



**Photo of the month:
Ridin in the Rain**

PARTICULARS :

AMA Charter 313

President: Jon "Dew Drop" Dewey
Dew6483@yahoo.com

Vice President: Roger "Filibuster" Wheeler
speed2004@comcast.net

SEC/TREAS & FACEBOOK: Jim "Smokin-Jimmy" Fassino
Fassino@me.com

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

MAINTENANCE & GROUNDS: Joe "Fantastic Languini" Lang
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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, 1/2 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, 7 days a week.

Membership:

Club dues are \$95/year if paid before January 1st, \$105 thereafter. All members must belong to the Academy of Model Aeronautics (AMA)

General:

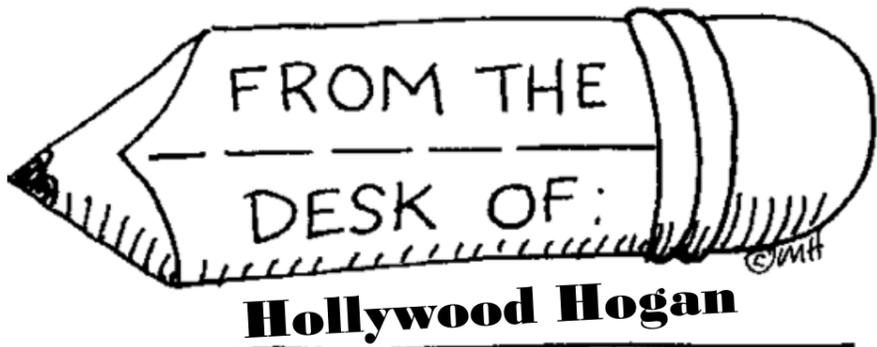
We are committed to having fun and the safe operation of model aircraft. The Peoria RC Modelers is an equal opportunity, not-for-profit organization and always welcomes new members.



Uncle Sam (Hogan) on his "Wet" Trike

Photo by Fassino





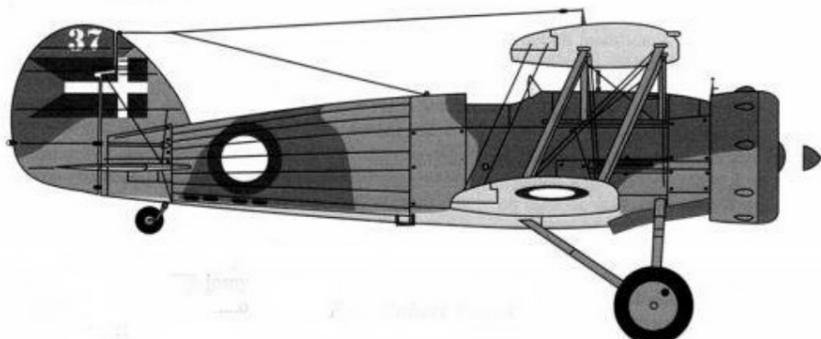
I learned to fly a Carl Goldberg "Falcon 56" at Detweiller Park in the early 1970's. Glenn Howard was one of my mentors. That airplane had the "state of the art" McCoy .35 "Red Head" engine.

Detweiller has not a big field by today's standards, but who cared, you landed over people and flew down Route 29 to land. "What could happen."

The more advanced pilots with money flew the Fox .45 engines that were really nice. I even saw one or two Enya .60 size glow engines on the really really big airplanes.



Work and family took me out of the hobby until I retired. When I got back into it, much had changed in engines. My old "Red Head" engine had been out of production for about 20 years. "O.S. Max" two stroke engines had become the rage. As the price of energy began to rise, alcohol based fuel for glow engines began to rise as well. The two stroke glow engines burned lots of fuel and four stroke glow engines offered better fuel economy. To save fuel, I jumped in and bought an OS .91 and two OS .1.20 four stroke engines. Wow, I was ready for the future!



Then, here comes the "Fat Lake" pattern contest with most of the competitors flying electric powered airplanes with motors the size of your fist and speed controls in the 120 amp size. Well, let's take a look of the cost of using no fuel at all. Electric motors in the \$150 range showed promise. Then I added in the \$120 speed control, and battery packs in the \$100 range each. (You need three sets). Oh yes, the battery charger was \$150 and you need a power supply in the \$70 range. Don't forget the voltage regulators and carbon fiber props.



Now wait a minute! I can buy lots of glow fuel and gasoline for the price of large electric airplanes. I guess my four stroke and gas engines are a buy after all.



Jim "Hollywood" Hogan





When I first joined the club I was told.. “There are two types of RC pilots, those who have crashed and those who will crash.” So if we all crash.... then what causes them? The simple answer is: Gravity and the following impact with the ground. Without either one of these, we would never have a crash. But what leads up to the point of impact?

I believe the number one cause of turning an airplane back into a kit is: “pilot error” Either the pilot was flying beyond his abilities, or flying a plane that was beyond his skill level, or the pilot simply flew his airplane into the ground due to misorientation. Even the most experienced RC pilots make the wrong stick movements when we cannot see which way our aircraft is orientated.

I believe the second leading cause is what I like to call, “Crew Chief Error.” The crew chief is the man or women responsible for the maintenance and the up keep of the aircraft. The US Air Force considers this such a important part, that the crew chief has his name painted on the side of “his” airplane. If you ever ask a crew chief whose airplane it is, he will tell you it is his and he allows the pilot to fly it. In RC the crew chief and pilot are usually one and the same. With today’s technology radio interference is usually not a problem, however we still seem to like to blame the little green men inside our radios. More likely it is a ‘Flutter” problem or the builder did a poor job on the hinges. Prevention is never a cure, but sadly it usually takes a crash to figure out what we did wrong. A good “walk around” is always a great ideal; you never know what you might find.

The third cause is the most spectacular and seems to be the least common, unless you are Joe Lang. The Mid-air (Error) Collision happens when two or more airplanes try to occupy the same airspace at the same time. Anyone who has witnessed such an event knows the unmistakable sound caused by the impact of the airplanes followed by complete silent as pieces and parts gentle fall to the ground.



**.....OH, THE
HUMANITY OF A
MID-AIR**



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No matter what we think the reason behind the crash was, the ultimate reason is always GRAVITY. If there was no gravity, we would have no crashes. So I guess we all have Sir Isaac Newton to blame instead of ourselves. It is always a shame when we lose an airplane before its time, but let's all be a man about it and milk it for all it is worth. Get as many free beers out of it as you can, think and dream about your next Christmas present, never throw your radio and do yourself more harm than good.



8. Do not take off running for the crash site looking for "new" servos.
7. Do not take photos of the crash site and always hide the evidence that you already did.
6. Never ask if he remembered to charge his batteries the night before.
5. Never hand the pilot a garbage bag, let him go get is own.
4. Do not say, Now we can go to the Beach Pub and get an early beer, But if you do go: Be sure to buy the first round!
3. Do not say, It looks like a easy fix, just a little epoxy here and there. Remember, nothing is easy.
2. Never imitate a Group Hug and say Dude what happened?

And the NUMBER ONE thing **NEVER TO SAY IS:**

1. I saw the whole thing and it was all PILOT ERROR!! This is a definite NO-NO. Just smile, nod your head and agree with everything the pilot says. If he blames himself (Very Rare) disagree with him and tell him you saw the UFO that really shot down his airplane.

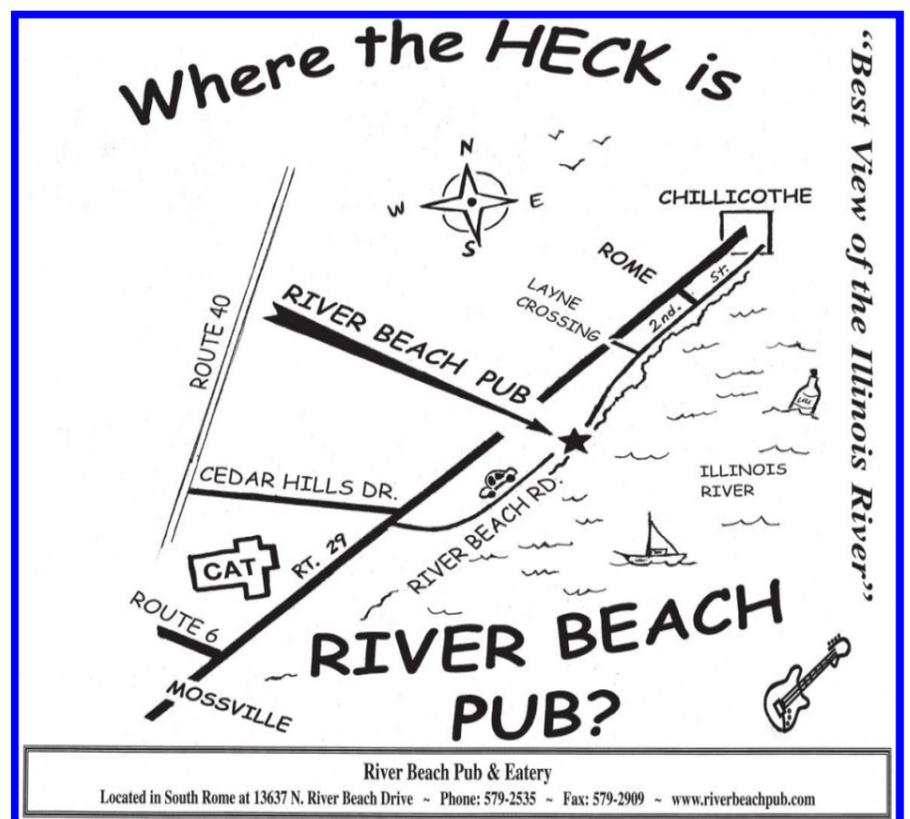


TOP TEN

Jon Dewey

The Top Ten list of things you should or should not do after witnessing a crash:

10. Keep quiet and let the pilot have the first word, even if it is a curse word.
9. Never throw your own radio, throw someone else's radio





Witness to a Maiden

The club meeting was scheduled to start in about 3 hours. The field was busy with all kinds of activities. John and Joe were setting up the poles for the pattern contest, Jim Hogan was flying his RV4 and Vern and Roger, well, they were doing what Vern and Roger do best. Doc Rudy had his mind on other things. A new pattern ship with a funny canard wing designed by an Italian aerobatic pilot which is attached to the top of his red, white and blue Sebart Myrhos. This 2 meter pattern plane was sitting on the flight bench almost ready to see the air for the first time. After messing around with all the controls for what seemed like hours, the batteries were now drained more than half way, it was finally time to go. The Mytho S Pro lurched into the air almost hitting the guys just off the field setting up the pattern poles. With no warning Doc buzzed Joe as he dove for cover in the wheat field. The Mytho bobbed and weaved through the air looking a lot like Bob Wilson's bobber with a fish on the line.

Sensing something was wrong with the CG Doc brought it in for a quick emergency landing. After moving the batteries forward more than 3 inches it was ready to go again. The wheat field was now cleared and all the smart people were hiding behind the shed for protection, Doc took off again. As soon as he was in the air the throttle went to ¼ power. Could it be the batteries were already drained on the stand? The Mytho came in fast and hard, with wheel pants flying the Mytho came to a quick stop.



The RC NTSB team, which was on hand for the occasion, rushed to the stopped Mytho. The lead investigator quickly determined it was a poor soldering joint on the deans plug. The investigator was heard saying, "Doc you should stick to passing gas and let someone else do the soldering". According to Doc all is well, "it Flys, but needs some adjusting." And he says we will see it in the air again soon.

Case File #87342014





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The adrenalin rush of model aeroplane flying is a thrill for frustrated pilots

By Sharon Kennedy



Here is an excerpt from an article Jim Fassino found.

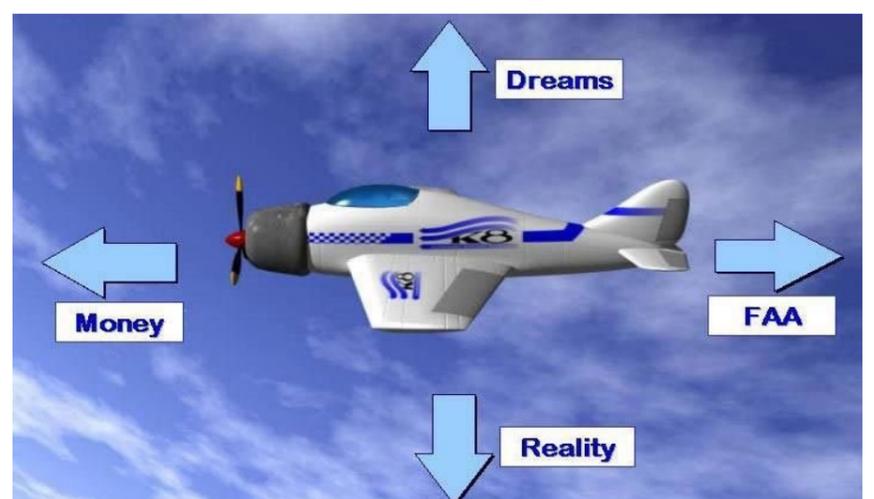
Chief instructor Larry began his love affair 35 years ago. For Kerry it started at the age of 8 or 9 one summer afternoon when a glider landed in the front paddock of his dad's farm in NSW. (Australia) Both men are "frustrated" pilots; cost was the prohibiting factor. In many ways, however, Kerry reckons that the models are more satisfying and fun as well as being more difficult to fly. "Once you're up in a plane and flying and trimmed out, there's not a lot to do. "A radio model, you have to fly the whole time. "And you're outside. You have to think differently." Larry also started early, tinkering and watching his naval father building and flying model planes.

No experience required:

Larry agrees that it's probably harder to learn to fly a model because you can't feel what the plane is doing. The structured training is based on flying real craft, he says. "The first step is hand eye coordination." At first, the instructor is connected via a buddy box. If a student gets into trouble, a simple switch gives Larry control. Gradually more complex controls and flight procedures are introduced and then more rigid patterns. "It's really preparation for landing. Taking off is easy, landing is very hard." Says Kerry, orientation is the biggest problem. "When the model is landing it's nearly always coming towards you. Left and right are therefore reversed." "We teach the students not to think right and left but instead to think of the orientation of the aeroplane." A radio controller must judge the approach speed and the glide ratio correctly just as a pilot would in order to put their craft on the runway in one piece. With the models, there's no instrumentation to help, just eyesight and judgement to avoid stacking up on the runway. Says Larry, "A lot of people buy planes from hobby shops but they can't teach themselves to fly." The result he says is a lot of crashing, repairs and cost. Even pilots of real planes struggle, he adds. With a club, beginners can learn from scratch and it takes about six to eight flying hours to go solo.

Prangs: (meaning crashes, in the U.S English)

"We've seen lots," says Kerry. "We use the term re-kitting." Many models today are made of foam which is forgiving and repairable, explains Kerry. With plastic covered balsa and ply, a bad crash means "filing under R for rubbish". The cost of kits has come down greatly, says Larry. "In the early days, we would have gone to a lot trouble because you virtually built them yourself. Today, they have 'almost ready to fly' planes. "A lot of guys will just buy another." For example, says Kerry, in the late 70s a two channel AM radio cost \$150. Nowadays, a fully programmable radio is available for the same sort of money. Building skills are disappearing because of that trend, the men agree. Says Kerry, "We've had a past member who has built several planes and hasn't flown them. He just enjoys building." The ARF models are a positive innovation in that they attract more people into aero modelling, says Larry. "It (the hobby) gives you a broad spectrum of skills which you can take as far as you like." Larry lists engine tuning, electronics, builds and minor repairs off the top of his head. Aeromodelling takes flight in many directions, says Kerry. 'First person view' models use a camera and give feedback such as airspeed and altitude. Some members follow the military route, building scale models of WWI and WWII planes. "You can hardly tell the difference between that aeroplane and the real plane in the air." Members can choose between jets with ducted fans or with a miniature jet engine, helicopters, or autonomous aerial vehicles. The difference between the first person view craft and AAVs, or drones as most would know them, is control, Kerry explains. "With an FPV, you're still in control of the plane. Whereas a drone flies itself. You program a flight path." Drones use video feeds and GPS to fly and hopefully return.



Adrenalin:

Larry's passion is jets. The reason is the adrenalin rush, he says. "When you're flying something that's flying at 200 kilometres an hour, it's very exciting. You have to have your wits about you. "I shake. And when I land, I'm still shaking. "The sound is like a real jet." Larry flies a turbine which necessitates all the proper start up procedures. "It's the whole feeling, getting encompassed in the sound, the smell."



Kerry loves the aerobatic planes such as the CAP 232. In one way, flying is relaxing and a great antidote to work, he says. "At the same time, the concentration levels have to be so high to be able to fly good aerobatics. "Gravity has a big effect on aeroplanes," he says tongue in cheek. "They head towards the ground very quickly. "Those sorts of things get your heart into your mouth very quickly and raise your heart rate and make it very exciting." For both men there's the satisfaction of walking someone through from day one to touch and go to finally going solo. Says Larry, "That's very satisfying when you've got them to completion and they're flying safely and you can see the smile on their face. "It's worth a million dollars."



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A hand holding a remote control transmitter next to a red and black RC car. The car is a 1/10 scale off-road truck with large tires and a roll-over protection structure.



STREAMERS OVER MOSSVILLE

Saturday 6/21 was a great day to fly combat. The wind was steady about 8 MPH from the southwest. Roger Stegall, Roger Wheeler and Vern Holeman accepted the challenge of trying to cut a 24-foot streamer on the nearest airplane. The challenge is made considerably more difficult with having only 3 active targets in a big blue sky. Sometime during the 3rd minute of the first 4-minute challenge, Roger Stegall proved that Bob Evans pancakes provide a critical advantage.



"A Happy man"

Photo by: Fassino

It was at this juncture of the event that Roger S. snuck up behind Roger W's EPP foam plane and gave his green ribbon a vasectomy. The cut ribbon segment got caught in a thermal and spiraled skyward. Holeman and Stegall continued to chase each other around during the final minute of the challenge with neither pilot being able to find another scoring opportunity. The 2nd heat of the day was not without incident.

Upon launch, Stegall's combat plane did not have enough airspeed and broke a propeller. Wheeler and Holeman duked it out for another 2 minutes until Wheeler's plane jettisoned its ribbon faster than an Oreo cookie disappears in a pig race. Vern was left with nobody to else to harass and received a single point for completing his flight with a streamer. Stegall replaced his broken propeller and took to the sky with gusto during the 3rd and final heat of the morning. Wheeler and Holeman's planes got up close and personal with each other with the result of Vern dissecting Roger's ribbon at the very point it was attached to his plane. Roger's stubby plane was forced to land for a 3rd consecutive time without a full-length streamer. The resultant contact of Vern and Roger W. caused Vern's aircraft to spiral out of control into the cornfield north of our field. After a brief search, Vern recovered his downed craft that had minimal damage. Scoring for the event was: Vern Holeman 6 points, Roger Stegall 6 points and Roger Wheeler one goose-egg.

Roger Stegall



Our most recent unlimited electric race saw the introduction of a new race platform. Don Stedman brought with him an E-flite Shoestring 15E ARF. This is a beautiful 50.5" purpose-built racing plane that reportedly logs flights in excess of 100 MPH with a 4S battery and an EF-1 approved racing motor. Glen Howard also showed up with a nearly completed red Invictus racing plane

that is similar in size and wing configuration as Don's Shoestring racer. Roger Stegall has an all white Invictus on the building board that can be personalized in design for identification purposes. The first race of the day pitted Stedman, Fassino, Stegall and Wheeler in an attempt to try for a perfect start. Stegall was in a different time zone as the other racers and got a very late start. Try as he might, his orange & black Raptor did not have the metal to catch the other competitors. Unfortunately, Stedman's battery ran out of juice before it reached the required 6 laps. Turn judges reported that Fassino had 3 cut pylons and Wheeler had 1 cut. Stegall's last place finish was good enough for 1st place race points. The start of Race #2 saw the demise of Fassino's raptor from a less than ideal launch.



This time, Stedman was 2nd to the start line but his Shoestring didn't take long to zoom past Stegall's Raptor and was not seen again until it landed after capturing a solid 1st place. Wheeler finished close behind Stegall for 3rd place. Stedman discovered that the sonic boom from the shock wave he was riding must have loosened his motor mount. Don elected not to try for a field repair prior to the start of the 3rd race. Vern Holeman decided to fly one of his foam creations and replace Don in the 3rd and final race of the day. Wheeler awoke from his earlier slumbering sessions on the race course and blew away both Stegall and Holeman with his military P47. Stegall captured 2nd place. Holeman would have received 3rd place points except for 6 cuts. Points accumulated during the event were: Stegall 50, Wheeler 30, Stedman 20, Fassino 0, Holeman 0.



One ugly group of racers! Now we know where T Hangers come from!

Photo by Fassino



No Fear Pylon racing was held 6/21 with 7 hopeful contestants. Don Stedman had fueling problems prior to the 1st race and opted not to fly any of the heats. Point totals for the event were Tom Imhoff 20, Jim Hogan 17, Roger Stegall 17, Jon Dewey 11, Roger Wheeler 10 and George Knight 10.

We are looking for a member to take responsibility to be the chairman for No Fear Pylon Racing beginning with our next scheduled race July 19th. If you will accept this responsibility, please make your wishes known to a club officer.



**PRCM CO-PILOT OF
THE MONTH
WANTS YOU...**



**TO SALUTE OUR
TROOPS**

Dear Amelia:

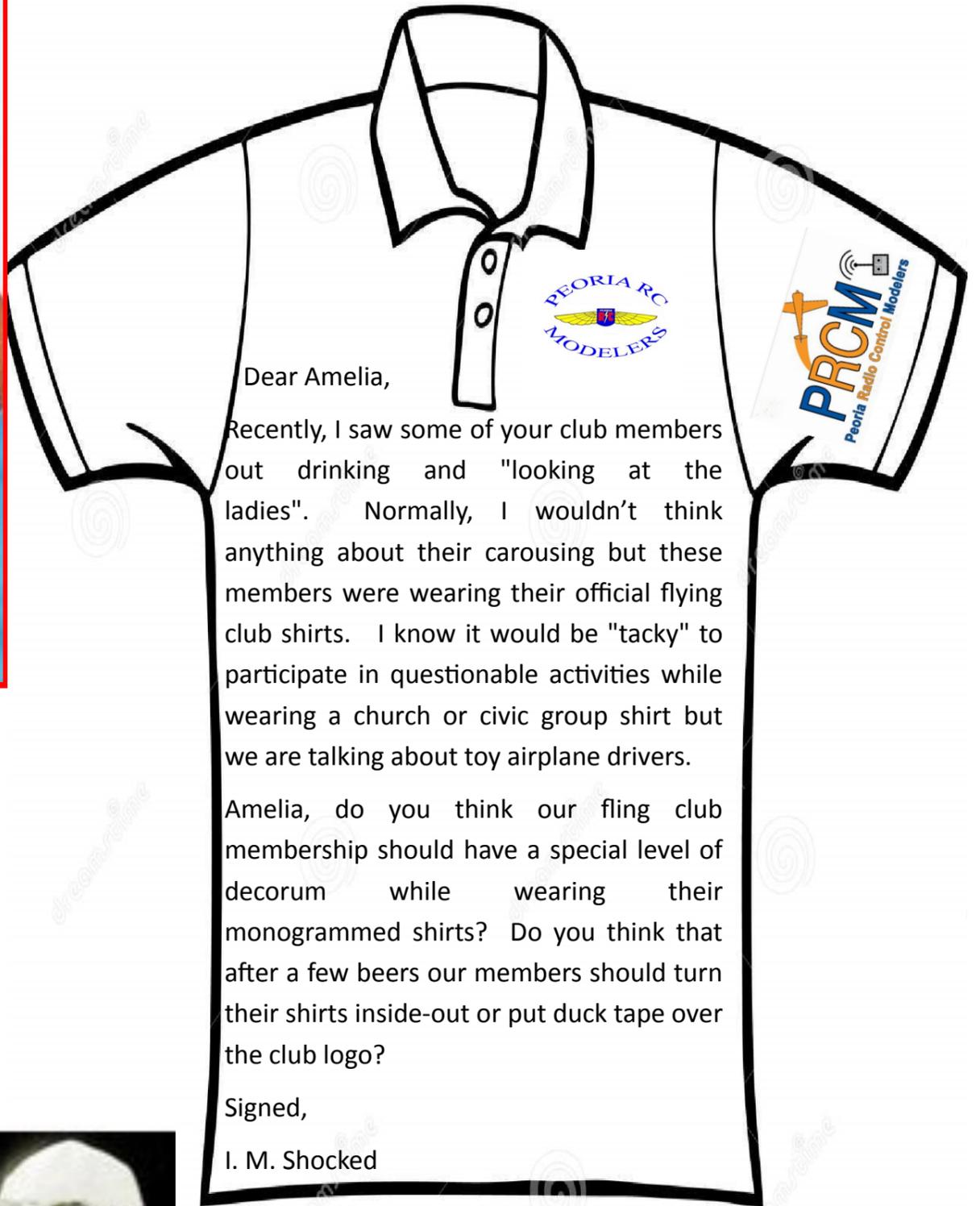
"The most effective way to do it,

is to do it."

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 Mr. Shocked:

If you are shocked by the apparent lack of etiquette and general savvy of flying club members, I would guess that you are new to this club. In my several years experience with your loosely knit band of hopeless and helpless airplane guiders, I have witnessed many blatant acts that would be appropriate for entry into "Ripley's believe it or not." If I were to formulate a list of unacceptable behaviors, the first entry would be to disallow the giving of wedgies to members making a "maiden" flight of a new airplane. Rest assured, the general public doesn't want to see a mound of hairy belly fat each time you guys turn a shirt inside out before tucking a dollar bill into a place that doesn't offer a receipt. An appropriate guide for logo wearing behaviors is to ask yourself: "what would grandma do?" (WWGD) The answer to this question is appropriate behavior with the exception of "spank grandpa."

Sincerely,

Amelia Airhead – been there – done that



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