



# EAA AIRVENTURE OSHKOSH™ 2015

75th Anniversary of the  
**ERCOUPE**



**Photo's of  
the Month**

## Particulars:

### Charter 313



- President:** Mark "Keester" Kiefer  
markkiefer@hotmail.com/ 309 339-1674
- Vice President:** Neal "Sandman" Rudy  
KF9XF@mac.com
- SEC/TREAS & FACEBOOK:** Jim "Smokin-Jimmy" Fassino  
JFassino@me.com
- SAFETY:** Bryan "Chummer" Chumbley  
chumbley@mtco.com
- WEBMASTER:** Terry "The Flamer" Beachler  
terry@beachlers.com
- MAINTENANCE & GROUNDS:** Joe "Fantastic Languini" Lang  
joe.a.lang@comcast.com
- Newsletter:** Jon " Dew Drop" Dewey  
Dew6483@yahoo.com

#### AMA CONTEST DIRECTORS:

Bob Wilson, Jim Hogan, Jim Fassino, Jon Dewey

#### 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

ESTABLISHED  
SINCE  
**1954**



"An Oshkosh Sky"

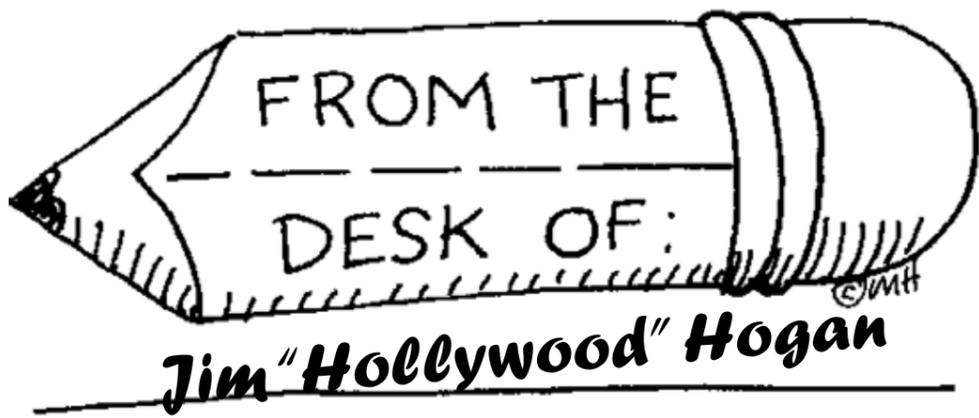
Photo by: Bryan Chumbley



"A View from the Tower"



Photos by: Terry Beachler



For the past eight years, PRCM has hosted our "Annual Open House/Fun fly" created to promote our new field to fellow pilots and the public. I'd say we are gaining a following from other area clubs to our event. We also started the "NSRCA" Pattern contest about five years ago. That sanctioned contest also has a good following from pattern flyers around the Midwest. Both of these AMA Sanctioned events have created "good will" for our club and given us many new friends within our hobby.

Over the past three years, our fall "family picnic" has not drawn our families (or many members) out to the field for a day of food and fun. It has becoming just another day of flying but with lunch served. Several members feel we should hold another event in the picnic's place. Should it be another sanctioned event? If so.....What type of event?



There are many Warbird meets now being hosted by clubs such as Pekin, Bloomington and Streator and large regional events in Indiana and Wisconsin. However, that would not be a good choice for us because we would just crowd the field. A racing event has been suggested, but we would need to follow a clear set of rules such as published by the National Miniature Pylon Racing

Association or the AMA. A very good idea, if we have someone who would like take the leadership. I ask you, the membership of this club, to think about what we should do? Please let the club officers know if you have any suggestions for the future of the Annual Picnic or a replacement event. Well, the growth of electric powered airplanes might suggest an electric "park flyer event." But I doubt we would draw much interest from others who can fly in their backyards anytime. However, after the new baseball dome is built, maybe an indoor meet in the winter months would be attractive.



*See you in the  
Lawn Chairs*



### **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!**



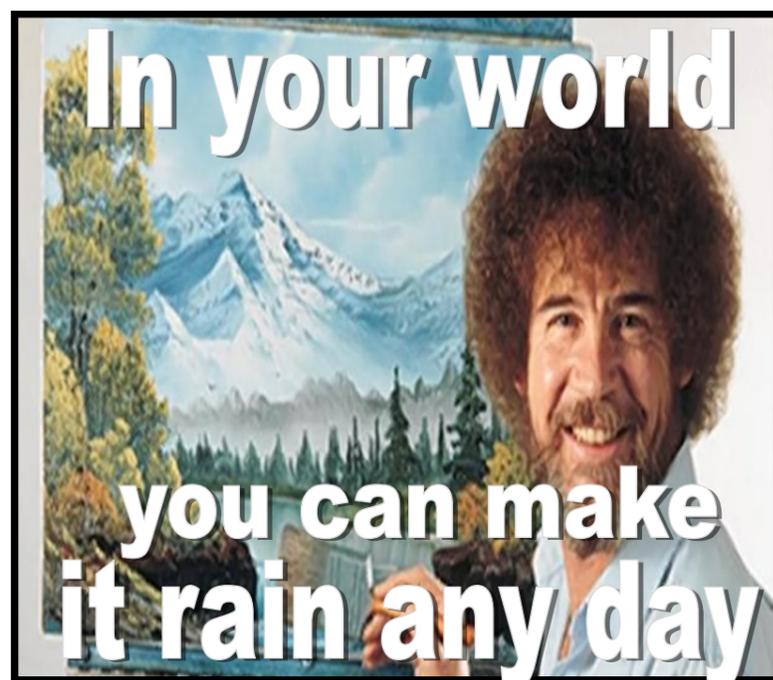
**7-ELEVEN®**

Saturday 7/11 was a day the weather man predicted to be wet and he wasn't wrong. By the 9:30 AM contest time, Jim Hogan, Jim Fassino, Bob Cisco, Will Cisco, Jon Dewey, Verne Holeman and Roger Stegall had assembled aircraft to do battle in the three different contest events scheduled for the day. The sky was very dark and threatening. Since there were five contestants planning to race in No Fear Pylon, it was decided to race two pilots in one heat and three pilots in the other heat of the first round. The 2nd through 4th rounds would be scheduled so every pilot would have an opportunity to fly in a 2-person heat. The first heat of the first round had Roger Stegall flying a Skyraider against Bob Cisco flying his newly completed Skyraider. Roger took the lead at the start line and cruised to an easy 8-lap victory. Bob's motor was lacking a good tune job and was noticeably slower on every straight segment of the race. The 2nd heat of No Fear pitted Jim Fassino's red electric Wingman against the red Skyriders of Jim Hogan and Jon Dewey. This race was a real barn-burner between Dewey and Jim Fassino. Jim had the early lead at the start by about 20 feet and was unable to widen his gap on the Dew-machine for all 8 laps. The order of finish was Fassino – Dewey – Hogan. By the time those 3 plots landed, a light sprinkle had begun. The rest of the scheduled contests for the day were a complete wash-out. No Fear points for the day were: Fassino 6 points, Stegall 6 points, Dewey 5 points, Cisco 5 points and Hogan 4 points.

*Roger "Pod Man" Stegall*

Editor's Note

We finally had a good crowd show up for Combat/Racing. Bob Cisco and his boys drove over from Indiana that morning to participate. Ron Pruss and his grandson also showed up to watch the event. Unfortunately Mother Nature also decided to show up. If they can make an effort to come out, so can you. Please make plans to join us on August 8th for our next



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Several PRCM members ventured to Oshkosh, WI for the 2015 EAA fly in, including Jim Fassino, Bryan Chumbley, Terry Beachler, Don Steadman and myself. Many of my friends have asked me why I attend the same airshow year after year? "Haven't you seen it all already"? This year I had the privilege to talk to a pilot who was there for his 41st straight year. "It is not about seeing the airshow" he said "it is about seeing old friends who love the same thing that I do." The EAA has had their fly-in convention at Oshkosh since 1953 and has always done a good job of keeping it new and exciting. Oshkosh is a very busy place, About 550,000 people attended this year's convention, making it the highest-attended show in at least a decade. It featured nearly 16,300 arrivals and departures throughout the week, including more than 3,000 arrivals in a single day at Oshkosh's Wittman Regional Airport, EAA Chairman Jack Pelton said. "It's double what goes on at O'Hare on any given day." What is even more impressive it takes place in half the time. O'Hare is open 24 hours a day where Oshkosh is only open for 13 hours, with a 4 to 5 hour shut down for the airshow. That is a lot of airplanes in a very short time.

This year was also full of many "FIRSTS". The B52 Stratofortress landed at the airport for the first time. This was no easy task. The wing span to the outrigger gear of the B52 is 147' and the runway width is only 150'. Just a foot or two left or right could mean disaster. To make it a little easier for the pilot, the airport removed over 6000' of runway lights and then replaced them after he landed. This year was also the first appearance of the F35 Lighting II at a civilian airshow.



The EAA also reached out to some non-traditional airshow aviation groups, such as the AMA and the Guinness book of world records. This year the EAA aloud RC pilots to fly at the Pioneer airport which is also located on the main grounds at Oshkosh. A "Drone cage" was also constructed for demonstrations thought out the week.



## I.V.R.C.

(Illinois Valley Radio Control)

Annual Float Fly !!

Sun. Aug. 9th 2015 at Lake DePue !!

9:00 AM to ???

Plenty of Parking!

Spectators Welcome!!

All sizes & types of RC aircraft!

A.M.A. Required!

\$5.00 Pilot Fee!

Clean rest rooms on the grounds!

Food and drinks available !!

For information or questions contact

Robert Schmidt 815-638-2580

[rschmidt42@gmail.com](mailto:rschmidt42@gmail.com)

Dave Erlenbach 815-539-9647

[iflydc3@wildblue.net](mailto:iflydc3@wildblue.net)

112 skydivers exited 5 aircraft 20,000 feet above the crowd. 108 skydivers from 20 different countries attempted to break the Fédération Aéronautique Internationale's world record for the largest sequential large-group formation. The other four skydivers made up the camera crew.

"At the afternoon air show on Friday, Gulcin Gilbert, media director, said the Eagles Over Oshkosh made three different "points," or formations, which was enough to break the record with their number of skydivers. However, she said they have to wait for the judges to review the footage, which can take time. The three judges have to review the formations in depth, from where each person was positioned to who they are touching — and it has to be in exactly the right spot."



Out of all the firsts at Oshkosh this year, my favorite had to be the de Havilland Mosquito. As most of you know the Mosquito is made out of 90% plywood and was never intended to survive 70 years after World War II. It is hard enough keeping the all aluminum aircraft in flying condition but a wooden aircraft is almost impossible. The Mosquito flying at Oshkosh this year was completely re-manufactured with the same type of plywood made by the original company. As I talked with the pilot, he made a lot of comparisons to the American built P38 Lightning. Speed, fire power in the nose of the aircraft, handling characteristics and missions types were all compared. The P38 was the only American fighter that was produced throughout the entire war. It was also the fastest American fighter of WWII. The P-51 Mustang did not reach its full potential until the American Allison engine was replaced by the British Rolls-Royce Merlin. Just think if the Allison engines on the P38 had been replaced with the same engines as the Mosquito.

**Jon DEW DROP Dewey**



*Dear: Sum Ting Wong,*

These are the rantings of a ghost-writer 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:*

*Last year one of our members took a 4-star .40 to the Barnstormers Over Champaign. Now this event is for "Giant Scale Airplanes" only. Last time I looked a 4-star is no where close to being a GIANT scale airplane. This event is coming up again at the end of this month and I do not want to be embarrassed this year by his size. How do I let him know that SIZE really does matter when it comes to his airplane?*

*Signed: A little small*

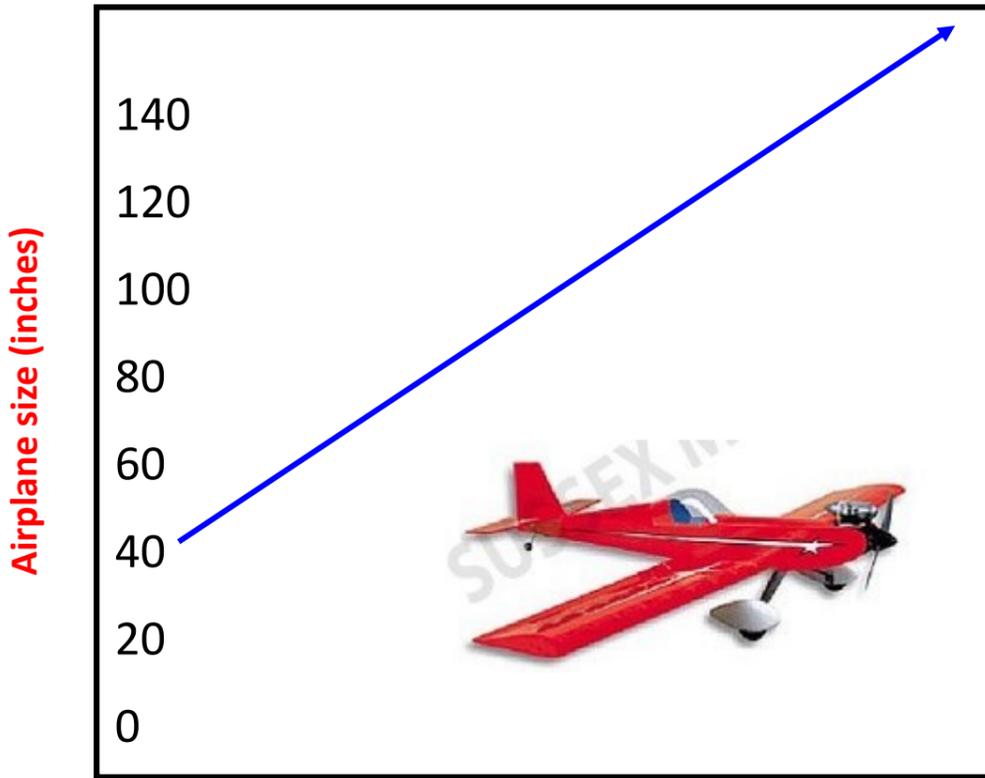


Dear: A little *small,*

It is the age-old question asked by men all over the world. Does size really matter when it comes to the relationship between a man and his airplane? The importance of airplane size or wing span is something I'm asked quite often. Women lie, men are confused, injustices happen. To end this controversy once and for all, I've put together this easy to understand graph that explains it in layman's terms.

Size of the man's car, in cubic inches

0 10 20 30 40 50 60 99 127 479 953



By looking at the very easy to read and simple chart, you can see it has nothing to do with his desirer to fly a small airplane and to embarrass all his friends. It is simply math and has everything to do with the size of his trunk. Be a true friend and offer to haul his junk in your trunk and stop worry about how BIG everyone else is!

S.J.W. 高少咪



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August 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 7AM <b>Bob Evans</b> DOWN ON THE FARM®
2 <b>HAPPY Friendship DAY</b> 	3	4 Club Meeting! At the Field	5	6 7AM  Panera BREAD	7	8 9AM <b>Raceday</b>
9 9AM 	10	11	12	13 7AM  LEFT HANDERS DAY  lefthandersday.com	14	15 7AM <b>Bob Evans</b> DOWN ON THE FARM®
16	17	18	19	20 7AM  Panera BREAD	21	22 7AM <b>Bob Evans</b> DOWN ON THE FARM®
23	24	25	26	27 7AM  Panera BREAD	28	29 <b>Barnstormers</b> <b>Bob Evans</b> DOWN ON THE FARM®
30 <b>Barnstormers</b>	31					

**Kiefer**

**Important Date!**  
Sept 10-12

**Barnstormers Over Champaign**

**NO 4STAR 40'S ALLOWED**  
August 29-30, 2015  
9:00 am - 5:00 pm

All Giant Scale Airplanes Welcome!

- ✓ Lots of Raffle Prizes and Pilot Prizes
- ✓ Primitive Camping Available (pre-registration required)
- ✓ Free Lunch for Pilots
- ✓ Concessions Available
- ✓ Saturday Night Fly

Come join us and fly at the beautiful Champaign County RC Club flying field, complete with paved runways and shelters. Talk with RC industry experts and other giant-scale pilots. And most of all - Fly, Fly, Fly!

Landing fee: On-Site \$15.00 • Pre-registration \$10.00  
Location: Route 150, 2.5 miles west of Champaign's Mattis Ave  
Sponsored by: Champaign County RC Club • Hobbico Advantage Hobby • Slot & Wing Hobbies • Tower Hobbies

Pre-registration available on our web site [www.ccrcc.info](http://www.ccrcc.info) or call our event director: Dan Kempfhus • 217-898-9666

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- A Scale Military and Classic Aircraft R/C Airshow for aircraft with wingspans 80" or larger!
- 3 Days of non-stop flying and action!
- Flying from 9am to 6pm daily.
- Friday 5:30pm airshow, 1pm Saturday.
- WWI, WWII, Multi-Engine, Jets and more!
- Fun for all ages! Bring a lawn chair or a blanket.
- Food Vendors, Hobby Vendors and more!
- \$3/person 12 and under FREE with paid adult! Veterans are FREE too!

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**SEPTEMBER 10-12, 2015**  
Elkhart, Indiana Municipal Airport  
Pilot, spectator and vendor information at [www.FLYELKHART.com](http://www.FLYELKHART.com)

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# PRCM Co-Pilot of the Month



I don't always drink beer

but, when I do

I always reach for a

Lime!



"That's all folks!"



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Best View of the Illinois River

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