@gmail.com

WEBMASTER: Terry "The Flamer" Beachler
 (309) 696-0035, terry@beachlers.com

MAINTENANCE & GROUNDS
 Roger "Pod Man" Stegall
 (309) 857-6681, rogerstegall@hotmail.com

EDITOR: Bob "The Great Wilsoni" 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).

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.



****SEE THE COMMENT ON
 INDOOR FLYING – LAST
 PAGE****

WHY WOULD ANYONE WANT TO JUMP OUT OF A PERFECTLY GOOD BALLOON?

Well, Austrian Felix Baumgartner did, and in the process broke several records. Most notably the high altitude parachute jump record set by Air Force Colonel Joe Kittinger back in 1960. At that time Kittinger jumped from 102,800 feet and achieved a free fall speed of 614 mph. For this Kittinger was awarded his 2nd Distinguished Flying Cross by President Dwight D. Eisenhower.

Baumgartner, representing Red Bull Enterprises, jumped from a height of 128,100 feet and achieved a free fall speed of 833.9 mph or 1.24 Mach.

You know, this took almost as much guts as flying in our “No Fear” Pylon races!

Our congratulations to Felix Baumgartner.



Heat 1, Race 1:

Knight, Hogan, Stegall.

Stegall set up for a big, big start advantage but roared across the start line a tad early and a race DQ (and that's not Dairy Queen). “Gorgeous George” Knight put the hammer down and burned Hollywood-Hogan who came in 2nd.



Heat 1, Race 2:

Fassino, Dewey, Imhoff.

Tommy “Cutter” Imhoff had engine problems and barely got into the air at the race start. He was never able to make up the bad start and finished 3rd behind an unrelenting “Smokin” Jimmy Fassino and “Dew Drop” Dewey.

Heat 1, Race 3:

Wilson, Lang.

After a good start for both contestants, “The Great Wilsoni” continued to pull away from a struggling “Fantastic Languini”

Heat 2, Race 1:

Knight, Dewey

“Dew Drop” was in the process of giving “Gorgeous George” a racing lesson when he had a glow plug failure on the 7th lap. Try as he might, “Dew Drop” couldn't make the last pylon and landed dead stick. This resulted in a DQ which gave George an early Christmas present and 1st place.

Heat 2, Race 2:

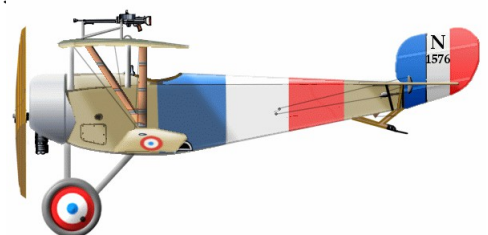
Wilson, Fassino, Stegall

“The Great Wilsoni” bagged another 1st place while “Smoking Jimmy” Fassino and “Pod Man” Stegall concentrated on cutting pylons. Stegall cut 3 and was DQ'd... again! “Smokin Jimmy” cut one pylon but stayed in the race for 2nd place.

Heat 2, Race 3:

Imhoff, Lang, Hogan

“Cutter” Imhoff seemed to get his engine problems under control in this race and finished first with one cut. Luckily, second place finisher “The Fantastic Languini” also had one cut. Hollywood-Hogan decided to fly the scenic route in this race and came in a way-distant 3rd



Heat 3, Race 1:

Wilson, Knight, Stegall

“Pod Man” demonstrated that he can fly in a race without DQ'ing and finished a strong third behind winner Wilson and “Gorgeous George” Knight.

Heat 3, Race 2:

Imhoff, Hogan, Fassino

Rising to a new level of competition “Smokin Jimmy” let it all out in this battle with Imhoff. Unfortunately, his first place finish was negated by two pylon cuts. With this “Cutter” Imhoff finished 1st and “Hollywood-Hogan” 2nd.

Heat 3, Race 3:

Lang, Dewey

This was a real yawner and scored as a tie. Although “Dew Drop” finished a surprising 1st ahead of a “Languishing Languini” he cut one pylon. The result – both competitors got 3 points.

Heat 4, Race 1:

Lang, Knight, Fassino

Oh, the humanity! An otherwise perfect season came to an end when “Gorgeous George” and “Smokin Jimmy” tried to occupy the same air space at the same time. What resulted was the most spectacular midair collision seen in quite a while. Not sure who hit who (it depends on who you talk with) but Fassino's shredded *Pink Flamingo* dropped like a rock while George's *Dreamsickle* maintained its inertia and impacted well to the west of the field.

As a result, “The Fantastic Languini” throttled back and claimed an easy 1st place with no challengers.



The clean-up crew in action after the infamous Fassino-Knight collision of 2012.



The decapitated tail section of Jim Fassino's *Pink Flamingo*



“Gorgeous George” Knight and the remains of his racer, *Dreamsickle*.

AllmondAviation
Learn To Fly Here!  L.L.C.

Adama Allmond
Flight Instructor / Professional Pilot

www.allmondaviation.com
allmondaviation@gmail.com

Peoria, IL
Cell 309.258.1459

Heat 4, Race 2:

Dewey, Hogan, Stegall

With everyone in a dither about the previous mid-air, "Dew Drop" Dewey snuck in a win against 2nd place finisher Hogan and 3rd place finisher "Pod Man" Stegall.

Heat 4, Race 3:

Wilson, Imhoff

In this, the final race of the 2012 season, the two "bad boys" squared off. For the first 4-5 laps it was anyone's race with "Cutter" and "The Great Wilsoni" frequently trading leads. In lap six, however, Tommy suddenly fell off the pace and was not able to regain a threatening position. "The Great Wilsoni" won by ½ lap.

October Race Result Totals

Wilson	16
Lang	12
Imhoff	11
Knight	11
Dewey	10
Hogan	10
Fassino	6
Stegall	4

At the end of this newsletter I will sum up the 2012 race results.

Bob Wilson

THE VEEP SPEAKS

A good friend of mine recently gave me a .40 size German Eindecker that is about 80% completed. After I picked it up, I was sitting at the River Beach Pub telling Colonel "Jim" Hogan about the new addition to my fleet, while enjoying a nice tall glass of Erdinger. I know I

have been called Sergeant Schultz at our 4-star 40 races, but I have never claimed to be able to speak German, IN FACT: "I know Nothing!"



The two German words intrigued me, what do they mean? As I began researching the two words, the similarities surprised me. For example, the Folker Eindecker was the first fighter plane to use a synchronization gear for the machine gun. If you look at the "business" end of the machine gun and the cowl of the aircraft, you will notice they are both round. The "business" end of a bottle or a glass of Erdinger is also round.



The Eindecker had a gravity tank which had to be constantly filled by hand pumping fuel from the main tank which was mounted behind the pilot. The pilot had to pump fuel from the larger tank to the smaller one up to eight times per hour. Sounds a lot like Brenda filling a 24oz glass of Erdinger from the main keg at the River Beach Pub. I know I can have her fill my tank up to eight times an hour.



Erdinger is a premium German wheat beer. It was established in 1886, pre World War I. The German Eindecker is also pre World War I. If I ever have to make a dead stick landing and I can make it back to the runway, I hope to land softly in the wheat that sometimes surrounds our flying field.

A tall cold glass of Erdinger is served with a lemon wedge. During World War I, Eindecker pilots would suck on a lemon wedge during flight to keep the taste of gun powder and engine oil out of their mouths.

After a grueling flight in their open cockpit Eindecker (meaning: mono plane or one deck), I am sure many German pilots enjoyed a nice stein of Erdinger after landing. After a successful maiden flight with my .40 size Eindecker, I will treat any and all witness, friend and foe alike, to a nice cold glass of Erdinger at the River Beach Pub. Coming to the PRCM field in spring of 2013.

Jon Dewey

Editors Note: Let's hope his promise for a cold glass of Erdinger holds up better than buying Klondike bars for every time he flies over the pilot stations!



THE SAFETY OFFICER SPEAKS



The outdoor flying season is fast coming to an end. We have had a very safe summer, no trips to the hospital, and little if any use of the first aid kit. We had the usual "Klondikes", which nobody paid, and a few 'Runway incursions' by people on foot. But, we are all safe and no

bloody rags or fingers were found at the field.

Now comes the indoor flying season. It seems to me most of the rules we follow outdoors sort of get put on the side. Because we laterally stand right on the flight line, we have to be more aware of what is going on around us. Granted, a foamy is not flying as fast as a Four Star 40, but a hit in the face or eye can be serious. Here are some suggestions for flying indoors:

-If you are not flying and get into a conversation, stand facing the flight line to minimize the chances of getting hit.

-Don't fly over people deliberately, call "heads up" if you can't help fly over the flight-line.
- Fly only when your class of airplane is called, Don't fly micros if racing is taking place or standard foamies when micros are flying.

- And, my pet peeve, CALL YOUR INTENTIONS, "On the Field", "Heads Up" or "anybody got some accelerator"?

Be safe.

Jim 'Hollywood' Hogan

STORE HOURS:

Mon - Fri	: 11:00 AM - 6:30 PM
Sat	: 9:00 AM - 5:00 PM
Sun	: Closed

COME IN AND SEE US!

SCOTT & TONI
cell: (309)-208-3932





DEAR AMELIA

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,

I have recently heard a lot of concern that the Mayan calendar has predicted the end of the world to be December 21st this year. The thought of not being able to fly most of the indoor season is giving me the willies. I would like to know your opinion of how I should prepare for the eventuality my hobby supplier will no longer ship me boxes of goodies in exchange for a series of numbers from a plastic card. If this world is really going to suffer some

unexpected "dirt nap" I want to take advantage of the remaining flight time yet available.

Sincerely,

Seeking an advantage

Dear Advantage Seeker,

It's true that Mayan politicians, participating in debates several thousand years ago, promised their constituents checkout delays at Wal-Mart would immediately cease on December 22nd 2012. Many prognosticators do not put much faith in this long range prediction because these same Mayan's gave no mention to the great opportunity of purchasing Apple stock in its infancy. Seven-day weather predictions are seldom more accurate than the probability of finding a used condom in the Pope-mobile. I can't imagine the combined uncertainty of predicting a cataclysmic event so far into the future. My mom always told me that it was better to be safe than sorry. Based upon this age-old wisdom I would suggest several prudent actions: (1) No longer purchase the 45-minute epoxy if the 5-minute stuff is available. (2) Forget extended warranties unless they can be transferred to other planets/civilizations. (3) This is one time it's OK for you to wish you were a cock roach. And finally -- (4) make sure you have a clean set of underwear saved for the 21st.

Sincerely,

Amelia Airhead - an underwear saver for several years

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!

Sign up for our weekly RC email specials the next time you visit a store location! Sign up forms are located in the stores.

Computer service, upgrades, repairs, parts & cables.

Friendly & Helpful Service. Fast.

Computer Deli

Mon-Sat 10-7, Sun 12-5

www.computerdeli.com

Bloomington: 1306 E. Empire St 309-661-8266

Champaign: 39 E. Marketview Dr 217-398-4000

Peoria: 4615 N. Sheridan 309-692-4100

Springfield: 2922 Constitution Dr 217-726-7100

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

Dear Amelia,

I have noticed at our club meetings a couple of senior members laughing and joking as club business is being conducted. Most strange, are their comments "Vote like a Pirate", followed by audible "ARRRGH's" from both of them. After this the duo convulse in spasms of laughter.

My question is this, are club meetings that boring whereas these two have to devise their own entertainment or, are these two senior members sliding into dementia?

Sincerely,

Seeking voting responsibility

Dear Responsible Voter,

I too have noticed that a lot of your club members simply go through the motions when it comes to voting approval of meeting minutes and other mundane subjects. Rather than pronounce the obligatory "eye" as a vote, your two pirate friends have slipped into characterizations representative of their desires to loot and plunder villages and young damsels. I guess it's possible one of these rouges is still suffering from accumulated anesthesia related symptoms while the other lad is in some kind of "Pod" out-of-body experience. Whatever the reason for their deviant behaviors, you can rest assured that they are both completely harmless when it comes to defiling damsels.

Very soon, you and the rest of the nation will have an opportunity to make your vote heard. When you go to the polls, I would suggest you do more than pronounce an audible "ARRRGH."

Sincerely,

Amelia Airhead – Long since plundered

Dear Amelia,

If ever they give out a Nobel Prize for chemistry, my vote goes to Lance Armstrong. Just last week, I learned that Lance and his U.S. Postal team had been "doping" for the seven years without detection. No wonder my snail-mail sometimes ends up in the wrong place. Lance had a great story of how his brush with Cancer

was successfully overcome to the extent that he continually out performed all those European riders to score the prettiest babes. I watched with unabated interest as year after year he was able to lead the peloton into Paris on the final day of the Tour-De-Lance. I mention this to you because I'm concerned there may be fliers in our club who are using performance enhancing drugs to mask their inabilities to complete on a level flying field (sorry – I borrowed that expression from Obama's last debate).

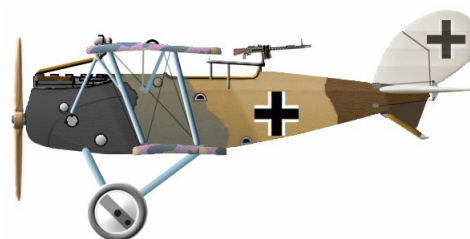
Sincerely,

Member for a drug free experience

Dear Drug Free-bee

I'm afraid it's already much too late if you have a concern for a drug-free flying club. I'm confident that a majority of your membership are already using those small blue pills known for performance enhancement. Flying experiences and general life experiences will attest to the fact of "what goes up will certainly come down. Some guys are into each flight for the long haul (until the last drop of their fuel is spent) while others are known for their touch-and-go style of piloting.

PRECISION R/C HOBBIES
PLANES - CARS - BOATS
"Every Day Low Prices ~ Friendly, Expert Service"
Thurs. - Fri 10:00 - 6:30 PM & Sat 10:00 - 4:00 PM
Jim Byer - Proprietor
309-347-0975
1901 South 2nd St.
Pekin, IL 61554



Regardless of the technique, a level playing field is usually appreciated especially after a bumpy landing. As for Lance, I think it would be appropriate for him to return all his trophies (including several pairs of Sheryl Crowe's underwear). If any of your club members are using a drug to improve their flying skills, I say – "More Power To Them." Most of your crowd needs some serious improvement one way or another.

**Sincerely,
Amelia Airhead – Performance Guaranteed**



German Aviation Terminology

AIRCRAFT---Der Fliegenwagen dat der puschen-pullen, bankenyanken, tailschwingen, dumbkopf ist fliegen too phast mitt all der too hardt bankenyanken dat machen allus udder pfools airsick...

JET TRANSPORT---Der Muchen Overgrössen Biggenmother Das Ist Fliegen Highernfaster mit all der Mach Und Flightenlevelen. (Uzually built by Boeing)

PROPELLER---Der Airfloggen Pushenthruuster schpinnenschtick

ENGINE---Der Noisenmachen Pistonputscher Das Turnens Der Airflöggenfan Pushenthruuster....she ist purdy damn phast also, ja !!

JET ENGINE---Der Schkreemen Skullschplitten Firespitten Smokenmachen Airpushenbacken Thrustermaker mit Compressorsqueezern und Turbinespinnen Bladenrotors dat machen mitt der quick schnell, Ja Vohl !! (Made by Pratt & Whitney)



Jim Fassino prepares his huge electric foamy called "Pinky".

CONTROL COLUMN---Der Pushenpullen Bankenyanken Schtick.....

RUDDER PEDALS---Der Tailschwingen Yawmachen Werkschtoppers

PILOT---Der Pushenpullen Bankenyanken Tailschwingen Werkerfool whosz gonna kill usz all iff he don't behave....

PASSENGER---Der Dumbkopf das est Strappened en der Baackenzeet mit allus udder Dumbkopfs das est Expecten to leave undt go on Scheduledtimen und Arriven mit der Luggagebags Somplacenelsz...Budt....Der ist No Way Jose'.....

STUDENT PILOT---Der Dumbkopf das Lernen all der Fliegen schidtt undt Hopen to Jobenfinden mit der big friggen Airlines kompany zumday.

FLIGHT INSTRUCTOR---Der Timenbuilder mit less den 1000 Hrs Multienginefliegen. Teachen schtupidt Dumbkopfs to Fliegen undt machen mitt der Waitenwatchen fer der Letter mit der Joböffering frum der United Airlines dumbkopfs

AIRLINE TRANSPORT PILOT---Das Grosse Overpaiden und Underwerken Whinencomplainer dat ist der Biggen-Schmuck dat Fliegen mit das

Big Airlinen schweinhundts undt drawen all der bigg grossen dough...

PARACHUTE---Der flimsy Stringencottenbag das ist usen to Floaten der Tailschwingen Pushenpullen Bankenyanken Werkerfool Assz down to der Earthen ven der Fliegenwagen ist Kaputen schtoppt

FAA---Der Friggenfliegen Dummkopf Schmucks das Maken Alder Rülens und Regulations fur allus udder liddle guys

HELICOPTER --- Der Flingen Wingen Maschinen mit der Flippen Floppen Bladens dot ist Fliegen by der Dumbkopfs vas ist too Schtupidet für Knowen des Maschinens ist nein too Safen für Fliegen anyplasczelzer.

Definitions were taken from Fliteskin Products web page.

Take a look at their products.

<http://www.fliteskin.com>

Jim Fassino

THE PREZ

Another great summer season is behind us. Hard to believe it is already time to gear up for indoor flying and the building season. I did not get much flying in the last couple of months, so an update on my Stinson Reliant build. I cannot remember the last update I gave, but about a week ago it went back onto the building table and work has resumed. Although not a lot has been done on it yet this year, the major



construction is done and it is time to start the fiberglass work on the landing gear, cowl and roof. Here is a picture of the fuselage with the wings mounted. There is still a lot of work to do, but I am determined to have it ready to fly next spring.

Indoor flyers... ready.... Indoor flying starts on Friday, November 2, 2012. For those that have not noticed, there is even a count-down clock on our facebook page. Come on out and enjoy the wind-free environment. I have not been able to get in much indoor flying the last couple of years due to kids' school activities, but things are looking hopeful for at least a few Fridays for me. Hope to see a lot of you there!



Prez Joe prepares "The Fantastic Languini" at the last "No Fear" Pylon Race.

In our October meeting, we elected our 2013 officers, so we are ready to start our planning our events for 2013 in our November 6th meeting. First off is the New Year's Day first to fly event. I am co-chairing this event with Roger Wheeler. Anyone that would like to help out with planning and setup, please let me or Roger know. We will be putting together our volunteer list at the November club meeting. I would also like to agree on a club banquet date and venue as soon as possible. We have a lot of fun at the banquet every year, but have struggled a bit with attendance. I would like to get that date on the books early so that everyone has adequate time to plan. We will also be

reviewing the entire 2013 calendar and making sure we have lead planners assigned to each.

Thanks and happy flying – hopefully we will get one or two more nice outdoor days this year!

Joe Lang



For the “NO FEAR” racing season of 2012 the grand champion is yours truly:

*****The Great Wilsoni*****

As shown below, THE GREAT ONE was 17 points ahead of his closest rival and arch-enemy Tommy “Cutter” Imhoff. Bragging rights for this achievement will extend up to racing season 2013 beginning on May 25, 2013.

The 2012 “NO FEAR” Pylon Race Results							
Name	Flight Name	Race 1 May 26	Race 2 Jun 30	Race 3 Jul 28	Race 4 Aug 25	Race 5 Sep 29	Totals
Wilson	<i>The Great Wilsoni</i>	16	11	12	16	16	71
Imhoff	<i>Cutter</i>		16	13	14	11	54
Lang	<i>The Fantastic Langunti</i>		14	8	10	12	44
Knight	<i>Georgious George</i>	13		12	7	11	43
Fassino	<i>Smokin Jimmy</i>		10	11	13	6	40
Hogan	<i>Hollywood</i>	8	10	12		10	40
Stedman	<i>Snappy</i>		12	13	14		39
Dewey	<i>Dew Drop</i>	12	8	2		10	32
Stegal	<i>Pod Man</i>	4	2	10	7	4	27
Board	<i>Klondike Joe</i>			11	14		25
Howard	<i>Glenner</i>	6	4		12		22
Ferguson	<i>Fergosaurus Rex</i>		12				12
Hoelscher	<i>Gipetto</i>				10		10
Beachler	<i>The Flamer</i>	3					3
Pringle	<i>Chip</i>						0

It was a great racing season with pretty fair participation. Some of the newer racers really improved by the end of the year. Next year we are looking at a few rule changes which will allow the competitors to use the World Models

LA Racer 40 and the Sky Raider Mk II. The reason for this is the inability to get buy the SIG 4-Star 40 in the ARF configuration. Both of these World Models airplanes are available as ARF's and are extremely well constructed. Because they do have a shorter wing we will be allowing owners of the 4-Star Forty to reduce the length of the wing. I will review all of the new rule changes in an upcoming newsletter.

In short, however, planes that will be allowed to race in 2013 will be the 4-Star Forty with either full size or modified wing, the World Models LA Racer 40 and the World Models Sky Raider Mk-II.

2013 should be a great year for racing. If you haven't already, join us for pylon racing at its best.



There was not much interest shown in the Speed Challenge this year. I thought this would be an excellent way for someone to introduce themselves to pylon racing without the risks, In addition, a cash prize and traveling trophy would be offered.

This year there was only 38 speed runs conducted. At a dollar a piece this will pay the club \$19 and the speed winner \$19.

The Speed Challenge winner for 2012 is:

*****Tom Imhoff*****

His 8-lap time of 72.84 (1 minute, 12.84 seconds) absolutely blew away the competition. Our congratulations to Tommy.

As for next year we will have to see if the demand warrants the continuation of the Speed Challenge.

IN MEMORIUM

For the racers who didn't make it



Jim White's 4-Star Forty died on the maiden flight.
Reason – reversed ailerons



Jim Fassino's "Ole Yeller" died on a training run.
Reason – radio problems.



George Knight's "Dreamsickle", died in a race mid-air.



Jim Fassino's "Pink Flamingo", died in a race mid-air.

DYNAMIC Balsa
LEONORE, IL



**Peoria R C Modeler's
Pylon Racing Program**

**Come see our special prices on
Four Star 40 kits & ARF's!**

Thunder Tiger Pro 40 Engines!

**Also, a wide variety of RC equipment
and pre-owned airplanes .**

**Call us at:
1 (815) 856 2272**



Club Photos



The PRCM crew at the Mt Hawley Grand Opening



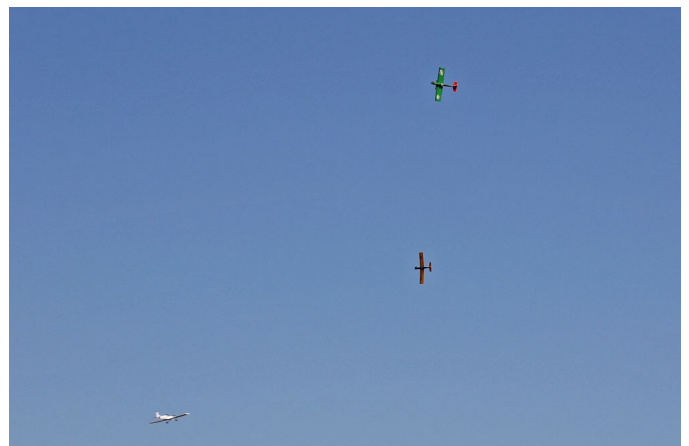
Jon Dewey's racer off on another mission



"Hollywood" Hogan chowing down on free hotdogs at Mt Hawley



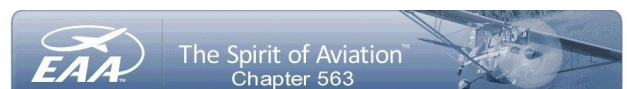
Joe Lang's airplane "making smoke"



Jon Dewey high, Jim Hogan below, both in a high speed turn.
Roger Stegall low, heading for...who knows?



Groundskeeper Roger Stegall repairing the pilot stations



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

SPECIAL NOTICE

Indoor Flying Update.....The Midwest Sports Complex has asked that we begin flying at 9 PM for just the Friday, November 2, 2012, event. We will return to the advertised 8 PM the rest of the season. We are sorry for the later start but there is good news.....indoor flying for November 2, 2012, will be free!

And there will be 3 hours of flying available.

Jim Fassino



Indoor Flying Fun 2012 -2013

Weekly : Friday 8PM to 11PM
Contact Info: 309.361.6826
Web Site: PeoriaRCModelers.org
Facebook: facebook/peoriarcmodelers/



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!

