



Particulars: Charter 313

Acting President/

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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The



Lawnchair Report

NOTHING IS FREE

Jon Dewey walked into the shed at the field and found a "free" airplane. He was not sure what it was, but it looked like a contender with tri-cycle landing gear and an OS .40 size engine. Jon brought it back to the field for a test flight last Friday. He did not want to spend a lot of time on it before he flew it. Not even cleaning the years of dust which had been built up on it. After changing the battery and throwing some oil in the carburetor to loosen it up, the engine "jumped to life" after just a "touch of the starter".

Jon flew it five times that day and got excited about his new toy. We understand President Bryan donated the airplane after cleaning out some of this stuff.

Last year at some of the warbird meets, a member from the Washington club was campaigning a large scale P-47 Thunderbolt. When I asked about it, I learned he bought it at a garage sale for just pennies on the dollar.

I'd like to find some bargains like these, so from time to time, I'll stop in at area pawn shops just to see if some RC airplanes might be hanging from the ceiling. I have found some "junkies" but no real prizes yet. Most shops won't consider buying RC airplanes because the market is limited. But, I have given some my name just in case.

We are fortunate to also have Dynamic Balsa in Leonore. Brian Burcar is one of only a handful of hobby shop owners who actively seeks used airplanes and estates. His store, about 40 miles north of Peoria, is a destination drive if you are in the market for a new or used airplane. His inventory is constantly changing. If you are in the market for something "unusual" Brian's store is an easy drive.

One of Brian's best customers is from our club. He has purchased at least 10 airplanes I know of. You may have to change a servo here or add a new wheel there, but our member loves to dig through the store and drag stuff home. After a few flights, he'll trade an airplane back in and haul something else home. It is a hobby in itself.

For me, I'll stop by some pawn shops from time to time to see what may show up. Who knows, maybe your next prize is in the corner with years of dust on it.

"See you in the lawn chairs"



Jim "Hollywood" Hogan

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PRCM COMBAT



STREAMERS OVER MOSSVILLE



Ready to Go

Photo by Don Steadman

Brian Chumbley, Verne Holeman, Roger Weber, Jim Fassino and Roger Stegall were the five pilots who attached colorful streamers to their combat airframes. Although streamers were freshly taken from their store wrappings, within an hour these ribbons had absorbed enough moisture from the air that they were notably damp. Early in the first 4-minute flight, Brian's white ribbon broke in flight without contact. Shortly thereafter, Verne had a loss of radio signal which caused a retrieval from the beans. Stegall and Fassino were not able to cut each other's ribbons but they were able to meet foam-to-foam for the third time this season.



Photo by: Steadman

Roger Weber was the only survivor of heat #1. Brian's bad luck continued in the second round. Roger Weber and Brian were the first to launch and before the other three competitors could launch, Weber managed to cut Brian's ribbon without trying. Again, Vern had a loss of control. The remaining three pilots were unable to gain a victory. Stegall groaned as his battery ran out of juice with only 5 seconds remaining in the round.



Photo by Don Steadman

The third and final scrimmage of the day did not have any bad-luck relief for Brian Chumbley. He and Stegall managed to make the most solid contact of the year, breaking off all four legs of Stegall's motor mount. Both planes made a death-spiral to the ground. Stegall got credit for a streamer cut because Brian's blue ribbon broke during the crash. Verne had a motor power failure while Fassino managed a victory over Weber leaving him as the only surviving pilot. Awards for the day were: Chumbley – the BAD LUCK AWARD, Holeman – the BEAN INSPECTION AWARED, Stegall – the KAMAKAZIE AWARD, Weber – The ACCIDENTAL VICTORY AWARD and Fassino – the ACE OF THE DAY AWARD for gaining the only purposeful victory of the day. Points for the event were: Fassino 5, Stegall 3, Weber 2, Chumbley 0, Holeman 0. Year-to-date points are: Fassino 33, Chumbley 19, Stegall 17 Weber 16, Holeman 7, Blessin 2.



For the Day



NO FEAR PYLON



Three electric Wingmans (Fassino, Weber, Stegall) and two Skyraider glow models (Stedman, Hogan) prepared for the fifth edition of No Fear racing. Rather than break into two different groups of three racers in one group and two racers in a second group to complete each round, the five pilots decided to all race together in the same heat. Race #1 looked and sounded like a bee swarm had taken over our field. In the first few turns, everybody was packed close together and could have benefited from some air traffic control. Eventually, at the completion of the 8th lap, Fassino beat Stegall by the length of his plane for the victory. Finish order was Fassino, Stegall, Weber, Hogan Stedman. Weber was charged with two cuts (0 Points) and Hogan was charged with one cut (loss of 1 point). Race #2 was no less busy with all 5 planes in a scramble for first place. Stedman jumped out to a great start and never looked back as the pack of 4 in the rear were unable to match his turns and speed. The finish order was Stedman, Stegall, Fassino Hogan and Weber. During his landing, Hogan managed to detach his landing gear from all other necessary parts required to fly, he became sidelined for the remainder of the day. Flight #3 was a little less congested with only 4 want-a-be speed freaks. Fassino got the victory followed by Stegall, Stedman and Weber.

The fourth and final countdown of the day had a close and fair start by all pilots. It wasn't until the last few turns that it was possible to separate the gaggle of racers. The finish order was: Stegall, Fassino Stedman and Weber. Points for the event were: Fassino 19 Stegall 19, Stedman 14, Weber 6, Hogan 5. YTD points are: Fassino 89, Stegall 84, Dewey 53, Weber 47, Stedman 37, Hogan 24 Knight 12, Gerst 11.



"and they're off...."

Green and red EFX racers were piloted by Roger Stegall and Jim Fassino while Brian Chumbley chose to fly his reliable Carbon Cub. Brian got his Cub airborne prior to the catapult launches of the two EFXs. That Cub easily won the start count-down but Brian's large lead lasted less than a second as the two EFX steeds zoomed past in a high pitched whine. The race was very close all the way with Fassino usually leading out of the east turn and Stegall regaining the lead after the west turn. At the finish it was Fassino, Stegall and Chumbley about 4 laps behind.

Unfortunately, Jim was charged with a pylon cut. That first 6-lap race from start to finish lasted the sum total of 58 seconds. Heat #2 had a similar start as the first as Brian again won the initial start advantage. It wasn't until the very last west-end turn that Stegall passed Fassino and took the victory by a narrow margin. As Brian was finishing his remaining laps, his bad luck from Combat managed to sneak into his electric racing. His Cub suffered a total loss of control and an entry into the Jolly Green Giant playground. At the start of race #3, Stegall couldn't get his green EFX to energize so he went to his new backup blue EFX that had not yet been fully trimmed. Stegall launched first and took a few seconds to trim the model before he gave the OK for Fassino to launch. At the start count-down, Stegall would have been early so he had to execute a loop prior to crossing the start line. That gave Fassino a nice lead on the first lap. For some reason, that blue plane was noticeably faster than anything we have raced. Fassino's early advantage disappeared by the end of the 3rd lap and Stegall went on to the widest victory margin of the day. Points for the event were: Stegall 60, Fassino 24, Chumbley 14. YTD points are: Fassino 226, Stegall 158, Chumbley 66.

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September 2018

Let's have
some fun.

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	 LABOR DAY 3	 Club Meeting! Meeting @ 7pm Fly Before 4	5	 i'm lovin' it® 6	 THE TAILDRAGGERS 7	RACE DAY 8
 HAPPY GRANDPARENT'S DAY 9	10		12	 i'm lovin' it® 13	 THE TAILDRAGGERS 14	15
16	17	 NATIONAL CHEESEBURGER DAY 18	19	 i'm lovin' it® 20	 THE TAILDRAGGERS 21	 22
23	24	25	26	 i'm lovin' it® 27	 WARBIRDS 28	29
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Streator RC Flyers announces our ninth annual Fall Scramble Warbirds & Classics Event. All scale and era warbirds, no sport planes with military markings. Classic aircraft where the full scale were manufactured pre-1975 are welcome.

The event covers 3 days of flying on Friday, Saturday, and Sunday. Come spend the weekend flying off of our finely groomed 185' x 640' grass runway.

Onsite overnight storage for aircraft. Primitive camping onsite for pilots, early arrivals welcome. Food and refreshments onsite, raffles, and pilot's dinner on Sunday courtesy of Dynamic Balsa. \$20 Registration

Registration is open at [rcflightdeck.com](https://www.rcflightdeck.com/event.cfm?event_id=7861)
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PRCM Family Day

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Flying all day

Eat at Noon

Sept. 22nd



**PRCM
Co Pilot
of the
Month**

**She is all packed
and ready to go
for a ride with "Jimmy"**





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:

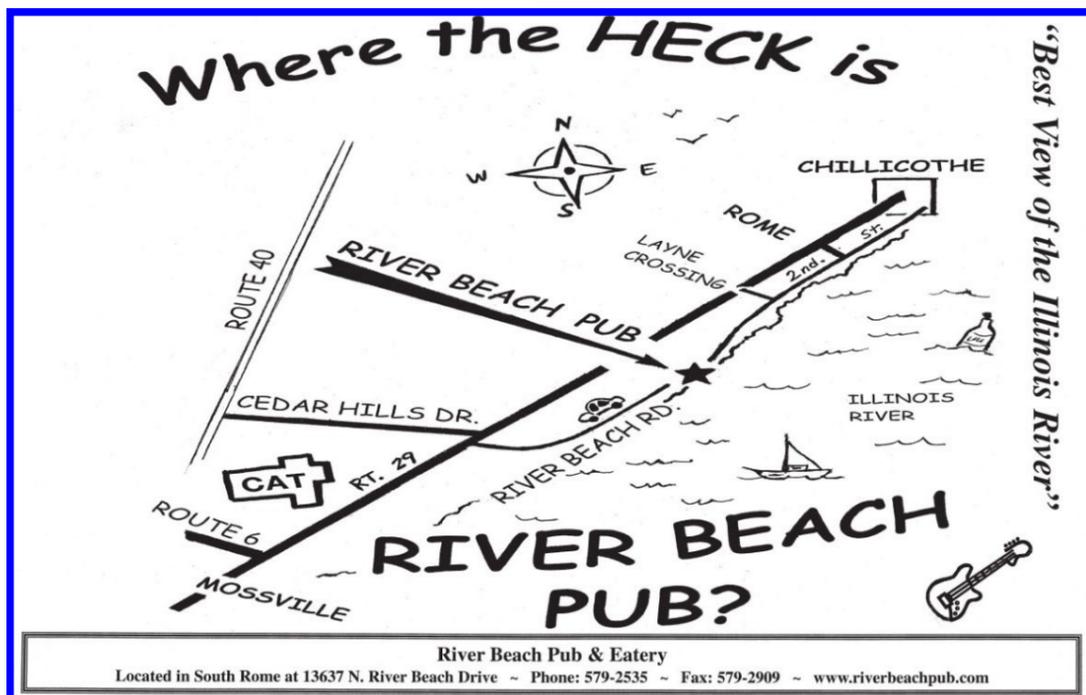
The other day I was down at the field and I had to take care of business. I usually try to plan ahead because I like to use my own bathroom at home better than the one at the field. But on this day I had no choice. I hurried to our "Drop Zone" and as soon as I opened the lid I was scared to death. I almost had a premature downloaded before I could sit down. I realized that I wasn't alone in there. A bird had flown out from under the lid and just sat there looking at me. I wasn't sure if it was catching its breath or just thankful to be out. Anyway I got a very good look at it well we both recovered from our shock. It was a brown-headed cowbird! Naturally!!! Now I have no clue how it got in there or better yet why it was there. So just a little warning to all: Look before you sit".

Signed: A Bird in hand.....



Dear: worth 2 in the bush:

Good thing you did not move just seconds faster or the bird was just a few seconds slower. If you would have sat down and blocked his escape we would be talking about a whole different topic. Now you ask WHY it was in there? I don't even want to guess but it sure didn't want to stay, that is for sure. I know your field is open for all types of flying but he did break the major rule of flying behind the pilot stands. Maybe we should just collect some Klondike bars and don't ask any more questions. Just be thankful it worked out for the both of you. Keep looking before you sit!



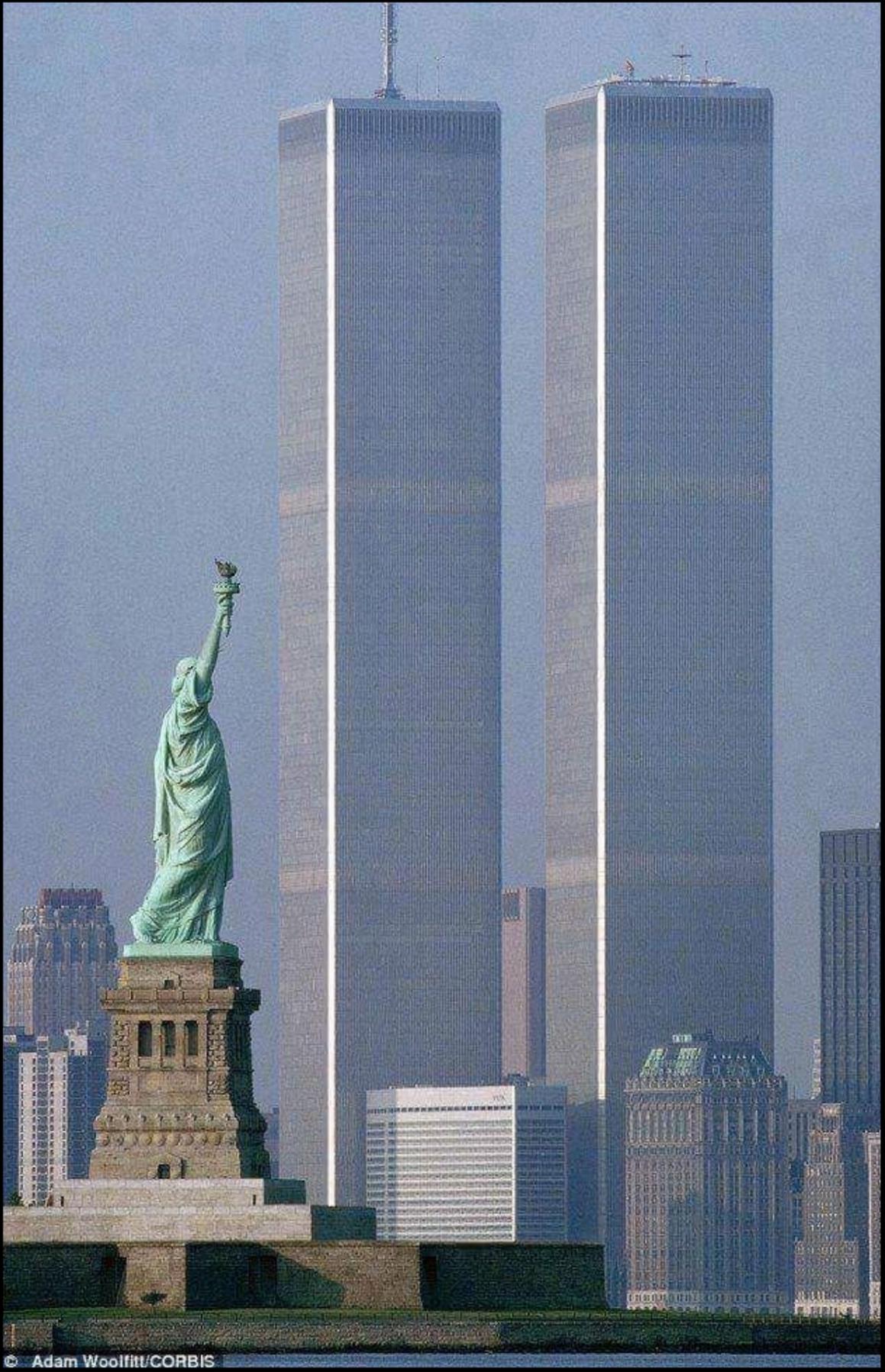
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