



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



Which picture is the "real" A-10 Warthog?

The other two are Jon Dewey's new BNF E-flight

Visit Our Website

www.peoriarcmodelers.com



ESTABLISHED
SINCE
1954



Thanks to Safety Officer Roger Stegall, and VP Don Stedman for leadership in hosting the January and February membership meetings.



Even though it is early in the year, the club is active with setting up this season's flying events and a new web hosting site.

I visited the St. Augustine RC flyers at their field and met some of their members. This club is only two years old and is a spin-off of the older club here. This new club has two flying fields at one site. Out of 30 members, about a third are fans of FPV drones. They fly on a baseball size field with obstacles like hoops, drops, and low level gates. I noted most of the FPV flyers were younger and offer leadership to the club in the future. Members felt the old club had gone stale.

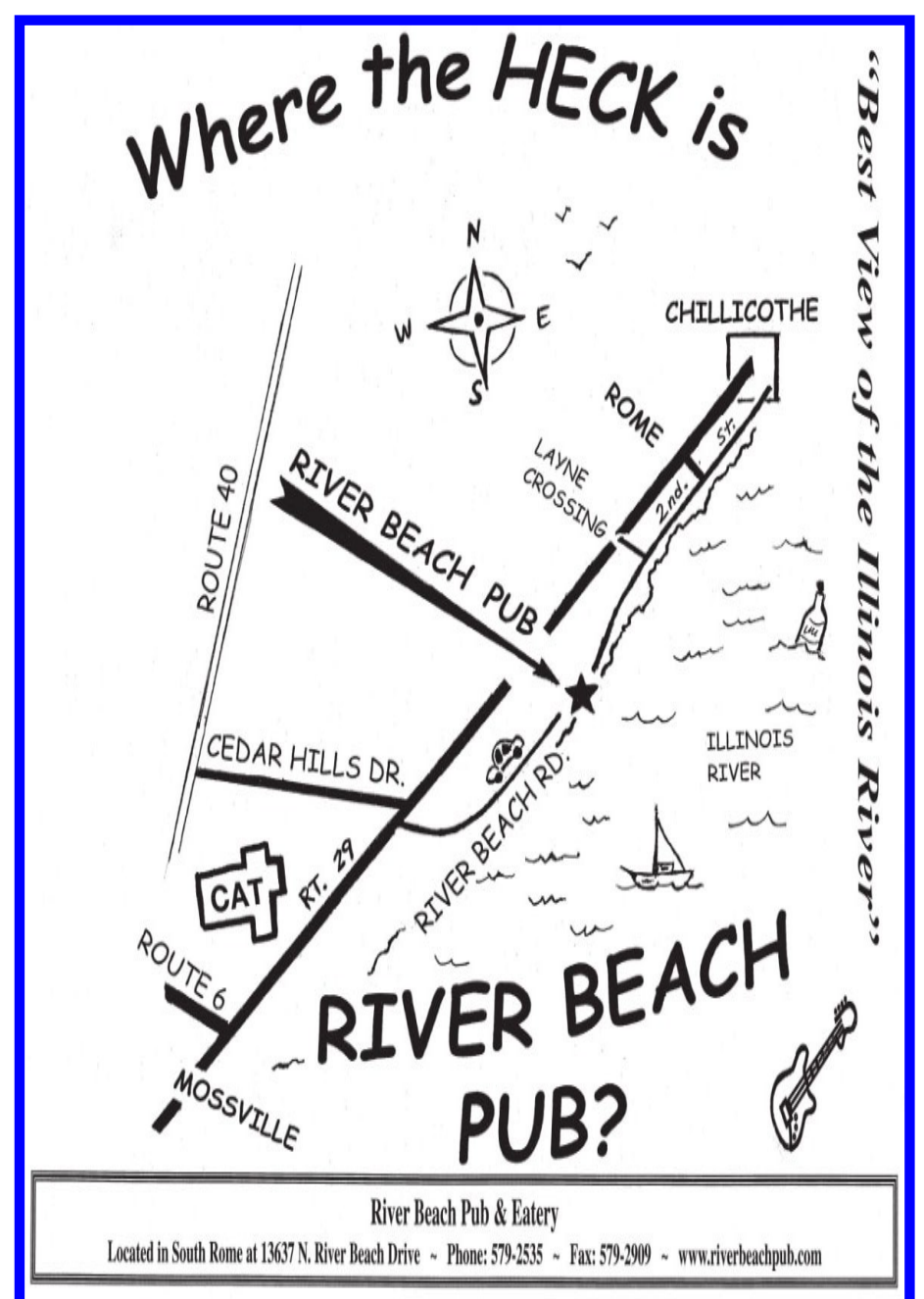


I don't think we have the "stale" problem. We do adapt to new trends in our hobby including drones and all manor of electric airplanes. We are lucky because we have diversity and welcome all who what to fly with us. We may discuss the merits of electrics over gas airplanes in the lawn chairs, but we accept each others opinion and in many cases we own all manor of flying machines ourselves. Even the ones we were just "badmouthing" in the discussions. We need to remain diverse.

We've seen new members join PRCM who want to fly drones. Other members are getting into drone technology. We need to continue to work with the Peoria Park District to encourage then to refer potential drone members to us. Who knows, maybe we could consider a drone field one day.



Jim "Hollywood" Hogan





The A-10's official name comes from the rugged World War II P-47 "Thunderbolt" but her pilots love to call it the Hog. Production of the A-10 Thunderbolt II began in 1972 and ran until 1984. In 12 years Fairchild- Republic made 715 A-10s. As soon as the A-10 entered service as a close air support aircraft the ground soldiers loved her as much as did her pilots. I remember the first time I saw the smoke and fire burp out of her nose. I was at Ft. Bragg as a young infantryman conducting a combined live fire exercise. As we were shooting and moving towards our objective an A-10 flew directly over my head. The sounds of those big turbo fan engines were amazing but nothing compared to the sound of the gun which soon followed. Of course I was yelled at by my sergeant because I stopped and watched this aircraft put down some unbelievable destruction. The A-10 is built around a GAU-8A 30mm (1.18in) cannon which is the center piece of the aircraft. Even the nose wheel had to be offset to the right to make room for the gun. I have always loved the look and sound of the A-10. There is nothing glamorous about the straight wing or the engines mounted high by her twin tails. But there is just special about the whole package with her painted nose and the big gun. Brian (from Dynamic Balsa) and I went outside on New Year's day and he let me fly his. The minute I took control I was hooked. For only \$149 this is a great little airplane.



Horizon describes it like this: "Scale detail, gobs of power and turn-on-a-dime agility make this ultra micro A-10 one of the most exciting EDF experiences of any size. It comes flight ready with an AS3X® receiver that makes it feel like its flying on rails, right out of the box."

According to the Iraqi POWs, the single most recognizable and feared aircraft at low altitude was the Thunderbolt II. This aircraft was deadly accurate, rarely missing its target. It conducted bombing raids three or four times a day, the A-10 was an ever looming threat. Although the actual bomb run was terrifying, the aircraft loitering around the target prior to target acquisition caused as much, if not more, anxiety since the Iraqi soldiers were unsure of the chosen target.

Desert Storm A-10 Mission Results Targets Confirmed Destroyed

Tanks - 987	Helicopters (Air to Air)-2
Artillery - 926	Bunkers-72
APCs - 501	Scud Missiles-51
Trucks - 1,106	Anti-Aircraft Artillery-50
Command Vehicles - 249	Command Post -28
Military Structures - 112	Frog Missiles-11
Radars - 96	SAMs-9
Fuel Tanks-8	Fighters (Air to Ground)-10

I know my new A-10 won't have the same results as its big brother but I hope I will have as much fun as the real pilots.

DYNAMIC BALSA



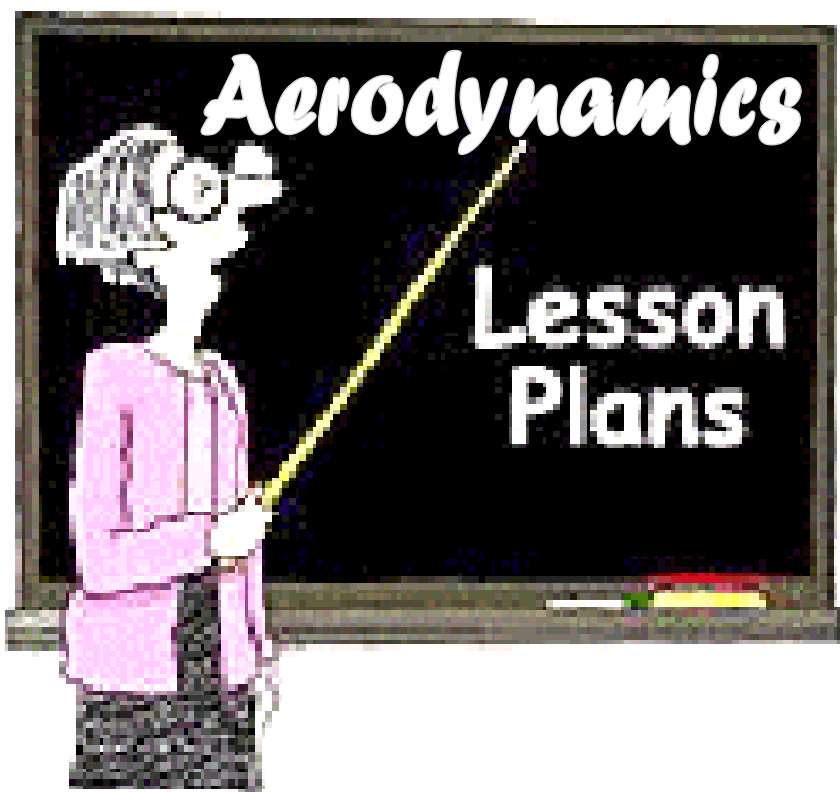
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Co Pilots of the Month





DUNLAP HIGH SCHOOL Flight Project:

The note below is from Teri Brandt, a teacher at Dunlap High School. Several members from our club worked with Teri and a group of her students last year in helping them experience a remote control flight from our field. This year, Teri is leading a group of students in a contest to adjust flight parameters from a given aircraft design to optimize payload and speed over in a virtual contest against other teams. Since much of the challenge involves design and aeronautical principles, members with engineering backgrounds would prove particularly helpful to this challenge. If you would like to assist in this effort, please contact Roger Stegall at

(309-857-6681, Roerstegall@hotmail.com).

Hi Roger,

I thought I'd update you on some exciting things going on at Dunlap High School aviation related and possibly pick your brain for some ideas and potential help from the club again.

DHS has entered a team in the Gamma/Build a Plane 2017 Aviation STEM Challenge. This is the contest I think I told you about that I did with students at Quest High School last year. It uses the Xplane and PlaneMaker software I used to teach the physics of aviation to my research science class before we met with you. The contest runs from the end of March until April 21.

We are currently taking a new group of kids interested in aviation, mostly from my engineering class plus a few hobbyists who have heard about it, through the FLYTOLEARN lessons in preparation for the contest. And we are recruiting mentors to work with them. I am wondering if you would have any members that would like to help us out. If you could pass on my contact information, I can give them more information. But I'll explain it a little for you here:

We have one pilot for sure, maybe two, committed already to help us out as mentors this year. The engineers who worked with me last year are not available to help us at Dunlap this year. So we are looking for a mentor or two with some design and engineering skills to help out in addition to the pilots. Our engineer mentors last year were very useful in helping the students organize their approach to the design problem once we got it. They also had good input on design modifications as the kids brainstormed and implemented their ideas.











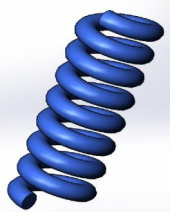




After spring break (last week of March) we will have the contest specifics and begin at this in earnest. Last year the goal of the competition was to modify a specific plane file sent to all school to fly between two different airports in Xplane as efficiently as possible. The mission was scored based on payload delivered divided by the time and fuel consumed. There were all sorts of constraints we had to stick to also. We won't know what the contest is this year until March 24. It could be similar or totally different.

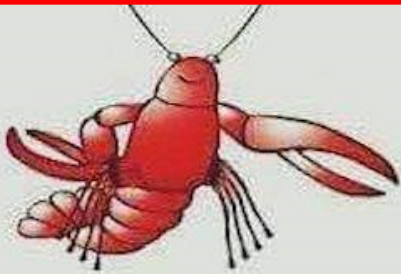
Whatever it is, it will challenge the students in a way well beyond what we do in the classroom, and this group of students will really respond to that well. They are into aviation! They have plans to start an aviation club here at DHS once we get through this contest. There is a ton of interest in flying drones. So I'm thinking there is potential for some involvement of your club in this as this club develops also.

**Thanks,
Teri Brandt
Dunlap High School
Chemistry and Engineering**



March 2017

SUN	MON	TUE	WED	THU	FRI	SAT
			I'M BACK 1	 7am 2	 11am 3	Bob Evans DOWN ON THE FARM® 7am 4
5	6	 Club Meeting ! Dinner @ 6pm Meeting @ 7pm 7	8	N. Knoxville  9	 11am 10	Bob Evans DOWN ON THE FARM® 7am 11
 12	13	π 14	15	7am  16	  17	Bob Evans DOWN ON THE FARM® 7am 18
19	 20	21	22	7am  23	 11am 24	Bob Evans DOWN ON THE FARM® 7am 25
26	27	28	29	7am  i'm lovin' it 30	 11am 31	



Two Cajun Pastors

Reverend Boudreaux was the part-time pastor of the local Cajun Baptist Church and Pastor Thibodaux was the minister of the Covenant Church across the road.

They were both standing by the road, pounding a sign into the ground, that read:

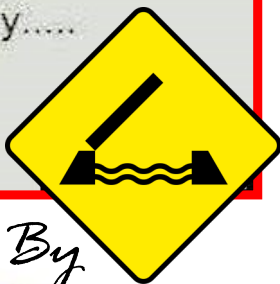
'Da End is Near Turn Yo Sef 'Roun Now Afore It Be Too Late!'

As a car sped past them, the driver leaned out his window and yelled, 'You religious nuts!'

From the curve they heard screeching tires, and a big splash...

Boudreaux turns to Thibodaux and asks, 'Do ya tink maybe da sign should jussay.....

'Bridge Out?'

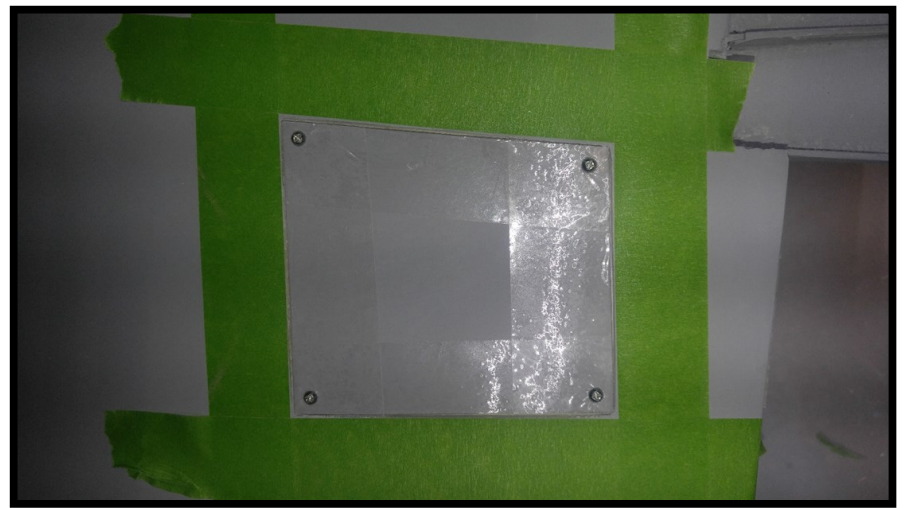


I'M BACK
(DID YOU MISS ME?)

**Joke of
the Month**

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Wrap the edges of the hatch with scotch or packing tape and outline the body with masking



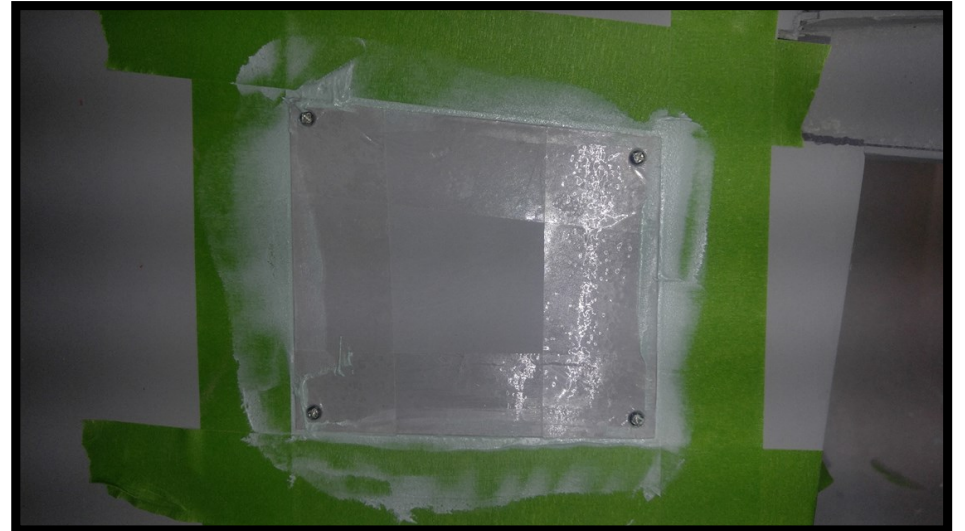
This month we will talk about creating close fit hatches.
This can also work for doors and windows.

The ingredients are pretty simple this month:

Scotch and masking tape

Sandpaper

Lightweight auto body filler. I like Evercote Rage



Mix up a small amount of the body filler and work it into the seam with a card.



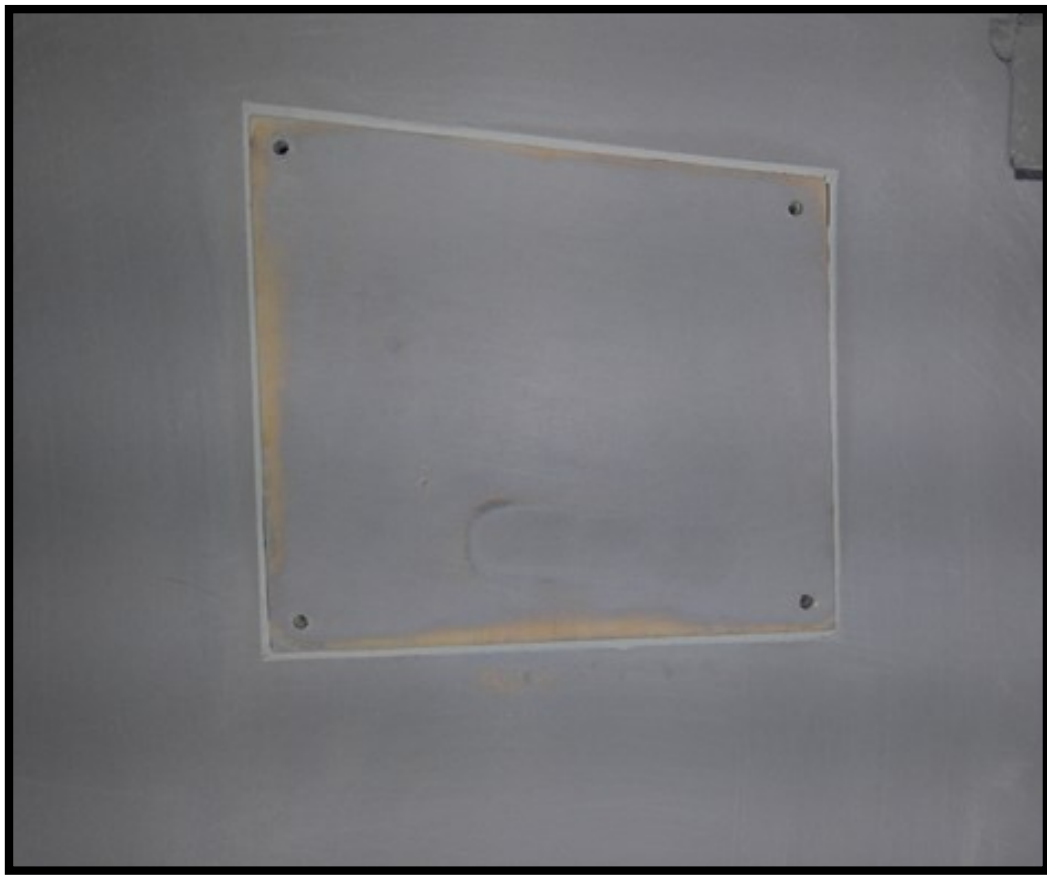
Remove the masking tape and sand the hatch down to the packing tape.



This is what I started with after glassing and cleaning up the excess. You can see the sloppy edges all the way around



dreamstime.com



Remove the packing tape and sand it all together. Almost ready to re-prime. You can see a little chip in the top right corner so a touch of remediation is still needed.

Why go to the all the trouble to fit a hatch like this on the bottom of a plane that nobody will ever see? I guess you will have to answer that question on your own. I was able to knock out all 4 wing hatches in about 30 minutes.

Until next month, measure once, cut long, whittle to fit.

See you at the field soon

Whiskey

STORE HOURS:

Mon - Fri : 11:00 AM - 6:30 PM

Sat : 9:00 AM - 5:00 PM

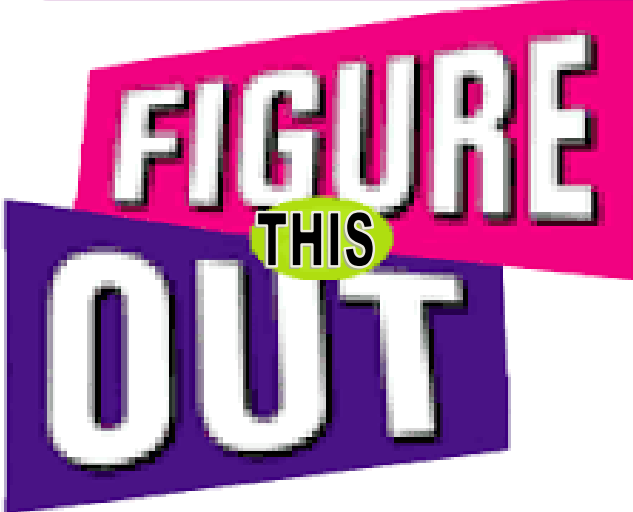
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New FAA Regulation / Part 0, Section 000 (a) 1 (c)

Section I: No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilot may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned, Aviation Regulations, except as authorized by the administrator or an agent appointed by, or inspected by, the Administrator.

Section II: If a pilot, or group of associate pilots becomes aware of, or realized, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III: Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV: The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything



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 copy
um to another, the editor takes no re
blasphemy and lunacy herein

So Wong:

One of our club "Snow birds" just flew back into town from Florida. I don't understand why these "birds" fly south for the winter, and the truth is....they don't even fly...they drive. Do they make this trip to get away from the snow and ice? Or just to stay warm? Or maybe it is to look for food? They pack up most of their belongings and leave their nice warm house along with their mortgage behind. The groundhog just said there will be six more weeks of winter but we haven't even had six weeks of winter yet. Please help me understand this crazy yearly ritual.

Signed: Stay N Put

Dear: Stay-n-put

Did you know that not all old birds go south for the winter? It seems that every year more and more "honkers" decide that things don't actually look that bad around home anymore. The water does not freeze around the River Beach anymore, there is always plenty of good food and cold beer inside, and nice warm fire outside to keep your feathers warm. It seems to me that it may NOT be your club member who wants to go south, But instead it maybe "Mother Goose" who is in charge of these trips. If that is the case, there is no way for me to explain it. Just load up the car and "Fly" south again next year.

S. 高
T. 少
W. 咪



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