

# PEORIA RC MODELLERS

## 2018

### NEWSLETTER

# Oktoberfest

## Particulars: Charter 313

### Acting President/

**Vice President:** Bryan "Chummer" Chumbley  
[chumbley@mtco.com](mailto:chumbley@mtco.com)

**Secretary/ Treasure:** Jim "Smokin-Jimmy" Fassino  
[JFassino@me.com](mailto:JFassino@me.com)

**Safety:** Joe Lang  
[joe.a.lang@comcast.net](mailto:joe.a.lang@comcast.net)

**Webmaster:** Terry "The Flamer" Beachler  
[terryb@beachlers.com](mailto:terryb@beachlers.com)

**Newsletter:** Jon "Dew Drop" Dewey  
[Dew6483@yahoo.com](mailto: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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**1954**



## PHOTOS of the Month



## Streator Fall Scramble



A few pictures from this last weekend.

*Visit Our Website*

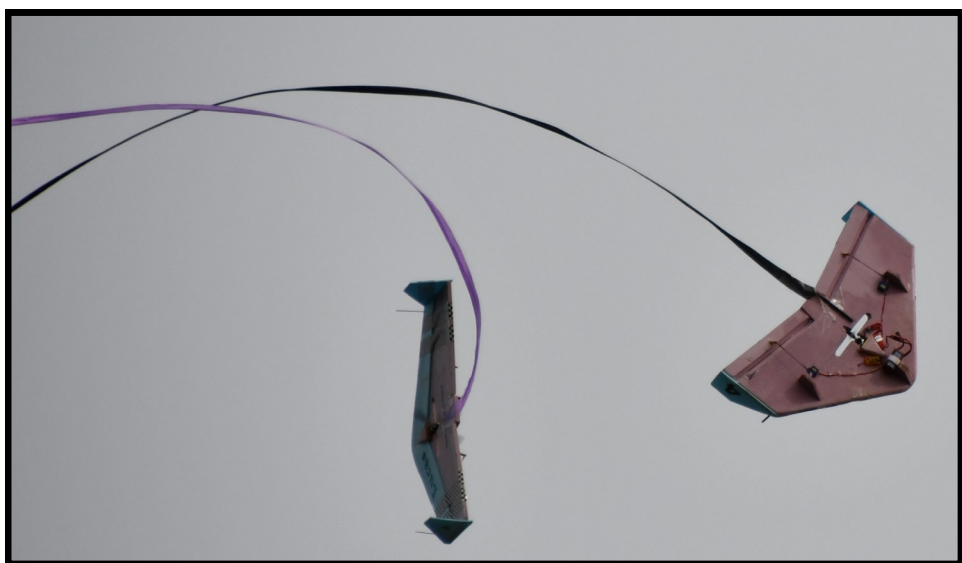
[peoriarcmodelers.com](http://peoriarcmodelers.com)





## STREAMERS OVER MOSSVILLE

The sixth and final Combat event of the year had plenty of action among the five contestants. Stedman, Fassino, Stegall, Holeman and Weber all had different colored streamers attached to their planes for the first 4-minute sortie. Early in the 1st, Don Stedman cut the ribbon of Verne Holeman. Fassino then shortened the tail of Stegall's entry. Jim barely had time to celebrate his victory when Weber was successful at cutting Fassino's pink ribbon. The 2nd round of combat was somewhat less eventful for ribbon cutting. Early in the event, Stedman's wing decided to take an up-close-and-personal bean count survey. Holeman's plane got jealous of Stedman's early departure as it also spiraled to the ground for an early exit. This left Fassino, Stegall and Weber to unsuccessfully record a victory for the remainder of the round. The final combat challenge of the day was almost as action packed as the first. Verne did not fly for want of a timely repair. Early in the heat, Fassino managed to chop some length from Stedman's streamer. Stegall then got a measure of revenge from his loss to Fassino during the first flight, by cutting Jim's streamer with 2 minutes remaining in the heat. The final two minutes of the contest was an exercise in futility as Stegall and Weber chased each other without recording a victory. Points for the day were: Fassino 7, Weber 6, Stegall 5, Stedman 4, Holeman 0. YTD points for the best 5 scores of the 6 event dates are: Fassino 36, Stegall 22, Weber 22, Chumbley 19, Holeman 7, Stedman 4, Blessin 2.



This 9/22/18 contest day was a reschedule from the rainy weekend of 9/8. We managed to complete all contest events during our club picnic, which sported sunny skies, 8-10 MPH winds from the north-east and 70-degree temperatures. Jim Fassino, Roger Weber and Roger Stegall all had battery powered Wingman II racers pitted against the glow fueled Skyraider of Don Stedman. All four racers were closely spaced during the first three laps of the first heat. Several times there was considerable congestion coming out of the eastern pylon. The finish order was Fassino, Stegall, Stedman and Weber. Race #2 was pretty much a duplicate of the first with an identical finish order. When turn judges were consulted, nobody was even coming close to cutting a pylon. Their opinion was that the tightest turns created the shortest distance and thus the winner.



*Photo by: Mili Steadman*

*"Close at the East End"*



Heat #3 again had an even start at the zero mark of the countdown. The order of finish was Fassino, Stegall, Weber and Stedman. Don could not get his glow motor started for the fourth and final heat of the season leaving only the 3 electrics to compete. Fassino and Weber were neck-in-neck for the first two laps with Stegall trailing. Early in the third lap, at the east pylon, Weber's and Fassino's wings collided causing Jim's Wingman to barrel-roll into the corn. Weber's Wingman continued the race with Stegall still trailing until the western turn of the 7th lap when Stegall took the lead. The finish order was Stegall and Weber. Points for the day were: Stegall 17, Fassino 16, Weber 11, and Stedman 8. YTD points for the best 5 scores of the 6 event dates are: Jim Fassino 90, Roger Stegall 86, Roger Weber 58, Jon Dewey 53, Don Stedman 45, Jim Hogan 26, George Knight 12, Jim Gerst 11.

### *Roger Stegall*

## DYNAMIC BALSA

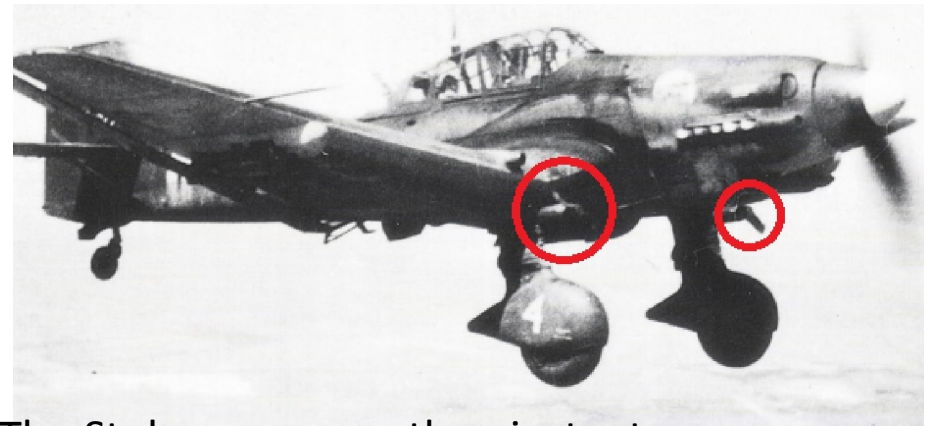
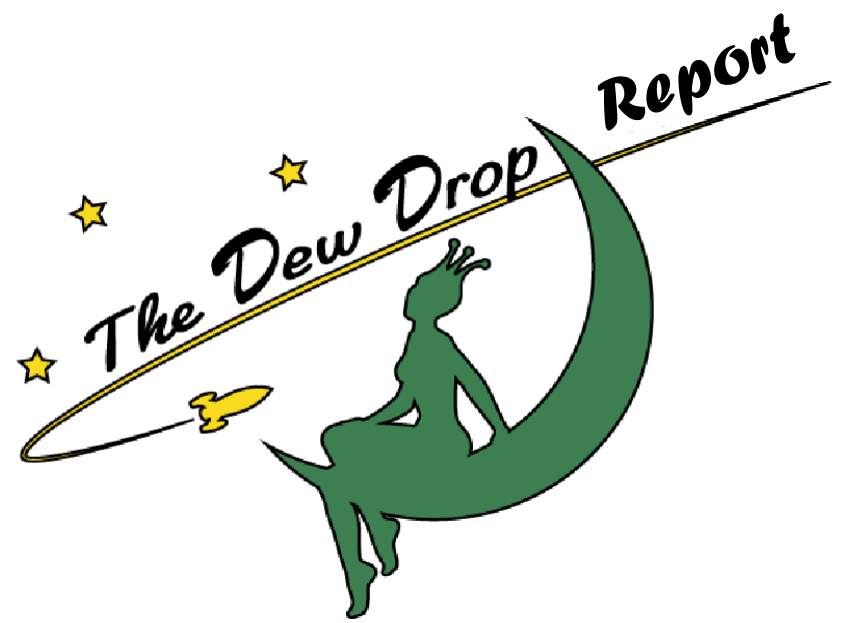


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The Stuka was more than just a terror weapon, its ability to deliver bombs where needed with then unheard of precision made it a potent war machine that crippled the defenders of both Poland and France. In fact, the Ju 87 was a critical contributor to Axis victory in a number of campaigns in the war's opening years. The German JU-87 Stuka dive bomber was developed in the mid 1930's. The notorious single-engine, two-man, dive bomber's iconic 'gull wings' and 'spatted' undercarriage are as unmistakable as the plane's instantly recognizable wailing siren. This siren struck fear into their "targets" on the ground, And now this terror siren is being recreated in "downtown" Leonore. Brain Burcar and his son, Quinton have begun testing their new Stuka siren.





The first aerial test took place a few weeks ago at the Pekin Big Bird fly-in. Brain used some Gorilla tape and attached the siren to the top of his 30cc Beaver. Steve and I wondered if you would be able to hear it over the



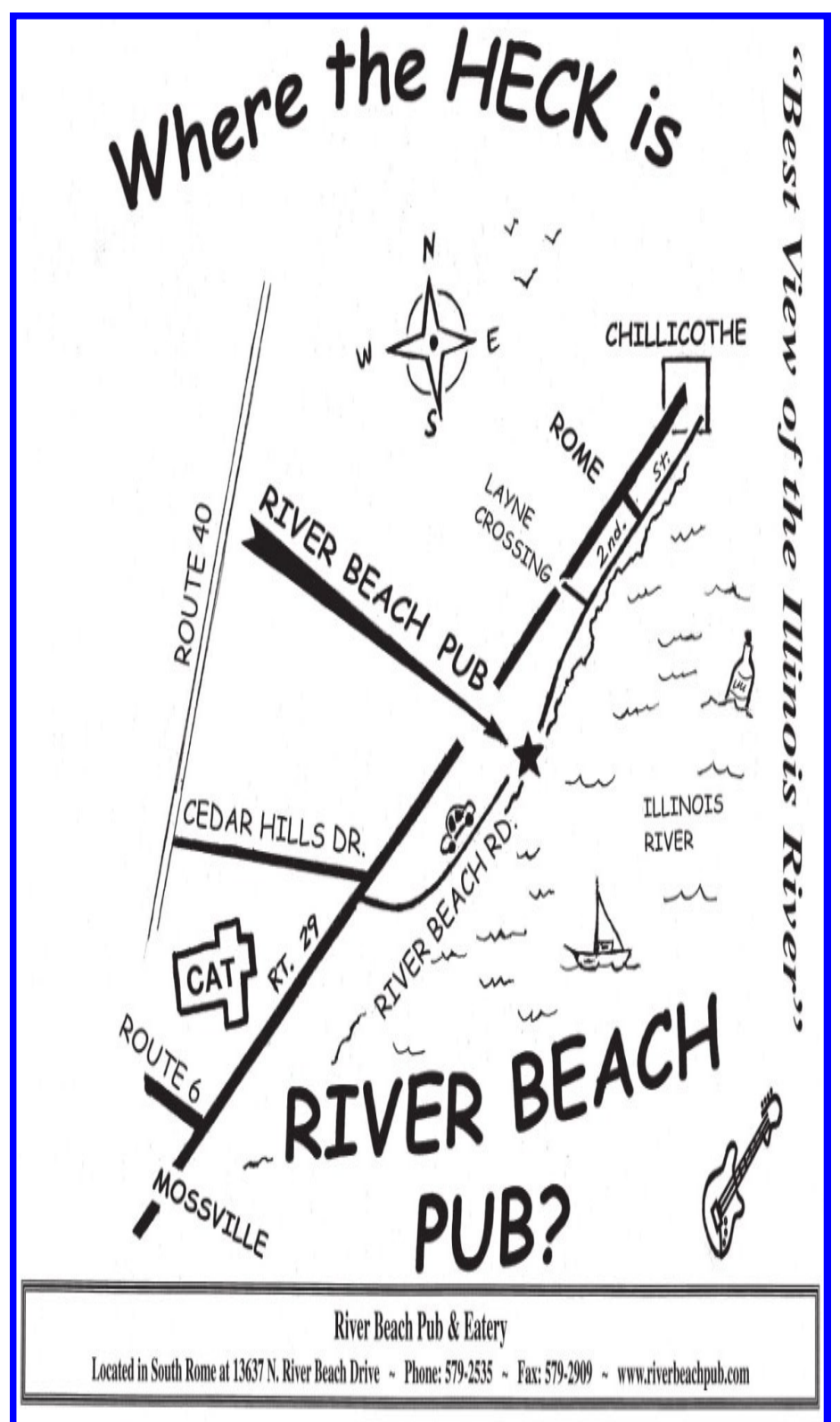
engine noise of the DLE 30cc. As soon as Brain took off, the Beaver yawed to the left with the extra drag on top of it's wing. But in the distance the siren was heard remarkably well. After a few tweaks here and there it was time to test version 2. The newest version has a magnetic break which "should" be able to turn the siren on and off with the use of a switch on the radio. Well it was now time to test the break. Version 2 was also Gorilla tape to the top of a wing, this time it was Steve's new L-4 at the Streator Fall Scramble.



Steve Blessin's new L-4 at Streator

With several "Pilots and Co-Pilots" at the stand, Steve's L-4 took to the air. The first test worked but not as good as Quinton would have liked. After his dad landed, Quinton reversed the prop and it was now back in the air, this time with a new pilot. It worked GREAT. No problems with the volume level and the on/off switch work like it was designed too. I would say you will see this in Dynamic Balsa just in time for Christmas.

*D.W.*







Jon Dewey joined Unlimited Electric Racing for the first time with a new green EFX racer from Hobby King. Jim Fassino, flying a red EFX and Roger Stegall with his blue EFX made for a rainbow of colors at the start of the first race. Roger was early to the start line prior to the zero mark of the countdown and had to execute a 360 degree turn prior to crossing the line. This left Fassino and Dewey with a substantial lead on the first lap. Roger was really loading up the Gs in his turns in an effort to catch the leaders when all of a sudden, his blue missile decided to take the most direct route to Beijing China. Foam crashing into mother earth at 150 MPH from a 90-degree angle is not a good scenario for a repair job. The NTSB concluded the reason Roger's entry ended up planted in the corn field deeper than the corn was because the elevator section of his plane became detached in flight during his turn. That first heat ended with Fassino about one lap ahead of Dewey in Second place. Stegall had a back-up green EFX ready for the 2nd race of the day. This situation could have made it somewhat difficult for turn judges to determine which pilot of a green racer cut a pylon. All difficulty was averted when Jon Dewey's plane decided it wished to stay attached to its bungee umbilical cord during launch. When his plane got to the end of the line, it was the end of the line for Dewey's race day. Surprisingly, his plane only suffered a broken prop when it was bungeed itself to earth. Stegall and Fassino were close at the start of the 2nd race and had at least two lead changed before Stegall managed a photo finish ahead of Fassino

Race #3 was again very close between the red and green EFX racers but it had a change in finish order as Fassino managed to hold off Stegall for the victory. Points for the day were: Fassino 50, Stegall 30, Dewey 14. YTD points for the 5 best finishes of the 6-event schedule are: Jim Fassino 254, Roger Stegall 188, Brian Chumbley 66, Jon Dewey 14.



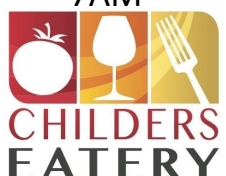


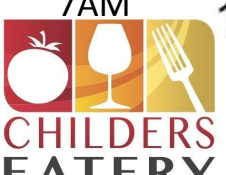



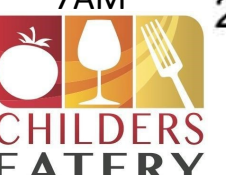



**And They're OFF**



**ROOKIE**



OCTOBER 2018						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	1	2  Club Meeting !	3	7AM 4 	5	7AM 6 
7	8 	9	10	7AM 11 	12	7AM 13 
14	15	16	17	7AM 18 	19	7AM 20 
21	22	23	24	7AM 25 	26	7AM 27 
28	29	30	31 	1	2	3



from the  
Co-Pilot  
of the Month

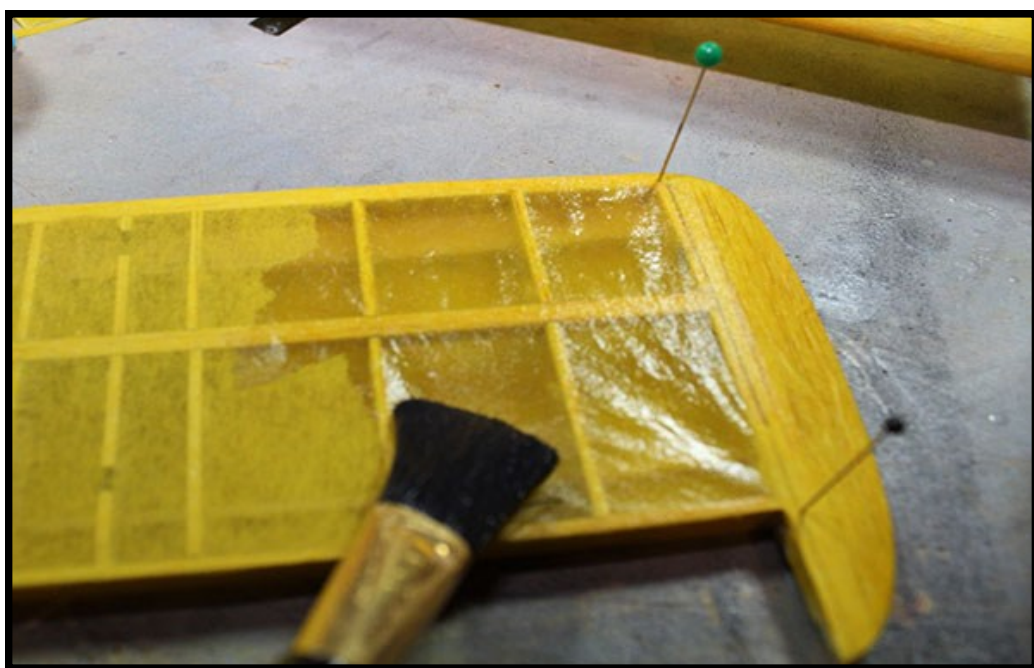




# GOT PAINT?

I am really keen to ask my fellow modelers; what is your fuel proof paint of choice for finishing your models? My curiosity is fueled by my past experience, and the fact that due to my building inactivity, my previous preferences have been left behind. I am keen to get back in the saddle again.

My experience goes back a long time. When I joined the Peoria R/C club in 1976, many of our members were still using silk and dope. They bought the dope from Byerly Aviation in gallon cans, and silk span in yard wide rolls. It was a time-consuming process requiring many coats, and hand rubbing if you wanted a great gloss finish. I used to marvel at Glen Howard's creations, and wonder how he had the time and patience.



The advent of iron on coverings like super monkote sure made things easier and faster, but I never liked a totally film covered airplane. It was great for built up wings and structures, but on a solid balsa fuselage I always seemed to have bubbles where the covering would delaminate in the sun. Oil and fuel also seemed to creep into the joints making a mess. The surface was also prone to dents and other "hanger rash".



My newly made friend Bob Suhr got me on to the K&B epoxy system. With a glass cloth and resin coating on the fuselage the epoxy paint produced a beautiful finish that was nearly bullet proof. It also looked good in the engine compartment. That along with film on the wings and tail made for a strong light model.



Well sometime around the early 90's the epoxy paints such as K&B and Hobby Pox went away. I think because of EPA and other regulations. I think epoxy paints are still available, but they are incredibly expensive.

Along the way I tried urethane paints such as RS Perfect, but although relatively non-toxic and benign, I seemed to have trouble spraying them without runs because of the long drying time.

I have read that Rustoleum is relatively fuel resistant (except at higher nitro contents), but have yet to try it.



Super coverite was great if you wanted a "rag covering" appearance, but you had to paint it to make it look like a race car resulting in weight build up.

So, in short that is my dilemma. Can you help me with some friendly advice?

*Jim Martin*



# Lawnchair Report

Legend of the bell.

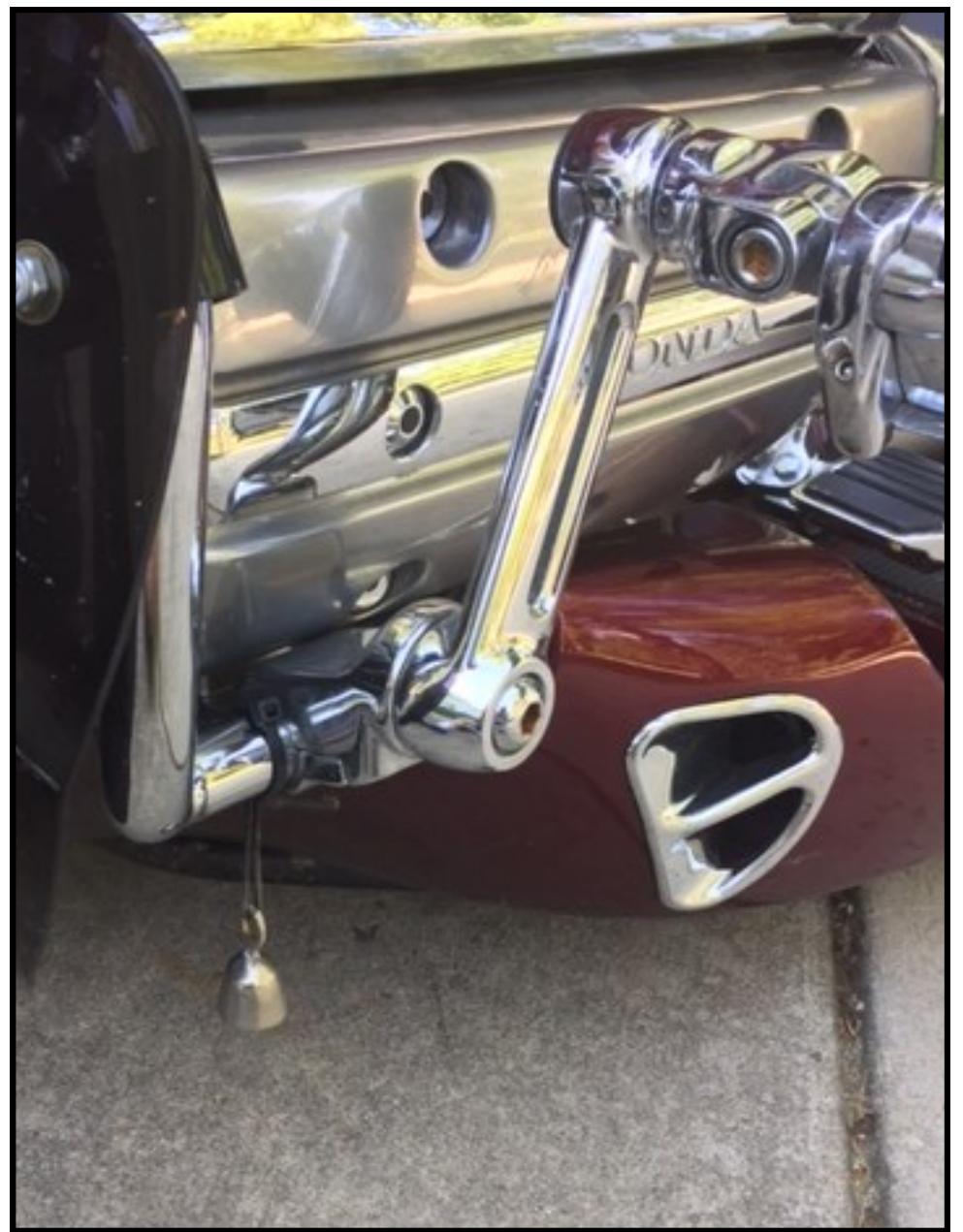
If you look at larger motorcycles, you may find a small bell hanging from the frame. Legend has it that Gremlins live on motorcycles (and I think model airplanes also.) Gremlins rake havoc on bikes and do damage increasing your repair bills. The bell rings while riding creating a noise Gremlins can't stand and fall off the bike. Legend says the fallen Gremlins create potholes.

Well, I know Gremlins live in many model airplanes. Way else would an airplane just up and nose dive into the corn. I've seen it several times this season so it must be true. I wonder if a little bell inside the battery box of a model airplane would work. Interesting!

Pekin Bigbird:

A group of PRCM members attended the annual Pekin RC Club Big Bird Fly- in. It is a long running event which has been going on for 35 years. All the area clubs had people flying. We say pilots from Champaign, Bloomington, Springfield, Washington, Streator, and us. It was a sunny day with no wind but 90 degrees. We are all glad Pekin has a shady area to get out of the sun.

I had a landing I don't want to write home about. I landed at the crown of the field and bent my landing gear and broke some balsa. I wonder if I has a small bell on board, if I would have landed better?



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A collection of three model vehicles: a white and red biplane, a red and white speedboat, and a red and black off-road car.

Jim Byer - Proprietor  
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Pekin, IL 61554

A close-up of a hand holding a black remote control with two joysticks and several buttons.

**See you in the lawn chairs.**

**Jim "Hollywood" Hogan**







# Club Meeting !



Don't forget to  
remember!

We are moving back in doors for the winter meetings. Starting October 2nd, dinner at 6pm followed by the meeting at 7pm. New 2019 PRCM Officers will be voted in. Come Eat, drink and VOTE



"That's  
all  
folks!"

