

PEORIA RC MODELLERS

2017

NEWSLETTER

September

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

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rogerstegall@hotmail.com

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Newsletter: Jon "Dew Drop" Dewey

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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



FIRE N THE HOLE

Photos of the Month



Photos by Bill White and Jon Dewey

Visit Our Website

www.peoriarcmodelers.com



Golden Age Of HOLLYWOOD

If there was a "Golden Age" of Model Aeronautics, I'd say it was the late 1930 through the 1950's. That was the era of rubber bands and early glow engines powering free flight airplanes. After World War II, the age of control line airplanes came into popularity.

On a recent visit to Leonor and Dynamic Balsa, I found Brian had bought a collection of vintage free flight and Control line model kits that date back to the 1950's. I found Guillows, Midwest, Sterling, and Comet kits including rubber "Stick and Paper" free flights and even some old glow engine free flight kits. These are the kind that used the old clockworks timers to limit the engine run so the airplane would not fly away. No radio control here, just wind the airplane up and cast it to the wind.

I looked further and sure enough, I found some old control line kits. In the pile, I found two "Ring Masters" made by Sterling. I could not believe it. I opened one and found the balsa in good shape although some what yellowed. The plans were also yellowed but still hand wrapped around the balsa parts. I decided to bring it home.

Also in the collection was a Ring Master Supreme with a built up fuselage. That was the rich man's plane with the original price tag of \$2.50 on the box. I also found a Nobler which was a popular stunt plane at the time.

I'm going to try to find the old control line style tin gravity fuel tank, and an old "Fox Red Head" control line engine at next year's Toledo show. Yes, I'm going to build this Ring Master in the old style including silk and dope covering.

Anybody want to join me in flying control line models?



See you in the Lawn Chairs



Jim "Hollywood" Hogan





STREAMERS OVER MOSSVILLE

The August 12th contest date was another picturesque opportunity to display pilot skills under ideal conditions. Cool temperatures, zero winds and a sunny sky with puffy white clouds greeted the four club members ready to battle in RC combat. Unlimited Electric Racing and No Fear Pylon racing were not contested on this date due to a lack of competitors and pylon judges. Verne Holeman, Steve Blessin, Roger Weber and Roger Stegall began the first sortie of the day with a lot of close-in and down on the deck flying. Somewhere during the 2nd minute of flying, Stegall shortened Holeman's green ribbon to the extent that most of the green ribbon length was draped across Stegall's left wing. No further ribbon cutting was accomplished during the 4-minute interval. Heat #2 was even more congested than the first. Early on, Verne cut Weber's ribbon and Stegall lopped off a length of Blessin's tail. That flight ended with Stegall and Holeman chasing each other across a beautiful sky. Steve did not have an additional battery for the third and final flight, leaving only 3 combatants. The crazy darting action of three combat wings in close proximity to each other somehow confused Vern to the extent that he began to attempt to control Roger Weber's entry. Several seconds after Vern's wing crashed, he was still attempting to fly an entry that was not his. The two Rogers were left in a duel that got up close and low to the ground. During the final 30 seconds of the final heat, Weber zigged when he should have zagged and his wing was abruptly introduced to mother earth at full throttle. Scores for the day were: Stegall 9, Holeman 4, Blessin 1, Weber 1.

Roger Stegall

DYNAMIC BALSA



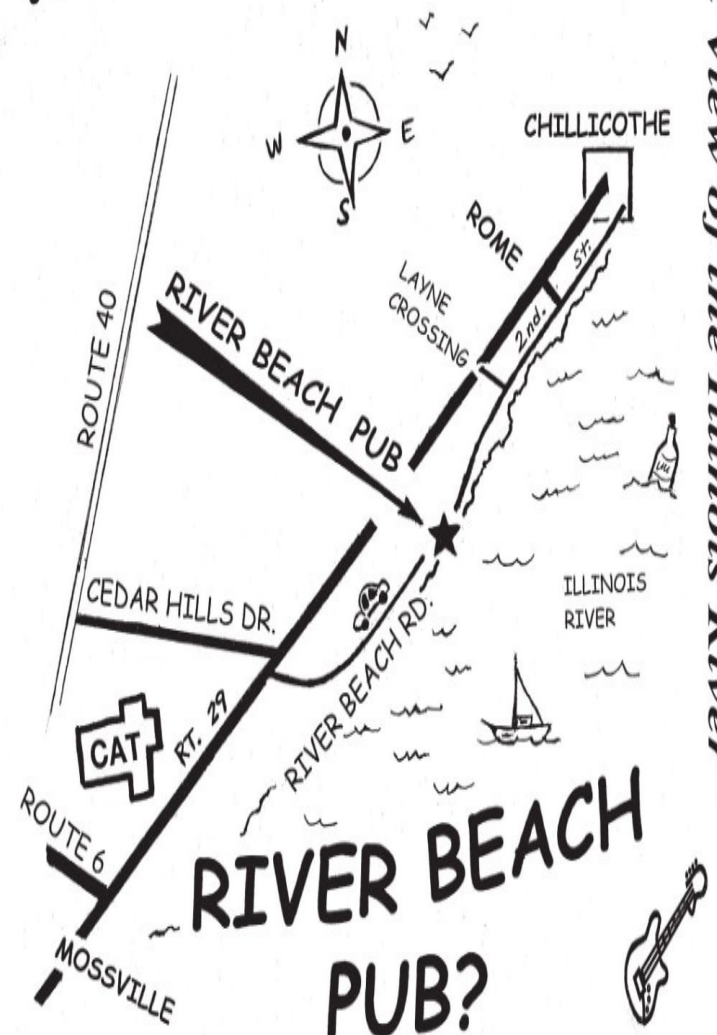
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GO CUBS GO



Photo by Dewey

3 Cubs, 2 cars, \$10.00 landing fee, good weather and a tank full of gas: **PRICELESS** Jim Hogan, George Knight and myself traveled to St. Charles/Fox Valley Aero Club for their 4th annual all Cub fly in. The weather was great, a little cool with lite winds. The turn out was a little less than what they hoped, 40 Cubs of all sizes and color, but mostly yellow, took to the air over St. Charles II. Their field and facilities are wonderful. They have an 800' paved black top runway. Beyond that was grass, however I thought It was almost impossible to use because the drop off made it hard to see your wheels as they touched down. The runway took a little practice getting use to, we witnessed several hard bounces thought out the day, and remember we were only flying Cubs. PRCM received the "farthest traveled" award and I am already looking forward to the trip again next year. **D.W.**

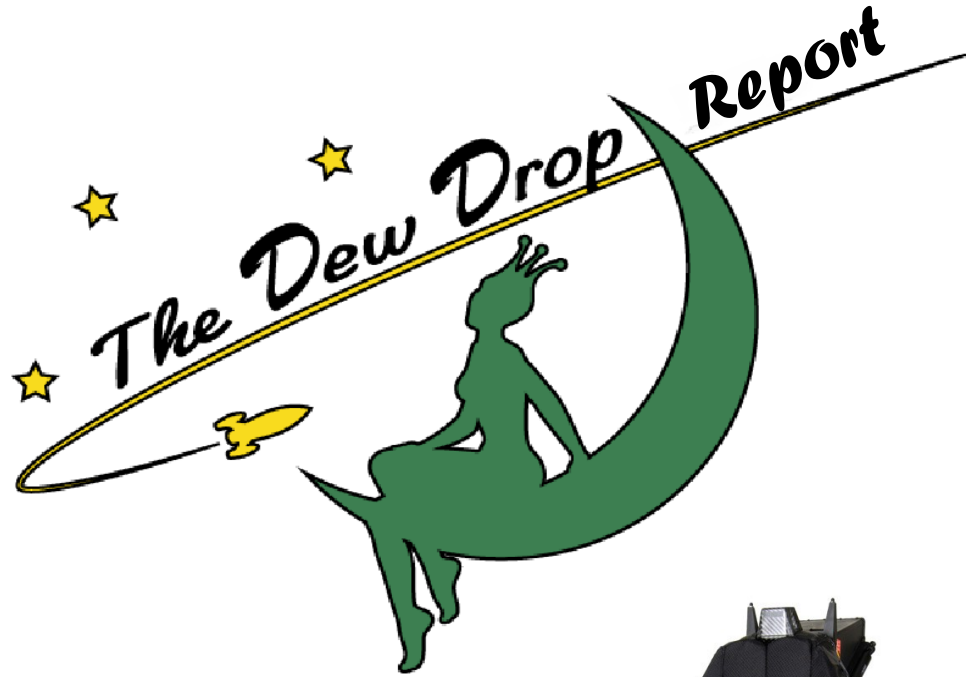


Photo by Dewey



Fox Valley Aero Club





During a practice exercise at NAS Fallon, Nevada, Lt. Geoff Vickers was instructed to take battle-air-warfare commander in his F-14D Tomcat. The point was to show the commander how they train and what they do on a daily basis as well the capabilities of the planes he was overseeing.

The commander had previously hitched rides on E-2Cs and EA-6B, so he was no stranger to flying, but flying a tactical jet was a bit different. He received a brief from the pilot and wingmen and strapped into the Tomcat. In retrospect, Lt. Geoff Vickers said he noticed the commander was a bit nervous, but didn't pay any mind to it at the time.

After takeoff, the Vickers did an awareness maneuver and instructed the commander in the back seat that he was going to do a "quick inverted check." Never before in the back seat of a fighter, the commander made a quick, anxious comment before he was flipped upside down



Looking back, seasoned pilot Vickers realized that being in the cockpit for as long as he had, he didn't realize that flying in the back is a bit different. His hands for example, are on the throttle and the stick 99% of the time. When you're in the back however, your hands are free, especially if you're just a spectator. When inverted and just looking through some plexiglass at whatever is below you, your instincts tell you to just grab hold of something. That's exactly what the commander did. Except...he grabbed the ejection handle.

Going at 300 knots, Vickers asked if he was ready for an inverted check. The last thing he heard from the commander was "all set" as rolled the plane. Then, Vickers heard a loud pop and his cabin depressurized.

Once the smoke cleared from the cabin, Vickers rolled the plane upright and looked at his instruments. Everything looked normal except for the fact that he was "now flying a convertible" as he put it. The control tower chimed in asking what happened

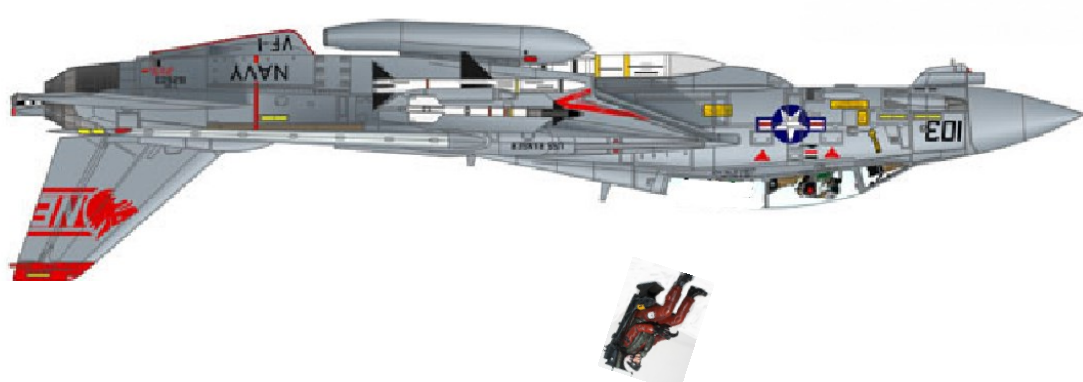
"My RIO ejected. I'm still flying the plane," is what he mustered up

Vickers returned back to base while braving winds of about 320 knots. After confirming his checklist for such an incident with his wingman, he landed successfully. With such an event, he was greeted on the ground by everyone, the skipper even stepped out to give him a hug.

The commander was recovered almost immediately after he landed by an SH-60. He was taken to the hospital and left soon after with two minor cuts to his face.

Later that night at O'Club, the commander told Vickers that when they did the roll and he experienced the -.5 Gs, his instinctively grabbed the closest thing. Having had his hands in fists on his inner thighs, the ejection handle was that thing. The rest is history.

D.W.

















PRCM Co Pilot of the Month



TWO WINGS ARE BETTER THAN ONE



SEPTEMBER 2017

SUN	MON	TUE	WED	THU	FRI	SAT
						 CHILDERS 1 7AM 2
3	4	Club Meeting At The Field 7PM 5	6	N. Knoxville 7AM  7	Ladies Love Taildraggers  11ish 8	RACE DAY 7 & 9AM  CHILDERS 9
10	 11	12	13	7AM  14	Ladies Love Taildraggers  11ish 15	 CHILDERS 7AM 16
PEKIN BIG BIRD 17	18	19	20	7AM  21	Ladies Love Taildraggers  11ish 22	 CHILDERS 7AM 23
24	25	26	27	7AM  28	Ladies Love Taildraggers  11ish 29	 CHILDERS 7AM 30

37th ANNUAL BIG BIRD FLY-IN In MEMORY OF HERMON LOWERY September 17, 2017

PEKIN RC CLUB
AMA Sanction



Everett McKinley Dirksen Park
3901 East Edgewater Drive, Pekin, IL.

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Landing Fee \$10.00

Lunch will be available for pilots.
Raffle

MUST BE! 60" Bi-Plane/80" Monoplane



&





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,

I attended the recent Cub Fly-In in St. Charles and one of your members was the first to fly, or should I say, tried to fly. I'll call him "George." When he took off his brand new foamy Piper Cub admittedly went into a knife edge and crashed just south of the black top runway. Total distance traveled was about ten feet. What a mess! I would have thought he would have just buried it in the local landfill along with a lot of his other planes. But instead he put it in his car and we did not see it again for several hours So, What happened to it?

Signed,

Piper J. Cub

Dear Piper,

After reversing the ailerons, there was still hope for the little Cub. "George," as you call him, headed to the hardware store (twice) and purchased several different types of glues to make repairs. Some glue worked and others didn't. It took him passed the lunch hour to get his plane flying. But after lunch, the little two foot wing span Cub was again launched and in the air with the 1/4 and 1/3 scale Cubs. His flights where great fun to watch and the little foamy Piper Cub stayed together. However, it did looked like a honey bee flying around a yellow jacket nest looking for it's Big Brothers.

Like Casey Kasem would say Keep your feet on the ground and keep reaching for the glue.

S.T.W 高少咪

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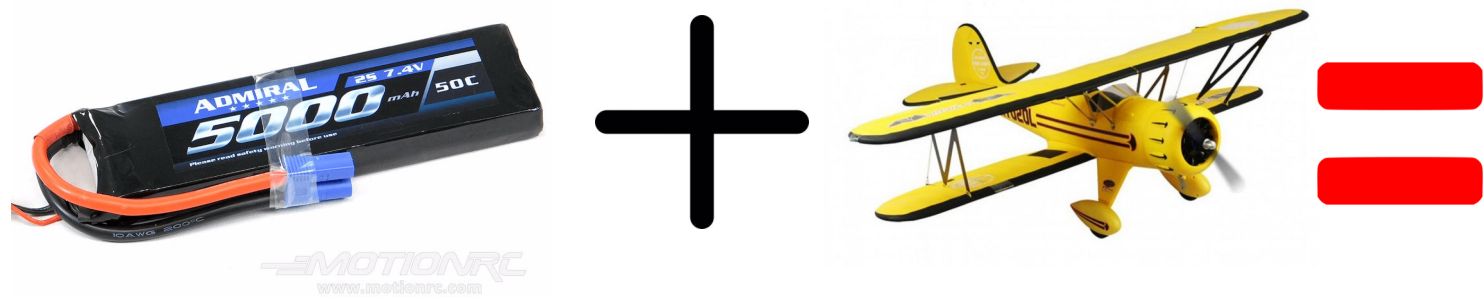
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**ANY
QUESTIONS?**

*Even when you do every thing correct...
Crap can still happen!*

**BE
CAREFUL**

