

PERFECTLY TIMED PHOTOS



Particulars: CHARTER 313

President: Jim "Hollywood" Hogan

wildblue62@gmail.com

Vice President: Don "Snappy" Stedman

w9dls@yahoo.com

Secretary/ Treasure: Jim "Smokin-Jimmy" Fassino

JFassino@me.com

Safety: Roger "Podman" Stegall

rogerstegall@hotmail.com

Webmaster: Terry "The Flamer" Beachler

terryb@beachlers.com

Newsletter: Jon "Dew Drop" Dewey

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

ESTABLISHED
SINCE
1954

AMA
CHARTERED

www.peoriarcmodelers

Visit Our Website



*"I James "Hollywood" Hogan, I
James Hogan, Do solemnly swear that
I will faithfully execute the Office of
the President, and to the best of my
ability, preserve, protect and defend the
By Laws of the PRCM club.
So Help me God!"*

Once again, "Thank you" for your trust in electing me President, of the Peoria RC Modelers for 2017. With the team you have elected to serve with me; Don Steadman, VP, Jim Fassino, Secretary / Treasurer, and Roger Stegall, Safety Officer, we enter 2017 with an experienced team.

One of key things I plan to address this year is increasing membership in the club. Our membership remains about the same every year. However, we do not have a large year to year renewal of newer members. I think some of the fault is that we are a hard club to "break into" for new members to get to know the club membership core. In the past, we have relied on the "newsletter" and membership meetings to get the "word out" on club events and functions. Frankly, we attract few new members to these events.

I suggest we set up a committee of established members as a "mentoring group" to take new members under their wing and invite them personally to club functions by personal phone call. Yes, e-mails will also pass the word but it is a less personal approach.

Once a new member gets comfortable with the club, we could begin to see them join us at the field more and for breakfast on Thursdays or Saturdays.

We have a "core group" of members who fly together, eat together and shoot together. But this group is also smaller due to recent

members moving from the Peoria area. We have to open membership to all interested in model aviation and make the club a comfortable place to belong. Our recent event to present model aviation to Dunlap high school students was a step in getting this club more open.

I also plan to set up greeters at our "Open House" and "Warbirds on the Warpath" events to make sure every visitor is greeted by a club member. Making our visitors feel welcome is a big start to recruiting new members. We can not longer sit in the lawn chairs and not greet people who drive to our field and sit in their cars. If I was new and nobody greeted me, I'd feel unwelcome and most likely leave also.

Vice President Don Stedman will lead the membership meetings during January and February since I'll be in Florida. However, I plan to visit several area RC clubs and see how they handle memberships. I'll report on my findings in the spring.

***Join me in my New Years resolution to
"Increase membership in PRCM"***

See you in the lawn chairs "Florida Style"
with an eye out for new people at our field"



Jim "Hollywood" Hogan



SAFETY FIRST

Let's make 2017 a year of establishing good habits. We all know what we should do but so often it takes a couple more seconds to accomplish a task in a safe manner. Keeping our body and fingers out of the ark of a propeller is second nature to most pilots but it should be our *FIRST* nature whenever we have an energized motor. Another good habit to maintain for the season is to always sign in on the flight record sheet located inside the shed. Several times, we have had to defend the use of our field from a concern for excessive noise proliferation. The flying sheets not only detail the hours of field use but also identify the type of propulsion system. Each month, I will be producing a report for the Peoria Park District to show the total hours of field use, the actual hours each day of use and the hours of electric vs. fueled operations. As many of you may have guessed, there has been a steady progression over the past ten years from fueled motors to electric motors. In the early days at our field, electric flights were extremely rare. This is not the case anymore. We will soon be renewing our lease with the park district and it's paramount that we can justify to them an appropriate value for the acreage they are losing in rental dollars. The more we can prove we utilize the property, the better are our chances to retain this exceptional flying site into the future. Let's make it habit to fly safely, respect the property and record our hours of activity.

Roger Stegall

FLY SAFE

ASTRO Van



Hobbies

See Roger for all your Safety and hobby needs

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.

**Advice
Column**

So: Wong,

Our flying club has been using a black fabric material as a runway for several years. I write to you because this mat is beginning to show some signs of wear on the top-side. I believe this surface should be flipped upside down so the worms will have a different surface to snuggle and flyers will get a chance to abuse the other side of the runway. Since guys rotate their tires and underwear for more even wear, am I not correct in thinking our flying club should flip the runway for an extended service life?

Sincerely,

Flip or Flop



Dear Flip-Flop,

Although rotating tires and flipping your underwear has proven effective to extend tire life and reduce skid marks, the same is not true for enhancing the quality of worm life. Your petro mat has a few holes from propeller strikes and clueless phalanges (dumb thumbs). Unfortunately, those holes extend to the other side of the surface and no manner of flipping or rotating will act as a deterrent to poor judgment, improper planning, inadequate skills, loss of orientation and unexpected wind gusts. You guys should spend your energies to repair wear spots because “a stitch in time saves nine.” Stated in the vernacular, “repair a hole before it takes a toll.”

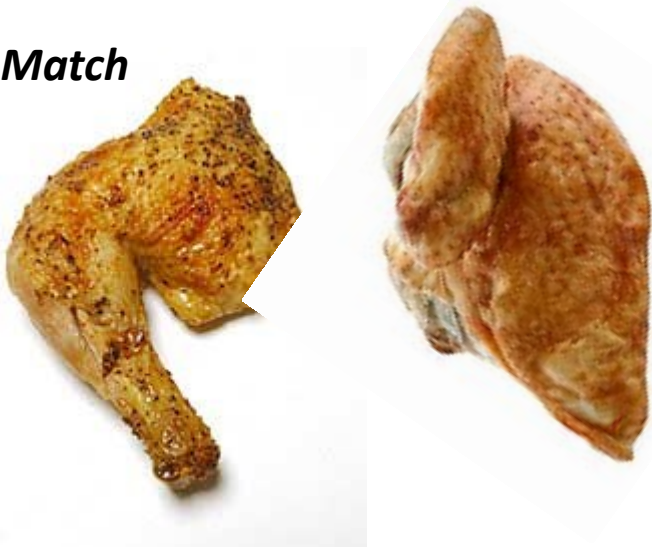
S.T.W. 高少咪



So Wong:

Last year we moved our club meetings from TGIF because the music in their free “party room” was too loud to hold our meetings. We moved to a restaurant that is known for its chicken dinners. These dinners come either by the quarter or by the half chicken. Every meeting one of our members always asks the waitress if he can get one piece of white and one piece of dark for the “quarter” dinner price. Every month the answer has always been the same. “Have you ever seen a chicken “quarter” dinner served that way before sir”? He then orders a salad and a beer, and never the chicken. So Wong in China, due to the chicken farmers grow Chinese chickens with both white and dark meat in the same quarter? If so, why can’t we get these special chickens in the USA?

Signed: Mix n Match



Dear: Mix N Match:

I must say, that would be one “special” chicken. Even China is not that advanced yet to hybrid dark and white meat together. A chicken has always and will always consist of 4 quarters. Two quarters, the white meat, consisting of the breast and the wing. The other two quarters, the dark meat, are the drumstick and thigh. Therefore, depending upon which quarter you have, it can never contain any combination of white and dark meat at the same time. If you want one piece of each, you need to order by the piece, and not by the “quarter” chicken dinner price. Ordering by the piece is always more expensive. From the sound of it, your friend is looking for a deal. What would he think if the restaurant agreed to his “one dark and one white” request and brought him a leg and a wing? The two smallest pieces of a chicken, I am sure he would feel ripped off. So then on the other hand, if he got a breast and a thigh, the two largest, would he feel he is ripping off the restaurant? I think he should just move your club meetings to Buffalo Wild Wings where he can order boneless wings where every piece is both dark and white meat processed together to make one piece. And by the way, I heard the music and the noise will always be turned down just for him!

S.T.W. 高山和



B-Dubs were the music and the noise is always low



"Normally, this full rotation cannot occur unless a throttle trigger is affirmatively actuated or pressed. However, the throttle trigger was 'stuck' in the 'pressed' position."

Since Turner managed to eject into a field at very low altitude, the F-16 glided toward the ground rather gently. Although it was totaled, the cockpit was still intact, damaged only by the force and heat of the ejection.



As a background to this story for those of you who don't know what happened, on June 2nd, 2016, Opposing Solo Thunderbird #6, Maj. Alex Turner ejected out of his plane during an air show. This happened during a graduation celebration at the USAF Academy near Colorado Springs. The only things that were known back then were that the pilot broke formation which was over a populated area and flew over to a field where he safely crashed the plane.

Now however, the Air Force concluded their investigation as to what happened.

Long story short, it was a sticky trigger button. During landing, Turner cycled his throttle down in order to reduce speed, but accidentally turned off his engine. Three times.

The trigger on his throttle level got stuck which allowed it to be moved to the "engine cut-off" position. Without the trigger pressed, a pilot wouldn't be able to do that.

The investigators went over the landing procedure multiple times and were able to recreate the problem. The trigger got stuck again.

They pulled the trigger apart and looked it over under a microscope finding many wear and tear issues.

Major Alex Turner was cleared of any wrongdoing and is cleared to go back into the air.



Maj Alex "Sticky Button" Turner #6





Editor's Note

I would like to introduce a new addition to our newsletter. "Whiskey's Workshop" will be a monthly article on building techniques for all kinds of RC airplanes. Bill White AKA "Whiskey" can also answer any of your build question. Please feel free to submit your questions to me and I will make sure they are put in his mail bag, so he can get you an answer. Jon Dewey Dew6483@yahoo.com



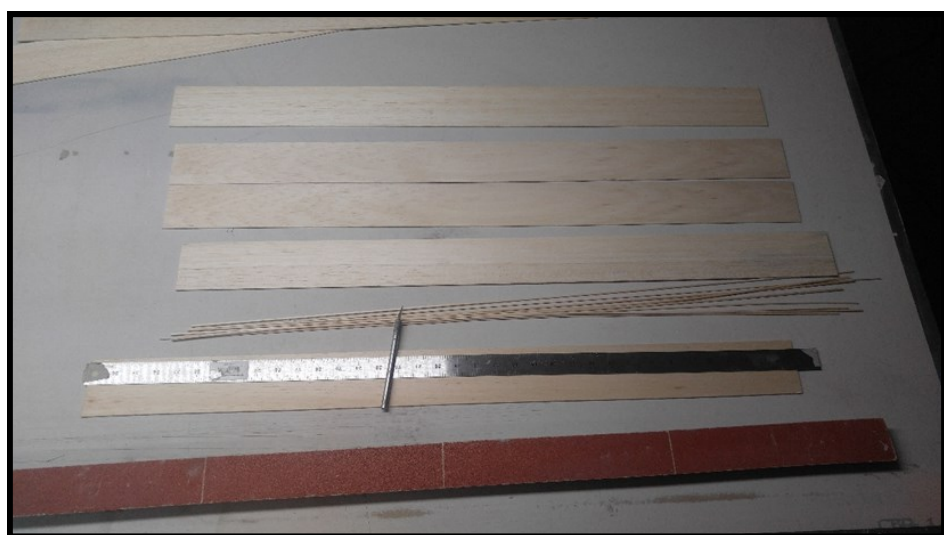
Welcome to the first edition from the shop where the motto is "Measure once, cut long, and whittle to fit" I started building Warbirds about 6 years ago after breaking a bad helicopter addiction. I figured that I could always learn to build better but my thumbs are getting old and that that's doesn't lend itself well to learning helicopter stunts. Most of what I have picked up came from www.rcscalebuilder.com website, the rest I just sought to find easy solutions to make life easy. This month I choose to address sheeting and the way it goes down in my little world. There are several methods to accomplish this, I share what I have found works well for me.

W. W.

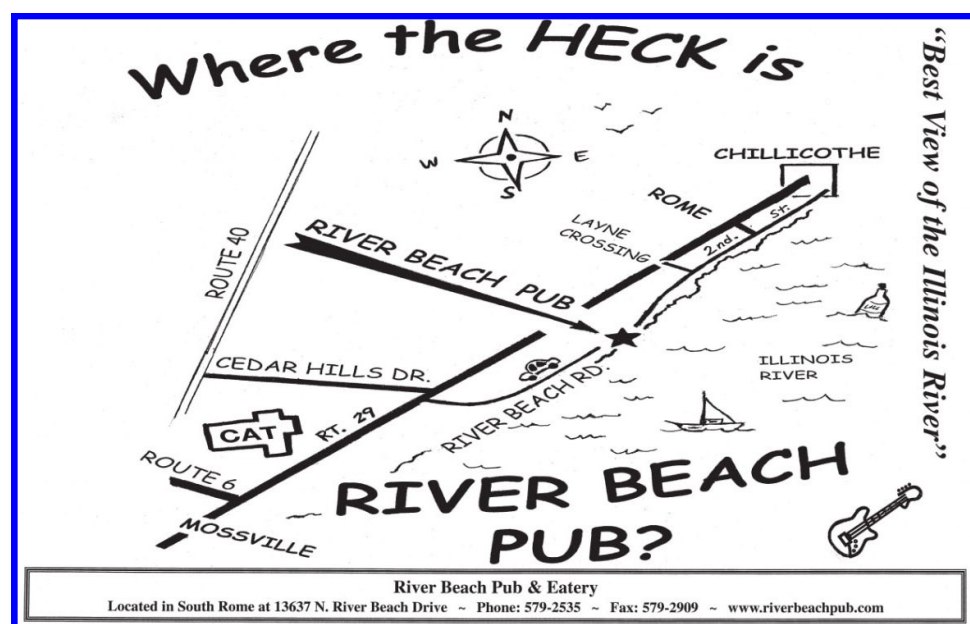
Sheeting:

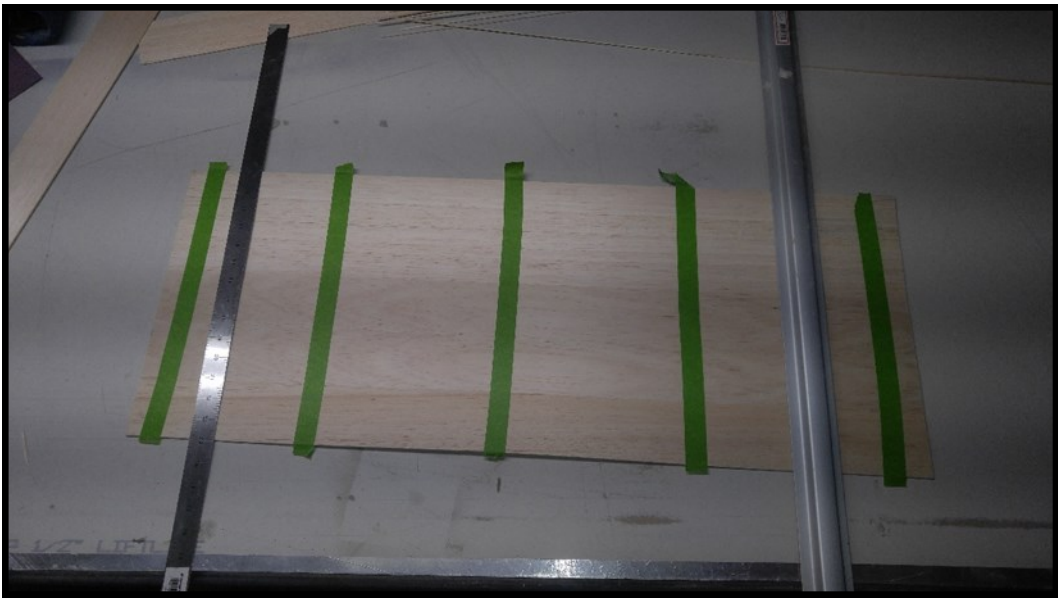
Tools needed:

- Good strait edge. I like the ones that have the lines etched into the metal. I like to run a piece of masking tape on the bottom edge. This seems to help them from slipping while you are cutting.
- Long sanding bar. This one it 40" with 120 grit paper spray glued on.
- A fresh xacto blade
- Masking tape-I'm a fan of Frog brand
- Titebond wood glue.



Start by sorting your sheets as some will be really soft and some really hard. Try to select ones in the middle range and all similar hardness so they will sand the same. Save the harder wood for center sections. Also set aside pieces that are unusually twisted. The next goal is to get the edges as straight as possible. Use your strait edge to trim off each edge, just enough to get the piece strait. It won't be exact just yet, still needs to be fine-tuned. Next, lay each piece on the edge of your bench and run the long sanding block along the edge until you just get sawdust along the entire length.





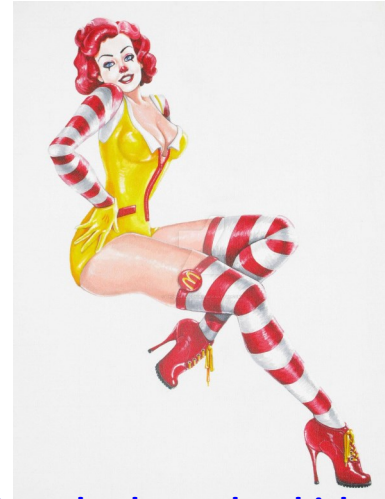
Check the end grain and lay out all your pieces so they are crown up, this way they will lay on the rib better. Line up one edge and run a piece of tape across the pieces pulling the pieces together as you go. Then do the opposite edge and then the middle, constantly pulling them together into a tight joint. If you have sanded them accurately, there should be no gaps. Otherwise fine-tune some more. Remember, this is the top side.



Now, flip the wing over to the “bad” side and tape along the joints. It’s important here to really rub the tape down good to maintain the joint. Be sure to have a good clean surface underneath as you now have good side down. My benches are covered with drywall board and get replaced every couple years. After taping the bad side joints, flip it back over and remove the original cross tape pieces from the good side.



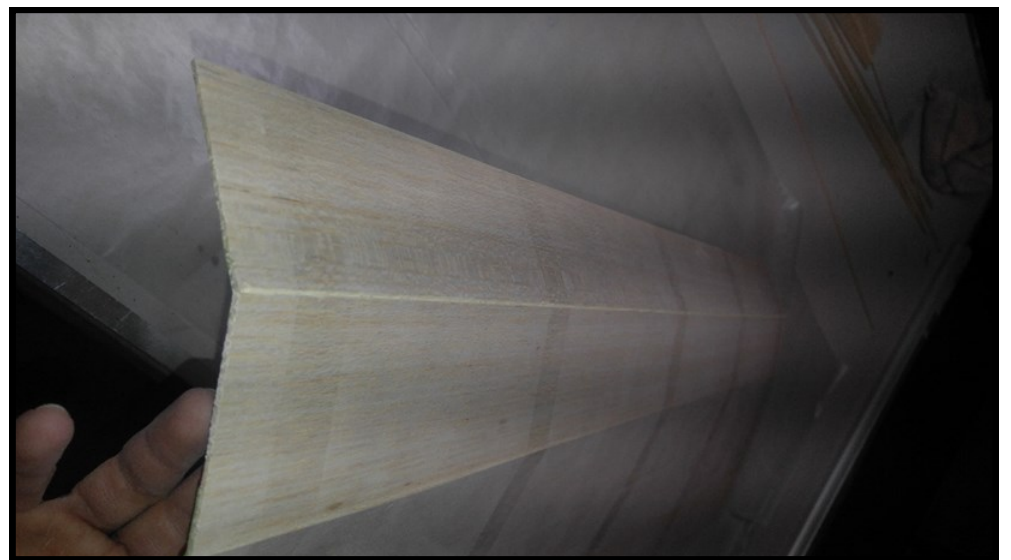
Join the retired, laid off, lame, unemployed or unmotivated PRCM crew at McDonalds on North Knoxville every Thursday at 7:00 AM.



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

If you’re not there,
You will be talked about!

After the Flip



Open the joints along the good side and apply a thin bead of Titebond along the joint. Some folks use CA glue here but I have found that a CA joint in sheeting leaves a hard line that sands at a different rate



Lay the new panel out flat and wipe down the excess glue. Lightly spray the joint with water and clean off as much excess as you can. The water will swell the joints a little tighter. Cover the entire piece with wax paper and then weight it down. I use a piece of ¼ whiteboard and 2 buckets of joint compound. I usually let this cure overnight as I have enough other projects to keep me busy and if not good and dry, you can pop a joint while applying it.



Once cured, square up the edges and cut to a close width along the chord. Mist it with water on the front 1/3 and let it sag down over the leading edge. To apply to a built up wing, I run a bead of Titebond along each spar and rib except for the leading edge. You can use CA here but your working time is seconds and you can ruin all your work in a hurry. The leading edge is a different story. After all the Titebond is down, run a bead of CA along the edge. Lay down your sheeting and weigh it down. I use gallon Ziploc bags filled with sand. Once it is all lined up, roll the leading edge down into the CA bead and hit it with kicker. If it is a long run, I'll grab a sand bar to roll the edge down to keep it straight. Let it cure up overnight and trim the edges.

That's all for this month. If you have ideas for you would like to see, shoot me a message. If you need help with a building project, I'll be glad to do what I can. There's always a "little" friend to have a cold beer with, a good dog, and sarcastic advice on hand.

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Jim Byer - Proprietor

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Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January 2017						
1	2	3 meeting	4	5 7AM 	6 11AM 	7 N. Allen Rd. <i>Bob Evans</i>
8	9	10	11	12 7AM  i'm lovin' it	13 11AM 	14 7AM 
15 MARTIN LUTHER KING JR. DAY		17	18	19 N. Knoxville 	20 11A 	21 7AM 
22	23	24	25	26 7AM 	27 11AM 	28 7AM 
29	30	31	 Club Meeting ! Dinner @ 6pm/ Meeting @ 7pm			



PRCM Co Pilot of the Month

is ready to help
with your
Winter Projects



That's all Folks!

