



PARTICULARS

AMA Charter 313

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: Jim "Smokin-Jimmy" Fassino
Fassino@me.com

SAFETY: John "Gipetto" Hoelsche
johnhoelscher@comcast.net

WEBMASTER: Terry "The Flamer" Beachler
terry@beachlers.com

MAINTENANCE & GROUNDS
Roger "Pod Man" Stegall
rogerstegall@hotmail.com

EDITOR: Bob "The Great Wilsoni" Wilson
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 \$95/year if paid before January first, \$105 thereafter. All members must belong to the Academy of Model Aeronautics (AMA).

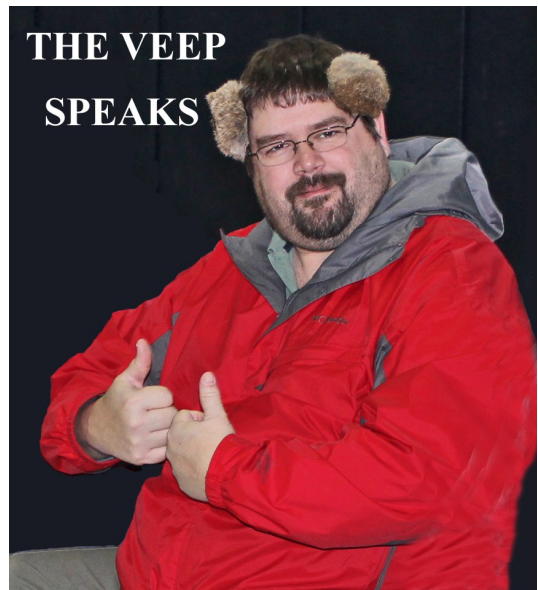
General

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.

THE VEEP SPEAKS



I feel the need! the need for speed! As an air traffic controller, I have heard many pilots brag about their airplane over the frequency. When the pilot is asked to "say type of aircraft?" The pilots love to answer with exact nomenclature right down to some very obscure sub-fix. I have heard several pilots tack onto the end of their transmissions the color and type of the aircraft's interior. I remember one transmission that sounded like this, "November 4-8 charlie say type of aircraft?" The answer. "We are a P A 28 R white over red with tan interior."

Well now, the R stands for retractable gear and that may have little to do with the flight characteristics. But I know the color of the aircraft and the interior have nothing to do with how fast it will fly.



Piper PA28

Another way pilots like to brag about their aircraft to each other is to ask the controller about their ground speed. Early in my career I thought they

were trying to figure out the tail winds, but as time went on, I figured out it was more about their horsepower under their cowl.

While flying high over Southern California a USAF pilot and his back-seater were monitoring ATC frequencies and they heard one such exchange between some very proud pilots and a controller at L.A. Center. The exchange went something like this.....

Center, this is Cessna 48 Victor, do you have a ground read out on us?

"90 knots" the controller replied

"Moments later, a twin Beach required the same."



Beachcraft Model 18

"120 knots", the controller answered.

They weren't the only ones proud of their ground speed that day! Almost instantly an F-18 smugly transmitted, "Ah, center, Dusty 52, request ground speed read out."



FA18 Super Hornet

There was a slight pause, then the response, 525 knots over the ground, Dusty."

The frequency was silent for a few moments, and then the high flying USAF bird above southern California spoke up. This time, however, it was from the back-seater. At that moment the pilot in front realized that he and his back-seater had become a crew, because they were both thinking the exact same thing at the exact same moment.

"Center, Aspen 20, you got a ground speed read out on us?"

There was a longer than normal pause. "Aspen 20, I show 1,742 knots."



SR71 Blackbird

No further inquiries were made about ground speeds on that frequency. The Air force pilot and his back-seater were flying 13 miles high over California in a SR 71 Blackbird more than twice the speed of sound. This story comes from the book "Sled Diver" written by SR71 pilot Brian Shul. So always remember, no matter how much you have under your cowl, someones always has a little more!

See you at the field soon, Happy Flying!

JON DEWEY

PRCM COMBAT



STREAMERS OVER MOSSVILLE

The weather has turned warmer and March Madness is about to give way to Streamer Madness. New club member, Michael Fenelon plans to join combat this year with his purple ribbon-eating plane decorated in the colors and logos of the Minnesota Vikings.



Michael and bedraggled friend showing off combat airplane

He, like many other combat contestants, is anxious for the opportunity to shorten the streamers of other fliers. Similar to last year, the only equipment requirement is the use of a speed control of 18-amps or less. Any plane, motor, propeller and battery is acceptable. Every month of the flying season we have seen more and more electric flights.



Roger shows off his latest creation at last month's meeting

The installation of additional petro-mat will further increase the possibilities for launching and landing operations. Already this year, I have seen several new electric flying contraptions that may prove superior for combat purposes. Streamer combat is simple, easy and a rewarding experience to gain a victory while protecting one's "6." If you need a suitable combat plane, Roger Stegall has several good platforms that you can build yourself (takes about 2 hours) or purchase ready to fly.

Roger Stegall

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MEANDERINGS FROM "HOLLYWOOD" HOGAN



Everyone has their favorite aircraft. Mine are based on long service, durability, multifunctional role, and just being around from one human generation to another. Here is my all time "Hall of Fame". The Curtiss JN-4 "Jenny" was developed early in World War I.



This all wood biplane tough the US Military to fly when airplanes were only about ten years old. After the war, Jenny's where used to teach pilots to fly well into the "golden age" of flying in the 1930's. Many surplus Jenny's where sold for less than \$500 and used in airmail service and flying circuses. Charles Lindbergh traded in a motorcycle for a Jenny which was his first airplane. Today, none of the original wood airplanes are flying but some are in museums including the USAF Museum in Dayton, Ohio.

The J-3 Piper Cub first appeared in the late 1930's. It was a was a very popular airplane

and the first to appeal the the budget conscious pilot.



Thousands where built and sold. During WW-2 the J-3 went to work in the military and was known as the L-4 by the US Army Air Corp. In fact, a Cub shot down the last German airplane of the war. Today the Piper Cub is still around with hundreds in hangars around the country. Although no longer built by Piper, it is offered by several companies who continue the classic lines and slow performance.

The greatest American warbird was the P-51 "Mustang".



This classic good looking airplane was developed to escort bombers on long range missions and was adapted as a fighter bomber and low altitude attack aircraft. The P-51 remained in service with the USAF and National Guard units through the 1950's and remains the most sought after high performance military airplane even today. Demand for P-51's continues with airplanes selling in the \$1 million dollar range.

The most famous on my favorites is the C-47/ DC3. It became the first practical production airliner and helped launch the US airline industry. Production had just started when WW II broke out and Douglas converted all its production to the military C-47.



Even US commercial DC-3's where leased to the military for the war effort. Thousands were built and used in all theaters of the war. The C-47 is best known as the transport airplane during "D"

Day and the Berlin Airlift after the war. In the Pacific, the C-47 was the supply airplane used to keep troops supplied on outer islands. The C-47 is still in service and some still serve as airliners.

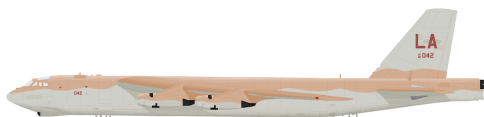
For airlines, the list is easy. The Boeing 727/737. The 727 became the backbone of airline service in the last 1960's and this airplane dominated most airlines. Laterally every US carrier has 727's in their fleets flying coast to coast and everywhere in between. The introduction of the 737 continued the 727 dominance and remains in production today. Some 727's remain in air freight service even after being built some 40 years ago.



Got something to haul? Well, the Boeing C-130 will handle the job. This airplane entered the USAF in 1959 and has been built for a large number of applications including storm chaser, rescue, insurgence, gunships to name a few. The C-130 has outlived many newer cargo planes including the C-133, C-141 and now the C-5. The C-130 will be around for a long time to come.



The Boeing B-52 entered service in 1959 and became the "backbone" of the USAF Strategic Air Command.



The airplane was used as a strategic nuclear bomber and served in Vietnam as both a high and low altitude bomber. The B-52 has been used in places like Afghanistan, Pakistan and Iraq. The B-52 has been flown by

grandfathers, sons and grandsons, and continues in the USAF arsenal. In fact, the B-52 is expected to remain in service for close to 80 years.

What is next? Well, I think the next great American aircraft will be the "Predator" Unmanned Aerial Vehicle. Designed as an observation aircraft, the Predator is also used as a missile launch platform and insurgent aircraft.



The future of UAV's is strong and we will continue to hear about them.

Well, that is my list. What's yours?

Jim Hogan

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April is just around the corner and on the same day I completed the build of my Extreme-Flight Vanquish pattern ship, we got socked with 6 inches of late March snow – bummer!

The good news is that on that same Saturday, a number of folks got out and got in some flying before the weather turned. I do not have the fully story yet, but according to our Facebook site, we also got our first airplane to airplane balsa exchange out of the way. It was not clear to me what happened, but the club trainer was involved. I hear the trainer is repairable but have not heard the prognosis on the other plane. Hopefully this is not the sign of a rough year on equipment!



As it appeared in Facebook, this is the club trainer and Mark Keifer's "Tango" after both tried to occupy the same section of runway at the same time.



Verne Holeman at the field on the day before the snowstorm.

As the weather does improve and more of us head out to the field, please remember a couple of things:

First, our sound program is still in effect. Please remember that we are requiring everyone that uses the field to sign in and out. During the outdoor season, we report our field usage to the park district on a monthly basis. Our first report of the year will be at the end of April. We also still have the requirement to sound test any gas or glow aircraft. The test only needs to be performed once unless there are major modifications to the airplane or engine/exhaust system. There are several members that can help set up and run the test and it only takes a couple of minutes. Please help keep us in compliance with our agreement with the park district and protect the investments in our facility.

Second, please be careful on our access road. It survived the winter fairly well, but is definitely a bit soft yet, especially after snow or rain. Please go easy on it in the next month or so and help minimize any rutting. This will help keep any maintenance costs down.

Third, there are a number of approved projects that will be implemented in the coming weeks. During the winter we approved a shed expansion and we will also be extending the Petromat as soon as the weather allows. The more help we can get, the faster these projects will go and we will be able to enjoy the improvements that much sooner. John

Hoelscher has done a lot of the planning for both of these projects. If you can and are willing to help with either or both, please let John or any of the officers know and we will have you on the list of contacts to help.

All of that brings me to a final note. Over the last couple of months, I have had several inquiries on how we plan and approve projects and events. The answer is pretty simple: they are proposed, discussed and approved at our normal club meetings per our club's by-laws. We generally have a core group of 15-20 members at these meetings.



Meeting night.
President Lang, Roger Wheeler, and
VP Jon Dewey

This group carries a lot of the load of planning and executing our events and they do a great job. I know I mention this almost every month, but all we need for more involvement and even more club fun is an hour of your time on the first Tuesday of every month. There are a lot of great ideas for events being tossed around that would only need a little help to pull off. Our next meeting is Tuesday, April 2nd at 7:00PM at Friday's (dinner is at 6:00). Please stop in, have a little dinner and help make 2013 an even better year than last.

Thanks and happy flying!

Joe Lang

Ask Jon Dewey about his scheduled
"Teat flight" on Saturday, March 23rd.



YARNS AND PROGNOSTICATIONS FROM THE CHUMMER

On a cold day in late February, Roger Stegall and I met at the field to enjoy some foamy jet flying. The sun was shining brightly on the snow covered field, and the wind was almost non-existent. I was looking forward to putting up a number of flights on my F-22 Raptornator and my newly acquired Vern Holman combat plane.

I brought my charger and four (4) 1300 MaH batteries, used in both planes, and my charger to ensure the supply of electrons matched my enthusiasm for flying.

First flight of the Raptornator was terrific. The speed of the plane and the sound of the motor and prop were exhilarating. After a quick change of batteries, the Raptornator was flying again – bringing a broad smile to my quickly reddening cheeks. The flight was uneventful until, of course, the landing.

Landing an electric airplane in the snow seemed to hold no particular threat. After all, the snow was not crusty and hard nor was it too wet. The landing was soft and produced no visible damage. With plenty of flight time on the battery, I was only interested in making a quick trim adjustment before sending the F-22 skyward. During this landing a

small amount of snow was evidently thrust underneath the shrink tubing that surrounds the ESC. For reasons I won't dwell on, the snow in the speed control caused the motor to spin continuously at a low RPM making holding, launching, and disconnecting the power supply quite interesting.

Having a second plane to "maiden" I didn't dwell too long on my problem. Instead I switched to the new combat plane. I loaded a fresh battery, change my model on the transmitter, and powered up the motor. Roger agreed to give the plane a hand launch so that I could have both hands on the sticks during the first flight. After an encouraging, "Man, that is fast!" comment from Roger I began to fly and trim the combat foamy.

After only about a minute into the flight while flying in a slight up line to the North, Roger and I heard the unmistakable THRIPPPPP of the propeller separating from the front of the airplane. This was immediately followed by silence from the plane and a sympathetic, "Oh, Man!" from Roger. The plane fell to the ground seemingly unscathed.

As we approached the plane, now lying in a somewhat snow covered section of what was once soy beans, it became obvious that something more had happened. The motor mount and Park 450 motor were missing from the front of the airplane. After a brief moment of collecting our bearings, we began the search for the missing pieces of airplane.

Roger began an immediate wandering search of the area we believed to be near where the unfortunate incident began. I reverted back to my scout leader days and began to search the area between where the plane landed and the area to the east by walking methodically from South to North, then North to South in a policing fashion. Roger's eagle eye found the propeller and hub about 60 yards north and east

of where the plane completed its doomed maiden flight. After another 20 minutes of searching, Roger wandering about with his eyes cast on the ground and me continuing South and North then East and West in a back-and-forth pattern, I told Roger that we needn't waste any more of his flying time looking.



The endless Soybean field. Chummer plans his grid pattern.

For almost two weeks the thought of that brand new motor lying in the bean field, with all of the snow and rain we have had, has been gnawing at me. Today (Thursday, March 14, 2013) proved to be sunny and relatively warm. So after work I went straight to the field to continue The Hunt for 450 Motor. After a brief moment of standing at the field edge gazing across the black and brown sandy soil, I began my methodical North-South then East-West policing. After 50 minutes, and a call from my wife inquiring about a time-frame and plans for dinner, I once again halted the search.



Now, I don't know exactly where to continue the search for this silly thing. After searching the entire western end of the field from the grassy edge to somewhere about 70 yards to the North in multiple passes in two different directions (N/S & E/W) it appears as though the damn thing has pulled a "Crazy Ivan". I now can look forward to spending time cleaning the mud from my boots and searching for an alternate plan of attack to continue the search.



Do I really need to clean my boots before going home?

All this for a \$20 electric motor! Now, though, it is a matter of principle – I will find that silly thing.

Bryan Chumbley

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Several years ago I choose the heading for this column,"Say No to Glow." Visiting with many of our club members about what they have to fly for 2013 I would say many of our members are "saying no to glow."



Jim's electric powered Antionette at Efest.

When electric power first started showing up at the PRCM flying field some members were outspoken that it was not manly to fly with electric power. Those pioneering club members taking the heat for flying electric had already seen some of the advantages of flying with electric power such as reduced vibration, no oily mess, quick throttle response and most of all reliability. As the electric power systems have grown in popularity they have come down in price. Batteries, motors and speed controllers are all much cheaper than 10 years ago when the PRCM pioneers were experimenting with electric power systems. The power density of batteries has increased, the brushless motors have increased motor efficiencies and the speed controllers are now capable of data logging and powering many servos as well as the aircraft motor.

The brushless out runner has all but eliminated the gear box that was used to reduce the high RPM of the in-runner motors to a usable speed for our model aircraft propellers. It has truly been an electric evolution, perhaps even a revolution.

You don't have to look any further than pattern flying to see this change in power systems. Just a short time ago pattern flying was dominated by aircraft powered by YS 160 and YS 170 glow powered engines. These engines have great power, a sweet sound and a cool smoke trail. Unfortunately they are oily and finicky. At last year's pattern contest in Peoria there were few glow powered aircraft.



One of the fine looking electrics at last year's "Fat Lake"

The top performers were all flying with electric power systems, including our own John Hoelscher. This year we expect to see Bob Wilson and Joe Lang join John and compete with electric powered pattern ships.



John Hoelscher assembles his Vanquish.

My fleet of airplanes has a larger percentage powered by electricity and that mix is likely to continue. I am replacing the YS 160 in my pattern airplane with a Turnigy 160 electric motor that has been powering Little Pinky, my foam camera platform flyer.



Jim, and Little (?) Pinky.

I have a Westland Wyvern that was designed for 50CC gas power but I plan to use an electric motor to power this scale model of a turboprop contra rotating British airplane.

Glen Howard, Roger Stegall, Vern Holeman and Bryan Chumley are examples of the new electric movement. Glen has scaled-up his great indoor flyers and now flies them outdoors. Roger and Vern are building and flying everything electric. Last year Vern only flew one glow powered airplane all year long and Vern flies outdoors every month of the year! Bryan has joined the need for electric speed with several new jets and his spectacular F-14 Tomcat with the electric power and the electric swept wing system. This is a great flying jet.



Chummer's Tomcat

Roger Wheeler is also one of those exclusively electric powered members. Our newest member, Bob Cisco, came to the field yesterday and had a successful maiden flight with his new electric Corsair. His Horizon Hobby Corsair is a nice scale airplane complete with electric retracts. Bob powered it up, taxied down the runway and took flight for the first time at PRCM field. Actually, Bob might have made his first flight with glow power but the club trainer was involved in a collision on a trimming flight.

Electric powered flight systems have made great progress in the last 10 years. I am looking forward to seeing what new and exciting aircraft show up at PRCM field this spring. I am also interested to see what is under the cowl and powering these new aircraft. Lets see how many members have "Said No to Glow" in 2013.

Jim Fassino



NO FEAR PYLON

Our first April 27th "Postman Race" is approaching fast. I call it the "Postman Race" because of the notoriously fickle weather in April. So, to paraphrase the motto of the U.S. Post Office:

"Neither snow nor rain nor heat nor gloom of night stays these pylon racers from the swift completion of their appointed rounds."

I understand that Tommy Imhoff and Joe Board are really gearing up for this one. However, there is going to be lots of competitors with their eyes on the prize...so it should be interesting.

A new competitor in our event, Kerry Delvechio, showed off his World Models LA 40 Racer at the last meeting. It looks great and I know Kerry will be a great competitor.



Kerry's LA40 Racer

Also shown at the meeting was the restored Jim White Four-Star 40 of last year. Broken in three pieces, the rebuild came out pretty good.

Now, you may notice the graphics on the right horizontal stab. It says "Tommyknocker Brewery." Tommyknocker is a real brewery, but I chose the name not so much for the brewery, but

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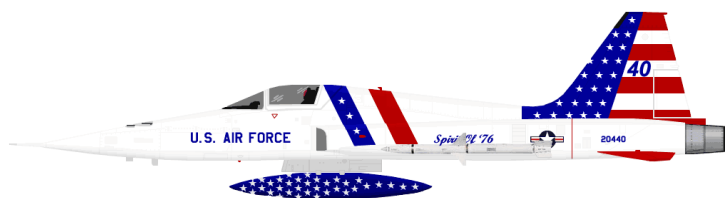
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for its implication of “knocking Tommy”, the “Great Wilsoni's” greatest nemesis.



“The Great Wilsoni” and the Jim White rebuild now named “Big Red”.

Another World Model's airplane has also been completed by Roger Stegall. This is the Skyraider MK II and named “Dr. Fast”.



Roger's new pylon racer.

Race time is getting close, so you better be getting the final touches on your race machines finished up.

Bob Wilson



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.

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VP Sam Sisk (309) 453-2020

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APRIL
PRCM
GIRL

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'm at wits-end concerning a friend who may be considering an alternate life style. There is a boastful guy in our flying club who has long maintained that every guy flying an electric plane should also be wearing a pink slip. Recently, this same fellow has ordered an electric motor, speed control and batteries to populate a new pattern plane. Amelia, should I be concerned that this grump may be secretly shopping at Victoria's Secret for a pink teddy? His recent change in attitude concerning electrics is so contrary to every fiber in his body that it's possible he may have gone bi-polar along with his 4.8 volt batteries.

Sincerely

Concerned for cross-dressing

Dear Concerned,

I too have been witness to the boast about pink lingerie and electric planes. It's quite possible the lad you mention has finally resolved a mid-life crisis that was precipitated by a recent colonoscopy where all those inner fibers come blasting out with the pressure of a fire hose. That procedure will give anyone an appreciation for what the Muppets feel. His switch to an electric motor for a pattern plane is years overdue since the top pattern flyers have long been using battery power to secure their trophies. I would suggest you give this electric new-bee a little "slack" before you go checking his choice and color of undergarments. There is an old saying that "if you can't beat 'em -- Join 'em." I wouldn't go off the deep end with worry for your friend unless he passes an ice-cream shop without stopping for a cone.

Sincerely,

Amelia Airhead - a long time user of battery power



Dear Amelia,

One of our most honored retired members is buying so much foam insulation board to build foamy airplanes, that Menards can't get enough to supply insulation to protect babies in their homes from the cold. There is such a foam shortage that our "insulation hoarder" has resorted to saving material by building airplanes with no tails, half fuselages and forward-swept stubby wings. Some of his designs look like

boxes, others like bow ties and still others like lawn darts. Some of his concoctions even fly like lawn darts. This retired gentleman seldom repairs his divots after the unexpected intermingling of foam and Mossville soil.

Amelia, do you think we should sequester this club member from cornering the market on foam? Babies and gold fish need to be protected from winter's fury. I'm concerned this shortage of insulation may become the lynch-pin to erode the very fabric of the American way of life.

Signed,

Baby needs a coat and a serious change of diapers

Dear Diaper Dandy,

I checked the local hardware facilities and nobody has the blue fan-fold foam because the guy you mention has depleted supplies. One of your more courageous members has found another source for this foam but it must often be purchased at night on street corners in small clear plastic bags. I don't believe the sequester of your prolific builder will reduce the foam shortage with any more effectiveness than the sequester of federal funds will reduce the number of prizes in the White House Easter egg roll. The Wright brothers didn't get it right the first time. Had we sequestered them, we wouldn't have all the lost luggage we have today. I would suggest you provider encouragement to this innovator because sometimes to move forward, we need to man-up and face a few hardships

Sincerely,

Amelia Airhead - a believer in the man-up process

