



Get em out of the Hangar & Let's have some fun.

Particulars: Charter 313

Head Muckety Muck John "Gipetto" Hoelscher
President: johnhoelscher@comcast.net
Vice President: Bryan "Chummer" Chumbley
chumbley@mtco.com
Secretary/ Treasure: Jim "Smokin-Jimmy" Fassino
JFassino@me.com
Safety: Joe Lang
joe.a.lang@comcast.net
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, Jim Martin

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



Photos by "Hollywood" Hogan



Jim Hogan's winter project, A Hangar 9 Van's RV-4 30cc ARF 85" is ready to go. "Just add gas" he said! We will see if that is all it needs.

Visit Our Website

peoriarcmodelers.com

LAWNCHAIR

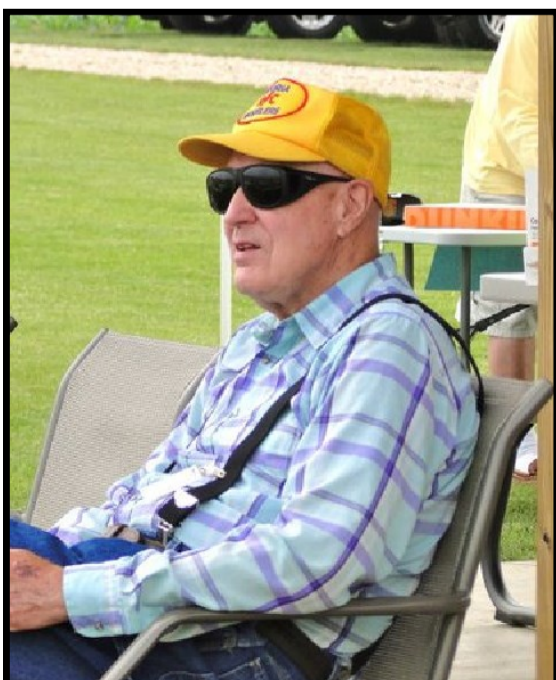


NEWS

The Peoria RC Modelers was founded in 1954. Our club has been around for 64 continuous years. We are still best known as the club that flew at Detweiller Park. Vern Holeman has been a member of this club since the early days of our organization. Many long time members who have served this club retire and we don't see them much. Not Vern Holeman.

Vern remains a very active member in our club. He attends our monthly meetings, shows up at almost every event and is a regular in the Saturday morning racing series we hold during the summer. He loves to compete in combat and wins. Vern will cut your ribbon and sent you packing.

Vern is a prolific builder of "unconventional" aircraft. Most of his creations are made of foam board purchased at the building supply stores. When Vern is building his famous flying wings, there is a shortage of insulation board and some children go to bed cold. When he opens his car at the field, it is usually full of airplanes and there is not a tail in sight. Vern loves to try new designs. Delta wings, tapered "vee" wings, top hat style, and flying baseball home plates are not uncommon coming out of this car.



To honor Vern and his many accomplishments and service to the club, several PRCM members decided to honor Vern at the annual banquet by giving him a "Lifetime Membership Award" in Peoria RC Modelers. Next time you see him, give him your congratulations. Vern Holeman reminds us of our club's long standing history and heritage. THANK YOU VERN HOLEMAN!

"Come out and See Vern in the lawn chairs - all summer long"

Jim "Hollywood" Hogan





NO FEAR PYLON

Our 2018 Contest Schedule is Set:

As in previous years, our 2018 contest schedule will consist of six dates with year-end results for honors tabulated on a contestant's five best performances. Flying will begin at 9 AM on each date for No Fear Pylon Racing and three heats of Unlimited Electric Racing and Combat. Four races of 8-laps per race (maximum 4 racers per heat) will be held for each No Fear contest event. Six laps with all contestants flying in each heat will constitute Unlimited Electric racing. All Combat competitions will consist of three 4-minute heats with all combat pilots flying simultaneously. All contest rules for equipment, scoring and race procedures are shown on our web page in the Documents section. I hope many of you who have not competed will come to the field and give it a try. Most participants don't expect to win but they do expect to have fun and they are rarely disappointed. We are still looking for someone to take responsibility for coordinating our No Fear Pylon Racing. Responsibilities include: Choosing Dates, showing up for the events, formalizing the matrix of flyers for each race heat, making score sheets, keeping scores, writing newsletter articles and procuring an award for the season champion. Note: the race coordinator for No Fear Pylon Racing may choose to add or subtract dates from those listed below. An attempt was made to exclude from contest dates all PRCM specially scheduled events, the Pekin Bigbird and Pekin Open House, Oshkosh Air Venture and the Toledo – Weak Signals fun-fest.

Roger Stegall



Mark your calendars for the following contest dates:

April 21st

May 5th

June 9th

July 14th

August 11th

September 8th



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:

With all the stuff going on, I decided to get my conceal carry permit. I got it in the mail yesterday and I went down to Bass Pro to get a small 9mm pistol and some ammo. When I was ready to pay the cashier said, "Strip down, facing me."

Making a mental note to complain to the NRA and gun control wackos running amok, I did just as she had instructed.

When the hysterical shrieking and alarms finally subsided, I found out she was referring to how I should place my credit card in the card reader.

I have been asked to shop elsewhere in the future. They need to make their instructions to seniors a little clearer. And I still don't think I looked that bad.

Signed: 82 and still got it

Dear: Still got it

Communication has always been an art form. Unfortunately, lately it has become a lost art. Look at how men and women "Try" to communicate with each other, or our youth to their Grand parents. It is even harder when you use texting instead of face to face verbal communication. There is no non verbal body feed back when using a screen. Now lets talk about generational misunderstanding. Texting has gone mainstream and popular abbreviations like JK, LOL, BTW, BFF, L8R, and CYA are now part of our everyday vocabulary

For those of you who still require an interpreter:

BTW = By The Way BFF = Best Friend Forever

JK = Just Kidding L8R = Later

LOL = Laugh Out Loud CYA = See Ya

More and more seniors are texting now, especially if they expect to communicate with their kids and grandkids. But here lays the problem. The texting world uses all kings of codes. And seniors have developed a texting code of their own. This has created some confusion depending on the generation doing the writing and reading. For instance: when a 20-something writes LOL, he or she is "laughing out loud." But a senior might read "living on Lipitor." Or the teen who might write nonchalantly add BTW, meaning "by the way," a senior might read it as "bring the wheelchair." So in order to "talk" to Senior it looks like we either have to learn their language or spell it all out long hand. Maybe we should just learn their code.

ATD = At The Doctor's

BFF = Best Friend Farted

BYOT = Bring Your Own Teeth

CBM = Covered By Medicare

CUATSC = See You At The Senior Center

FWB = Friend With Beta Blockers

FWIW = Forgot Where I Was

FYI = Found Your Insulin

GGPBL = Gotta Go, Pacemaker Battery Low!

GHA = Got Heartburn Again

HGBM = Had Good Bowel Movement

IMHO = Is My Hearing-Aid On?

LMDO = Laughing My Dentures Out

LWO = Lawrence Welk's On

SGGP = Sorry, Gotta Go Poop

TTYL = Talk To You Louder

WAITT = Who Am I Talking To?

WTP = Where's The Prunes?

S.T.W 高少咪



5 Easy tips to help avoid a CRASH

I ran across this article and I thought it would be good review for most of us after sitting all winter.

The life expectancy of your RC airplane is directly proportional to how well you follow directions. That is to say, you've built and setup your plane properly as explained by the instructions. This article is intended to give us all some helpful tips for being successful this season. There are several things that are common in that they can greatly affect your airplane's safety. Like a weak link in a length of chain, any one of these things can bring the best built planes down. Let's break down these areas of concern into the following groups.



Center of Gravity Balance Point. In my opinion, more airplanes are damaged or destroyed on their first flight because they were improperly balanced. The balance point for all RC model airplanes (with the exception of small foamy RTF planes,) are called out on the plans of a kit built plane, or in the instructions of an ARF. It is absolutely imperative that you take the time to balance your plane properly. Use a balancing jig or simply use your finger tips to hold the plane by the wing to see where it balances. If the tail hangs low while placing your fingers where the instructions say the balance point is, it is tail heavy. If the nose hangs low, it is nose heavy. Of the two, slightly nose heavy is better than slightly tail heavy. As the plane becomes more and more tail heavy, the more and more sensitive it becomes to control inputs until it gets to a point where it is uncontrollable. We see this all the time. The plane takes off and the wing rock back and forth. The nose stays high and eventually the plane snaps to one side and crashes. You prevent this by adding nose weight

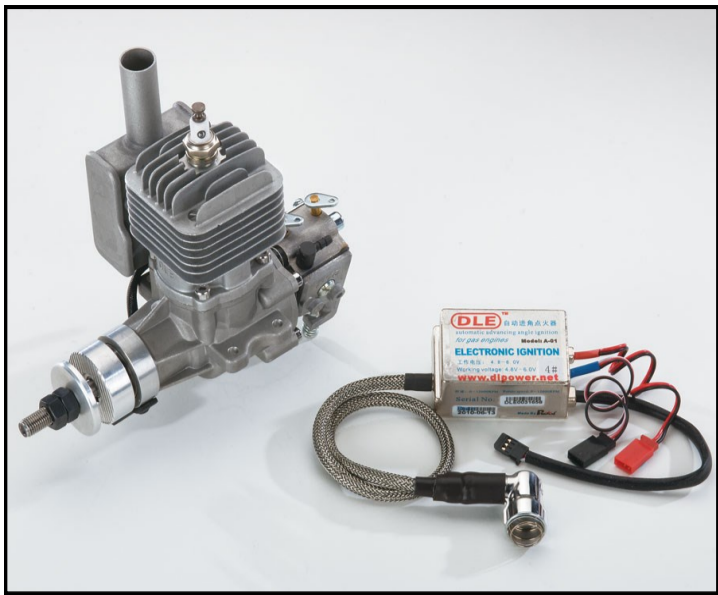


(Above) The GP Balancer is a great tool to have in your workshop. Du-Bro Stick on weights are excellent for adding nose weight.



Engine/Fuel System. Is the next item .

This is most likely the one that will kill your plane, an unreliable engine. This can be caused by a poorly broken in engine, an improperly adjusted carburetor and/or an improperly installed fuel tank. Always follow directions and break in your new 2-stroke or 4-stroke engine before trying to fly. This requires several tanks of fuel and a controlled running of the engine to condition it for proper operation. What you want to do is obtain a reliable idle and a smooth transition from idle to full power. When it comes to power output, always run the engine slightly rich, not lean. Lean engine runs cause overheating and can lead to a damaged engine. The fuel tank should also be installed properly to supply the engine with fuel. Assemble it correctly and install it so the center of the fuel tank is even or slightly below the center of the carburetor. The simplest setup is a 2-line setup with the output line attached to the carburetor and the other line acting as a vent. You fuel the tank by removing the line from the carburetor. A common problem is a fuel clunk that gets jammed forward in the fuel tank after a hard landing or nose over. Always make sure the fuel pickup line is free to move around in the tank. If it is jammed forward, the next time you take off and the model's nose is pointed up, the fuel level will move back and the clunk will start to suck air and cause your engine to lean out and die



(Above) The model airplane engine is an important investment in your hobby. Treat it right and it will treat you and your airplane right.



Radio Battery. Another common failure point is the onboard battery powering the receiver. You should always fully charge your radio system the night before you go flying and have a battery checker to monitor the condition of your battery pack at the flying field. Batteries seldom fail before you next flight, and when they give up the ghost during a flight, you are out of luck because your model is going to lose control and it will eventually hit the ground...hard! I check the battery voltage before every flight with a loaded volt meter. You simply plug it into the charging jack and it tells you what the voltage levels are. If the voltage is below 4.8v for a 4 cell pack or below 6v for a 5 cell Ni-Cd pack, do not fly! So it is always good to have a DC quick charger/peak detection charger in your field box so you can top off your battery pack. Also, check the battery switch and connections. Never install a battery pack without foam rubber padding. Always make sure your pack is securely installed and doesn't move around, and DON'T wait til you get to the flying field to charge your batteries.



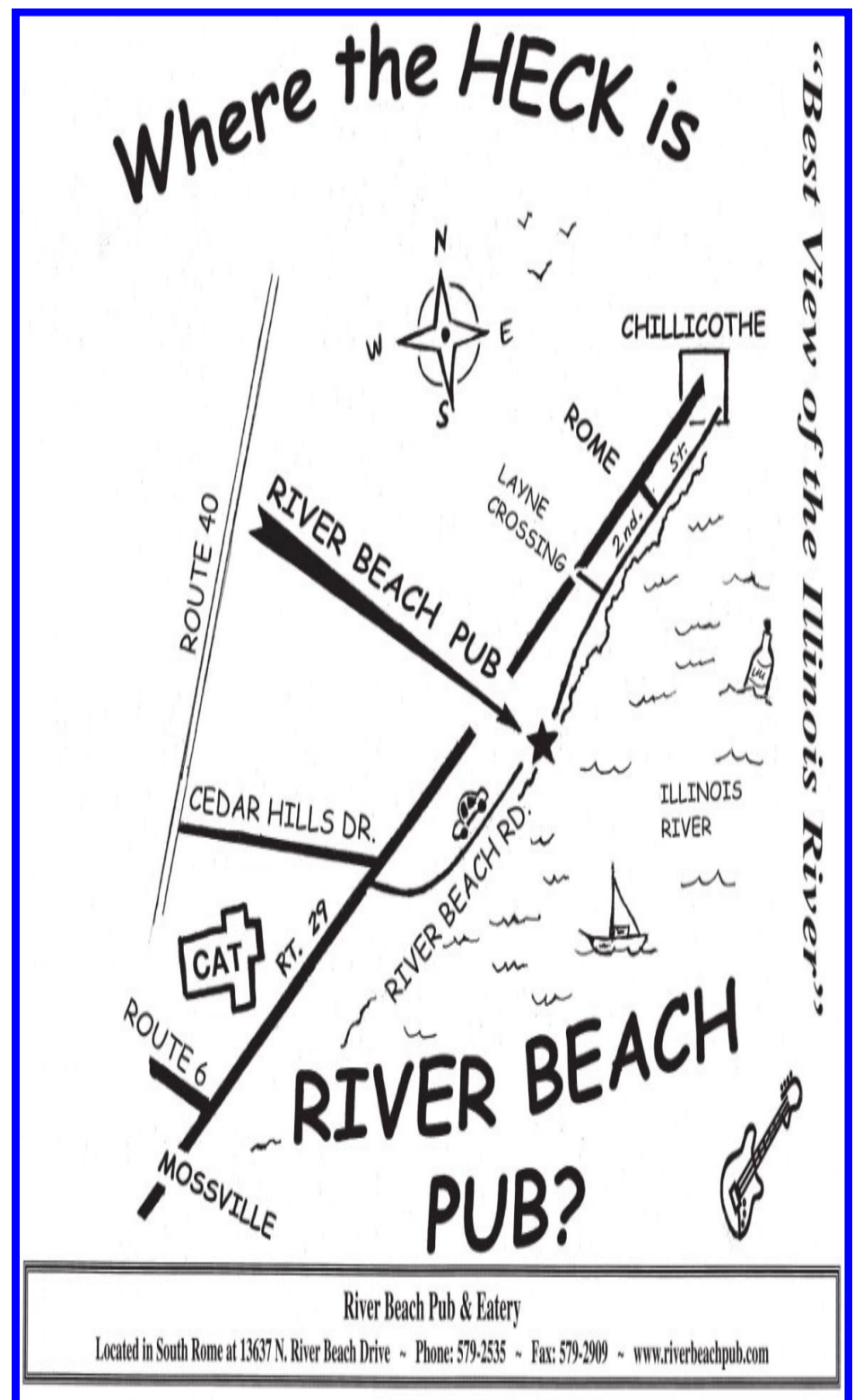
Pre Flight

Final Condition Check Besides these three basic failure points, always check the condition of your model before every flight. Make sure the radio system and servos are properly installed and working correctly. If you have a programmable radio, make sure you have the correct model memory called up for your airplane.




















Check the screws and clevises and make sure everything is connected and secured properly. If you have recently repaired a plane, or if it is the very first time you've brought it to the field, have a friend go over it as well. A second pair of eyes can often detect something you over looked. Always check your control throws for proper amount and proper direction.



Don't push a bad situation! Again, we see this all the time! If your engine is just not operating properly, or if something is not working correctly, just don't fly! The best course of action is to step back and take a breath. Maybe you need to work on the engine back home on a plane stand, to solve the problem. If an aileron is twitching, maybe the servo needs to be replaced. **You are the pilot in command. Abort your flight attempt and Go to the Beach Pub and fly another day, The plane you save may be your own.**



April 2018

SUN	MON	TUE	WED	THU	FRI	SAT
 1	2	 Bernardi's North Knoxville Dinner @ 6pm Meeting @ 7pm 3	4	 ^{7AM} 5	 ^{7AM} 6	 ^{7AM} 7
8	9	 10	11	 ^{7AM} 12	 ^{7AM} 13	 ^{7AM} 14
15	16	 17	18	 ^{7AM} 19	 ^{7AM} 20	 ^{7AM} 21
 22	 ^{English Language Day} 23	24	25	 ^{7AM} 26	 ^{7AM}  27	 ^{7AM} 28
29	30					

CREATORS SYNDICATE
© 2 0 1 8 SKILLY





**Get Em
out of the
Hangar boys!**



PRCM CO Pilot of the Month



WORK DAY

COMING SOON

We are going to get together at the field on a Saturday in April to put the new barriers on the pilot stations. We will pick a date at Tuesday's club meeting. Please make plans to come out and do a little work and have a lot of fun. Bring an airplane and your appetite.

Details to follow.

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**That's
all
folks!"**

