



IN HONOR OF OUR
VETERANS
Photos of the Month

Particulars:
Charter 313

- President:** Mark "Keester" Kiefer
 markkiefer@hotmail.com/ 309 339-1674
- Vice President:** Neal "Sandman" Rudy
 KF9XF@mac.com
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- MAINTENANCE & GROUNDS:** Joe "Fantastic Languini" Lang
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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



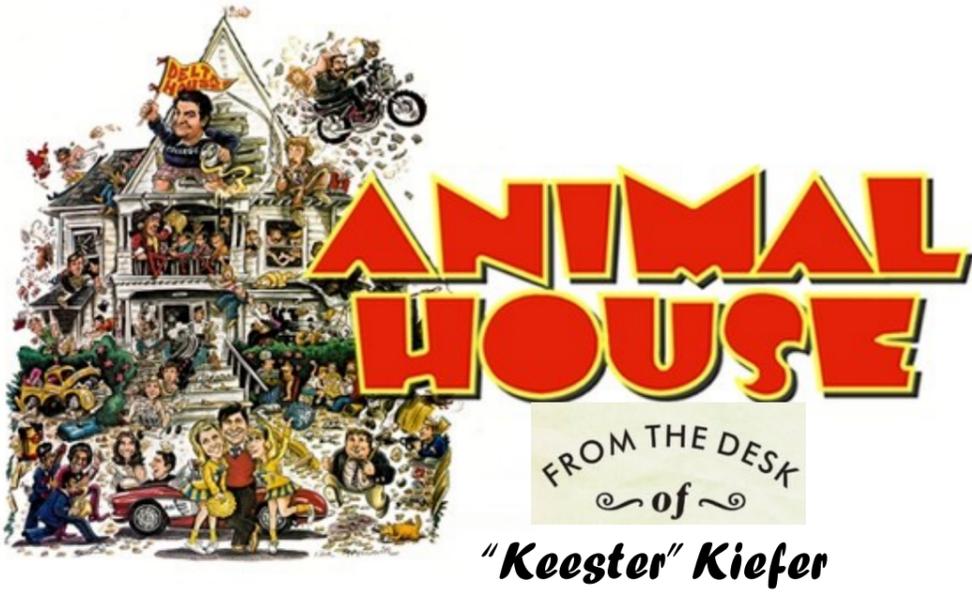
"The Chicago Airforce" CAF
 Frank and his "boys" brought all this hardware to Streator for the Warbird fly-in



An SBD Dauntless at Air Supremacy over Elkhart



ESTABLISHED
 SINCE
1954



Here we are staring at the upcoming holiday season as well as finding out if we're a go for Friday night indoor flying. I know to date there is a deal on the table waiting to be approved for indoor flying. A bit higher in cost, but hey, we do have our habits to support. I encourage everyone to show up at the next club meeting to hear all the details of the indoor flying proposal. Indoor flying is yet another event the club can support and offer to potential new arrivals. So make sure you're at the next club meeting. Worse things could happen, like a growing membership list. Say it ain't so. Then we'd have to appoint a new member chairman, along with collecting dues from our new members.

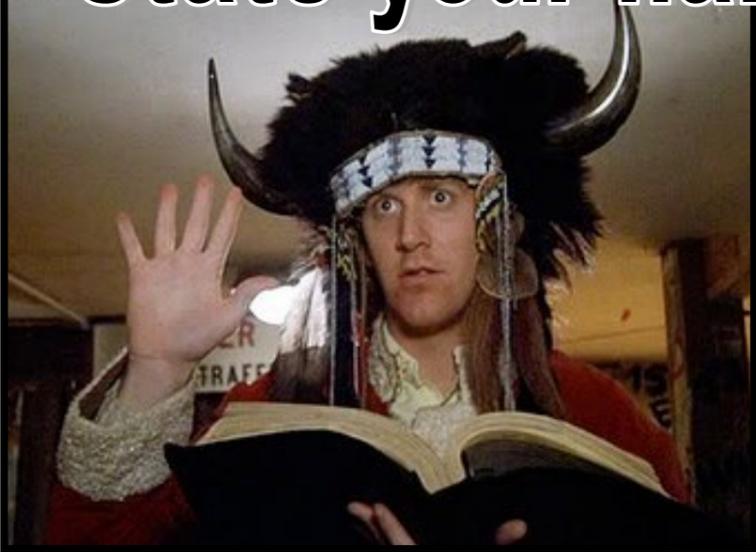
On to the next topic. Fall weather is here and I for one haven't been flying as much as I'd like due to various other activities I'm involved in. So with that, I'd like to Segway into my next topic of conversation, that is, The Warbird Event currently in the making for our club. Seems we've had a few gentlemen in our club attend a few Warbird events in the surrounding area. Fact is, there are NONE. These individuals have had to make hours -long road trips together, be exposed to hearing funny noises from each other, and experiencing irritating smells from each other. Some stories talk of meeting Otis Day,



And yes, even Shelly Dubinski,



I "State your name"



I "State your name"



DELTA
 ΔTX
 HOUSE

And while attending these heavily attended Warbird events they have been asked when the Peoria club is going to have their Warbird event as they have such a nice field. WHAT???? We're now in the mix for pilots eager to come to our field and fly, specifically Warbird professionals. Well then, come on now and let's get an event rostered and do this. Bottom line, it's a growing event attended by a tremendous amount of pilots, except in our area. Pilots that fly awesome Warbird planes and I for one would like to see an event sponsored by this very club soon, as in the near future. Just think of it as your next Toga party.

TOGA!
 TOGA!
 TOGA!

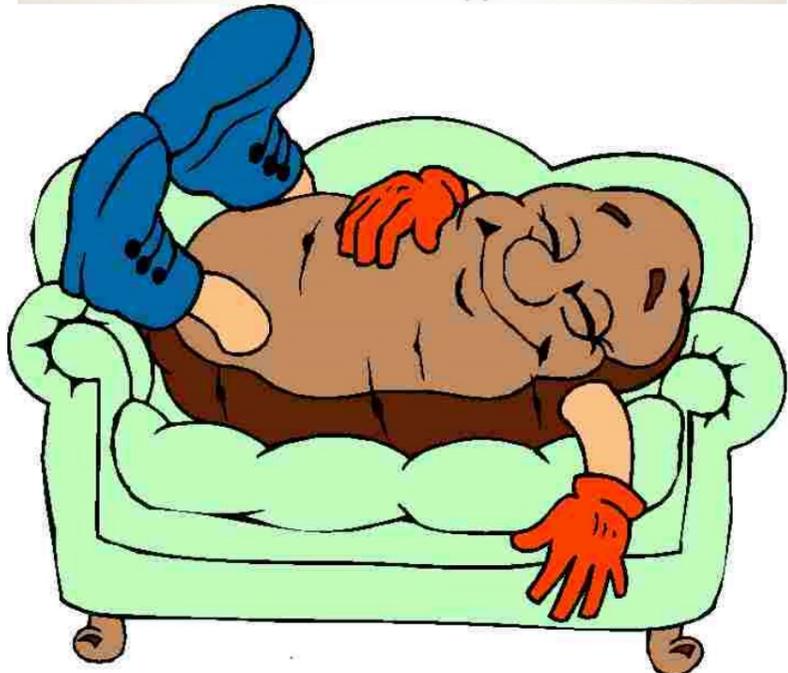
So, stay tuned, get up off the couch, and attend the next meeting November 3rd. Do it, you'll be happy, your significant other will be happy, the significant other's dog will be happy, and hey, you get to talk your favorite subject for the evening.

With that, I've said all I've said. See everyone at the next meeting.

Stay well, fly often.

Your Prez,
 Mark **31**

Get off the
COUCH!



PRCM
 could **PRESENT:**

WARBIRDS

ON THE
WARPATH

ASTRO Van

Hobbies

See Roger for all your electrical
 And spinner needs



HK Reviewed



I first saw the Inductrix quadcopter during a trip to central Wisconsin. While driving through Plover, a small town south of Stevens Point, I noticed a sign for a hobby store. So, like I would usually do, I decided to check out the selection. The store had a quaint selection of electric aircraft and drones, many from Horizon Hobby. The sales clerk, who I had learned was the owner, eagerly handed me the small Inductrix quadcopter and said, "Give it a try." Having never flown a quadcopter, and not really interested in breaking something in the store, I initially turned her down, assuming that she only wanted to pressure me into buying something I didn't really want anyway. However, after she assured me that this new quadcopter was nearly bulletproof, I took her up on her offer and immediately crashed.

BULLET PROOF

Having recently acquired a new Spektrum radio, I decided to buy the bind and fly Inductrix. The Inductrix comes with two bodies, a blue and a red, which are easily interchangeable. There is one battery in the box, a single cell 150mAh battery, and a USB charger that will restore you to full power in about 25 minutes. The flight time with this set up is about 5 minutes. There are LED lights on the circuit board that help distinguish the front with white LEDs, from the back with red LEDs. The rotor housings and frame are clear so these bright LEDs are easily seen from any orientation. This quadcopter can be purchased as a ready to fly model, or a bind and fly version compatible with Spektrum DSMX radios.

The experience I had at the hobby shop was short lived as the Inductrix flies with ease. Horizon has incorporated SAFE technology into the very small, about four square inches, quadcopter. With this technology, the Inductrix auto levels each time the controls are released and will almost hover on its own. The SAFE system also controls flight control inputs to allow only a certain degree of pitch and angle. The four blade rotors are individually surrounded by thin housings that make them almost like four small ducted fans. The housings around the rotors create immense durability. At this point, I have put about six hours of flight time on the Inductrix. During my initial flights, I have crashed into just about everything you could think of, couch, TV, light fixtures, walls, ceiling, I even got it tangled in the shades. Through all of this abuse the Inductrix does not have a mark and continues to perform flawlessly.



As I have accumulated more time at the controls, the Inductrix has become even easier to fly. Turning up the control throws makes the already quite nimble quadcopter even more responsive. For those of you who are more advanced, the SAFE technology can be turned off, making even back flips possible. With the SAFE technology turned off, there is no more auto-leveling, and the quadcopter will continue in any direction and at any speed you leave it, creating the need for very attentive control inputs. With the auto leveling turned off, the Inductrix is a lot to handle. And, if flying outside, the wind really moves it around, so I leave it turned on outdoors. With the LED lights, the best time to fly this quadcopter is **after** dark. It's even easier to see the orientation at night than it is during the day, which makes it perfect for a quick flight after returning home from an evening at the flying field.



The only issue I have had was with the initialization process that occurs each time the quadcopter is turned on. SAFE technology uses multi axis sensors to determine the quadcopters attitude to the horizon. So, when powering up, the quadcopter must be on a nearly level surface and not moving. I had trouble with initialization while holding the quadcopter or placing it in the grass. The instruction manual says nothing about this. Now, each time I just set the quadcopter on a flat surface, and it is ready to fly in seconds.



This new quadcopter is great for beginners and an absolute joy to fly. With Christmas fast approaching this new quadcopter would be a great stocking stuffer. The bind and fly version is for sale at Horizons website for \$49.99 and additional batteries are \$3.99. I have also seen batteries from Hobby King and Tenergy for as little as \$1.99. So, overall this is a great value and gift idea. Hopefully Santa brings one your way.

MERRY CHRISTMAS!



Nathan Hladilek **HK**

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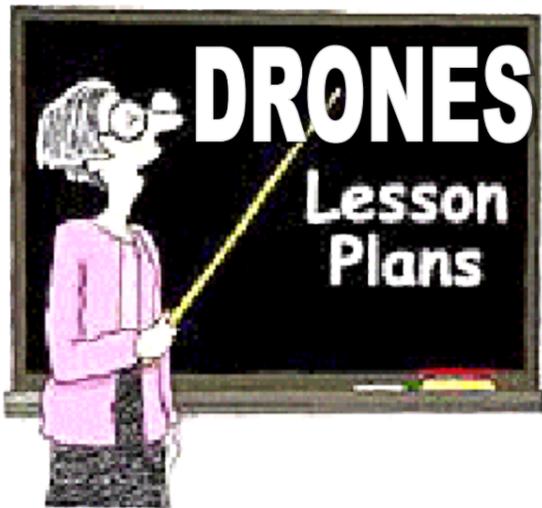
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Drones, Registration and Education

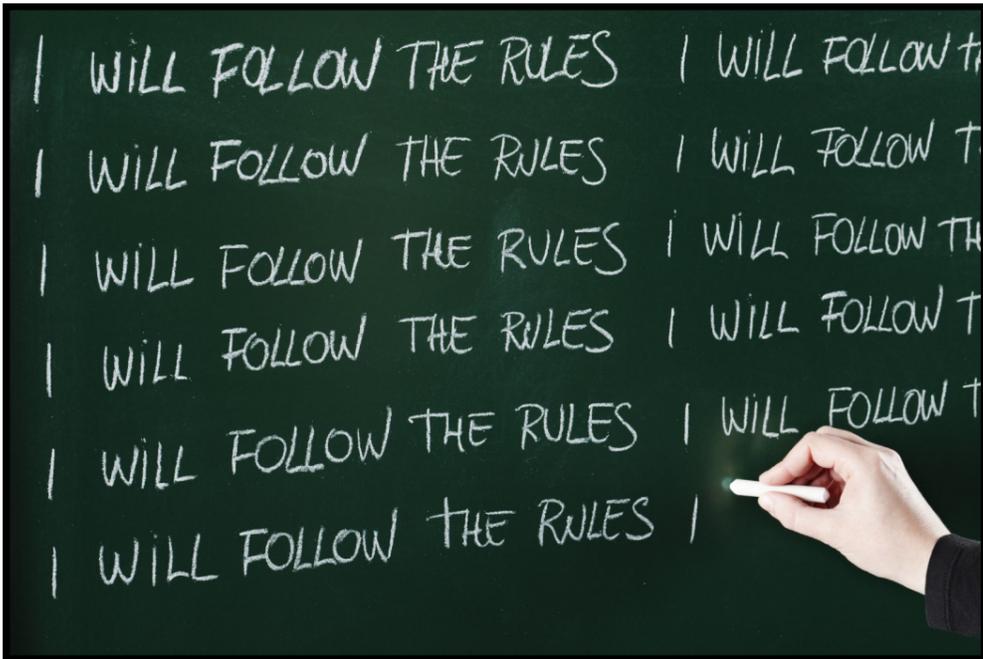


On Monday, October 19, 2015, Anthony Foxx Secretary of Transportation and Michael Huerta, Administrator of the FAA held a news conference to announce the formation of a Task-Force charged with making a recommending on registration of Unmanned Aerial Vehicles (UAV) or as the press prefers drones. The Task-Force has been given until November 20, 2015, to make its recommendation, and the planned implementation registration is expected for mid-December 2015. In the transportation world this timetable is hypersonic. Registration is expected for all but “toys”. The goal is to keep the national airspace safe. With the expectation of hundreds of thousands of new “drones” being sold over this Christmas season the goal appears to be capturing these new “drones” in the registration process. And we can expect existing “drones” will also need to be registered after some grace period. While the process and the definitions are unknown until the Task-Force makes its report, Foxx said being able to tie the UAS to the owner operator was the goal of registration. Today the operator or owner is often not found even though the aircraft is recovered. Of course all good AMA members have either their name and address or AMA number on their aircraft. The FAA is used to dealing with pilots and aircraft number in the hundreds of thousands. The UAS world is expected to grow by about a million this year. These numbers will no doubt pose a challenge for the FAA and its systems.

While there is no stopping the registration process, an even more important element of this rapid growth of UAS among those new to the hobby is education. Since almost everyone else operating in the National Airspace has to learn the airspace rules and show their knowledge by passing a written test; is it reasonable to expect anything less of modelers Since June 9, 1981, modelers have been operating under Advisory Circular AC no. 91-57 which set out the Model aircraft Operating Standards. That circular is where our 400 foot ceiling and notification of the airport if operating within 3 miles of an airport came from. For more than the next 3 decades that guidance has served modelers and others operating in the airspace well. On September 2, 2015, Advisory Circular AC No. 91-57A cancelled 91-57 and added some additional restrictions including the notice that careless or reckless operations may be subject to FAA enforcement action. The circular provided guidance to operators of Unmanned Aircraft and how we could safely operate in the National Airspace. Prior operation of 3 miles became operation within 5 miles of an airport requires notification of the airport operator with prior notice. The real teeth of the AC is the statement the Administrator has the authority to pursue enforcement action against model aircraft operators who endanger the safety of the National Airspace System. Well, you need to know the rules to be certain you are not endangering the safety of the N.A.S.



The new AC says we are now subject to Temporary Flight Restrictions (TFR), Prohibited Areas (PA), and must comply with Notices to Airmen (NOTAMS) which limit flight near certain locations. This underscores the need to understand the rules of the National Air Space. They are not that complicated; learning the rules and following them would go a long way in promoting the safety of everyone operation in the National Air Space. While registration is coming in the next few months the real focus should be on education. You can help by learning and following the rules.



You can also help those that don't know the rules by encouraging them to learn them.

For more on information on the National Airspace take a look at the Aircraft Owner's and Pilots

Association and the FAA's web page:

http://flighttraining.aopa.org/students/solo/topics/SA02_Airspace_for_Everyone.pdf

https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/pilot_handbook/media/P_HAK%20-%20Chapter%2014.pdf

Jim Fassino

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The A10 was designed around its most fearsome weapon, the GAU-8 Avenger, known simply as “The Gun.” The designers did it right and left out no detail. The A10 is a simple airplane to fly with redundant flight control systems, a titanium bathtub to protect its pilot and lots of weapons under its wings. The A10 was designed for one mission and one mission only: **To KILL TANKS** and it does that mission very well.

Ever since airplanes first flew into combat, America was building one type of plane for one type of mission. It was not until late in World War II that airplanes took on a multi mission role. The F4U Corsair was the first airplane to be known as a “fighter bomber”. The Corsair was mainly flown by Marines who supported their fellow Marines on the ground. During the battle of Okinawa, Marine ground crews began to hang bombs under the wings of the Corsair, and the “fighter bomber” was born.



Soon the Pentagon began to want a single airplane to do it all. During Vietnam we built the F4 Phantom to do it all, but left off the gun. The F4 was flown by the Navy, Air Force and the Marine Corps, and all the pilots agreed, the Phantom did nothing well. In the 1970's the U.S. Defense Department went back to the drawing board and started building specific airplanes for specific missions. The F15 Eagle was built for air supremacy, the F14 for fleet defense and the A10 Thunderbolt II for close air support. CAS



When Congress tells the Pentagon to save money it seems to always look at aircraft first. Once again they are looking for one airplane that can do it all. The ideal of replacing the A10, F/A18, F15, F16 and the AV8B Harrier with only one airplane looks great on paper. Pilot training, maintenance, parts and support for only one type of aircraft would reduce a lot of waste, both money and time on the battlefield. Then along comes the F35 Lightning II

The F35 is to be flown by the Navy, Air Force and the Marine Corps along with several other Nation's air forces, just like the old F4. It seems we cannot learn from our mistakes, once again we have an airplane that seems to do nothing well. The F35 has had more than its share of cost over runs and embarrassments.



How would you like your next RC airplane to be able to fly combat, Pylon race, 3D hovering, look scale, fly pattern, run on glow, gas and electric all at the same time? No matter how much money you put into it, that just can't happen. You can not have one airplane **DO IT ALL**.



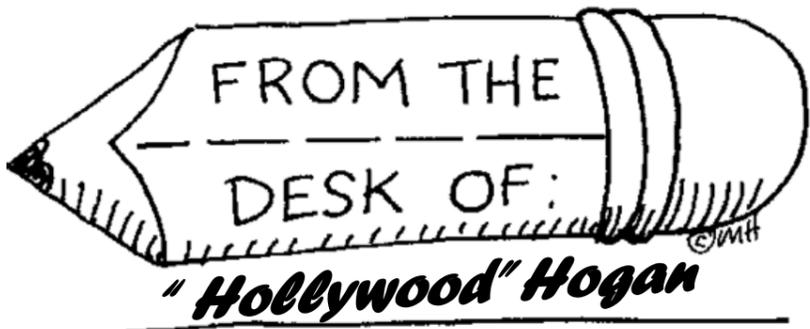
F-35 Lightning	VS	A-10 Warthog
X PRETTY	Appearance?	PRETTY BADASS ✓
X ~\$130M	Price Tag?	~\$12M ✓
X ~\$35K/hr	Operation Cost	~\$18K/hr ✓
X LOL	Designed for CAS?	YES ✓
X NO	"Titanium Bathtub"?	YES ✓
X 4-BARREL, 180 25MM ROUNDS	Gun?	7-BARREL, 1350 30MM ROUNDS ✓
X YES	Can use stealth?	WHY HIDE? ✓
X YES	Cockpit has fancy touchscreen?	LOL WHAT? ✓
X ?	Do tanks fear it?	(TANK COULD NOT BE REACHED FOR COMMENT.) ✓

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WIND: 270 @ 15MPH



Recently some members of the "Thursday Tail Draggers" decided to fly. Jon Dewey, Roger Stegall and I all got to the field at about the same time. Although the wind was blowing down the runway at 15 mph, everybody felt it would be OK to fly. Although there was hesitation, we all started to assemble our airplanes. Nobody wanted to be the first to "chickened out". Roger and I had to assemble our planes on the ground facing the wind. Jon used the flight stands with a dead cross wind. I don't know how he held onto the wing.

Jon was the first to start his 30cc gas engine on his Extra. I think he wished the engine would not start, but it did. He was committed. His takeoff was perfect, although it is not hard to get in the air with a 15mph head wind. The 15 pound airplane handled like a "10 cent kite" but he kept it in control. After about six laps of the field, he decided he had enough and set up for a landing. Jon made a beautiful approach and he landed like he almost knew what he was doing.



Not to be the first to "chicken out" I advance the throttle on my 7 pound 1.20 glow RV-4. I was in the air in less than 10 feet and I could not get much speed up. As I tried to turn, it was like I did not connect the ailerons. Finally, the airplane turned with help from the rudder. (Which I don't use much.) A few laps in which I felt I was flying it only half the time, I decided to get this thing down. My first approach was way too fast, the second was also fast, as were the third and fourth passes. Now I starting to think about my fuel. Fifth pass was not bad, but I still blew it. I finally got it down on the sixth pass because the wind slowed for a minute or two.

Next up was Roger and his 55cc powered Extra. It only has a flight or two on it, but he was not going to be "shut out" on this windy day. His take off was normal, I though he was risking it when he made a downwind pass over the field in a knife edge. "I was impressed". Then I find out it was not planned. Other than being a little tail heavy and sporting too much aileron throw, he was doing well. It is always fun to watch Roger's "body language," but in this wind, it was like he was dancing in a Vaudeville show. His landing was a little short and he broke his prop but hey he was down safe.

No one attempted a second flight. Everybody had an excuse. Jon had to pick up his son, Roger was going to clean his wife's house, and I decided to go get a voluntary "root canal" rather than fly again. At least we took home our whole airplanes.

See you in the lawn chairs.



Jim "Hollywood" Hogan

**What Were you
Guys Thinking?**



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!

Joke of the Month Sponsored By



Submitted by Bryan Chumbley

Morris and his wife Esther went to the state fair every year and every year Morris would say, "Esther, I'd like to ride in that old Army Huey."

Esther always replied, "I know Morris, but that Huey ride costs 50 dollars, and 50 dollars is 50 dollars."

One year Morris and Esther went to the fair and Morris said, "Esther, I'm 85 years old. If I don't ride that Huey this year I might never get another chance."

Esther replied, "Morris, that Huey ride costs 50 dollars, and 50 is dollars is 50 dollars."

The pilot overheard them and said, "Folks, I'll make you a deal. I'll take you both up for a ride. If you can stay quiet for the entire ride and not say one word, I won't charge you; but if you say one word it's 50 dollars."

Morris and Esther agreed and up they went.

The pilot did all kinds of twists and turns, rolls and dives, but not a word was heard. He did all his tricks over again, but still not a word. When they landed, the pilot turned to Morris and said, "By golly, I did everything I could think of to get you to yell out, but you didn't."

Morris replied, "Well, I was gonna say something when Esther fell out, but 50 dollars is 50 dollars."



Dear: Sum Ting Wong,

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.

So Wong:

I attended our club's Annual Family Day Picnic. It was a beautiful sunny day with blue sky. However, the wind was a dead cross at 10 MPH. The heavier 5 to 20 pound gas and glow powered airplanes which could penetrate the wind sat on the ground or in the cars. However, some of our screwy members flew 3 oz foamy airplanes which were blown around by the wind all day. They where in the air constantly. Isn't this backward from normal people's thinking?

Signed: **Blown Away**



Dear **Blown Backwards,**

Yes, there is *Sum Ting Wong* with your "screwy" members. Frist off, who would buy a sheet of pink foam insulation and turn it into a flying machine. I say flying machine because most of these contraptions don't look like an airplane and most don't even have tails. Then they tie a crape paper ribbon on the things and try to kill each other in the air. If one should crash, there is no "wake" for the fallen, only a round of cheers and Ohoooo's from the crowd.

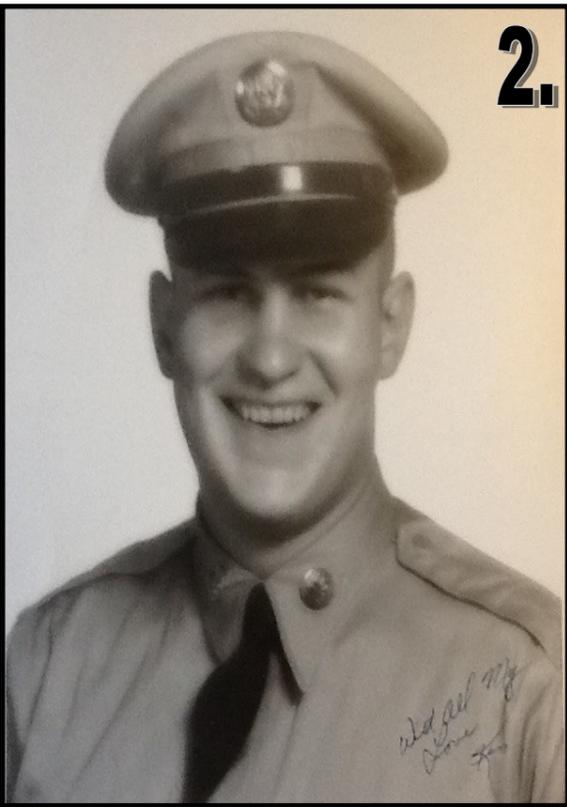
Yes, I would say your club is pretty "screwy" but it works for them so don't get blown over by it!

S.T.W. 高少咪

PRCM **Co-Pilot of the** **Month** Salutes our **Veterans**



Thanks to *Jim Fassino* for providing this
Month's Co-Pilot



Sunday

Monday

Tuesday

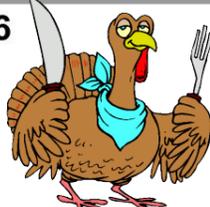
Wednesday

Thursday

Friday

Saturday

November 2015

1	2	3 MEETING @ TGIF 	4	5 	6	7  DOWN ON THE FARM®
8	9	10 	11 Veteran's Day 	12 	13 KINDNESS DAY 	14  DOWN ON THE FARM®
15 	16	17 	18	19 	20	21  DOWN ON THE FARM®
22	23 Cashew Day 	24	25	26 	27 	28  DOWN ON THE FARM®
29 	30	Notes:				

OFFICERS



MAKING SIMPLE THINGS HARD SINCE 1775

No Officers here: How many did you get right? MAGGOT!

1. SPC4 Terry Beachler
2. Ken Chumbley (Bryan's Father)
3. Senior Airmen Vern Holman
4. PFC Jon Dewey
5. Jim Fassino
6. PVT Dave Olson
7. Seaman Roger Stegall

That's all Folks!

