


# PEORIA RC MODELERS

## 2015

PEORIA RC

NEWSLETTER

### April



## Particulars:



### Charter 313

**President:** Mark "Keester" Kiefer  
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**Newsletter** Jon "Dew Drop" Dewey  
[Dew6483@yahoo.com](mailto:Dew6483@yahoo.com)

#### AMA CONTEST DIRECTORS:

Bob Wilson, Jim Hogan, Jim Fassino, Jon Dewey

#### 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.

ESTABLISHED  
SINCE  
1954



# LIFE'S A BEACH

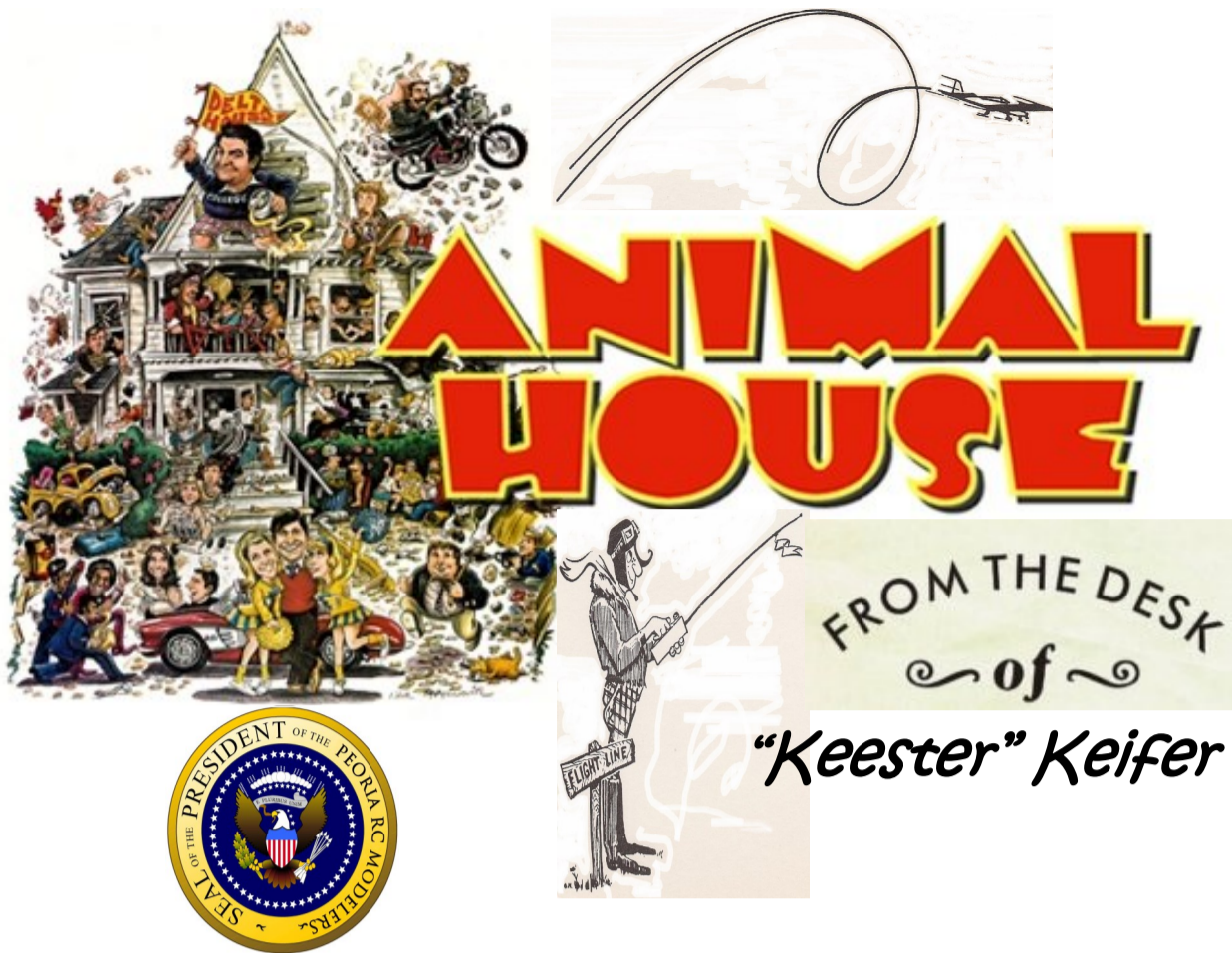
## Photos of the month



# DANGER

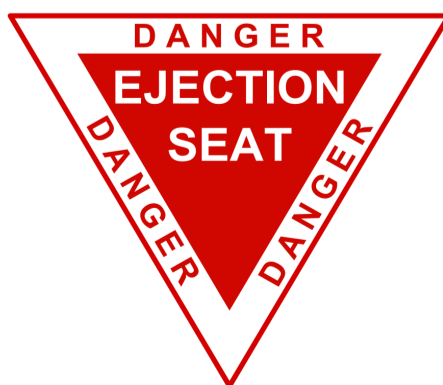


Jet blast of departing and arriving aircraft  
can cause severe physical harm resulting in  
extreme bodily harm and/or death



Well here we are staring at the beginning of April 2015 and the outlook of the upcoming great flying weather, when just a few months ago we were looking at the last days of decent outdoor flying. I for one have been to the field twice this year to fly. I resurrected my Sr. Telemaster to see it fly without a flaw yesterday, Saturday March 28th. For the Tele's 2nd flight I noticed two flaws. One was the fact my glow starters were totally shot and unusable. I then noticed my Fuel Filler Valve was not functioning causing the end to the perfect day of flying the Tele. So, I opted to fly the Red Eagle Hummer 3D plane I put together over the Winter. This plane had zero issues and flew awesome. Unbelievable comparison to glo fuel planes. Me being a cost / process engineer, really appreciates the fewer prep steps in flying electric as to flying glow. Not to mention the less hassles involved. After I write this update, I'll be spending the next hour cleaning the fuel off the Tele. Not so with electrics.

Along with getting our gear out to fly for the upcoming season, let's just make sure before we get to the field to go through everything ensuring everything is in proper working order. Nothing worse than getting to the field, and noticing you've got a show stopper to a potential great flying day. I'd like to also mention that Brian's new flying log is awesome and am reminding everyone to fill it out each and every time you fly. It's extremely brief to fill out, and easy to read. Nice job Brian. Not checking your equipment would be like going to a Toga party without Otis. Really????? Or NOT finding out the club's on double secret probation.



As I was flying this weekend, I wondered who out there, I mean people we know in the news, media, and entertainment industries also fly RC. I mentioned this to my wife and she did a few google searches. To note are the following:

A: Carrot Top used to be real big in the pylon racing circuits. Maybe we should send him an invite to give us a one day seminar at the field.

B: ZZ Tops drummer, Frank Beard started in RC because he used to watch his roadies fly planes in between concerts.

C: Top Fuel Driver (Retired) Eddie Hill is an active 3D pilot. Watch his video, <http://rcuvideos.com/item/VK8M5P6FG5S9FPRR>.

D: I heard that Rush Limbaugh tried flying RC, but the plane kept going too far left. So he quit. It's a joke. Then again maybe Aaron Schock would be able to help out Rush



E: Roy Orbison was known to have flown RC planes with his sons hours before he passed away



F: Joe Walsh, Tom Cruise, Paul Harvey. Paul even had a column in one of the magazines at one time.

G: Rock guitarist & singer Peter Frampton is an R/C flier.

Unfortunately I did not notice or find anyone from my favorite movie, Animal House, that flew RC. Not even Nedermeier. Or for that fact the college President's wife. Who knows where she's at these days. Best of all, who cares.

Moving along, I received an e-mail from an individual who previously was a famous newscaster here in Peoria and also works in the Public Relations department at OSF. Seems her grandfather had three planes she inherited and in turn donated to our club. I'll be bringing these to the next club meeting in April for everyone to review, and, if purchased will be donating to the club. They have no motors, and are extremely old. The build is very strong and durable. The AMA number on them starts with 15 which notes they've got some age to them. If no one takes them, the club can decide the next steps.

That's all for now. Get out there and fly when the weather permits, and most of all, have fun. That's what we're about. If you ever have any questions, call me, e-mail me. I'm always available.



**Mark 31**

### 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.

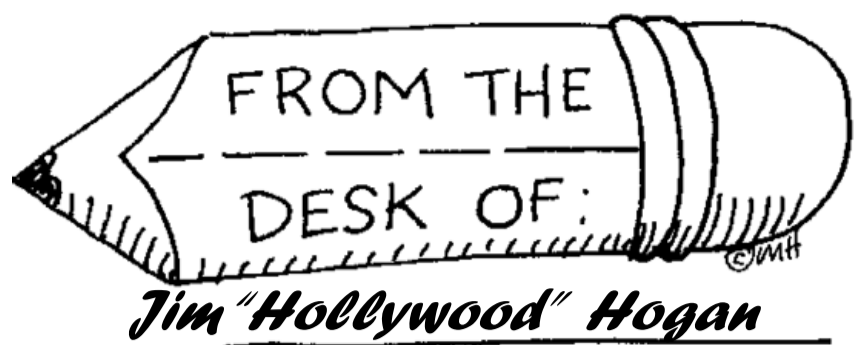
If you're not there, we're going to talk about you!



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# TORA TORA TORA BIG BIRD!



Last Fall, a group of PRCM members loaded up our warbirds and classics and attended the Streator RC Club Warbird and Classic Fun fly. The meet was well attended but it became clear our 20cc size airplanes were among the smallest at the event. I'd say 80% of the airplanes flying were 55cc gas size or larger. If we want to attend these events around the Midwest, it became obvious we needed bigger airplanes.

We accepted the challenge and decided to build 55cc gas warbirds in the 20 to 25 pound range. So far this spring, our goal of larger airplanes is coming true. You should see a Douglass Dauntless dive bomber, a P-51 Mustang, and a A6M Japanese Zero, all powered by DLE-55 gas engines by the Open House. All have 80 some odd inch wing spans and engine cowls that will fit over your head. There is also a P-47 "Razorback" coming but the engine is not decided.



We also know of two other members building warbirds of this size. Doc Rudy is building a Top Flite F4UF Corsair. There is also something coming from Steve Blessin's "Skunk Works". I'll guess it is either German or a Vietnam era piston airplane, maybe both. Steve recently completed his 1/3 scale Flybaby which will be a great addition to the classic airplane side. I'm also hopping Bryan Chumbley will join us with his outstanding Sopwith Pup again this year. Joe Lang is finishing his Stinson classic airplane which will be another great addition.



I know Joe Lang, John Hoelcher, JD Keenan, Jim Fassino, and Roger Stegall are also active with 55cc gas high performance airplanes like Yaks and Extras. The magazines are full of these airplanes in the 55 to 120 and larger CC range and a growing segment of our hobby.

If you are building a big classic, warbird or performance airplane, let us know. One thing for sure, we are seeing more events for warbirds and classics in the Midwest, and we hope you will join us either as a pilot or pit crew member.



*Jim "Hollywood" Hogan*  
*aka (Lt. Kobayashi) Imperial*  
*Japanese Navy*

# BANZAI





I ran across this article and I thought it was just as fitting for RC airplanes as it is for full size.

“We saw this headline from CBC news out of Canada that reminds us that when you hand prop an airplane, you had better know what you’re doing and follow appropriate procedures. The following is an abridged synopsis of the report:

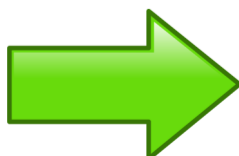
An initial investigation revealed the pilot tried to “prop start” his plane by standing in front and spinning the propeller by hand. The engine turned over, but before he could get inside the Aeronca Chief two-seater, it began moving forward on the taxiway, gaining enough speed after about 40 feet to become airborne. A little later, the plane crashed.

Police said the pilot was left behind, embarrassed but uninjured. The Transportation Safety Board was notified but an official told CBC News that aside from noting the incident, it would not be pursuing the investigation any further.

We asked flight instructor Earl Downs, who claims to have hand propped thousands of airplanes, to provide us with a short review of safety issues associated with hand propping an engine.

Downs pointed out that hand propping a chief would be the normal way to start it, and it’s obvious that this accident was probably caused by not having the airplane secured. By secured, Downs means either someone in the cockpit who knows how to use the brakes, or at least have it secured by tiedowns and/or chocks.

**What is wrong with this picture?**



**I am sure you all noticed she is not using wheel chocks. Dress warm and be safe!**

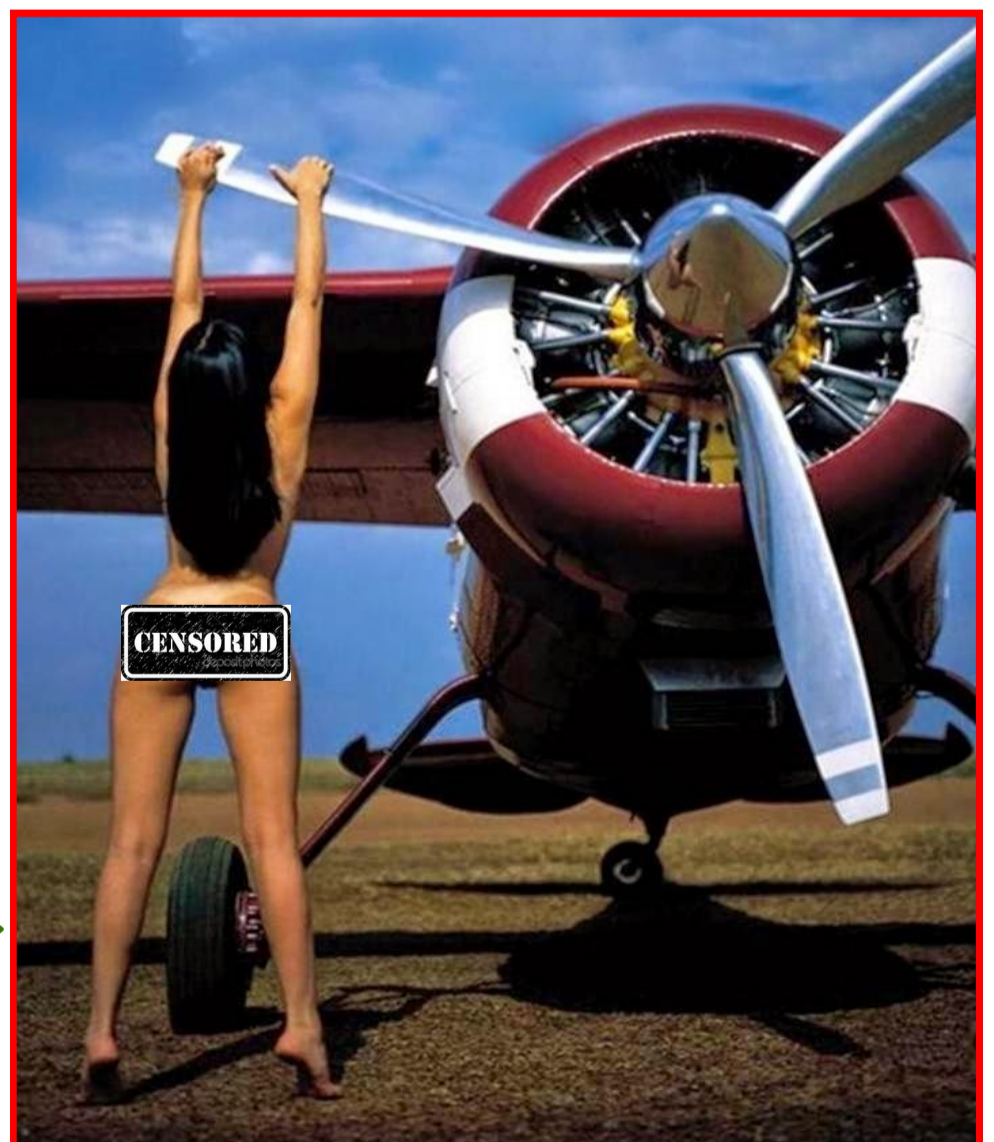
He cautions that if a pilot does not have formal training on how to hand prop a specific make and model of aircraft, it’s a bad idea to even try it in the first place. Downs says that differences in the magneto installation can affect the success and safety of hand propping.

Another consideration, according to Downs, is whether the hand propping is taking place on an airplane that has no electrical system, or has an electrical system that won’t allow a normal start. His advice is that trying to hand prop an airplane because the battery is dead or the starter has failed is generally bad idea. This is because there are too many variables of how the ignition system operates during starting.

He also points out that some engines simply won’t start by hand propping no matter how hard you try. His bottom line advice is, if you have not been trained on how to hand prop a specific airplane, don’t try it.”

When starting your RC airplane it is a good ideal to always use our aircraft stands, if it is to big, use a ground tie down. We have all seen the “run away airplane” at the field that is taxing by it self because the radio was turned off before the engine. Don’t let this happen to you.

**TB**



# April 2015



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2 7AM	3	4 7AM 
5 	6	7  Club Meeting Dinner @ 6pm	8	9 7AM	10 →	11   9 AM
12 ←	13	14	15 	16 7AM	17	18 7AM <b>SWAP MEET</b> <b>Granite City</b>
19	20	21	22 Earth Day 	23 7AM	24	25 7AM
26	27	28	29	30 7AM		

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:*

Over the winter months I had big plans to complete a new airplane for this next flying season. I figured if I worked on it only a couple hours a week I would have no problem completing it on time. Now as spring approaches I look at my project and I ask myself, where did all the time go? Why is it that I ran out of time? What did I do wrong with my time management?

Signed:

*Out of Time*



Dear: Out of Time

*Time? Does anyone really know about time? Is Time really on Mick Jagger's side? My Father use to say, "If you think a project will only take you one hour to complete, you should always double the amount of time and increase the measurement by one to give your self plenty of extra time for several trips to the hardware store.*

*Father Wong's time Chart*

*Estimate.....Reality*

**15 minutes = 30 hours**

**1 hour = 2 days**

**2 Days = 4 weeks**

Dear ol' Dad never ran out of time when he followed his time chart. My good friend Confucius always said: *Do not let time slip thought your fingers like sand thought an hour glass.. Always use shovel.*

Time is also a re-settable Commodities. Like:

- "Tomorrow is only a day away"
- "Free Beer tomorrow"
- "Honey, I'm just having a beer with the guys at the Beach Pub. If I'm not home in 20 minutes, read this text again"

Good luck on getting your airplane done on time!

*Sum Ting Wong*

高少咪

# PEORIA RC MODELER OPEN HOUSE



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

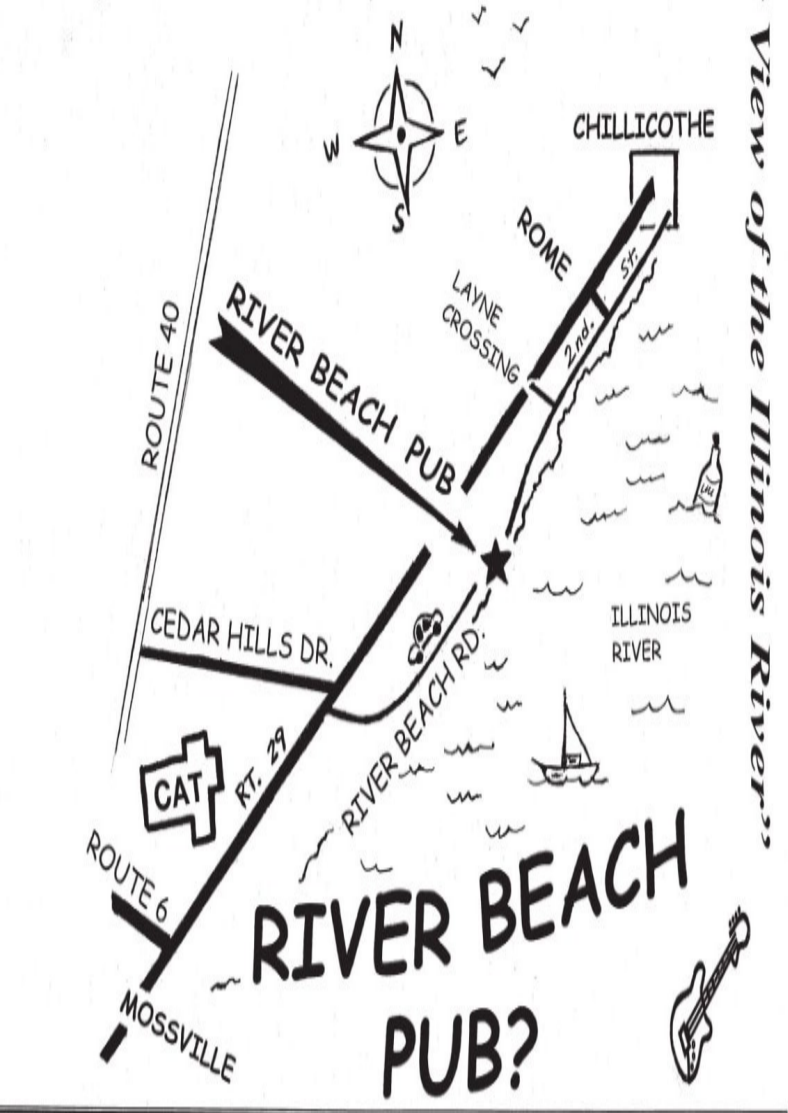
**A Day of Flying Fun**  
Pilot registration at 8 AM - Pilot meeting 9 AM - Flying until dusk - Food and drinks available  
No landing fees - Door prizes & Silent auction at 2 PM - Flight instruction for young and old  
Contest Events and Demonstrations  
Helicopters - Pylon Racing - Combat - WWI and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

**SAVE THE DATE**  
**We Need You To Attend!**

**Saturday, May 16, 2015**  
Rain date Sunday, May 17, 2015  
**Peoria RC Modelers' Flying Field**  
14501 N. Old Galena Rd, Mossville, Illinois  
AMA Sanctioned Event

## Where the HECK is

“Best View of the Illinois River”



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**Joke of the Month: Brought to you by.....**



A guy is walking on the beach and finds a bottle, picks it up, rubs it and out pops a Genie. The genie says, I can grant you one wish.

The guy says well that's easy I want to live forever. The genie says sorry I can not grant everlasting life. It has to be something else.

The guy thinks for a couple of minutes and he says I got it. He says to the genie, I want to die the day after Congress balances the budget and pays off the National debt.

**The genie looks at him and says.....You shall have everlasting life!**

### U.S. NATIONAL DEBT CLOCK

The Outstanding Public Debt as of 02 Dec 2014 at 11:42:02 AM GMT is:

**\$18,014,326,249,042.97**

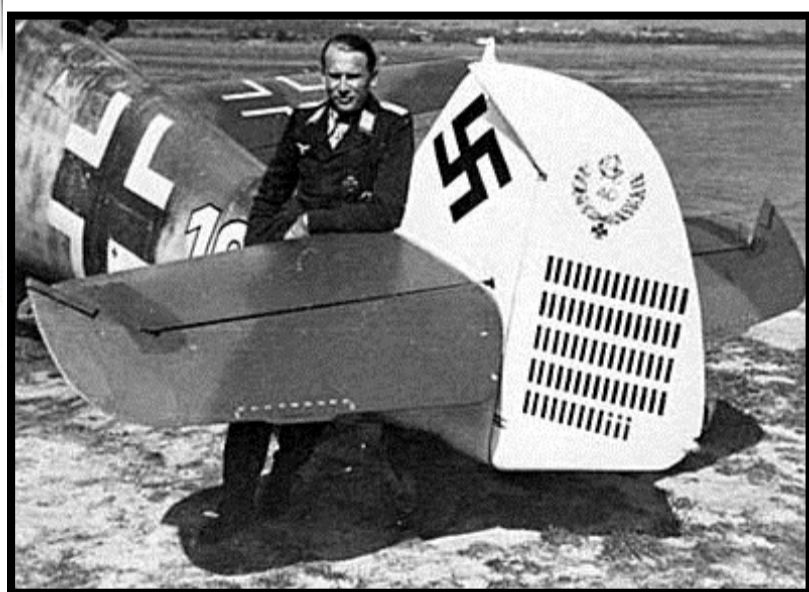
The estimated population of the United States is 319,524,851  
so each citizen's share of this debt is \$56,378.48.

The National Debt has continued to increase an average of  
**\$2.46 billion per day** since September 30, 2012!





“Kill Flags” painted on the side of aircraft to show air to air victories is believed by many to have been started by the AGV, the Flying Tigers. These pilots were paid a monthly salary but their real money was earned in the way of bonuses. A bonus was paid for each Japanese aircraft shot down. General Claire Chennault was not always able to pay his pilots on time; therefore they began to paint “victories” on the side of their aircraft as a reminder of payment due. From what I have read, I believe the kill flags actually started with the German Luftwaffe in Spain in the late 1930’s. The Germany pilots painted vertical lines with the date of the kill and topped it off with the victim’s national roundel. I believe the reason the German have not been credited as the first is because they painted theirs on the rudder and not close to the cockpit as the other Air Forces around the World. Since many of the German Aces were credited with 100’s of kills they soon ran out of room on their rudder. They would then paint a laurel wreath with the Knights Cross and ribbon with the kill number in the center. Now they would have more room on their rudder to record new kills.



Soon “Kill Flags” began to show more than just air to air victories; Bomber crews painted bombs to represent combat missions, Recon crews would paint cameras or eye balls and US C47 pilots painted camels. The camels were used to represent a supply flight over the ‘hump’ of the Himalayan Mountains.



Close air support pilots did not want to be left out and soon painted locomotives, tanks, truck and guns on the side of their airplanes. It did not stop there, U.S. submarines painted sinking ships on their conning towers. As the war went on you could see Kills Flags, Victory Markings, Victory Stamp, Kill Stamp or a Tally marking just about anywhere you could think of. Today our modern day Air Force still paints mission symbols and Kill Flags on their airplanes. Many high School and collage sports teams even give stickers for tackles, interceptions and good plays during a game.



I believe we as a club need to continue this tradition. As our own Combat season approaches, I think we should either paint or get stickers, which ever would work the best, to represent our Kills. Our Club “Aces” should be easily noticed at a quick glance. Watch your “6” Maverick, and let the ribbon cutting begin.



*Jon F Dewey*

# Co-Pilot of the month



THE SOUTHWEST EXPERIENCE:  
MORE THAN JUST A FLIGHT

## She is a Throwback to 2009



## Are your planes Ready?

