

PEORIA RC MODELERS

2018

NEWSLETTER

AUGUST

Particulars: Charter 313

Head Muckety Muck John "Gipetto" Hoelscher

President: johnhoelscher@comcast.net

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

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

Safety: Joe Lang
joe.a.lang@comcast.net

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, Jim Martin

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



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Lawnchair

Report



Thanks to my committee who made this happen, Jon Dewey - Food, Steve Blessin - all around, Don Stedman - badges and field. Also thanks to Terry Beachler for ice and garbage, and Joe Lang for a safe event.

Thank You!

The Peoria RC Modelers hosted our third annual "Warbirds on the Warpath" at the field on July 7, 2018. The day was beautiful with light winds from the east and mild temperatures. We had several return pilots from the St. Louis area, Mount Vernon and Decatur. We also had our local friends from Streator, Pekin and Washington. PRCM members included Bill, Roger, Don, Joe, Jon, Steve, Kerry and myself.

We give out awards to the pilots which bring "we think" are the best planes in each category.

This year's winners were:

Brian Burcar	WWI	1/3 scale Fokker D-7
Randy Bond	Modern	Pilatus Porter
Bill White	WWII	AT-6 Texan
Joe Lang	Classic	Gull Wing
Mike Smith	Pilot's Choice	Piper L-4

Even though "Warbirds on the Warpath" has a nice following, we are not growing. I ask all members who attended to give your feedback on what we could do better to grow the event. No, I won't ask you to serve on the committee "unless you want to".

"See you in the lawn chairs"



Jim "Hollywood" Hogan



Best WWI



NO FEAR PYLON



Somehow, the contest dates chosen for this season have all proven to be excellent flying weather. Contestants arrived at the field July 14th to find dry grass, after having experienced a heavy downpour of rain just six miles south of the field. Jim Fassino, Roger Weber and Roger Stegall were the only pilots to attempt the four heats of 8-lap racing. All three contestants were using Wingman II airframes with identical electric motors, props and batteries. Weber timed the start of the first race to perfection and had about a 2 second lead at the start line over the other two racers. Try as they might, neither Stegall or Fassino were able to gain any ground on Weber's orange/yellow Wingman. Finish order was Weber, Stegall, Fassino. The start of the 2nd race had Fassino in the lead at the start line with Stegall and Weber very close behind. There were several occasions during the first three laps where all three planes were very close to swapping MonoKote. Jim maintained the lead until the very last turn where Stegall managed to crank and bank his way to a 10-foot margin of victory. Finish order was Stegall, Fassino, Weber. Race #3 was a duplicate of the 2nd heat except Stegall took the lead over Fassino at the end of the 6th lap. That was where his brain cells ceased to function as he directed his racer in a 45-degree up-line to signal turn judges that he had completed the race. Trouble is – No Fear is an 8-lap race. By the time Stegall realized the error of his stupidity, Fassino and Weber had passed him to finish ahead in that order. The sun was out in full force by the beginning of the race #4. Again, Fassino was superior in his timing to the zero count-down. It wasn't close at the finish line with a finish order of: Fassino, Stegall and Weber. Points for the day were: Fassino 19, Stegall 16 and Weber 15. YTD Points are: Fassino 70, Stegall 65, Dewey 53, Weber 41, Stedman 23, Hogan 19, Knight 12, Gerst 11.

Brian Chumbley, Jim Fassino and Roger Stegall were the contestants for this 6-lap adrenalin rush. It was Brian's Carbon Cub against the EFX racers of Fassino and Stegall. For the first time ever in our club racing the two EFX bullets were fitted with 5 cell LiPo batteries. If you have seen these planes scream on four cells, imagine them about 20% faster on 18.5 volts. From race start to the finishing victory roll, the elapsed time for the winner is roughly one minute. Stegall got the victory in the first race while still at idle speed. Fassino experienced a failure for his motor to start after his bungee launch. When he uttered "UT-OH", Chumbley (who had just launched) looked away from his plane to see what was the concern. Unfortunately when Brian looked back to his Cub, it was already checking the corn for root-worm. The Cub experienced no damage from its visit to the home of the Jolly Green Giant so all were set for a more normal race #2. Stegall would have been early to the start line so he executed a loop prior to crossing the line. That maneuver put him in last place but that condition didn't last for long on his Graphene 65C 5S battery. He blasted past the Cub and Fassino and went on to record an easy victory. Jim discovered the reason his EFX couldn't keep up with Stegall's was because he was using a 4-cell sized propeller with his 5-cell battery. After a propeller change to a smaller diameter the same three contestants took to the air in race #3. Stegall had about a 1-lap victory but the east turn judge charged Roger with taking a short-cut to the finish line. Scores for the day were: Stegall 40, Fassino 34, Chumbley 22. YTD scores are: Fassino 202, Stegall 98, Chumbley 52.

FOR THE SERIOUS COMPETITOR



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The first sortie of the day had plots – Roger Weber, Verne Holeman, Jim Fassino, Brian Chumbley and Roger Stegall in a state of “streamer envy.” Unfortunately, the container where the streamers were kept did not have a properly affixed lid. This caused the colorful ribbons to exhibit the characteristics of a wet noodle, from an accumulation of prolonged high humidity. During the first heat, both Stegall and Fassino had their noodles break without contact from another competitor. Weber, Holeman and Chumbley were awarded one point for flying the entire 4-minutes with their streamers in-tact. Prior to heat #2, all pilots changed to fresh streamers from manufactured sealed packages. Upon launch for the 2nd heat, Holeman’s battery became detached causing his propeller to cut the ESC cable, Weber’s blue streamer did not uncoil and Chumbley somehow lost his streamer (not due to any contact). Stegall and Fassino were left to chase each other around the sky with neither flyer gaining a victory. What the first two flights lacked in excitement was atoned for during the third heat of the day. Early in the heat, Stegall cut Chumbley. A minute later Fassino cut Weber, Holeman lost control and landed out in the corn. That left Stegall and Fassino to again chase each other. This time, it was different because in the last 30 seconds those two foam wings met solidly wing-to-wing about 100 feet up. The contact caused Stegall’s combat ship to cut Fassino’s ribbon and caused Fassino’s wing to cut Stegall’s ribbon. It was akin to a double murder because nobody survived.

Points for the day were Fassino 7, Stegall 7, Weber 1, Chumbley 1, and Holeman 1.

YTD points are:

Fassino	28
Chumbley	19
Stegall	14
Weber	14
Holeman	7
Blessin	2

Col. Roger Stegall



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August 2018

SUN	MON	TUE	WED	THU	FRI	SAT
			<div>National Girlfriends Day</div> <div></div> <div>1</div> <div>7AM</div>	<div></div> <div>i'm lovin' it</div> <div>2</div> <div>10:30ish</div> <div>3</div>	<div></div> <div>CHILDERS EATERY</div> <div>7AM</div> <div>4</div>	
<div>I ♥ My Sister!</div> <div>Happy Sister's Day!</div> <div>5</div>		<div>Club Meeting !</div> <div>At the field</div> <div></div> <div>7pm</div> <div>6</div> <div>7</div>		<div></div> <div>i'm lovin' it</div> <div>8</div> <div>7AM</div> <div>9</div>	<div>THE TAILDRAGGERS</div> <div>Let's have some fun.</div> <div>10:30ish</div> <div>10</div>	<div></div> <div>Raceday</div> <div>Fox Valley RC</div> <div>Cub Fly in</div> <div>11</div>
<div>12</div>	<div>13</div>	<div>14</div>	<div>15</div>	<div></div> <div>i'm lovin' it</div> <div>7AM</div> <div>16</div>	<div>THE TAILDRAGGERS</div> <div>10:30ish</div> <div>17</div>	<div></div> <div>CHILDERS EATERY</div> <div>7AM</div> <div>18</div>
<div>Aviation DAY</div>	<div>20</div>	<div>21</div>	<div>22</div>	<div></div> <div>i'm lovin' it</div> <div>7AM</div> <div>23</div>	<div>THE TAILDRAGGERS</div> <div>Let's Go Flying!</div> <div>10:30ish</div> <div>24</div>	<div></div> <div>CHILDERS EATERY</div> <div>7AM</div> <div>25</div>
<div>26</div>	<div>27</div>	<div>28</div>	<div>29</div>	<div></div> <div>i'm lovin' it</div> <div>7AM</div> <div>30</div>	<div>THE TAILDRAGGERS</div> <div>10:30ish</div> <div>31</div>	

This Air Force major, fighter pilot and Wisconsin native is the third woman, first mother, and the first reserve female to fly in the US Air Force Thunderbirds. 2012– 2014



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.

Recently I watched some of your members flying at your field. Out of the west, come two cop dusters which began spraying crops just one field north of your site.

Your flyers landed and watched as the airplanes sprayed the fields. I wondered why your members landed because I thought they weren't even close to each other.

Is there a rule for the RC pilots to land and yield the right of way? Or could they continued to fly? There was plenty of room for both.

Signed: Not Even Close



Dear Not, (or is it Nut).

In these times where the government wants to restrict even further our rights to fly model aircraft, the last thing we need is to have a model airplane hit by a full size airplane. Yes, there are people who do not follow or understand the rules we follow to be safe and share the airspace. The pilots were right to land and just watch the airshow. It was like a mini Oshkosh. I understand after the two airplanes completed their weave over the crops, our pilots returned to the air and complete their flying on a beautiful day.

Always remember, it is a BIG Sky. Be safe and have fun.

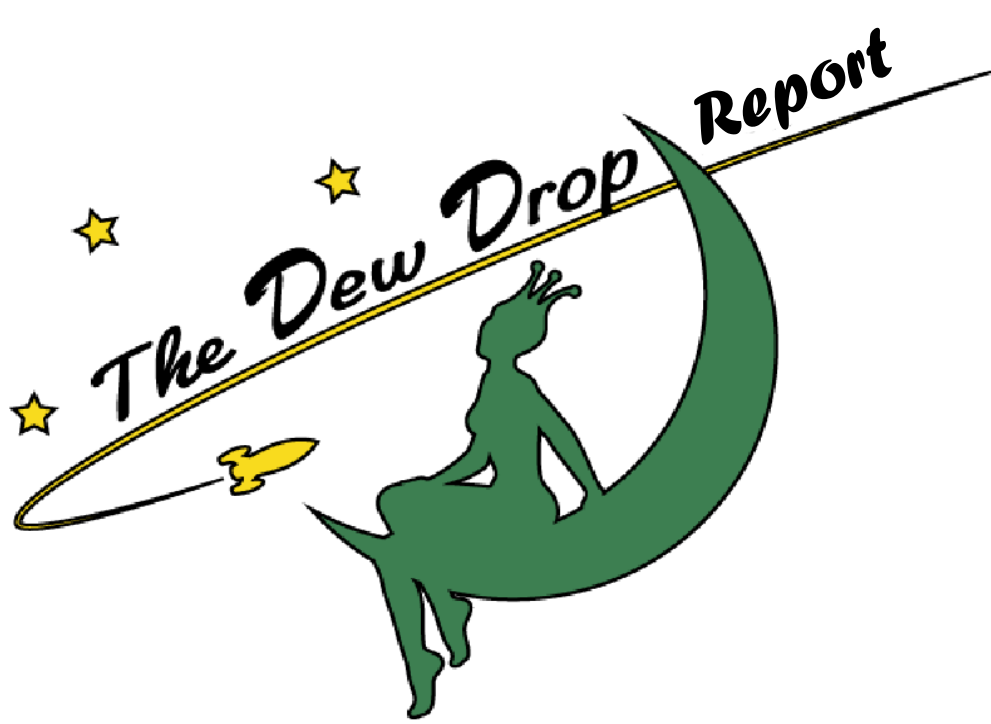
高少和 S.T.W



Safe on the Deck

Fox Valley Aero Club all "Cub" fly in will be held August 11th. The club is located at 3821 Karl Madsen Drive, St Charles, Illinois.





Have you ever wondered why Army Helicopters are named after Native Americans? Or better yet, have you ever noticed that they are? Well in June of 1976 AR (Army regulation) 70-28 was passed that stated: "Army aircraft should be given names of Native American tribes, Chiefs or terms." It also goes on to say that the name should "appeal to the imagination without sacrifice of dignity and should suggest an aggressive spirit, and confidence in the capability of the aircraft." The name should also suggest "mobility, agility, flexibility, firepower and endurance." This Army Regulation has since been rescinded but tradition still runs very deep in the Army. There are three different step in the naming process, one of them is the US Patent office. The last step has always been the honored tribe blesses the new helicopter to ensure a long and safe life which will honor its name sake.



In 2012 the new UH72 was blessed at the Crazy horses monument by medicine men of the Lakota people. Thus becoming the Army's newest helicopter.



UH-72 (Utility Helicopter) Lakota



UH-1 Iroquois



UH-60 Blackhawk



AH-64 (Attack Helicopter) Apache



OH-58 (Observation Helicopter) Kiowa Warrior



CH-47 (Cargo Helicopter) Chinook

Well now you know.

Jon F. Dewey

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A couple of nice pictures from EAA Air Venture 2018. 1/3 scale B-17 next to the Full size Fortress. Fireworks at the night airshow behind a C-5 Galaxy.

