

# PEORIA RC MODELERS NEWSLETTER

AUGUST 2008



## OFFICERS

### AIR BOSS

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### VICE COMMANDER

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### NEWSLETTER EDITOR

**PFC Bob “Grumplestiltskin” Wilson**  
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## CLUB PARTICULARS

AMA Charter No. 331

Peoriarcmodelers.com

Flying filed location: On Truitt Rd., ½ mile west of Chillicothe, IL, across from Galena Gravel.

Flying hours: Monday thru Saturday, 9am until dark, Sunday 10am until dark.

All members must belong to the Academy of Model Aeronautics (AMA).

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 welcomes any new members.

### FLIGHT INSTRUCTION

The Peoria RC Modelers offers flight instruction as a free service to members. However, flight students are urged to supply their own aircraft, radio and support equipment. Students should also coordinate training schedules with the instructor of choice listed below. A club trainer airplane is available for special situations.

Glow, gas & electric fixed wing  
Glow, gas, electric fixed wing & heli  
Glow & gas fixed wing  
Soaring

Dave Olson  
Jim Fassino  
Bob Wilson  
Roger Stegall

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## UPCOMING CLUB FUNCTIONS

### “Liars & Flyers” Breakfast

Meets at 7am every Saturday morning at Bob Evans on Allen Rd.

### Club Meeting

August meeting at the field at 6pm on August 5.

### 4-Star Pylon Racing

Fourth and final series of 4-Star pylon racing will meet at the Pekin RC club on Saturday August 9, at 8am.

## “HOT SCOOBIE” OF THE MONTH

Editor: Bob Wilson

We have been without a newsletter for several months, so this “August” edition will attempt to bring everything up to date. Previous editor Roger “Pod Man” Stegall has traded club positions with Webmaster Bob “Grumplestiltskin” Wilson.

There are several reasons that predicated this decision.

Stegall’s new job is keeping him entirely too busy. With the demands of business golf outings, power lunches and ogling the office secretaries, Roger finds the demands of the newsletter excessive.

Wilson, on the other hand, is, quite possibly the worst webmaster there ever was...but...being single and retired, is able to put out a passable newsletter. The fix was obvious.

All is not lost, however, because Stegall will continue to contribute his warped sense of humor, values and insight to the “Ask Amelia” section of this newsletter.



### CHUMMER

After suffering a disastrous crash with his “Flying Anvil” Brian “Chummer” Chumbley has completed his “Venus 40” and is tearing up the skies over Chillicothe. Brian hopes to compete in the “Sportsman” event at the Fox Valley Pattern meet on September 6 & 7. “Chummer” has been a quick study in his RC talents and if the trend continues there is a contingency plan to break his fingers.

### OSHKOSH B’GOSH

Four members attended the EAA event in Oshkosh, Wisconsin. Perennial EAA members Terry Beachler and Jim Fassino both made the trip. Jim went first class in his vintage Cessna 195, Terry motored up with a tow behind trailer, his grandson Dillon, and ate bologna sandwiches for three days.

The “Squirrely Boy” combo of Jim Hogan and George Knight also made the trip. There were reports from the scene that this “rubber necking” duo was constantly in danger of walking into spinning props.

All four PRCM members were also spotted at the Oshkosh Southside Ice Yacht Club one evening. This in itself this is not unusual...the club has great food and cold beer. However, it’s rumored that all four



received “massages” from one particularly aggressive female. When asked about this incident, a rather bizarre story about Jesuit priests emerged. A cover-up? The *PRCM Newsletter* is investigating.

### **ANOTHER YAK**

Scott Furgeson brought his new Yak to the field August 1<sup>st</sup> for its Maiden flight. Powered by a Saito 1.25 4-stroke, the airplane flew well with only minor trimming. An early “engine out” situation, however, put Scott’s new airplane into the beans. No damage resulted, and Scott flew the airplane again, landing it onto the field quite nicely. The “engine out” was not immediately apparent because the sound of Scott’s knocking knees completely masked the engine noise. To date, there are three club members who own Yak airplanes. Kerry Delvecchio, Jim Fassino and now Scott Furgeson. Jim Fassino’s 88 inch version, however, is moldering in the box.



### **THE KING**

It has long been known that Roger Stegall holds the record for the most original “I can’t fly tonight” excuses. His long standing gem was “I have to format disks tonight”.

Well...NEWSFLASH...Roger has once again outdone himself. Thursday, August 1st the new utterance that awed the world was...



Drum roll!

*“I have to stay home and catch Japanese beetles in a special pheromone bait bag.”*

What greatness! Who among us would ever have thought of this excuse? How can you argue against it? It is, for certain, that this new excuse will go to the top of the list.

### **BOCCE BOY**

Family pressures can take a toll on flying time. One of our esteemed Italian members has found that playing the ancient Roman sport, Bocce Ball, at family get-togethers soothes the anxious wife and builds “flying points” at home. Other ethnic cultures should take note. Irish flyers might try “Hurling” at family events and those of American Indian heritage might look into Lacrosse. Anything to build flying time.



### **HOGAN’S GOAT**

One of our club members, Jim Hogan has the flying moniker “Hogan’s Goat”. The origins of this name are hidden. It has been around since WW1 and widely used by U.S. Marines to describe a situation that wasn’t going quite right and deteriorating rapidly.

The term may have come from an early Broadway play by William Alfred but no one really knows. What’s for sure is that it has been widely used, and at least one airplane, a B29 with that name, crash-landed on a remote South Pacific island during WWII. Whatever the origin, we all feel that the moniker is well placed.



**B-29 “Hogan’s Goat” ditched in shallow water at Fais Island**

The 2008 3<sup>rd</sup> series of 4-Star Pylon racing was brutal for the Peoria RC Modelers Racing Team. Only 4<sup>th</sup> place finisher Bob Wilson survived the race. The morning weather was threatening with showers and low clouds everywhere. Amazingly, the weather rapidly improved and the racing conditions were almost optimal.

Jim Fassino in his racing debut experienced a crushing mid-air on, or about the 7<sup>th</sup> lap of the very first heat. Seconds after the catastrophe he turned to his caller and cynically said, “Boy, that was fun”! The ensuing search in the muddy bean field lasted 30 minutes. Both planes were a total loss.

“Snappy” Don Stedman demonstrated superior airmanship after he collided with the right pylon tearing out 3 ribs of his airplane. He landed without incident to the cheers of the spectators. The damage was severe, however, and Don would not fly again.

“Gorgeous” George Knight probably had the most spectacular crash of the event. A high speed head on, mid air collision resulted in an extensive debris field and a confetti show that lasted close to a minute.

As to the final results, Bob “Grumplestiltskin” Wilson held the fastest time and third place until the final race when Justin Warden put together a blistering run and dropped Bob to 4<sup>th</sup> place. Our congratulations to the winners and a great job by CD Jim Hogan and his PRCM staff.

Club President Terry Beachler had a takeoff altercation with Washington racer T.J. Klise. The collision resulted in both being eliminated from that heat. Klise would repair his airplane and race again, Beachler, not to fly again, lost a vertical stabilizer and severely bent his landing gear. A protest was posted by Klise that Beachler had initiated the incident by leaving his lane. For your viewing enjoyment, the following photographs (by Don Stedman) show the actual incident.



**Photo 1: Caller “Smokin” Jim Fassino giving a great launch. Terry is way ahead of the pack.**



**Photo 2: Klise airplane accelerating rapidly. Terry's "Green Weenie" drifting to the left as a result of engine torque. Note pilot T.J. Klise in background. "Smokin" Jim watches as the impending disaster unfolds.**



**Photo 3: Contact with Klise's airplane...at this point Klise lost the leading edge of his right horizontal stab. Keep your eye on the third airplane. Note pilot Beachler in the background.**



**Photo 4:** As a result of the impact, the Klise airplane yaws violently to the right. Beachler continues on...but...airplane 3 is fixing to take a bite out of his vertical stab. CD Jim Hogan in the background.



**Photo 5:** Klise is about to nose over; Beachler's vertical stab is flapping in the wind. Amazingly, airplane 3 is airborne.



**Photo 6:** Klise is dead in the field. Beachler is about to crash land in a violent ground loop that bends his gear. Airplane 3 is still in the race. Airplane 4 is about to nose over for no apparent reason. Pylon flaggers remain transfixed.

Four Star Forty	Name	Low Time	Points
1	Jay Cappis - B	1:31.45	19
2	Frederick Logue - B	1:33.37	19
3	Justin Worden - B	** 1:29...	18
4	Bob Wilson - R	1:31.21	16
5	TJ Klise - W	1:34.56	15
6	Jerry Worden - B	1:36.50	15
7	Michael Wilson - B	1:36.17	13
8	Duane Holliger - B	1:34.44	12
9	Homer Barker - B	1:46.62	12
10	Paul Cobb - W	1:59.06	12
11	David Ludington - B	1:47.95	10
12	George Knight - R	2:00.80	10
13	Bryan Miller - W	1:43.10	6
14	Donald Stedman - R	1:44.13	6
15	John Bremenkamp - W	2:10.00	6
16	Terry Beachler - R	2:09.40	4
17	Larry Roberts - K	0:00.00	0
18	Jim Fasino - R	0:00.00	0
19		0:00.00	0

**4-Star 40 Pylon Racing results.**

## **PATTERN STUFF**

### **Tri-Village Contest**

On June 28-29 Jim Fassino, Jack Li and Bob Wilson attended the Tri-Village RC Pattern contest in Hoffman Estates Illinois. For both flyers, this was their first contest. For those unfamiliar with Pattern contests, the National Society of Radio Controlled Aerobatics (NSRCA) is a Special Interest Group (SIG) of the AMA. Competition in NSRCA is in 5 categories; Sportsman, Intermediate, Advanced, Masters and FAI. Beginning with Sportsman, each level has a progressively harder sequence of maneuvers. Sportsman is somewhat unique in that entry-level competitors can use any airplane to compete and are not limited by size and weight limitations. After Sportsman all other levels have a size limitation of 2 meters and a weight limitation of 11 pounds.

Both Jim and Bob competed at Sportsman and, in fact, were the only two at that level. Jack Li bypassed Advanced and moved up to the Masters division after winning Intermediate at Hoffman Estates in 2007.

The first day of competition was extremely windy with 20+ mph wind gusts. After two rounds, all flying was finally cancelled when gusts exceeded 30 mph. Flying was continued on Sunday and progressed well until finally terminated in the late afternoon because of thunderstorms.

In Sportsman, Bob Wilson won first place and Jim Fassino placed second. In Masters, Jack Li was plagued with engine problems and finished in 8<sup>th</sup> place.

### **NATS**

After placing second in last years Nationals (NATS) competition, Jack Li moved up to the Master division. During three days of competition, two rounds are flown each day. On the first day of competition Jack flew a good first round but noticed his engine mount was loose. During the repair Jack evidently neglected to attach a fuel line and failed to get his airplane started within the 3-minute time limit for the second round. Once corrected, it was noticed that the YS 170 was not running correctly. An extensive tear that night with help from fellow competitors finally revealed a bent fuel injection tube. This airplane was out of the competition.

Mike Mueller of the Tri-Village (Hoffman Estates) generously offered to loan Jack his electric powered “Impact”.

Without any practice whatsoever, Jacks 3<sup>rd</sup> round, flying the “Impact” was disastrous. Although a very capable airplane, the electric powered “Impact” has a totally different power curve than Jacks airplane. Jack adapted rapidly and flew a much better 4<sup>th</sup> round. In rounds 5 and 6 Jack continually improved but overall finished 43 out of 45 competitors.

Our congratulations to all the pattern flyers representing the Peoria RC Modelers.



**Photos show (from left) Jim Fassino receiving 2<sup>nd</sup> place award in Sportsman, Bob Wilson receiving 1<sup>st</sup> place award and Jack Li on take off run at the 2008 NATS.**

## *Ask Amelia Airhead*



**There were no “Ask Amelia” articles for this newsletter.**

Note: Apologies! This newsletter was put together is somewhat of a rush. Subsequent newsletters should be more complete. Please send all interesting comments, articles, Ask Amelia questions, gripes, praises, and photos to the editor.

Thanks,

Bob Wilson  
wilsorc@gmail.com