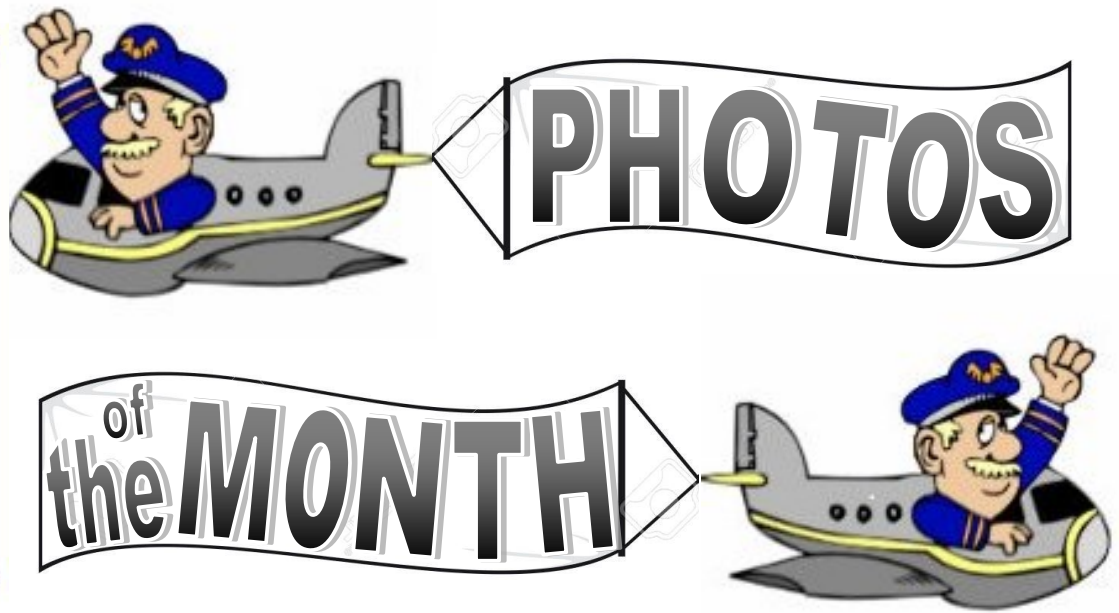


# PEORIA RC MODELERS

## 2016

### NEWSLETTER

## JUNE



## 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

[terryb@beachlers.com](mailto:terryb@beachlers.com)

Don "Snappy" Steadman

[W9dls@yahoo.com](mailto:W9dls@yahoo.com)

FIELD MAINTENANCE

**Newsletter Editor:** 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'**

14501 N Old Galena Rd.  
Chillicothe IL 61523

#### 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



*A special Thanks to Don Steadman for all the Open House pictures in the Newsletter this month.*



*Visit Our Website*

[www.peoriarcmodelers.com](http://www.peoriarcmodelers.com)

ESTABLISHED  
SINCE  
1954







Now that we have completed yet another successful Open House, we are rapidly approaching our next event: Our Annual Pattern Contest on June 11th and 12th.

Over the past several years this has been a very successful event for our club with a large number of attendees and great exposure for club. We have consistently drawn attendees from the entire NSRCA District 5 which includes: Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin. We have also had attendees from Michigan, Ohio and last year's travel distance winner was from West Virginia. All skill levels are also represented with those just getting started flying Pattern in the Sportsman's class, all the way up to Masters and FAI classes. It is a great chance to not only see some great precision flying, but also give it a try if you are interested.



In addition to the Sportsman's class, the "Club" class is being offered again this year. The Club class is a chance for anyone interested in learning a bit about the competition format and process to give it a try without the pressure of being scored. The Club class routine is quite simple and can be flown with any airplane. Come on out and give it a try – you may just get hooked!

We can also use any help you can provide over the weekend. After a bit of a scramble, we managed to get a skeleton team together to run the event, but we could use a lot more help. Even if you cannot be present for the entire time, we can use help with score sheet runners, scoring help, and many other odds and ends. This event is consistently very profitable for the club. If you can, please come out and help us make this another successful event.

Finally, please remember the schedule for that weekend. On Friday, June 10th the field is open for flying. However, please be aware that there will be a few of the visiting pilots starting to arrive and practice a bit before the event. If you do plan on flying in the event, registration is at the field at 8:00AM on Saturday June 11th. For all other members, the field will be closed to open flying Saturday, June 11th from 8:00AM until approximately 4:00PM. On Sunday, June 12th, the field will be closed to open flying from 8:00AM until approximately noon.

*Joe Lang*

**DYNAMIC BALSA**  
**LEONORE, IL**



**Peoria R C Modeler's  
Pylon Racing Program**

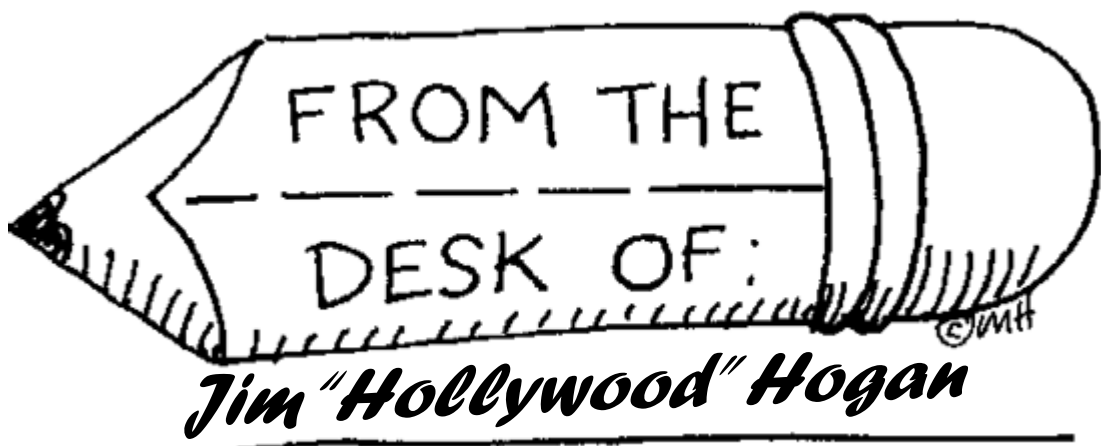
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**Thunder Tiger Pro 40 Engines!**

**Also, a wide variety of RC equipment  
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It is hard to believe we just held our ninth annual "Open House and Fun Fly" on May 21st. We started the event to promote our hobby to the public and show off our new field. Now in our tenth year, our field is one of the premier flying sites in the region.

Jon Dewey was CD this year and set the event up with the AMA, but his daughter's Richwoods High School graduation prevented him from enjoying the show. Bryan Clumbley stepped up and ran the "Open House". He did an excellent job and the event was another success.

The day was beautiful, but we had a 12mph cross winds which grounded some pilots. As the day went on, the wind diminished and turned to the east. Just about everyone flew during the day.

Bill White invited members of his old club in Evansville, Indiana to join us. Joe Beyer of Evansville flew a 1/2 scale "Extra" which was very impressive. His 9 year old grandson, Clayton, flew a 55cc gas powered Yak. If you have a "buddy box" Clayton will give flying lessons.



# *Open House*

## Peoria RC Modelers

### May 21st

Our friends from Streator and Washington, who support us every year, also joined us for the day. We gave free lunches to PRCM members who registered to fly. But, it is our guests who make this event so popular.

Brian Burcar, from Dynamic Balsa, donated two items for the Silent Auction as did several members of our club. Thanks to all who donated some really good stuff.

Thanks once again to Bryan and Jon for a wonderful event.



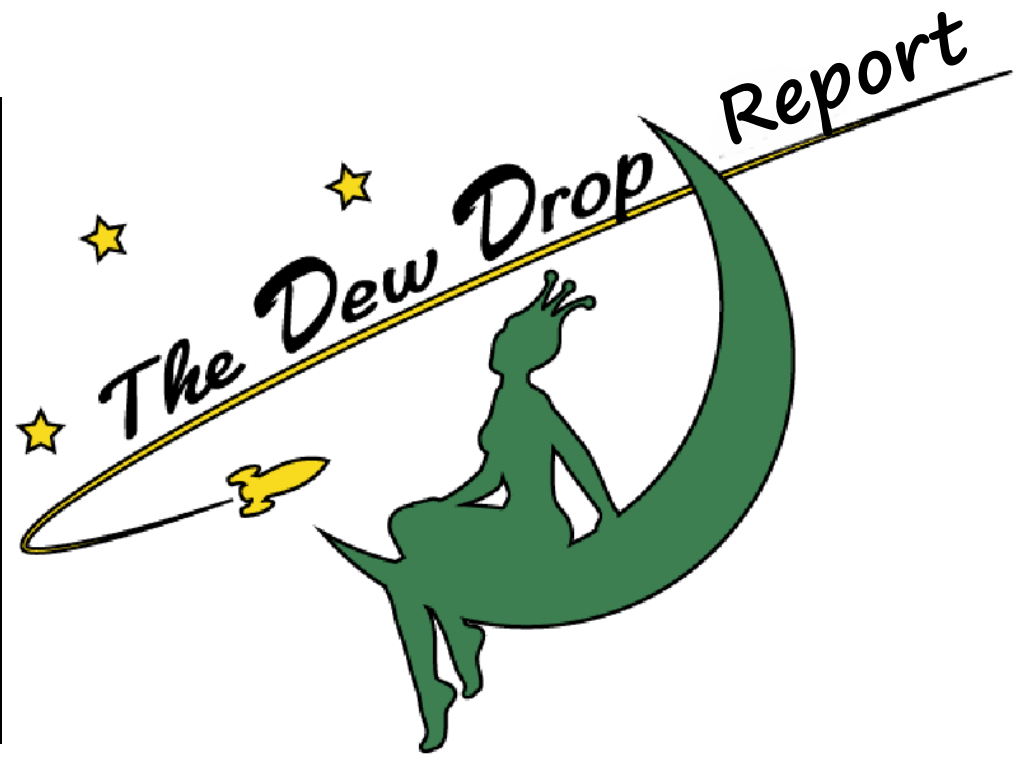
*Photos by Don "Snappy" Steadman*

*See you in the lawn chairs.*

**Jim "Hollywood" Hogan**







# **After being listed as MIA for several years, new evidence has recently surfaced on the disappearance of “Right Flyer 40T”**

While on a routine training mission last seen just west of the PRCM field, date unknown, “Right Flyer 40T” made a MAYDAY transmission over the swamp. A rescue party was dispatched on foot to search for any survivors. No sign of any survivors or wreckage was ever spotted. The search was called off and he was listed as Missing in Action. On May 19th 2016 the “Farmer” (not his real name) found what has been determined and classified as “a debris field.” The “Farmer” wishing to keep his identity a mystery, returned the remains of “Right Flyer 40T” in the middle of the night, to his base on the PRCM field. Pending a full Military burial as soon as possible. However LT. Col Bryan Chumbley, commanding officer of the PRCM squadron ordered DNA testing to be done in order to locate his next of kin. “Right Flyer 40T” is currently laying in the morgue awaiting identification before any burial is to take place. If you have any information regarding this incident, Please contact the PRCM Squadron MIA /POW personal office @ 867-5309 ask for Jenny.



As a living veteran I always get a little laugh inside when someone wishes me a Happy Memorial day. They mean well, but Veterans Day is the day for the living Veterans. “Memorial Day” is the day in which we as a country have set aside to HONOR or to MEMERILISE our WAR dead from every war we have fought. Unfortunately we have had to many young men and woman come home in a flag draped coffin in the past few years.

Another Memorial Day is here and all across the nation, millions of us will celebrate in thousands of different ways. Our military members around the world will miss out on hometown celebrations, cook outs, the Indy 500 and so many other events, but instead, they will be performing the duties assigned to them. This story is in honor of them....

“As a commercial pilot, I too see the effects of the war in Iraq and Afghanistan. Last month I showed up to start a trip and was approached by a gate agent. “Captain, good morning, I wanted to inform you that we have H.R. on this flight”, she said. H.R. stands for human remains. “Are they military?”, I asked. “Yes”, she said. “Is there and escort?”, I asked. “Yes, I already assigned him a seat”, she said. “Would you please tell him to come to the flight deck, you can board him early”, I said.



UPI file picture before “Right Flyer 40t” joined the squadron



A short while later, a young Army Sergeant entered the flight deck. He was the image of the perfectly dressed soldier. He introduced himself and I asked him about his soldier. The escorts of these fallen soldiers talk about them as if they are still alive and with us. "My soldier is on his way back to Virginia", he said. He proceeded to answer my questions, but offered no words on his own. I asked him if there was anything I could do for him and he said no. I told him that he has the toughest job in the military and that I appreciated the work that he does for the families of our fallen soldiers. The first officer and I got up out of our seats to shake his hand. He left the flight deck to find his seat.

We completed our preflight checks, pushed back and performed an uneventful departure. About 30 minutes into our flight I received a call from the lead flight attendant in the cabin. "I just found out the family of the soldier we are carrying, is onboard", he said. He then proceeded to tell me that the father, mother, wife and 2-year-old daughter were escorting their son, husband, and father home. The family was upset because they were unable to see the container that the soldier was in before we left. We were on our way to a major hub at which the family was going to wait 4 hours for the connecting flight home to Virginia. The father of the soldier told the flight attendant that knowing his son was below him in the cargo compartment and being unable to see him was too much for him and the family to bare. He had asked the flight attendant if there was anything that could be done to allow them to see him upon our arrival. The family wanted to be outside by the cargo door to watch the soldier being taken off the airplane. I could hear the desperation in the flight attendants voice when he asked me if there was anything I could do. "I'm on it", I said. I told him that I would get back to him

Airborne communication with my company normally occurs in the form of email like messages. I decided to bypass this system and contact my flight dispatcher directly on a secondary radio. There is a radio operator in the operations control center who connects you to the telephone of the dispatcher. I was in direct contact with the dispatcher. I explained the situation I had onboard with the family and what it was the family wanted. He said he understood and that he would get back to me

Two hours went by and I had not heard from the dispatcher. We were going to get busy soon and I needed to know what to tell the family. I sent a text message asking for an update. I saved the return message from the dispatcher and this following is the text.

"Captain, sorry it has taken so long to get back to you. There is policy on this now and I had to check on a few things. Upon your arrival a dedicated escort team will meet the aircraft. The team will escort the family to the ramp and planeside. A van will be used to load the remains with a secondary van for the family. The family will be taken to their departure area and escorted into the terminal where the remains can be seen on the ramp. It is a private area for the family only. When the connecting aircraft arrives, the family will be escorted onto the ramp and planeside to watch the remains being loaded for the final leg home. Captain, most of us here in flight control are veterans. Please pass our condolences on to the family, thanks.

I sent a message back telling flight control thanks for a good job. I printed out the message and gave it to the lead flight attendant to pass on to the father. The lead flight attendant was very thankful and told me, "You have no idea how much this will mean to them." Things started getting busy for the descent, approach and landing.

After landing, we cleared the runway and taxied to the ramp area. The ramp is huge with 15 gates on either side of the alleyway. It is always a busy area with aircraft maneuvering every which way to enter and exit. When we entered the ramp and checked in with the ramp controller, we were told that all traffic was being held for us. "There is a team in place to meet the aircraft", we were told. It looked like it was all coming together, then I realized that once we turned the seat belt sign off, everyone would stand up at once and delay the family from getting off the airplane. As we approached our gate, I asked the copilot to tell the ramp controller we were going to stop short of the gate to make an announcement to the passengers. He did that and the ramp controller said, "Take your time.





I stopped the aircraft and set the parking brake. I pushed the public address button and said, “Ladies and gentleman, this is your captain speaking. I have stopped short of our gate to make a special announcement. We have a passenger on board who deserves our honor and respect. His name is Private XXXXXX, a soldier who recently lost his life. Private XXXXXX is under your feet in the cargo hold. Escorting him today is Army Sergeant XXXXXX. Also onboard are his father, mother, wife, and daughter. Your entire flight crew is asking for all passengers to remain in their seats to allow the family to exit the aircraft first. Thank you.”

We continued the turn to the gate, came to a stop and started our shutdown procedures. A couple of minutes later I opened the cockpit door. I found the two forward flight attendants crying, something you just do not see. I was told that after we came to a stop, every passenger on the aircraft stayed in their seats, waiting for the family to exit the aircraft. When the family got up and gathered their things, a passenger slowly started to clap their hands. Moments later more passengers joined in and soon the entire aircraft was clapping. Words of “God Bless You, I’m sorry, Thank you, Be proud, and other kind words were uttered to the family as they made their way down the aisle and out of the airplane. They were escorted down to the ramp to finally be with the loved one lost.

I never did see the family. Another soldier died, another family grieved and we did what we could. That is the way it works sometimes. I get a call from the cabin and we work as a team to do what we can. That day everybody from the flight crew, to the operations center, to the 184 passengers onboard, we did what we could. Many of the passengers disembarking thanked me for the announcement I made. They were just words, I could say them over and over again, but nothing I say will bring that soldier back. I respectfully ask that all of you reflect on this day and the sacrifices that millions of men and women have made to ensure our freedom, safety, and the right to live a good life “

*Written by: A Captain of a Major US Airline*



I could not imagine what I would feel like if it was my Son or Daughter. who gave the ultimate sacrifice for our country. Please have a safe Memorial Day.

***Jon F. Dewey***





# PRCM COMBAT



## STREAMERS OVER MOSSVILLE

The contest day of 5/14/16 had to be cancelled because of very cold and windy conditions. Our open house provided a great opportunity to showcase the spirit of combat to an expanded PRCM audience who had not previously witnessed the activity. Jim Fassino, Brian Chumbley, Verne Holeman, John Hoelscher, Roger Wheeler and Roger Stegall provided the first demonstration of combat craziness prior to the lunch hour. Those six colorful streamers darting about the sky inspired both Scott Furgeson and Steve Blessin to purchase a combat plane. After a brief trim flight by Steve, he was impressed at how easy and stable the foam airframe was to fly. Steve said he was confident and ready to fly in the next combat demonstration of the day. The second sort of foam wings was no less exciting than the first. Roger had his ribbon shortened by a determined and crafty Fassino. Even though we had a consistent 12 MPH wind from the northeast, competitors didn't seem to show any diminished performance. A special note of appreciation is in order to Verne Holeman for finding, refining and producing a standard foam airframe that has been successfully reproduced multiple times and made available in a bind-n-fly format. All you need to do is add a battery and you are ready to join the next skirmish. Roger Stegall normally keeps a supply of new BNF combat wings ready for adoption.

***Roger Stegall***



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# Rain Date Makeup:

## NO FEAR

### UNLIMITED PYLON RACING

## COMBAT

### No Fear Pylon Racing:

The make-up date for No Fear Pylon Racing was conducted 5/28 with Jon Dewey, Jim Hogan, Don Stedman, Jim Fassino, George Knight and Roger Stegall in attendance. The weather proved to be warm with a steady 15 MPH wind from the south. Both Fassino and Dewey proved unbeatable as both won all four of the 3-man heats they raced. Unfortunately the race pairings did not have Jim and John race against each other. Points for the day were: Dewey 20, Fassino 20, Stegall 15, Stedman 14, Hogan 13 and Knight 13.

### Unlimited Electric Racing:

Three heats of Unlimited electric racing were contested with both Jim Fassino and Roger Stegall flying EFXs from launch ramps. Jim was the first to the finish line on all 3 races with Roger getting a zero score for a Disqualification in the 2nd race for flying over the flight line (also known as a Klondike). Roger was up to his old tricks and cut the west pylon on the first lap of his 3rd race for another Zero score. Points for the day were: Jim Fassino 60, Roger Stegall 10.

### Streamers Over Mossville:

We had a record five participants for combat flying. Roger Wheeler, Jim Fassino, Jon Dewey, Roger Stegall and first time competitor Steve Blessin braved the strong winds for some difficult down-wind launches. Fassino proved to be the Ace of the day by cutting Dewey's ribbon in two of the 3 heats. Point totals for the event were: Fassino 9, Wheeler 3, Stegall 3, Blessin 2, Dewey 1.

**Roger Stegall**

UPI Reporter

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Dear:

Sum

Ting

Wong,



So Wong:

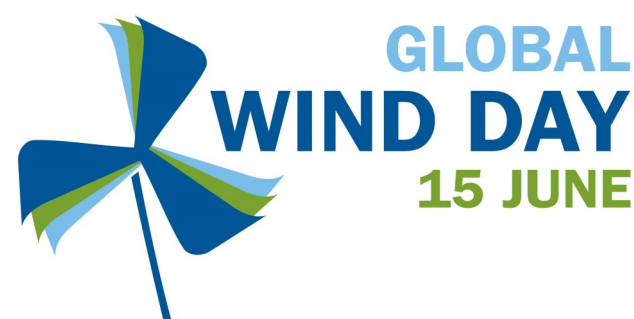
I can't believe the RC flyers in the Midwest. Because the Midwest is so windy, there are three windmill farms only miles from your field. One north, south and east. I'd estimate over 200 windmills are turning out power to help charge their flight batteries.

I got out to your field last Saturday for your monthly racing and combat. I can't believe what I saw. 12 guys flying airplanes made of balsa and foam that weigh less than three pounds. Your guys are fearlessly launching into a 15mph dead cross wind and there is not a word of concern from anyone. Then, they fly right next to each other as fast as they can on a closed course that is about 500 foot long. Or, they fly in a 100 foot box trying to cut ribbons attached to airplanes. Amazing!

At the end of the day, all the airplanes survived and not one was broken from a crash.

My hat is off (blown off) to these guys. Sum Ting Wong, do these guys actually enjoy this?

Signed, *Blown*



Dear Blown,

Yes Virginia, these guys do enjoy it. First, they get up a six o'clock in the morning to meet for breakfast. Then they drive to the field by eight to get ready for a nine o'clock start. Most check out their planes with a test flight before the official flag drops starting the madness.

These guys could be home in bed on a Saturday morning, but no, not these guys.

Signed, **Sum Ting Wong**





## So Wong:

Recently, I have seen a number of photos from our field spy cam that included all manner of deer, coyote, skunk, birds, club members and uninvited guests. This camera is clandestinely located high on a post out of view and from normal sight lines. I am concerned that this secret recording of field activities may violate a person's unalienable right to act stupid in private without fear of reprisal or scrutiny by some leftist Dudley-Do-Right organization bent on making us change our port-a-potty sign to be compliant with gender preference use. I would like to know if we need to specifically post a sign in near proximity to our camera to warn club members that "Big Daddy" is watching and recording all photographs on a personal E-mail server.

Sincerely,

**Caught on Camera**



**DUDLEY  
DO-RIGHT**



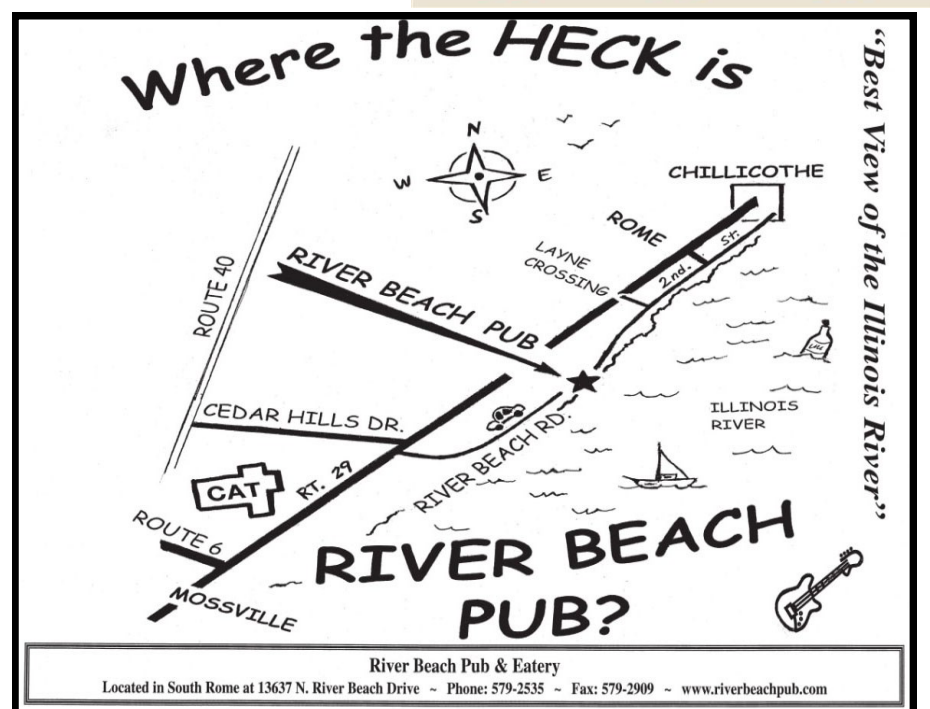
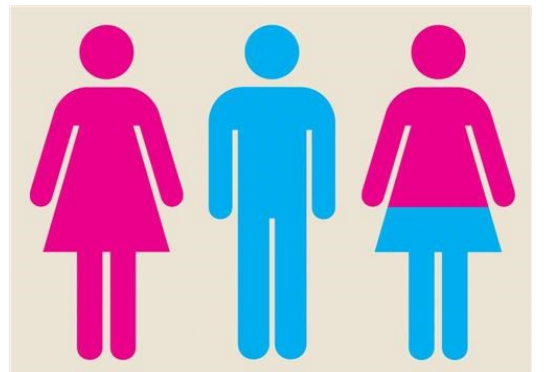
These are the rantings of a ghost-writers known but to God. Someone has taken on the pen name of "Dear Sum Ting Wong". Other than the physical copying from one medium to another, the editor takes no responsibility in the blasphemy and lunacy herein expressed.

**Dear: Camera Shy,**

First of all you are ASS uming that the people you are recording can read. Now a days it is all about the pictures. By posting a picture you cut out so many steps, like spell check, fonts, and signage layout. Plus by using only pictures it make your sign a lot cheaper. In a club like yours where price dictates, go the cheap and easy way.

**S.T.W**

高少咪





Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
<div>June 2016</div>						
			1	2 <div>             7AM             <div>Panera BREAD</div>             1pm             <div>THE TAILDRAGGERS</div> </div>	3 <div>              10:30AM           </div>	4 <div>             7AM             <div>Bob Evans DOWN ON THE FARM</div> </div>
5	6 <div>              D-DAY           </div>	7 <div>              MEETING!!             7PM           </div>	8	9 <div>             7AM             <div>Panera BREAD</div>             1pm             <div>THE TAILDRAGGERS</div> </div>	10 <div>              10:30AM           </div>	11 <div>             7AM             <div>Bob Evans RESTAURANT</div>             FAT LAKE           </div>
12 <div>PATTERN CONTEST</div>	13	14 <div>             FLAG DAY              </div>	15	16 <div>             7AM             <div>Panera BREAD</div>             1pm             <div>THE TAILDRAGGERS</div> </div>	17 <div>              10:30AM           </div>	18 <div>             RACE DAY             <div>Bob Evans DOWN ON THE FARM</div> </div>
19 <div>              HAPPY FATHER'S DAY           </div>	20	21	22	23 <div>             7AM             <div>Panera BREAD</div>             1pm             <div>THE TAILDRAGGERS</div> </div>	24 <div>              10:30AM           </div>	25 <div>             7AM             <div>Bob Evans DOWN ON THE FARM</div> </div>
26	27	28	29	30 <div>             7AM             <div>Panera BREAD</div>             1pm             <div>THE TAILDRAGGERS</div> </div>	Notes:	





A man in a blue shirt and jeans is holding a long wooden pole vertically under a wooden roof structure. A yellow ladder is on the left and a silver ladder is on the right. The text "Terry can hold it up" is at the top and "...all by Himself" is at the bottom.

Terry can hold it up

...all by Himself

A man in a blue shirt and jeans is holding a long wooden pole vertically under a wooden roof structure. A yellow ladder is on the left and a silver ladder is on the right. The text "Terry can hold it up" is at the top and "...all by Himself" is at the bottom.



The winning cation was submitted by  
*“Saint”* Barbra Beachler (Terry’s wife)

# JET FLY-IN


## OTTUMWA , IOWA

### JULY 28TH THRU 30TH

**100' BY 3500' PAVED RUNWAY**



Nicole Johnson Photography




FULL SCALE RUNWAY WILL BE CLOSED FOR FLYING ALL 3 DAYS


LANDING FEE IS \$20.00 AND A HANGER WILL BE PROVIDED FOR OVERNIGHT STORAGE

THIS IS IN CONJUNCTION WITH THE WOUNDED WARRIOR FLY-IN ACROSS THE AIRPORT ON IT OWN SITE SO THERE WILL BE TWO FLIGHTLINES ONE FOR PROPS AND ONE FOR JETS !!!

PILOTS DINNER IS INCLUDED WITH THE FEE



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Friday Night July 28th 7:30 pm  
"BLACK HAWK DOWN"  
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First Sergeant Matt Swarzenski  
Lt. Keith Sharber  
Paratrooper  
C- ring survivor  
All proceeds go to our Veterans  
Honor a military hero who served his country and lost his life.  
Donations will be accepted at the event.  
For more information contact the organizer  
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ALL PROCEEDS GOES TO OURS VETS  
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**WOUNDED WARRIOR FLY-IN**  
2016 OTTUMWA IA  
JULY 28TH THRU 30TH

# Fox Valley Aero Club



# June 23-25 2016

*That's all Folks!*

