

Tommie's and Dave's New



Particulars:



Charter 313

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- Newsletter:** Jon "Dew Drop" Dewey
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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



ANIMAL HOUSE 31

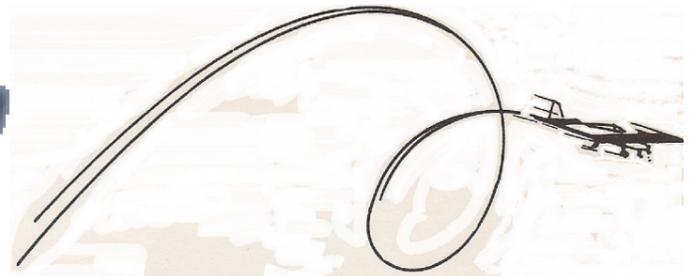


FROM THE DESK
of

"Keester" Keifer

OK so here we are ending the month of April and looking at the beginning of May 2015. I don't know about everyone, but I've been to the field at least 10 times with good weather and was surprised when I reminded myself it was still end of March and in the middle of April. On all occasions, my toys were brought home, able to fly again. As we look at the beginning of May 2015, for all those who are reading this, don't forget the Open House at the field on the 16th of May. An event to remember, so bring everyone you know out to the field, wives, girlfriends, your wives girlfriends, sons, daughters, friends, family members, etc. etc.

Being this as the beginning of the actual flying season, I'm reminded of a famous phrase, "No Regrets For Lost Opportunities, No Remorse For Past Actions". From my old fraternity days. Meaning, it is what it is, period. If you put it in the ground, it is what it is. If you experience a balsa to balsa exchange mid- air, it is what it is. If you get to the field, and something's not right causing you to be grounded, it is what it is. Move on, learn, rebuild or build new, and repeat. I was reminded of this when I first participated in pylon racing at our first event this year. I had the wrong prop, my engine wasn't quite tuned, I dead stuck on the first heat, but it is what it is. I got out there, and participated. For those of you who are reading this, at the house, on the couch, and haven't been to, or participated in, any pylon racing, get motivated and come out. Stop watching DISH, don't even think you'll find Faber's first lady at the grocery store looking for vegetables.



Look at our website for dates and times.

Be a part of itjust participate

If you're a member, be a member and show up at the open house. Do what members do, participate, fly, show off you're stuff. Last and most importantly, participate. If not, I'll get my wife's dog to persuade you.



Mark **31**

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Safety & Sound

Now that we are into May, there will no doubt be a steady increase in activity at the flying field. Longer days and (hopefully) less wind should provide ample opportunities for all of us to get out and fly some of our favorite old, and NEW, aircraft. Here are a few reminders to keep you and everyone else safe on those first flights of the season.



Check all linkages and control surfaces to ensure they are secure and ready for flight.



Check batteries and receivers (including range test), even 2.4 transmitters have a range test procedure



If flying glow or gas be sure fuel tanks, fuel lines, and clunks are in good condition to prevent loss of power during flight.



Check that props and rotor blades are properly secured.

I know this is not an exhaustive list, but we all have tales to tell of the time when someone we know failed to check one of these items and lost an aircraft or put someone at risk as a result. Remember, this is a hobby that is intended to be fun. Nothing takes the fun out of day of flying faster than losing an aircraft due to an avoidable action or through inaction

Flight Log

As you all know by now we have a new flight log. This log does collect more information, but also provides a great deal of new data as well. At the May meeting I will demonstrate the new web-based dashboard that details much of the data we are collecting in aggregate. Sign In Every Time! It only takes a minute to record your information and, as a reminder, we are required to report the flying activity of the club to the Park District. Our accurate records have been extremely helpful in resolving two complaints in the past.

Sound Testing

The sound equipment and log book are at the field. The following are conditions under which you are required to test your gas or glow powered aircraft.



New club members should sound test aircraft prior to first flight.



Any new planes should be sound tested prior to first flight.



Existing aircraft with changes to engine, propeller, or exhaust should be tested prior to first flight.

That's all for this month.

Fly often, Fly safely!

Bryan

PRCM COMBAT



&

UNLIMITED PYLON



RACING

STREAMERS OVER MOSSVILLE

Saturday 4/11 marked the first contest event for Unlimited Electric Racing. Contestants were greeted at 9AM with 50 degree temperatures and variable to light winds from the south-east. John Hoelscher, Brian Chumbley, Glen Howard, Tom Imhoff, Dave Evans, and Roger Stegall had a variety of aircraft ready to do battle. Imhoff took to the air (with his Rare Bear) before Howard was ready to fly in the 1st heat. Everybody else waited for Glen to launch. By the time Glen was ready to race, Tom's Rare Bear was out of battery power so he was unable to fly that first heat. Everybody hit the start line at full throttle. Stegall had a bad battery and could only go about 1/2 throttle for speed. Somewhere about lap #3, Glen Howard and John the "bean-counter" Hoelscher (both flying Raptors) decided to switch airplane parts in the air. The result was a multitude of foam particles raining down upon the north end of the field. Evans came in 1st (flying a Howard pink foam raptor) with Stegall about 1/2 lap behind and Brian about another 2 laps behind him. When the turn judges were consulted, Stegall had amassed 5 cuts during his 6 laps; Brian had 3 cuts so Dave Evans was the only one to get any points (20) for the heat. Dave wanted to tune up his Raptor prior to the 2nd heat and promptly crashed into wheat stubble coming out of the west pylon turn. Imhoff failed to get his Rare Bear airborne during the launch for heat #2 (wind was from the South at about 8 MPH and we were launching to the NE) so that left only Brian and Stegall to duke it out. Roger decided not to cut 5 times and took a more scenic route to beat Chummer to the finish line by slightly more than a lap. The final heat of Unlimited had Tom successfully launch a repaired Rare Bear, Stegall and Chumbley continued flying their Raptors. The finish order was Tom in 1st place, beating

Roger by about 1/3 lap and Brian about 2 laps behind. The Rare Bear is probably at least as fast as an EFX but uses a 3200 mAh battery and a 10" prop. The Bear and EFX both require a hand launch. Ailerons on the Bear are only about 5" long at the very tips of each wing. It takes a lot of air speed to counter the left torque making launches considerably more difficult than an EFX (11" ailerons) when launching in a downwind or light wind situation. Tom flew a long route with his Bear during the 3rd heat or he would have been considerably further ahead of the other 2 Raptors. Scoring for the day was: Stegall 34, Chumbley 27, Imhoff 20, Evans 20, Hoelscher 0, and Howard 0.



EFX



STORE HOURS:

Mon - Fri : 11:00 AM - 6:30 PM
Sat : 9:00 AM - 5:00 PM
Sun : Closed

COME IN AND SEE US!

SCOTT & TONI
cell: (309)-208-3932

When Unlimited Electric Racing was first considered two years ago, the goal was to begin an evolution of designs for improved speed, performance and pilot skill. It appears that the 2015 version of electric racing will meet that objective. Recently, Jim Fassino, John Hoelscher, Joe Board and Roger Stegall have EFX racing planes at the ready while Glen Howard, Tom Imhoff and Dave Evans have Rare Bear race planes capable of pushing G-forces to new limits. If you haven't seen Unlimited Electric Racing recently, be sure to attend the next contest (Saturday May 9th), you won't be disappointed. After watching the EFX and Rare Bear planes turn at the pylons, everything else seems painfully slow. Unlimited racing is just that – if it is electric – it can be raced and it can win (if you don't cut a pylon).

Roger Stegall

COMBAT

Capt. Roger Stegall

PRCM Air Combat Division



Combat was every bit as interesting as was Unlimited Electric Racing. Stegall, Wheeler, Chumbley, Hoelscher, and Howard made an initial launch for the first sortie of the year. Brian's pink foam combat wing abruptly took an immediate right turn over the flight line and crashed near one of our pilot stations. The post mortem showed a broken wing that was sure to send it to the land-fill. Somewhere about the 3-minute mark in the 1st heat, Roger Wheeler's ribbon became detached from his airframe for lack of good tape adhesion. The 3 remaining pilots couldn't seem to stay in the same zip code with one another so no ribbons were cut by the end of the 4-minutes. Each of the 3 pilots got one point for their efforts. Heat #2 had a successful launch of all 4 remaining contestants. Almost immediately after timer Mark Keifer said - "begin combat" Stegall snuck up behind Wheeler and defrocked his ribbon only 3 seconds into the event. Wheeler was less than happy about being out of the round before his flight battery had a chance to wake up. As Stegall was celebrating his good fortune, John Hoelscher did a vasectomy on Roger's black ribbon, sending his "Terminator" out of the contest.

That left only Hoelscher and Howard to chase each other in a wide-open sky. Wouldn't you know it -- they smashed into each other for the 2nd time of the day, destroying both planes. Heat #3 had only 2 surviving airframes still flyable. During the 3rd minute of the final contest, Wheeler's combat entry took revenge on Roger S. and gobbled his ribbon into multiple slices and dices of paper. Scores for the day were: Stegall 4, Wheeler 4, Hoelscher 4, Howard 1 and Chumbley 0.

This picture below is a Vern Holeman design that has proven successful, sturdy and very competitive for combat and general purpose flying. If you ask Vern, he will likely provide you a similar wing for \$20, ready for cutting a motor slot and installing your servos, motor and ESC (about a 2-3 hour build).





I can't believe we will be hosting our 8th annual Open House and Fun Fly at the club field on May 16, 2015. It is hard to believe we have been at our field for 8 years. All club members are invited to attend and bring an airplane. Even if you don't fly, we will have a display area for people to look over our airplanes. I know of a beautiful P-51D Mustang with full flaps, retracts (with working gear doors) which will be displayed. We also expect a twin 30cc gas powered WWII C-47 with D-Day invasion stripes and a 1/2 scale Extra 300, which plan on flying with us.

"Toledo behind - Open House ahead"

A group of us attended the Toledo RC Show in Ohio. I thought the show was better than last year and I'm sure there were more visitors as well. The free swap meet held on the second floor of the exhibit hall was not as full. Normally, we will bring home three or four airplanes from the swap meet in the back of Steve Blessin's truck. But not this year, nothing but a gallon of fuel and a prop.

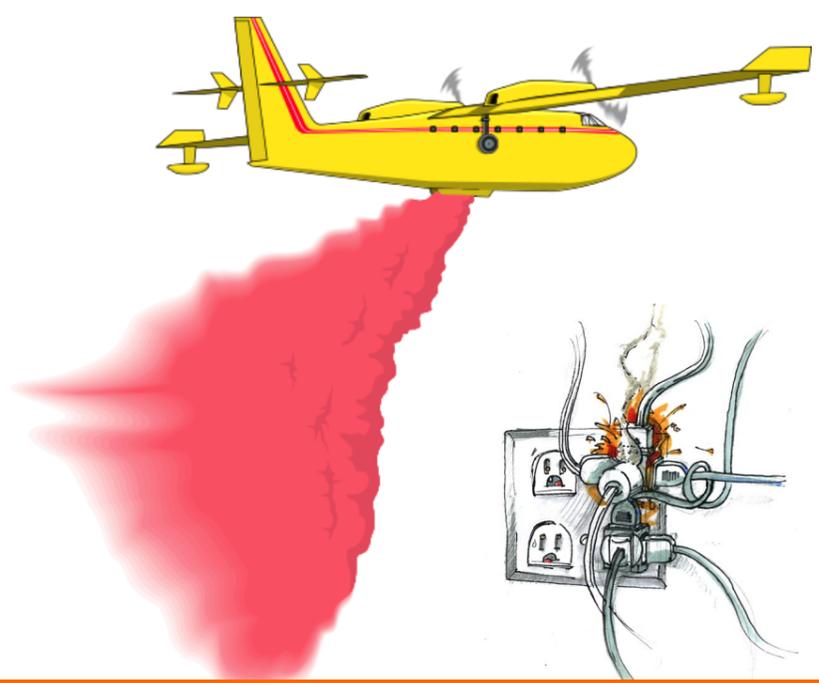
The show was very exciting; vendors had high intensity lighting and videos showing their impressive products. At just about 11:00am, the lights went out and the show was as black as the dark side of the moon. But, it did not take long for the emergency lighting to come on. Something failed in the electrical panel so the Fire Department came to check things out. It was obvious the lights where not coming back on soon. The well lit display looked like a garage sale. We left the show about 4:00pm and the lights were not back on.



1/8 Scale C47 Twin DLE 30cc



1/2 scale Extra 300



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Don's new 1/5 P51D powered by a DLE 55cc , It looks great.

Photos by Dewey



Bring anything from a park flyer to a big bird, all are welcome. Our event last year attracted flyers from Washington, Pekin, Burlington, Streator and Rockford. We hope it will attract even more this year.

If you do come out, we are not going to put you to work! Our event has plenty of help. Everyone can enjoy the open house. Come by and enjoy with other PRCM members and flyers from our region.

We are also looking for gently used raffle items. If you have any items (not just RC) that someone might be interested in "winning", and you are willing to donate it to the club. Please let Jon Dewey know so he can compile a list of the items we will have to raffle at the open house. We need your support to make our open house a big success.



"See you in the lawn chairs"

Jim "Hollywood" Hogan



No Fear Pylon had 5 planes on the flight line - Stegall, Imhoff and Dewey with Skyraiders; Keifer with a 4-Star 40 and Glen Howard with an electric Wingman II. Since Stegall was flying the other 2 contests events for the day, he decided to withdraw so there would be the same 4 contestants in each heat. When heat #1 was ready, Dewey didn't fly because he was having muffler problems. Keifer had a badly tuned motor that quit during the 4th lap. Tom finished about 1 lap ahead of Howard for the 1st place win. Race #2 was quite similar to the first. Dewey again missed the start with motor problems, Tom finished in 1st place, a full lap ahead of Glen's Wingman. Keifer kept his motor running but his 4-Star was very slow and flew long sweeping turns and finished another lap behind Glen. Since Dewey decided not to mess with his muffler for the final two races, Stegall decided to fly his Skyraider to fill the contest heats back to 4 pilots for the remaining two races. Roger got a good start at the beginning of the 3rd heat and led Imhoff and the others for the first 4 laps but the orange machine of Imhoff would not be denied and took the lead for the 5th lap. Tom crossed the finish line in 1st place with Roger about 50' behind, Howard a lap down from there and Keifer still on the slow-boat to China. Race #4 was flown immediately following the 3rd (since Evans needed some extra time to glue his electric racing Raptor). Keifer decided not to fly in the 4th heat since his motor was not running properly and buzzards were beginning to circle the carcass. The finish order in the final race was much the same with Imhoff, Stegall and Howard finishing 1st, 2nd and 3rd. Point totals for the day were: Imhoff 20, Howard 14, Stegall 8, Keifer 5, Dewey - did not fly.

Turnout for this first contest of the year was negatively affected by having several club members attend the Weak Signals Toledo model show. Bring your 4-Star 40s, Wingmans, Skyraiders and La Racers to the next round of left-turns scheduled for the 2nd Saturday in May.

Roger Stegall

ASTRO Van



Hobbies

**See Roger for all your Electrical
and Spinner needs**

As Memorial Day approaches us this month I want us all to think about something other than hamburgers and hotdogs on the grill. Even though those are really good, I believe this is the true meaning of Memorial Day. *Jon F Dewey*

Why We Guard the Tomb of the Unknowns



“Forty plus years ago, I was the platoon leader of the guards at the Tomb of the Unknown Soldier in Arlington National Cemetery. One day I was standing on the plaza inspecting a guard change when a little old lady asked me the usual set of questions.

” ‘Are there guards here at night?’ Answer: yes, 24 hours a day, 365 days a year. And it has been so since 1936. Every second of every minute, of every day – rain, shine, snow, sleet, a guard is here day and night.”



“Then she asked how are the guards selected?” I cited high character requirements for duty at the Tomb. In short, I told her that they must be good soldiers and good citizens.

“Following the guard change, she came back with more questions. She was persistent. I can still see her face today. She asked: ‘Do the guards like the duty here?’ I said, ‘Yes. They feel it is an honor to continuously render, in their own small soldierly way, this nation’s highest honors to the Unknown Soldier.’

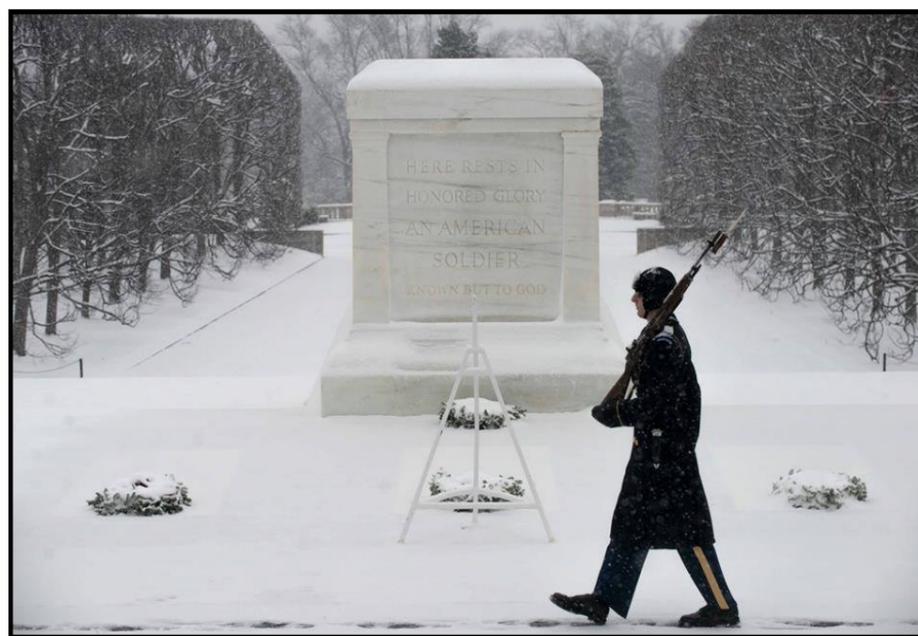
“She said ‘What do you mean?’ I explained that the highest honor that this country renders to anyone is a 21-gun salute. The President gets a 21-gun salute. And then I told her that this is what this lone sentinel is doing, continuously. Then I pointed to the sentinel on the mat. In a whisper, I counted 21 seconds as he paused at each facing movement — one thousand one, one thousand two and so on. I counted the steps as he crossed the mat from one side of the Tomb to the other, always keeping an eye on the Tomb and keeping his body between the Tomb and the weapon he carries. Thus rendering the highest honors with his 21-count, continuously.

“At the end, she began to cry and she said, ‘You may wonder why I’m asking these questions, but you see, I have a personal interest here. This is the only place I have to pay my respects to my son who did not return from the war.’

With that she departed leaving me touched for life and forever answering the question of WHY WE GUARD THE TOMB”

Written by:

COL Cosby who was awarded Tomb Guard Badge #6 (July 1958 – July 1960).



Dear: Sum Ting Wong

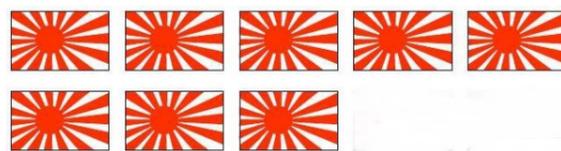
So Wong:

I was reading last month's PRCM Newsletter about the history of "Kill flags" submitted by your Newsletter editor. I recall a few years back. I "landed" an airplane inverted at 85 degrees with full power. Needless to say I found most of the parts. To remember the airplane, I painted a "Kill Flag" on my next airplane. Several months later, after shredding that airplane through a tree, I painted two "Kill flags" on the third airplane. Well, after a while, I lost count and decided to paint "Kill flags" on my car because it gave me more room. Last year, I sold my car and lost count once again.

So Wong, can you give me suggestions on how to keep track of the airplane loses?

Signed,

Flying in a Fog



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 *Fog-E-Bottom*,

First off, buy a "buddy cord" and offer it to anyone who can teach you to fly! Some people plant a "memorial tree" in their yards to remember loses. But in your case, you would have to ask the Federal Government for permission to open a National Forest.

One true way to record your losses would be to paint "kill flags" on your garbage can.

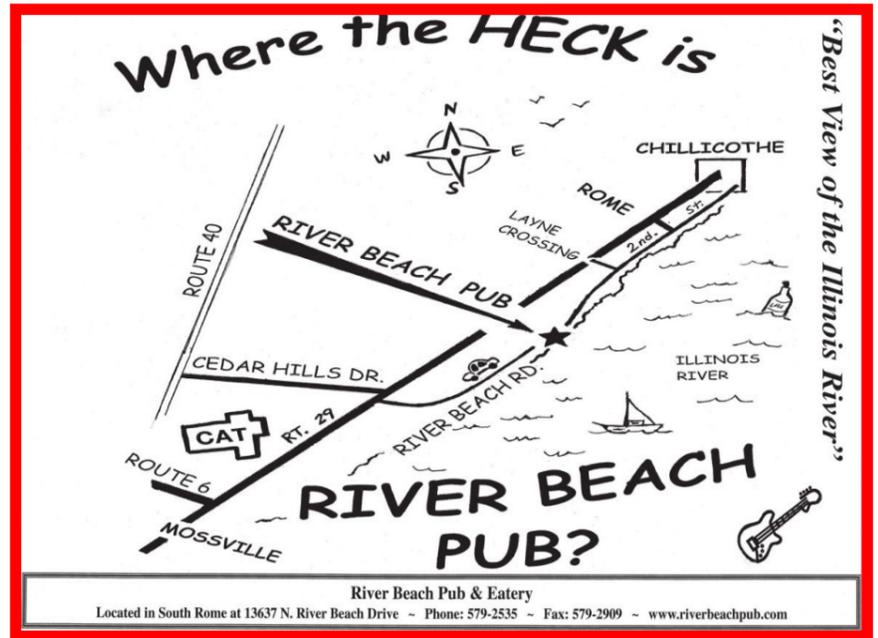


Sunday Monday Tuesday Wednesday Thursday Friday Saturday

		<h1>May 2015</h1>					1	2 7AM Bob Evans DOWN ON THE FARM®					
3	MAY THE 4TH BE WITH YOU.	5  Club Meeting!	6	7 7AM 	8 	9 	10 	11	12	13	14 7AM 	15	16 
17	18	19	20	21 7AM 	22	23 7AM Bob Evans DOWN ON THE FARM®	24 	25 memorial DAY	26	27	28 7AM 	29	30 7AM Bob Evans DOWN ON THE FARM®
31	Notes:  Club Meeting! Bring a plane to fly							At the Field 7pm 		Pilot's meeting at 9am, Please come and support the Club!			



DON'T MESS with OUR Co-Pilot Of the Month



I TOLD HIM IT'S ME OR RC'S



HE'S CHARGING
HIS BATTERIES NOW

"That's
all
folks!"

