



Particulars: CHARTER 313

President: Jim "Hollywood" Hogan

wildblue62@gmail.com

Vice President: Don "Snappy" Stedman

w9dls@yahoo.com

Secretary/ Treasure: Jim "Smokin-Jimmy" Fassino

JFassino@me.com

Safety: Roger "Podman" Stegall

rogerstegall@hotmail.com

Webmaster: Terry "The Flamer" Beachler

terryb@beachlers.com

Newsletter: Jon "Dew Drop" Dewey

Dew6483@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



ESTABLISHED
SINCE
1954

WARBIRDS

ON THE

WARPATH

Photos



Curtiss JN-4 "Jenny"



Heinkel He 111



Focke-Wulf Fw 190

Photos By: T. Beachler



Thanks to Bill White and his committee for a successful "Warbirds on the Warpath" held at the field on July 8-9, 2017. Bill's committee included Jon Dewey, Don Stedman, Roger Stegall and myself. Thank you also to Bill's friend Kara who ran the registration tent dressed as Rosie the Riveter.

We invited The Greater Peoria Honor Flight to join us and talk to visitors about their cause. We gave Honor Flight some of our proceeds which will be used to fly veterans to Washington D. C. for our heroes to visit the national military memorials. Thanks to PRCM members and our guests who contributed to Greater Peoria Honor Flight's donation box.



Saturday was sunny with a 6 MPH cross wind which did not effect flying. We attracted new guests from Mt. Vernon and the Maryville (St. Louis) areas as well as our friends from Pekin and Streator. Sunday flying netted no new flyers but we enjoyed the morning flying and talking over coffee and donuts.



We added trophies to this year's event to give pilots a chance to participate in the non flying events. Each registered pilot was given a vote for his choice of "Pilots Choice Awards". At the noon break, we placed the airplanes on the runway for pilots to select the Pilot's Choice Award while all visitors could walk out and look at the airplanes up close and ask questions.

The five other "Best" awards were selected by inviting pilots from Rend Lake RC Club to choose. They did not know any of the other pilots nor the airplanes they flew. Their selection was final.

Here are the award winners:

Best Scale Flight:



Brain Burcar's
Curtiss JN-4 "Jenny"

Best World War I



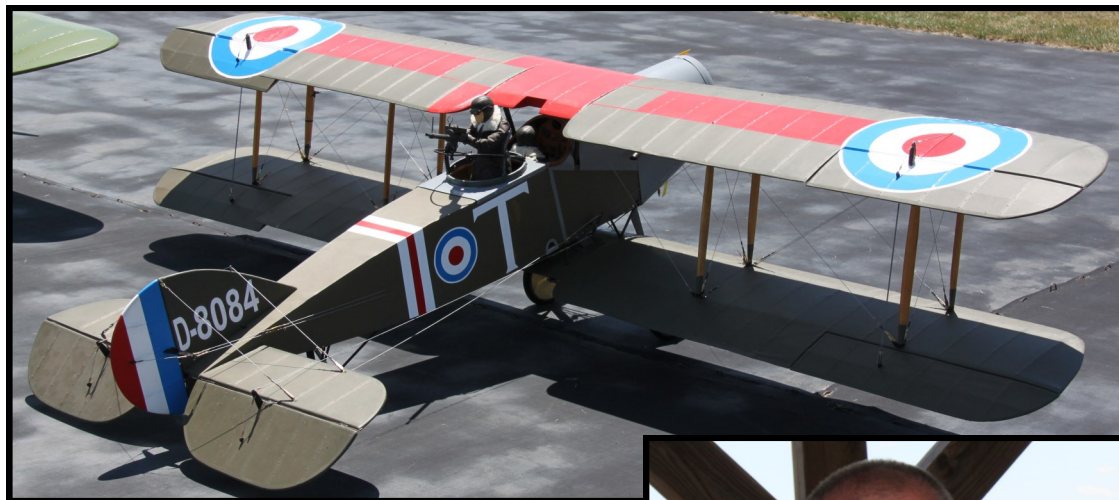
Brain Burcar's
Fokker D-VII

Best World War II



Bill White's
Focke-Wulf Fw 190

Pilot's Choice Award



Mike Smith's
Bristol F-2 Fighter



Best Classic



Jim Hogan's
Piper J-3 Cub
NC88073

Best of Show



Joe Lang's
Stinson V-77 Reliant
"Gullwing"



Now is the time to think about how we can improve "Warbirds on the Warpath" for next year. Give any of the committee members your suggestions. If you want to help next year, you are welcome to join the committee.

See you in the Lawn Chairs

Jim "Hollywood" Hogan



Visit Our Website

www.peoriarcmodelers.com



NO FEAR PYLON



STREAMERS OVER MOSSVILLE

Our third contest event of the year was held Saturday July 15th. On that day, flight conditions were the best we have experienced in several years. When the contest began at 9AM we had zero winds, low humidity, 66 degree temperatures and a sunny sky. Jim Fassino, Roger Weber and Roger Stegall prepared their entries for the first event of the day. Stegall discovered he had developed a fuel tank problem that caused his glow motor to die whenever his plane was removed from the flight station. The remaining race planes were electric Wingman 2 airframes. Race #1 had both flyers traveling well past the pylons prior to commencing their turns. Fassino made the tighter turns and captured first place by about $\frac{1}{4}$ lap. Turn judges advised both flyers to tighten their turns to achieve faster laps. During the 2nd race, Weber got a good start but was soon passed by Fassino who made much tighter turns on the east pylon. The finish order was the same as the first race with Fassino in first and Weber close behind. Due to a lack of competitors, only two heats were contested in No Fear Pylon. Point totals for the day were: Fassino 12, Weber 10.

Roger Weber, Jim Fassino and Roger Stegall were the three combat pilots on this picture-perfect day for flying. Flight Group #1 was an experience in futility. During the 3rd minute of the event, Stegall had a right wing servo failure that sent him out of the skirmish. Shortly before the first interval concluded, the remaining two pilots managed to occupy the same area of sky at the same moment in time. Result: Roger Weber's chloroplast wing cut Jim's wing into three chunks of pink insulation foam. As luck would have it, both Stegall and Fassino had back-up combat planes ready for the start of sortie #2. Early in the second contest, the tape holding Stegall's yellow streamer became detached from his combat wing. That 4-minute interval expired before Weber or Fassino could cut through each others streamers or flying wings. Heat #3 had some spirited action. Fassino gained a victory over Weber in the second minute of the contest but neither he nor Stegall were able to score a victory as they chased each other around the sky during the final two minutes of combat. Scores for the day were: Fassino 5, Weber 1 and Stegall 1.



By: Roger Stegall



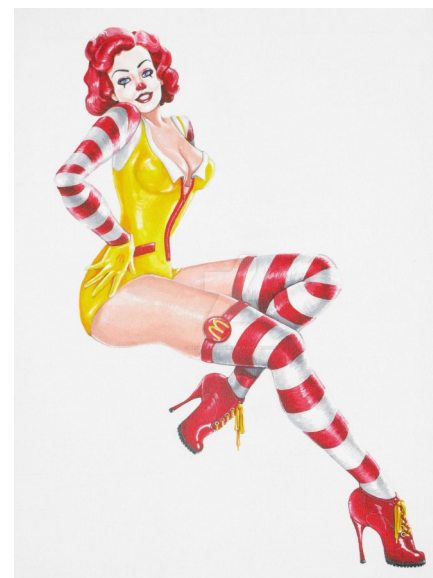
UNLIMITED PYLON RACING



Jim Fassino and Roger Stegall readied their dual launch ramps in preparation for six laps of EFX racing fun. Turn judges were alerted to make sure to distinguish between Fassino's yellow racer and Stegall's red entry. Unlimited Electric races conclude very quickly when flat-line speeds of 130+ MPH are turned loose on a 400 foot course where the turns generate 17Gs as measured by on-board telemetry. Heat #1 had a familiar result as just about every unlimited electric race this year. Fassino beat Stegall to the finish line by about 100 feet but Stegall kept true to form and cut the west pylon twice. The beginning of the second heat almost permanently concluded unlimited racing for the day. As the red and yellow planes simultaneously dove for the start line, they narrowly averted creating a shower of orange foam particles. The race finished with Fassino again the victor. Stegall had to fight off tears when he was charged for a single cut of the west pylon. In the third and final heat of the day, Jim decided to fly his new -version red EFXtra. This improved racer has a slightly shortened wingspan and additional room in the fuse to allow for increased LIPO cell counts of 5S and 6S. The change of planes meant that both competitors were flying red steeds. Stegall had a perfectly timed start to take the early lead but was passed by Fassino when Roger experienced a hiccup that sent his EFX up an additional 100 feet. Stegall used the extra height to dive for speed on the final lap and got to the finish line ahead of Fassino. Jim Gerst, our newest club member, was the bearer of bad news when he advised the excited crowd that Stegall managed a cut on the last pylon turn. Scores for the day were: Jim Fassino 60 points, Roger Stegall 0 points.

By: Roger Stegall

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



Have a cup of Joe, check out the chicks and listen to all the world's problems being solved

If you're not there,
You will be talked about!

DYNAMIC Balsa

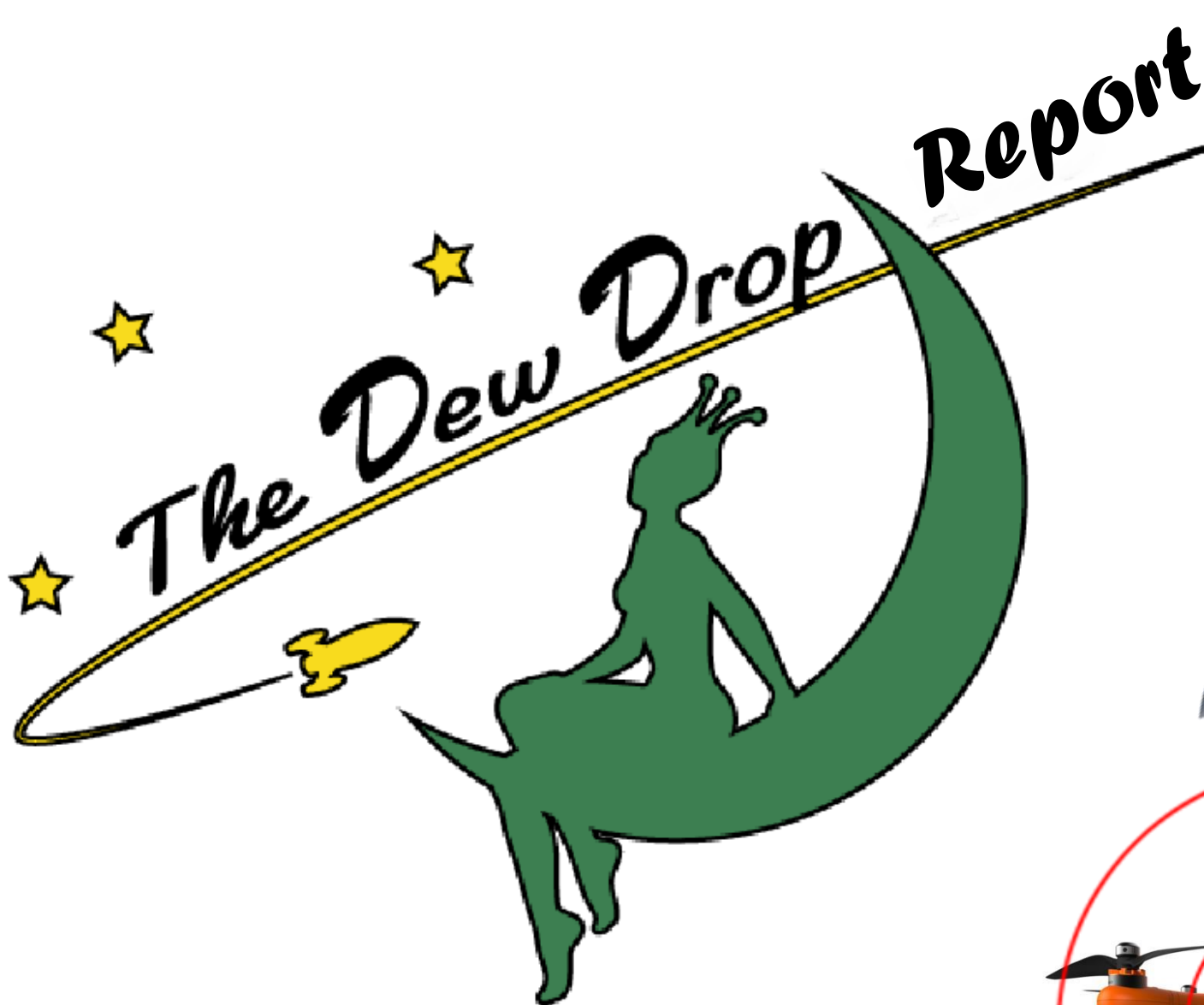


**From the Great War
to the Great Deal**

**A complete Hobby Shop
Specializing in New and Used
Aircraft, Radios and Engines**

Leonore, IL 61332

815 856-2272



The other day the tower received a report of a UAS or a "Drone" flying just off the end of Runway 36 at Mt. Hawley airport. The pilot reported a "near miss" as he was taking off. Now the question is "What does the pilot want the tower to do about the incident?" We are not the only ones asking that same question. On July 12 2017 General James Holmes, commander of Air Combat Command USAF, testified to congress that earlier in the same month a \$150 million dollar F22 Raptor nearly collided with a UAS (Drone) while landing. Earlier in the week of the incidents the base security guards watch another drone fly onto the base and down the flight line. In both cases the airman did not have legal authority to shoot down or disable the drone, and the General wants to know why not? According to Aerospace Daily & Defense Report, "Dealing with commercial drones near protected facilities is a complicated legal issue. The FAA is responsible for all US airspace, and has already established no-fly zones over every US base so any drone flight there is illegal. But determining when it is OK for the military to disable or destroy UAS that wander into its facilities is still something of a gray area." General Holmes also said the Air Force is concerned about drone flights over its nuclear sites, which now becomes an even more complicated issue because the Department of Energy also has to be involved in the decision making policies. The General believes the USAF will receive authorization to defend the nuclear sites first and then he will try to work on defending the other sites.



It is hard for me to believe that all the Drone near misses are purely accidental. No one is stupid enough to fly a drone near a large commercial or a military airport. During the battle to retake Mosel Iraq, the US Army saw the Islamic State militants arm small quadcopters with hand grenades and deploy them against Iraqi security forces. If there is a will there is a way and we need to do something before a passenger aircraft or a \$150 million dollar F22 is lost do to a mid air collision. But we can not defend against STUPID.

**EVERYTHING HAPPENS
FOR A REASON.
BUT SOMETIMES THE
REASON IS THAT
YOU'RE STUPID AND
YOU MAKE BAD DECISIONS.**

D.W.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
August 2017						
		1  Club Meeting ! 7PM at the Field	2	3 7Am 	4 1030ish AM THE TAILDRAGGERS Let's Go Flying!	5 7Am 
	7	8	9	10 7Am 	11 1030ish AM Let's have some fun. THE TAILDRAGGERS	12 7Am  9Am RACE DAY
13	14	15	16	17 7Am 	18 1030ish AM Get off the COUCH! THE TAILDRAGGERS	19 7Am 
20	21	22	23	24 7Am 	25 1030ish AM Ladies Love Taildraggers	26 7Am  Barnstormers over Champaign
	28	29	30	31 7Am 	Notes:  	

Thanks

to all who made

WARBIRDS

a BIG success!



Co Pilot of the Month

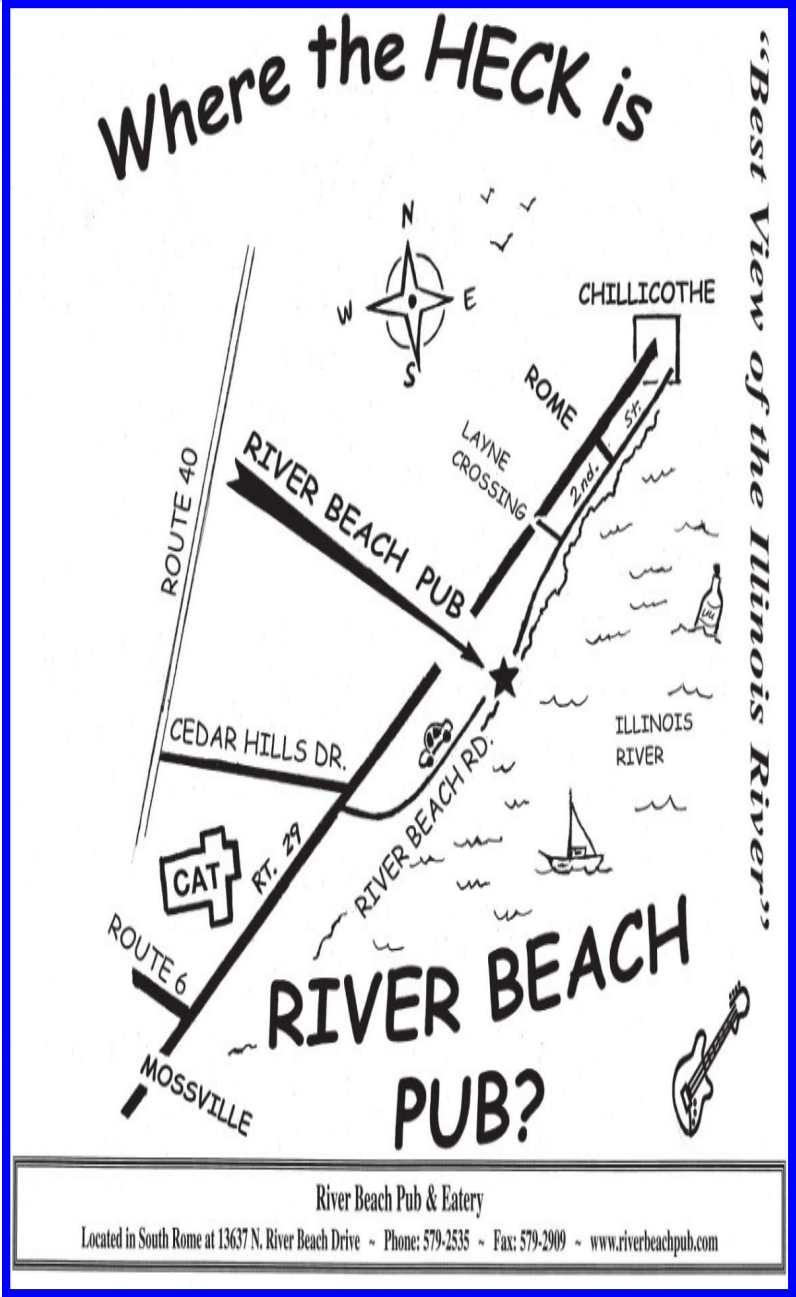
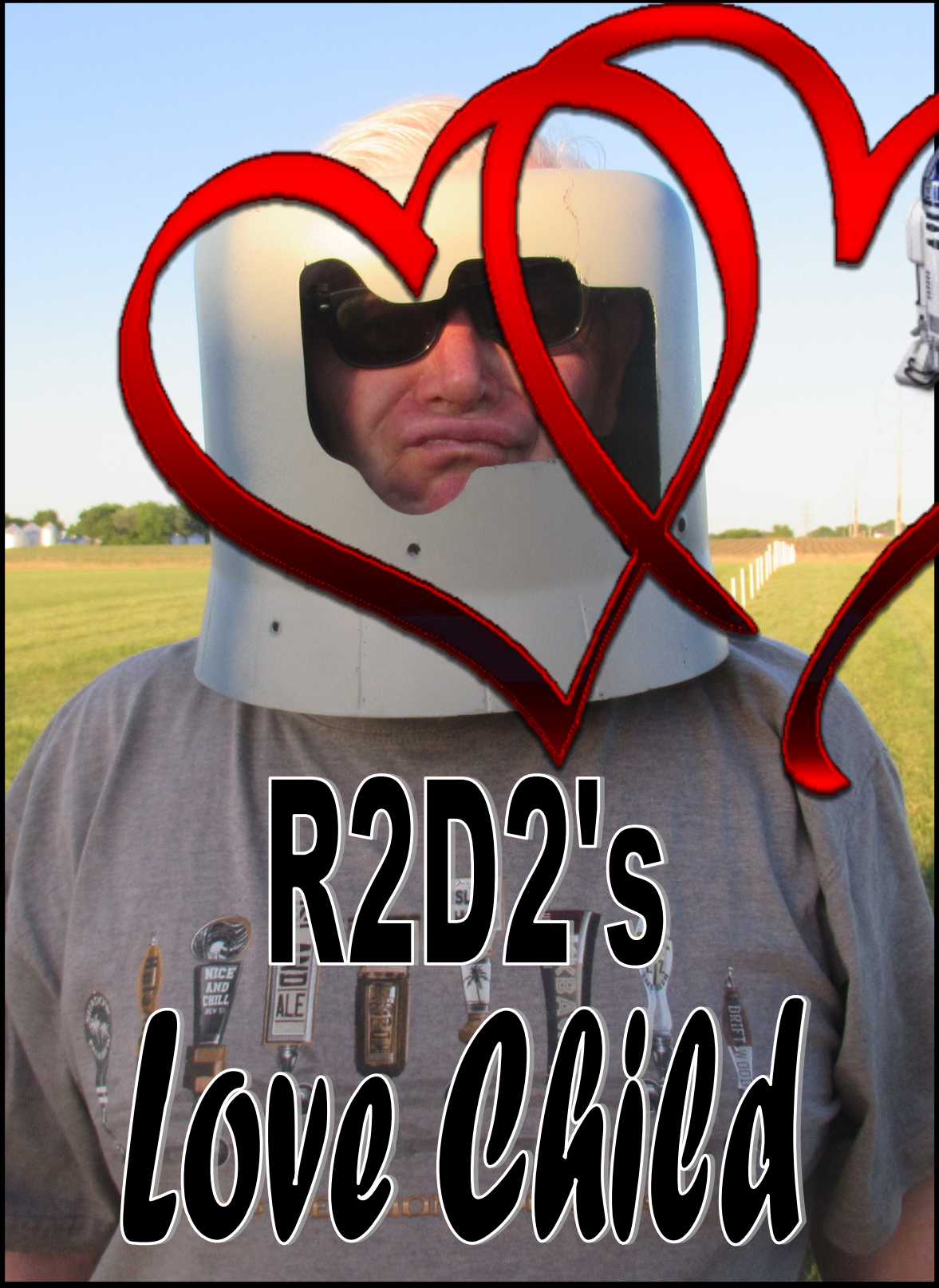
Kara the Riveter



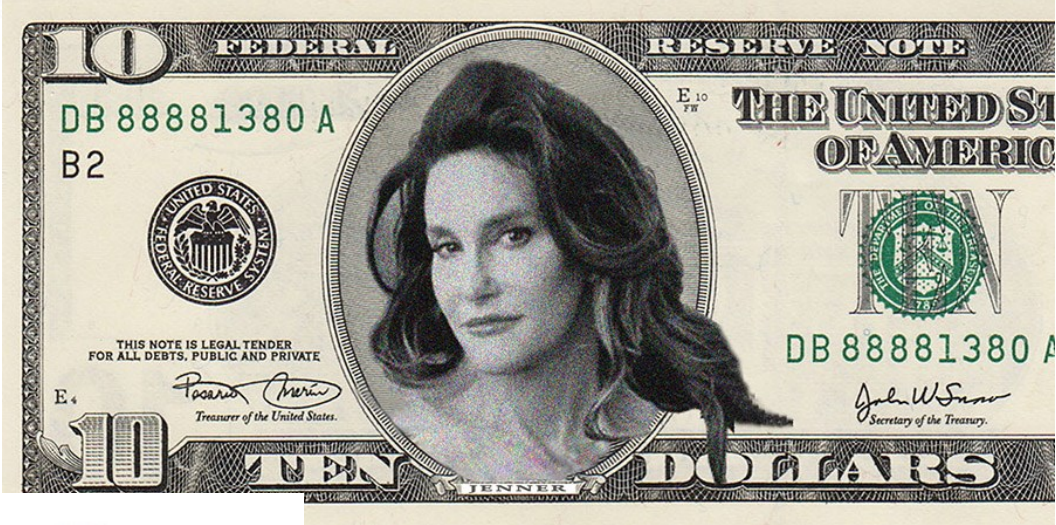
We Can Do It!



And The Winner IS...



Congratulations



goes to.... Roger Stegall



&

EAA AIRVENTURE OSHKOSH 2017



That's all Folks!

