



PARTICULARS :

AMA Charter 313

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MAINTENANCE

& Joe "Fantastic Languini" Lang

GROUPS 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 \$110/year. If paid on or before the December club meeting: \$90, If paid between December meeting and Jan 1st, \$100. 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.



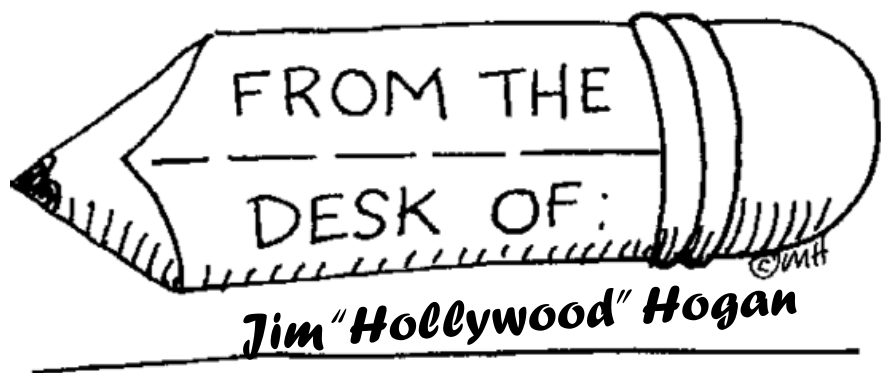
Photos
Of the
Month



AN -2 Colt



Comrade Hogan with his **АЭРОФЛОТ** AN-2



Five years ago, I decided to scratch build an Antonov AN-2, the world's largest single engine bi-plane. Scratch building means just that, there are no ARF's, no kits, and in this case, only limited plans. I purchased a set of plans from the AMA but they were for a .35 size glow "stick and tissue" light weight airplane. I wanted a "big bird" so I had to scale the plans up to a 70 inch top wing span model. The scale up would then make the airframe too flimsy. So I had to scale all the components up and strengthen for a large engine. This required a 1/2 inch fire wall with stringers back to plywood bulkheads to support the wings and the landing gear blocks. The design weight in the plans was three pounds. I had to design landing gear to support a 12 pound airplane which has to land at 30 miles an hour without folding up. The wings also have to support at least three G's loading.

The plans called for 1/16th ribs which had to be replaced with 3/32 inch. The 1/8 fuselage stringers had to be replaced with 1/4 inch. Leading edge sheeting went from 1/16 to 1/8. Wing spars went from two 1/8 balsa stringers to two 1/4 inch hardwood with webbing to give them the I-beam design. Wheels scaled up from 2 inch to 4 inch.

The hardest part was finding materials to build this thing. There is no model airplane hobby shop in the area, so I had to rely on Hobby Lobby for balsa. Local "craft grade" balsa is not the best for airplanes and is expensive. Supply is limited and if I bought out the store's supply, it might be weeks to get more in. Dynamic Balsa was a God send, but I was always short of something. Covering was 4 rolls of Monokote which was also not available in Peoria.

I had to design, then build components and several times redesign and rebuild for strength. Getting frustrated by redesign and setbacks was the main reason the airplane took so long to build. I just had to "step away" before I put my fist through it. Last year, Steve Blessin completed his scaled up "Mud Liner". Steve also knows the frustration of building something that has not existed in the past. But it's a real satisfaction of seeing something created by your own hands.



Steve's "Mud Liner"

My airplane is modeled after a 1970's era "Aeroflot" airliner with full Soviet markings including the red "Sickle and Hammer" symbols. Jon Dewey helped with the Aeroflot decals.

Scratch building is a thing of the past. You will see a few around but, it is a dying art. High quality ARF's are strong, cheap, plentiful, and available. Why build from a lumber yard?

Well, it's done! I'll fly it in the spring. But I'll bring it to the December meeting so you can see it for yourself.



Jim "Comrade" Hogan

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In a much anticipated decision, the National Transportation Safety Board ruled that the FAA has the power to hold drone operators accountable when they operate remote-control aircraft recklessly. In 2011, the FAA had fined aerial photographer Raphael Pirker \$10,000 for operating his Ritewing Zephyr in a reckless manner on the University of Virginia campus. An administrative law judge with the National Transportation Safety Board, which hears appeals of Federal Aviation Administration enforcement actions, sided with Pirker earlier this year, saying the FAA hasn't issued any regulations specifically for drones and therefore can't determine their use.

But the FAA appealed the decision to the four-member safety board, which said Tuesday that the small drone is a type of aircraft that falls under existing rules and sent the case back to the judge to decide if it was operated recklessly. "It's a huge win for the FAA, and signals it's not going to be the Wild West for drones, but a careful, orderly, safe introduction of unmanned aircraft systems into the national airspace system," said Kenneth Quinn, a former FAA general counsel.

Here are some of the comments from social media:

BarryAir Tanner

November 18, 2014 at 2:41 PM

this is a good move....I don't wanna be brought down by a Pizza delivery.....

john silva

November 18, 2014 at 4:28 PM

Sounds like fly smart you will be o.k.

The problem will what does big daddy consider safe?

No flying around clouds? Away from building is a no Brainer.

What about FPV?

we will see?

DP

November 19, 2014 at 4:47 PM

If your an Idiot, Flying like a Idiot, giving the pilots who fly without breaking the rules a bad name, you deserve everything the long arm of the law will give you.



"Mark your calendar so you don't miss the first flying event of 2015. Indoor and outdoor flying at our indoor facility where you know the weather conditions are guaranteed to be 72 degrees, light variable winds and a bright light overhead. We are not so sure about the outdoor conditions but you can come back in and warm up after that outdoor flight."

jcf



\$15.00 All day, AMA membership required.

Coffee, Donuts and Lunch \$\$

Bring something to sell or swap

Special flying events

Raffle prizes

Flying 8am til 5pm



Midwest Sports Complex

12026 N Old Galena RD

Mossville, IL 61552





Due \$ and Drones

Now is the time to pay your Peoria RC Modeler dues and take advantage of the \$20 early payment discount. Pay just \$90 for 2015 dues if you pay before December 3, 2014. You can pay your dues with cash, check or charge. You can pay your dues online at : <http://mkt.com/peoria-Rc-Modelers>

and select the type of membership desired. Those who wait will still have a \$10 discount if paid before January 2, 2015, and the full membership price will be \$110 for those renewing after January 1, 2015. Pay early and save.

UAVs and drones have been in the news recently and the NTSB has just affirmed the FAA \$10,000 fine imposed on a drone operator. Earlier this month there were several reports of UAVs sited near JFK airport. Several of the local Realtors and TV Stations have added UAVs to their fleet. The Peoria Farm Show has a special presentation on using UAVs in agriculture.

If you are planning to get a UAV for Christmas you should take time to read the FAA and AMA rules so you and the Peoria RC Modeler stay on the good side of the Law. Hobby use of UAVs is fine but generally anything commercial is not. Club members with pilot license keep in mind the FAA has stated they can revoke your license if you violate the regulations with a UAV. Here is a link to the FAA FAQ.

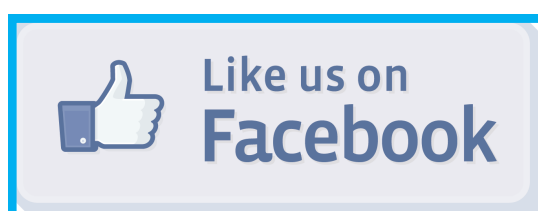
<https://www.faa.gov/uas/faq/>

I'M FROM THE
GOVERNMENT,
I'M HERE
TO HELP



The Wall Street Journal had a front page story about the looming rules which it says will require a pilots license to operate a drone for commercial use regardless of the drone size. Further use will be limited to 400 feet AGL, daylight only, and within sight of the operator. The weight limit would be 55 pounds for these limitations. This is not what the UAV vendors were hoping to have imposed on the fast growing section of the industry. Stay tuned and stay on the right side of the law. Our use of the Park District property is predicated on compliance with the AMA rules and the rule of law.

A link to this story is posted on our Facebook page.



*Merry
Christmas*

Jim Fassino





A total of 11 different pilots made at least one attempt at racing in No Fear Pylon during 2014. The year was filled with many hotly contested races and several skirmishes where balsa met other balsa at more than 70 MPH. New this year was the entry of the electric Wingman II to compete with all the other glow racers. The goal was to offer a 25-size electric motor on a similar racing airframe and be competitive without being overly competitive. It appears that goal has been realized. Of particular interest are the last 4 contests where Jim Fassino (electric Wingman II with .25 EF-1 1250KV motor) competed head-to-head against Tom Imhoff (Sky Raider Mark II with Super Tiger .40 Pro glow motor). During those races, when Jim finished in 1st place, Tom got 2nd place. When Tom crossed the finish line first, Jim was right behind for a 2nd place finish. Both Jim and Tom scored 76 points each in those last 4 events while racing against each other.

New to No Fear racing this year was Neil Rudy. Neil participated in two events and showed considerable improvement. It's quite natural for new contestants to fly high and make less aggressive turns than seasoned pilots who prefer lower altitudes to better judge the distance between pylons. The two Joe's who competed (Lang & Board) only participated in one racing event each because both had planes that were lost during the July 19th contest. Board's plane had its rear-end nibbled off by the propeller of another racer while Lang's trusted steed developed an independent spirit and flew off to never-never land. It's evident that racing participation dropped off at the end of the year. We went from a high of eight racers on July 19th to only four or three racers for the remainder of the contests.



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Congratulations to Tom Imhoff for his 1st place finish in No Fear Pylon racing. Everyone who has competed against Tom knows he is serious about cranking and banking his Skyraider through the turns. Why not make a commitment to show up next season on contest days with a glow or electric plane to challenge the Champ.

We Have A Winner!



Would you look at the BIG Smile on his face



Approved Electric

Airframe and Equipment for 2015

No Fear Pylon Racing are as follows:

Airframe: Wingman II – No modifications except for hardware from servos to the control surfaces

Motor – Any approved EF-1 motor (E-Flite Power 25 – 1250KV is most popular)

ESC – Any commercially available unit not to exceed 60A

Battery – Any 3S or 4S battery – not to exceed 3000 mAh and 40C capacity

Propeller – APC 8 X 8 or APC 9 X 7.5 Thin Electric (spinner hub or spinner required)

Servos, Glues, Battery Connectors, Trim Schemes, Receivers – Builder's Choice

Roger Stegall



As the busiest travel day approaches, I started thinking about some of the men and women that help get us from point A to B. Of course Pilots, Air Traffic Controllers, baggage handlers, and tickets agents all came to mind. But what about the Flight Attendants that are on each and every airplane in the sky? The history of flight attendants began as soon as air travel took off. The first ones were called “couriers” and they were usually the son’s of businessmen who financed the airlines. These young boys worked until the stock market crashed in the Mid 1920’s. In order to reduce cost, the Co-pilot was now required to help the pilot fly the airplane and also serve food and drinks to the passengers. Western Air was the first airline in the 1930’s to hire male stewards. In 1938 United Airlines became the first to hire a Stewardess. (female) The first generation of stewardess were required to be registered nurses and wore hospital whites or military-style uniforms. The loud and uncomfortable airplanes led to a number of air sick passengers. These early flight attendants were onboard to comforted and tend to the sick passengers. As World War II approached the airlines lost many of their qualified nurses to military service. The “sky girls” of the 1960’s handed out snacks and were usually treated poorly by male passengers who would grope and pinch the young women’s butts. The flight attendants were now dressed in miniskirts and hot pants.



The girls were expected to take an oath to not marry or have any children. If they did, they were terminated as a flight attendant. As with any industry, times change. The changes are usually driven by money or by Federal Laws. In this case it was both. Flight Attendants have come a long way from the nurses uniform and their hot pants. Here is an excerpt from a letter written by a recent attendant:



"We have no connection with passengers any more," a flight attendant for a major American airline said. "Everybody has an iPod or an e-book. They don't want any conversation beyond, 'Would you like vinaigrette or creamy dressing?' And that's in business class, where we still serve meals. People don't think about the face of a flight attendant anymore. We're sorry we have no pillows. We're sorry we're out of blankets. We're sorry the airplane is too cold. We're sorry the airplane is too hot. We're sorry the overhead bins are full.... We're sorry that's not the seat you wanted. We're sorry there's a restless toddler/overweight/offensive-smelling passenger seated next to you.... We're sorry that guy makes you uncomfortable because he 'looks like a terrorist....' passengers want a nonstop flight for the cheapest price." This sorry state of affairs ends with an admonition: "The glory days of pillows, blankets, magazines, and a hot meal for everyone are long gone. Our job is to get you from point A to point B safely and at the cheapest possible cost to you and the company." So with that in mind, have a good fight this Holiday Season.

Jon "Lame Duck" Dewey

December 2014



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1	2  Club Meeting Dinner @ 6pm	3	4  7AM	5 Indoor Flying 8-11pm	6  7AM	7 
8	9	10	11  7AM	12 Indoor Flying 8-11pm	13  7AM	14
15	16	17  Happy Hanukkah	18  7AM	19 Indoor Flying 8-11pm	20  7AM	21
22	23	24	25  Merry Christmas!	26 Indoor Flying 8-11pm	27  7AM	28
29	30	31	1  NEW YEAR			

These are the rantings of a ghost-writers known but to God.
Someone has taken 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:

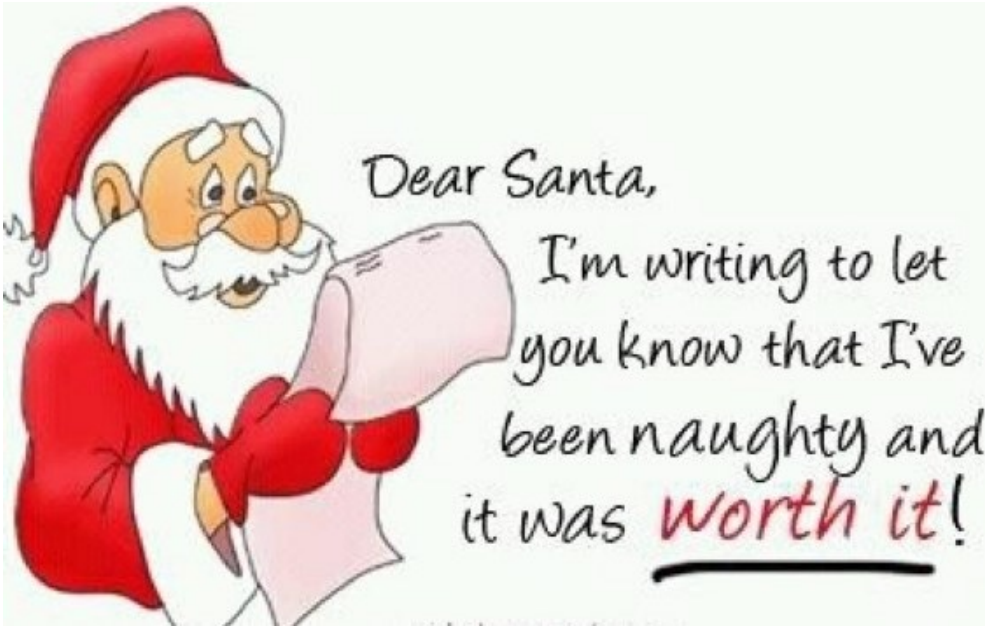


So Wong:

I am a numbers guy, I work with numbers day in and day out and they always need to make since. I have been running some numbers lately that just don't add up. If the Earth has a diameter of 7918 miles and is made up of 7 continues, 196 counties with a combined population of 7.125 billion people, and if 83% of the boys and girls have been "nice," then that is 5,913,750,000 presents at only one gift per person. So how is it possible for Santa to delivery them all in only 24 hours or 1440 minutes?

Signed :**NUMBERS MAN**





Dear Numbers Guy:

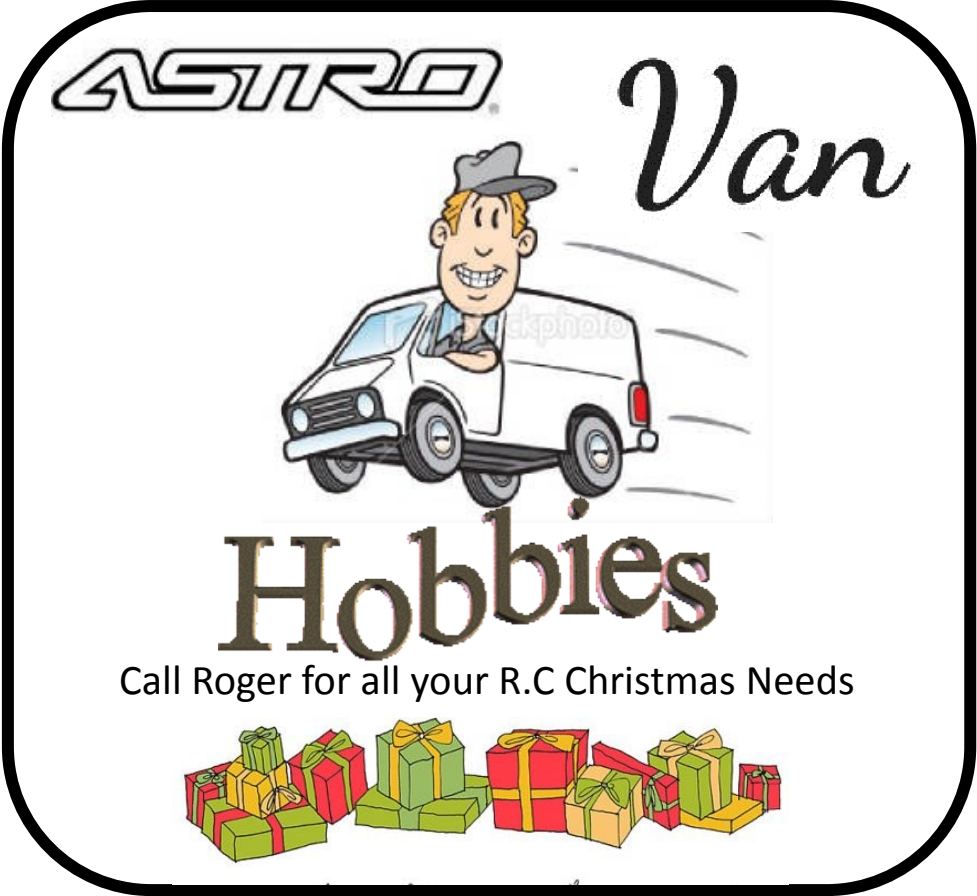
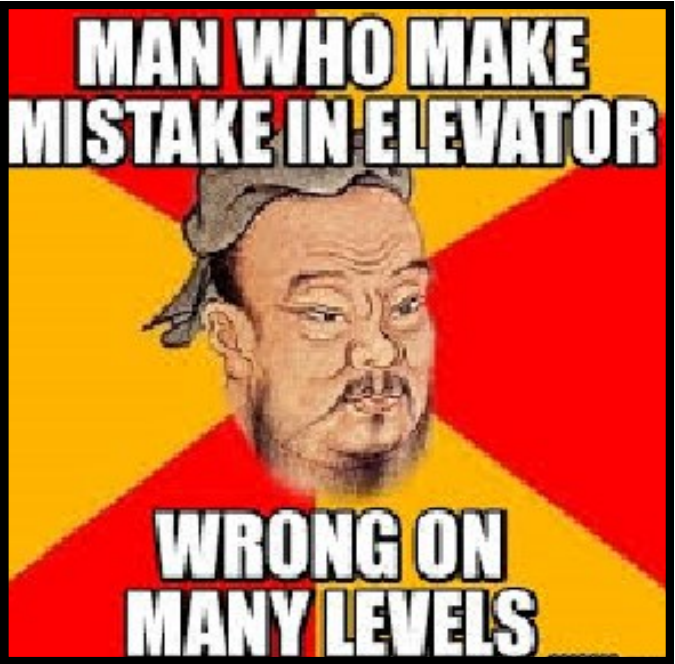
The answer is relatively simple, It is all a matter of time zones. There is a time change by an hour for every 15 degrees of longitude on the globe. There are currently 40 world time zones. There are 24 standard time zones plus up to 16 (or maybe more) areas of the world that that use time zones divided into 15-30-45 minute Increments. China is about the size of the United States, and it uses the same time throughout the country even though it crosses 4 standard time zones. So, if Santa travel at twice the speed of sound and stops at an Amazon distribution center every 30 minutes dropping off 200,000 presents every 18,000 seconds then the mathematical formula would look like

$$2 \times (1,125 \text{ ft/s}) + .30 (200,000) \times 1/42 = \text{E M}$$

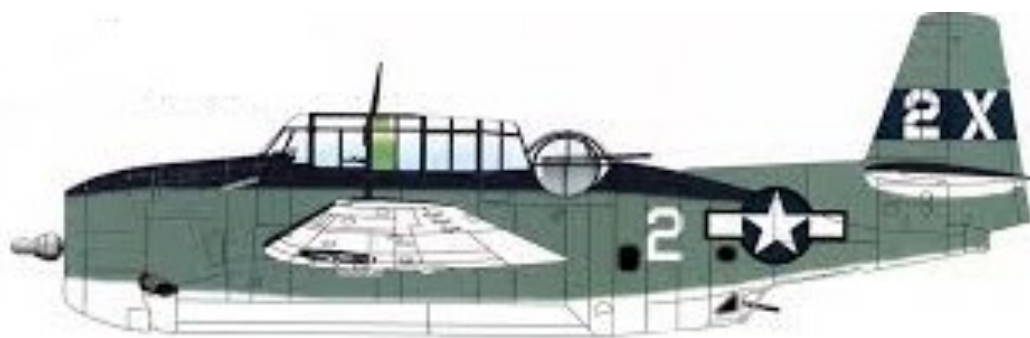


Sum Ting Wong

高少咪

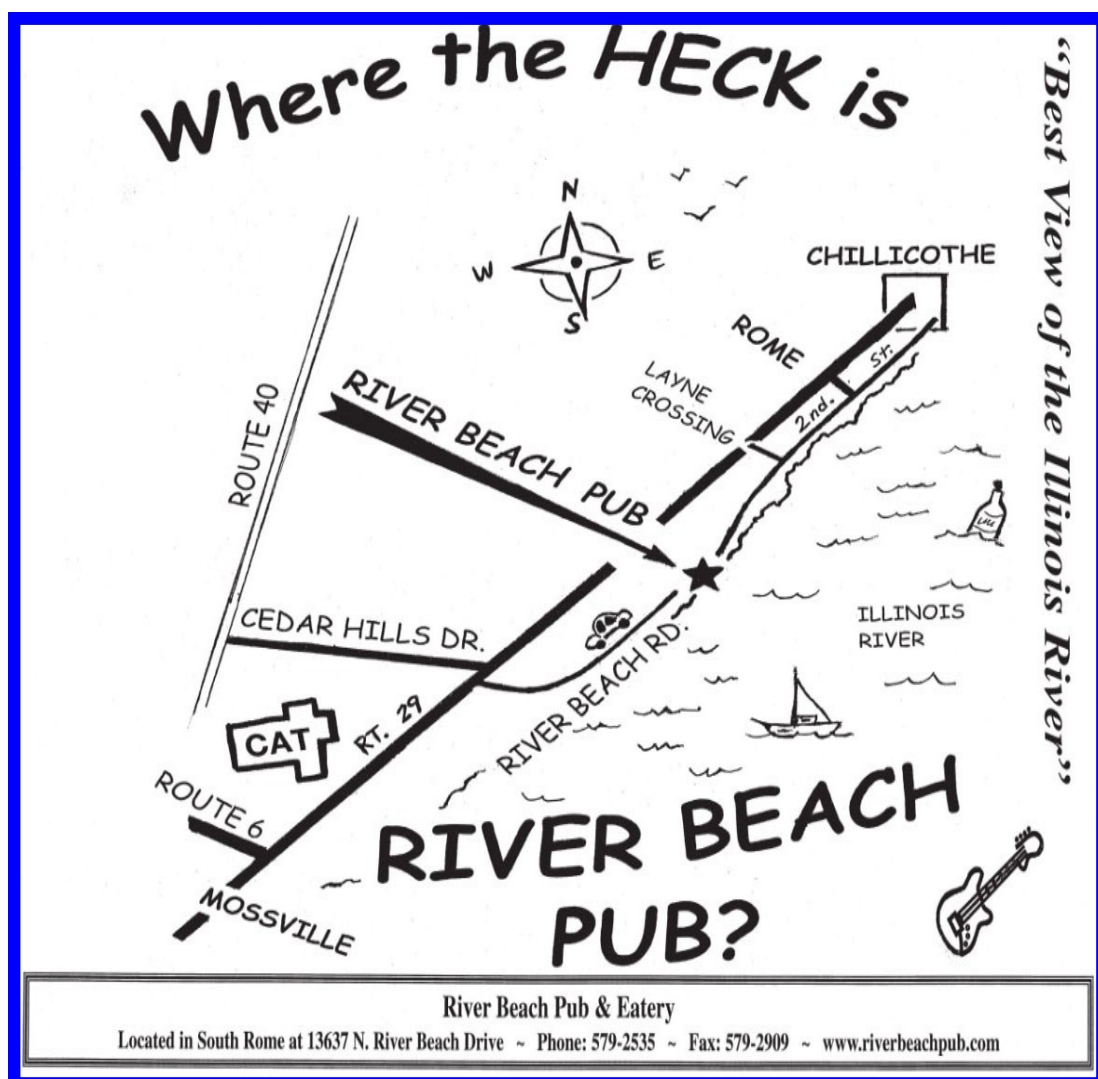


Play Now



Win Big!

Be the first to name this pilot and win a \$10.00 gift certificate to the River Beach Pub. Email your answer to Jon Dewey



Windy City Warbirds & Classics
Save the Date
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Fox Valley Aero Club in St. Charles IL
GoTo WWW.FOXVALLEYAERO.COM for Information on Our 2015 Event



HAPPY HOLIDAYS!