

## 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:

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**



MC of the night Bryan Chumbley and his straight man Jim Fassino



Two Time Racing Winner Jim Fassino .....Photos by "Fergie"

**And the winners are.....**

**Steve Blessin - Modeler of the Year**

**Jon Dewey-Glow Plug Award**

**Jim Fassino-No fear and Electric Racing Champion**

**Roger Stegall - Best Ribbon Cutter**



# PRCM ANNUAL BANQUET!

Our annual flying club banquet was held Saturday evening 3/19 at Alexander's Steakhouse. Upon arrival, we found the parking lot to be fully utilized and there was at least a 30-minute delay if you arrived without a reservation. The joint was filled with visitors from the March Madness boys' basketball tournament. Many of those guests like to make it a habit to celebrate their success or lick their wounds at this well known eatery. In total, we had 16 members/guests in attendance. Our table was set up along the narrow rail section on the 2nd floor. As usual, the service was good and the steaks were cooked to perfection. After dinner plates were removed, ladies in attendance received a rose in token appreciation of their support of our hobby. Club president, Brian Chumbley presented Steve Blessin an award for **"Modeler Of The Year"** for Steve's commitment to model building excellence. Steve is well known and appreciated for the scale-like detail, not available in kit or almost-ready-to-fly formats, which he incorporates into his models.

**"Spark-Plug"** honors were rightly awarded to Jon Dewey for his continued commitment to writing and editing one of the best club newsletters in the business. Jon is also a charter member of the Thursday Taildragger's Flying and Eating Club that takes advantage of good flying opportunities on Thursdays and good eating opportunities at the River Beach Club. Roger Stegall presented awards for all three 2015 contest categories. Eight different club members participated in at least one contest of *No Fear Pylon Racing*. Jim Fassino managed to take the season *"No Fear"* crown on the very last heat of the very last flight of the season. Jim also captured *Unlimited Electric Racing* honors from six other club participants. The secret to success in Unlimited Racing is to not cut pylons. Again this year, a last place finisher in every race would have easily won this award if that finisher did not cut a pylon. The Combat award for shortening streamers went to Roger Stegall. Roger was perhaps lucky that Jim Fassino did not procure a more competitive airframe earlier in the season. The final three heats of the year saw Roger landing early because Jim had lopped off a portion of Roger's ribbon.

If you missed this year's banquet, be sure to join our March Madness next year when we will again venture out to celebrate our survival of another season of questionable flying skills.

## Roger Stegall



**STORE HOURS:**

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

**10% OFF**

**COME IN AND SEE US!**

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

Editor's  
Note

A special **THANKS** to Joe Lang for organizing and making the reservations along with ordering the Modeler of the Year and Glow Plug

Awards. Also to Roger Stegall for making the Racing and combat Awards. These events could not take place without people like you guys. **THANK YOU!**



**A new season... a new Spinner or a new battery?**

**See Roger for all your needs.**

# MARK YOUR CALENDAR!

## GET READY FOR A NEW YEAR OF CONTESTS

The contest schedule for 2016 will be much the same as it was last year. We will utilize the second Saturday of each month for most of our contests in *No Fear Pylon Racing*, *Unlimited Electric Racing* and *Combat*. Start times for all events will be 9:30AM with the exception of our April 9th competition which will immediately follow the completion of field work-day projects. Dust off those pylon racers and combat ships to begin another season of spirited craziness. No fear pylon consists of 8 laps with a sailboat start flying a maximum of 4 planes in each heat. Each contestant will fly in 4 heats with approved equipment. Unlimited Electric Racing also utilizes a sailboat start and runs 6 laps with all participants flying in each of the 3 heats. Any electric airframe, motor, ESC and battery is approved. Combat requires an electric airframe to pull a provided 24' ribbon during a 4-minute timed event utilizing a speed control not to exceed 18 amps. Three heats of combat are flown during each contest date. Typically, all contest heats can be completed in less than 1.5 hours. Our April 9th competition will feature pork chop sandwiches from the grill so be sure to show up for some work and flying fun. Mark your calendars for all 2016 competition dates: April 9th, May 14th, June 18th, July 16th, August 13th and September 10th. You will note that the June and July dates are on the 3rd Saturday of the month to avoid our Open House and scheduled Pattern events.

*Roger Stegall*



*happy spring!*

Now that Spring has finally arrived, I hope that everyone is preparing something to fly. And, let's hope that at least one of your projects is something that can be flown at one of the upcoming events the club is hosting. With the three upcoming events at the field, you can bet that you have something that can be flown as part of at least one event, and perhaps more than one.

### **May 21 – Open House**

I love this event. There may be no better way to showcase our field and to come together in the spring than the PRCM Open House. Each year this event gets better and more and more visitors come to participate. Please mark this date on your calendar and plan to attend.

### **June 11 & 12 – Fat Lake Pattern Contest**

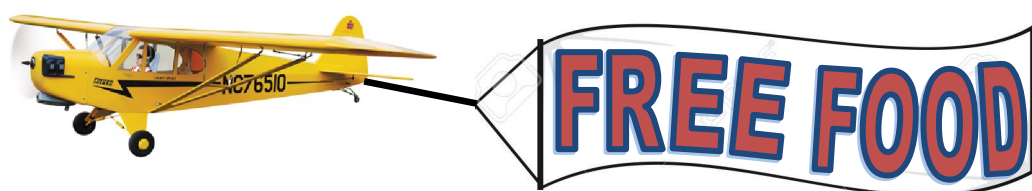
Each year the pattern contest draws flyers from all over the Midwest to compete in precision aerobatics. It is not uncommon to have participants from Iowa, Wisconsin, Michigan, Missouri, Indiana, and Ohio attending our contest. Participants love our North-facing field and the gracious welcome provided by the PRCM members.

***Let's have  
some fun.***



## July 9 & 10 – Warbirds on the Warpath

This is the first year for Warbirds on the Warpath, but given the energy and enthusiasm that is growing about this event I hope the event will grow and continue. Don't have a warbird? No problem. Classic aircraft of any size are also welcome at this event



The most important date for all club members to put on their calendar has nothing to do with a special flying event. As we all know, PRCM only exists and flourishes through dedicated volunteerism from members. A club workday has been scheduled and all members are encouraged to show up and pitch in to spruce up the field, shed and shelter. Please mark your calendars for Saturday, April 9. It is so important for all members to participate at some level on this day to ensure our club's facilities are in top shape for the upcoming flying season. Jon Dewey will be grilling lunch for all in attendance, and more information about the projects and assistance needed will be discussed at the club meeting on April 5.



**GRILL SERGEANT**

*Kill it n grill it*

**Club Meeting – April 5, 2016**

**Bernardi's on N. Knoxville (Lake of the Woods)**

**Dinner at 6:00 P.M. & Meeting at 7:00 P.M.**



# Club Meeting !



*See you at the field!*

**B.C. 32**

## DO YOU BAGEL?

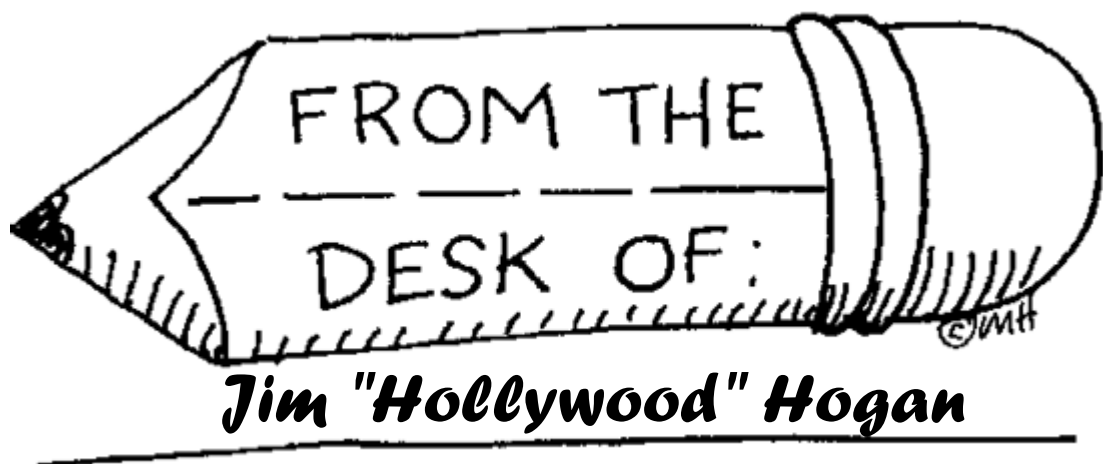
Join the retired, laid off, laid up, lame, unemployed or unmotivated PRCM crew at Paneras on Knoxville every Thursday morning at 7:00 AM.



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!





## Active Spring and Summer for PRCM

I can't remember "ever" when the Peoria RC Modelers have had three sanctioned AMA events on the calendar. Beginning next month, "Model Aviation" will begin to show PRCM events in the event calendar section of the magazine.

First up, will be the "Annual Open House and Fun Fly" on May 21, 2016. Jon Dewey is the CD but, he can't attend all day so Bryan Chumbley has agreed to step in and run the event. I think Open House will be in it's eight year and is to showcase our club to the community. Our focus is to fly anything you bring. It is a no pressure event.



On June 11 - 12, 2016, we will hold our very popular "Pattern Contest". This event is held in cooperation with the NSRCA and is a competitive event for pattern flyers to hone their skills before the National Championships in July. Jim Fassino is CD and Joe Lang will lead the event.

## The Fat Lake Pattern Rendezvous



Then, at the peak of summer, we will host the new event, called "Warbirds of the Warpath" on July 9th. This will be a specialty event for pilots who enjoy warbirds and classic airplanes. Warbird and classic events are becoming very popular in the Midwest and we are in the middle of it. I'll be CD, but I have two hard working team members already helping to make this event a success.



Don Stedman is doing promotion with posters and internet contacts for all the clubs within 130 miles of Peoria and Jon Dewey will assist me run the event.

Three events in three months will take lots of manpower. If you would like to help, please contact any CD or event leader. We need welcoming ambassadors, score sheet runners, and members willing to help get the food to the events on time.

It all starts on April 9th, when we have a workday at the field to get it ready for the summer. Bring rakes, tools and elbow grease. We'll get started about 9:00am or so. Jon Dewey will provide lunch and after the work is done, bring an airplane to fly on the freshly mowed runway.

This is going to be a very active flying season. I can't wait.

***"See you in the lawn chairs" - after the clean up is done!***

**Jim "Hollywood" Hogan**







*Story Submitted by: Terry Beachler*

## ***Spencer Suderman Decimates His Own Inverted Spin Record--98 Turns!!!***

### ***Starting At 24,600 feet and Ending 98 Spins Later***

Aerobatic pilot and record setter Spencer Suderman has done it again... after a number of attempts to beat his own 2014 spin record of 81 inverted spins, he obliterated the former record by completing an unofficial (as yet... it takes weeks for record certification) 98 inverted autorotations in a Dan Rihn modified Pitts S-1X after starting the sequence nearly five miles high.



Starting over the Yuma International Airport, Suderman climbed to 24,600 feet in the normally aspirated Pitts before rolling inverted and starting the sequence that resulted in nearly 100 inverted flat spins, and closing out a two year series of attempts to best the last record.

The aircraft used for this attempt is an experimental variant of the legendary Pitts Special aerobatic biplane. The plane, designated the Sunbird S-1X, is the only one of its kind featuring an oversized engine and propeller.

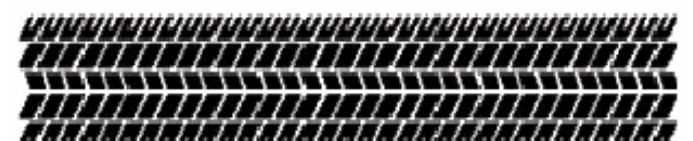


Numerous aviation manufacturers have contributed innovative technology and expertise to enable this aircraft to reach the altitude and performance needed to ensure success.

They are: Electroair Electronic Ignition Systems, Sandia Aerospace, Earthx Motorsports, Micro AeroDynamics, and Aerox aviation oxygen systems. Spencer currently holds an FAA unrestricted Statement of Aerobatic Competency (SAC) card allowing him to perform solo and formation aerobatics down to surface level. Flying in upwards of a half dozen air shows each year across the southwestern U.S., Spencer opens each air show performance with his signature maneuver; a short demonstration of the inverted flat spin



**Where The Rubber Meets The Road**





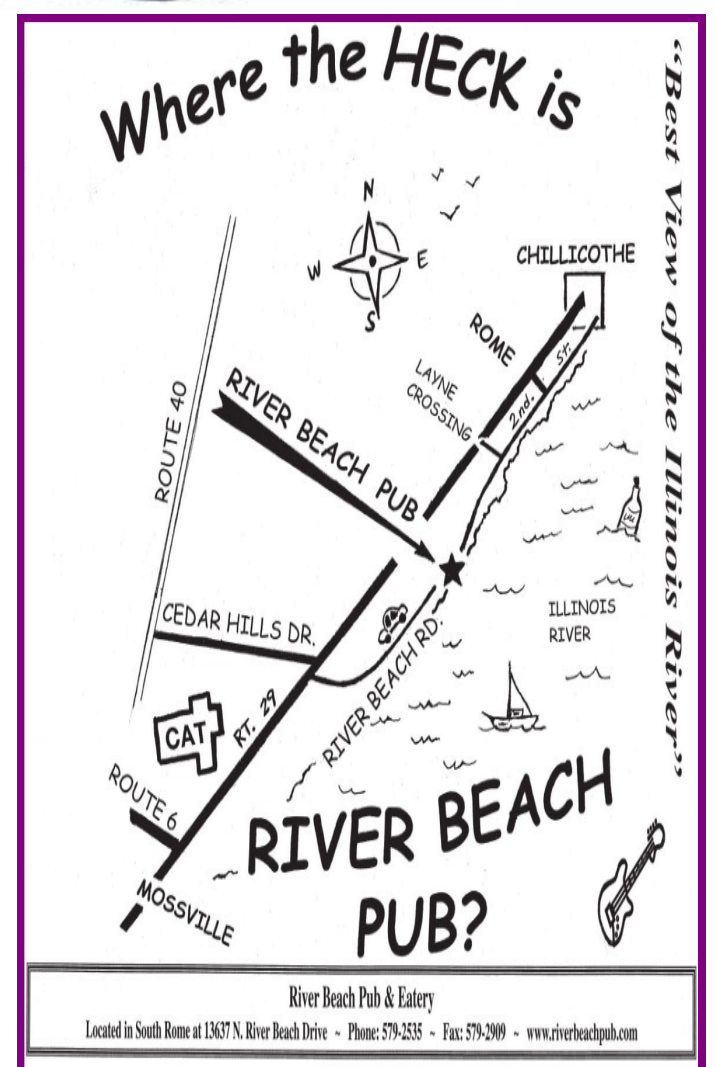


The Douglas A-1 Skyraider is one of the largest single engine warbirds ever built. Its post World War II design was believed by many to be obsolete even before the first one was built. In the new age of jet fighters another radial engine prop driven aircraft was just not needed. Many aircraft have had a very short service life because their mission was reflective of their eras need. Over the long life span of the A1 it was actually three different airplanes. 1st- The DB2D "Destroyer 2" 2nd- The AD and 3rd -the A-1 Skyraider. In 1947 the US Navy bought the first 239 planes in three different variants. Over its career the A1 would be built in over 30 different variants and just as many sub variants. Just some of them were:

\*Air ambulance \* ECM \* RPV Drone Director \* Target Tow \* Anti-Submarine \* Night Fighter \* Rescue Escort \* Early Warning Radar \* Transport, seating 12 passengers \* and Close Air support

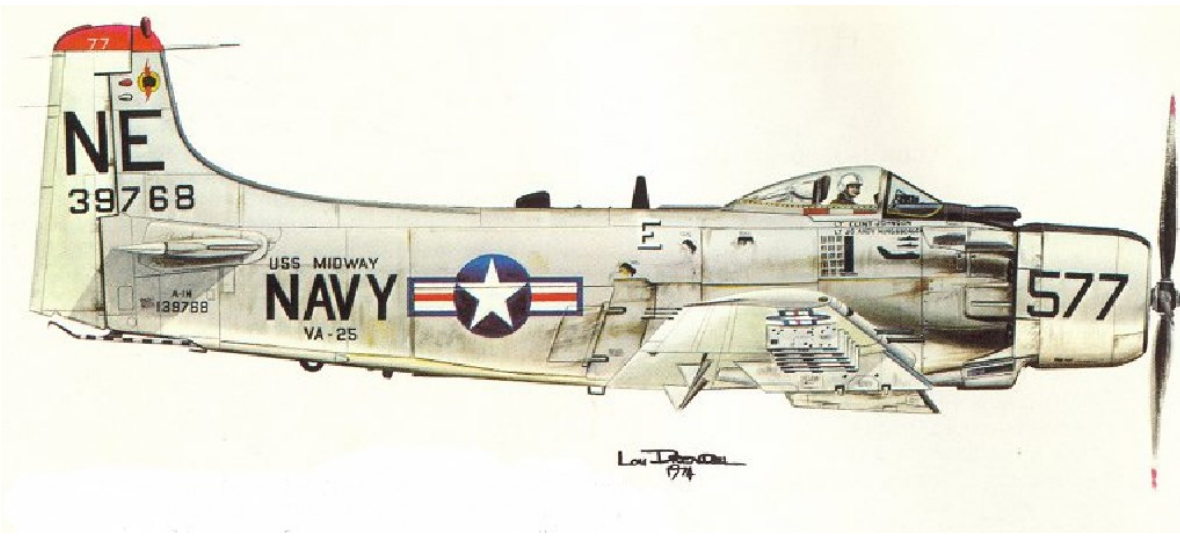
The A1 was very easy to fly and maintain. The only complaint over the years was, "we didn't build enough of them." The A1 was built without an internal bomb bay which saved a lot of weight in hydraulics and increased the flexibility in its platform. This flexibility allowed the A1 to carry any weapon in the US inventory including Nuclear weapons.

Its flexibility also gave the A1 a very interesting honor. It would achieve the first gun kill of the Vietnam War. On June 20th 1965 while on a downed pilot escort rescue mission a flight of four A1s were jumped by 2 Mig 17s. During the dogfight against the two jet powered fighters, something the old prop plane was not designed to do, the flight was split into two groups. After LT. Clint Johnson and his wingman out maneuvered and lost the Mig by conducting tight turns very low to the ground, they began to look for the other two A1s to rejoin as a flight. Johnson spotted the other two A1s with the second Mig on their tail. With a 90 degree deflection, Johnson squeezed off a burst of 20mm. "I knew I would not hit him, but I knew I would get his attention." The Mig broke off and flew head to head against Johnson and his wingman. Flying straight into 8 - 20mm cannons the Mig17 burst into flames and passed between the two A1s as it crashed into to the jungle. LT Johnson and his wingman were each credited with ½ of the first gun kill in Vietnam.





In October of that same year, an A1 dropped a very special piece of ordinance on the North Vietnamese. The A1 crew chiefs always bragged that their aircraft could drop anything including the kitchen sink. With no sink available they decided to drop the next best thing to commemorate the 6 millionth pound of ordinance dropped in the war.



Maybe we can pressure Steve Blessin to “hang” a toilet under the right wing of his new A1 Skyraider to help commemorate such a historic event.



Be Safe , watch out for each other and always make a “safety flush” to help keep our field clean.

*Jon F. Dewey*



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**Pekin, IL 61554**



The following is an account of this event, courtesy of Clint Johnson, Captain, USNR Ret.

“I was a pilot in VA-25 on the 1965 Vietnam cruise. 572 was flown by CDR C. W. "Bill" Stoddard. His wingman in 577 (which was my assigned airplane) was LCDR Robin Bacon, who had a wing station mounted movie camera (the only one remaining in the fleet from WWII).

The flight was a Dixie Station strike (South Vietnam) going to the Delta. When they arrived in the target area and CDR Stoddard was reading the ordinance list to the FAC, he ended with "and one code name Sani-Flush". The FAC couldn't believe it and joined up to see it. It was dropped in a dive with LCDR Bacon flying tight wing position to film the drop. When it came off, it turned hole to the wind and almost struck his airplane. It made a great ready room movie. The FAC said that it whistled all the way down. The toilet was a damaged toilet, which was going to be thrown overboard. One of our plane captains rescued it and the ordinance crew made a rack, tailfins and nose fuse for it. Our checkers maintained a position to block the view of the air boss and the Captain while the aircraft was taxiing forward. Just as it was being shot off we got a 1MC message from the bridge, "What the hell was on 572's right wing?" There were a lot of jokes with air intelligence about germ warfare. I wish that we had saved the movie film. CDR Stoddard was later killed while flying 572 in Oct 1966. He was hit by three SAMs over the North.”





*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 medi-  
um to another, the editor takes no responsibility in the  
blasphemy and lunacy herein expressed.

*So Wong:*

Last Friday I was reading the LA Times about a near miss... or a near hit between an airplane and a drone. Here is what the article said:

"A drone nearly hit a passenger jet preparing to land in Los Angeles on Friday afternoon.

The Los Angeles Times reported that a Lufthansa A380-800 jet was 14 miles away from LAX Airport and traveling at 5,000ft when the drone flew 200 feet above the aircraft. The pilot was readying the aircraft to land when the incident occurred.

Aviation experts fear that drones--which are prohibited from flying higher than 400 feet--could cause a plane to lose an engine if they are sucked in. Local police are now searching for the owner of the drone."

This article was originally published on Time.com

So if drones are prohibited from flying over 400 feet, and drone pilots have to register them before flying and they HAVE to follow FAA rules, then how did this happen? By just being registered, shouldn't that alone have kept this and future incidents from happening in the first place?

Signed: *Flying High*

*You way to High:*

The FAA rules on flying drones, has nothing to do with pilots flying over 400 feet or following FAA guidelines. The whole process was a "knee-jerk" reaction to public pressure to "do something" about those damn drones. Since there is no way someone is going to register a drone or model airplane then break the law, the only way is to register the lawful majority, who have no intension of flying illegally. Then the administrators can go back to the "powers to be" at the FAA and say, "look we fixed the problem!" Then everyone inside the U.S. Beltway has a "warm and fuzzy" feeling deep down inside.

*You fly long time and Way too High*

*...you cum down. Now!*








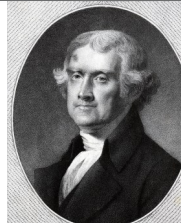










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**WORK DAY**  
**9AM**  
**APRIL 9th**

We are having a Club Work Day at the Field on April 9th. Start time is 9AM. Please make every effort to come out and help with a few projects. Some of the projects are: Fire proofing the Juice bar, Fixing and replacing flight stands, cleaning out the shed and possibly a few other small tasks. Bring an airplane to fly and lunch will be provided for your hard work.



# April 2016

3		4		5 Club Meeting  www.peoriarcm.com	6		7	7AM 	8	10AM 	9	 7AM 
10		11		12		13 Happy B-Day Tom. 	14	7AM 	15	10AM  Taxes Due!	16	7AM  DOWN ON THE FARM®
17		18 PATRIOT DAY 	19		20		21	7AM 	22	10AM  EarthDay	23	7AM  PASSOVER
24		25		26		27	28	7AM 	29	10AM 	30	7AM  DOWN ON THE FARM®

Notes:







PRCM Copilot  
of the  
Month



## RHS St. Jude Run Night at ...



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**April 5<sup>th</sup> 4-7pm**

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