

Particulars: Charter 313

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FIELD MAINTENANCE Don "Snappy" Steadman
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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



Caption this Photo:

Photo by George Knight

Terry Beachler helping hold the cement board up at our work day. Please help me "caption" this photo. Send your suggests to Jon Dewey at dew6483@yahoo or tell me in person. The winning caption will be in next month's newsletter.

WORK DAY

UPDATE

Saturday 4/23 dawned as a perfect day to do some maintenance activities on our shed and field. Terry Beachler, Jim Fassino, Jim Hogan, Jon Dewey, Verne Holeman, George Knight and Roger Stegall began the day at 9AM repairing flight benches, replacing flight station netting, cleaning the shed, removing excess grass, cleaning the mower and installing sheets of fire-proof concrete board adjacent to and above our charging outlets. The overhead sheets of this concrete material required all hands on deck to position, hold and screw the material to the trusses. A previous lipo fire at our field demonstrated the need to have fire-resistant materials where we charge batteries. Jon Dewey stoked-up the gas grill and cooked a boat-load of pork chops at the noon hour. Water and potato chips completed the menu for this hungry group of workers. After lunch plates were cleared, it was time to put up the pylon poles and make a series of left-hand turns. A hearty note of thanks is in order to these club members who apportioned a part of their Saturday so the rest of us can reap the benefits. THANKS GUYS!

Roger Stegall



NO FEAR PYLON

Four No Fear Pylon Planes were initially assembled in anticipation of the first noisy race of the year. Prior to the countdown for the first sailboat start of the season, Jim Hogan discovered he had a fuel problem and a non-functioning rudder. That left Jim Fassino, Jon Dewey and Roger Stegall to see who could get to the 8-lap finish line without amassing a series of pylon cuts. Fassino's electric Wingman II took the lead at the start and never relinquished the lead as Roger remained about 100' behind him the entire race. Dewey was about a lap down at the finish and was showing signs of some rusty fingers as he was taking the scenic route with an engine that needed some adjustment. Race #2 was almost a complete opposite of the first. Jon got a good start and several times traded places with Jim. At the finish, Jon edged-out Jim by the hair of his chinny-chin-chin. Roger got a bad start and made up for it by making a series of very bad turns and finished more than 2 laps down to the other racers. The 3rd race of the day was pretty competitive for all 3 participants. Roger eked out a victory over 2nd place Jim and 3rd place Jon. After the first 3 races, all fliers had finished in first place one time. Jon elected not fly in the last race of the day. At the start, both Roger and Jim were within a few feet of each other and that didn't change the entire race. At least 4 different times coming out of the east pylon, the two planes almost traded MonoKote. Roger finished in 1st placed by only a few feet. Jim was to remark that this last race was "more exciting than combat". Points for the day were: Jim Fassino 17, Roger Stegall 17, Jon Dewey 11. Surprisingly, no cuts were recorded on the day. Thank You Verne Holeman and George Knight for volunteering to be pylon judges.

Roger Stegall



GO FAST... TURN LEFT!



THE WITNESS

To a Maiden



After lunch at TGIF with "Hollywood" and Bill White, I followed Bill and his trailer full of toys out to the field. After several months, his new 40% 150 inch Decathlon was ready for its maiden flight. It went together remarkable easy and fast for its size. The wings slid onto two massive wing tubes and the struts were secured with the help of a new \$20 powered ratchet. After the wings bolts, servo connections and the top panel were in place, it was ready for fuel. Using his 2 1/2 gallon powered fuel can it was fueled and ready to go in no time. With Bill's mini me at the controls and Big Bill swinging the 28 inch carbon fiber prop, the DLE twin 120cc soon popped to life after just a few spins.



A quick range check with his new Futaba 18 channel radio and the Decathlon was ready to take to the field. Taxing down the runway Bill noticed he needed a few more "inches" of rudder throw. I asked sarcastically, "what is rudder control?" After a couple of high speed taxis the 150 inch Decathlon gently climbed into the air "like a big baby". Only a couple of trim clicks were needed before it was doing a few rolls in the pattern. After a few minutes it gently touched down nice and smooth on Runway 9 . A successful maiden flight.



Taxing in, Bill said, "I landed because I had a problem." It seemed so smooth I never noticed any problem. It was a little lean on the bottom end and a little rich on the top end. We pulled the prop and cowl and there were two shinny exhaust extensions sparking in the sunlight. Not to much money was spent on them. Just \$6.00 of chrome kitchen sink drain pipe did the trick. We started the DLE 120cc back up and he adjusted the mixtures and made a small list of adjustments and modifications that need to be made before the next flight and the smoke check. When it comes to our new member "Bigger is better" except for his "little" pilot.

Jon F. Dewey

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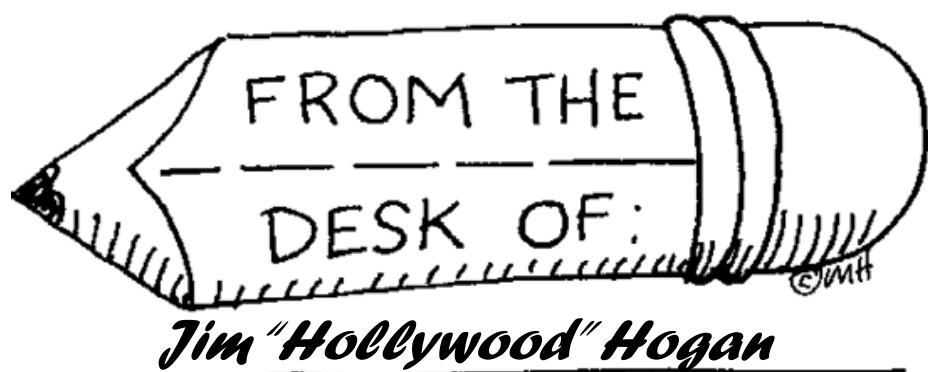
The first combat sortie of the season was enjoyed by Jim Fassino, Verne Holeman, Jon Dewey and Roger Stegall. All four competitors were flying Verne Holeman designed wings leaving the different colored ribbons as the most distinguishing characteristic between airframes. Roger and Jim utilized a vertical launch technique where their pink foam wings were placed in a vertical position for a Saturn Rocket type of launch. All four competitors zigged and zagged across the sky during their first flight in a futile effort to shorten any ribbon that wasn't their own. Late in the first flight, John's wing came into contact with another wing and knocked off the small vertical winglet attached to the left side of his wing. Surprisingly, Jon was able to retrieve the winglet from the surrounding weed patch at the west end of the field. Jon noticed his motor was loose on its mount so he was done for the day. Heat #2 saw all three guys really mixing it up. Somewhere near the 3rd minute of the flight, Roger did a whack attack on Jim's yellow streamer to record the first combat victory of the year. Neither Roger or Verne were able to gain a victory over the other during the final minute of the skirmish. Jim vowed revenge on Roger's purple ribbon prior to the 3rd flight. It took him less than 2 minutes to make good on his promise and send Roger whining to the sidelines. Scores for the day were: Jim Fassino 5 points, Roger Stegall 5 points, Verne Holeman 2 points, Jon Dewey 1 point.

Roger Stegall



Jim Fassino and Roger Stegall were the only two competitors in flying six pylon laps with any electric plane, motor, ESC and battery. Jim started the day with his yellow EFX while Roger chose his red EFX. Roger and Jim had a pretty even start but Roger was all over the sky like a wounded goose without a compass. Jim finished in first place with Roger more than a lap behind and 2 cuts for a no-score. It was Roger's turn in the 2nd race to launch first from the ramp with the bungee sling-shot. Roger, trying to fly slowly and save battery life until Jim got airborne, stalled a few times and wasn't completely sure he had full control, finishing several laps behind. Jim elected to fly his Rare Bear for the final heat of the day. Jim took the lead at the start with Roger close behind. Coming out of the west pylon on the 3rd lap, Roger passed Jim's Bear and maintained that slight lead to the finish line. Unfortunately for Roger, after he took the lead he cut the west pylon on his 4th and 5th laps giving him another ZERO for the flight. Scores for the event were: Jim Fassino 60 points, Roger Stegall 10 points.

Roger Stegall



THE **TAILDRAGGERS** are still active

"The Tail Draggers" are a loose group of club members who are retired, unemployed, slackers and under motivated who get together on Thursday afternoons and many Fridays just to fly. (Well, not just to fly). Now that the weather is getting nicer, the "Tail Draggers" are back at it. There has been a rash of retirees this winter and some have jointed the group. Generally we fly starting about 1:00pm and get done in time to get the guys home to make supper. Others stop in at local establishment after flying to make sure all the local alcohol laws are being observed. Even if you have a job, we encourage you to fly with us. We won't make fun of you.



Although we fly on many Fridays, it is not a sure thing. When the weather is good, we will start about 11:00am and fly till noon or so. Then we take a break for lunch and come back to fly more. We have had members come to the field while we are at lunch. They find airplanes on the grounds or in the shed with flight boxes laying around, but no people. Don't worry we are not far away.

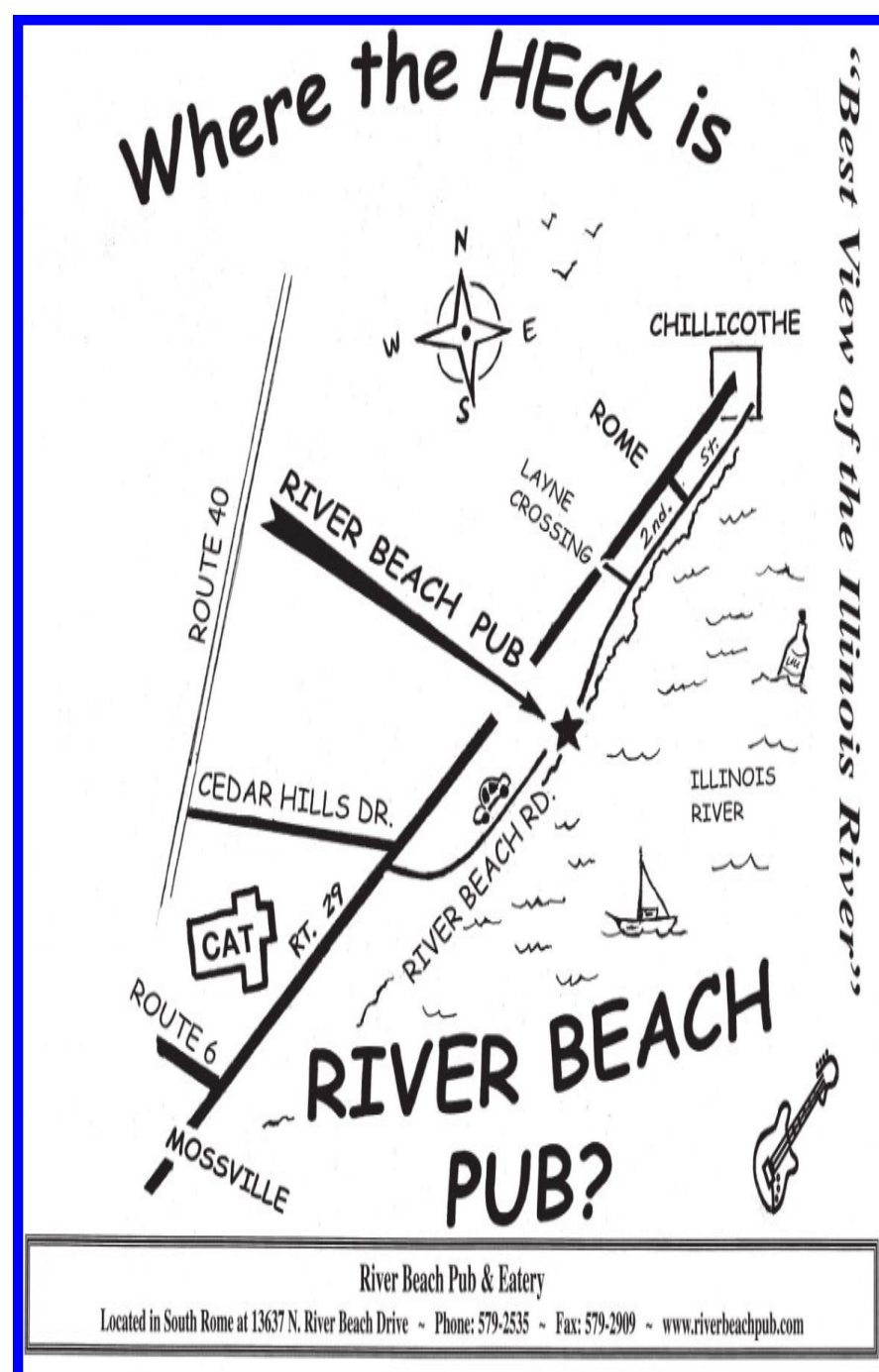
There are some real advantages to dragging your tail. Normally, the field is mowed on Thursday mornings, so we have ideal runway conditions. We also use the lawn chairs to discuss important issues. More than one airplane has been sold as a result of these conversations. Radios have been worked on and have never worked right again. And, there has been "walks of shame" into the bean field. In addition, we have solved most of the world's problems, and the Open House and "Warbirds on the Warpath" events are just some of the out growths of "Tail Draggers" conversations.

So, drag your tail to the field and join us!



See you in the Lawn chairs:

Jim \"Hollywood\" Hogan



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,

Excuse this rant but there are wayyyy too many abbreviations when it comes to RC flying. In the old days, everybody had the same choice – you purchased a kit and built a flying machine by adding all the necessary components. Today, we are bombarded with abbreviations. The next progression gave us Almost Ready to Fly ARFs. Then we progressed to Plug N Play (PNP) only to be followed by Bind and Fly (BNF) and Ready To Fly (RTF) models. It didn't stop here because hobby suppliers got on the bandwagon of reducing their advertising space by adopting abbreviations for CA glues, EPP foam, different KV motors, and all manner of Lipo mAh batteries with different C-ratings. Thrown in some of the latest FPV technologies and pretty soon you run out of alphabet letters.

I would like to know your opinion to this question: "Are we trying to make the RC flying hobby so broad to potential participants that it is no longer necessary to have any type of skill beyond converting oxygen into carbon dioxide?" Perhaps the next progression to potential purchasers will be the YAIFT (You're-An-Idiot-Fly-This).

Signed: YAIFT



Dear YAIFT:

I would like to answer your question ASAP, but it is really not that easy. First you must understand the Chinese alphabet. There are 26 letters in the Chinese Alphabet, just like in the English alphabet. But in the Chinese Alphabet, there are 23 consonants and 24 vowels that are formed from a combination of the 26 letters. Actually people seldom say "the Chinese Alphabet." The reason is the Chinese language has a unique sound system. So if you take Lipo for example it really many: "small powerful battery that can fit in almost in size space with room to spare." And Plug and Play: really means: "Man who puts medal clip into battery powered airplane might have fun for four minutes". You see, it is all in the translation, sometimes it is just easier to put some random letters on the box and see what term the Americans come up with. Blame the DNC and the RNP not the Chinese.

S.T.W. 高少咪

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!



So Wong:

I attended the largest RC model show in the United States last month in Toledo, Ohio. Your club was well represented by the most fanatic toy airplane buyers I've seen. They were there at the Swap Meet when it opened at 7:00am the first morning. By 7:30am, I saw two airplanes in the arms of two members and a handful of "goodies" in their hands of others. By the end of the day, the full size truck they brought was full to the brim. I saw a Ryan ST, a P-26, an Antic, a glider, and a 1/3 scale Sopwith Camel. On top of that, a battery charger, props, landing gear, a bag of servos, about a gallon of two-cycle gas engine oil and enough heat shrink to recover a full size Piper Cub.

Another member of your group was working in a vendor's booth selling toys with a grin on his face from ear to ear.

Sum Ting Wong, what is Wong with these guys?

Signed,

Need a Bigger Truck.



Dear Trucker.

These guys have been going to Toledo for five or six years now. Every year they bring home a full truck load of stuff. If it was not for these guys, the Toledo economy would die. I would not be surprised if the Chamber of Commerce as not sent letters of appreciation.

But that's nothing. there was a twin axle trailer behind a full size diesel pickup be loaded outside the show entrance. A policemen had asked drivers to go around the vehicle as it loaded in a no parking zone. I counted ten airplanes and boxes of stuff being loaded. Now these are some serious modelers!

Sum Ting Wong.

高
少
咪

Open House

May 21st

The PRCM Open House is just around the corner. Please make plans to attend now. We also need "Raffle" items. Please ask any local business person that you may know if they could donate something. Also look in your RC pile at home for any nice items you may have that you are willing to donate to the club. Thank you!



Gator-RC

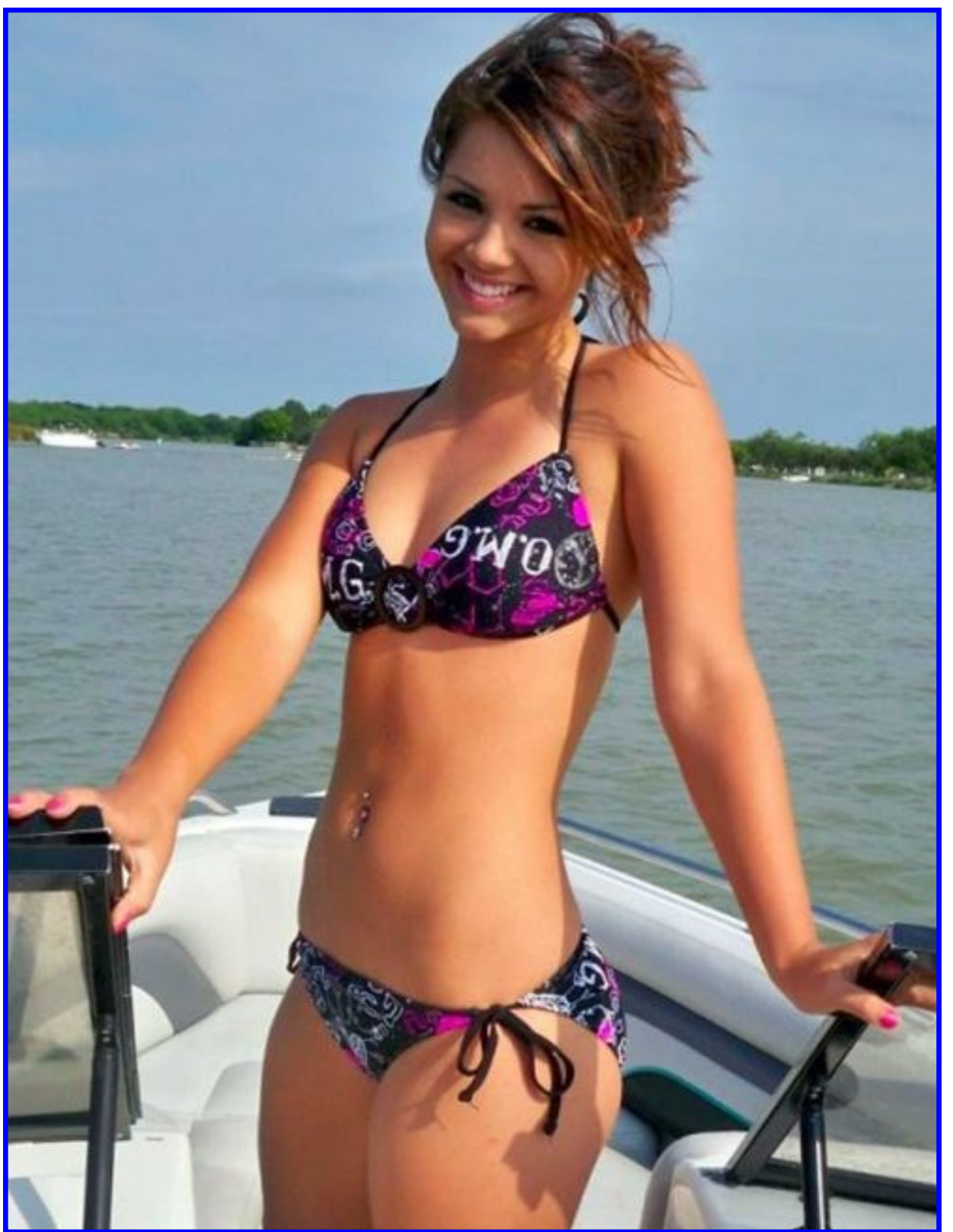
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2016 MAY

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3 <i>At the Field</i> 7PM Club Meeting !	MAY THE 4TH BE WITH YOU.	5 7AM CINCO DE MAYO 1 PM THE TAILDRAGGERS	6 10AM	7 7AM
	9	10	11	12 7AM 1 PM THE TAILDRAGGERS	13 10AM	14 7AM RACE DAY
15	16	17	18	19 7AM 1 PM THE TAILDRAGGERS	20 10AM	21 7AM Open House PRCM
22	23	24	25	26 7AM 1 PM THE TAILDRAGGERS	27 10AM	28 7AM
29	 MEMORIAL DAY	31				