



## PARTICULARS

### AMA Charter 313

Website: [peoriarcmodelers.com](http://peoriarcmodelers.com)

**PRESIDENT:** Joe "The Fantastic Languini" Lang  
[joe.a.lang@comcast.net](mailto:joe.a.lang@comcast.net)

**VICE PRESIDENT:** Jon "Dew Drop" Dewey  
[dew6483@yahoo.com](mailto:dew6483@yahoo.com)

**SEC/TREAS & FACEBOOK:** Jim "Smokin-Jimmy" Fassino  
[Fassino@me.com](mailto:Fassino@me.com)

**SAFETY:** John "Gipetto" Hoelsche  
[johnhoelscher@comcast.net](mailto:johnhoelscher@comcast.net)

**WEBMASTER:** Terry "The Flamer" Beachler  
[terry@beachlers.com](mailto:terry@beachlers.com)

**MAINTENANCE & GROUNDS**  
 Roger "Pod Man" Stegall  
[rogerstegall@hotmail.com](mailto:rogerstegall@hotmail.com)

**EDITOR:** Bob "The Great Wilsoni" Wilson  
[wilsorc@gmail.com](mailto: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 MONTH



PRCM's Patriarch flier, Glen Howard, and his new gasser.



Almost a Patriarch, Jim Hogan's Extra takes off on another parachute drop



Chummer's rebuilt Inspire looks like it's at 20,000 feet



## NO FEAR PYLON

Racing at its finest! July 13<sup>th</sup> was one of those perfect racing days...perfect for everyone but Joe Lang! The “Fantastic Languini” had his airplane totaled in a midair. What makes it even worse is that he didn't take the other perpetrator with him. In fact, “The Great Wilsoni” (the other perpetrator) went on to win the heat! There is even a movement in the club to change Joe's flight name from, the a fore mentioned “Fantastic Languini,” to “Joe Btfsplk”. Now, most of you younger guys don't remember Joe Btfsplk, but he was a character in the Lil Abner cartoon series that ran in all the major newspapers. Joe had nothing but hard luck and was the world's biggest jinx. He was always recognizable by the dark cloud hovering just over his head. Maybe we should vote on it at the next meeting.



The order of finish and points for the June 20<sup>th</sup> “No Fear” pylon event: Fassino 24, Wilson 23, Dewey 21, Delvecchio 19, Stegal 18, Board 16, Ferg 14, Pringle 13, Hogan 2, Lang 1

### Round 1/Heat 1 - Wilson, Delvecchio, Lang

As noted above, Lang suffered a catastrophic separation of his horizontal stabilizer on turn two. This separation emanated from an in flight encounter with another aircraft. The loss of tail surface caused an immediate pitch into the ground at high speed. Not only was the airplane totaled, but the radio, servos and just about

everything else was destroyed as well. The other aircraft involved in the midair had a minor tear in the right wing panel.



Joe Btfsplk's...er...Lang's crash remains. The tail was never found. Another note, although the empty safety helmet is lying close by, Joe's head is still intact.

### Round 1/Heat 2 - Dewey, Ferg, Board, Hogan

A great start for Joe Board...a little too great...the cross-eyed, myoptic line judge called a false start. Joe was upset, but, like baseball, there's no crying in pylon racing. Jim Hogan, on the other hand, was left cranking his engine in the pits...he didn't fly. John Dewey the “young Turk” of pylon racing, went on to win the heat with Fergy close behind.

### Round 1/Heat 3 - Fassino, Stegall, Pringle

Smokin Jimmy brought his game face to this event and left Stegall and Pringle (in that order) gasping for air.

### Round 2/Heat 1 – Fassino, Ferg, Pringle

Again, Smokin Jimmy was at his best, but this time Fergy gave him a run, even pulling ahead for a lap or so. But alas, Fergy lost his edge and Fassino blew by him to win the heat. Pringle watched the race from 20,000 feet and pulled in 3<sup>rd</sup> place points.

### Round 2/Heat 2 – Wilson, Board, Hogan

Joe Board, still seething from the line judges call was out for blood in this heat. He flew with reckless abandon and led the race until lap 6. A W-I-D-E turn in lap 6 gave the “Great Wilsoni” just the opportunity he needed and Joe settled for second. Hogan managed to get airborne but the Super Tiger died of natural causes somewhere around the 2<sup>nd</sup> lap.

### Round 2/Heat 3 – Dewey, Stegall, Delvecchio

This was a real yawner. Dewey won the event pulling away. Stegall held on for second and Delvecchio brought up the rear for 3<sup>rd</sup> place.

### Round 3/Heat 1 – Fassino, Delvecchio, Hogan

After a careful inspection and digital manipulation, “Hollywood Hogan” determined that his engine had blown a bearing. It sounded like a corn thresher when the prop was turned.



The remaining two-man race pitted the hare and the tortoise. The hare, Jim Fassino, super-heated the air as he blasted the pylons to win the heat. The tortoise, Kerry Delvecchio, sailed along quietly to 2<sup>nd</sup> place. Funny thing though, the tortoise is well up there in total point count!

### Round 3/Heat 2 – Wilson, Pringle, Stegall

A real race for 2<sup>nd</sup> place! “Pod man” and “Chip” Pringle went after each other with a vengeance. “Pod Man” looked good early on but decided to tour lower Chillicothe. It was at this point that “Chip” took over and captured second place behind the “Great Wilsoni”.

### Round 4/Heat 1 – Fassino, Delvecchio, Stegall

Another 2<sup>nd</sup> place race and “Pod Man” just can't get a break! New pylon guy, Kerry Delvecchio, aka “The Tortoise” came alive and took 2<sup>nd</sup> place. Fassino, banking and yanking won his 4<sup>th</sup> race of the day.

### Round 4/Heat 2 – Pringle, Ferg...or...Ferg & Pringle

This two man race was a Dairy Queen Drive thru! Both competitors DQ'd on the start!

### Round 4/Heat 3 – Board, Wilson, Dewey

Last race of the day and Joe Board is psyched...he's pumped, he's suicidal! Dewey wants to keep up with the big boys and Wilson wants to keep up with Fassino. The race starts and Joe Board smacks a great start. Dewey starts OK, but Wilson blows the start and is sucking wind. It's a Heinz 57 race...a race of ketchup for the “Great Wilsoni”. First, Dewey falls behind the hard charging Wilsoni in the 5<sup>th</sup> lap and now the great one has “Wild Man” Board in his sights. But, “Wild Man” is flying on the ragged-ass edge, throwing all caution to the wind...he simply can't be caught...Board crosses the finish line first! There was no joy in Mudville for the “Great Wilsoni.”

But! When all hope seemed lost, a faint cry...barely audible from the pylon judge, “Board, one cut!” There is a God in heaven and he still smiles on the “Great Wilsoni.”



Fassino still wins the day, but only by one point.



Luke “Skywalker” shows off Grandpa's pylon medal after the race.

Here is the total point count for this racing season.

Wilson 68, Fassino 68, Ferg 60, Dewey 56, Delvecchio 53, Stegall 43, Lang 43, Imhoff 38, Board 38, Pringle 31, Hogan 7.

## Bob Wilson



## Streamers Over Mossville

July combat began with 4 competitors enjoying light winds and an abundance of ribbon cutting opportunities. Combat fliers have become more proficient at scoring victories this season as evidenced by a total of seven cut ribbons in a total of seven heats year-to-date. Even though we have averaged only 4 contestants per combat event, there has been no lack of action in the air.

Our July 13<sup>th</sup> contest was no different as Vern Holeman scored his very first victory by shortening the blue ribbon attached to Jim Fassino's plane. Jim took revenge on the rest of the flyers in heats #2 and #3 by shooting down Glen Howard and Roger Stegall respectively.



The Glen Howard Glee Club tries to spur him on with their rendition of "The Wave" during combat flying.

The winner for the event was Jim Fassino with 8 points, Vern Holeman had 4 points while Glen Howard and Roger Stegall tallied 2 points. YTD points standings are as follows: Roger Stegall 11, Jim Fassino 8, Glen Howard, Vern Holeman, Joe Board 4 points each, Roger Wheeler and Bob Wilson 2 points each.

## Roger Stegall

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The morning of July 13<sup>th</sup> saw four different racers take to the skies in their quest to be the first person to complete six laps without cutting a pylon. All four participants were flying Raptor (F22) designs. Roger Stegall, flying one of the faster 2700KV motors finished in first place during heat #1. Jim Fassino's Raptor experienced an unexpected attraction to soy beans during the first turn of that first heat. Jim's Raptor was flying an experimental motor with a 3000KV rating. The 36,000 RPMS produced so much left-torque at full throttle that full right aileron could not keep the foam jet from inspecting the beans. Vern Holeman collected his first racing points of the season by finishing behind Roger in the first heat. Brian Chumbley was awarded 1<sup>st</sup> place points for heat #2 after Roger was disqualified for cutting a pylon. Vern's Raptor did not finish heat #2 because of a battery problem. The 3<sup>rd</sup> heat of unlimited electric racing was a repeat of the 3<sup>rd</sup> heat of the June 22<sup>nd</sup> contest. All contestants had at least one cut so no points were awarded.

Year-To-Date racing points totals are as follows: Tom Imhoff (55), Scott Ferguson (52), Brian Chumbley (50), Roger Wheeler (32), Roger Stegall (20) and Vern Holeman (15).

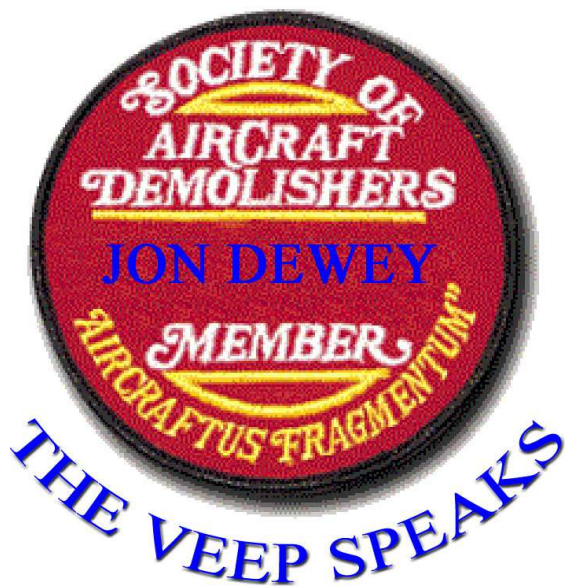
## Roger Stegall

### FOR SALE

New "in box" Sig Four Star 60 - Yellow ARF. Great second airplane for Sport Aerobatics and Sunday flyer. For .60 size or .91 four stroke engines. CHEAP.

Jim Hogan





### J. Wilson B-2 Combat Pilot

Capt. Jennifer Wilson, a B-2 Spirit pilot deployed with the 393rd Expeditionary Bomb Squadron, landed on the runway April 1 at her forward-deployed location, making her the first female B-2 pilot to fly a combat mission.

"Flying is great," Wilson said. "I can't imagine doing anything else right now, and to be able to have a chance to fly in combat with the B-2 was an awesome experience."



Formerly a B-1 Lancer pilot, Operation Iraqi Freedom was not the first time she flew a combat mission, Wilson said. She also flew for Operation Allied Force in Kosovo, the first time the B-1s were involved in combat.

The 30-year-old Miami native received her commission through the ROTC program at Georgia Technical Institute in June 1995. She attended undergraduate pilot training at Columbus Air Force Base, Miss.

After more than three years of flying the B-1, Wilson said she wanted to become a B-2 pilot.

"I wanted to have the opportunity to fly what I think is the most premier aircraft," Wilson said.

After a lengthy application and interview process, Wilson was accepted for the B-2 pilot training program in the fall of 2000. She became qualified in April 2002.

"My parents have always been there to encourage me in whatever it was that I wanted to do," Wilson said. "I owe a lot to my family for their support."

"For me, it's exciting to be a part of a chosen few," Wilson said. "I am lucky to be able to have the chance to do something that so few people will ever have the opportunity to do."

Wilson said she believes the B-2 training she and the airmen of the squadron received gave her the confidence to complete the recent combat sortie.

"I wasn't scared," Wilson said. "We've all trained quite a bit leading up to this operation. I knew I was going to be able to come through and get the job done."

After flying here, Wilson said she does not consider the mission a milestone. She said she feels thankful that she deployed with her squadron and the other airmen of the 40th Air Expeditionary Wing who are all working together toward the goal of securing freedom.

"It was just great coming off the plane and seeing the people who came to show me support," Wilson said. "From the maintainers to the operators, I was humbled to see them excited for me. We all work together to make the mission happen."



Wilson a combat pilot? That's right! flying a plane made of 80% carbon fiber and covered with a special radar absorbent paint. This is no foam flying wing pulling a ribbon threw the air. It is the B-2 heavy bomber. On April 1st 2003 Capt Jennifer Wilson landed her B 2 at a forward airbase after flying her first combat mission. Capt Wilson made history by being the first female B 2 pilot to fly into combat. At a cost of 2 billion each the B 2 is scheduled to fly into 2040. The B 52 has already lasted over 60 years since its first flight in 1952.

When I first read this article . I figured it was an "April fools" joke. I know that there is no way the Great Wilsoni would be allowed to fly a 2 billion airplane, not with his "mid air" record. I know Joe has felt the pain in his pocket book caused by Wilson. However at a cost of only \$120.00 per plane it may soon begin to approach the 2 billion dollar mark the way Our Wilson is flying.

**Jon Dewey**



## THE OTHER SIDE OF THE FENCE

Disney gives the world a look on the other side of the airport fence

There was a day you could drive down Illinois 29 and see model airplanes flying at Detweiller Park. You could stop at Mount Hawley airport or greater Peoria airport and walk out and see the airplanes. Peoria even had an observation deck where you could watch airplanes arriving, unloading and taxiing out to takeoff. Aviation was easy to see.



I remember my first airplane ride, it was an American Airlines DC-3 with my grandmother. We had a short flight from Wichita, Kansas to Tulsa, Oklahoma. We walked from the parking lot, down a short hallway and into the waiting area. I gazed out the window and watched the shiny DC-3 as it taxied to the gate. We watched as the passengers watched the passengers walked down the stairs and into the terminal. We could see the baggage being unloaded and placed onto carts. Next was a boarding call, the doors opened and we walked out on the tarmac. Then we climbed the stairs all the time gazing at the shiny silver airplane that was going to take us above the clouds. The entire event was thrilling.

Years later when my daughter had her first commercial airplane ride things were very different.

We could only see glimpses of the jet airplane out the terminal window, we boarded the airplane through a windowless gang plank. After we were all buckled into our seats and I was excited to hear what she thought about getting on the airplane her comment shocked me. "Where is the airplane?" From her perspective we were just in another airport lounge. She really never saw the airplane. She didn't see the airplane sitting on the tarmac and she could not gaze on its beauty as she walked the hall to board.



There is a fence that blocks the view of aviation that did not exist 30 years ago. We have put up barriers between aviation and the public. We have security that keeps the non-flyers well away from arriving and departing gates, the gates are so remote we don't even see the airplanes. We cannot greet or say good bye to our guests at the gates.

If your interest in aviation was the result of seeing and touching an airplane; perhaps at Detweiller Park or at Peoria Airport, you should ask how will aviation and the next generation get connected? It is much more difficult to connect and if you don't have the experience how will an interest in aviation develop?

You can't have that walk up the stairs experience with a DC-3, but aviation is being given a great opportunity to create interest in the next generation with the soon to be released movie Planes. Granted it is not an opportunity to touch the real thing but in this virtual world I know first hand that a little 4 year old boy and his 6 year old sister have a new excitement for aviation. Not because things have changed at the Peoria airport rather because they have watched the trailers for the new Disney movie Planes. They know all the characters and cannot wait for the world premier of Planes at Oshkosh.







The real Dusty at Oshkosh

This movie has the potential to create an incredible amount of interest in aviation I hope as an industry and as a hobby we don't let the opportunity pass us by. As a club we should talk about how we introduce our hobby to the school kids, Boy Scouts, Girl Scouts and all the other clubs that will have a new interest in aviation after seeing the movie Planes. It is up to us to capture the opportunity and expose the next generation to the wonderful world of aviation. They won't get that exposure to aviation on a flight to Orlando, but Disney is bringing aviation into their world.

Thank you Disney for giving today's youth an opportunity to look at airplanes on the other side of the fence.

**Jim Fassino**

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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,**

On a recent Saturday morning, while club members were engaged in competitive flying, a group was sitting in the lawn chairs discussing which was the most exciting; was it pattern, combat, or watching the grass grow? "The Father of Combat" objected to the discussions and suggested members should try combat before complaining. Well, I for one know I don't have try turnips to know I don't like them.

After tromping all over our 1st Amendment rights, the upset member chastised another member for being too cheap to buy CA glue. After the "tongue lashing," the group felt bad and discussed ways to make it up to the miffed member. We decided we will nominate him for Club President. Amelia, do you agree?

**Sincerely,  
Called on the Carpet**

## Dear Called on the Carpet,

The last thing we want to do is restrict 1<sup>st</sup> amendment rights to free speech and free expression. I too don't need to try slicing off my finger to know I don't want to do that. I believe you may have missed the point about watching flying activities and participating in those pursuits. Pattern, pylon racing and combat protocols were not designed to be exciting for spectators; they were designed to be fun and challenging for participants. All too often, as parents, we have heard our children complain that "we are bored," The solution to this dilemma almost always is to get them engaged. The reason other non-participating club members don't show up to watch our racing is because it's not exciting when you don't have any "skin" in the game. Free speech is good and healthy for any organization but using the club PA system to express personal views is probably not in the best interests of us all. Your idea to nominate this miffed member for club president would probably be considered cruel and unusual punishment and cause a breach to the 8<sup>th</sup> Amendment of the Constitution.

If club members want to show up on competition days and fly in one or two challenges, they should do so without complaining about the one or two other activities they choose to watch. The alternative is to go clean their rooms.

Sincerely,

**Amelia Airhead (my room is already clean)**



## Dear Amelia

It is with reluctance that I write to you concerning one of our more senior members. This guy has been a catalyst in our club to support glow racing and has built and repaired race planes for several club members. Recently, his attention has shifted to a boat with a 4-cycle 40HP motor that doesn't run on glow fuel. I have suspicions this gentleman may be planning to introduce a new class of Pylon WWI Bass Boat Racing. I shudder to think of two bass boats crashing into each other during a high speed pylon turn. Oh, the inhumanity of spilt beer and having to recycle a massive pile of aluminum. Amelia, do you think I need to start saving my lunch money to get a pylon race boat so I can compete in this new form of excitement?

Sincerely

**Something Fishy Going On**

## Dear Fish Face,

There is an expression that makes the statement: "Whatever floats your boat." Sometimes a guy just needs to make a change, even if it's his underwear. What's fun and exciting today will often lose its luster if continually repeated. By the time I had eaten three slices of pizza, the 4<sup>th</sup> slice was not all that appealing. In this particular case, I don't think you need to divert your discretionary spending for a new hobby of drowning worms or WWI bass boat racing. If you want to do air racing, combat or pattern – have at it with gusto but don't dump on others who dance to a different drummer. There's a time to fish and a time to cut bait. It's the truly wise person who knows when it's time to fly.

Sincerely,

**Amelia Airhead – There's a time for everything – gotta go!**





## CLUB PHOTOS



No, this is not Joe the Ragpickers car. It is Verne Holeman's car after a hard day's flying.



Chummer & Roger have a deep intellectual discussion before the flight of Chummers "Inspire".



The combat boys mix it up.

### Dynamic Balsa Specials for August

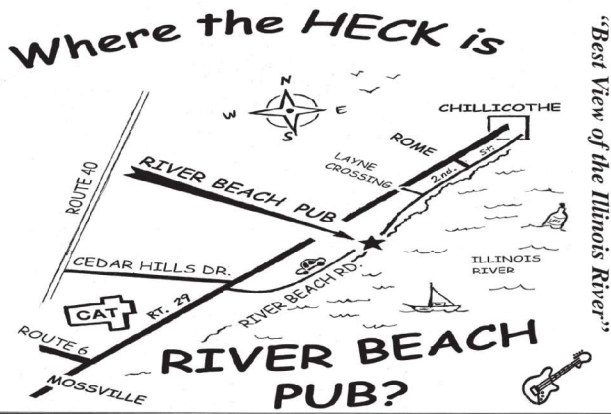
Micro SE5-A with radio RTF 55.00

Flyzone Millennium Master with Tactic tx 650 radio for 220.00

Flyzone F4u with retracts and free TX 650 for 230.00

Hanger 9 P-47 giant scale for 540.00

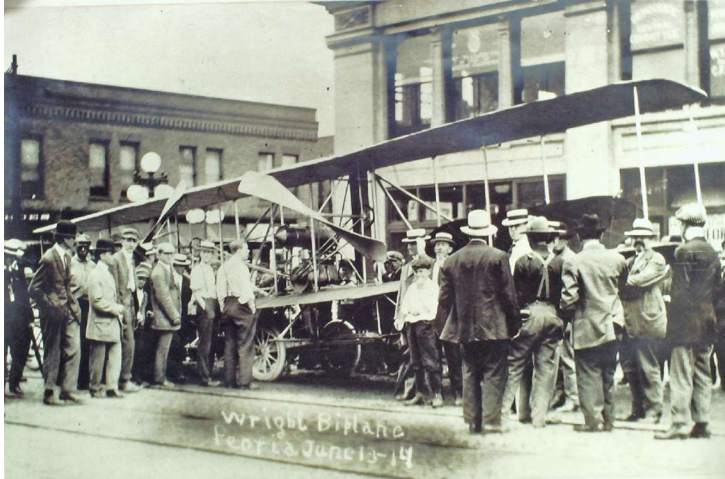
20 cc tiger moth for 475.00



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## PEORIA PHOTO

One morning while doing some volunteer work for the Peoria Historical Society a woman walked in with a photograph to donate to the society. Being an airplane Geek, this photo particularly caught my eye.



As you can see it is one of the Wright Flyers folded up and sitting on some kind of a wagon in downtown Peoria. There was no year date, only the month. I thought the membership might appreciate this view of aviation in early Peoria.

Editor





It's a bird...it's a plane...no, it's Dewey's goofy Uncle Sam parachutist making an unscheduled drop into the PRCM field.



Ron Pruess



July blew by in record time! I hope all of you are having a great summer of vacations and flying!

As August approaches, we are in the final stages of planning our next major event – The "Fat Lake Pattern Rendezvous" scheduled for

August 17<sup>th</sup> and 18<sup>th</sup>. Over the past several years this has been a successful event for our club, but we are hoping to make it even more successful this year - primarily by getting even more participation from our club membership. As discussed when we approved hosting the event in our February meeting, this year's program will feature the addition of the "Club Class". This class is designed to be a fun, low pressure way of experiencing a pattern event. Any airplane can be flown: Electric, Glow, Gas - it does not matter. The maneuvers are very simple and judged on a few basic criteria including: Precision; Smoothness; and Positioning. Just to calm any fears, here is the list of maneuvers (Free turn arounds are not judged):

- 1) Takeoff
- 2) FREE Turn Around
- 3) Trim Pass
- 4) FREE Turn Around
- 5) Straight Flight Out
- 6) Half-Reverse Cuban Eight
- 7) Straight Flight Back
- 8) FREE Turn Around
- 9) Cobra (45 degree up / 45 degree down – centered)
- 10) Half Cuban Eight
- 11) One Horizontal Roll
- 12) FREE Turn Around
- 13) One Inside Loop
- 14) FREE Turn Around
- 15) Landing Sequence







Jim Fassino's Vanquish on a downline

That's it!! It really is that simple, and you will get feedback from some very skilled pilots that will help you become a better pilot whether or not you get bit by the pattern bug. It really is a lot of fun – come out and give it a try, hang out and have a great lunch off our new grill! If anyone is interested more detail on the how the competition is run and scored, drop me a line and I can provide a great 3 page description of the Club Class that we received from one the clubs that has hosted in the past.



Chummer's renovated Inspire

The last thing on the Pattern Event is please remember the schedule for that weekend. If you do plan on flying in the event, registration is at the field at 8:00AM on Saturday. For all other members, the field will be closed to open flying Saturday, August 17<sup>th</sup> from 8:00AM until approximately 4:00PM. On Sunday, the field will be closed to open flying from 8:00AM until approximately noon.

That's about all I have this month. Please remember our next club meeting: 7:00PM, August 6<sup>th</sup> at the field. Hope to see you all there – and at the “*Fat Lake Pattern Rendezvous*” on the 17<sup>th</sup> and 18<sup>th</sup>!

**Joe Lang**

### DO YOU BAGEL?

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



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

If you're not there, we're going to talk about you!

