

Particulars:

ESTABLISHED
SINCE
1954

Charter 313

President:

Bryan "Chummer" Chumbley

chumbley@mtco.com

Vice President:

Joe "Fantastic Languini" Lang

joe.a.lang@comcast.net

Secretary/ Treasure:

Jim "Smokin-Jimmy" Fassino

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Safety:

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Terry "The Flamer" Beachler

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Don "Snappy" Steadman

W9dls@yahoo.com



Jon "Dew Drop" Dewey

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



Photo...Provided by Jim Hogan





Arrgh, it's winter. The cold weather, shortened sunlight, and the cold, north wind keep most of us away from the flying field. Many members are most likely whiling away the hours in the workshop toiling over new projects or repairing/rebuilding last year's "receiver failure". Still others are sitting at their computer pouring over online videos or growing bleary-eyed in front of the flight simulator.



There is a glimmer of hope on the horizon. This year, 2016, is a leap year, which means we all have an additional 24 hours of flying time this year!

While it is unlikely that any of us will spend February 29th at the field for 24 hours; we can commit to using that 24 hours over the next 11 months. I, for one, am making a commitment to spend those extra hours at the field doing what I truly enjoy in 4-6 hour blocks. That's only four to six extra days, you say? You're right, but I sure do remember at least, oh – 15-20 days, that I spent doing things I didn't really enjoy doing in 2015. So committing to a few extra days doing what I truly enjoy is sounding pretty good right now.

**WANNA
JOIN ME?**

Bryan B.C.

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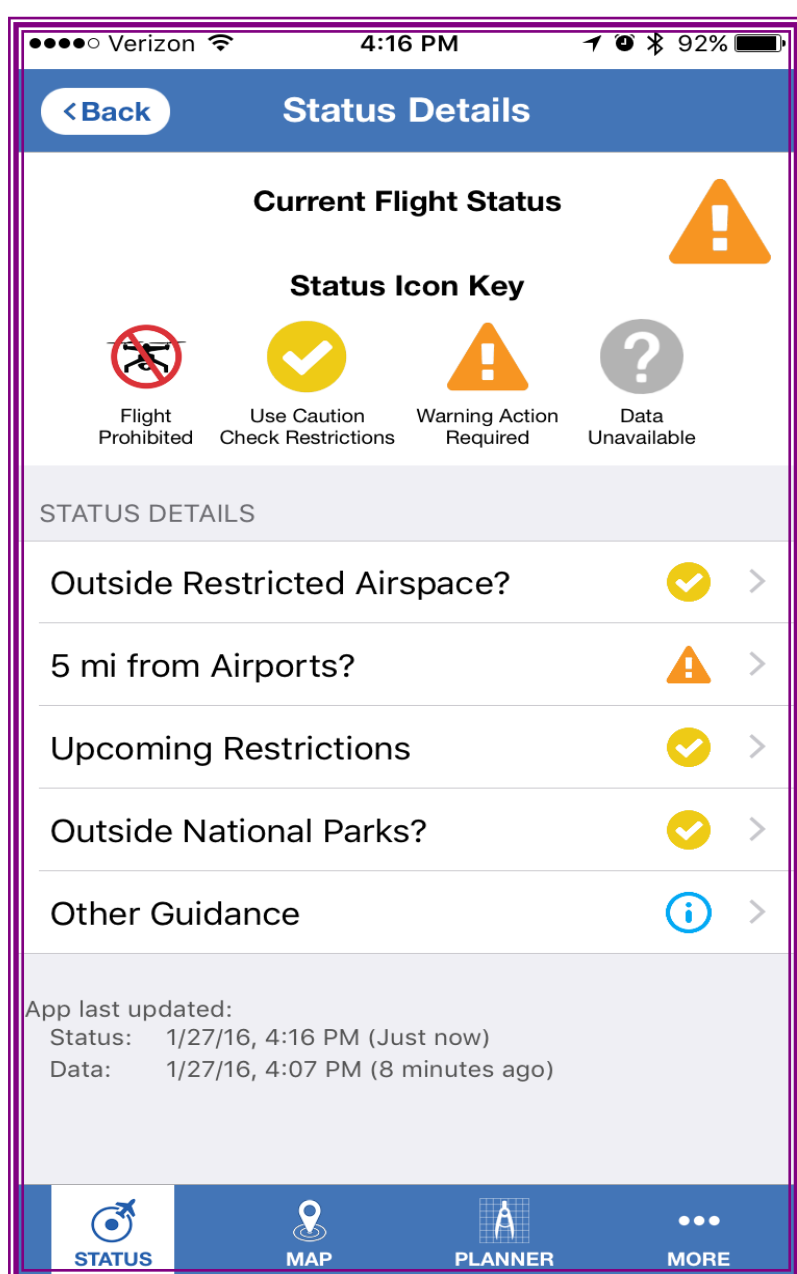


B4UFLY is Here

The FAA released the iOS version of the B4UFLY app and a beta version for Android users. The free app is designed to help us determine if we are safe to fly at a specific location. You can use your current location or enter an address and flight time for a future flight.

The Status Details

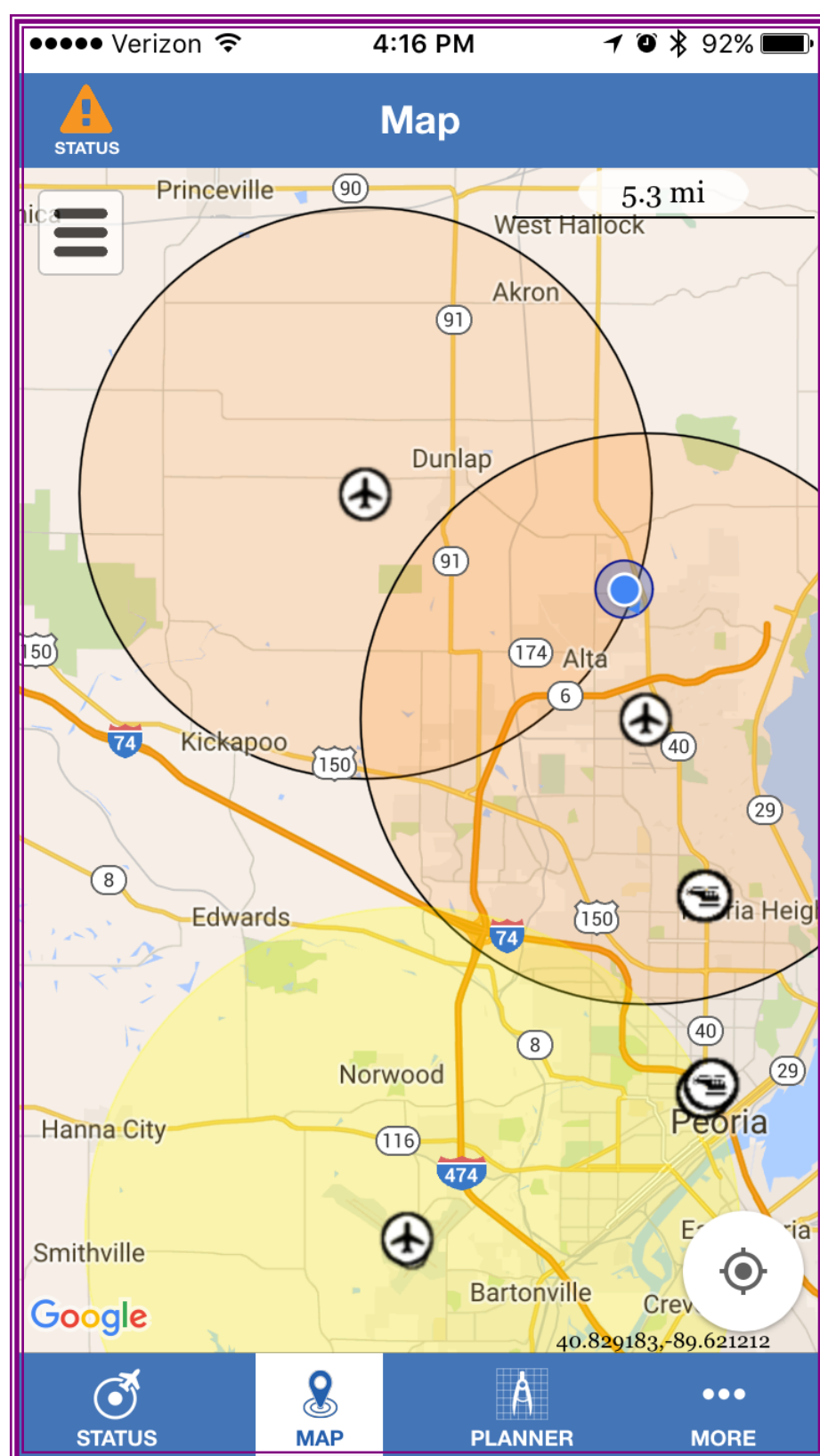
It is simple to use and gives a comprehensive look at the potentially limiting conditions for safe flight including: restricted airspace, distance from airports, National Parks and Temporary Flight Restrictions (TFRs). Each is given a status as prohibited, use caution, warning action required or data unavailable. There is also a Map view of your current or planned location with similar information in a graphical context. The application shows the status of your current flight, related to restricted airspace, distance from airports, National Parks and other guidance.



Some of additional features of the app listed as "MORE" include:

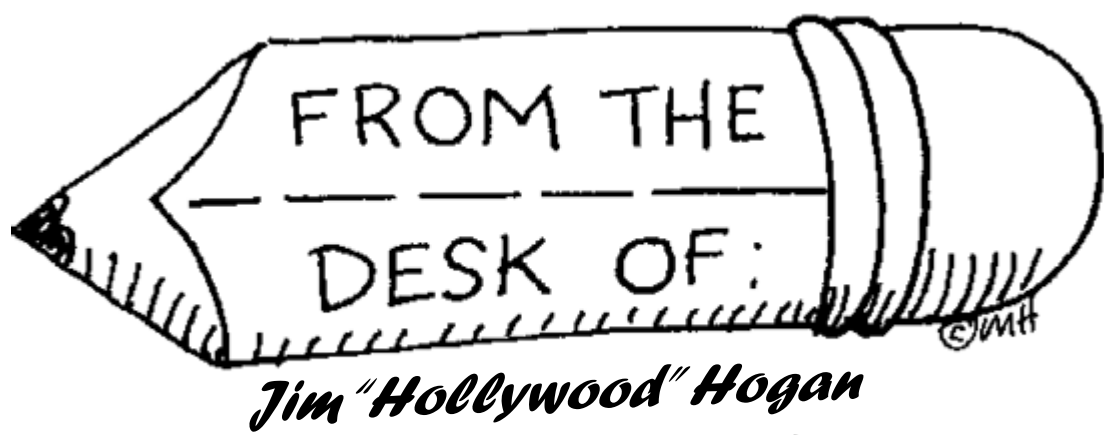
- * a list of airports and their distance from you
- * a list of TFRs sorted by distance
- * an alphabetical list of national parks
- * and a list of FAA Regulations and Releases

Here is a screen shot of my back yard, not looking so good. I'm near Mt Hawley and Sisk restricted landing area. I am outside of the Greater Peoria restricted airspace and no national parks. Now I just need to notify two airports and I can fly. That is until the TFRs start to pop up when the candidates begin campaigning in Peoria.



This free application makes it easy to know if its safe to fly even in an area you might not be familiar with. Again the application is free and easy to use. Give it a try **B4UFLY**.

Jim Fassino



Greetings from PRCM's Auxiliary Field in St. Augustine, Florida. Our field here is located on the Atlantic Ocean on Anastasia Island. It is flat with fine sand, field elevation is 6" and the runway is 300ft wide at low tide. At high tide, there is very little beach. The good thing is the field is 17 miles long. I'm flying an electric Carbon Cub which is set up with bush plane high flotation tires. They bounce over the sand and make me look like a good pilot.



There has not been many good flying days so far. It has been windy and cold by Florida standards. Winds have been out of the north at 15 to 20 MPH and blow up the sand like snow. "I might as well be home! On second thought, forget it."

I understand there is a hurricane in the eastern Atlantic, earliest since 1936.

It might be neat to fly in the eye of the storm, Now that would be cool, but I won't hold my breath, unless the island is underwater.

I saw another RC pilot on the beach about a mile away. Since he was flying on our auxiliary field, I decided to check and make sure he was an AMA member and to see if he had a United States Federal Government issued license to fly his toy airplane. If he was from Illinois or Missouri, I wanted to make sure he had his passport since his drivers license is no longer accepted as identification.



There is an electronic gadgets store located in the historic district. It is right next to the fudge and taffy store across the street from the t-shirt shop. The store has all kinds of "stuff" including RC drones and the cheap "throw away" helicopters. The owner had a copy of the Federal Regulations on sUAS on the counter available to anyone who bought a drone or helicopter. I complimented him on the documentation.



See you in the lawn chairs - Florida Style

Jim 'Hollywood' Hogan





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:

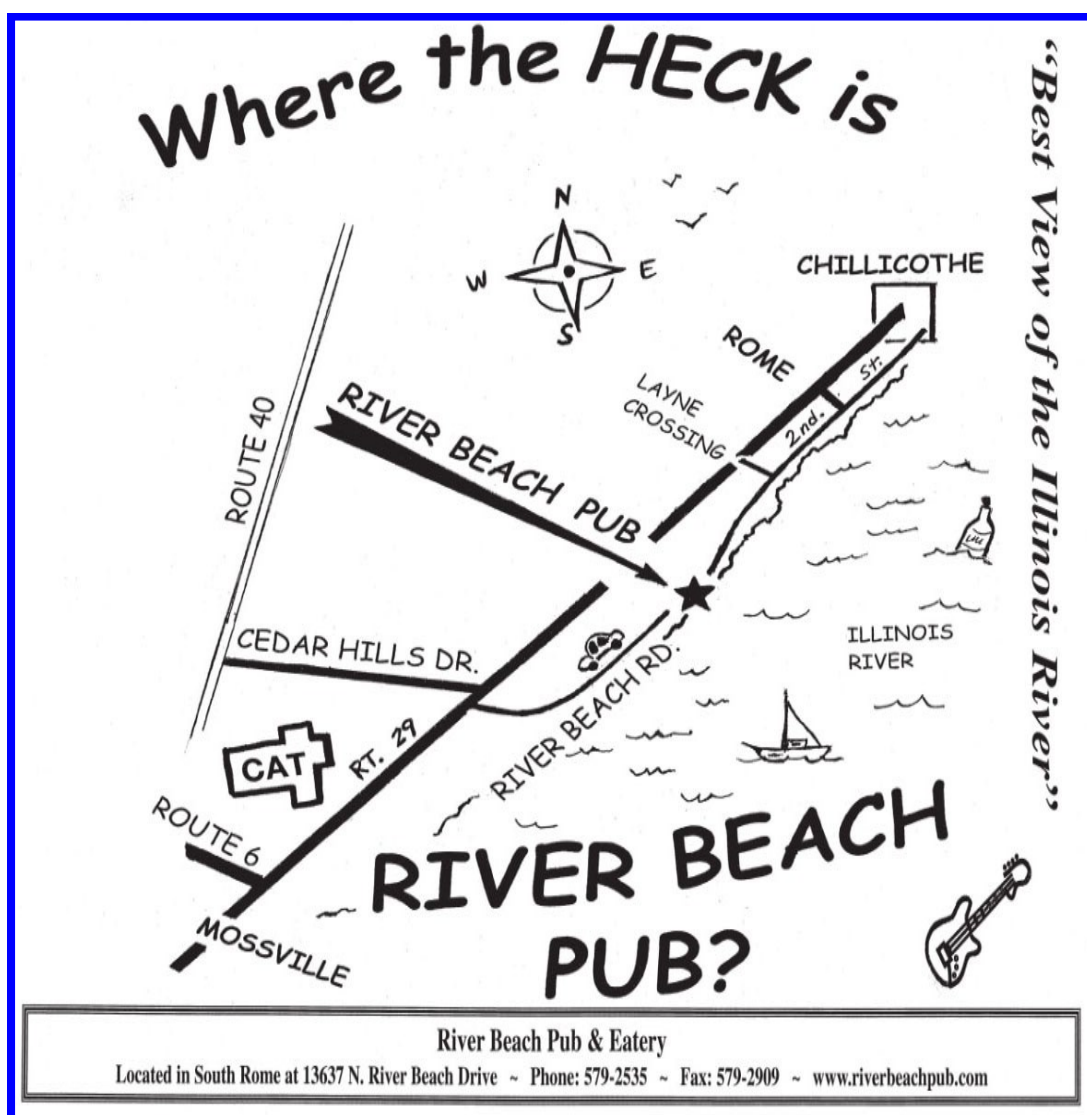
It is almost "Flying season" again. Last year my Husband spent way too many hours at his club's field. I went down one day to surprise him and watch him fly, but he wasn't there. Another man, whom I have never met, said he was at the River Beach Pub. If he went "flying" then how did he end up at the Pub?

Signed: Dazed N Confused

Dear: Dazed N Confused,

This is a perfectly natural behavior and it should be encouraged. The man is a hunter and he cannot stay in only one field for very long. A few cold ones with the guys can foster a more peacefully and relaxing environment. Remember nothing can rekindle your relationship more than your man being away for a few hours. Just look how emotional and happy he is when he returns to a stable home... Let him enjoy a cold drink after a hot day of flying. Plus I have heard they have great food too. And remember ...Stop trying to surprise him, it is not good to sneak up on a "Hunter."

S.T.W.



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Don't take safety for granted. I know we just fly "Toy Airplanes" but they still have a razor sharp plastic or wooden propeller spinning at several thousand RPMs. So far, we as a club have had a good record of only a few minor injuries to some of our members.

As I was reading the January issue of Model Aviation magazine, I came across the article "He's in stitches, but it's no joke". It was about an RC pilot who has been flying for over 40 years and has lots of experience around models. He recently had a severe accident with his 1/4 scale J-3 electric Cub while working in his shop. Yes that's right.....In his shop. Accidents in our hobby don't just take place at the field; they can also take place at home or at indoor flying.



The author, Dave Gee, mentioned a simple safety technique that many of us could use or have already used. It is a rubber band wrapped around his throttle lever on his radio to hold the lever down. If his radio would get dumped or dropped, the rubber band would prevent a runaway airplane with a spinning prop. The throttle can also be locked down with a lot of the new programmable radios now on the market. We just have to take time to think about safety and then make it happen.

Another **HOT** item in our hobby is battery fires. I am no electrical engineer and I cannot explain why batteries get hot and catch on fire. But I can tell you, it happens more times than we think. We have purchased the materials to "Fire proof" the area around the juice bar to help protect the shed and shelter from a possible fire. I will also place a couple of small buckets of sand along with the newly re-charged fire extinguisher on the juice bar ready to use if needed.



Being safe is not hard. We are all grown adults and we all already know what we need to do to prevent accidents. We just seem to always get in a hurry and overlook simple ways to avoid them. When you are at the field, help keep each other safe. Keep an eye out for your fellow flyer and don't hesitate to say something if needed. I would rather see a pissed off old Cub pilot with 10 fingers and no stitches, than a know-it-all with only 9 fingers. See you all at the field soon.

Be safe!

Jon F Dewey



From
the desk
of... **HK**



The Tiporare A Blast from the Past

In the mid to late 1990's I watched many members of a local RC model club fly pattern planes in competition. These guys had sleek narrow body retractable gear planes powered by YS1.20 four strokes, they were simply amazing planes. I was flying four stars and Eagle 2's. At this time a person could build and outfit a four star for flight for less than the cost of one YS four stroke. So I was not in the market for a pattern plane. At the annual pattern contest there were a few guys had older planes with .60 two strokes and weird anhedral tale designs. I didn't know the history of these planes, and at the time, they seemed less competitive. As time went on, I no longer went to the contests, and stopped seeing pattern plane kits on the shelf at the local hobby shop, you know before EBay and Amazon, but I was still interested in trying pattern someday. Then, sometime in 2000-2001 one of the guys I flew with presented for sale, a damaged, old, pattern plane; it was a WK Hobbies Tiporare 720. I had to have it, but as life changed that was the last summer in the hobby until I moved to Peoria 13 years later.



Mexico 1981: The Tiporare is in the center

The Tiporare has a complicated history that would likely have to be told by the designers themselves, but here is what I know. A long time ago, in a land far, far away.... Hanno Prettner from Austria flew his design the Super Sicrolly, in the 1973 F3A World Championships in Italy, to a third place finish. In 1975 in Switzerland Hanno takes second place with the third place finish going to Dave Brown who flew the Phoenix 6. This is where the story of the Tiporare begins. July 1977 in Springfield Ohio Hanno Prettner wins first place with his own original design, the Curare and Dave Brown takes second place. At this point, I imagine these guys have become close friends because they started a project with Dick Hanson (the designer) and Tony Frackwaic. The Tiporare was to be an improved version of the already famous Curare.

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The first versions of what was to be the Tiporare started around 1976-77. The first Tiporare had a 680 sq. in. wing area, and was incredibly fast. The second version of the Tiporare was bumped up to 720 sq. in. wing area with a slight change to the tale moments. This change was mostly in the vertical fin shape. This Tiporare 720 was a great compromise between speed and changing "pattern" maneuvers of the time. This Tiporare is the "famous" one of the Tiporares. . The Tiporare 720 was kitted by WK Hobbies in Ohio. The kit was in production in late 1978 by WK hobbies (Bill Elliot). Then Great Planes produced the kit for a while. (see below)



In 1981 in Acapulco Mexico Dave Brown took second place with the Tiporare 720. Hanno Prettner took first place with a variant of the design called the Magic. Dave Brown only took the podium one more time in 1983 with a third place win, however Hanno Prettner won five consecutive first place championships (an entire decade), with six overall first place wins. The Curare was the beginning of a lineup of planes that dominated for more than a decade as pattern evolved.

A decade and a half after acquiring the damaged Tiporare I have started the restoration. The aircraft has been stripped, cleaned, and damage repaired. I believe the kit was produced in 1981; the WK Hobbies information is stamped in the glass inside the fuselage. I have just started to refinish the plane. As homage to Dave Brown I will use a similar design on the top surfaces, then my own on the underside of the wings.



After lots of work, my Tiporare is ready to cover.

Nathan Hladilek **HK**

ASTRO Van

Hobbies















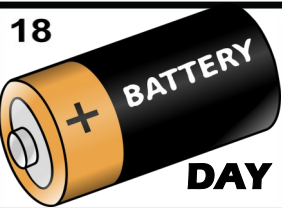









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February 2016						
	1	2  GROUNDHOG DAY	3  The day the music died February 3, 1959	4 7AM  Panera BREAD	5 INDOOR FLYING 	6 7AM  Bob Evans RESTAURANT.
7 	8 CHINESE NEW YEAR 	9  FAT TUESDAY	10  ASH WEDNESDAY	11 7AM  Panera BREAD	12 \$10 	13 7AM  Bob Evans RESTAURANT.
14 Happy Valentine's Day 	15  President's Day	16	17	18  BATTERY DAY	19 	20 7AM  Bob Evans RESTAURANT.
21	22	23	Happy National TORTILLA CHIP Day!!! ♥ Good Nacho	25 7AM  Panera BREAD	26 INDOOR FLYING 	27 7AM  Bob Evans RESTAURANT.
29	29  Leap Year Day February 29	Notes: FEB. 2nd  MEETING  Club Meeting ! @  BERNARD'S PUB AND ITALIAN EATERY DINNER @ 6pm MEETING @ 7pm				

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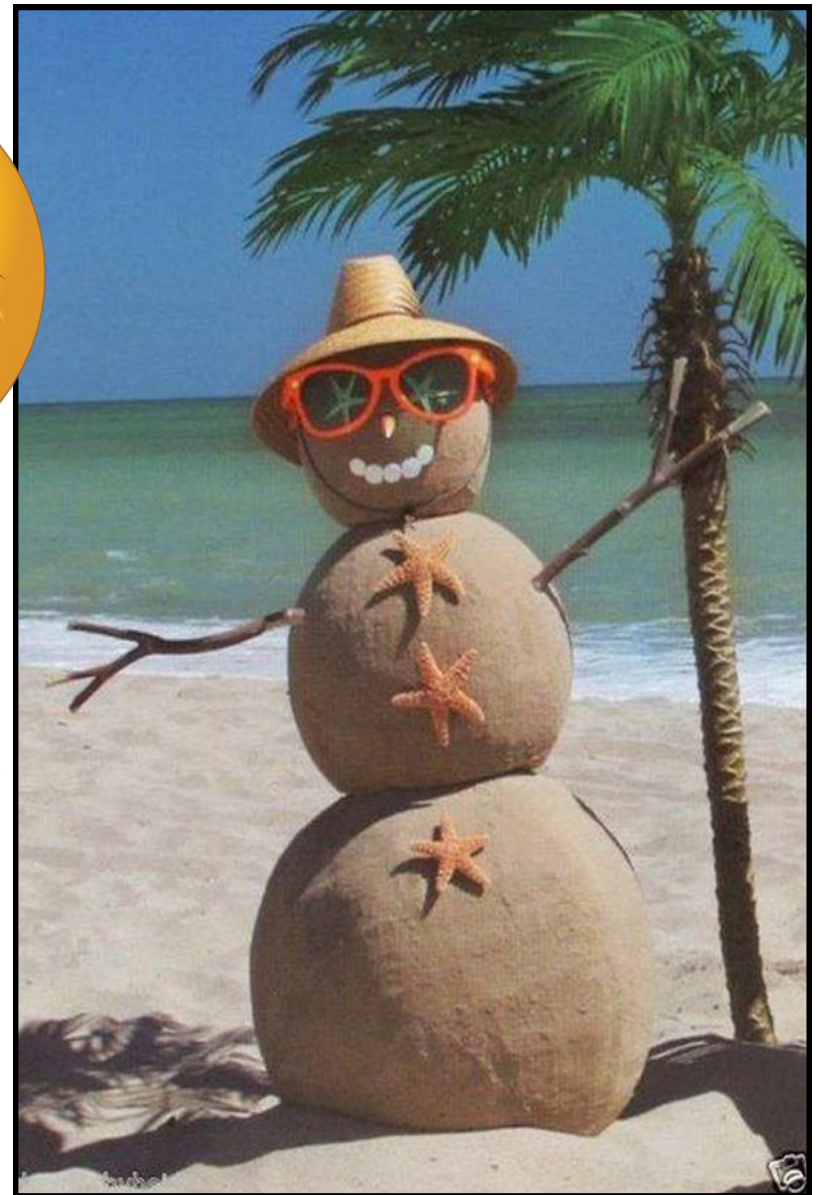
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