



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).

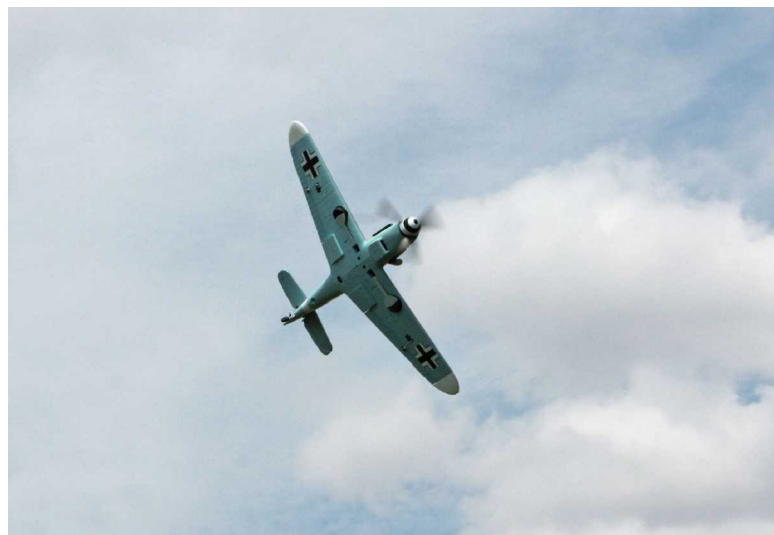
General

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.

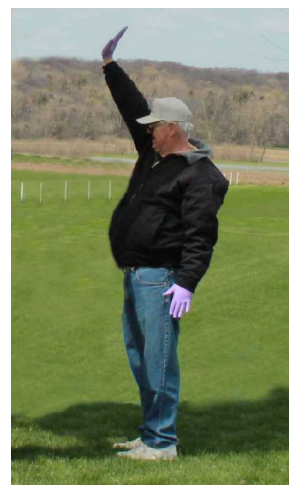
Flight Instruction

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

PHOTOS OF THE MONTH



Jim Hogan's ME109 on a great flyby.



Overcome with emotion after flying his German ME109, pilot Hogan turns and gives a Nazi salute to the crowd.



Jon Dewey with his new RC mower.



High Altitude Balloon Launch

Earlier this month, Engineering students from Northwestern University contacted the club and asked if they could launch a research balloon from our field. Evidently the initial contact came through John Hoelscher and Jim Fassino who readily agreed. Last week the students contacted the club again and said they would be at the field on Friday morning (4/26/13). Roger Stegall got to the field early with donuts, started the generator and prepared coffee. Bob Wilson showed up shortly thereafter, followed by Jon Dewey, Jim Hogan, George Knight and Terry Beachler. At 9:30 three very nice young men from Northwestern University, Mark Fisher, Julian Minuzzo and Jingner Lou, showed up with their launch equipment.

The conditions weren't exactly great. The sky



was more than 50% overcast and we had a south wind of up to 25 mph. But at least the wind was blowing AWAY from the power lines, and that was a good thing.

A good deal of effort is put into assembling the equipment and making sure all of the telemetry is operational. It took about two hours.



Northwestern students Jingner Lou and Julian Minuzzo begin assembly of the balloon equipment.

All of the electronic equipment is contained in an insulated payload box (actually a cooler...it gets cold at 75,000 ft). There are two GoPro cameras, one pointing down and another on the side. In front of the side camera is the letter "N" held in place by an 8 inch dowel rod...an advertisement for Northwestern.



Payload box. Note the letter "N" held in place by a dowel rod.

In addition to the payload box, a small cube of tin foil is carried aloft. This is to provide a radar signature (the students had to notify the FAA at launch time). Also attached to the balloon line is a small parachute. As the balloon rises it expands in the thinning atmosphere. At some point the balloon material will rupture and everything will fall back to earth. The parachute is intended to slow that decent.

At about 11am they began pumping helium into the balloon. As the balloon filled, several of our members assisted in keeping it steady in the buffeting wind.



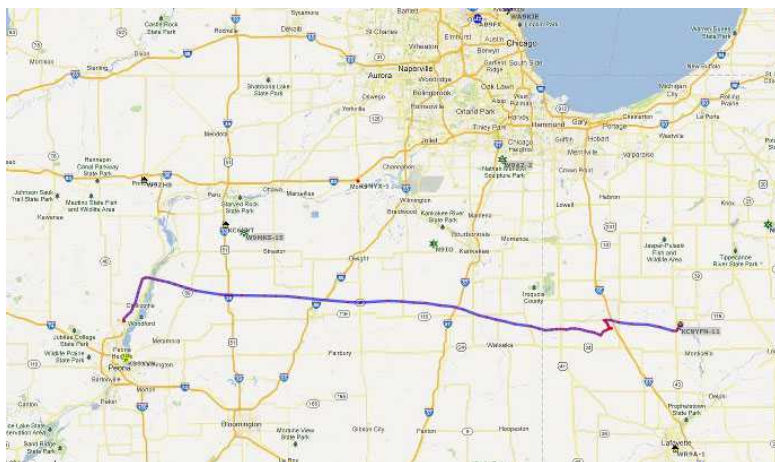
No this is not a revival meeting but members Beachler, Knight and Hogan keeping the balloon steady.

Luckily, just before releasing the balloon, Terry Beachler noticed a knot that was coming loose. The balloon was hauled back in and the line secured. With that the balloon was launched without incident.

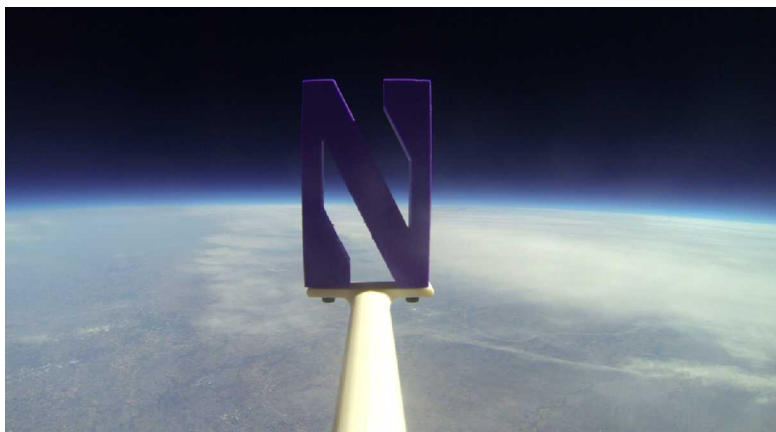
Great job guys!



Just released, the balloon and payload heads north.



Here is a graph of the balloon track. It headed NNE out of our field and then turned East at about 17,000 feet. The GPS speed averaged about 80 mph. The balloon fell to earth in Indiana.



An amazing photo from the edge of space. Here the balloon is somewhere over Indiana at about 70,000 feet.

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NO FEAR PYLON

The start of another racing summer! We had a beautiful, almost windless day and the temperature was pleasant. As is normal, the first scheduled race was kind of hectic. Airplanes, motors, radios and skills have been sitting in the corner all winter and Murphy's law is bound to affect someone. Jon Dewey was the first recipient! On a pre-race checkout flight with test pilot Jim Hogan at the helm, the airplane went airborne and then lost all control. *Schmuckerooski...*the season's first fatality!

This is the first season that the World Models Sky Raider MK II and LA 40 Racer were allowed to compete. Three members tried them out. Kerry DelVecchio and Jim Fassino both opted for the LA 40 Racer while Bob Wilson went with the Sky Raider.



Jim Fassino's new LA Racer

Race 1, Heat 1

"Smokin Jimmy" Fassino, flying his new LA 40, battled briefly with "The Fantastic Languini" before putting the pedal to the metal and out distancing the club president. Joe was flying an unclipped 4-Star. Third place went to Jim "Hollywood" Hogan who was flying a clipped wing 4-Star.

Race 1, Heat 2

An exciting lineup pitted the ever dangerous "Cutter" Imhoff, with "Wildman" Board, "Crash" Delvecchio and "Pod Man" Stegall. At the startup, Pod Man's clipped 4-Star started, farted, faltered and died. He was out. The race itself was wild with Imhoff and Board trading leads almost continuously. "Crash" DelVecchio, flying his first race ever, smartly stayed high and out of the way. At the end of 6 laps, Imhoff strangely pulled up into a victory roll and then realized it was premature. "Wildman" took advantage and crossed the finish line first, albeit with 3 cuts...DQ city! Lady luck smiled on "Cutter" this day.

Race 1, Heat 3

Last year's champion, "The Great Wilsoni", was pitted against Scott "Fergasaurus Rex" and "Chip" Pringle. Wilsoni, flying last year's unclipped 4-Star jumped to an early lead and held it until the 6th lap when his engine gave up the ghost and died. "Fergasaurus Rex" blasted by the dying 4-Star with his own unclipped 4-Star to capture first place. "Chip" Pringle was hanging tough and took second with his unclipped 4-Star.

Race 2, Heat 1

Oh the Humanity! Halfway through this race Joe Board and Jim Hogan had a classic midair collision. Both airplanes were totally destroyed and spread all over the bean field. The other competitor in the heat, Joe Lang, went on to win an easy first place.



The aftermath of the Hogan/Board midair. Picking up the pieces

Race 2, Heat 2

Tom Imhoff put this race into his win column with Bob Wilson coming in second with a sick engine, followed by Roger Stegall and Kerry DelVecchio.



Race 2, Heat 3

The last heat of Race 2 saw Fassino's new racer tear up the air for a strong win. Fergy followed at second place with "Chip" Pringle bringing up the rear.



Jim Fassino and Scott Ferguson battle on turn 2 during Race 2, Heat 3.

Race 3, Heat 1

"The Great Wilsoni" wisely switched to his Sky Raider which, after replacing a glow plug, was running fine and first. Kerry DelVecchio captured second place and Roger Stegall never got off the ground.

Race 3, Heat 2

This was another wild race. Tom Imhoff finally outdistanced Jim Fassino to cross the finish line first but was DQ'ed with two cuts. Greg Pringle was third.

Race 3, Heat 3

This was a two man race and Joe Lang rose to the occasion outdistancing Scott Ferguson, who was also DQ'ed with 2 cuts.

Race 4, Heat 1

Lang, Wilson, Imhoff and Fassino blasted away at each other for 8 laps in what turned out to be the closest race of the day. Wilson was first, Imhoff second, Fassino 3rd and Lang, his engine running sick, finished 4th.

Race 4, Heat 2

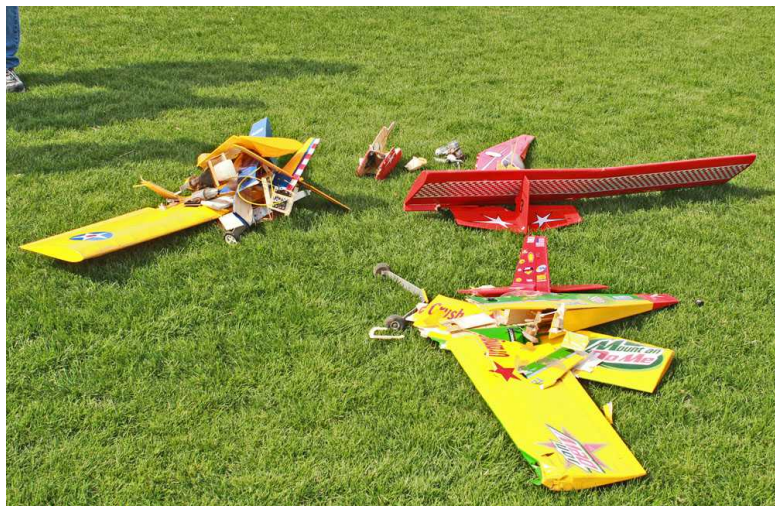
The last race of the day and the yellow 4-Star of Scott Ferguson took the honors. Greg Pringle was 2nd and Kerry Delvecchio third.

For the first race of the season, Jim Fassino took top honors with 21 points. He will be awarded the "No Fear" Medallion on meeting night.

Joe Lang captured 2nd with 20 points.

Wilson, Ferguson, Pringle and Imhoff all tied for 3rd with 18 points.

DelVecchio had 16 points and Stegal, Hogan and Board had 5, 5 and 2 points respectively.



The toll for April's race was particularly high with three airplanes being destroyed.

May is a two race month, so get those racers ready for another show-down on Saturday May 11th

Bob Wilson

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For me, April started with a little R&R at Pensacola Beach in Florida. Our annual trip there got cut short last year, so this year I was bound and determined to make it to the Naval Aviation Museum and see the new annex that opened in 2012. Here are a few shots from the visit:

First is the VH-3A Sea King that served as Marine One for Presidents Nixon and Ford.





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The Blue Angels are grounded this year due to the budget mess in Washington, but a Hornet in the Blues' markings in front of Old Glory makes a great picture!



George W. Bush flew in the co-pilot seat of this S-3 Viking to the USS Abraham Lincoln where he announced the end of major hostilities in Iraq with his "Mission Accomplished" speech on May 1, 2003.



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!

Finally, a Sopwith Camel with its most famous pilot at the controls.



After a really nice break, we headed back to Illinois and we've had a couple weekends that actually had some decent flying weather! There has also been a lot of activity at the field over the last couple of weeks. The petromat runway expansion is complete and should be ready for use very soon. The concrete pad and apron for the shed addition have also been completed. Thanks to all who have helped with these projects! There is a lot to do yet, but we are off to a great start. The year's first round of pylon racing is also complete and included a lot of exciting action along with the year's first carnage. I am sure there is a full report somewhere in this newsletter.

Please remember our meetings move to the field beginning next Tuesday, May 7th. Hope to see you there!

Thanks and happy flying!

Joe Lang



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 VEEP SPEAKS

Gas to Toledo -\$160

Two nights with Tom Bodett - \$100

Admission into the show - \$10

14 propellers - \$120

2 sets of wings \$ 10

4.25 gallons of airplane fuel - \$73

47 beers - \$147

7 airplanes \$1000

Getting out of Steve's fully loaded Tahoe after listening to Terry's jokes for 10 hours – PRICELESS. There are some things money can't buy...for everything else there's MasterCard.



Steve Blessing, Jim Hogan, Terry Beachler, Jim Fassino and myself made the trip to Toledo this year. We had a great time and came home with a bunch of new toys. If you have never made the trip, you should consider it. We had a fun weekend and breakfast at the Waffle House is \$3.00 cheaper than Bob Evans in Peoria.



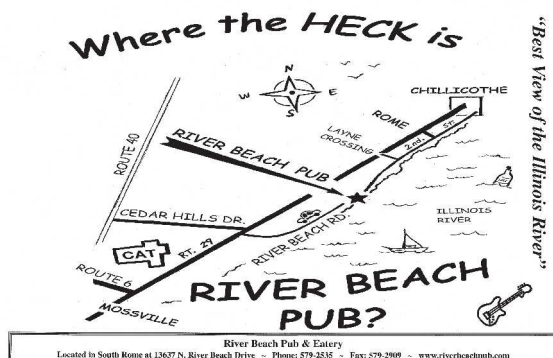
WE WANT YOU! to join us at the 2013 PRCM Open House. Our open house is just around the corner, It is going to be on Saturday May 18th. The pilots meeting will be held at 8 am followed by a full day of fun and flying. Let's all hope for some great weather and light winds.

We have a lot of great raffle items donated by some good friends of our club; Todd from Computer Deli, Brenda from River Beach Pub, Janis from Coney's, Brian from Dynamic Balsa, Brian Reed from Champaign and the managers at Bob Evans. I would like to thank each and every one of them all for the support they gave our club. Our open house would not be possible without them.

So charge your batteries and pre-flight your planes, and make plans to join us for a fun filled day at our field. This is a time to show off your skills and your planes. "Uncle Sam" has attended jump school over the winter and he has a brand new 42 inch parachute. I have heard he is going to jump in the American flag during the day, as long as he is not sequestered. I look forward to seeing Uncle Sam and all of our members at our open house. If you have any questions or would like to help in any way, please contact me.



Jon Dewey



STREAMERS OVER MOSSVILLE

&

UNLIMITED ELECTRIC RACING

April 27th saw the inaugural event of the unlimited electric racing season. Six different pilots attempted at least one electric pylon race. Scoring for each heat was based upon a 20-point maximum. Tom Imhoff won the class of the event, flying a foam F22 Raptor with an NTM motor drawing 50 Amps and turning 2700 RPMs for each of the 11.1 volts in Tom's battery.



Electric racers coming off turn 2

The first two races saw Tom finish in first place more than 2 laps ahead of the nearest competitor. The third race was no different as this same speedy plane finished 3 laps ahead of everybody else. The only problem was that Tom, in his excitement to "bury" the field, made an early turn

and did not fly past the pylon on the west end of the field. Scott Ferguson, flying a foam Raptor on 18 Amps and 1650 RPMs per volt finished 2nd in the first two races. Scott likely would have finished 1st in the 3rd and final race (after Tom cut the pylon) but he did not have time to charge a battery prior to the last race. Roger Wheeler was the eventual winner of the 3rd race.



Roger Wheeler and his new Semitar. Not clear whether he intends to race this or not.

The next Unlimited Pylon race will see several more Raptors with the super fast NTM motor. Jim Fassino, Joe Board, Roger Stegall, Glen Howard and Steve Blessin all have this same combination of Motor/ESC and foam plane that proved so successful for Tom. Charge those batteries because Unlimited Electric Pylon Racing is about to become very interesting.

Roger Stegall



The next few weeks are going to be busy for the members of the Peoria RC Modelers. We will be highlighting the variety of interests our members have with all things that fly. Here is a look at the upcoming events.

Saturday, May 11, 2013, begins with our second pylon race of the season. The racing season got off to a violent start with three airplanes totaled in week one. Scott Ferguson caught the midair collision on video and posted it on our Facebook page. This year the racing starts at 9:00 a.m. sharp with the Four Star 40 class. Just a reminder to the racers with ADD, we race eight laps not the six laps that several of our pilots prefer. Then to break things up, there is the always exciting electric 18 amp combat challenge where pilots attempt to both cut the crepe paper steamers of their competitors and survive the carnage.

New for this year is unlimited electric pylon racing where the rules are simple: if it's powered by electricity and it flies, it qualifies. This is the kind of rulebook everyone can enjoy. I brought my electric PopWing to race and after watching some of the guys fly their unlimited racers, the PopWing went back into the van. It needs some serious upgrades to even hope to compete in unlimited.

After all of this racing and combat, the pace changes on May 11 to the smoother and calmer pattern flying clinic at about 11:00 a.m. We are fortunate to have Mike Mueller from Chicago and

Ryan Smith from Horizon Hobby help members interested in learning more about pattern flying. This is not a classroom event; rather it is a “fly the maneuvers and get constructive feedback” from two seasoned pattern flyers. Even if you have never flown pattern, consider staying for the training and listening to the comments and you will pick up some flying tips. We will have a club class set of maneuvers for any to fly that will be flown at our August Pattern contest for those interested in sampling pattern with your favorite airplane.

Then on Saturday, May 18, 2013, its time for our Peoria RC Modeler’s Open House 2013.



**PEORIA RC MODELER
OPEN HOUSE**

PRCM
Peoria Radio Control Modelers
An AMA Chartered Club
www.peoriarcmodelers.com

A Day of Flying Fun

Pilot registration at 8AM - Pilot meeting 9AM - Flying until dusk - Food and drinks available
No landing fees - Door prizes & Silent auction at 2 PM - Flight instruction for young and old
Contest Events and Demonstrations
Helicopters - Pylon Racing - Combat - WWI and WWII Aircraft - Pattern Flying and more

Saturday, May 18, 2013
Rain date Sunday, May 19, 2013
Peoria RC Modelers' Flying Field
14501 N. Old Galena Rd, Moline, Illinois
AMA Sanctioned Event

date 5/18/2013	location PEORIA RC MODELERS FIELD	time 8:00 AM	This is the annual public fun fly sponsored by the Peoria RC Modelers Club of Peoria, Illinois. Come join us for a day of fun flying and enjoy the finest flying site in Central Illinois.
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This is one of the best events of the year. There is lots of flying, lots of good food, lots of prizes on which to bid and raffle prizes to win. The committee has a great collection of prizes for pilots and non-pilots as well. This is a great event to introduce family, friends and neighbors to the RC hobby. Fill up your vehicle with all of your flying machines and help us show the

wide and diverse range of interest our members have in this hobby. Consider bringing a project still under construction so our guests can see what is beneath the covering.



Some of the prizes for the May 18th Open House

To help make all the May events a success, we need two things from each member.

First, we need you to attend the May 7, 2013, club meeting at the flying field so you can sign up to help with these events.

Second we need you to come join in the fun. May is going to be a great month.

Jim Fassino



THE FLIERS & LIARS CLUB
(Light on flying, long on Lying)

Meet for breakfast every Saturday morning at the
Bob Evans on Allen Rd.

Arrive any time before 7:00 AM or you will be
severely heckled.

THE PRCM COPILOT OF THE MONTH



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 hesitate to write you this question but I'm afraid there is some kind of jinx concerned with shortening wings of 4-Star 40 planes. The rules committee for "No-Fear Pylon Racing" have allowed owners of 4-Star planes to shorten their wings by one rib bay on each end (about 6" in total). Pilots who made the change in an effort to speed-up their planes have recently met the "fickle finger of fate." Three of these pilots

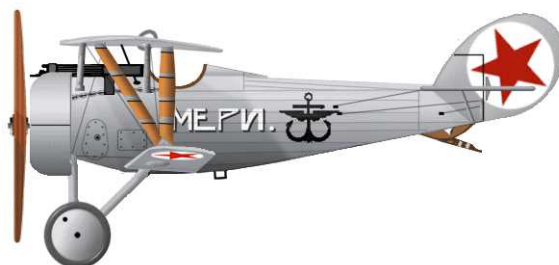
crashed before the end of the first race of the season while another pilot who made the change could not get his motor to run well enough to crash. Amelia, do you think there is some kind of supernatural "Ghost Of Sig" at our flying field who is avenging pilots who would dare change the design of a plane known by so many to fly so poorly?

**Sincerely,
Beware the Sig Revenge**

Dear Beware,

There certainly was a trash bag full of carnage at your first racing event. All your racers, in addition to wearing helmets, should probably consider wearing protection used in baseball. Sometimes, those planes seem to do the worst possible thing at the worst possible time - I call this the Kardashian-Effect. I don't believe there is a Ghost of Sig protecting his inferior design. The shaving off of a couple rib bays was completed by 4-Star pilots who believe "size matters." Let me be the first to confirm that it's not size that matters, but how you pilot the plane that determines who finishes first or fails to launch. Pilots who recently suffered the harsh reality of inertia and gravity are already making plans to build the World Models LA Racer. Crashing is as much a part of racing as eating Hershey bars is a part of getting zits. The most successful racers are the ones who fly like they stole it. If you are not racing on the ragged-edge you're simply flying circles. Don't fly circles.

**Sincerely,
Amelia Airhead - a slow & low flyer**



CLUB PHOTOS



The shed addition. Members Jim Gerst, John Hoelscher, Nick Chumbley and Bryan Chumbley work the concrete pour.



The shed addition. John Hoelscher operates the concrete bull-float while new member Jim Gerst looks on.



What a crew! Our thanks to all who have labored on the shed project.



Jon and Gavin Dewey show off their new Eindecker



The balloon launch guys & our helpful club members.

