



Photos of the Month

ON THE ROAD
To
Barnstormers
over Champaign

Particulars: Charter 313

President: Mark "Keester" Kiefer
markkief@hotmai.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

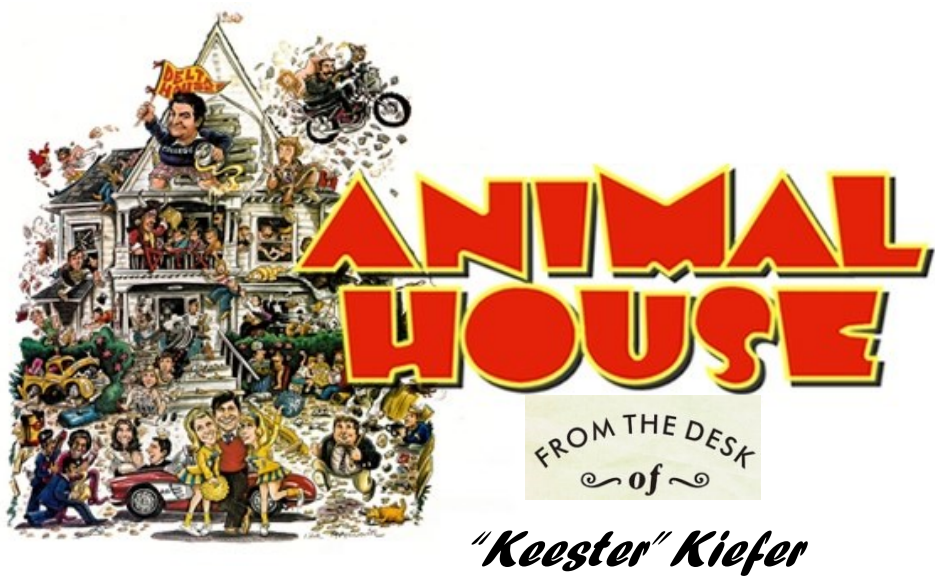


"WE need a Trailer" Photo's by Dewey



Some of Brian Ward's beautiful airplanes from Jacksonville, IL





Here we are beginning September 2015. A lot has happened over the summer and now our Summer is quickly winding down. I for one have been busy this Summer and am looking forward to Labor Day weekend to be able to relax, and get the planes out and fly. Speaking of flying, I'd like to mention the Giant Scale fly in that occurred in Champaign over this past weekend. Our club presented an awesome showing of participation, comradery, caravanning, etc. to the Giant Scale fly in. I for one took a pass on showing up with my 4 Star 40 this year as I did not want to embarrass anyone in our club, nor any of the many attendees with my flying skills, expertise precise landings, and overall intent on showing everyone out with my many years of experience in remote control. So, I opted to take along the Senior Telemaster. The Senior Telemaster flew without incident. It was actually used as the official spotter during this year's Giant Scale fly in. Come to think about it, the Senior Telemaster is actually 15 years old, runs like a top, and is officially up for sale. So, if there's any interest out there, contact me. In reality I flew five times all without any incident. I had a great flying experience, great spotters helping me, and was able to take a flight video, somewhat blurry and shaky but nonetheless awesome video. Those of us in the club that went, met at McDonalds on Saturday morning promptly at six a.m. then headed east caravan style towards Champaign. Once we arrived, we all circled the wagons, pitched canopy's, set up our bag chairs set up our planes, attended the pilots meeting, and fired 'em up to fly. The weather was a little threatening, we experienced a bit of slight rain, but nothing to water the garden with. Once we decided to exit stage left, we caravanned to Bloomington to partake in the delicacies of a restaurant called



Very good food, at a very good reasonable price. As we were devouring our dinner, the conversation segwayed into the call I received early on before the Giant Scale event even started. The call was from our member Joe Lang describing the damage done to the field, and the fact that the mower has started to become somewhat of a "repair discussion". Which brings me to my next topic, Tuesday's meeting, BE THERE. We will discuss the following:

- ✓ Disposition with fixing the mower as it does not work at present due to a drive shaft being thrown.
- ✓ Damage to the field from whomever decided it would be nice to what I call from my college days, "farm the field" in which ruts were applied by whomever.
- ✓ Figuring out the who, what, and why of keeping our field safe from those who'd like to cause damage to it.

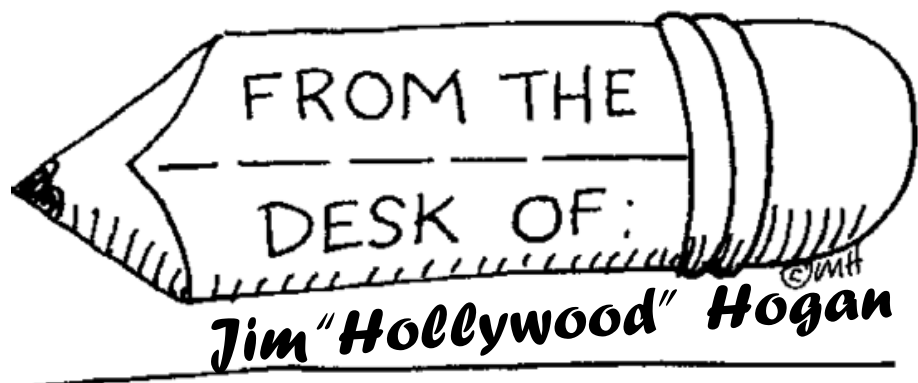
So, with that, and the fact I'm writing this newsletter this month basically because I didn't feel like having my, well we won't go there, plastered all over because I didn't write an article, so just make sure you're at the meeting Tuesday. I'm sure there'll be plenty to talk about.

One last note. I'd like to take this time to remember those of us who are thought of during this Labor Day Weekend. Those who labor in the trades, in healthcare, in government positions, in manufacturing corporations, in banking, in for-profit and not-for profit industries, who watch our children while we're at our trades. Because if it weren't for these individuals our nation wouldn't be what it is today.

Have a great September, a wonderful Labor Day weekend, and we'll talk in October.

Your Prez:

Mark **31**



21st century Flight

My wife and I traveled by airline this summer. While flying, I decided to compare the travel of today to the travel at the beginning of the century. How things have changed.

Just fifteen years ago, we flew around in the ultra modern wide body airplanes like the 747-200, DC-10 or the L-1011. Sitting inside these airplanes on a small seat, you had lots to do. Back then, you could watch a scratchy movie on the large screen and the front of the cabin using the stethoscope ear plugs that would give you an ear ache. You could adjust your air vent, turn you reading light on and off, lower your set back table and even recline your seat. Now that was modern! However, you had to turn off all electric devises because they could interfere with navigation. Strange, I never heard of an airplane heading to New York landing in North Platte.



Well, times have changed. Today there are so many seats jammed into the 767's and A-320's, you can no longer recline your seat. If you crash the knees of the person behind you, he could pull his Samurai sword and spoil your day.



The airline have solved that problem. The large cabin screens are gone. Now there is a computer screen in the seat back in front of you. You can watch movies on some flights while others want you to swipe your credit card for the entertainment. Before the flight, there was a constant stream of commercials. You can't turn them off. I think I watched a Coke commercial six times before takeoff.

I liked watching the flight recorder which showed your GPS location, the speed of the airplane and altitude. Oh, you can still turn your reading light on and off but it is four feet over your head and you have to select it on the computer screen.



Just for fun, I decided to use my highway GPS system app on my phone during takeoff to see what would happen. As the speed increased, it could not follow the roads. Above 160 mph, I decided I had better switch to the "Airplane Mode" so we did not wind up in Istanbul. It was worth a laugh!

What will the next generation of airliners be like? They will most likely be blended body and wing designs which will not allow for windows. It will be like flying in a tin can. I can't wait.

See you in the lawn chairs!



Jim "Hollywood" Hogan



Jim Fassino and Roger Stegall were the only two August competitors for Unlimited Electric Racing. Stegall attached a short red ribbon to the rudder of his yellow EFX racer so it could be distinguished from Jim's yellow EFX. Twin launch ramps were set to accommodate hassle-free launches of those speed machines.



Fassino took the lead at the start of race #1 and was never seriously challenged even though turn judges charged Stegall with a cut. Jim also bested Roger in the 2nd race of the day while Roger improved his inefficiency by cutting two pylons. Stegall, desperate for points (flew 2 races and amassed zero points) decided to fly his all glass composite Reverb for the final heat of the day. Although Jim's EFX was probably 30-40 MPH slower than the Reverb, he proved once again that success is all about making tight turns.



Jon Dewey, manning the west pylon turn cage, was heard to say "I didn't feel very safe when that Reverb came screaming around the pylon." HIT THE DECK!



Roger was all over the sky at both turn locations and finished in 2nd place for a 3rd straight time but was not charged with any cuts. Scores for the day were: Fassino-60, Stegall-10. **YTD points are:** Fassino-140, Chumbley-88; Stegall-83; Imhoff20; Evans20.

September 12th will be the final contest day of the year. Bring your gear and ***"fly em like you stole em."***



Roger Stegall





Five contestants attached streamers to their foam planes in anticipation of some lively combat action. Jim Fassino, Roger Wheeler, Verne Holeman, Roger Stegall and first time competitor Jon Dewey launched into a sunny sky for the first skirmish. Verne's wing decided it didn't want any part of the days craziness and abruptly crashed after launch. Jon Dewey's *"Do The Dew"* foam wing "put the hurt" on Stegall's streamer and gained a victory in his very first sorte. Somewhere in the melee, Dewey's ribbon became detached from his plane at the tape joint. Score - Dewey 3 points, Fassino and Wheeler one point each. Wheeler took advantage of Fassino's small pop-wing during heat #2 and shortened his streamer in the 3rd minute of that contest. Stegall, Wheeler and Dewey chased each other around the sky for the remainder of the 2nd heat for one point each. Stegall, Dewey and Wheeler were the only 3 contestants for the final launch of the day. The 3 pilots were rarely more than 100 feet apart when Stegall and Dewey closed that gap to a negative distance. Those two wings spiraled out of the sky, leaving Wheeler as the sole survivor and winner of one point. Totals for the day were: Wheeler -5, Dewey-4, Fassino-1, Stegall-1. **YTD Combat points are:** Stegall 17; Wheeler 9, Fassino 4, Hoelscher-4; Dewey-4; and Howard-1.

Roger Stegall



TWO MODERN DAY KAMIKAZES



Lt. Heather "Lucky" Penney



Jim "Hollywood" Hogan

One of the first two U.S. combat pilots in the air on the morning of Tuesday, Sept. 11, 2001 took off from Andrews Air Force Base in an F-16 with a mission to bring down United Flight 93 — and without any missiles or ammunition. "We wouldn't be shooting it down. We'd be ramming the aircraft," Lt. Heather "Lucky" Penney said describing her orders to The Washington Post. "I would essentially be a kamikaze pilot." The fourth recently identified hijacked plane appeared to be on a heading for Washington, and there was no time to arm the base's fighter aircraft before Penney and her commanding officer took off to intercept the rogue Boeing 757 passenger plane.

"We had to protect the airspace any way we could," Penney said. Penney, the first female F-16 pilot of the D.C. Air National Guard's 121st Fighter Squadron, had just completed two weeks of combat training on that historic Tuesday, and the bases's fighters were still equipped with dummy ammunition. According to the report, there were no armed aircraft ready for immediate scramble over post-Cold War Washington in the fall of 2001. The third plane had just struck the Pentagon and the base was at least an hour away from arming combat-ready aircraft, now with the fourth already thought to have been identified. I'm going to go for the cockpit," Col. Marc Sasseville told Penney as they donned their flight suits. "I'll take the tail," Penney replied.

After skipping their pre-flight checks and starting down the taxiway with flight crews pulling out safety pins alongside, the jets took off over the smoking ruin of the Pentagon's west side. Both pilots hoped to eject before the moment of impact, all the while doubting such a tactic would work. Even worse, Penney said, was the fear that bailing out too early would mean missing her target. Hours later the two pilots would learn that the passengers of United 93 had already done what the pilots themselves were prepared to do. The pair flew sorties all day, and later, escorted Air Force One back to Washington. "The real heroes are the passengers on Flight 93 who were willing to sacrifice themselves," Penney said. "I genuinely believed that was going to be the last time I took off." Today there are always two fully armed fighter jets stationed at Andrews, with two pilots never more than yards from their aircraft.

Almost 70 years to the day after *V.J. day*, Victory over Japan, our very own PRCM Kamikaze was finally ready to take off at our field. After months of work and several head aches, Jim Hogan and his 55cc A6M Japanese Zero were ready to relive the glory days of World War II. It took several minutes and lots of wire sorting before the DLE 55cc roared to life and was ready to fly. Once it was running, there was no stopping it. The Terror of the Pacific jumped into the air and was climbing high. Maybe a little to high. All the down trim the radio had was put in. Hogan then raised the gear and said "this airplane is very responsive!" Maybe a little to responsive. In the typical Hogan maiden test flight fashion, he decided it was time to push the envelope. Hogan pushed up the throttle and down on the elevator for a high speed low altitude camera approach. Seconds later the Zero made a large divot in the beans. Not knowing how fast this new airplane would responded, Hogan was only one mistake high instead of two. The airplane did exactly what Hogan's fingers asked it to do, just a little faster than he expected. A new wing has been ordered from Dynamic Balsa and his Zero will be repaired and will fly again, unlike the true Kamikazes of World War II.

D.W.



Photo's by Stedman

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**



NO FEAR PYLON

The August edition of No Fear racing saw Jim Fassino, Jon Dewey, Jim Hogan and Roger Stegall greeted by 80-degree temperatures and light winds from the north-west. Since there were only four contestants, it became a simple matter to schedule the same four flyers in each of the four races. Jim Fassino timed the start of the first race perfectly and took the early lead. Roger passed Jim somewhere during the 6th lap and crossed the finish line in first place. Unfortunately, Roger had quick thumbs twice on the west pylon and received only one point for starting the race. Jon Dewey experienced a flame-out early in the lap count and likewise, received one point for starting the event. Jim Fassino got first place points, followed by Jim Hogan for a 2nd place finish. Race #2 was almost a repeat of the first race with Fassino perfect to the start line followed by Dewey, Stegall and Hogan. The 4 planes remained loosely packed until Stegall pulled a mega-G turn at the last pylon and barely beat Fassino, Dewey and Hogan to the finish line. After the race had concluded, Dewey's landing gear decided to detach itself from the airframe, leaving only three competitors for the remaining two contests. During the final lap of race #3, Stegall was again able to pass Fassino's electric Wingman for the victory. Hogan flew to a competitive 3rd place finish. Roger won the star during the final heat of the day and led the other 2 competitors until Fassino pulled the "old switch-a-roo" and passed Roger and Jim during the 7th lap for a victory. Point totals for the day were: Fassino-22, Stegall-18, Hogan-16, Dewey-5. *R.S.*





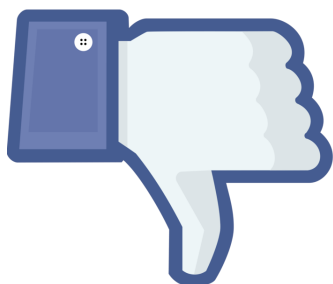
Dear: Sum Ting Wong:

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:

It seems I don't have a lot of friends in our club. I have noticed that when I show up at the field, several people pack up their airplanes and leave after only one flight. Well I decided, since I have a lot of friends on [facebook](#) that I should treat the other club members the same way. Therefore, every time I now walk down the flight line, I tell the other members what I have eaten, how I feel at the moment, what I had done the night before, what I will do later and with whom. I even give them pictures of my family, my dog, me out swimming in the ocean, working on my airplanes, charging my lipos, driving around town, standing in front of landmarks, having lunch and doing what anybody and everybody does every day. I have also listened to their conversations, gave them the "thumbs up" and have told them that *I like them*, but to be honest, I don't think this is getting me any more FRIENDS in the club. What should I do? I am tired of flying by myself without any friends.

Signed: Not LIKED



Dear Not [Liked](#):

Well, I do know this, If you keep trying to make flying friends like that, you well have a least four "new friends" following you. Two police officers, a private investigator, and Doctor Phil.



You need help! Stop trying so hard just be a friend to make a friend...and please stop talking so much. People really don't care about what you do in person or on [facebook](#) in your personal life. You will be surprised by how many people will actually talk to you if you stop talking so much. So for once in your life give being quite a try.

高
S.T.W 少
咪

CENTRAL RC HOBBIES
PEORIA ILLINOIS
SPECIALIZING IN RADIO CONTROL HOBBIES
309-686-8004

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 & TOMI
cell: (309)-208-3932

Dear

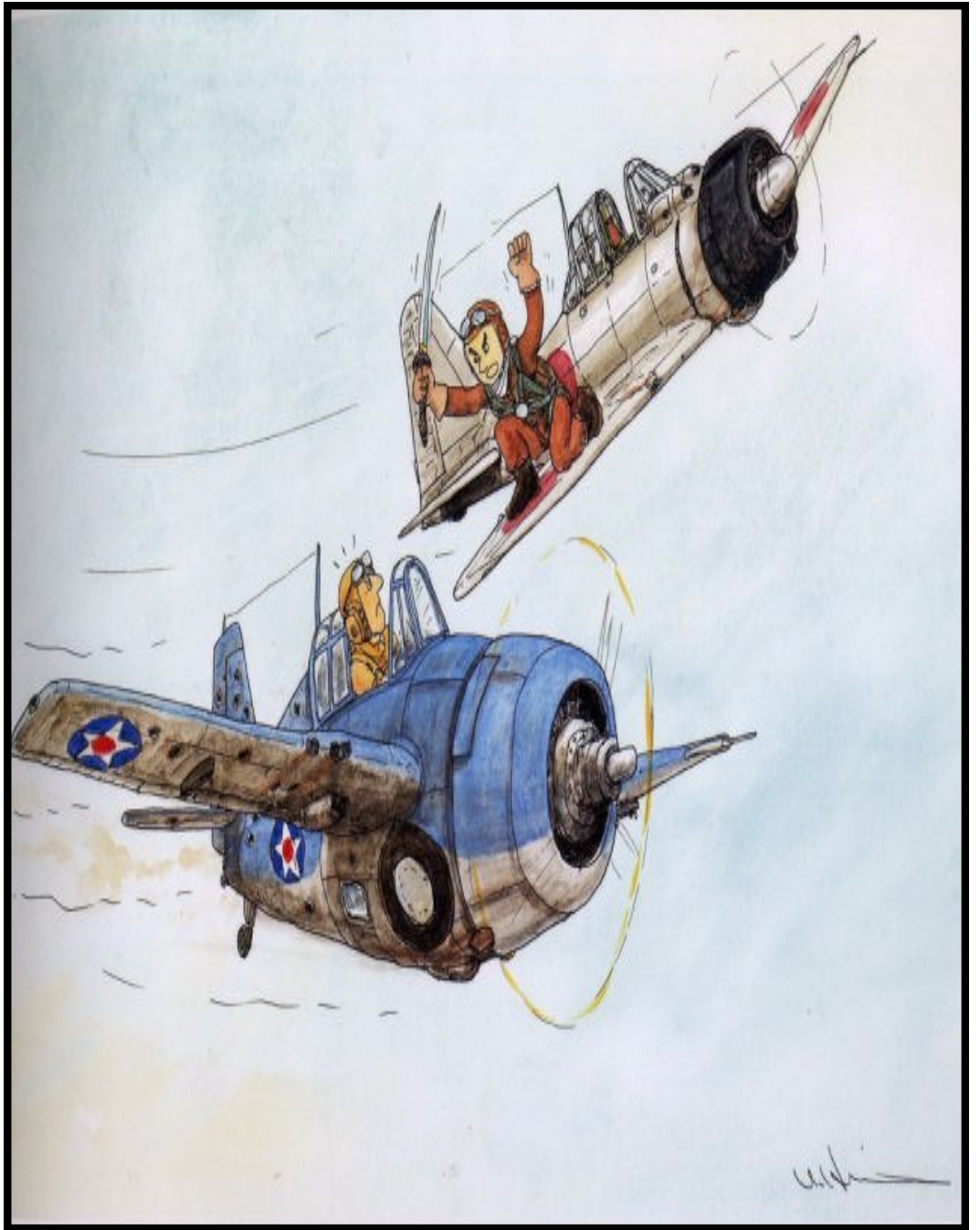
Sum Ting Wong:

I am not having a good week. I maiden my Japanese Zero Fighter and was having such a good flight, I got cocky and decided to "low pass" over the beans. Well, the beans jumped up and ate my airplane. The new wing was delivered this week and I hope it will be back in the air shorty. later, I was flying my Tri-Pacer when the engine died on take-off. It also wound up in the beans. I am experienced pilot and I have not wrecked anything in a long time, Now two in one week! That is unheard of.

So Wong, is there a book to teach me to fly better? If so, does it come in big bold type with large letters so I can see all the pictures?

Signed,

Just another walk in the beans!



Dear Bean Field,

Well, flying an over powered Zero is a challenge, but when you add in age, dirty glasses, and gas fumes in your eyes, I'm surprised you did not dig a divot the size of the 55cc gas engine followed by the 20 pound airplane it was pulling. I will not be surprised if the Tri-Pacer doesn't wind up for sale at Dynamic Balsa, just like Bob Wilson's "Ice Point". As far as a large print book on flying goes, it won't do you any good if you don't clean your glasses. Seeing more, just might keep you out of the beans!

Signed,

S.T.W.



高少咪



BRING A DISH

SEPT 19th eat @ Noon

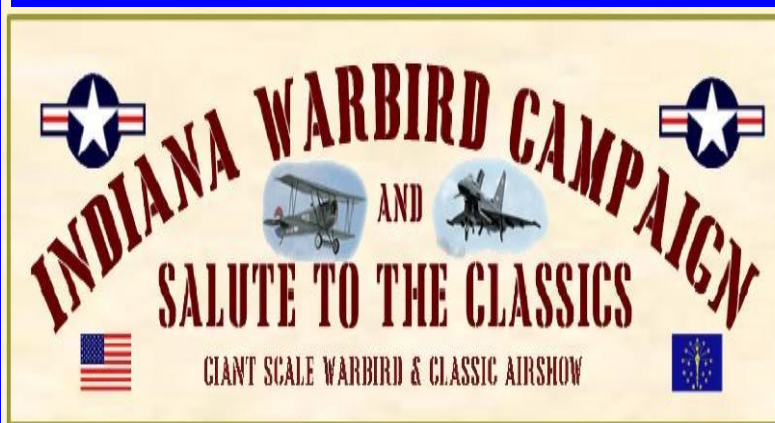


AIR Supremacy over ELKHART
AN R/C MILITARY AND CLASSICS EVENT

- 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!

SEPTEMBER 10-12, 2015
Elkhart, Indiana Municipal Airport

Sponsored by: Elkhart Municipal Airport



INDIANA Warbird Campaign AND SALUTE TO THE CLASSICS
GIANT SCALE Warbird & Classic Airshow

It's Labor Day weekend so that must mean the Warbirds are taking over AMA's International Aeromodeling Center for the Indiana Warbirds Campaign. Please come out and visit us this weekend for a great rc airshow, vendors, a Friday night hot air balloon glow, and an outdoor movie night on Saturday featuring the blockbuster movie Fly Boys! Sponsored by Jay Crew Landscape, First Merchants Bank, and H & D SuperRent. For more information and a schedule of the events visit: <http://indianawarbirdcampaign.com/>

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

September 2015						
		1 7pm Club Meeting!	2	3 Panera BREAD	4	5 Bob Evans DOWN ON THE FARM®
6	7 LABOR DAY 	8	9	10 Air Panera BREAD	11 Supremacy 	12 ELKHART Raceday Bob Evans DOWN ON THE FARM®
13	14	15	16	17 Panera BREAD	18	19 Bob Evans DOWN ON THE FARM® Family Fun Day
20	21	22	23	24 Panera BREAD	25	26 Bob Evans DOWN ON THE FARM®
27	28	29	30	Notes:  Please bring a dish to share Flying starts at 8am eat at noon		

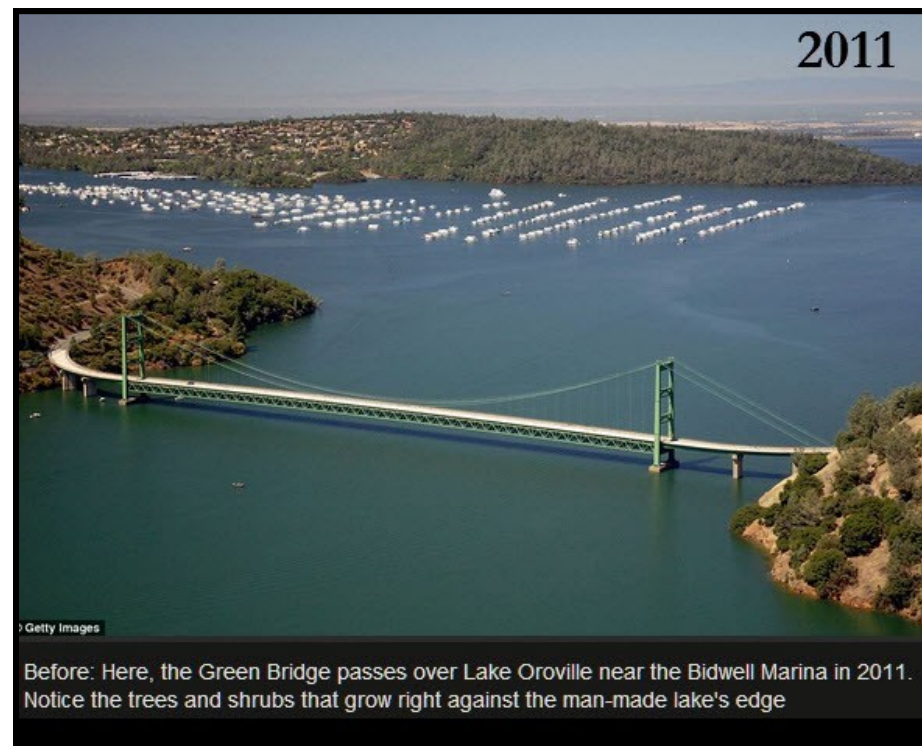
PRCM Co-Pilot



of the Month



"That's
all
folks!"



Before: Here, the Green Bridge passes over Lake Oroville near the Bidwell Marina in 2011. Notice the trees and shrubs that grow right against the man-made lake's edge



After: Fast forward to 2014 and even the massive pillars holding up the bridge can be completely seen at the lakes edge, where a wide swath of parched dirt spans between what left of the water and the tree line

H₂O

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

