

PEORIA RC MODELLERS

2015

PEORIA
RC

NEWSLETTER

DECEMBER

Particulars:

Charter 313

President: Mark "Keester" Kiefer
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&

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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



December 7th, 1941

"A date which will live in infamy."



"A Moment in Time" captured Brad Deckert's TBM-3E Avenger over Pearl Harbor. November 2015



Well here it is and here it goes. My final newsletter as President. I hope this newsletter finds everyone healthy, and enjoying the beginning of the holiday season. We as a club have a tremendous amount to be thankful for. For one, I won't be referring to any Animal House inuendo's in the newsletter. Lucky all of you, huh? Our club has a tremendous baseline for growth, I mean tremendous. We have a great field, second to none equipment and facilities at our field, an awesome place to fly indoors on Friday nights, and a select few members in this club to foster activities as well as knowledge of all things R/C. I for one am thankful for those members who step up, remind us of all activities and keep the momentum going for our club. As I previously mentioned, this club has a tremendous baseline for growth which in turn fuels opportunity for additional activities above and beyond what we currently experience. Or have the opportunity to experience.

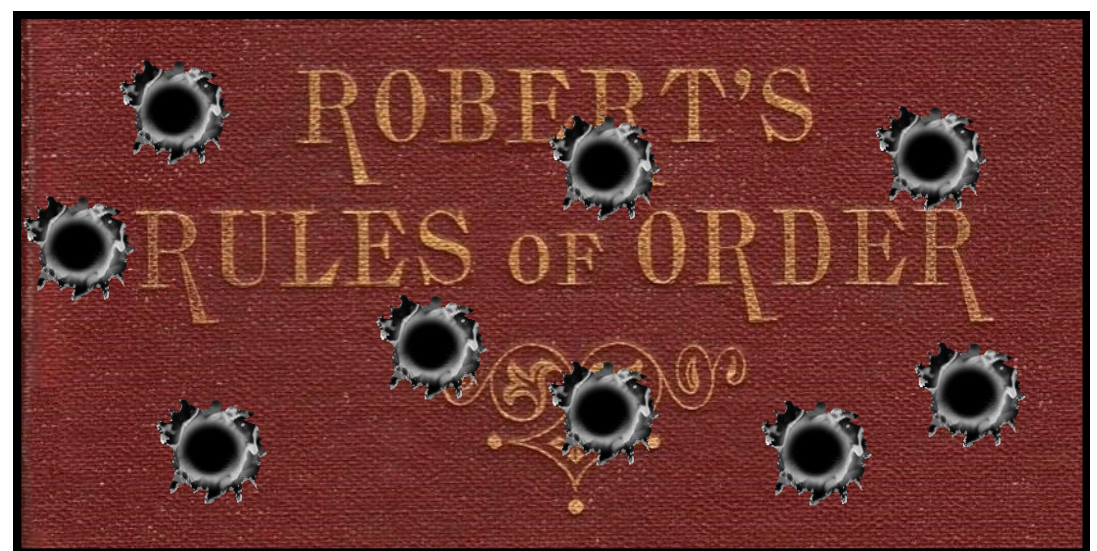
I for one am thankful for all the members of the club that have been patient with me during our previous club meetings as I have been known to shoot holes in "Roberts Rules of Order" etc., etc.

So, with all of this thankfulness, I wish all club members a safe and happy holiday season, and remember, get out there and Fly safe and Fly often.

Your Prez,

Markl

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!

ATTENTION!

ATTENTION
WE ARE
MOVING

NEW
LOCATION

The PRCM monthly meetings have been moved to Bernardi's Pub for the rest of 2015-16. TGIF's has remodeled and is unable to turn the music off or down for our meetings. Please make every effort to attend the meetings at the new location. **Remember dues paid at the December meeting are only \$90.00**



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**Please note the indoor flying
now begins every Friday
Night Starting at 8 PM. We
have reserved the complex
for 1 1/2 hours of flying.**

Only You Can Keep Indoor Flying Going in Peoria

Peoria RC Modelers has been flying indoors at Midwest Sports Complex for the last 7 years. When we first started flying indoors we flew on Friday evenings at 10 PM and flew for 2 hours. Lots of members would go out for drinks after flying and then show up for breakfast at 7 AM.

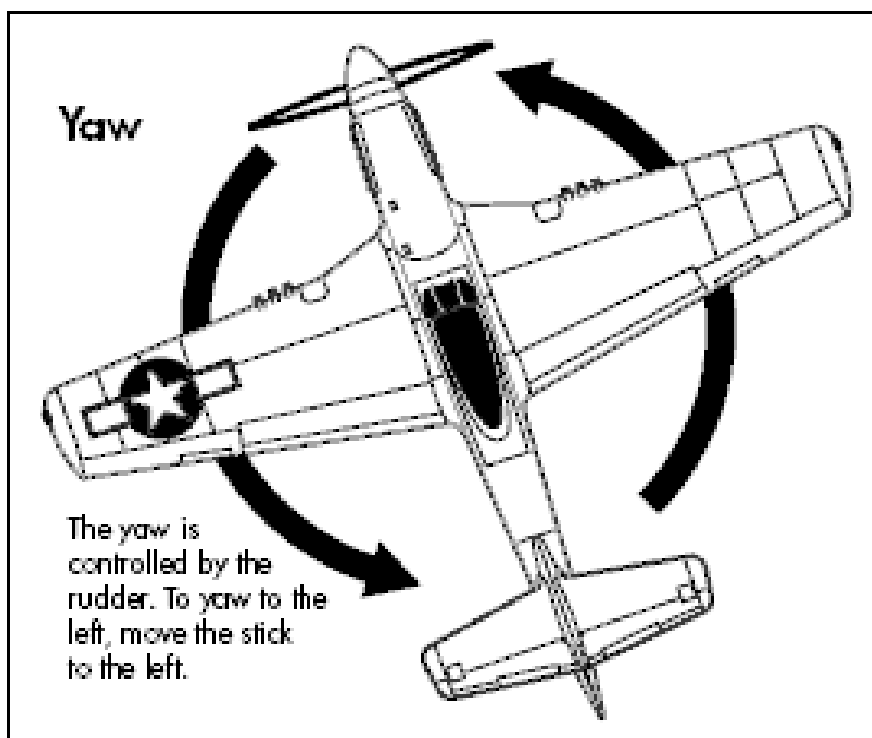
A lot has changed over the last few years. Indoor flying attendance has gone down, we are flying earlier in the evening and fewer members show up for breakfast. There were lots of very capable outdoor flyers that tried indoor flying and had a bad experience. A number of them broke their airplane on the first flight. Then after a repair they broke it again. After a few frustrating attempt many gave up on indoor flying, and these were skilled pilots. The conclusion was the airplanes were to fragile and indoor flying wasn't much fun. The biggest problem many of these flyers faced was learning how to fly indoor airplanes

A common first flight went something like this: give the airplane full throttle, as the airplane gets close to the wall the pilot gives the stick left ailerons to turn the airplane. Then the airplane would roll left but continue going straight ahead into the wall.



NEW BIGGER FLYING AREA

. The outdoor flyer was expecting the roll command to turn the airplane to the left. The airplane responded to the roll input with a roll. All that was needed was left rudder input to yaw the airplane. For many the skills learned outdoors didn't work well indoors. Ironically the indoor airplanes fly like a well designed pattern airplane; they do exactly what you tell them to do. If you tell it to roll, it rolls with almost no yaw. If you give rudder it will yaw with almost no roll. And another skill that needs to be learned is that the airplanes fly well at very low power settings. The slower the speed the more time to think. A combination of low speed and high angle of attack can really be fun, something that takes much more power with the typical outdoor airplane.



Another change over these indoor flying years is the construction of the airplanes themselves. Some of the first indoor airplanes had hundreds of small plastic parts that held the airplane together. I think they were call flat outs or something like that. The depron was fragile and so was the plastic. Then we started using depron foam and CA glue, everything was very rigid, easier to assemble but easy to break. You could use the more flexible EPP foam but that was too flexible and the airplanes didn't fly very precisely. Today there are some great airplanes made with the right combination of flexible EPP foam and the rigid and light carbon fiber rods. These airplanes are light, fly true and take lot of abuse.

Several of our better and more aggressive indoor flyers, Tom Imhoff and Joe Board have been flying the Cracked YAK by Twisted Hobbies.



These are great examples of this construction method. They are very nice flying airplanes and yet they can take some abuse and not need repair. If you are thinking about giving indoor flying another try or if you are trying for the first time take a look at the 32 inch Twisted Hobbies line of airplanes. The bottom line for the club is we need to have 20 pilots every week to break even. If we don't have that turn out this season it may prove to be our last year for indoor flying. So please consider giving indoor flying a try or giving another chance.



Stop by on Friday night, look at what our members and guests are flying. Then put that on your Christmas list. Better yet buy your own Christmas gift now and start flying right away. The remodeled sports complex is really nice, even if you don't want to fly come join us on Friday and take a look and then join us for breakfast on Saturday at Bob Evan's.

Jim Fassino

FOR THE SERIOUS COMPETITOR



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B.C.

Once again PRCM will be hosting a First to Fly event at the Midwest Sports Complex (MSC). As you know, the club has committed considerable resources to indoor flying. This commitment demonstrates the memberships' interest in supporting flying activities year round that promote the hobby, provide increased opportunities for members to fly, and continues to be an avenue for attracting new members.

Flying will begin at 8:00 A.M. and will conclude at 5:00 P.M. As in the past, we are inviting hobby shops to bring a variety of items for sale to those in attendance. A swap meet will also be a part of the day, and members are encouraged to bring items for sale as part of the swap. Finally, we are working on securing donated items for a silent auction.

If you haven't been to MSC after the renovation, please consider flying at one of the Friday night events leading up to New Year's Day. You will be pleased with the increased space and quietness that the renovation has afforded.

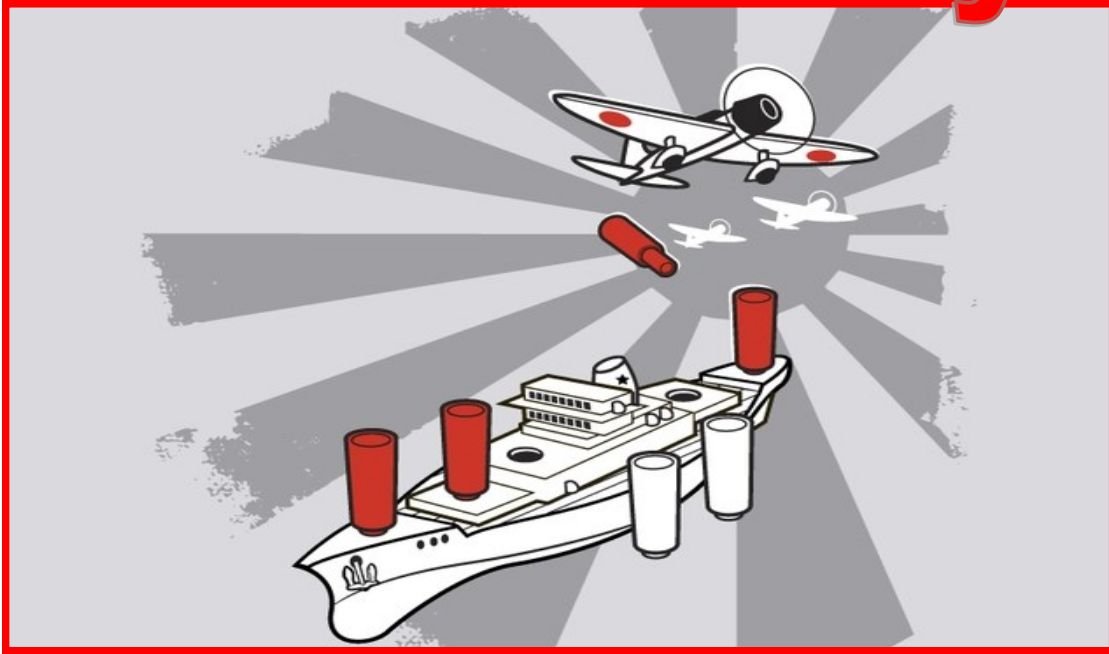
If you have an interest in helping with the New Year's Day event, please contact Bryan Chumbley via email @ chumbley@mtco.com.



50/50

Fun For All 2016

You Sunk my



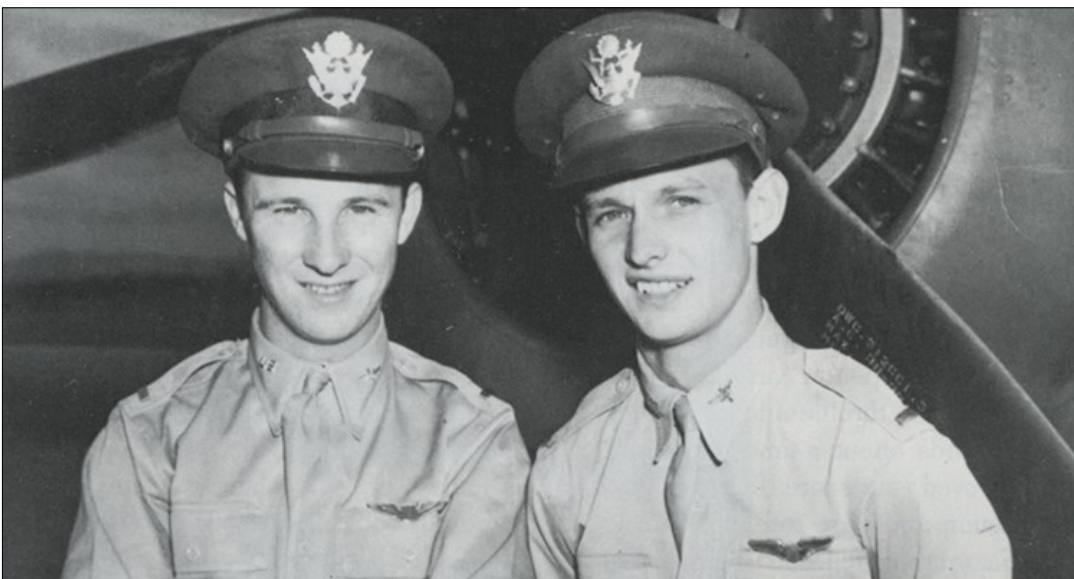
D3A "VAL"

LT. Welsh also shot down an A6M Zero about 5 miles west of Barbers Point. Both Welsh and Taylor were nominated for the Congressional Medal of Honor but it was downgraded to the Distinguished Service Cross because they had taken off without orders. Even though the American fleet was left a smoking wreck there were key targets that were left untouched. The Japanese Navy knew they had to hit the Ten-Ten dock (named for its length 1,010 ft) and the oil storage facilities to disrupted the repair and salvage operations in full swing. The American fleet was knocked down but not out, a second and a possible third attack was still needed on Pearl Harbor.



BATTLESHIP

Many Americans do not realize that there has been more than one attack by the Japanese Navy during World War II on Pearl Harbor. The first and most famous occurred on December 7th 1941, a date which will live in infamy. Early on Sunday morning as 353 combat aircraft approached the island of Oahu, two young American pilots were on their way home from an all night Christmas party and dance. 2nd LT George Welsh and 2nd LT Ken Taylor were still wearing their Mess Dress White uniforms as the Japanese bombs began to fall.

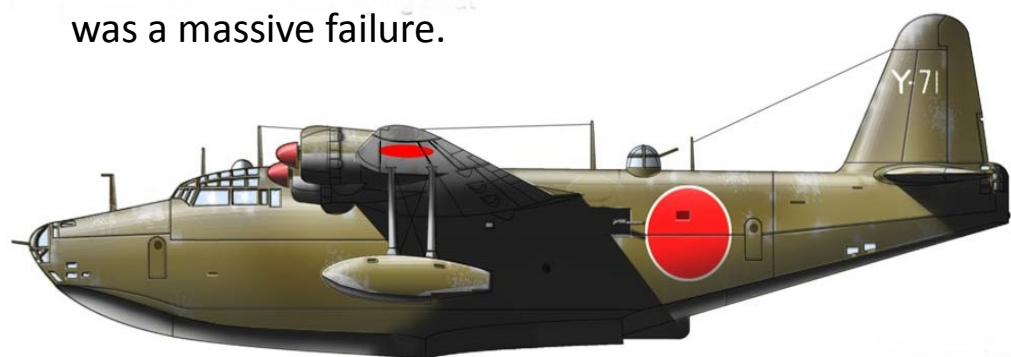


LT. Ken Taylor

LT. George Welsh

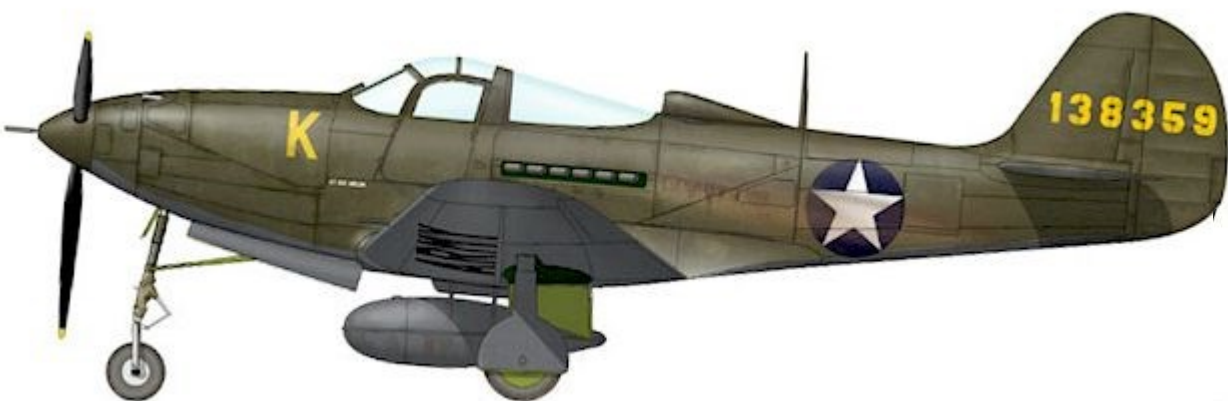
LT Welsh phoned an auxiliary fighter strip to get two P-40B Tomahawk fighters ready for takeoff. Welsh and Taylor drove their Buick at high speeds to the small airfield to get into the fight. Soon the two P-40s were in the air but with only .30 cal ammo in the wings. The ground crews did not have enough time to load the cowl guns with .50 cal ammo, LT Welsh claimed two D3A Val dive bomber kills and LT Taylor finished off another just before they landed at Wheeler field to get some .50 cal ammo. On their second mission of the morning, Welsh shot down another Val that was on his wingman's tail.

Operation K was flown on March 4th 1942 by two "Emily" flying boats. These flying boats were massive. They had a gross takeoff weight of 71,650 lbs, a crew of 10 and carried 550 lbs of bombs. The "Flying Porcupine", nicknamed by Allied pilots could fly long missions, up to 24 hours without refueling. On March 4th only 2 of the planned 5 flying giants was available for the mission. This was the longest bombing raid without fighter escort flown in WWII, however it was a massive failure.



American radar, search lights, manned anti-aircraft guns and scrambled fighters were unable to bring down these flying giants on a moonless night. Bad weather, poor communications and poor weather caused their bombs to drop harmlessly near Roosevelt High School and into the Pacific Ocean. The flying boats returned to their bases without success and they never returned to Pearl harbor again.

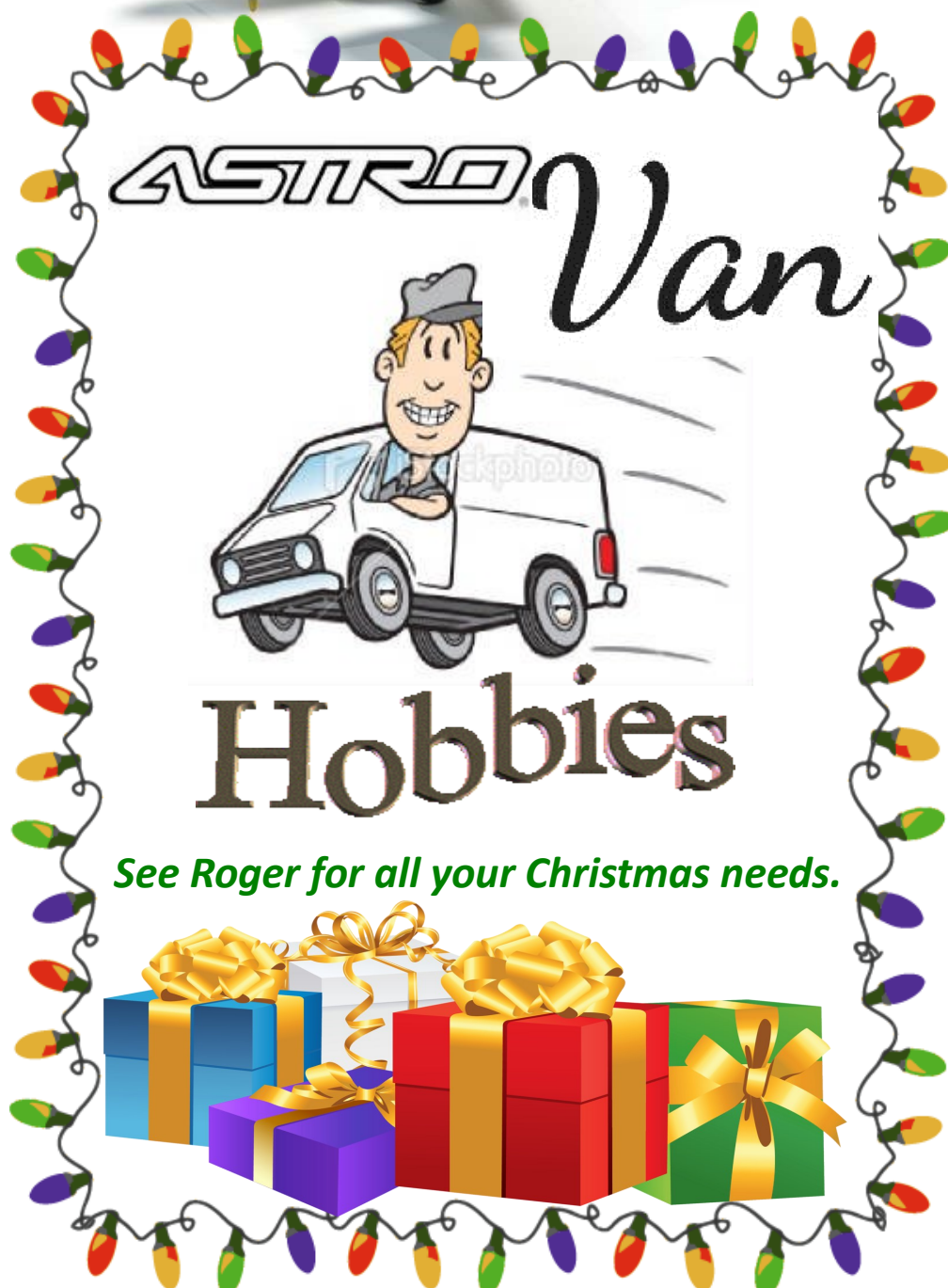
After the attack LT. Welch went to the US main land to make speeches and sell War Bonds until he was assigned to the 36th Fighter Squadron in New Guinea. He was flying the poor performing Bell P-39 Airacobra, when asked what he liked about the airplane? LT. Welsh responded, "Well, it's got 12 hundred pounds of Allison armor plate." he was referring to the Allison engine mounted behind the pilot's seat.

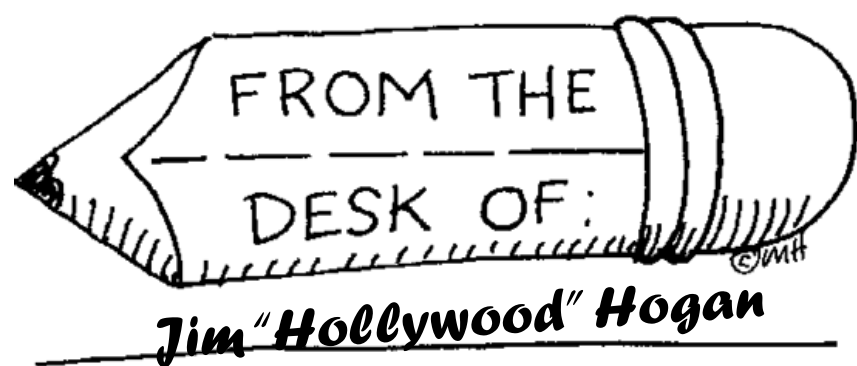


LT. Welsh went on to fly the P-38H Lightning and a total of 348 combat missions. George Welsh achieved 16 confirmed kills, all multiple kills in a mission, before a bad case of malaria returned him to the States for the rest of the War. According to the 25th Infantry Division's Tropic Lightning Museum, 14 different American pilots were able to take off during the surprise attack and record 10 Japanese aircraft kills. US Army Air Corps records credit Welch with four kills and Taylor with two, yet new research of Japanese combat reports confirms Taylor got four kills (when the two probable kills are included). Taylor claimed in an interview: "I know for certain I shot down two planes or perhaps more; I don't know. "On the 13th anniversary of the Pearl Harbor attack, the United States Air Force stated that they could not determine which of the two pilots shot down the first Japanese bomber: "Each of them in his first attack shot down an enemy bomber, so the difference in time would have been but a few seconds in any case." While in the air during the dogfight, the two pilots agreed that whoever survived the battle would claim credit to the title for the first kill of the War. However, both pilots survived and because Welch outranked Taylor (he was a 41A, Taylor a 41C) and was the lead aircraft in the fight, he was credited with the first kill.

Ken Taylor recorded 10 kills during the War and retired from the US Air Force as a Brigadier General in 1971. I hope you all Have a Merry Christmas and a safe and Happy New Year.

Jon" **DEW DROP** Dewey





2016 - a Busy Year

I got reflecting on the 2015 flying season and must report "I had a blast". Then I got looking ahead at 2016 and realized it is going to be even more fun and a much busier year. Here are the highlights:



INDOOR FLYING

We recently negotiated indoor flying at the Peoria Soccer Club's remodeled venue in Mossville. The old nets, which used to catch our planes, are gone and the field is much more open. With more space to fly, I hope we will attract more flyers from around the area. The good thing is, the price remains at \$10 per Friday night session.



OPEN HOUSE

Jon Dewey became our fourth AMA certified Contest Director to lead sanctioned events. He has expressed interest in leading the "Annual Open House" in May. This event, open to all flyers and guests, will be in its eighth year and is becoming well known in our region.



WARBIRDS on the WARPATH

Next up on July 9th, will be "Warbirds on the Warpath". This will be a new event for us. Warbird and Classic fly-ins are growing in the Midwest and we are in a great place to draw pilots for Chicago, Indianapolis and St Louis. I'll lead this one with Jon Dewey.



PATTERN CONTEST

The date for the Pattern Contest is still up in the air because we coordinate with the NSRCA, which is the national organization for competitive pattern flying. Jim Faccino and John Hoelscher take the lead on this event. It is usually held near the NATS.



ANNUAL FAMILY PICNIC

This is the most relaxed event we have. It is held in September and is a day of flying and barbeque. Last year's brisket, provided by Doc. Rudy, was a real hit, I hope he will do it again in 2016.



ANNUAL BANQUET

This event gives us a chance to meet in February to honor our member's who have given "Just a little bit more" to help keep our club successful. Cocktails and dinner before the awards always loosens up the membership.

See you in the lawn chairs, but not until spring

Jim

"Hollywood" Hogan



One of Jim Hogan's early Christmas presents

Alliance Standards



The Warbird & Classics Alliance is a group of giant scale r/c warbird and classics events.

All share a common goal, to *KEEP AVIATION HISTORY ALIVE*.

We support the radio control industry and promote the growth of warbird and classic flying events.

WCA Events are sanctioned through the Academy of Model Aeronautics

WCA Events are giant scale

Mono-Plane - 80" min. wing span

Bi-Plane - 60" min. wing span

Or True Quarter Scale

Jets - 140" combined length + wing span

Some events may allow smaller aircraft to participate before and/or after the scheduled daily flying hours

Scale Airplanes Only with authentic paint schemes (military/civilian)

Scale airplanes are replicas of any full size historical counterpart.

Contest Directors have the right to require documentation of any airplane in question.

Original Full Size Classic Aircraft - 50 years old or older

Each WCA event has the right to establish additional restrictions and allowances unique to their event.

The information in the red text box was taken from the "Warbirds & Classics Over the Midwest" website, they are a member of the Warbird and Classic Alliance. Please notice that it states: "Each WCA event has the right to establish additional restrictions and allowances unique to their event." I hope this information is helpful when you are sitting on Santa's lap

The seven members of the Alliance are:

Windy City Warbirds & Classics

Warbirds & Classics Over Michigan

Warbirds & Classics Over Chatham

Northern Alliance Military Fly-IN

Warbirds & Classics Over the Midwest

Indiana Warbird Campaign

Air Supremacy Over Elkhart

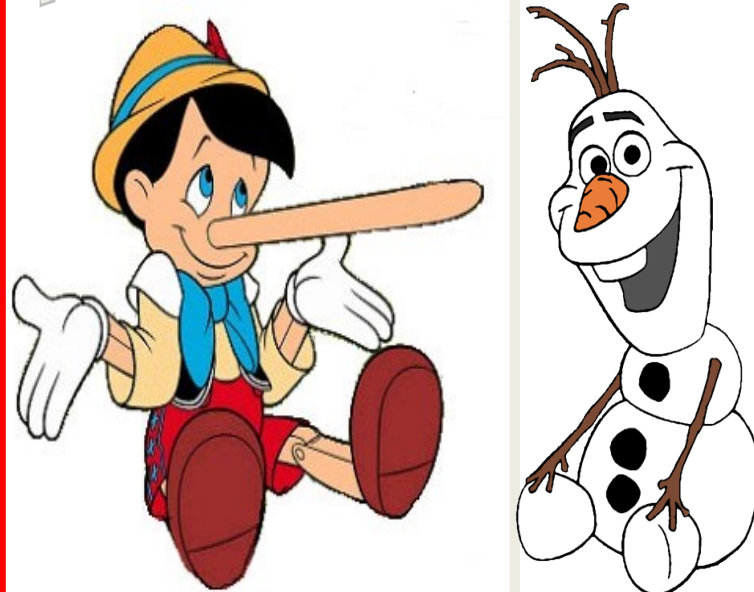


Fox Valley



Aero Club

I will not ask Santa



for more RC Airplanes

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:

There has been a lot of concern lately with drones. They have landed/crashed on the White House lawn and even interrupted firefighting flight operations. I have a concern that this burgeoning technology may soon have a disastrous impact on all those restaurant Fight For \$15 an hour workers.

Do you think that restaurant owners will one day decide to cut their hourly wage costs by utilizing drones to take my order, deliver my cheeseburger and bring me an extra tooth pick? Then again, what would be an appropriate tip for a drone -- an extra battery?

Sincerely,

Droned Out



Dear *Droned Out*:

All I know is drones will never fly in Texas. A new hunting season has been declared. "Open Season for Christmas Presents". As long as the good O'l boys are killing drones by the droves, I think you will still have to walk up to the counter and pick up your own burger and tooth pick! at least in the State of Texas.

S.T.W. 高少咪



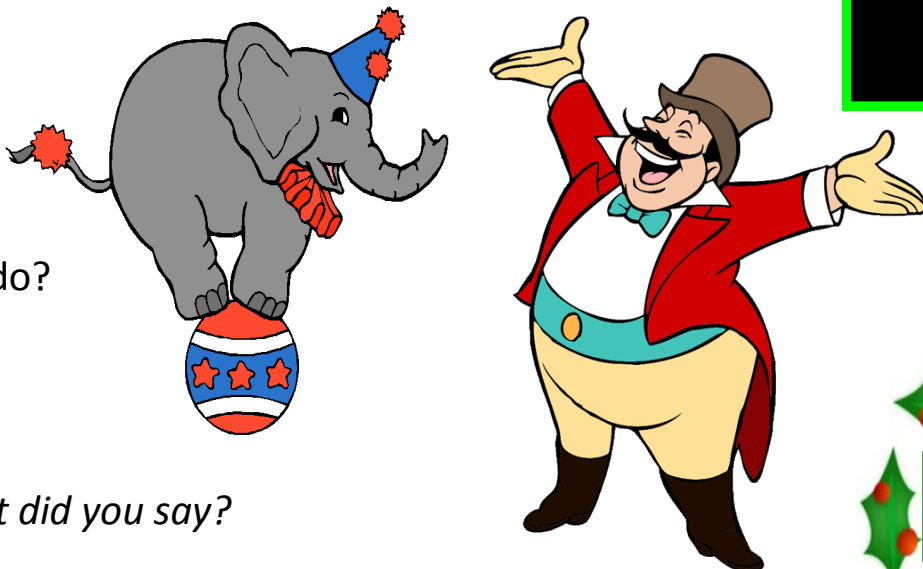
So Wong:

I attended our monthly club business meetings and have always marveled at how professional they are and the level on concentration our members give for the "good of the club".

However, last month, as I entered the meeting room, I thought I was entering the Ringling Brother, Barnum and Bailey Big Top during a three ring circus with clowns, animals and a big brass band. One of our VERY senior members went to see the "Ring Master" and asked her to turn down the noise and was told "The show must go on in our Party room."

I just can not
hear what is
going on,
What can we do?

Signed,
I'm Sorry, What did you say?



STORE HOURS:

DEALS 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

Dear: So Sorry,

You are being to kind to describe the noise as only a 3 ring circus, I heard the sound level was more like the "Daytona 500" during "Speed Week." There were times when even the Ring Master couldn't hear what was going on in his own Big Top. Sometimes the best thing to do is just "tear up your ticket" and move on down the road to a new place.

S.J.W. 高山和



Merry Christmas From:

Where the HECK is

RIVER BEACH PUB?

BLUE MOON

"Best View of the Illinois River"

River Beach Pub & Eatery
Located in South Rome at 13637 N. River Beach Drive ~ Phone: 579-2535 ~ Fax: 579-2909 ~ www.riverbeachpub.com

To:



From: *Miss "Santa"*



Merry
Christmas

From our

Co-Pilot
of the
Month



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
December 2015						
		1 Dinner @ 6pm Meeting @ 7pm 	2	3 7AM 	4 NATIONAL COOKIE DAY DECEMBER 4TH 	5 7AM 
6 	7 	8 National Brownie Day	9	10 7AM 	11	12 7AM 
13	14 	15 DAYS UNTIL CHRISTMAS: 	16	17 7AM 	18	19 7AM 
20	21	22	23	24  Twas the Night before Christmas ...	25 MERRY CHRISTMAS 	26 7AM 
27 	28 	29	30 	31 		



That's all Folks!

Keep Christ in Christmas!

Have a blessed holiday!





