



Photo of the Month



PARTICULARS :

AMA Charter 313

President:	Jon "Dew Drop" Dewey Dew6483@yahoo.com
Vice President:	Roger "Filibuster" Wheeler speed2004@comcast.net
SEC/TREAS & FACEBOOK	Jim "Smokin-Jimmy" Fassino Fassino@me.com
SAFETY:	Roger "Pod Man" Stegall rogerstegall@hotmail.com
WEBMASTER:	Terry "The Flamer" Beachler terry@beachlers.com
MAINTENANCE & GROUNDS	Joe "Fantastic Languini" Lang joe.a.lang@comcast.net

AMA CONTEST DIRECTORS:

Bob Wilson, Jim Hogan, Jim Fassino

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:

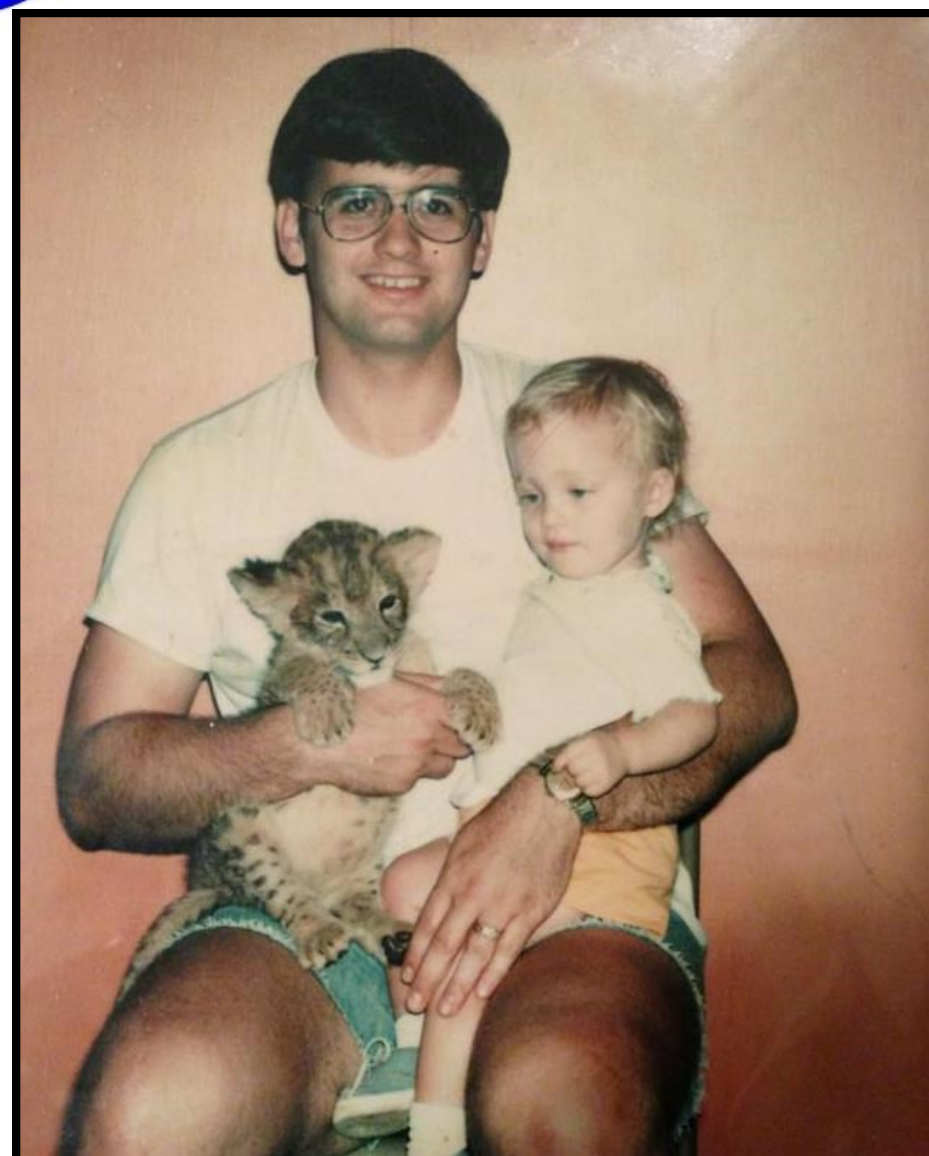
Club dues are \$95/year if paid before January 1st, \$105 thereafter. All members must belong to the Academy of Model Aeronautics (AMA)

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 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.





Fairy Gannet



The Fairy Gannet was designed at the end of the second world war. The English people suffered dearly due the German U boat blockade. The Fairy Gannet was to be their answer to any future blockades. It was first flown in 1949 and only 348 were built. It was originally designed to fly off aircraft carriers with out the use of a catapult. After the war, the British built smaller carriers than the American Nimitz class and the Fairy Gannet was just too big to be used as a British carrier based plane. It's duties were then limited to shore based costal patrols. It was deigned to carry 4 -200 pound nuclear depth charges or 2 - 2000 pound torpedoes and 16 rockets mounted under it's wings. This particular aircraft was built in 1954 and is the only one of its kind still flying in the world. Chances are, if it flies, you will see it at Oshkosh, and Hogan and I did.

Jon Dewey

If it flies or has ever flown, chances are you will see it at the EAA fly-in at Oshkosh WI. Jim Hogan and I were walking through Warbird Alley. We both noticed a very large and unusual airplane with a "Z" fold wing. It had twin propellers on the nose, painted orange and gray and had Royal Navy markings. Needless to say, it stood out among the other warbirds. Hogan asked me, "what is that?" Now, there are not too many warbirds I have not seen before, either in a book or in person. I had to be honest and say. "I have no ideal; I have never seen one like that before". We walked over and talked to the pilot about his airplane. In a very thick Queen's English accent he said it was a Fairy Gannet. The most interesting thing he said about this airplane was the very strange noise it makes when it is started. The Fairy Gannet has two propellers driven by two side by side turbine engines. Both propellers are on the nose, one behind the other. The pilot starts the engine that runs the forward propeller first. After it is running, he uses the prop blast to start spinning the second propeller before the second turbine is ignited. It sounds like someone took a can of compressed air and opened the valve. When the turbine ignites, it sounds just like any other turbo prop but with a lot more prop noise.

DYNAMIC BALSA
LEONORE, IL



**Peoria R C Modeler's
Pylon Racing Program**

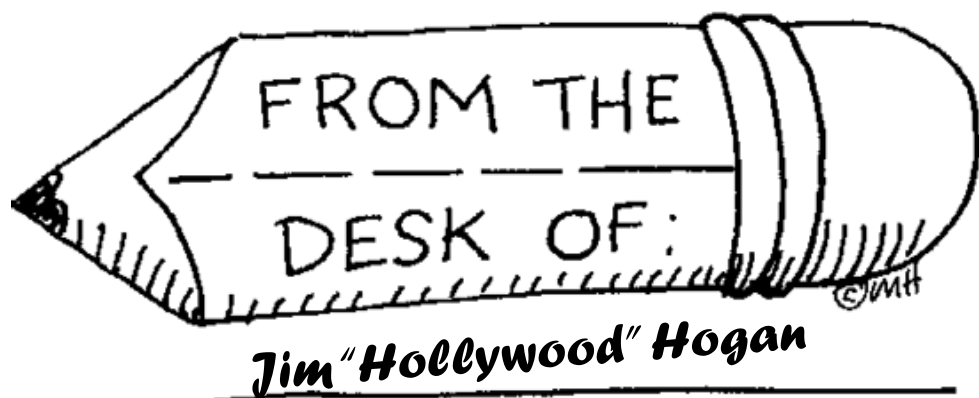
**Come see our special prices on
Four Star 40 kits & ARF's!**

Thunder Tiger Pro 40 Engines!

**Also, a wide variety of RC equipment
and pre-owned airplanes .**

**Call us at:
1 (815) 856 2272**





Oshkosh was once again an unforgettable adventure. If you have never been there, you need to add it to your "Bucket List". Here are two important news items from this year's show.



RC Airplanes at Oshkosh.

Well known air show performer Matt Chapman, who is also a RC pilot, helped convince the EAA to include model airplanes into the world's largest airshow. Matt teamed up with Frank Noll, from Hobbico, to fly a coordinated show with Matt in his CAP 580 flying over the runway, and Frank flying a 28% Extra over the taxiway. The performance was outstanding before 40,000 people watching the show. This is a real "kick" for our hobby. After the performance, several large scale RC airplanes were flown in demonstration including a clipped wing Cub, P-47, A-10, and a Beech T-34.

It is hard to tell
which one is the RC
plane.



Cessna and Beechcraft one company?

If you are a full size airplane fan, here is some cool news, Cessna Aircraft has been owned by Textron Aviation for some time. But in March, Textron purchased Beech Aircraft and The North American rights to Hawker. Can you imagine, long time rivals Beech and Cessna under the same ownership? Included in Textron Aviation is Bell Helicopters which will become a sister company of Cessna. Hawker no longer builds jet business airplanes, but the parts and support for the product will remain.



I talked to several reps from the new organization and learned the marketing and sales forces are now combined. There was very little product overlap with Cessna providing smaller airplanes, and the business jets. Beech adds twin engine piston and turbine aircraft such as the King Air line. Bell will keep its own sales force. Don't be surprised to see Cirrus and Lancair strike a deal. Both build very similar aircraft

Jim \"Hollywood\" Hogan



So, that is where little planes come from.



Call Roger for all your Electronic and Spinner needs



STREAMERS OVER MOSSVILLE

Glen Howard, Jim Fassino, Roger Stegall, Don Stedman and Verne Holeman readied their planes for what was hoped to be another day of serious ribbon cutting. Everybody launched in the ideal conditions of heat #1 without incident. Shortly after the 4-minute timer was started, Stegall had the motor of his "Ribbon Eater" combat ship depart from the rest of his plane. Shortly thereafter, the streamer of Fassino's plane became detached from his rudder for no apparent reason. Don Stedman managed to sneak up behind Glen Howard to put the big hurt on Glen's dark blue streamer. Both Stedman and Howard flew out the remainder of the first heat with their ribbons at full length. Heat #2 saw Stegall (using a backup plane) do a whack-attack on Glen's newly attached streamer. The entire full length of Glen's crepe paper remained attached to Roger's right wing, making it almost un-flyable. All other contestants flew the remainder of the heat with full length ribbons. Heat #3 proved to be another successful sortie when Holeman took advantage of our local banker by withdrawing a portion of the tail from Jim's plane.



Scores

Stedman - 6

Howard -1

Stegall -5

Fassino -1

Holeman -4

Year to Date!

Stegall -18

Fassino -11

Stedman --13

Doc Rudy -8

Holeman—13

Howard -1

PRCM V.P. Wheeler -1

Roger Stegall



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!



The 4th and most disastrous installment of unlimited electric racing took place Saturday morning 8/16. The weather prognosticators had earlier predicted a day full of rain but our 9:30 AM racing conditions met us with overcast skies and ZERO wind. Glen Howard, Tom Imhoff, Jim Fassino, Don Stedman and Roger Stegall were all eager to unleash their racing beasts in the ideal conditions that morning. Tom had borrowed one of Glen Howard's beautiful pink Raptors from ½" building insulation. This jet was sporting the NTM 28-36 motor with 3,000 RPMs per volt. To date, nobody has been able to successfully pilot this high-wind motor to overcome the severe left torque tendency during a left turn. Tom conducted two test flights prior to the first heat, made an adjustment for additional up-thrust and thought he was ready to make everybody eat his dust. At the start of the 1st heat, Roger got the jump on everybody to the start line and took the lead at the first pylon. Tom's "Super Raptor" was right behind Stegall but his Raptor never came out of the turn and went into the ground at about 30,000 RPMs. The rest of us ended up eating Tom's dust but the dust was a combination of foam and corn stubble. Stegall maintained his lead until midway through the 5th lap when Don Stedman's Shoestring went blasting into the lead. Stedman finished in 1st place followed by Stegall, Howard and Fassino. Don's win was negated when his lovely wife (who was the West pylon judge) told the crowd that Don cut the pylon and doesn't pick up his socks. Heat #2 was also not without incident. Stegall again got the early lead at the 1st pylon by timing a perfect start on the 10 second count down.



Stedman was a very close second through the first 4 laps. Just as he hit the after-burners to pass Stegall again on the 5th lap, his Shoestring developed a liking for earth worms and decided to dig up a few. Stegall finished in 1st place but got a zero score for the flight because the East pylon turn judge said he took 3 short-cuts to the finish line. Howard finished just ahead of Fassino but turn judges said each had also cut one pylon. Scoring for the head was a huge goose egg. Glen still had some AMPs left in his Thunderpower 60C battery so he flew a couple extra laps after the conclusion of the 6-lap race. Unfortunately, he flew one too many laps as his Raptor suddenly decided to mimic a lawn dart. The sudden demise of those two racers in the 2nd heat left Stegall and Fassino to duke it out in Heat #3. Roger and Smokin Jimmy were neck-in-neck for the entire race with Roger's orange & black Raptor taking the victory. Surprisingly, neither flyer cut a pylon.

Scores

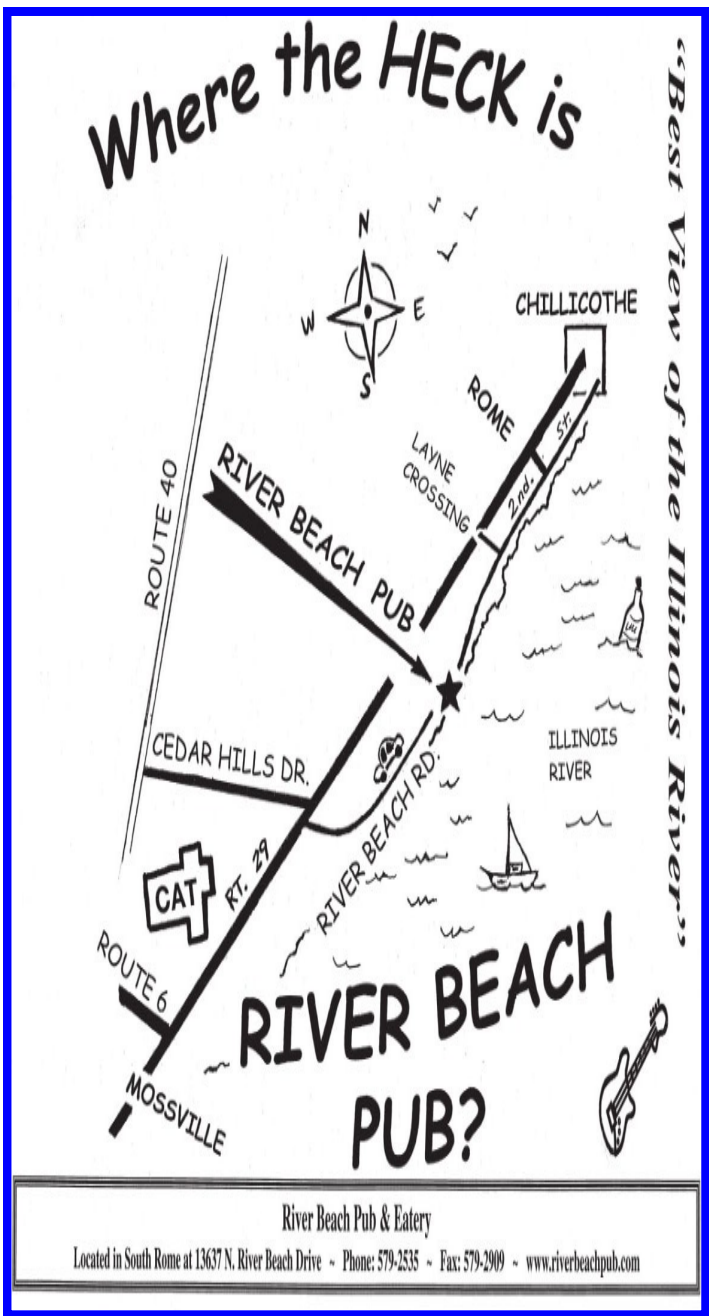
Stegall 40, Fassino 28, Howard 16, Stedman 0, Imhoff 0. Year-To-Date electric racing points are: Stegall 138, Stedman 93, Wheeler 37, Fassino 28, Howard 28, Imhoff 16.

Roger Stegall

STORE HOURS:
Mon - Fri : 11:00 AM - 6:30 PM
Sat : 9:00 AM - 5:00 PM
Sun : Closed

COME IN AND SEE US!

SCOTT & TONI
 cell: (309)-208-3932



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.....



The fourth member was flying a 4-star 40. The CD told him his airplane was not big enough for the meet. But that member told the CD he was still feeding the airplane and it would grow up before next year.

.....I attended the recent "Barnstorming Over Champaign" Big Bird fun fly. I saw clubs with some very nice airplanes.

The Chicago club has all kinds of beautiful 1/3 scale airplanes which looked like they has just been rolled off the factory floor. The Indianapolis club demonstrated some of the best 3-D flying I've ever seen. Then there was the rag tag group from Peoria.

One member crawled under his Twin Otter with a magnet on a radio antenna looking for a dropped bolt. Another put together his Piper Cub with his belly sticking out. A third had an old Sig Kadet with the covering hanging off and some packing tape he calls "Clear Monocote with "adhesive backing".

Is there some thing wrong with this group from Peoria? Do you think these guys should be banded from being seen in public?

Signed,
Buttoned Top collar



Dear Button,

In my country, you need to look good to go to the People's park and fly. My boyfriend (Won Wing Low) always wears a tie to fly his "out of the box" park flyers. May I suggest your club require white shirts and ties while flying? Then next year, your members would at least look good while convincing the CD a 4-Star 40 is a big bird, or recovering their airplanes with packing tape is fashionable.



On second thought, I think you should hide these guys from public.

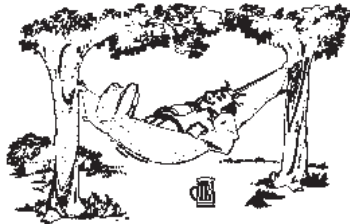
Signed, Sum Ting Wong

高少咪



Woodland Aero Modelers SWAP MEET

SATURDAY SEPTEMBER 20th
TIME 8:00 A.M. TO NOON



FOR
INFORMATION
CALL

ADMISSION
\$5.00 EACH
Coffee & Donut
Concession.

Don't Just Dream
about it!
We have Lots of
Great Stuff!

BILL BRZOSTOWSKI
(830) 984-4390
billbrz@sbcglobal.net

Location: TRINITY LUTHERAN SCHOOL
11503 GERMAN CHURCH ROAD
BURR RIDGE, IL. 60527
web site at www.woodlandaeromodelers.org
Tables \$15 at the Door \$12 In Advance (\$3 Discount)

Advance Table Reservation Form

EXHIBITOR
CONTACT NAME _____
STREET _____ CITY _____ STATE _____ ZIP _____
TELEPHONE () _____ E-MAIL ADDRESS _____
ADVANCE TABLE RESERVATIONS only \$12 each, does not include \$5 admission Please no pre-paid admissions
Make checks Payable to, Woodland Aero Modelers Prior to Sept. 1
Send this form w/cheek to, Bill Brzostowski, 2012 Oxford Dr, Downers Grove, IL 60516
Website www.woodlandaeromodelers.org Sponsor: WOODLAND AERO MODELERS

FOR THE SERIOUS COMPETITOR



Order Hotline: 800-591-2875
f3aunlimited.com

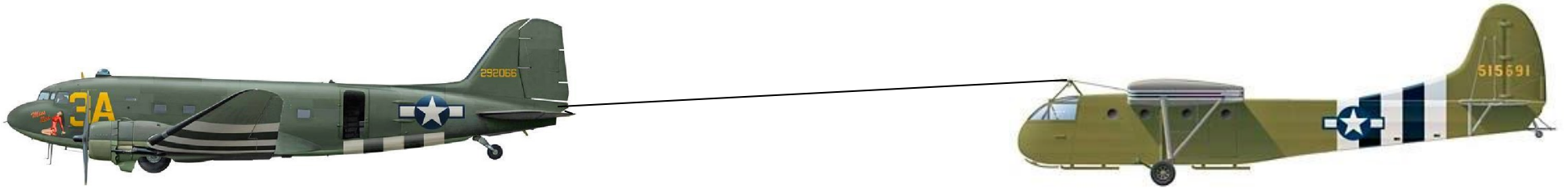
PRECISION R/C HOBBIES

PLANES - CARS - BOATS

"Every Day Low Prices ~ Friendly, Expert Service"
Tues. - Fri: 10:00 - 6:30 PM & Sat: 10:00 - 4:00 PM



Jim Byer - Proprietor
309-347-0975
1901 South 2nd St.
Pekin, IL 61554



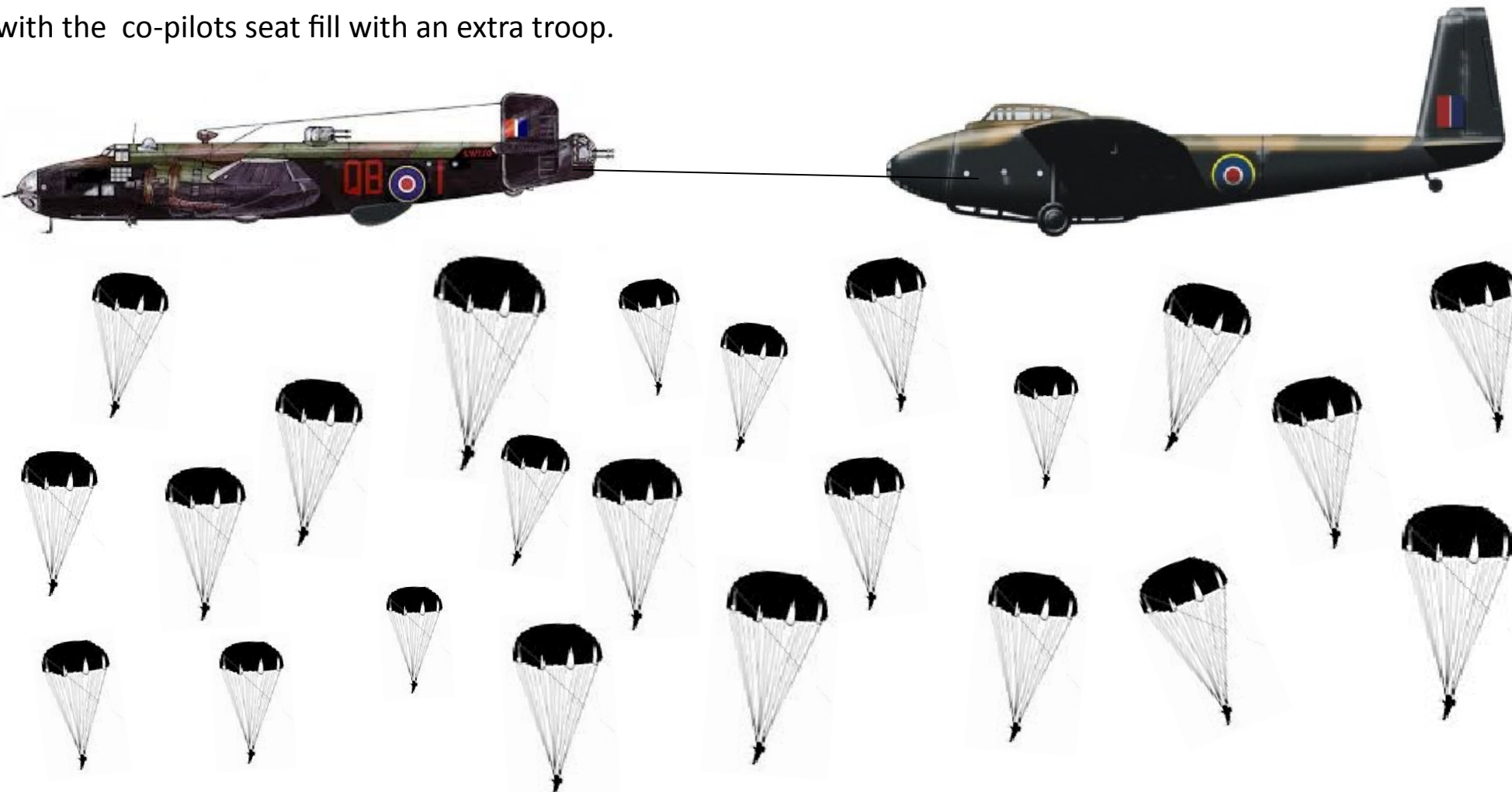
September 17th marks the 70th anniversary of the beginning of a ten day long World War II battle called Operation Market Garden. This operation was the largest airborne assault in history. Over 34,600 American, British, Canadian and Polish airborne troops either landed by parachute or by assault glider into Holland. After only one week of planning the Airborne troops were ready to invade Holland. The bold decision to make a massive daylight airborne drop was made due to complete Allied air superiority. It was hoped that the daylight drop would reduced the mis-drops that had accorded on the night before D-Day.

Operation Market garden was designed to end the War early and have the troops home before Christmas 1944. The major objective was to thrust into the Rhine area of Germany from the North. Seven major bridges were captures by the American 82nd and 101st Airborne Divisions.



1,438 C47's and 321 converted Halafax bombers towed 2,160 Waco gliders, 916 Hoses gliders and 64 heavy lift Hamilcar gliders. These gliders carried 1,736 combat vehicles, 263 artillery pieces and over 3,342 tons of ammunition along with countless other supplies and troops into battle. The United States Army only had 2060 qualified glider pilots left after the battle of Normandy, so many of the gliders were flown by a single pilot with the co-pilots seat fill with an extra troop.

This airborne carpet was to allow the tanks and armored vehicles of British XXX Corps to roll into the city of Arnhem and then into the heart of Germany. The British First Airborne Division and the Polish 1st brigade was assigned the prize bridge, the road bridge over the lower Rhine river in the center of the city of Arnhem. Capturing and holding this bridge proved to be "A Bridge too Far."





*Happy Retirement
Jimmy!*



Kiss My Butt GOODBYE!



Remember: September 11th 2001

Photo taken June 1st 2001



A New Beginning

