



CELEBRATING
 10 Years
 At our field

Particulars: Charter 313

President: Bryan "Chummer" Chumbley
chumbley@mtco.com

Vice President: Joe "Fantastic Languini" Lang
joe.a.lang@comcast.net

Secretary/ Treasure: Jim "Smokin-Jimmy" Fassino
JFassino@me.com

Safety: Jon "Dew Drop" Dewey
Dew6483@yahoo.com

WEBMASTER Terry "The Flamer" Beachler
terry@beachlers.com

FIELD MAINTENANCE Don "Snappy" Steadman
W9dls@yahoo.com



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



We have come a long way

ESTABLISHED
 SINCE
 1954





There's lots of talk these days about the upcoming national elections. While the thought of the upcoming onslaught of political commercials, robo-calls, and endless media coverage may not inspire us to focus any more attention on the campaign, we all have the civic responsibility cast our vote for the candidate we feel will lead the nation in the right direction.

Well, not unlike our civic duty, we all have a responsibility to help determine the direction our club takes in 2017. Club bylaws require an election be held each October to select a slate of officers for the following year. This year's nominations include longstanding club members who have demonstrated in a multitude of ways just how committed they are to the success of the club.

Of course, there may be other individuals who would like to be considered for one of the club's leadership positions. Fortunately, there is a process for any individual who may wish to be considered for a position as a club officer.



The individual needs to either nominate themselves or have another member nominate them for the specific position at the October meeting. As long as the individual nominee is present to affirm their willingness and desire to be considered for the position, the membership can then cast votes to elect an individual for each of the officer positions.

The slate of officers recommended at the September meeting is:

President – Jim Hogan

Vice President – Don Stedman

Secretary/Treasurer – Jim Fassino

Safety Officer – Roger Stegall

Nomination Chair – Bryan Chumbley

It is my great hope that we will have a large contingent of members present at the October meeting for the elections. The October meeting is our first indoor meeting of the year. The meeting will be held on Tuesday, October 4 at Bernardi's in Lake of the Woods Plaza in Dunlap. Dinner orders will be placed at 6:00 PM and the meeting will begin promptly at 7:00 PM.

Looking forward to seeing everyone on Tuesday.

Bryan

B.C.





Bill White wrecks Dewey's toy, Hogan Blamed.

During the Annual Picnic, Bill White was flying Jon Dewey's "Big Stick" which had been maiden earlier in the day. After wringing out the airplane, Jon cautioned Bill that the wings were only held on with rubber bands. Sure enough, there was a spectacular wing separation and the wingless airplane headed down to the beans in a 60 degree dive. The wing floated down slowly in a different part of the field.

The RC-NTSB preliminary report :

Owner/ Operator Jon F Dewey was not at the controls at the time of the incident: , **NO FAULT ASSIGNED**

Bill White AKA "Whiskey" was the test pilot at the controls at the time of the incident. A participation medal was awarded for his excellent piloting skills which brought the aircraft down in only two parts. **NO FAULT ASSIGNED**

Upon Further investigation:

Jim Hogan was found to be the supplier of the rubber bands, which was determined to be the cause of the wing separation/failure. Since Jim was not within 50 miles of the crash site, the RC-NTSB determined he was responsible due to providing known faulty equipment. Also failure to aid and assist in the flight activities during PRCM day: **100% FAULT ASSIGNED**

*Are you sure you want such an
irresponsible person as your
next President?*



Club Meeting ! @



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Stinson SR9 Maiden Report



Our Annual Family Day and Picnic was held on September 17th. Great flying days can be a little rare in September, but we had a beautiful day. We had a lot of great flying time and there were very few moments without a plane in the air. Thanks to all who came out and helped make it a great time for everyone! A special thanks to Bryan Chumbley for taking over and doing the grilling while the designated host was messing around with his airplane....



Joe "Takin Care of Business" with help from Steve Blessin

And about that airplane – I have been asked for a maiden flight report, so... I think many in the club were beginning to believe that there really was no Stinson SR9 build going on over the last 4-1/2 years. Even I was beginning to believe that maybe I was working on a permanent hangar queen. However, in about the middle of August, I began to see the light at the end of the tunnel and became determined to maiden before this flying season ended. After a bit of a scramble at the end to get enough of the painting done to make it presentable, it made it out to the field on the morning of Family Day.



Although the engine had been broken in, it had not been run in about 2 months and it proved to be very difficult to start. After flipping it by hand for about 10 minutes, we gave up and tried using an electric starter. It fired promptly, throwing the starter off the spinner and putting a large gouge in the prop. Thinking the day was over, I was ready to start putting everything away, when Bryan offered to run home and get a spare prop. Half an hour later, back in business with the engine running beautifully.

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Ready to taxi... Wiggle the controls, and the rudder doesn't respond... Ugh!! I quickly realize that the builder forgot to tighten the fittings on the rudder cables and they had vibrated loose. Very glad this happened on the ground!! After another hour or so spent scrounging for parts and fishing the cables back through the fuselage, we were finally ready to go.

Taxiing and taking off proved to be pretty straight forward and uneventful. However initiating the first turn revealed that the recommended setup was a bit pitchy and there was way too much rudder. However, after a couple of trim passes and getting used to the over-sensitivity, it was trimmed and flying pretty well. Bill White took a couple of great pictures including this one at take-off:

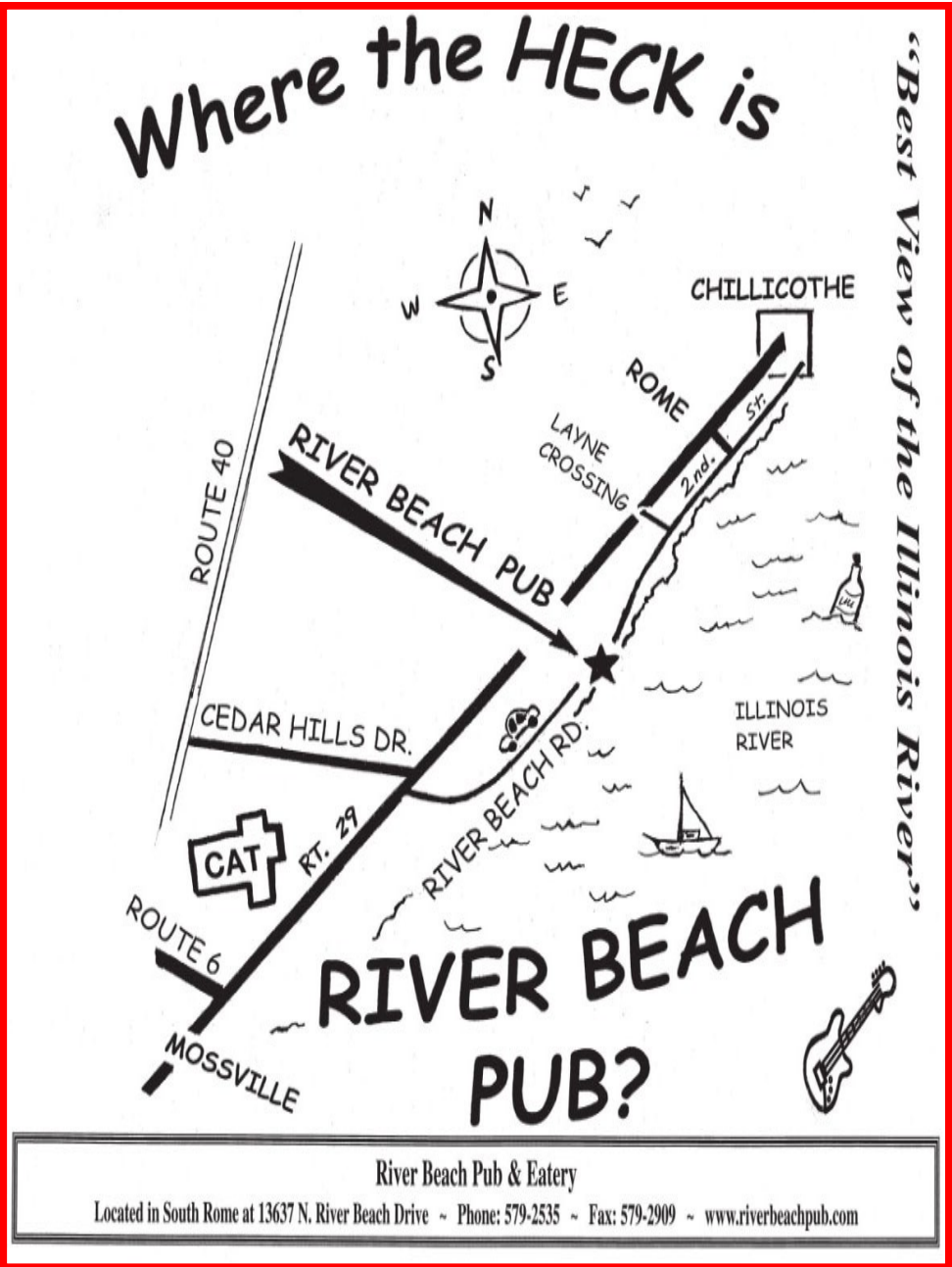


Photo by "Whiskey" with Joe's camera

Thanks to the entire pit crew: Steve and Bill for all of their help, Bryan for supplying the back-up prop and taking and editing the video, and Don for supplying the hardware to fix the rudder cable. It would never have made it off the ground without all of your help. Since the first flight, the CG has been moved forward a bit, the rudder cable replaced with the turnbuckles **fully tightened**, and a bit more expo on the elevator – *I can't wait to get out and fly it again!*

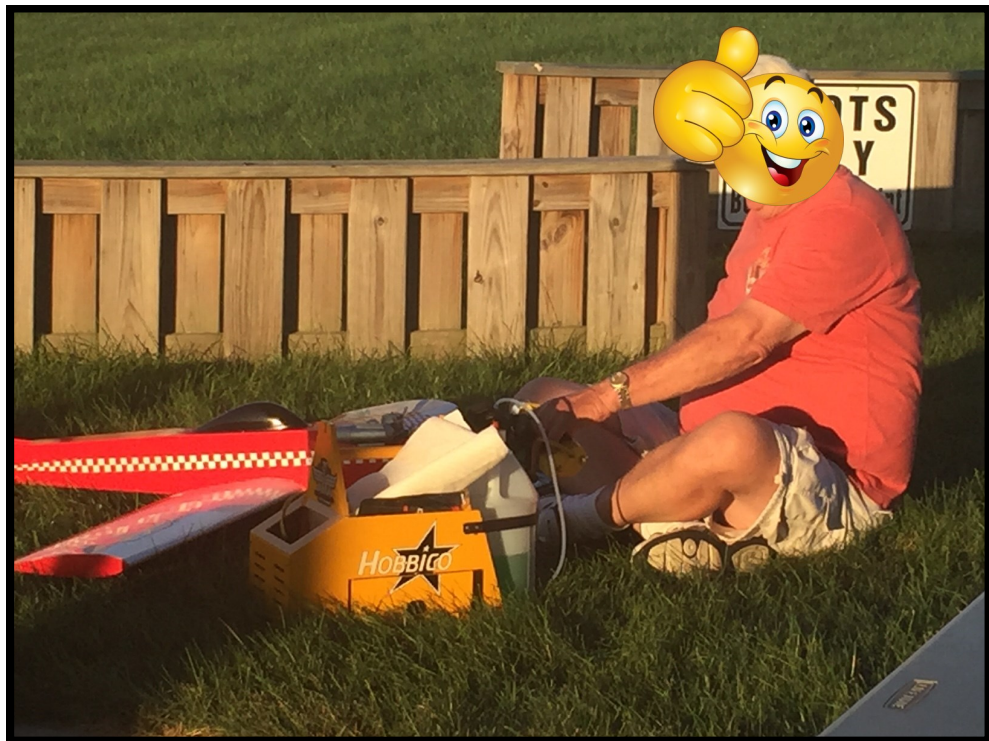
Joe Lang

It's finally time to land. And that is when the "fun" really started. With the engine idle set a little high, and a floater of an airplane, it took a large number of passes to get on the ground. The video makes it look a little scarier than it really was, but it also proved to dive very quickly if any down elevator was used. After several low passes and a couple of nice touch and goes, the successful landing is probably best described and two touch and goes and a full stop in one pass.... In other words: ugly. But, everything in one piece!





In my past few safety articles, I have talked about finding a good friend to fly with. Not only is it more fun to fly with friends, but they are also there to help you if needed. On the day of our last club meeting, after flying was completed. It was time to empty fuel tanks and run the lines clean. As a group of us waiting for the meeting to start we were amazed to watch Pilot H_ _ _ _n defuel his plane while sitting on the ground. Instead of using a flight stand or a friend to hold his airplane. He decided to sit in front of his airplane and start the engine while sitting and unable to move out of the way if needed.



in order to not embarrass or harass .

The identity of Pilot H_ _ _ _N has been altered

Without the airplane being secured and unable to move quickly if needed, this is a good way to get hurt. A small sharp spinning propeller at high RPMs can do a lot of damage to soft tissue. The propeller could easily take off one of your fingers, your Big toe, or just leave you with 32 stitches.



Don't let this happen to you

These plastic propellers are sharp as a knife and are moving at very high speeds. The wooden props on the large gas engines can also do a lot of damage. Please be careful and never reach over a spinning propeller or sit in front of an airplane while it is running. Please think before you act and go home with all your fingers and toes.



Jon F Dewey



Gator-RC

STORE HOURS:

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

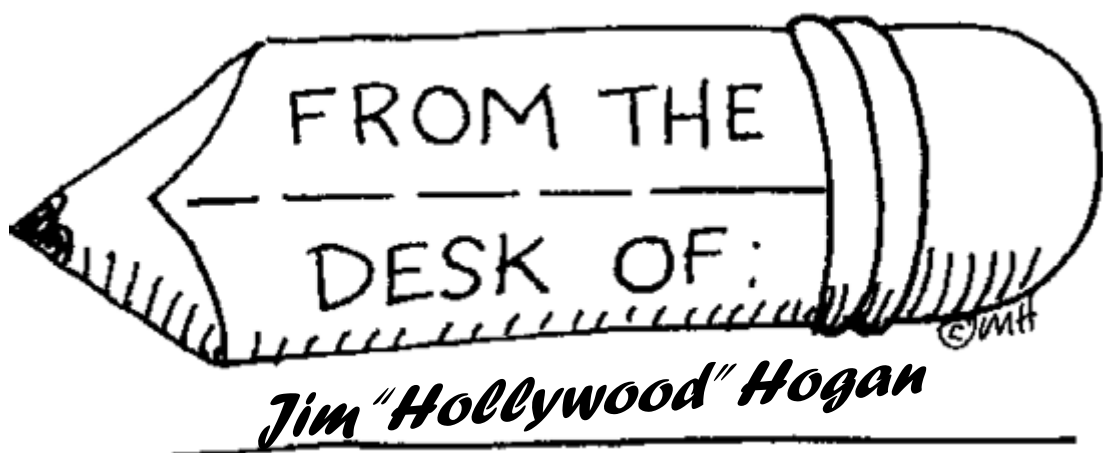
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The fall is the best time of the year to fly. Warm days, (not hot) blue skies, sun, low winds, and few rain showers. It is the time before "Indian Summer".

I recall not that long ago, I would go to the field on a Sunday afternoon and wait to get a bench to set up my airplane. That was great, because half the fun was being with other members. I did not care if I flew or not.

Recently, on one of these beautiful fall Sunday afternoons, I packed up my airplane and headed to the field. As I came down the road and over the hill, I saw just one car. It was Joe Lang, who like me, could not believe the field was not crowded. We flew the afternoon away and I enjoyed the company. We even had some passers by see us flying from the road and stopped to say hi, but no other members showed.



Top or Bottom.. Which would you pick?



Let's face it, we got till mid October before the weather and cold winds will bite into our flying. And then, winter will stop most of us from flying until spring. A long six months from away. I know many are tied down with other events and obligations, but I hope you will look at your obligations and add flying as a higher priority.



Photo by Jim Fassino

Yes, I know, you are saying, I'm retired and don't have the obligations I had when I was working and I have time to fly. You have also heard that retired people don't have enough hours in the day. "That is true". I even considered hiring some extra help to get all the things done I need to do during the week.

Consider this! I have increased my priority to fly. The yard work can wait until a windy day, so can the fall painting. While doing these chores, I know you look up at the blue skies and the light wind in the trees and say "What am I doing wasting this beautiful day". Some will say, "I got to work". True, but the fall days are not just on week-ends.

The days are passing and you have all that money in airplanes sitting round collecting dust. Meanwhile, you are missing the best time to fly of the whole year. Take a break, let your blood pressure lower, tell your wife to "cool it" and come enjoy the beautiful flying field with it's grass, light winds on your face, and friends in the lawn chairs.

Don't let this fall season pass you by. "Come Fly"!



See you in the "Throwback" Lawn Chairs



Just some of our Members

2006-2016





Story Submitted By:



TB

Hold My Beer & Watch This!

Surprise airplane landings always make headlines. Who will forget Capt. Chesley “Sully” Sullenberger steering a US Airways jetliner onto the Hudson River in 2009? Then there was a Long Island man who touched down on Rockaway Beach in 2011 and, more recently, a stunt pilot who coasted down safely onto a Suffolk County road.



But the remarkable drunken landings of Tommy Fitz have all but slipped into oblivion. The pilot, Thomas Fitzpatrick, turned a barroom bet into a feat of aeronautic wonder by stealing a plane from a New Jersey airport and landing it on St. Nicholas Avenue in northern Manhattan, in front of the bar where he had been drinking.



As if that were not stupefying enough, the man did nearly the exact same thing two years later. Both landings were pulled off in incredibly narrow landing areas, in the dark – and after a night of drinking in Washington Heights taverns and with a well-lubricated pilot at the controls. Both times ended with Mr. Fitzpatrick charged with wrongdoing.

The first of his flights was around 3 a.m. on Sept. 30, 1956, when Mr. Fitzpatrick, then 26, took a single-engine plane from the Teterboro School of Aeronautics in New Jersey and took off without lights or radio contact and landed on St. Nicholas Avenue near 191st Street.

The New York Times called it a “fine landing” and reported that it had been widely called “a feat of aeronautics.”

The second flight was on Oct. 4, 1958, just before 1 a.m.

Again he took a plane from Teterboro and this time landed on Amsterdam and 187th Street in front of a Yeshiva University building after having “come down like a marauder from the skies,” in the words of Ruben Levy, the magistrate at Mr. Fitzpatrick’s ensuing arraignment. Newspapers reported that Mr. Fitzpatrick jumped out of the landed plane wearing a gray suit and fled, but later turned himself in.

Mr. Fitzpatrick told the police that he had pulled off the second flight after a bar patron refused to believe he had done the first one.



Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
<h1>October 2016</h1>						1 7AM 
2	3	4 Dinner @ 6pm Meeting @ 7pm 	5	6 7AM  i'm lovin' it™	7 	8 7AM 
9	10 	11	12	13 7AM  i'm lovin' it™	14 11AM 	15 7AM 
16	17	18	19	20 7AM  i'm lovin' it™	21 11AM 	22 7AM 
23	24	25	26	27 7AM  i'm lovin' it™	28 11AM 	29 7AM 
30	31 					

Joke of the Month



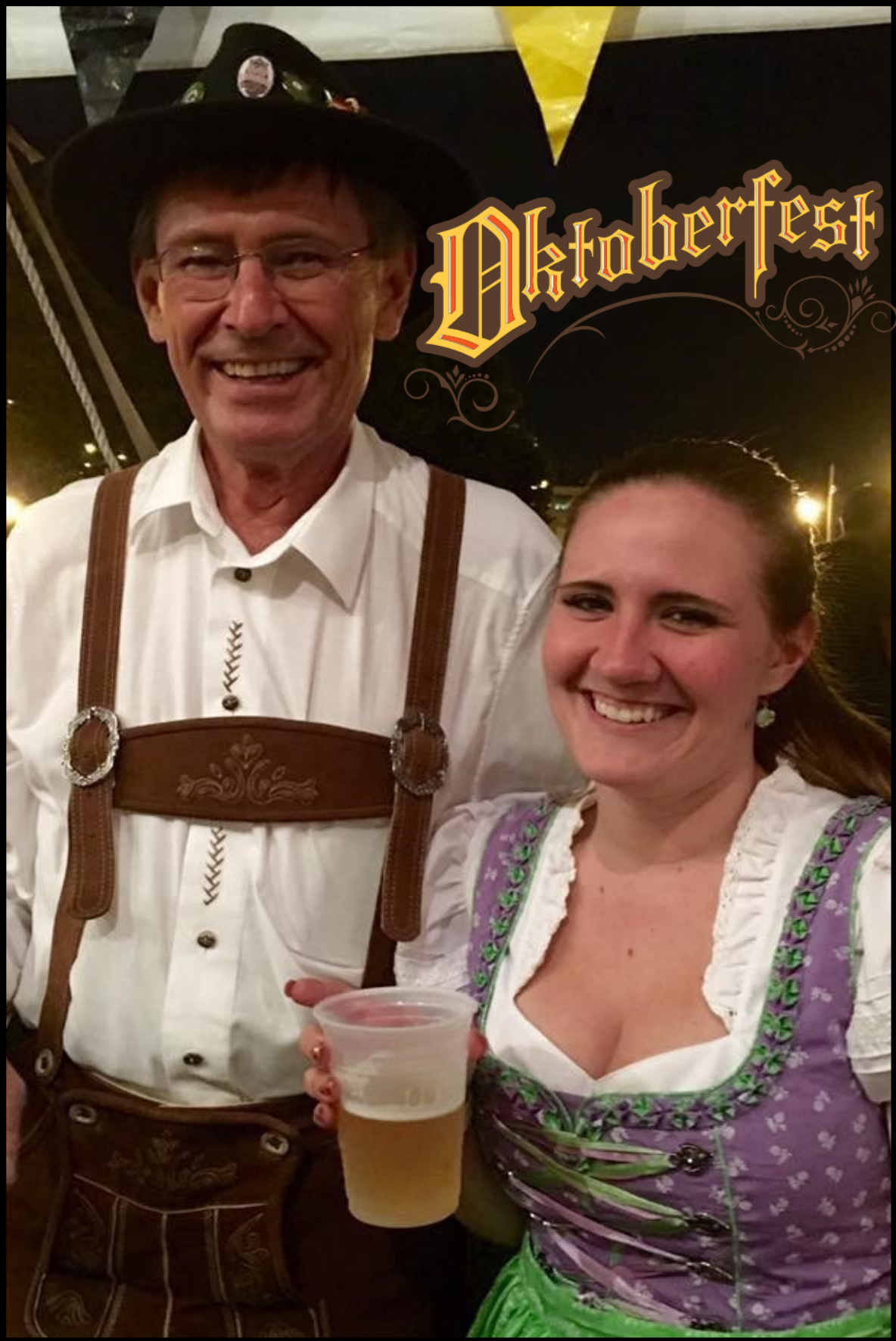
Oktoberfest

Where men wear tight leather shorts and the accordion player gets the chicks.



It looks like Terry plays the accordion!

Hold My beer and watch this



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:

Growing up my mom always seemed to have a large bag of rubber bands lying around the house. What she did with them, I have no ideal. However my brother and I always seemed to find a use for them. We would make finger guns, sling shots, paper clip rockets, anything and everything that would shoot something at my brother. We also had those small wooden airplanes that used the rubber band to power the propeller. But never in our wildest dreams would we ever think about holding a wing onto an airplane with one. Recently a friend of mine flew a .60 size Big Stick in which the wing was held on by rubber bands. Who, What and Why would someone ever come up with that stupid ideal? Don't they know the rubber band could break and the wing would come off?

Mom always said " We would put an eye out someday", I never heard her say anything about a wing coming off.

Signed: *Wingless in Seattle*

Visit Our Website

www.peoriarcmodelers.com



Dear Wingless:

After reading your question, I googled "The many uses of Rubber bands". I found a website that clamed: "501 ways to use a rubber band". The uses ranged from holding your pants together after Thanksgiving meal

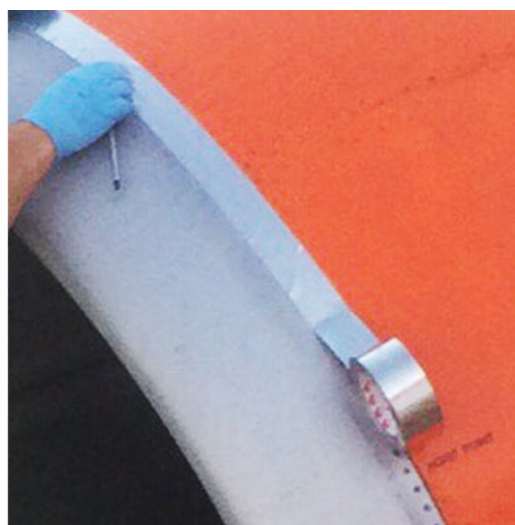


To: what ever this guy is doing!

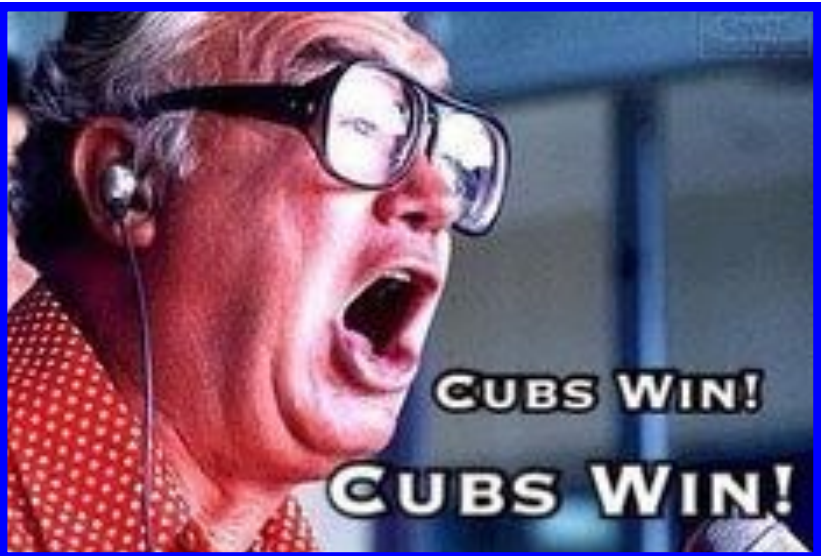


Your right, no where did I find anything about holding a wing onto an airplane. But I did find the use of duck tape to hold a wing on. We all know the internet is 100% true, so from now on, use Duck tape!

S.T.W.



Once in a Lifetime



HÖLY
COW

PRCM Co Pilot
of the Month



That's all Folks!

