

# PEORIA RC MODELERS

## 2017

### NEWSLETTER

# February

## PHOTOS



## of the Month

### Particulars:

### CHARTER 313

**President:** Jim "Hollywood" Hogan

[wildblue62@gmail.com](mailto:wildblue62@gmail.com)

**Vice President:** Don "Snappy" Stedman

[w9dls@yahoo.com](mailto:w9dls@yahoo.com)

**Secretary/ Treasure:** Jim "Smokin-Jimmy" Fassino

[JFassino@me.com](mailto:JFassino@me.com)

**Safety:** Roger "Podman" Stegall

[rogerstegall@hotmail.com](mailto:rogerstegall@hotmail.com)

**Webmaster:** Terry "The Flamer" Beachler

[terryb@beachlers.com](mailto:terryb@beachlers.com)

**Newsletter:** Jon "Dew Drop" Dewey

[Dew6483@yahoo.com](mailto:Dew6483@yahoo.com)

#### AMA CONTEST DIRECTORS:

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



*It could have been much worse  
Spring is just around the corner*



*Visit Our Website*

[www.peoriarcmodelers.com](http://www.peoriarcmodelers.com)





I want to give you an update on some of our plans for this summer's events. "Warbirds on the Warpath" is in the steady hands of Bill White who is leading the event. Although new to the club, Bill is working already to get the event organized. We received the event sanction (17-328) which has been confirmed by the AMA for July 8th. This is important because the AMA will not sanction another event near us



New this year will be our association with the "Peoria Honor Flight". This charitable organization hosts "at no charge" one day flights to Washington DC for veterans of World War II, Korean and some from the Viet Nam War. The trip allows vets to visit the national war veteran's memorials. We will have more on this association later

Bill has redesigned our event loco which will be used in the club's promotion of the event. It is the same design we used last year but with a crisp look which included a map of Illinois to show our desire to grow "Warbirds" to a regional event.

**WARBIRDS**  
**ON THE**  
**WARPATH**

Converted by PIA to JPG

AWARDS FOR:  
BEST WW1  
BEST WW2  
PILOT'S CHOICE  
BEST OF SHOW  
BEST SCALE FLIGHT

**RADIO CONTROL MILITARY AIRCRAFT FLY-IN**  
**ALL ERAS AND SIZES**  
**PROCEDES SHARED WITH HONOR FLIGHT**  
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FOR MORE INFORMATION:  
[WWW.PEORIARCModelERS.COM](http://WWW.PEORIARCModelERS.COM)  
BILL WHITE 812-483-7671

AMA SANCTION #17/328

If you want to help Bill White and serve on "Warbirds", please email him [billwhiteatc@gmail.com](mailto:billwhiteatc@gmail.com)

If you are looking for a project to build for next summer, consider a warbird or classic model. There are lots of events in the Midwest hosting these styles of models. Limiting factor..... getting them into your vehicle!

*See you in the lawn chairs - Florida style.*



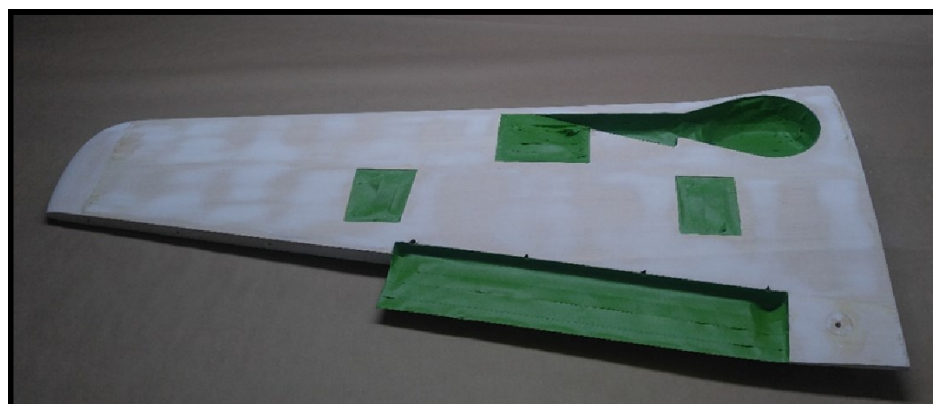
**Jim "Hollywood" Hogan**





Welcome back to the shop. Last month we talked about creating and attaching sheeting to an airframe. This month I am going to show how I fiberglass an airframe. There are multiple ways to go about this and what I do is somewhat of a hybrid method. Epoxy resin and polyurethane are popular options and I have used both but find that the resin makes a harder finish and takes less time. Either way, gone are the days of toilet paper and multiple coats of resin. This hybrid method is one shot, one kill.

-Peel Ply- This is a 100% polyester fabric that is available from fiberglass supply sources. It is pretty pricey when purchased this way. However, fabric stores carry a product called dress lining that happens to be 100% polyester and it's only a couple bucks a yard.



This plane is a Top Flight FW190 ARF that was stripped down to glass and paint. The underlying wood work left a lot to be desired so the first thing I did was butter the whole plane with lightweight joint compound and sand it all out. You can see where the waves and irregularities are in the picture. I like the joint compound here because it is very easy to sand and cheap. It wouldn't be appropriate for a Monokote finish because it is very susceptible to scratches and dings. Tape off anything you don't want epoxy to get on. I cover my bench with butcher paper to keep resin off the work surface. This is a messy process so the more preparation you can do the better.



### *Ingredients list:*

- Lightweight Joint compound
- Denatured alcohol-Decant it into a spray bottle and it will serve you multiple uses.
- Epoxy resin-I like the US Composites 635 with medium hardener. ZPoxy and West Systems are other options.
- Protective gloves-Epoxy is friendlier than the old polyester resins but can create allergies over time so you don't want to get it on your skin plus this makes clean up easier.
- A scale, mixing cups, popsicle sticks, paper to cover bench, tape, and card to spread resin with.
- Fiberglass cloth. This is 1oz/yd from Zirolli. Smaller planes can use .6oz/yd.





Cut your fiberglass cloth a couple of inches oversize and drape it over the wing. Precut the peel ply the same way. If it has folds or wrinkles go ahead and iron it out with a mist of water and low heat. The smoother the better. Mix up your resin by weight, not volume. The US Composites that I use is a 3:1 ratio. I mixed 56 grams total to do 1 wing half and had enough left to do a stab. I like to have some smaller parts set up on the side to glass if I have left over resin.

Pour a line of resin over the cloth lengthwise and use an old card to gently spread the resin from the middle out. Give it some time to soak through and keep working out to the edges. In the picture you can see the resin distributed and left fairly wet. This is OK.



Here is the magic of the whole process. Once cured, the peel ply peels off and leaves a very smooth surface that can quickly be sanded out with some 220 grit paper. No second coat, no sanding in between, and no toilet paper mess all over the place and creates a nice uniform surface to prime and paint on.



Until next month, measure once, cut long and whittle to fit. And it's probably best not to use your wife's wedding dress as peel ply!

*Whiskey*

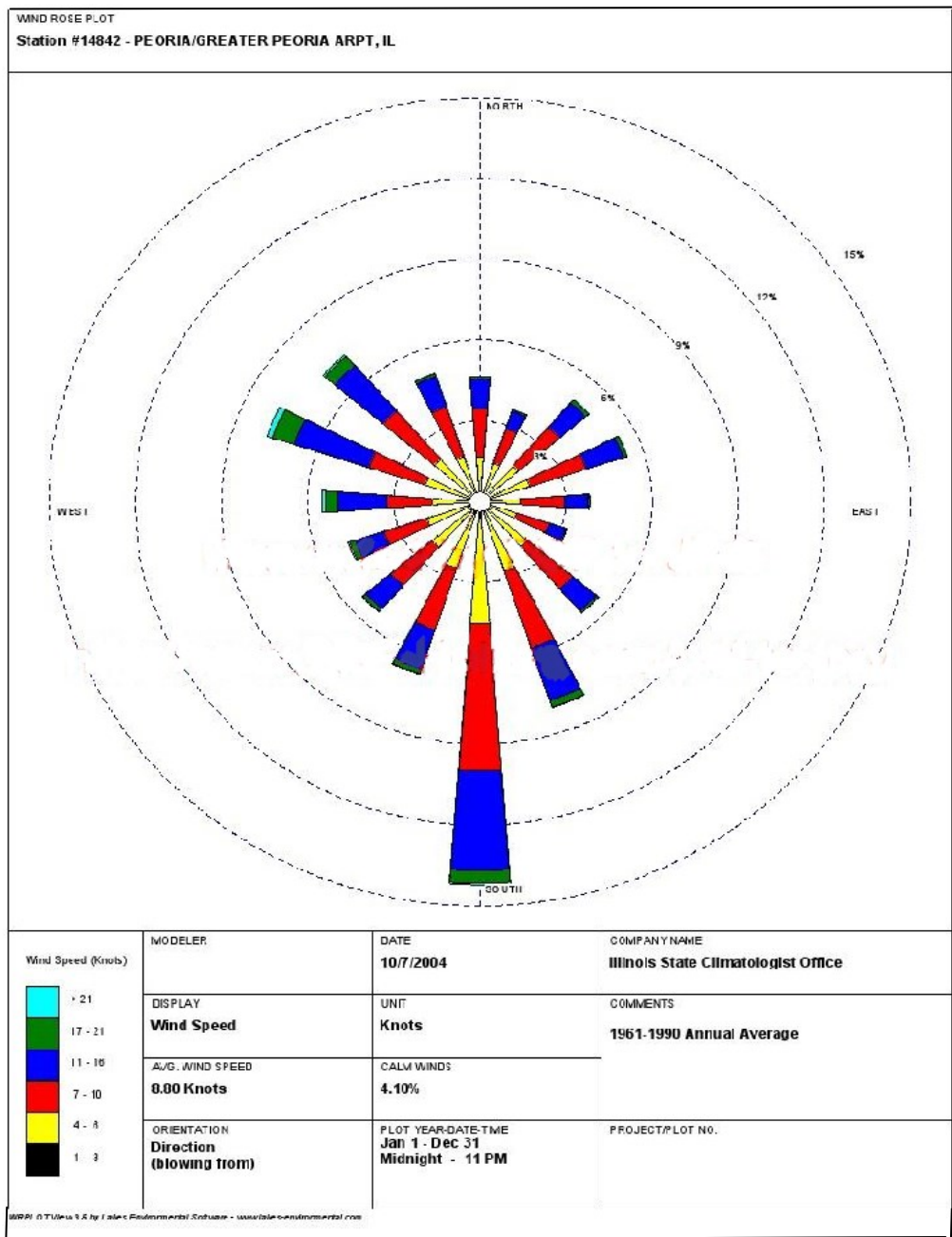
Drape the peel ply across the wing over the cloth and start working in down with the card, working from the middle out. I skipped ironing this piece for some reason.



If you have any dry looking spots, brush on a little resin and continue to squeegee out as much resin as you can. The peel ply should be saturated across the entire surface.





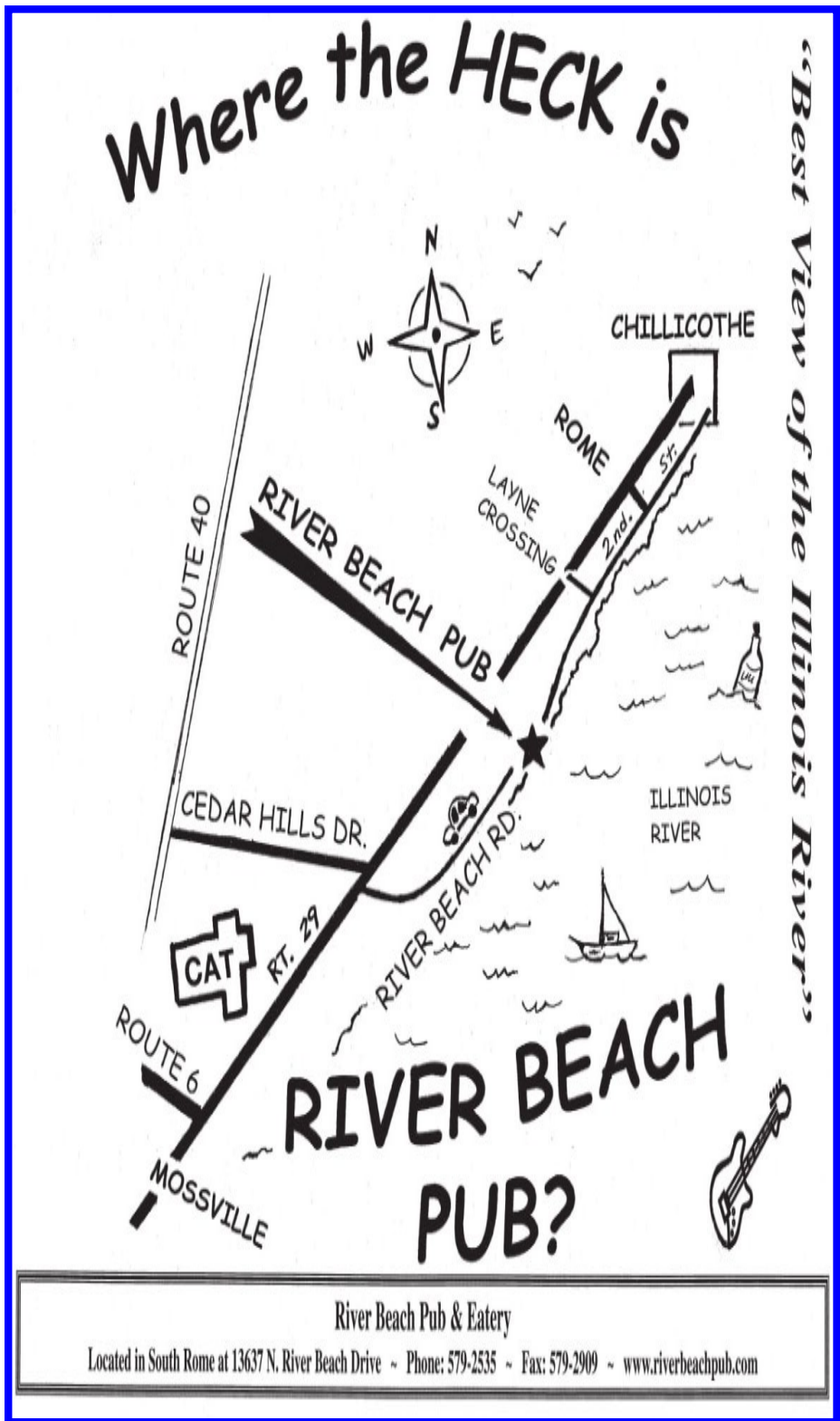


Have you ever found yourself arriving at the field and seeing the wind sock pointing due north? Another cross wind day, are you kidding me? It seemed to me that we have a lot of crossed winds, with the wind always out of the South. Now thanks to Terry Beachler I know we have more than our share of those days. According to the Illinois Climatologist office, we not only have the most days with a south wind, but we also have to contend with the strongest winds on those days. So since we don't have a north/south runway, I guess we either have to learn to use our rudder or limit ourselves to the amount of days we will fly. For me, my left thumb has been in a total muscle memory workout since the January 1st. So join me, and let's use our rudder's more and fly more! I hope to see everyone at the field this spring.

**Jon F. Dewey**



*Lets get our thumbs ready!*



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# TRIVIA



Who knows the  
airplane our Co Pilot  
of the Month  
is standing next to?



| February 2017  |   |  |           |  |   |  |
|--|---|--|-----------|--|---|--|
| Sunday   | Monday  | Tuesday  | Wednesday | Thursday   | Friday  | Saturday   |
|  |   |  | 1         | 2<br>7am<br><br> | 3<br>11am<br>  | 4<br>7am<br>  |
| 5<br> | 6   | 7<br>Dinner @ 6PM<br> | 8         | 9<br>North<br>  | 10<br>11am<br> | 11<br>7am<br> |
| 12   | 13  | 14<br>                | 15        | 16<br>Knoxville<br>   | 17<br>11am<br> | 18<br>7am<br> |
| 19   | 20<br> | 21   | 22        | 23<br>7am<br>   | 24<br>11am<br> | 25<br>7am<br> |
| 26   | 27  | 28<br>                |           |  |   |  |



# THE ANSWER



The P-47D “TARHEEL HAL” was flown by Lt. Davis of the 358th Fighter Group, 366th Fighters Squadron, 9th Air Force in Europe during WWII.







**Dear:**  
**Sum**  
**Ting**  
**Wong**

**So Wong:**

I saw a picture of an Eastern Airlines 737-800 in the old blue and purple Eastern paint. I thought I dreaming because Eastern Airlines was out of business long before the 737-800's where build.

Was that a copy from a computer program? Am I out of my mind?

Signed:

**"Old" Eastern Fan**



Dear Ol Florida guy:

First of all... do you mean photo shopped? You must be old if you call it "a computer program". But to answer your question... Yes, this is the new Eastern Airlines. They bought the rights to the old Eastern Airline's name and brand. The new Eastern is a charter company which runs from South Florida to Cuba and the Caribbean. They are using the old blue and purple paint job. This is the paint job used by the old Eastern when the company stopped operations in 1991. These first line airliners even have the large 737 numbers are painted down the rudder.

They have applied to the FAA to be granted scheduled airline service and are awaiting approval. They are flying 6 - 737-600 and 800 series airplanes and have options on 31 more 737's and Mitsubishi MJR-90 regional jets.

It is true, airlines may come and go, but Eastern Airlines is back and flying. Keep watching, we may also see Braniff, Piedmont or Ozark come back too.

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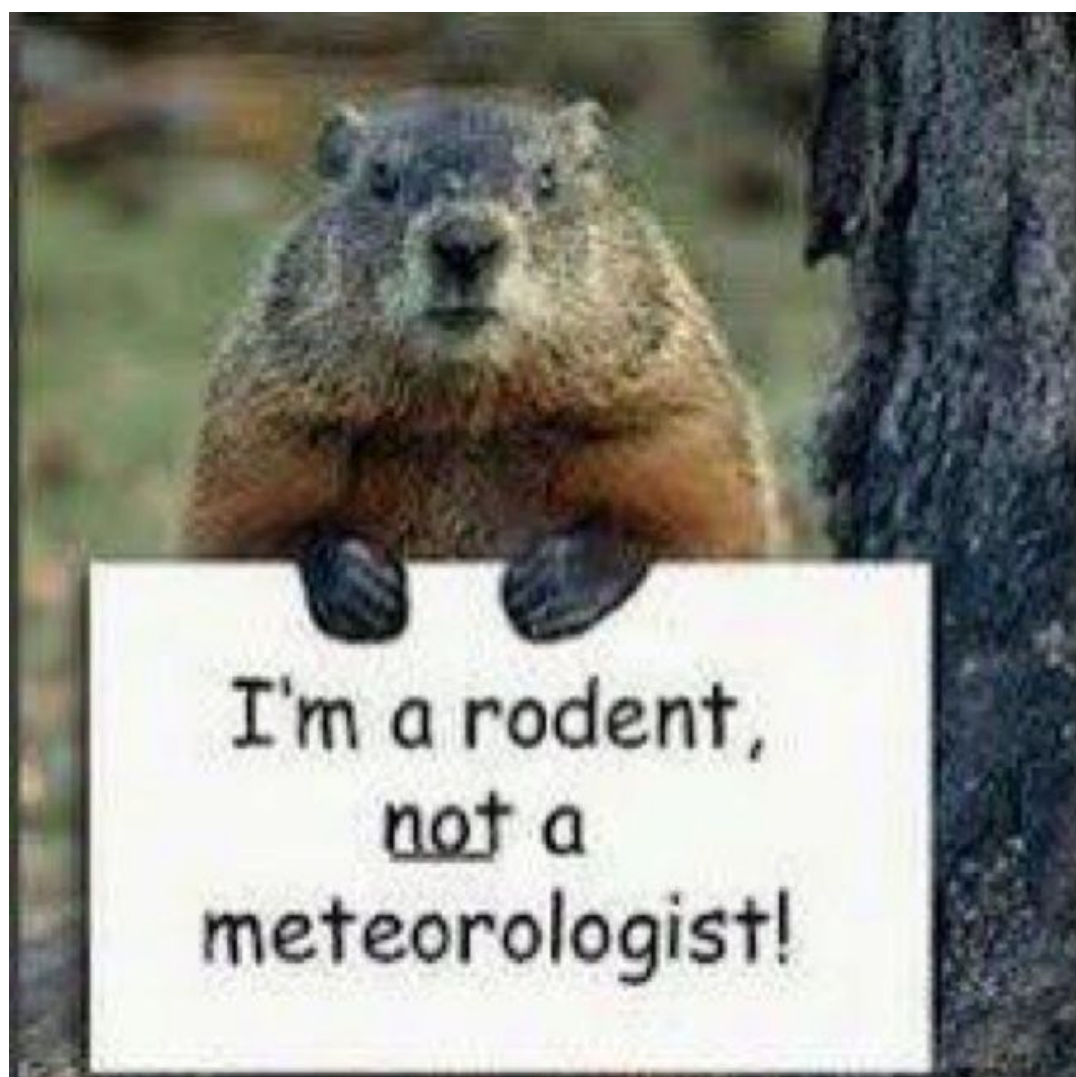


Join the retired, laid off, lame, unemployed or unmotivated PRCM crew at McDonalds on North Knoxville every Thursday at 7:00 AM.



Have a cup of Joe, check out the chicks and listen to all the world's problems being solved

If you're not there,  
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