PEORIA RC MODELERS

NEWSLETTER

AUGUST 2014

Photos of the month

World Busiest Tower

Oshkosh

PARTICULARS :

AMA Charter 313

President:	Jon "Dew Drop" Dewey
	Dew6483@yahoo.com
Vice President:	Roger "Filibuster" Wheeler
	speed2004@comcast.net
SEC/TREAS &	Jim "Smokin-Jimmy" Fassino
FACEBOOK	Fassino@me.com
SAFETY:	Roger "Pod Man" Stegall
	rogerstegall@hotmail.com
WEBMASTER:	Terry "The Flamer" Beachler
	terry@beachlers.com
MAINTENANCE & GROUNDS	Joe "Fantastic Languini" Lang
	joe.a.lang@comcast.net

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)

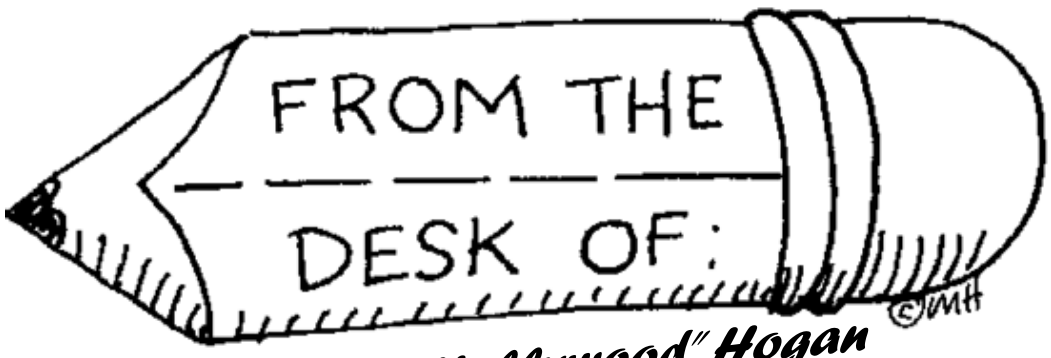
General:

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.

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 Fassino family visits Oshkosh tower



Jim "Hollywood" Hogan

You have all heard the saying, "Twenty percent of the people do eighty percent of the work". I'm afraid this is true of our club also. When you go to our field, you expect to see a painted building, mowed runway, trimmed landscaping, everything ready for your enjoyment. All this is only because a club volunteer gave some of his/her time. We do not have any paid employees, company cars, or retirement packages. It is all volunteers.

Recently, I've noticed our membership volunteerism seems to be lagging. It is becoming more difficult to find volunteers to do the work. The people who are doing most of the work will "burn out". Some members who volunteered more are doing less and relaying on others to take their load. But fewer members are stepping up. The void is growing.

More volunteers motivate all members and encourage our members to stay involved. The strength of our club depends on us all sharing our talents.

Think about how you can help the club. Maybe you have interest in becoming a club officer, maybe a contest director, or a committee chairman. Some members have said that their input is overlooked or not wanted. That is not true, as members of this club, your opinions are important. If you are uncomfortable talking about your ideas during meetings, talk to President Jon Dewey, he will always listen.

If we keep relying on others to do the work, there could be a day in the future when you may find a weed patch where the field use to be.

I'd like to close with a quote from motivational speaker H. Jackson Brown Jr. who said:

"Remember, the happiest people are not those getting more, but those giving more."

Jim "Hollywood" Hogan

"Keep your floats facing up stream"

NO FEAR PYLON

July was a tough month for racing. During warm ups, George Knight made what looked like a nice landing, right up to the point where his landing gear fell off on the petromat. Unable to hand launch, his race was over before it began. In the second race of the first heat, Jon Dewey knocked off Joe Board's tail with his left wing. Joe's plane went inverted without a tail but he was able to hold on to it and he made an emergency kart-wheeling landing. Dewey's left wing was heavy in flight but he went on the finish the race in 2nd place. After a quick Nascar tape repair Dewey was ready for some more racing. Some of the airplanes were very fast, maybe a little too fast. In the second heat Joe Lang and Jim Fassino both jumped the start and were disqualified for that race. "Doc" Rudy brought out two new airplanes for the day's event. A ribbon cutter and an LA Racer. After a couple of maiden dead stick landings, Doc was ready to go. On The third heat we really saw the carnage. Joe Lang was seen flying backwards on the race track. He was heard saying "something doesn't seem right", those were his last words before he was seen flying into deep corn country. After a long search of the corn, his airplane was still missing in action at the end of the day. In the second race of that heat, it was Jon Dewey and Don Steadman in a head to head battle. Dewey was leading as he came around the west pylon, all seemed well with his repair job until his wing folded and went nose down hard into the field. With no attached engine and fire wall, his day was now over. Don went on to win an easy race. Out of the eight to start the day there were only four surviving airplanes. The remaining four were lumped into the last race of the day. Don and Tommy were neck in neck for the first 3 laps, everyone watching was sure we were going to see another mid-air. Nether pilot would give an inch to the other. Don was heard saying, "that is why we call it, NO FEAR PYLON". While Don and Tommy were slugging it out, Jim Fassino was out front earning his flight name. "Smoking Jimmy" was showing us all how to do it with his new electric Wingman.

After all the smoke had cleared, the scores were;

Tommy Imoff—18

Jim Fassino—16

Don Steadman—15

Jon Dewey—10

"Doc" Neal Rudy—10

Joe Lang—6

Joe Board—1

George Knight—0

After three races, the standing are;

1st. Tom Imhoff—38

2nd. Roger Stegall—37

3rd. Jim Hogan—30

4th. Jon Dewey—22

5th. Don Stedman –20

6th. Roger Wheeler—20

7th. Jim Fassino—16

8th. George Knight—10

9th. "Doc" Rudy—10

10th. Joe Lang—6

11th. Joe Board—1

The next Combat/ Pylon race is on August 16th

So make plans to join us. I have heard you just might find something on the GRILL!

Jon Dewey

ASTRO Van

Hobbies

Call Roger for all your Electronic and Spinner needs

PRCM COMBAT

STREAMERS OVER MOSSVILLE

Just when I thought the flying weather couldn't get any better than the conditions we had for our June contests, I have was proven wrong. The morning of July 19th greeted contestants with 2 MPH winds and comfortable 70-degree temperatures. Don Stedman, Jim Fassino, Glen Howard, Verne Holeman, Neil Rudy and Roger Stegall took advantage of those ideal conditions to compete in electric combat. The first skirmish of the day was as wild and crazy as the day was good. Vern had a failure to launch. Jim Fassino scored an early victory on Glen Howard, Roger then proceeded to shorten the ribbon attached to Jim's plane, Don Stedman then promptly cut the streamer on Roger's combat ship and just before the 4-minute clock expired, Neil Rudy cut the streamer on Don's (Home Plate) plane. That left Neil as the only survivor and top scorer for the round with 4 points. Heat #2 was almost as action packed as the earlier event. Jim Fassino cut Glen Howard's tail, Roger Stegall then proceeded to cut Neil Rudy's crepe paper ribbon, Stedman scored a victory on Fassino while Verne Holeman chased everybody about the sky for his first point of the day. The final flight of the day saw 2 more streamers whacked. Roger Stegall fell victim to a crafty Neil Rudy who was seeking revenge for Roger's victory over him in round #2. Jim Fassino got his 3rd consecutive ribbon slice when he tracked down Stedman's home plate and had lunch in his ribbon. Glen Howard experienced a radio problem that transformed his beautiful combat ship into several unattached segments of foam. Verne Holeman exercised good battery management and again survived the round with his ribbon at full length but failed to score a chop of paper. Top points for the day went to Jim Fassino (10), Neil Rudy in his inaugural combat event got 2nd place with 8 points, Stedman & Stegall tied for 3rd place with 7 points. Holeman scored 2 points for the contest while Glen Howard was unable to score because of ribbon cuts in the first 2 rounds and a radio problem in the final round.

Roger Stegall

Scores Thru July

1st Roger Stegall 13 points

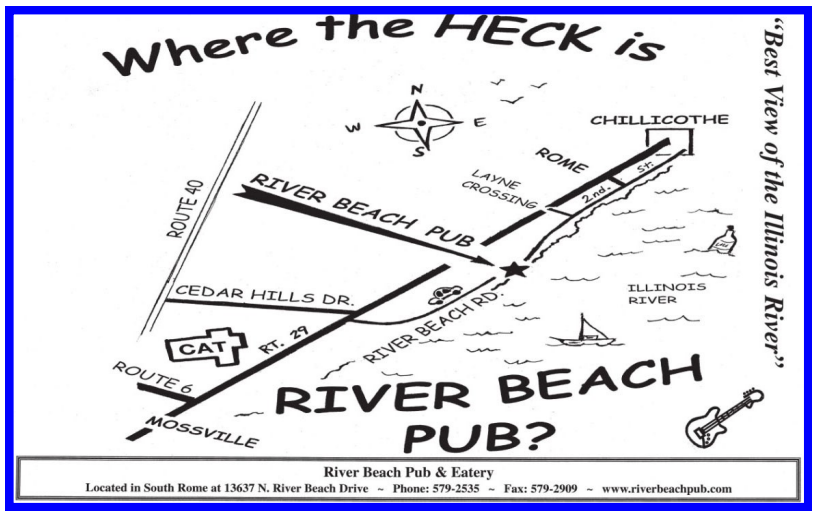
2nd Jim Fassino 10

3rd Vern Holman 9

4th Neal Rudy 8

5th Don Stedman 7

6th Roger Wheeler 1



UNLIMITED PYLON RACING

Go fast and turn left 12 times is what unlimited electric racing is all about. Don Stedman (Shoestring), Jim Fassino (Raptor), Glen Howard (pink foam Raptor), Roger Stegall (Raptor) and Tom Imhoff (Howard pink foam Raptor) all tried for the perfectly timed start in race #1. Stegall took the early lead for the first half of a lap but Stedman's shoestring racer blasted past him with Imhoff's pink foam raptor in hot pursuit. It was a close finish with Stedman leading Imhoff by only a few feet. Stegall pretty much took the scenic route for a 3rd place finish about 5 seconds back. Howard and Fassino were the two final stragglers. The west pylon judge (known for cataracts, near-sightedness and bad hair) claimed Fassino cut during a pylon turn, for a zero score. Race #2 was a virtual repeat of race #1. Don's shoestring had everybody else tied up in knots. Imhoff's second place finish was negated to a zero score because that same pylon judge from the west claimed Tom had 3 cuts and also took the best parking spot on the field with his truck. Glen failed to complete the 6 laps while Fassino again was charged with taking a short-cut to the finish line. The third and final race had only 4 starters (Fassino's Raptor suffered some damage from the 2nd race). Glen Howard got an uneven launch and dinged the foam nose of his plane but successfully re-launched a highly modified version that resembled a short accordion. Immediately from the start and throughout all 6 laps, Don's Shoestring and Tom's Raptor were neck and neck.

Somewhere during the 4th lap, Howard's accordion Raptor developed a mind of its own and attempted to fly the shortest distance to China. Stegall finished a distant 3rd. When the pylon judges got together after the third race, it was determined that all 3 surviving planes had cut at least one pylon. The scoring for race #3 was: Mosquitos - 4, pilots – Zero. Don Stedman was again the "top dog" for the day with 40 points. Stegall tallied 28 points, Imhoff 16 points, Howard 12 points and Fassino – Zero.

Our August Unlimited Electric Racing date promises to have at least two new airframes to compete with Stedman's Shoestring racer. Glen Howard has built and test flown an "Invictus" purpose-built race plane and Roger Stegall has built and test flown a "Miss Dara" purpose-built race plane. Both of the new entries use the same E-flite Power 25 electric motor as the Shoestring and are the same size and weight. Unlimited Electric Racing – is just that – Unlimited but it's still about timing a good start and making tight turns. Anybody can win – even a mosquito.

Roger Stegall

Oops : Sorry Wrong Mosquito

The Race Winner!

PRCM Co-Pilot of the month

Major Bobbi Doorenbos

Major Bobbi Doorenbos office

Dear Amelia:

"You haven't seen a tree until you've seen its Shadow from the sky" ..... Amelia

Dear Amelia,

I attended one of your Saturday morning races. I found three members of your club that had more toy airplanes then Toys R Us. Your club VP hauled out a different airplane for each of your three competitive events. The two guys you call "Wilber and Orville" also hauled out a plethora of airplanes. Wilber (or is it Orville) dumped one in the ground tearing the nose if. No problem, back to the car for another. With the flow of form in the air and bright colors of the combat streamers, I thought there guys would make great entertainers in my "Flying Circus" wearing green, yellow, and orange suits with red noses. Amelia, should I invite them to join my act?

Signed,

P.T. Barnum

Dear PT,

Are you kidding me! If these three went on the road, we would loose the peak of our intellectual property. We would miss Orville and Wilber's discussion on how to make an aileron go in two different directions at the same time without being backwards from the stick. Very high level stuff.

We would loose one the largest hobby distributors in the Midwest if his Astro van isn't recalled by GM.

Without our VP, who would guide us on the proper sizing of electric motors, telling us how to calculate the voltage to move a three pound airplane at 52 MPH with the proper motor impedance and battery temperature rise per Kilowatt hour.

Please Mr. Barnum, don't offer our "Three Amigos" fame and wealth. However, we think the red nose on the three of them is a good idea.

Signed,

Amelia Airhead

Dear Readers,

Amelia has endeavored to answer your questions each month since October 2006. Unfortunately I have run out of "good" advice. This will be my last writing. Future questions may be directed to Ann Landers, Jerry Springer or Dr. Spock.

Sincerely

Amelia Airhead – Out of Air

Editor's Note:

After hearing this sad news, The PRCM Newsletter support team went on a world wide hunt for a replacement. After searching high and low I believe we have found a new advice columnist. I would like to introduce to you, Miss Sum Ting Wong. She is a retired Red China fighter pilot from one of China's most prestigious squadrons. She in now a civilian, so you do not salute her, but you better listen to her because the PRCM staff does!

Miss Sum Ting Wong

These are the rantings of a ghost-writers known but to God. They are taking on the pen name of "Dear Sum Ting Wong". Other than the physical copying from one medium to another, the editor takes no responsibility in the blasphemy and lunacy herein expressed.

Dear: Sum Ting Wong;

Dear Miss Wong;

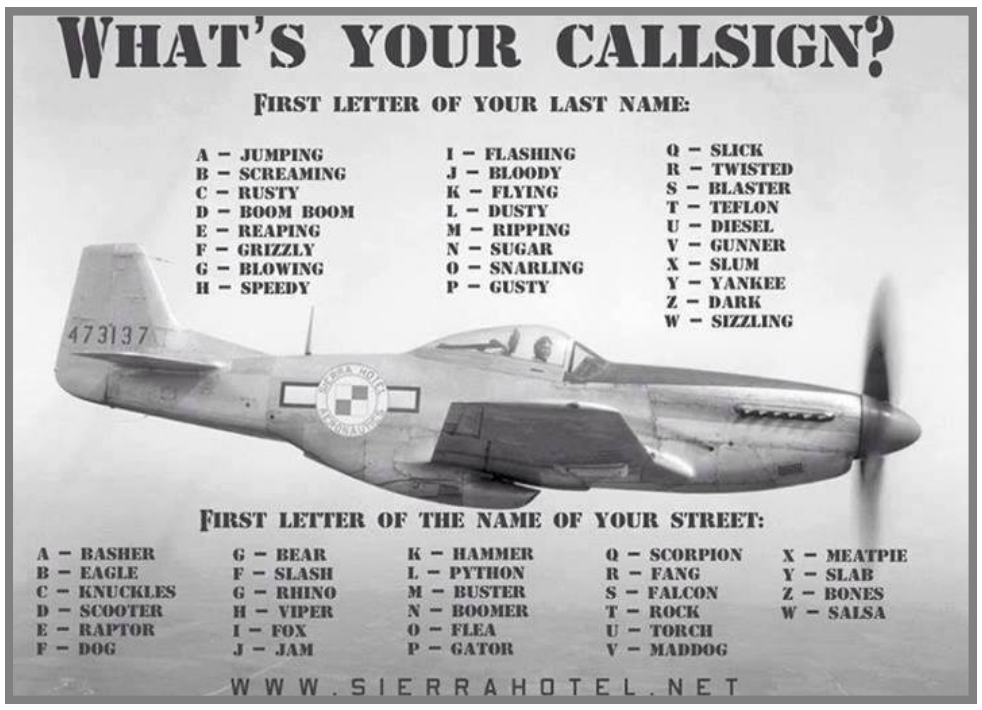
The other day I was driving by McDonald and I saw one of your club members with a flat tire. "*I was just about to help*" him change his tire, when I saw Bob Wilson give him a can of "FIX IT FLAT". As far as I know these cans are filled with some kind of magical expandable foam. I believe these cans are made to seal the hole from the inside out and add some PSIs to the tire in order to drive a short distance. It looked to me like you club member wasn't putting very much foam on the inside of the tire. He had it all over his hands and on the outside of the tire and rim. Have I been using this stuff wrong all these years? Or does he know some kind of secret that I don't know?

Signed: A. Little Flat

Dear A. L. Flat

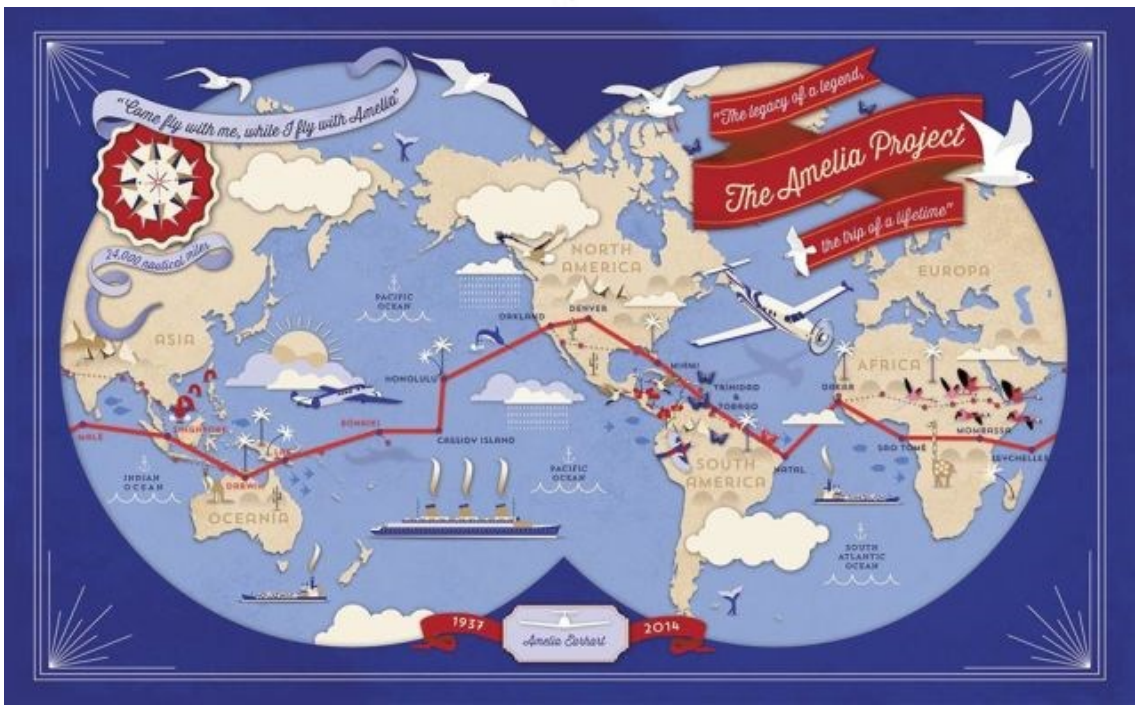
Foam? You are asking me about expandable foam on my first day on the job? I have heard about your club's long history with foam. I believe it dates back to Roswell in the 1950's if I am not mistaken. Wasn't it something about aliens and two guys trying to make RC airplanes out of pink foam board? Well now, I do believe he was using it wong. I do know in order to fix a flat, the foam and the hot air must go into the little thingy a-bob on the outside of the tire. After that I don't know much more except that guy is going to have a serious hand moisture problem in the morning. I hope for his sake, his hands don't stick to the steering wheel on the way home.

Sum Ting Wong 高少咪



Update on Amelia Rose,

THE AMELIA PROJECT



She did it!

Upon completion, Amelia Rose became the youngest woman to circumnavigate the globe in a single-engine aircraft. She did it In 17 stops and approximately 24,300 nautical miles, Amelia flew a Pilatus PC-12 NG around the globe, completing the flight that her namesake never got to finish. Along the way Amelia honored her namesake's tenacity and love for aviation possibilities by awarding flight scholarships to young women around the country through her other passion project, the Fly With Amelia Foundation.

"Not a day goes by that I am not asked if Amelia Earhart is my real name... each and every time I am asked, I'm honored to be able to say yes. "

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.

One of our club members is going thought some health issues and is recovering in Galesburg, Il . He has ask us to keep him in our thoughts and prayers. If you would like to send Ron a card his address is

Ron Pruess

4061 Township Road

Toulon, Il 61483

"Knowing people are praying for me is a great comfort, it really is.

Thanks and Bless you"

Ron