



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 \$95/year if paid before January first, \$105 thereafter. All members must belong to the Academy of Model Aeronautics (AMA).

General

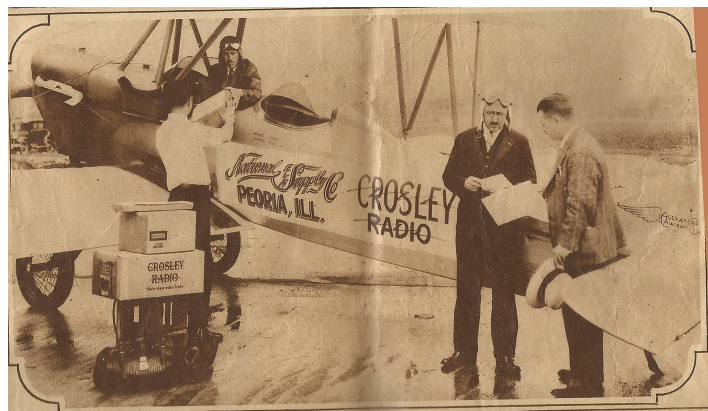
We are committed to having fun and the safe operation of model aircraft. The Peoria RC Modelers is an equal opportunity, not-for-profit organization and welcomes all new members.

Flight Instruction

The Peoria RC Modelers offers flight instruction as a free service to anyone requesting it. Contact a club officer for further information.



PHOTO(S) OF THE MONTH



While Becky and I were doing some genealogical work we ran across this June 23, 1929 photo in the Peoria Journal Transcript. If you look closely there is a sign that says "Alexander Aircraft" right in front of the horizontal stabilizer. The pilot is a Peoria boy, Elwood Cole, receiving the first of the new Crosley Radios at the Cincinnati flying field.



Alexander "Eaglerock" Model 24 in Denver airport

The Alexander Aircraft Company was an aircraft manufacturer in Colorado in 1925. The company began life as the Alexander Film Company, under the brothers J. Don and S. Don Alexander. The company specialized in film advertising, but when the younger J. Don Alexander wanted forty or fifty airplanes for

his salesmen, he was forced to produce his own aircraft.

For a brief period between 1928 and 1929 Alexander was the largest aircraft manufacturer in the world, building over 900 planes. Financial woes caused by the Great Depression forced them to liquidate in the 1930's.



As far as I can tell there were at least two models of the Alexander "Eaglerock" biplane. They were the Model 24 and a 1930 Model A-14. Not sure about the A-14 but the Model 24 was powered with the Curtis OX-5, a liquid cooled V8 first built by Curtis in 1910.

The "Eaglerock" was a favorite of barnstormers. Another interesting fact was that Alexander Aircraft was one of the first considerations of Charles Lindbergh before he finally decided on his Ryan monoplane.

For a time the "Eaglerock" had its detractors when a string of crashes threatened its continued production. Some said that the "Eaglerock" flew like an eagle and dropped like a rock!

Today at least one is flying but with a Lycoming radial engine. This is a pretty airplane and would make a great modeler's project.



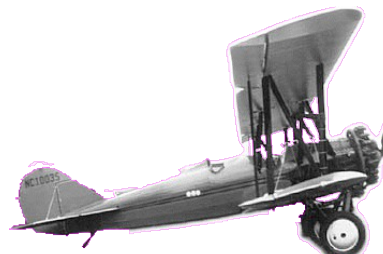
Alexander Eaglerock fitted with radial engine



PRCM member and Pilot Jim Fassino would have no problem "multi-tasking" with the Eaglerock instrument panel.



PRCM member and Pilot Terry Beachler would only be slightly challenged with the Eaglerock's front seat instrument panel.





NO FEAR PYLON

The “No Fear” Pylon Racing Committee has met and come to an agreement concerning the rule changes for 2013. Here is what has changed.

NEW AIRPLANES

We are allowing two additional airplane models.



World Models LA Racer 40, wing span 54 in.



World Models Sky Raider MK II, span 54 in.

Both of these airplanes are virtually identical with only a small difference in the LA Racer 40 turtle deck vs. no deck on the Sky Raider.

Airborne Models

www.airborne-models.com

Hobby Zone (Skyraider only)

www.hobbyzone.com

Also check with our local hobby shops who may be able to get these airplanes.

FOUR STAR-40



The Four Star 40 will continue to be a legal airplane in two variants.

Stock Wing

The stock wing is 59 $\frac{3}{4}$

Clipped Wing

Removing a bay from each side of the wing will result in a wing span of approx. 54 in. This is the same span as the World Models aircraft. Also, there is no restriction on the dihedral.

Airplane Discussion

In recent years the SIG Four Star-40 has become unavailable in ARF form. The kits can still be purchased, but many members don't have the time to put one together.

Both of the World Models, however, are available as ARF's and have a complete parts repair inventory. In addition, these airplanes can be purchased in a variety of coverings.

Further, the World Models airplanes are being used throughout the country in very popular Sport 40 Racing programs similar to ours.

The Sky Raider MK II is slightly faster than the stock Four Star and is much quicker on the turns. I haven't flown the LA Racer 40 but imagine it is exactly the same.

The stock Four Star is still a very competitive airplane for our racing program and I think the clipped wing version will perform even better. Winning the 8 lap race is not so dependent on flat out speed as it is in a fast start, tight turns

and a good line throughout the race. So...those of you with Four Stars, don't give up on them.

OTHER RULE CHANGES

- We have increased the number of races. Beginning in April we will race on the last Saturday of every month through October. We will also have a race on May 11, July 13 and September 14. That's ten total races.
- Of the ten races you are allowed to drop two.
- Point changes. The point spread will remain the same, but each contestant will receive an additional 1 point for starting the race. So...1st place will collect 5 points, 2nd place 4 points, 3rd place 3 points and 4th place 2 points. If, however, a contestant starts but does not finish he still gets one point. This is irrespective of early starts or cuts.
- A late start can occur up until the time that one lap is completed by the leader. So, if Tommy has a problem with his engine he can still get into the race before I finish my first lap. After that he is DQ'd.
- Intentional cuts are not allowed and will result in a DQ. This is a judgment call made by the Race Boss, who, by the way, can disqualify a participant for any reason.



STORE HOURS:

| | |
|-----------|----------------------|
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| Sat | : 9:00 AM - 5:00 PM |
| Sun | : Closed |

COME IN AND SEE US!

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THE VEEP SPEAKS

If you are reading this: then the Mayan Indians were wrong about the end of the World, I believe they were really trying to predicting the end of the Twinkie, and they were only a month off.

Last October Jim Hogan, George Knight and myself took a road trip and headed North to Streator's, All War Bird fly in.

Jim took his Zero,



George took his Hellcat



and I took the Stuka and Corsair.





Jim also brought along his 1/6 scale M-5 Stuart



tank, which we used for bombing practice.



This yearly event is the Streator RC Fliers main fund raiser. There were no landing or registration fees. The only cost was for homemade food and a 50/50 drawings. The menu was burgers, brats, chilli , chips and drinks. all at a very good price. There were about 50 pilots and 70 war birds. The club only used about 10 members to run the event, A M.C/ safety officer, greeter/ sign in and the rest of the members ran the food, 50/50 and helped out with odd jobs through out the day. It was a fun, low key day of flying.

A couple of months ago we talked at our November meeting about having an event like

this at our field. There are several yearly events in Central Illinois all ready. Such as the Pekin Big Bird and Dawn Patrol, Champaign's Big Bird and the World's largest Aero tow in Monticello, along with several others. Many pilots already know when these events are scheduled and they look forward to attending them.

Successful events just don't happen over night, some take years to become successful. If we choose to start a new event or to just support the events we already have, we need your help. A little help from a lot of members is far better than a lot of help from just a few. We have some great events at our field, The Open House, racing and combat, and the pattern contest. we can use these to show case our field to other area clubs and potential new members. Please considered helping with these events during our next flying season. I look forward to serving another year as your Vice President. If you have any questions or comments, please do not hesitate to contact me. Now lets all do our part and keep Joe HEALTHY and HAPPY in 2013.

Happy New Year to you all!

Jon Dewey

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THE SAFETY OFFICER SPEAKS



After doing an exemplary job as Safety Officer 2012, Jim Hogan has decided to step down and take it easy for a year. Good Luck Jim. We expect to see you and the Zero at the field every evening.

John Hoelscher has stepped up and is now the new Safety Officer for 2013. John has promised to take control of the position...to give it his all, to work tirelessly to make it one of the most safety conscious clubs in the AMA.

The Editor



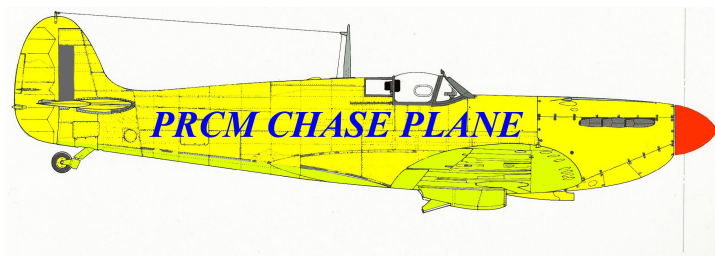
"I will work tirelessly to make our club the most safety conscious in the AMA."



All it takes is and Idea and Follow Through

All it takes is an idea and importantly follow through and then you get results. Lots of people have ideas and opinions but there are fewer that actually get to the follow through part of the equation.

A recent example of the idea and follow through was demonstrated by Roger Stegall. One Saturday at breakfast Roger suggested that having a swap meet at one of our Friday Indoor Flying events might just be a way to have fun and help clean out some unused airplane gear. But his real objective was to encourage members and non members to come to the Midwest Sports Complex to see what indoor flying is all about. He suggested flyers from other clubs and our non indoor flying members might attend and that could help us increase the exposure to indoor flying. The beauty of the ideas was we could use the Sports Complex beginning at 6 PM at no additional cost and thus Roger suggested we have a no charge swap meet. Its hard to argue with free. And there would be no charge for the shoppers either.





Swap meet at the soccer center

Roger set the date and advertised the Swap event. Area hobby shops were invited to participate as vendors too. The night of the event when the doors opened at 6 PM the tables started to fill with RC gear of all kinds. With lots of negotiating and posturing the selling started. After two hours of selling all attention turned to flying. A record 21 pilots paid to fly and some kept going back to see if prices had been lowered at the swap tables. It was a great evening a great success. Roger had introduced a number of new area RC flyers to our club. Several said they would return for indoor flying and several said they were interested in learning more about joining our club.

One of the visitors was captivated by Joe Board's flying demonstration and took video which he posted on his Facebook page; more exposure for the club and for our indoor flying. This is just one example of an idea, follow through and great results. There are lots of examples such as Bob Wilson with the new pylon racing and the Peoria Pattern contest, Roger Stegall and Vern Holeman with Combat and Bryan Chumbley with the PA system. As we prepare to start a new year take a minute to think what ideas you think should be considered by the club. Do not just stop with the idea or the thought that, "Someone should do something about....." Take this opportunity to work on the follow through and help make PRCM a better club. Reflect on all of the events and the improvements that have taken place over the last few years, then ask yourself what role

have I played? Make a resolution to take your ideas to the next step, follow through, in 2013.

Thanks to those who have made PRCM the great RC Club it has become.

Jim Fassino

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 write to you with a theoretical question that came to mind during our last flying club meeting. We have all heard the question – “If a tree falls in the forest and nobody is around – Does it make a sound?” My related question is : “If somebody is

continually talking during a meeting and nobody else cares – does this really count as talking?”

**Sincerely,
Member Seeking Answers to the Universe**

Dear Mr. Universe,

Personally, I have been stymied by the tree and the forest question for years, until I realized that the tree probably fell because logging rights were sold to a paper company in anticipation of documenting written excuses for going over the Fiscal Cliff. The more difficult question of people babbling during your meetings goes right to the very core of the Latin phrase, -- “Braina in Neutral—While Moutha in Overdrive.” A similar question to ponder is – “If your Safety Officer has an accident – does he really require a Band-Aid? Word has it that this retired part-time Florida resident required a Band-Aid for a recent finger that ended up in the wrong place at the wrong time. I understand that your new Safety Officer for 2013 successfully ran an unopposed campaign on the slogan – “Ain’t no Band-Aids stuck on me.” My own personal question seeking a universal answer is: “Why do some of your members intentionally pay their dues late when I have been told that you will even accept payment in the mail?” It’s a mystery.

**Sincerely,
Amelia Airhead – Continually accepting male payments**

Dear Amelia,

I was looking though the results of the 2012 Four-Star Racing Series and noted "The Great Wilsoni" won the series. The number two finisher "Cutter" was close behind. I noted that Cutter missed a race that The Great Wilsoni competed. If Cutter had raced that weekend, all he would have needed was a few points to beat the Champion. If others who missed a week-end of racing could have raced, The Great Wilsoni most likely would have finished in third or forth place.

Amelia, do you think the club should pay for

counseling to help Wilsoni deal with his short comings?

**Signed,
Race Fan**

Dear Fan for Racing

I must say that you have struck a nerve when you mentioned that this Wilsoni guy was able to win your racing event simply because he started his motor more often than others. All those other guys who showed up only two or three times were unduly penalized in scoring because they could not get their butts off the sofa to make an appearance. Whether you are talking Drag Racing, Open-Wheel Indy Racing or Winston Cup Racing, it usually takes some effort to end up in the winner's circle. Those who claim that participation is an unfair injustice are destined for the whiner's circle. There is a saying about "No pain -- No gain" or more appropriately "If You Don't Fly -- You Don't Cry." I believe there is consideration for next season's racing schedule to eliminate one or two of a contestant's lowest scores -- if that contestant has flown more races than an identified minimum number of races. At the end of this next season, the racing winner will likely be one of your members who raced and practiced racing more consistently than others. If you still consider this unfair, I believe the Peoria County Lint Collectors are in the middle of a membership drive.

**Sincerely,
Amelia Airhead -- Known to "finish" first**



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Editor's Note

I think the writer known as "Race Fan" was smoking a big Doobie when he penned his letter to Amelia concerning the pylon race. I will direct your attention to the official race results below.

| 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 Langutti</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>Glennier</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 |

Being 17 points ahead, "The Great Wilsoni" could have stayed home and watched sit-coms for the last race and he still won Best Racer for 2012. "Cutter" Imhoff and the rest of the pack need to raise it to a new level in 2013 if they're going to beat "the Great Wilsoni"!

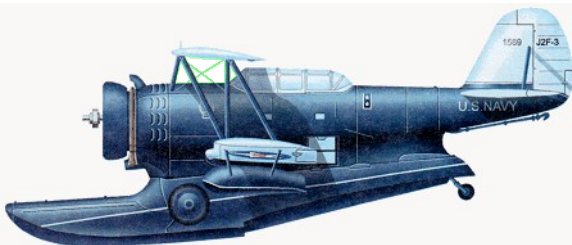
I hope everyone read Jim Fassino's excellent article on Ideas and Follow Through. Many members often say, "it would be nice if..."

Well, my answer to that is get off your butt and make it happen. I think Jim pretty much said that, but in more diplomatic phrasing.

To all the club members let's hope we have a fun and safe 2013.

Happy New Year and see you at the field this summer.

Bob Wilson



*****SPECIAL NOTICE*****

Don't forget the 'First to Fly' event New Years Day at the soccer center. See the attached flier.

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