



PARTICULARS

AMA Charter 313

Website: peoriarcmodelers.com

PRESIDENT: Joe "The Fantastic Languini" Lang
joe.a.lang@comcast.net

VICE PRESIDENT: Jon "Dew Drop" Dewey
dew6483@yahoo.com

SEC/TREAS & FACEBOOK: Jim "Smokin-Jimmy" Fassino
Fassino@me.com

SAFETY: John "Gipetto" Hoelsche
johnhoelscher@comcast.net

WEBMASTER: Terry "The Flamer" Beachler
terry@beachlers.com

MAINTENANCE & GROUNDS
 Roger "Pod Man" Stegall
rogerstegall@hotmail.com

EDITOR: Bob "The Great Wilsoni" Wilson
wilsorc@gmail.com

AMA CONTEST DIRECTORS:
 Bob Wilson, Jim Hogan, Jim Fassino

Flying Field Location

The flying field is located off Old Galena Road, ½ 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, Monday thru Friday, Saturday and Sunday.

Membership

Club dues are \$95/year if paid before January first, \$105 thereafter. 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 welcomes all 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 OF THE DAY

A LESSON IN HOW TO CORRECTLY LAUNCH FOAMIES



You will note in this photo the smooth launch technique of Joe Lang as he releases Jim Fassino's foamie.



In contrast, observe Wilbur & Orville (aka Roger & Verne) doing the same routine. This is called Verne's "knife edge launch" and tests the pilot's flying skills. Roger, true to form, managed to pull it off without incident.





NO FEAR PYLON

July's pylon event was moved up one week so that it wouldn't interfere with the Tri-City pattern meet scheduled on July 29 & 30. There were seven participants competing for the medallion that Joe Lang won last month. This was a very unusual race in that there were no cuts. Even "Cutter" Imhoff managed to stay within the confines of the race course.

The order of finish & points for the June 22 event: Wilson 24, Imhoff 21, Dewey 20, Fassino 20, Delvecchio 18, Ferguson 13, Stegall 2

Round 1/Heat 1, Fassino, Dewey, Stegall

Jim Fassino won this one in convincing manor, but Dewey is starting to come on. Roger's airplane pooped out after the 1st lap.

Round 1/Heat 2, Wilson, Imhoff, Ferguson, Delvecchio

A good race everyone is flying tuff. Wilson got a great start and held the lead.



"Dew Drop" Jon Dewey prepares "Orange Crush" for the day's racing.

Round 2/ Heat 1, Wilson, Fassino, Dewey, Ferguson

This was a wild one and with no explanation as to why there were no mid-air. Wilson was behind on the start but caught up on lap two and maintained the lead thereafter. Fassino was right behind and Dewey, as stated, was hanging tough. Ferg seemed to have engine problems and finished fourth.

Round 2/Heat 2, Imhoff, Stegall, Delvecchio

Roger got his engine running but died again during the race. "Cutter" Imhoff took an easy win. Delvecchio, new this year to pylon racing, was flying high cover.

Round 3/Heat 1, Wilson, Dewey, Fassino, Ferguson

"Dew Drop" Dewey coming into his own, flew a tough second place behind "The Great Wilsoni," just beating out third place

finisher Jim Fassino and Scott Ferguson who continued to have engine problems.

Round 3/Heat 2, Imhoff, Delvecchio, Stegall

Roger's dropped out with engine problems. Tommy, never a doubt, won the race handily. Kerry, hanging in there, got second.



Our race announcer, Bryan Chumbley, keeps a close eye on the proceedings during Round 2/Heat 2. By the way, does anyone else think those shorts make Fergy's legs look unusually...short?

Round 4/Heat 1 Wilson, Fassino, Imhoff, Ferguson

"The Great Wilsoni" took his fourth win of the day followed closely by Fassino and Imhoff. Ferguson finished fourth.

Round 4/Heat 2, Dewey, Delvecchio, Stegall

Dewey, capitalizing on his third round performance, won this heat. Stegall did not fly and Delvecchio took second.



Just to prove he's capable of smooth landings, I took this photo of Kerry Delvecchio's LA 40 Racer just before touchdown.

After three events the overall point standings are: Wilson 63, Fassino 62, Ferguson 46, Lang 42, Imhoff 38, Dewey 35, Delvecchio 34, Stegall 25, Board 22, Pringle 18, Hogan 5

Next Race is July 13, 9AM Sharp!

Bob Wilson



June 22nd saw two heats of combat madness. Several regular competitors were out of town leaving only Bob Wilson, Vern Holeman, Glen Howard and Roger Stegall in a state of streamer-envy. The first 4-minute skirmish was a bit of a yawner because Vern lost his motor upon launch and Roger jettisoned his battery during a high-G maneuver shortly after the heat began. Bob and Glen flew the entire first heat without a successful streamer cut to gain one point each. The 2nd and final combat event of the day saw Vern's motor depart his plane just north of the mowed area. Roger managed to cut Glen Howard's blue streamer, leaving Roger and Bob to duke it out for the remainder of the round. With 30-seconds to go, Roger dove at Bob's crape-paper tail, missed, and forgot to allow for mother earth's near proximity to the action.



Tell me it isn't so! Roger returns from the beanfield with his combat cadaver.

Can you say – motor over here and plane over there? Roger got 3 points for cutting Glen's streamer while Bob picked up another point for completing the combat mission with his crape-paper streamer at full length. Event scores for the day were: Roger – 3 points, Bob 2 points, Glen 1 point and Vern – 0 points. YTD combat scores are: Roger Stegall- 9 points, Joe Board –

4 points, Glen Howard -2 points, Bob Wilson – 2 points and Roger Wheeler – 2 points.

Roger Stegall



The big difference between glow pylon racing and unlimited electric racing is a more pronounced tendency to cut (shorten) the pylon course in electric racing. Scott Ferguson, Tom Imhoff, Brian Chumbley and Roger Stegall entered the electric competition, all flying foam F22 Raptors with rearward facing motors. Heat #1 was reasonably competitive except for Roger's early departure in lap #2 when his foam jet decided to get up-close and personal with the bean field.



It is so! Chummer returns from the beanfield with his Unlimited Racing cadaver.

Scott Ferguson was the 6-lap winner as he barely edged out Tom Imhoff in 2nd place, while Brian recorded a 3rd place showing. Scoring for electric racing awards 20 points for 1st place and then all other scores are normalized by order of finish (i.e. 4 racers = 20 points for 1st, 15 points - 2nd, 10 points for 3rd and 5 points for 4th). The 2nd race was cut-city. Roger (flying a 2nd/replacement Raptor), Tom and Scott all had multiple cuts leaving Brian Chumbley as the only point scorer

(20 points) for the heat. The 3rd race of the day was rather spectacular. Roger and Brian were continually passing each other during the first 3 laps until Roger's jet slammed into Brian's Raptor at about 60 MPH. The result was a brief rain of foam particles that resembled a foam jet piñata being struck by a sledge-hammer. The other two competitors cut the east pylon so many times that Glen Howard, the pylon turn judge, had to remove his shoes to keep track of the number of cuts he witnessed. Heat #3 scores were – EVERYBODY – ZERO. Scoring for the day was Roger = minus 3 raptors (2 of his own and one of Brian's). In points, Brian led all contestants with 30, Scott had 20 points, Tom – 15 points and Roger had a mountain of foam particles. YTD unlimited electric racing results are as follows: Tom Imhoff 55 points, Scott Ferguson 52 points, Roger Wheeler 32 points, Brian Chumbley 30 points and Joe Board 27 points. It's not too late to get started electric racing. If a contestant had finished in last place during each of the first 6 races and did not cut a pylon, his YTD score would be 66. Go fast and don't cut pylons is the secret to electric racing.

Roger Stegall

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Spektrum A6050 Servo	EACH \$11.00

THE VEEP SPEAKS

The CG4A glider participated in every America airborne operation during WWII. The "C" stands for cargo and the "G: stands for glider. A total of 13,909 gliders were made by 16



different companies. The Ford motor company made 4,190 units, far more than any other company. They also produced it the cheapest, at a cost of \$14,891 each.

The CG4A has a wing span of 83 feet 8 inches, 48 feet 3 3/4 inches long and almost 13 feet high. More than 70,000 individual parts make up the glider with over 60,000 parts being wood. The floor is made of a honeycombed plywood which was very strong yet very light. The CG4A could carry 4,060 pounds which was 620 pounds more than its empty weight.

The CG4A was not designed to be a beautiful aircraft and it was not considered a thing of beauty by her pilots and crews. Maybe that is why we never see nose art on a glider, however it has always amazed me. Last year I found an RC short kit for the CG4A. I thought it would be a lot of fun to "invade" our field and have it towed behind a Topflight C47. Jim Hogan has completed the build and has the glider ready for its maiden flight.



Jim Hogan and the CG4A

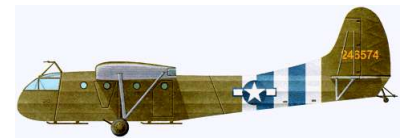
The C47 on the other hand is still on my work bench and I hope to have it completed soon. During WWII the CG4A was towed behind several different aircraft including the: B17, B24, B25, PBY P38 and of course the C47 and C54. Since it was towed by so many different aircraft, we have found a pilot of a Polish L 4 who is willing to pull his glider into the air. We are 100% sure the glider will get into the air! It is the landing



Another view of the CG4A

that concerns us. I think General Westmorland said it best, " Every landing was a genuine do-or-die situation for the glider pilots. It was their awesome responsibility to repeatedly risk their lives by landing heavily laden aircraft containing combat soldiers and equipment into unfamiliar fields deep within enemy held territory, often in total darkness. They were the only aviators during World War II who had no motors, no parachutes and no second chance."

Jon Dewey



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DEAR AMELIA

These are the rantings of ghost-writer Roger Stegall taking the pen name of "Dear Amelia". Other than the physical copying from one medium to another, the editor takes no responsibility in the blasphemy and lunacy herein expressed.

Dear Amelia,

An airline pilot flew over our flying field and saw the new shed. He thought it was some sort of a ultramodern Church with all the compound angles and curves. When the pilot discovered the structure was our shed, he asked to see this amazing building up close. He walked over to the burn pile and found the remains of a square and level still smoldering. He asked me who was the master-builder but we could find no answer. Amelia, I would like to know if our shed architecture was inspired by Frank Lloyd Wright or some other famous engineer of distinction.

Sincerely,

Seeking the "Roots" of our shed

Dear Root Seeker,

That gray extension to the existing shed came about with considerable gnashing of teeth, debate and discussion concerning a grill cover. The square and level were infrequently used

because most dimensions were sized with "by-guess & by-golly" engineering protocols utilized by advanced Tinker-Toy builders. Several times when checking the quality of construction, the following comment was uttered "That's close enough for the girls we date." Based upon the finished addition, I can only conclude that you guys need some serious improvement when it comes to your love-life. It's OK if the gutter lacks a downspout and if it a rain from the north causes a river-to-run-through-it. It's a shed – get over it! The inspiration for that structure came from a napkin with a few spots of beer on it. There was no master-builder, simply a group of guys with a few tools and a common goal of completing an enclosure in two days without a fatality. To that end, they were successful. The fun is in the journey. Those who participated in the building should have a feeling of accomplishment. Members who were unable to help in the project have the same rights as everybody else, except the right to complain about the structure. Earlier, we fought the British over "Taxation – Without Representation". To that end – you need to fight "consternation without participation".

Sincerely,

Amelia Airhead - Your tool-friendly source for advice

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Dear Amelia,

Our RC club we will soon be offering a class called "Jimmy Countermeasures". In this class we will instruct students how to deal with PTJD (Post Traumatic Jimmie Disorder), and counter measures for survival.

The PTJD class will be instructed by Prof J. Dewey with testimonials and analysis given by Prof Emeritus J. Hogan.

The counter-Jimmie curriculum will be a post graduate class requiring studies in facial contortion, extreme body language, and subtle eye movement. As an added study, the contorted lip sneer will be offered to both flyers and Elvis impersonators.

Amelia, do you think this will be a worthwhile offering for our members?

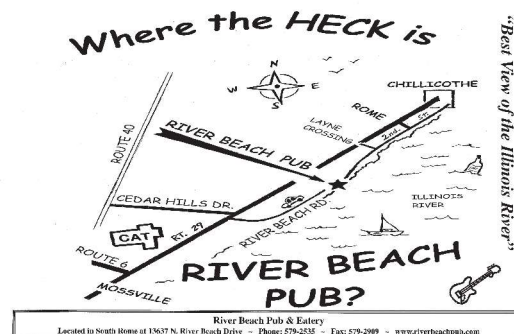
Sincerely, Recovering PTJD Flyer

Dear PTJD Flyer,

Your PRCM club has so many disorders that I don't know where to start. The look of non-approval from this Jimmy character is the least of your worries. Normally, the most contentious point of discussion in your club involves what type of condiments to put on your River Beach burger. I have noticed that several of your members have shown latent signs of a Post Traumatic Crash Disorder as evidenced by a secret preconceived list of crash excuses for dumb thumbs. Edward Snowden personally leaked to me three items from this rather extensive list: (1) A June-bug got sucked into my carburetor (2) My aileron servo was reversed by aliens and (3) Sun spots caused my receiver to accidentally bind to the CAT Pepsi machine. Crashes and the loss of a flying airframe are almost always more traumatic than a "Jimmy" whimsical look of disbelief when a dumb question is asked. Come to think of it, I get so many dumb questions that I should start my own curriculum for want-a-be advisers to

the inept, the incapable and the hopeless. I'll call it PRCM advisers for **P**ilots **R**epairing **C**rashed **M**odels.

**Sincerely,
Amelia Airhead – I'm tired and need to crash.**



“THE SHED”



PRCM's highly skilled work crew begins framing up the shed extension.



Looking good!



The siding is almost up and the boys are on the roof.



"Dew Drop" mans the saw.



Project manager, John Hoelscher, presents his best side to the camera.



Something's wrong with this picture. An engineer is doing all the work while a school administrator, air traffic controller, banker and retiree look on!



Not much work getting done here!



The loneliness of a long distance painter.



Almost done.



The Experimental Aircraft Association is an organization that promotes all forms of recreational aviation with chapters around the world. Peoria EAA Chapter 563 is located at Mt. Hawley Airport and has a stated mission that includes warbirds, aerobatic, ultralight, antique and classic aircraft.

You don't have to be a pilot or aircraft owner to be a member. You can fulfill your aviation interests with the many programs that are available. These include aircraft restoration, photography, "The Young Eagles" or just hanging out with a great group of people. And...don't forget to visit the world's premier aviation event...EAA AirVenture Oshkosh.

For information on joining EAA Chapter 563 call:

President Bob Young (309) 455-5602
VP Sam Sisk (309) 453-2020

Website: www.eaa563.org

Our thanks to everyone who participated. The shed looks great and now we have ample room to store all of our stuff.

FOR SALE!!



Hi this is Brian Briggerman. I used to belong to the r/c club. I don't fly anymore. I have an e-flite mini-funtana I have no use for. It's electric, 43 inch wingspan and ready to fly. I'll sell it cheap. If anyone in the club might be interested, call or drop me an email.

[309-453-5049](tel:309-453-5049)

b.briggerman@mchsi.com

