



## Particulars: CHARTER 313

**President:** Jim "Hollywood" Hogan  
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**Vice President:** Don "Snappy" Stedman  
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**Secretary/ Treasure:** Jim "Smokin-Jimmy" Fassino  
[JFassino@me.com](mailto:JFassino@me.com)

**Safety:** Roger "Podman" Stegall  
[rogerstegall@hotmail.com](mailto:rogerstegall@hotmail.com)

**Webmaster:** Terry "The Flamer" Beachler  
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**Newsletter:** Jon "Dew Drop" Dewey  
[Dew6483@yahoo.com](mailto: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**

# Open House Photo's of the Month



Bill White's Decathlon "Smoke Em if you got Em"



Photo's by Terry Beachler



## CELEBRATING 10 Years

If memory serves me, this was our tenth annual "Open House and Fun Fly" held on May, 13th at the field. In my opinion, this was the best one ever. A very special THANK YOU to Steve Blessin who ran the show and made it such a success. He was the first at the field at 6:00am setting things up. He was also the last to leave at 7:00pm.



In addition to our friends (The Smiths) from Pekin, we also welcomed back our northern friends from Streator. (Brian, Randy and Jim.)



This year, we attracted additional guests from Decatur, Bloomington, Washington, Chicago heights and our jet pilots from the Quad Cities. This is the first known time we have had turbine powered jets at our field, and our guests said we have plenty of space for flying. When the jets were in the air, nothing else moved on the ground or in the air. It was amazing to see these birds and appreciate the skills of the pilots



We have always tried to use "Open House" to develop new members. One member of our club, who has not been active, had his excitement lifted when he won the bid for a new "Apprentice" trainer at the end of the day. Roger Wheeler offered to help get the airplane ready, and within a short time, Roger was giving a flying lesson to our excited member. Don Stedman was also active with three potential members giving lessons on the "buddy box" with his T-28. Many did not noticed Roger and Don giving flying lessons, but their quiet actions were appreciated



I can't remember an event in which we has so many volunteers to make this event a big success. Many members offered to help in setup, or help on the day of the event. The work load was distributed and nobody had to bear a large work load. Thanks to all!



*See you in the lawn chairs.*



**Jim "Hollywood" Hogan**

Editor's Note

***A Special Thank You!***

***To Don and Terry for all the great pictures***



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!





# NO FEAR PYLON


## GO FAST TURN LEFT

*By: Roger Stegall*

After having to reschedule our club flying contest two times during the wet and windy month of April, we finally were successful at having a well attended May contest on the Saturday morning of 5/6/17. Dewey, Hogan, Fassino, Knight, Webber and Stegall were greeted with sunny skies, 52 degree temperatures and 10 MPH winds from the north-east. Race #1 - Heat #1 was an indication that there were some rusty racing fingers among the first 3 contestants. Dewey, Hogan and Stegall all got a good start at the zero mark of the count-down. Dew Drop had the superior line at the pylons for a first place finish followed by Hogan and Stegall more than a lap behind from several haphazard turns and a motor running too rich.

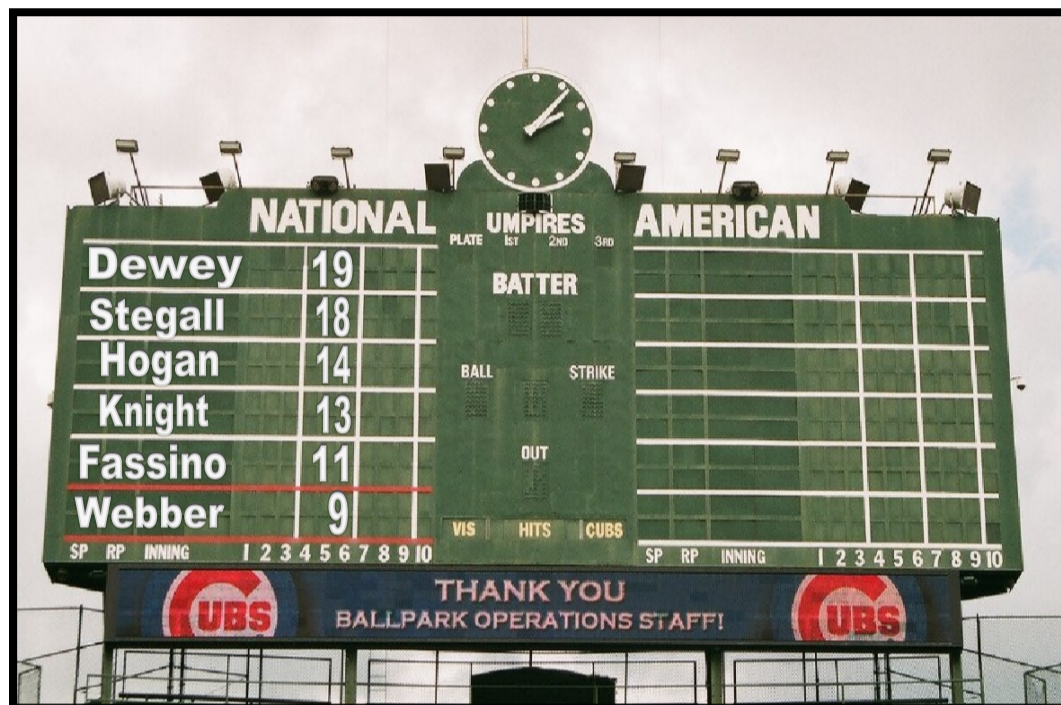
 Race #1 - Heat #2 pitted the electric Wingman 2s of Jim Fassino and Roger Webber against the glow motor 4-Star of George Knight. Fassino had elevator control problems and did not finish the race. Roger Webber in his first ever No Fear race took first place honors with one cut, followed by Knight.

 Race #2 - Heat #1 had only 2 competitors because Fassino was still sorting out his elevator problems. Dewey captured his second consecutive first place finish followed closely by Hogan. Stegall got rid of his meandering tendencies during Race #2 – Heat #2 to beat Webber and Knight to the finish line

 Race #3 – Heat #1 saw Fassino with a reliable elevator finish in 1st place, followed by Hogan and Knight. Race #3 – Heat #2 had fateful consequences for Roger Webber's Wingman 2 ARF. It went into an east-end pylon turn and came out of that turn about two inches below ground level. Dewey finished in first place for the third time, followed by Stegall's hot mess.

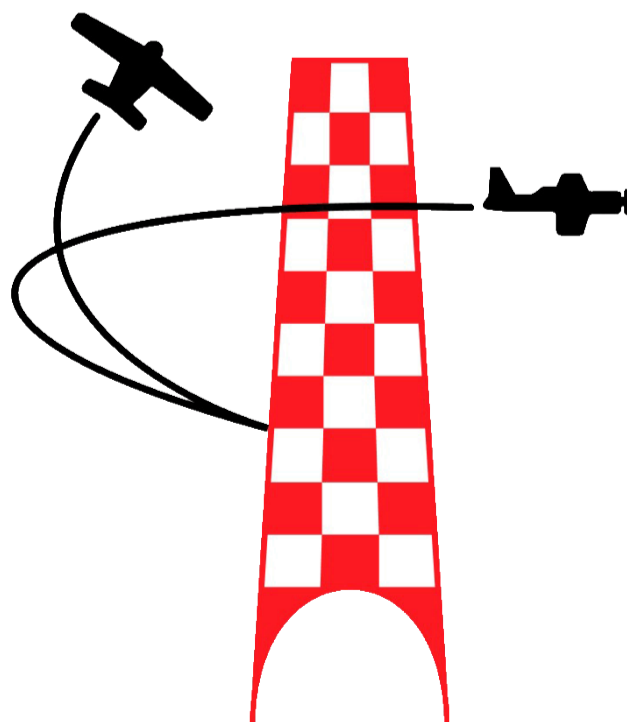


Race #4 Heat #1 – Since there were only 5 survivors from the original six contestants, it was decided all five pilots would fly together in the final heat of the day. As the countdown reached the zero mark, Dewey was already past the start line and required to fly an extra penalty lap. Most of the race was a very close contest between Stegall's glow racer and Fassino's Electric. It wasn't until the very last turn that Stegall turned inside Fassino for the first place finish by only a few feet. Even though Dewey had to fly an extra lap, he finished in 3rd place, ahead of Knight and Hogan.



## Next Race

# June 24th 9:00 AM



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*By: Roger Stegall*

Eight want-a-be combat pilots had colorful streamers attached to their foam steeds in preparation for what would be a sortie to end all sorties. Unfortunately, Bryan Chumbley had a binding servo on his entry, ultimately reducing the craziness to seven contestants. During the first of three heats, Stegall had his green ribbon shortened by a sneaky Roger Wheeler. Before Wheeler could adequately celebrate his victory over Stegall, the stealth and cunning of ace Don Stedman cut Wheeler's red streamer. Fassino, Dewey and Webber flew out the remainder of that first heat with no victories but had their full length streamers still attached. Heat #2 was somewhat of a repeat of Heat #1 for Stegall because he was required to land early with a shortened tail, compliments of Fassino. Stegall was heard to mutter "I really stink at this." Roger Webber, flying his corrugated plastic wing executed a sneak attack on Wheeler during the third minute of the heat. A long section of Wheeler's ribbon draped over Webber's wing creating a considerable imbalance of drag that caused Webber to land before the 4-minute period expired. The third and final skirmish of the day had a full measure of fur-ball action. Bill White joined the mayhem for his first-ever combat flight. Early in the period, Dewey had major contact with another foamy, causing Dewey's entry to spiral out of the sky like one of those maple tree helicopter seeds. Stegall took revenge on Wheeler's crafty move of the first heat by cutting Wheeler's tail. Bill White's virgin yellow ribbon was soon after, dissected by Jim Fassino. Webber finished the flight with his streamer still attached.



Point totals for the day were:  
 Fassino 9, Webber 5, Stedman 4,  
 Stegall 4, Wheeler 3, Dewey 2,  
 White 0, Chumbley DNF.



# UNLIMITED PYLON RACING

*By: Roger Stegall*

Jim Fassino, Roger Wheeler and Roger Stegall prepared for three rounds of six-lap electric racing. Stegall and Fassino were flying their reliable three-year-old EFX racers while Wheeler opted to fly a foamy Mako on a 3S lipo battery. The first heat was over in a flash as Fassino and Stegall finished first and second, more than two laps ahead of the Mako. The west pylon judge counted one cut pylon for Fassino and two cuts for Stegall. Scoring for that race was Wheeler 20, Fassino 0, Stegall 00, Fassino did not fly the 2nd heat of unlimited. Stegall, knowing he could fly at  $\frac{1}{2}$  throttle to stay ahead of the Mako vowed he would fly slower and make sure not to cut the west pylon. Roger's EFX finished more than a lap ahead Wheeler but the west pylon judge charged Stegall with two more cuts. Scoring for heat #2 was Wheeler 20, Stegall 00, Fassino DNF. Wheeler decided he needed a faster entry to hang with the other two EFXs so he chose to fly his own EFX racer. Early in the race, Wheeler had a brown-out causing his plane to embark on a Fatal Attraction to mother earth. Fassino and Stegall were never separated by more than a tiny fraction of a second the entire race. It was a near photo-finish but Steagall's plane prevailed. Surprisingly, both turn judges verified there were no pylon cuts. Third heat results were: Stegall 20, Fassino 14, Wheeler 0.

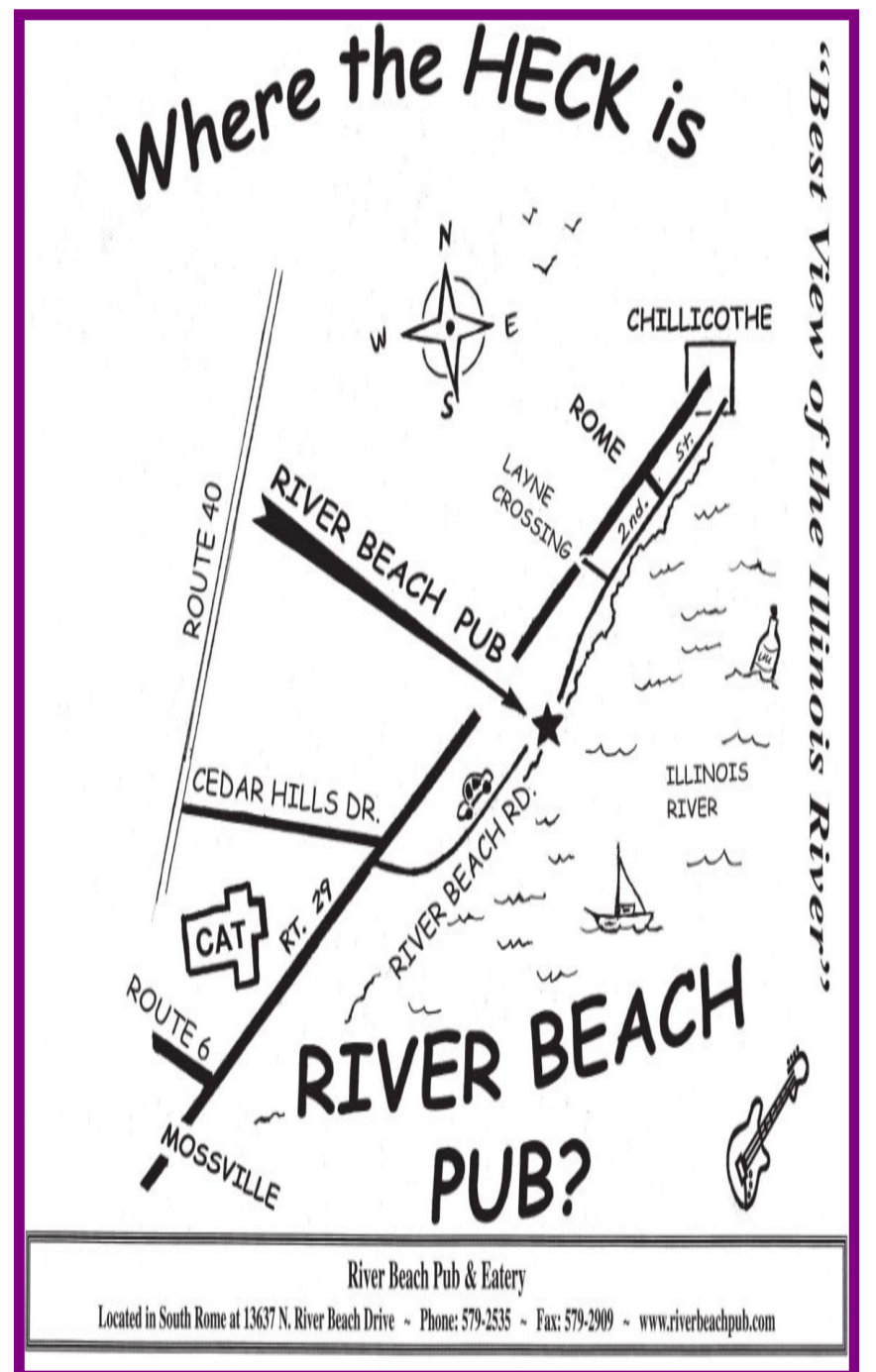
Point totals for the day were: Wheeler 40, Stegall 20, Fassino 14.

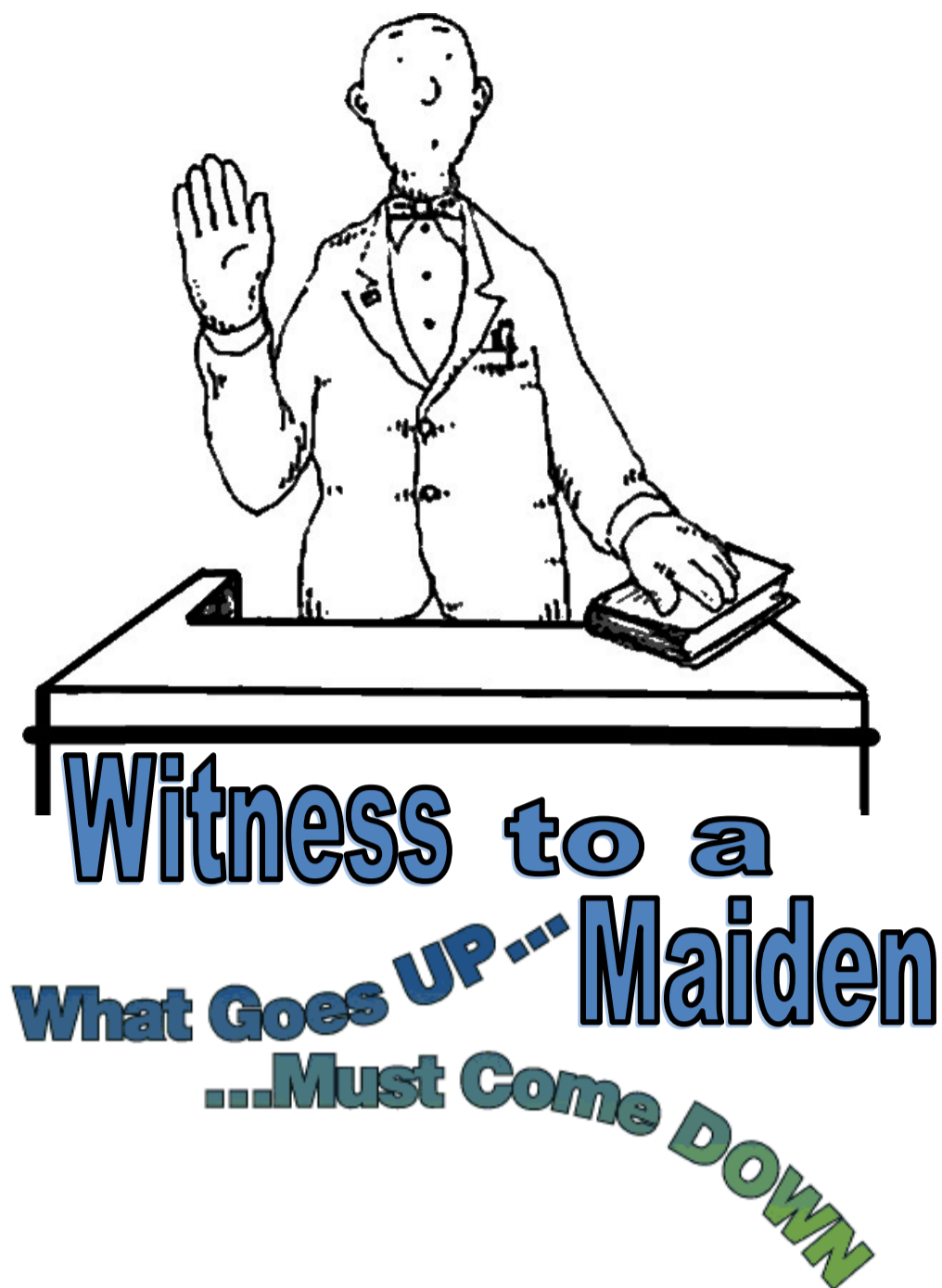
**It's not how fast you fly**

**It's how well you fly Fast!**



**2.4GHz**  
EDITION





The FW 190 was designed in Germany in the late 30's, first flew on 1 June 1939, ARFed in China in 2015 and De-ARFed in "Whiskey's Workshop in 2017. The Top Flight FW 190 flat MonoKoted 85" ARF enter the workshop in January of 2017 and should have been ready to fly in only 8 to 10 hours. In only 4 month the aircraft was completely De-ARFed, uncovered, sanded, primed, riveted, painted and balanced. After the Saito 90cc gas radial engine was mounted and broke in, she was ready for her maiden flight.

**TF TOP FLITE.**

*to*

**WF Whiskey FLITE**



It was a beautiful day with lite winds out of the south-east. "Muschi" had been tied to a flight stand without her cowl running for about an hour. As the 3 witness were about ready to go to the Beach Pub, the detailed, perfection oriented pilot announced it was finally time for the long awaited maiden. The 3 men stopped in their tracks and grab a seat in the "Jury Box". The FW 190 with her 3 bladed prop and 3 cylinder radial engine sounded like no other RC airplane. As she taxied out and quickly jumped into the air, it reminded me of those old WWII German black and White propaganda films. "Muschi" roared around the patten with grace and ease. Soon the pilot began to make some strong wing wagging maneuvers. With closer inspection from the jury box the witness noticed that only the right main gear was down. After cycling the electric Robart gear numerous times in the shop and twice at the field today, now there was a problem. And of coarse the problem arose at the time and place where it was impossible to fix, in the air! The decision was made by the pilot the belly land her with all 3 gear in the up and locked position. As she floated in for landing the pilot decides to GO A Round and gunned the powerful engine. However gravity had another ideal. The aircraft stalled only a few feet up and hit the grass with a thud. From our seats we knew the 3 bladed prop would never see the front end of an airplane again. But we were unable to tell if there was anymore damage. With the help of Blessin Aviation and Salvage Company the FW 190 was gently removed from the field. After farther inspection, it was reveled that no other damage was visible, not even a scratch. This is testimony to the quality of work that comes out of the Whiskey Workshop. The RCNTSB was on sight in just a matter of minutes and took the plane back to her home hanger. A complete investigation took place and a full report was released to the public.



Here is an excerpt from that report.

On 26 May 2017 "Muschi" a De ARFed FW 190 with eclectic Robart landing gear taxied and took off. While taxiing an unseen amount of resistance and pressure was placed on the left main gear creating a yaw effect which canted the gear to a 3 degree starboard off set.. When the main landing gear was retracted by the pilot no visible signs of a problem were noticed. The 3 degree off set cause a unforeseen binding effect on the main landing gear. This binding would not allow the main gear to extended out of the wheel well. The main gear has been removed and reinstalled properly and the issues has been resolved. *The Gear went up But it Did not come back down.* That myth has now been proven wrong. No further action is recommended at this time.

98% blame has been awarded to the China Model Corporation for the design and failure of the main landing gear.

2% blame has been awarded to the Robart Corporation for Excepting the lowest bidder to manufacture their product.



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**Cleaning out Pilot's shorts**      **\$1.50**

**New 3 Blade Prop**      **\$120.00**

**Two Wheels Down**      **Priceless**

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*Live a balanced life*



*with Vanessa*

The maiden flight of the FW190 has happened. I finished up the plane on Friday morning and headed to the field. I ran another tank of break-in gas mix (15:1, an oily mess) and to test the 32oz Rotoflo tank. After switching to flight gas at 20:1, I started tuning the engine for flight and replaced the break-in 24x12 2 blade with a 3 blade 24x10. After completing some taxi testing, I gassed up again, ranged checked and headed to the line. With Steve Blessing acting as co-pilot and nerve calmer I eased the throttle forward and she took to the sky. The plane flies beautifully and after a few laps of trim I treated Jon and Hogan with a high speed pass. Back to pattern altitude I hit the gear switch and that's when the fun started. Only the right side came down. I cycled it several times to no avail and made the decision to belly land the plane. Only damage was a broken prop! To get to this point, our planes have to be balanced and when you are attempting that with a 25 pound plane you simply can't pick it up on your finger tips. Enter the "Vanessa Rig" designed by Jim Archer. In its simplest explanation, a weight on a string will settle at its CG. So strapping the plane from 2 points and attaching a plumb bob to the pivot, the plumb bob will settle at the CG.

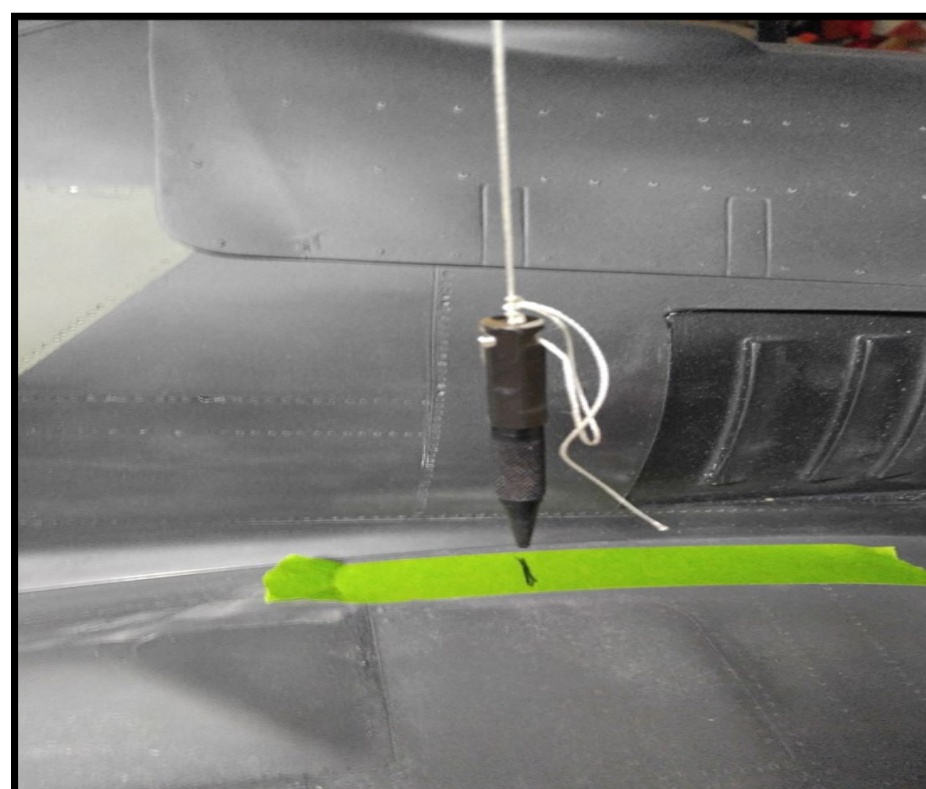
My rig is made from a 2x2 piece of poplar with a  $\frac{3}{4}$ " oak cross piece. The sling is rope with nylon strap for the cradle. The ropes make about 5 loops around the cross piece and attach to the cradle.



The plane must be level during this process and the FW190 does not have a level reference to use so I attached an incidence meter to the wing and by rotating the dowel I locked it in level.



Now the plumb bob hangs from the top pivot and points to where the CG is. By moving batteries and/or adding weight you can quickly adjust where your CG is. Remember to re-level the wing each time. If the plumb bob settles behind the mark, its tail heavy and vise versa. A few things to keep in mind 1. If your tank is not on the CG, it should be empty 2. Follow the manufacturer's recommendation on gear position. My documents said to balance with the gear down. 3. There is an old saying to balance low wing planes inverted. Maybe that's the case, but the Vanessa Rig works either way.



FOR THE SERIOUS COMPETTOR

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# Mr. Chumbley's Top 10 List

10.



9.



8.



7.



6.



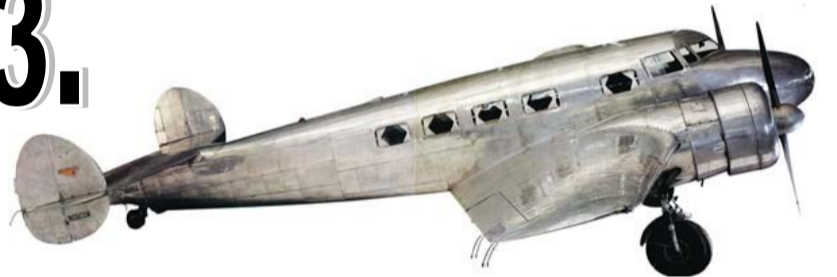
5.



4.



3.



2.



1.



How many can you name?





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Sometimes the  
 questions are  
 complicated and the  
 answers are simple.  
 -Dr. Seuss

- |                            |                    |
|----------------------------|--------------------|
| 1. Douglas DC 3            | 6. F4U Corsair     |
| 2. Travel Air Mystery ship | 7. PT 17 Stearman  |
| 3. Lockheed Electra        | 8. Stinson Reliant |
| 4. F 86 Saber              | 9. T-6 A Texan II  |
| 5. Hawker Hurricane        | 10. J 3 Piper Cub  |



# Co Pilot of the Month



Congratulations

To Brad and all the pilots,  
volunteers, and WWII Veterans  
Who participated in the Second  
Annual Avenger Gathering



# 50th Annual Father's Day FLY IN • DRIVE IN BREAKFAST

**Sunday, June 18, 2017**  
Marshall County Airport (C75)  
*1/2 mile East of Lacon, IL*  
**7:00 a.m. - 11:30 a.m.**

Donations  
Adults \$6.00  
Children \$4.00  
Under 6 Free

Pilot-In-Command  
Eats For Free

Pancake  
Eggs  
Sausage  
Breakfast

Airplane Rides  
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Public Invited. Bring Your Own Tie-Downs.

AOPA Rusty Pilots Seminar - June 24th  
[www.facebook/MarshallCountyFlyersInc](http://www.facebook/MarshallCountyFlyersInc)  
[www.marshallcountyairport.com](http://www.marshallcountyairport.com)

## DAVE GOERNE MEMORIAL FUN FLY



**SUNDAY JUNE 25th**

**9:00 AM to 3:00 PM**



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**Pilot Information:**  
• AMA required to fly  
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