



## Particulars:

### Charter 313

**President:** Bryan "Chummer" Chumbley  
[chumbley@mtco.com](mailto:chumbley@mtco.com)

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

**Secretary/ Treasure:** Jim "Smokin-Jimmy" Fassino  
[JFassino@me.com](mailto:JFassino@me.com)

**Safety:** Jon "Dew Drop" Dewey  
[Dew6483@yahoo.com](mailto:Dew6483@yahoo.com)

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

**FIELD MAINTENANCE** Don "Snappy" Steadman  
[W9dls@yahoo.com](mailto:W9dls@yahoo.com)



Jon "Dew Drop" Dewey

#### 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



**PRCM Member Joe Board at EFEST. Photos By Fassino**







Well, it's happened again! The sunshine is increasing with each passing day and warm spring weather is right around the corner. Each new day brings with it the promise of more and more opportunities to fly outside. With that promise comes the realization of many things to prepare for the upcoming flying season.

Each time I step into my garage, or as my wife calls it, "The Hangar", my mind starts to tick off a list of things that I need to accomplish to have planes, helicopters and quads ready to fly. Just in the last week that mental list has transitioned into a written list that is becoming more and more compartmentalized



THINGS TO DO TODAY	
DATE <i>Yesterday/Last Month</i>	COMPLETED
1 <i>Work on the DLE 30</i>	<input type="checkbox"/>
2 <i>Write something for the newsletter</i>	<input checked="" type="checkbox"/>
3 <i>Charge the batteries</i>	<input type="checkbox"/>
4 <i>Fuel/ Glow Plugs</i>	<input type="checkbox"/>
5 <i>Get New Rubber</i>	<input type="checkbox"/>
6 <i>Pull tanks/ new fuel lines</i>	<input type="checkbox"/>
7 <i>Take a Nap or two!</i>	<input checked="" type="checkbox"/>
8 <i>Clean the Hangar</i>	<input type="checkbox"/>
9	<input type="checkbox"/>
10	<input type="checkbox"/>
11	<input type="checkbox"/>
12	<input type="checkbox"/>

The first order of business for me has been committing to getting the Sopwith Pup up in the air again. I have been frustrated with the performance of the DLE 30 and its mid-range burble and unreliable power. After talking to a large number of people I have concluded that I need to replace the carburetor. Having already replaced the ignition module and fiddled with the timing for what seems like hours, the carburetor is my next option short of replacing the entire engine.

Next on my list is a detailed list of parts to repair or maintain other aircraft. I have made a significant effort to move away from glow and toward electric and gas power. Still, I have a couple of glow planes that I am unwilling to give up on. So, I have added some glow plugs and fuel to my list of parts, and will soon be recharging my field battery and replacing the rubber cone on my starter. I am not terribly excited about pulling all the fuel lines and tanks, but know that, in the end, the time spent replacing the tubing will reduce the risk of catastrophic failure at the field.



# RICHWOODS H.S. Senior Project

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One of the things I look forward to most each spring is the time spent at the field. Sure, flying is a big part of that, but so is the camaraderie that we all experience when we are at the field with others. I am looking forward to all of the events we have coming up this year, from the Open House in May to our annual family day in October. I know that both the pattern contest and Warbirds on the Warpath will bring lots of new folks to the field and increased excitement.

*See you at the field!*

**Bryan**

**B.C.**



### ***The Stinson SR9***

As many of you know, I have been building a Topflite models Stinson Reliant SR-9. This project has entered its fourth year and it seems a few are starting to doubt if it really exists. Well, the good news is that it is finally starting to come together. The fuselage is covered and the wings have been final sanded and are getting covered in the next couple of weeks. After that, it will be a little more fiberglass work on the cowl and wheel pants, paint, and it should be ready to fly.



### **A little history on the Stinson Reliant:**

Stinson produced about 1300 Reliants in the 1930's and early 1940's. Reliants were built in two distinct types - the straight wing (all models up to SR-6) and the gull wing (all models from SR-7 and after including the militarized V-77/AT-19). The military versions were primarily used as utility aircraft and trainers.



The taper wing Reliant (SR7 and after) had the broadest chord and thickness of the wing at mid span, with the outer wing trailing edge heavily angled forward and a rounded cutout on the leading edge root, all supported by a single strut. The taper wing had a significant step up between the fuselage and the wing, and the changes in wing thickness gave it a distinct gull appearance from the front. The SR9 was the only model with the distinctive curved windshield.



Back to my build... Hopefully, with a little focus over the next month or two, we will see an SR-9 buzzing around the field this summer!

Photos and Article By: ***Joe Lang***







## ***EFEST 2016, 10 years and going strong***

Its hard to believe that this was the 10th EFEST. A lot has changed from the first EFEST but this year had some great improvements and a few misses. For those that registered in advance we received a packet in the mail which included the schedule and the parking rules. It also included a parking pass that let you park in the loading and unloading area and made an easy job of carrying your gear from your vehicle to the flight line. This was a great improvement and worked very well for me on arrival and departure.



*File Photo*



I arrived at 2:30 PM on Friday and was flying by 3:30 PM. I had my pick of the flight tables, they are often hard to find by the time the event officially opens on Saturday. There is nothing scheduled for Friday, in fact you wouldn't know that you could fly by looking at the schedule. The vendors are setting up and if you don't get in their way you can really get a lot of flying in before Saturday's opening. The Armory is a wonderful indoor venue, almost a 100 foot ceiling, little air movement and good lighting. Once you fly in the Armory everything else is small by comparison.



Late on Friday they opened the registrations so we could get our wristbands for Saturday. On Saturday morning those with wristbands were invited in before the door opened, just another reason to pre register and to arrive on Friday. And you save \$5 on registration too.

One of my favorite EFEST events, the scale competition was not held this year. I was disappointed but not as much as Joe Board. Joe had built a beautiful scale airplane just for the EFEST scale competition. His 1913 Eastbourne Monoplane was complete with a highly detailed Anzani engine. Joe really did a great job detailing this model from the dawn of aviation. The 3 cylinder radial engine produce 25 horse power, enough to carry the Eastbourne to a ceiling of 970 in about 7 minutes! Joe did get a few short flights on his and he said it was underpowered, Joe really made his model a true scale version, low power and all.





This year there was more combat and more balloon busts opportunities for prizes. The prize balloon dropped certificates and on some flights cash. The combat and night flight rounded out the evenings schedule of events. Flying on Sunday is open and in the past has gotten a little rough. There are times reserved for slow flight and for jets and high speed aircraft. There were also opportunities for multi rotors to fly and take pictures of the Armory.

There are lots of vendors selling at EFEST and the prices are competitive. You can get what you need to get back in the air if you have an accident or even if you arrive without an aircraft. There are also presentations on a wide variety of topics.



One year our club had 19 members attend and this year there were less than 5 and I only know of two that flew, perhaps there were others I did not see. This is such a great venue and so close you should consider attending in 2017. I'm told that scale will be back next year so plan to attend and cheer Joe on as his Eastbourne Monoplane competes at EFEST 2017.

*Photos and Article By:*

***Jim Fassino***

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## **DO YOU BAGEL?**

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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!





## "ON THE FIELD"

Those three little words take on a whole new meaning in New Zealand. If a pilot hears "ON THE FIELD" while getting ready to takeoff or land at Gisborne airport he better start looking for a train. That's right I said , look for a train. For some reason the Gisborne airport has train tracks running right across their main runway.



When I first saw the picture, I figures it was just a small airport with very limited flights. But instead Gisborne Airport serves as the domestic airport for the Gisborne Region. Regular flights between Auckland and Wellington are serviced by Air New Zealand under the Link brand, while the smaller airline Sunair provides services to other New Zealand centers such as Hamilton, Napier, Rotorua and Tauranga, and Air Napier provides services to Napier and Wairoa

The airport has regularly scheduled everyday service between 6:30 a.m. and 8:30 p.m., and must share the space with the Palmerston North Gisborne Railway Line between these hours. The railway has full access to this section of track crossing the runway during the other 10 hours, without delay from the airport. When trains approach the runway during the airport's operating hours, they must stop and wait until they are given permission from the airport's control tower to proceed across the runway. However, in some instances the aircraft has to yield to the passing trains.



## ON THE FIELD





Like I stated last month, I believe most accidents in our hobby are caused due to being in a hurry. If we could just see 5 minutes into the future we would never have a incident of any kind. Since we do not have that ability, lets all just slow down a little and think and about what we are doing, before we do it.



I know we don not have any railroad tracks running across our field but, Lets get back to the basics, make sure you always call: **on/off the field, Landing/Taking off, Dead Stick** and any other information your fellow pilots may need to hear. Think **SAFE** and see you at the field soon.

*Jon F Dewey*

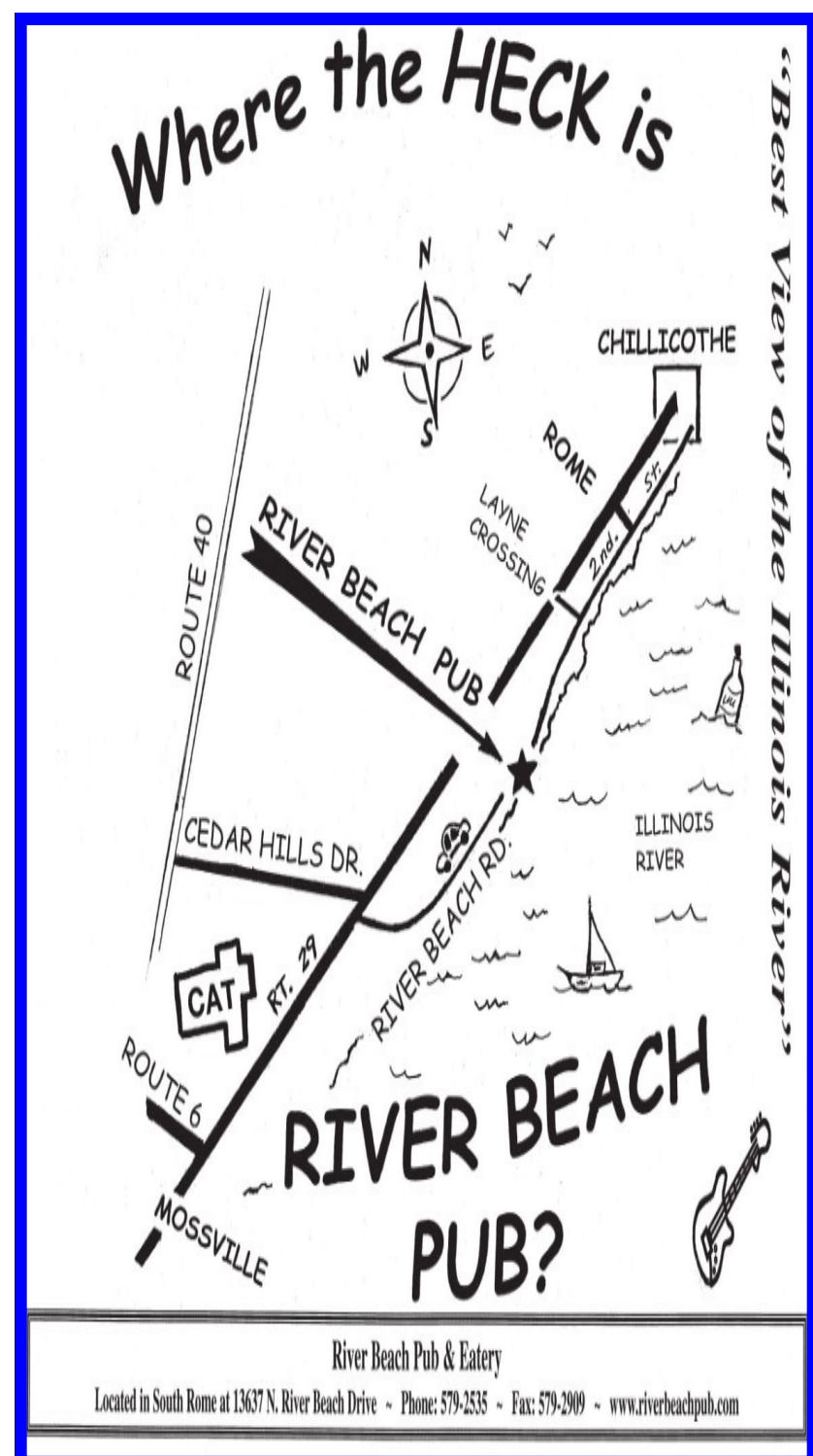
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# Joke of the Month Sponsored By



Recently a guy went into one of the local hospitals to have a leg amputated as a result of some complications. Very unfortunately the surgeon removed the wrong leg and had to remove the correct leg in a second surgery. The person recovered fine.

The patient initiated a law suit. The law suit was rejected by the court...  
*the guy did not have a leg to stand on.*



"Don't Pee  
on my Leg  
and Tell Me  
it's Raining"

-- Judge Judy



*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:*

A friend of mine just ordered a pilot for his new 110cc RC Decathlon from MikeBrentArt.Com . Now this is not just any pilot. My friend is a little strange about having just any ol' pilot fly his airplanes. You can 't just buy a RC pilot off the shelf for a plane this size so he had to ordered a "mini me". He sent in several picture of himself so his mini me could be hand carved out of balsa. The problem is, when it arrived on the Big Brown Truck, he had gained a 20 pound double chin over the winter months. I know we all gain a little winter weight but most of us able to lose it before summer, just in time for swimsuit season. But how can a balsa "mini me" get in shape for summer?

*Signed: A little **BIG***





Dear: Mr. **BIG**

Well first off there is always the proven South Beach Diet , Atkins low card Diet or the all famous Grapefruit Diet. But I am not sure how these would work for your balsa guy. You can always refer to the old "Chinese hole in the head diet". But the problem with this is, you will not lose the double chin, you will just end up with a big hole in the head. If you don't want to sand off the double chin then you are just going to have to except that Americans are getting **Fatter** by the year. You should have ordered it from a Chinese artist who doesn't have two many chins in his family. Also to make you feel better about your mini me, just remember that Dr Evil's "mini me" was also **Fatter** than he was. Enjoy your mini me just the way he is, and don't judge.

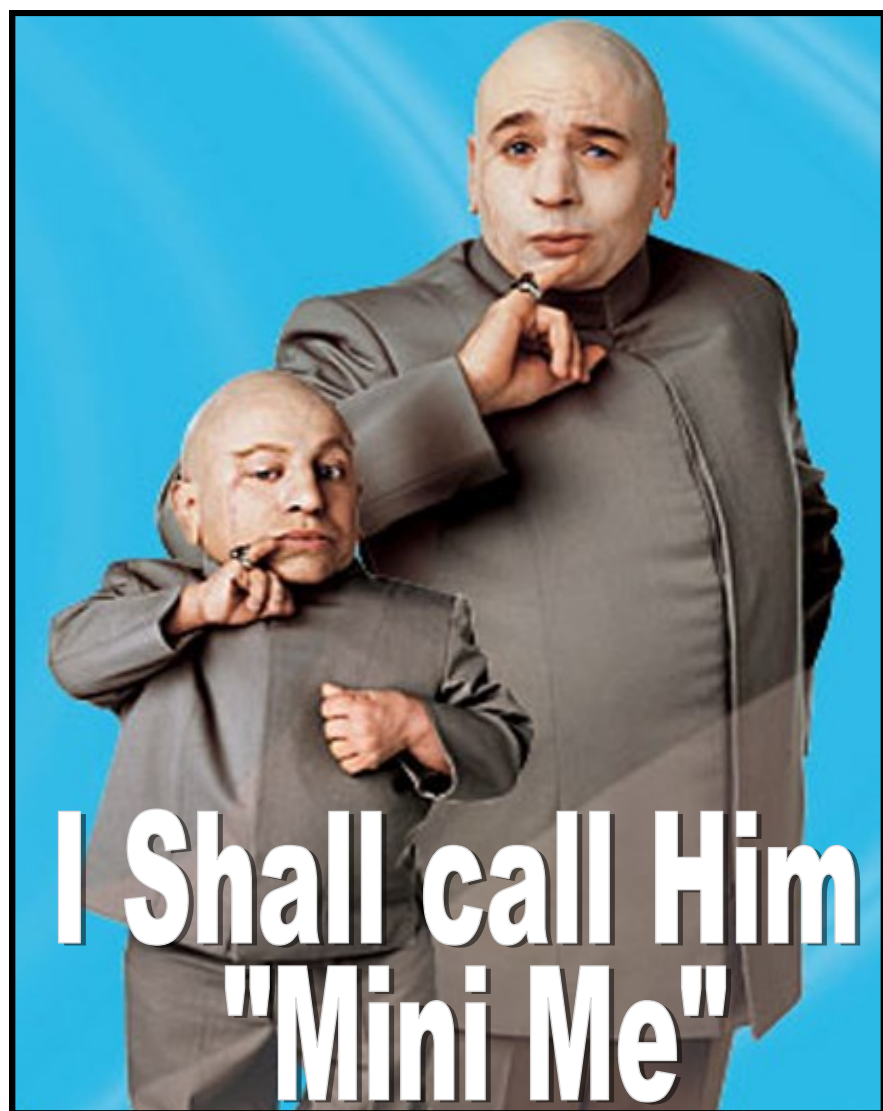
S.J.W. 高  
少  
咪



**ANNUAL BANQUET**  
**March 19th 6:00 pm**

**Please RSVP to**  
**Joe Lang ASAP**

[joe.a.lang@comcast.net](mailto:joe.a.lang@comcast.net)



**ON THE ROAD**



**to**  
**The Toledo Show**

**April 1st-3rd**



**Gator-RC**

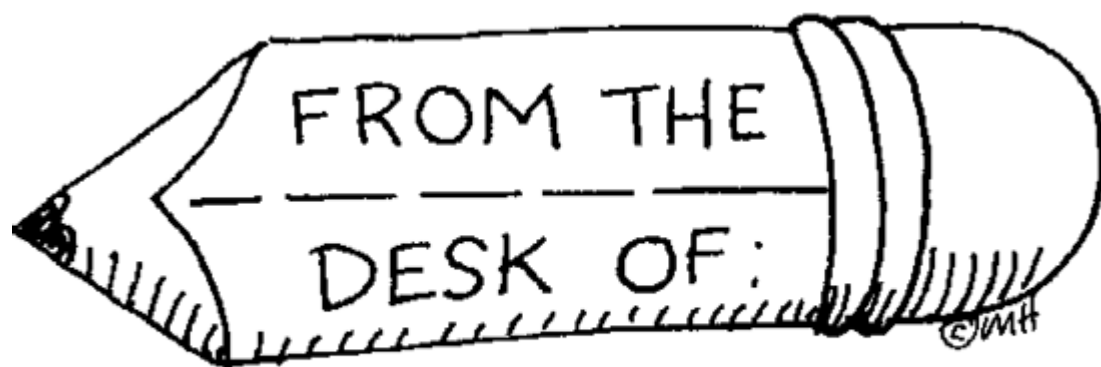
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*Jim "Hollywood" Hogan*



'Should I buy an UAS or a UAV'?

Well, I decided on buying a new ARF. So I picked a GR8 CAD design which uses STEM approved by the SIG group. It is made mostly with EPP with some parts made with EPO. I had to finish it with a little CA. The ESC has a BEC so it was easy to BNF. I had to decide if I wanted to use LiFe or a LiPo. But, due to cost, I picked NiMH. I like the NAV's made with LEDs and the Tx comes with a LCD and ready for FPV.

Now I have to GO and register the UAV with the FAA 2day as a sUAS even though the AMA wants me to wait UFN. I wonder who is my BFF, the FAA or AMA. Maybe I should just join the EAA and forget the whole thing. LOL!

***BCNU in the lawn chairs... Florida Style***

***Jim Hogan AKA "Hollywood"***

***BTW ...WYWH***

***J/K***



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PHOTO BY: JOE HUNT

# PRCM COPILOT of the MONTH



**SLOW  
DOWN**  
HELP KEEP  
DUST DOWN

**HELP  
KEEP  
GRAVEL  
INTEGRITY**

**CAUTION  
LOOSE  
GRAVEL**



*That's all Folks!*

