

Both Pilots were able to walk away



Particulars: Charter 313

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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:

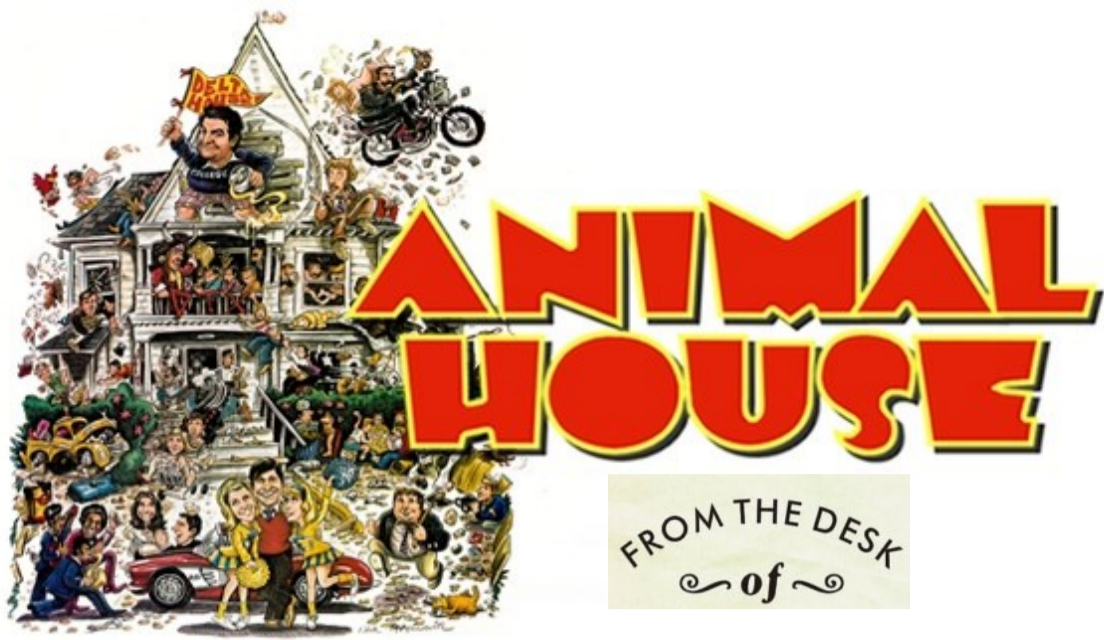
We are committed to having fun and the safe operation of model aircraft. The Peoria RC Modelers is an equal opportunity, not-for-profit organization and always welcomes new members.

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



"Keester" Keifer



Doc's 14 hr. Meat

Here comes Fall with the cold weather and falling leaves. Gag me. About the most worthy event I get somewhat excited about this time of year is the fact the holidays are coming up (with new project planes in mind), and E-Fest in Champaign. But let me back up a bit. We just completed our "Family Day" event which seemed more like a club lunch get together. Thanks to all who attended. Thanks to Neal Rudy who did a bang up job on the brisket,

Don't forget we're meeting at TGI Friday's across from the Shops at Grand Prairie where most of my potential retirement dollars are spent by the wife. Geez. Our first meeting is next Friday October 6th, with dinner, long stories: some true some not, at 6 p.m. followed by our meeting at 7, brisk and fast as they've been in the past, followed by a show and tell for those of you who'd like to show us your stuff you're working on.



I WANT YOU

thanks those of you who brought sides in which I can't remember who you were, Chummer awesome job on the sound system, Snappy an awesome job stepping up to get the field in super shape, Roger Steagall for setting up the events, Jim Fassino, and Joe Lang for demo'ing a few of their awesome fast planes, Dewey for the donuts, and last but not least the cold weather reminding us Fall is here.

Keifer...



Bryan out on the PRCM campaign trail "kissing babies"



So now on to the next subject. Be prepared to attend the meeting next Tuesday so we can bring up a future club event, and that is Peoria Warbirds, and Classic Fly In. So be prepared. Also, be thinking about those of you who want to take hold of a position in the club.

With that, I'm signing off as I can't think of much else to say here. Have a great October and see everyone Tuesday night at Friday's.

Your Prez,

31

Mark



Photos by: *Don Steadman*

You are looking at the very first Kamikaze Zero to live through two missions. Jim Hogan repaired and flew his Zero again and this time...he landed.. Hollywood Hogan just won't surrender, he is a lot like LT. Hiroo Onoda. I hope Hogan's new Zero will fly for the Emperor in the skies over Mossville for the next 30 years! **DW**

DYNAMIC BALSAs
LEONORE, IL

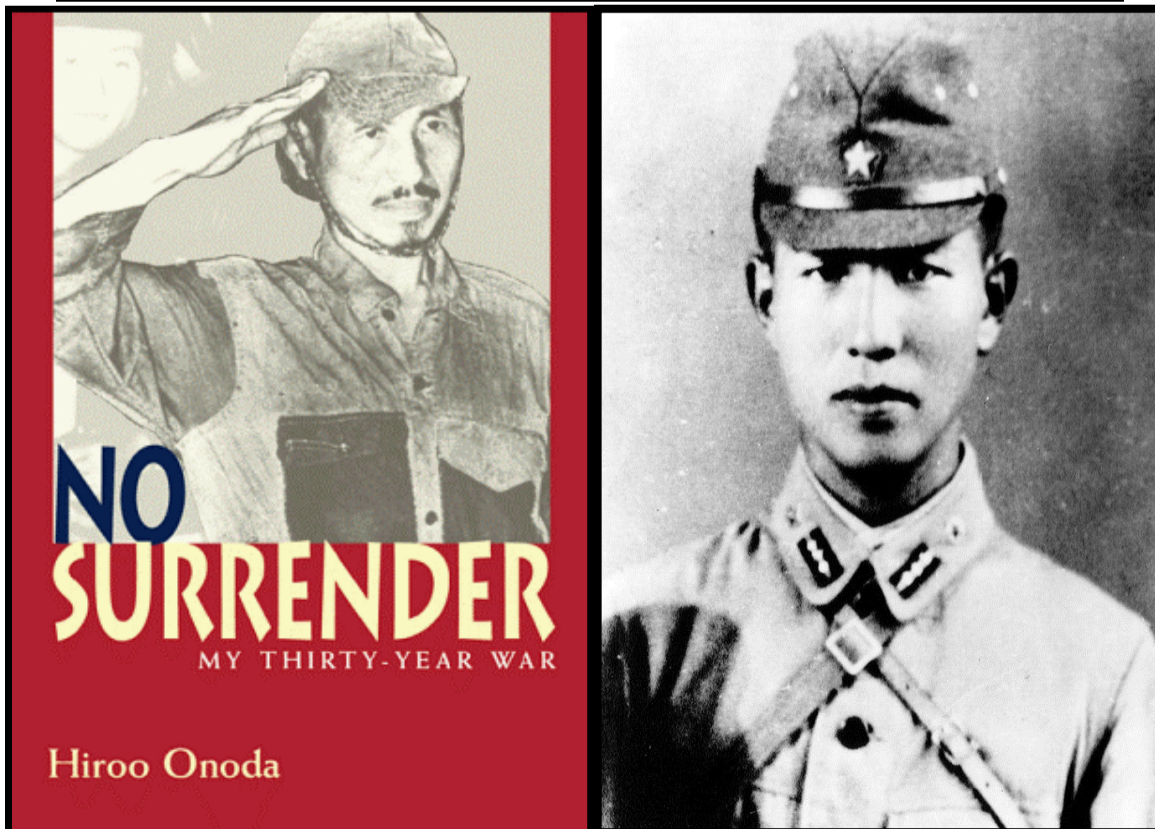
Peoria R C Modeler's
Pylon Racing Program

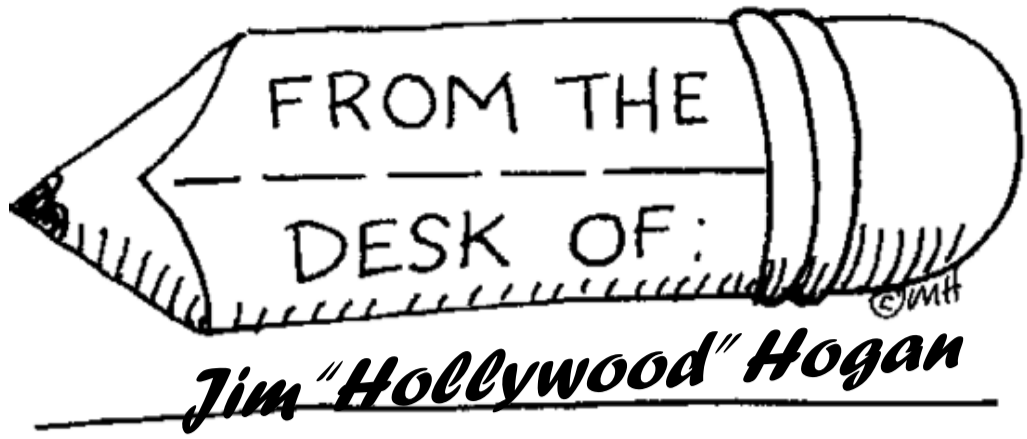
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New this year to us was "Air Supremacy over Elkhart". This is a three year old event which has grown by leaps and bounds. It is a Large Scale Warbird and Classic fun fly held at the airport in Elkhart, Indiana. Sorry, nothing under 84" wing span is allowed. The event is flown off a taxiway so jets are welcome.

We arrived the night before. When we awoke, we found rain that went all the way back to Chicago. There was an executive hanger open at the field which had about 50 model airplanes dry and ready for flight. It became the gathering point for the day and kept us dry.

For several years now, a group of PRCM members have traveled to "Barnstorming over Champaign" in late August. This is a Big bird fun fly in which you can fly anything as long as it has at least an 80" wingspan. This event did not increase in size this year, (about 50 pilots), but sure has increased in the quality of airplanes flown. I saw the new Hanger 9 large scale Beaver and Super Cub fly and I was impressed. Also flying were airplanes from TopFlite, Pilot RC, Maxford USA, and Performance Aircraft Unlimited. I'd say about 50% were everyday flyers like Piper Cubs, Bi-planes and other slower gas powered big birds. Warbirds added about 30% of the flights, and high performance (Extras and Yaks) the remainder. It is a good time and the pilot drawings offer really good things including large ARFs, radios and other useful stuff. Our tickets were not drawn. Again!



"Nice and Dry in the Hangar"

Photos by Jon Dewey



In late morning, the rain slowed but did not stop. Some pilots launched into the light rain, but soon grounded again by heavy rain. This event had about 100 pilots registered. In the hanger was a C-130, HE-111, C-47, Convair 440, and about every Topflite and Ziroli Plans plane you can think of. The rain continued all day. However, I decided to add "Air Supremacy" to our annual list of must attend events. I plan on going back next year, "I want to see the Coast Guard C-130 fly".

Editor's Note

The rain subsided enough for one daring pilot to take to the air. He was the builder/pilot of a German WWI Fokker DVII. As he pre-flighted his airplane, I heard him say something about filling the air tank. Now if you know anything about me, I had to ask, why does a World War I bi-plane need an air tank? Well now the answer was simple, for the paint ball gun of course! That's right, it has a paint ball gun mounted under the cowl. Not to shoot paint balls, but for the machine gun sound effects. LED lights are also mounted inside the barrels of the twin 7.92 mm "Spandau" machine guns, the sound and the lights make for a very nice effect. I truly enjoyed talking to him about his airplane, so I had to ask several more questions, "Why didn't he paint it in bright colors like the "Richthofen's flying circus?"



Jim "Hollywood" Hogan



FOR THE SERIOUS COMPETTOR

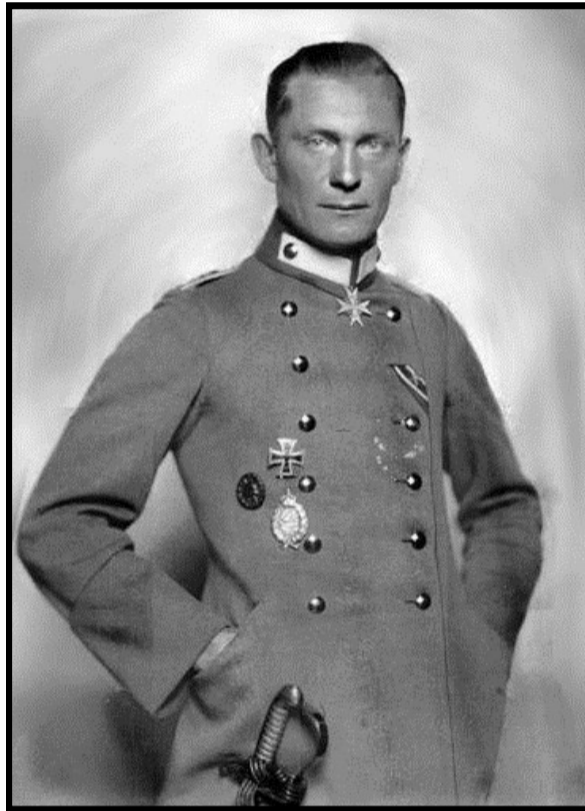
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Once again the answer was simple. It is painted all white because it is modeled "exactly" after German Ace Hermann Goering's Fokker DVII.



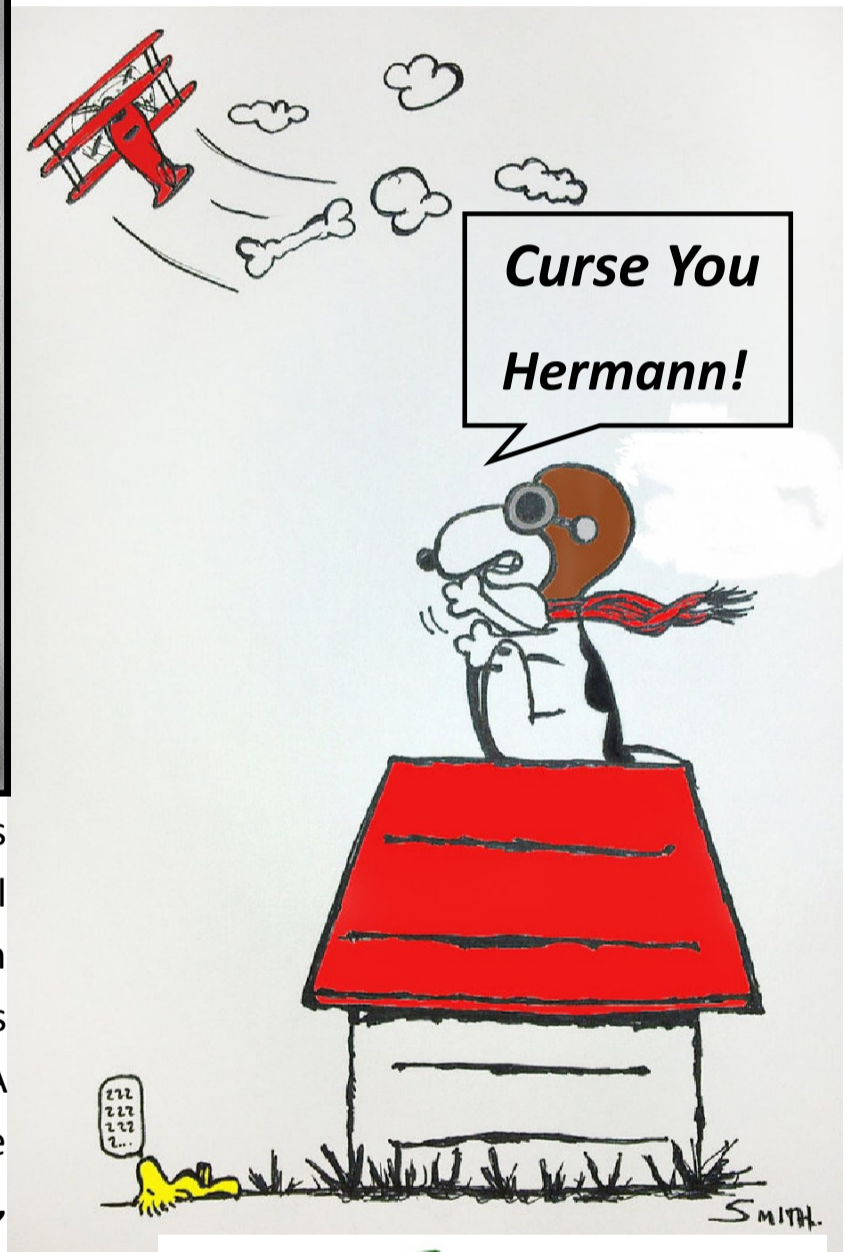
"Dawn Patrol" was taken on Saturday morning at Elkhart by Jade Birch



He did a lot of research on the Hermann Goering and his airplane, right down to the extra handle in the his cockpit.

This was a very late War airplane. By the time Hermann Goering's was flying it, he had already been wounded and had several pieces of shrapnel still imbedded in his left leg. He has unable to bend his leg and hip which amounted to the use of this extra handle for him to get in and out of his DVII. The detail was unbelievable and to go from a un-opened Balsa USA kit to the maiden flight in only 8 months is amazing. So I guess it is true when people say, there are only three limitations to our hobby: **Time, Money and our imagination.**

Jon F. Dewey



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NO FEAR PYLON

The final heats of No Fear Pylon were contested Saturday 9/12 when Jim Fassino, Tom Imhoff and Roger Stegall readied their racing steeds to a cool breeze from the north-east. One might say that the weather was kind of a Fassino day. The first race was hotly contested and pretty much a mirror image of the next 3 races to follow. Our trusty treasurer finished about one quarter lap ahead of Imhoff with Stegall nipping at Imhoff's rudder. A pretty even start was registered in the 2nd race by all three pilots but the result was identical to round #1. Imhoff noted that his fingers were rusty and not in true racing form. The third race had an identical finish order to the previous two with the exception that Fassino cut one pylon leaving he and Tom to score 5 points each and Stegall to bring up the rear with another 4-point outing. Tom was determined to beat Fassino to the finish line in the final heat of the day but failed. In his effort, Tom managed to cut two pylons for a one-point score. Fassino's Wingman was not to be denied. It's all about the turns and the turn judges attested to the fact that Jim had the turns dialed in. Points for the day were: Fassino 23, Stegall 17, Imhoff 16. YTD no fear racing points are: Fassino 95, Stegall 92, Hogan 36, Imhoff 36, Howard 14, Dewey 10, Cisco 5 and Keefer 5.



Tom Imhoff, Jim Fassino and Roger Stegall were the three electric racers to show up for the last electric race event of the season. Jim and Roger started heat #1 with EFX racers while Tom flew a Rare Bear on a 3000 mAh 4S battery. Side-by-side, the Rare Bear appears to have about triple the frontal area of an EFX and uses a battery about double the weight of an EFX battery. In the air, the Bear seems to be equally as fast as the smaller and lighter EFX. All three pilots used the ramp/bungee launch system for worry free launches. Race #1 looked a lot like the No-Fear-Pylon races with Fassino dialed in at the corners, leaving Tom and Roger trading positions multiple times behind Jim. Tom was charged with one cut giving Roger a 2nd place finish.

We Have A Winner!



TOMMY Cutter



Race #2 had Jim's yellow EFX again gain a victory over 2nd place Tom while Roger was close behind but charged with two cuts in his effort. Fassino decided to up-his-game and fly his Reverb for the final race of the year. For those who have not seen one, the Reverb is an all glass composite glider-looking ship that gives a profile in the sky similar to trying to fly a razor blade.



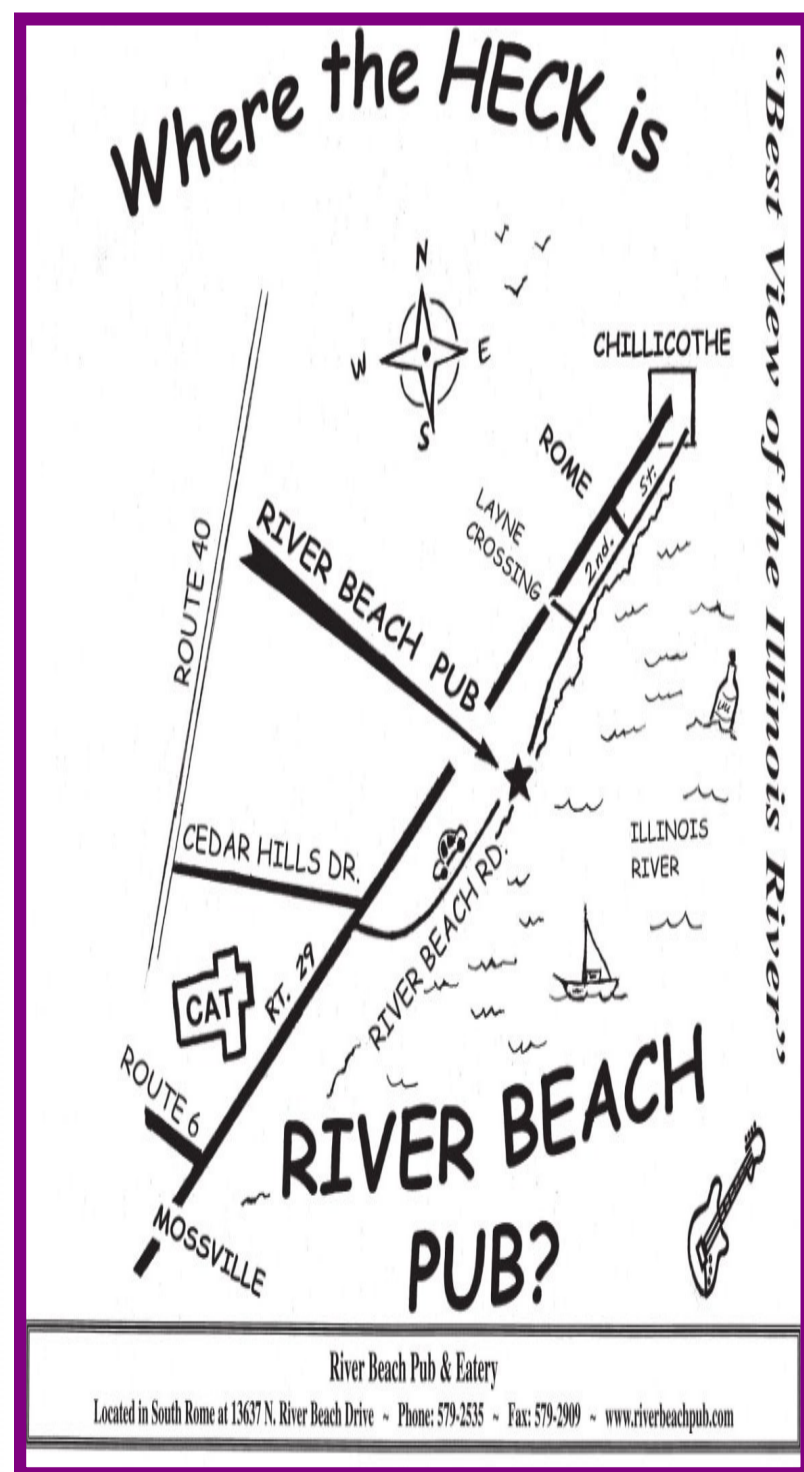
Jim used some throttle management at the turns but streaked by Imhoff and Stegall as if they were on training wheels. When the Reverb had finished its 6th lap, the other 2 pilots were only half way through their fourth lap. Stegall's EFX and Imhoff's Bear traded places each lap. Tom would come out of the east turn leading but Stegall would pass him at each west turn. Because the race ends with a final west turn, Stegall beat Tom to the finish line by the narrowest of margins. Points for the day were: Fassino 60, Stegall 26, Imhoff 20. YTD points are: Fassino 200, Stegall 109, Chumley 88, Imhoff 40, Evans 20. A special note of thanks goes out to Roger Webber, Scott Ferguson and Verne Holeman for their assistance in judging pylon turns.

He Did It Again



Roger Stegall

MO' MONEY
MO' MONEY
MO' MONEY





Only 3 different colored streamers were needed on a day with clear skies and a favorable wind for launching. Verne Holeman, Jim Fassino and Roger Stegall were all flying Verne Holeman wing designs. This was the first contest of the year that Jim had a competitive airframe for combat. Both Jim and Roger attached a short carbon fiber tube to their wings so the tube could be used with a small diameter wire placed in the ground at a near vertical angle. This tube/wire combination keeps the wing at a set angle prior to launch. When motors are powered up, the wings take off like a rocket at the selected angle of the wire. Verne had a failure-to-launch at the start of the day's first skirmish that damaged his wing beyond the capabilities of a field repair. This left only Roger and Jim to try to prove their air superiority. Somewhere, about 30th seconds into the first contest, Jim executed a coup-de-gras that shortened Roger's purple streamer and his pride. Vowing vengeance Roger talked a big game but again had to eat his words 60 seconds into the 2nd contest when Jim's propeller made confetti out of the last foot of Roger's tail. It takes a lot of skill to maneuver and cut an unwilling streamer when there is only one other target in a wide open sky. The 3rd heat of the day actually got to its 4th-minute conclusion with both Roger and Jim trying to gain a final victory of the year. Points for the day were: Jim Fassino 9, Roger Stegall 1. YTD points are: Stegall 18, Fassino 13, Wheeler 9, Hoelscher 4, Dewey 4 and Howard 1.



Roger Stegall



No triple Crown Winner

ASTRO Van



Hobbies

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**German
Chicks dig my
Lederhosen** 

Prost!

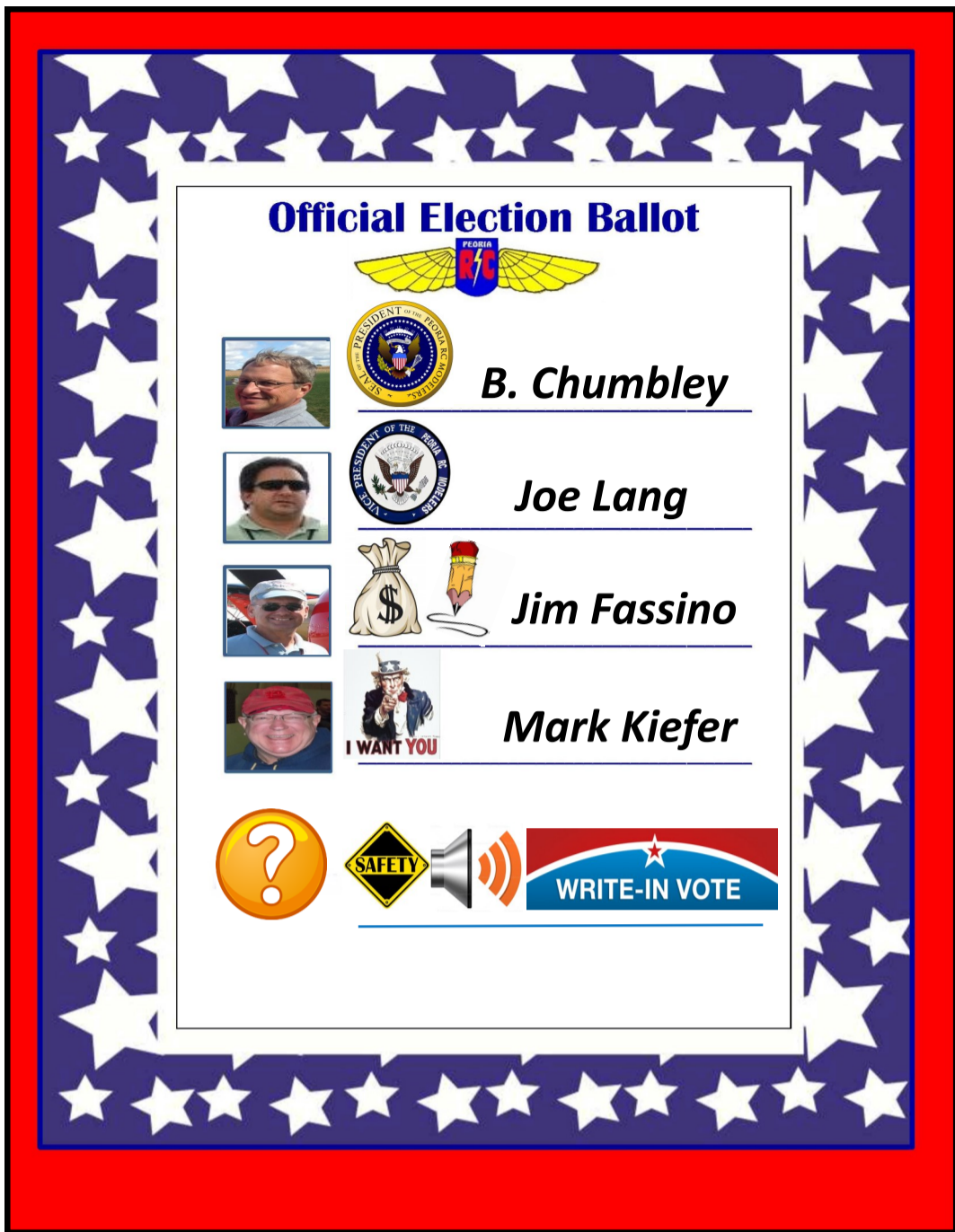
**To Our
Co-Pilot of the
Month**

Ein Prosit



Gavin Dewey(3) wearing my "old" Lederhosen

Photo by Jon Dewey



NONE OF THE ABOVE

Dear: None of the Above,

So, if they vote for themselves and you vote against them, then that would equal zero? So who would be your leader? You can't go leaderless now can you?. Who would you take the Aliens to? Maybe you should just limit who is allowed to vote in your club....kind of like what Ann Coulter said, "It would be a much better country if women did not vote. That is simply a fact. In fact, in every presidential election since 1950 - except Goldwater in '64 - the Republican would have won, if only the men had voted." So then if you only allow the guys who fly electric foamies to vote in your club then you will end up having a "foam head" for your next Club President.

Dear:

Sum

Ting

Wong:

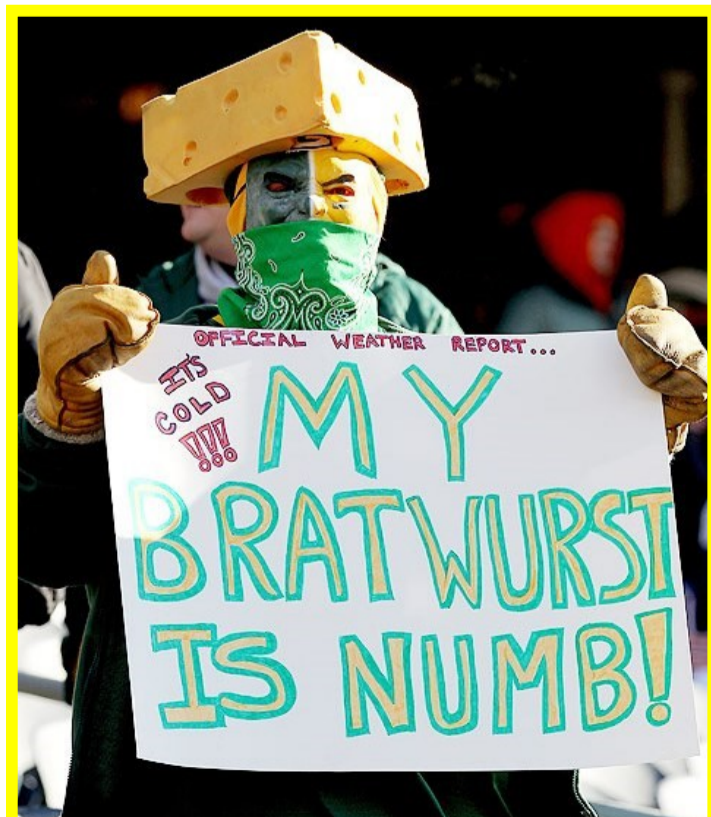


So Wong:

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.

I noticed on the " PRCM Official Election Ballad" there is only one name in each of the categories to vote for, so how do I vote against someone? Even if I don't vote or vote "NO", all they need to do is vote for themselves and they win 1 To 0. Isn't it my constructional right to voice my option, either for or against? I think we need to have a box marked "None of the above" and it should count as a minus one vote.

Signed: **~~NOTA~~**
none of the above



高少咪

Sunday

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

October 2015

				1 7AM 	2	3 7AM
4 NATIONAL TACO DAY OCTOBER 4 	5	6 MEETING 	7	8 7AM 	9 	10 7AM
11	12 Columbus Day	13	14 NATIONAL DESSERT DAY! <i>the tastiest day of the year</i>	15 7AM 	16 	17 7AM
18	19	20	21	22 7AM NATIONAL NUT DAY 	23 National Boston Cream Pie Day	24 7AM
25	26	27 	28	29 7AM 	30 National Candy Corn Day 	31 7AM

Notes:



Club Meeting !



Grand Prairie, dinner @ 6pm
Meeting / Elections @ 7pm



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That's all Folks!



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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!