

PEORIA RC MODELERS

2019

NEWSLETTER

June

Particulars: Charter 313

President	Jon "Dew Drop" Dewey Dew6483@yahoo.com
Vice President:	Jim Martin martijl2@mtco.com
Treasure:	Jim "Smokin-Jimmy" Fassino JFassino@me.com
Secretary	Stephen Blessin
Safety:	Joe Lang joe.a.lang@comcast.net
Webmaster:	Terry "The Flamer" Beachler terryb@beachlers.com
Newsletter:	Jon "Dew Drop" Dewey

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:

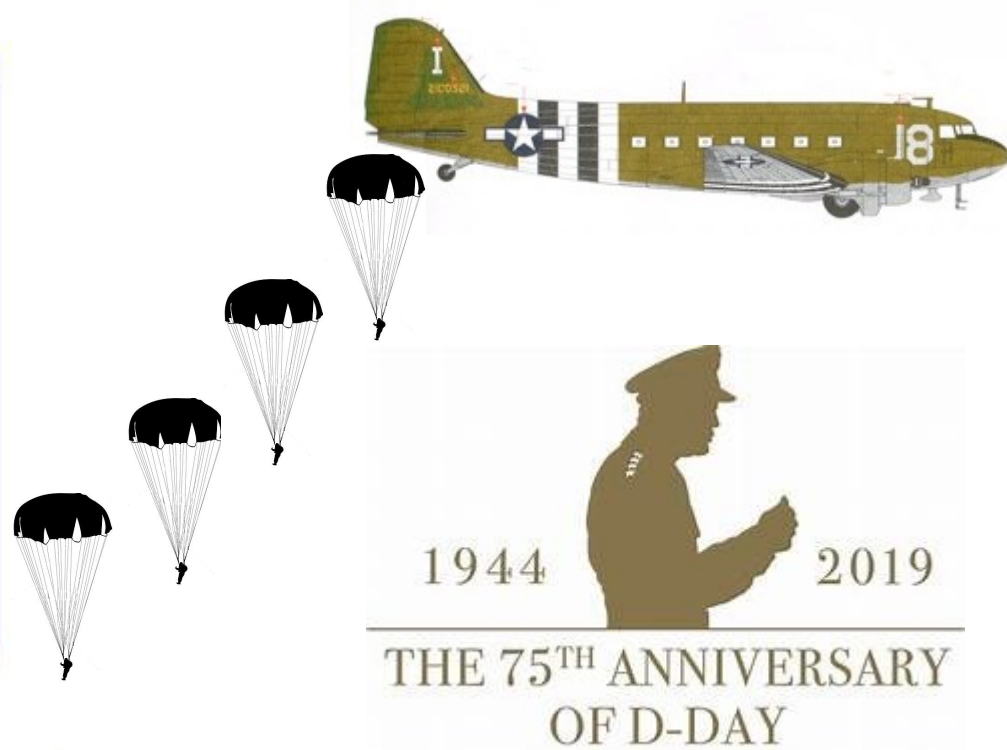
We are committed to having fun and the safe operation of model aircraft. The Peoria RC Modelers is an equal opportunity, not-for-profit organization and always welcomes new members.

Flight Instruction:

The Peoria RC Modelers offers flight instruction as a free service to anyone requesting it. Contact a club officer for further information



ESTABLISHED
SINCE
1954



"THAT'S ALL-- BROTHER"

The plane that led the invasion.

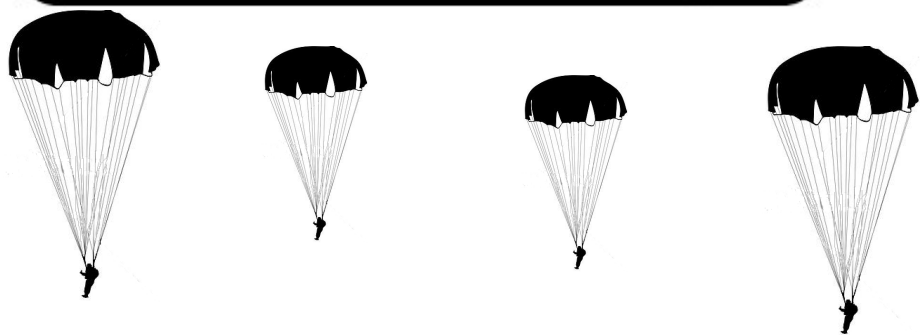


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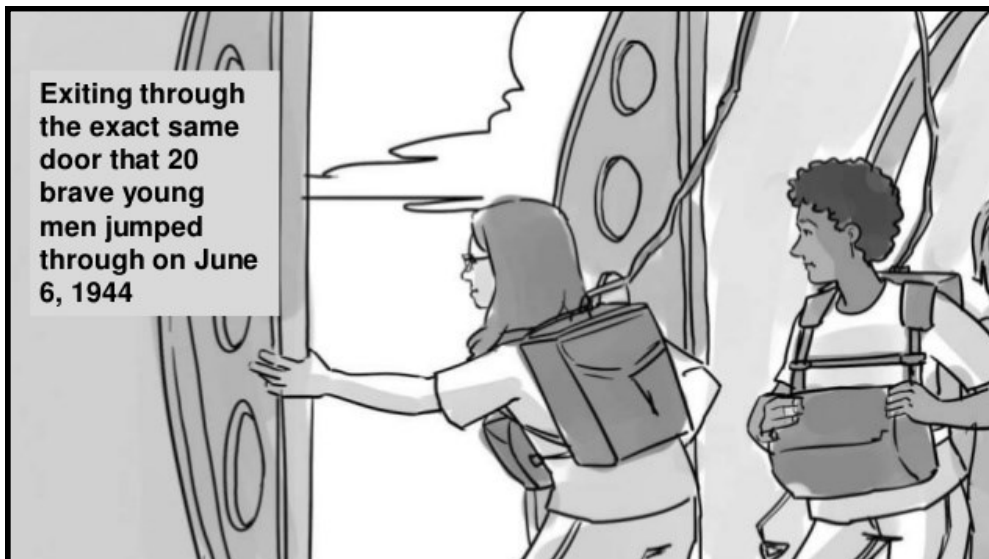
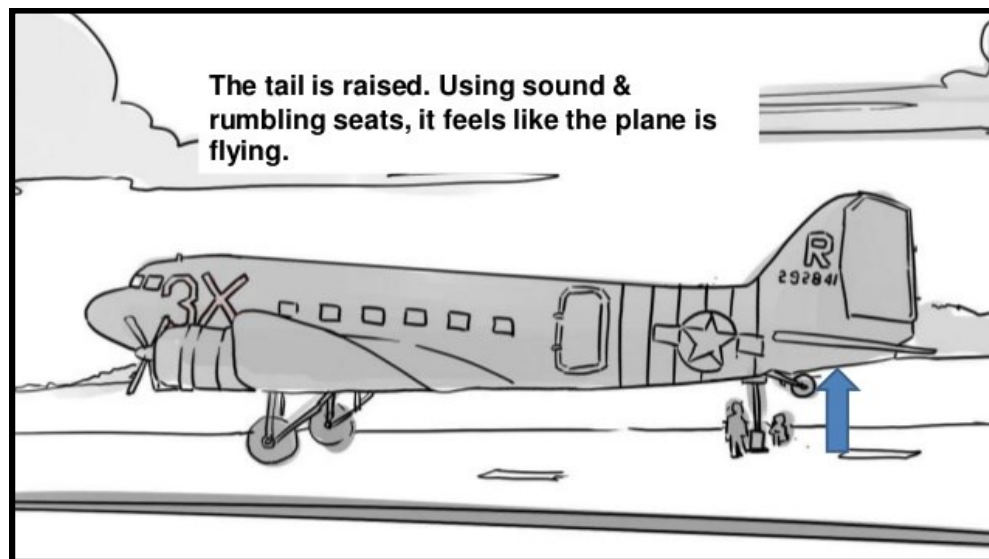
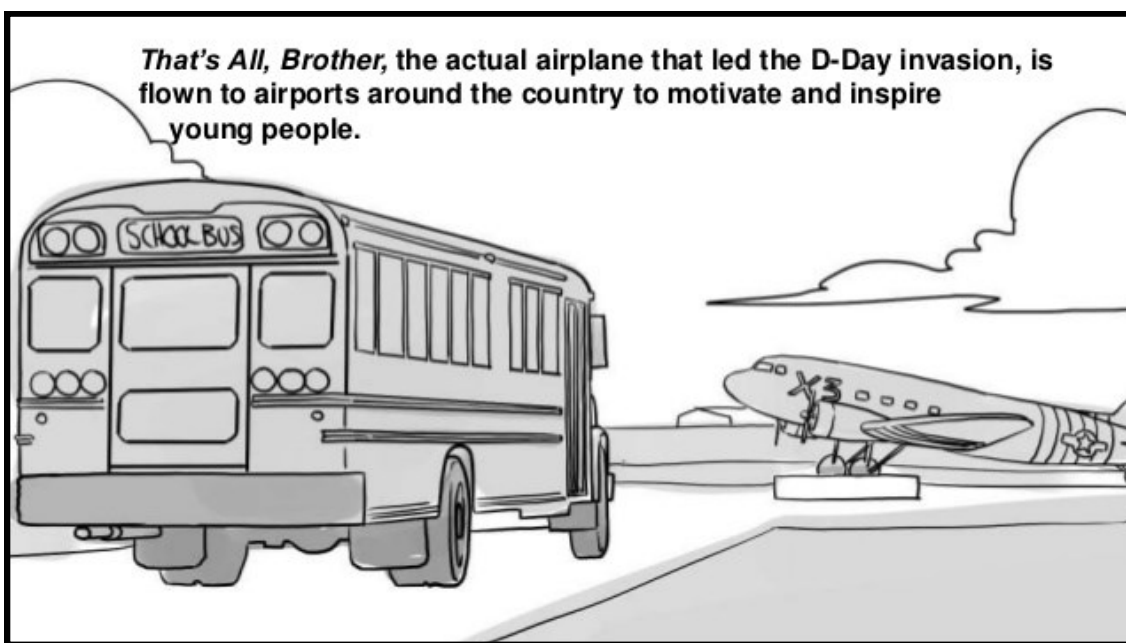
www.peoriarcmodelers.com



**LEAD, FOLLOW
OR GET OUT OF THE WAY!**



June 5th 2019 will mark the beginning of the 75th anniversary of the Longest Day. On the night of June 5th 1944 American and British pathfinders jumped into France to mark Drop Zones with a new beacon called Eureka. Specially equipped C47 had equipment installed in their nose to receive this signal from the ground, thus marking the drop zones electronical for the first time in history. Planners of the 75th anniversary “Daks over Normandy” began to look for the lead C47 that carried paratroopers of the 82nd & 101st Airborne Divisions on D-Day. They emailed the aircraft serial numbered to aircraft dealers, museums, scrap yards and aircraft enthusiasts around the world, hoping to find the lead plane. This old C47 named “That’s All Brother” was located in Basler Aviation's boneyard in Oshkosh WI. It was slated to be remanufactured into a modern turbo-prop, DC3 but the CAF (Commemorative Air Force) wanted to buy it and restore her to her glory days of WWII. After installing original seats, avionics, radios, and the Eureka receiver equipment the aircraft would be used as a “flying classroom.” That’s All Brother will fly around the country allowing visiting school children to become a paratrooper for a day. WWII reenactors will put the children through a number of exercises teaching the same skill that the paratroopers used on D-Day: teamwork, critical thinking, problem solving, and creativity, unfortunately no jumps are planned for the kids.



After returning the aircraft to flying status, it was also decided to have her return to Normandy for the 75th anniversary. On June 5th 2019 about 250 WWII men and women reenactors will don military round chutes and jump into the same Normandy Drop zone as the 101st and 82nd did 75 years ago to salute the greatest generation. It should be an event without equal. **D.W.**



"Some thoughts on Open House"

"Open House and Fun Fly" was created twelve years ago when we moved to the new field. The event's purpose was to promote our hobby and our new field to the public. We wanted to gain membership. In about the third year of the event, we lost the objective of the event and turned it in a glorified day at the field. We had visitors come to the field and sit by their cars because no one from the club would greet them. We had the reputation of being a closed membership which was hard to get to know by new members. We know this is true, because we had members join the club but very few felt comfortable to get to know us. We all agreed we had many new members who did not renew membership for the second year. To me, it seemed like we did not care about new members as long as we were secure in our core group.

Some would say our membership is down because fewer people are joining our hobby. Yes, this is somewhat true, but if an individual joins the club, he has interest in the hobby and our club. Fewer people in the hobby does not explain why our membership is half of what it was just two years ago. We had two new members who joined our club and many felt they had penetrated our thick armor. They went to flying events, joined us for breakfast and both were considered candidates to run for club office. They became "insiders". Then one day, they shunned our club and we have not seen them since. Through the grape vine, we feel these individuals did not like the closed culture our club developed over the years. We need to get rid of the "insider" mentality.

We had a wake up call. Our membership has reviewed our relationships with each other and others outside our club. We have to change our culture or our club will not survive. Changing culture is a very difficult thing to do. It is not something we "vote in" at a membership meeting. Culture develops over years and it must change over years.

We decided to change the way we treat fellow member's in our club. For instance, one member hated his nick name but never said much about it. During these discussions on club culture, he said he did not like the name and asked us to stop calling him by that name. We agreed. It was insensitive and agreed to stop using all nick names of all members who object.

Just having the membership aware of our shortcomings is having a positive response. During the Open House, we made sure no one entered the property without being greeted by at least one club member. We had no visitors sitting by their cars looking on without being greeted. A free donut and cup of coffee can go a long way to welcome new people. Even our friends from other area clubs commented about the new friendliness. We have a long way to go, but, we know we have to change our culture to accept new people into the club. To survive, we must change. If we don't, our beautiful flying field will once again become a corn field.

" See you in the lawn chairs"

Jim "Hollywood" Hogan





Our first contest day of the year scheduled for 4/13 had to be cancelled due to cold temperatures and a 15 MPH wind from the north. The rescheduled date of Saturday 4/20 was only slightly better with temperatures at 46F and a constant breeze at 13 MPH from the north. Jim Fassino, Brian Chumbley, Don Stedman and Roger Stegall were ready for the first round of combat. Unfortunately, Don had a servo problem leaving only 3 foam wings to do battle in the first round. Try as they might, nobody was able to shorten the streamer of a competitor during the round (1 point for each flyer). Roger Wheeler arrived prior to the start of round 2 with his EPP combat ship. Early in the 2nd round, both Wheeler and Stegall had short life battery problems. Chumbley and Fassino finished out the round without recording a victory (1 point each for Chumbley and Fassino). Don Stedman solved his servo problem, so again we had 4 contestants take to the sky for the third and final sortie. Two minutes into the skirmish, Stedman had control problems causing an early departure while Chumbley had his battery disconnect and fall from his plane resulting in an early landing (with no damage). Shortly thereafter, Stegall was successful at shortening Fassino's green ribbon to score the only victory of the day (Stegall 4 points). Totals for the event were: Stegall 5 points, Fassino & Chumbley 2 points each.

Fassino and Stegall were the only 2 pilots prepared to fly No Fear Pylon and Unlimited Electric Racing. For lack of participation, it was decided to cancel those 2 events after both pilots completed a practice race in each discipline. Fassino easily beat Stegall to the finish line in the No Fear race. Stegall took the scenic route around each pylon, often including altitude changes that would pop the ears of a lady bug. After not flying all winter, both Fassino and Stegall remarked that it takes some practice time to fly a respectable race turn. The Unlimited Electric race had an opposite result. The green EFXtra of Stegall beat Jim's yellow EFXtra by about ½ a lap. During this practice run, we had a successful maiden launch with our newest 50' bungee cord. We can now simultaneously launch three electric racing machines from ramps. Any electric airframe qualifies you to compete in Unlimited, so fly what you have.

No Fear Pylon Racing

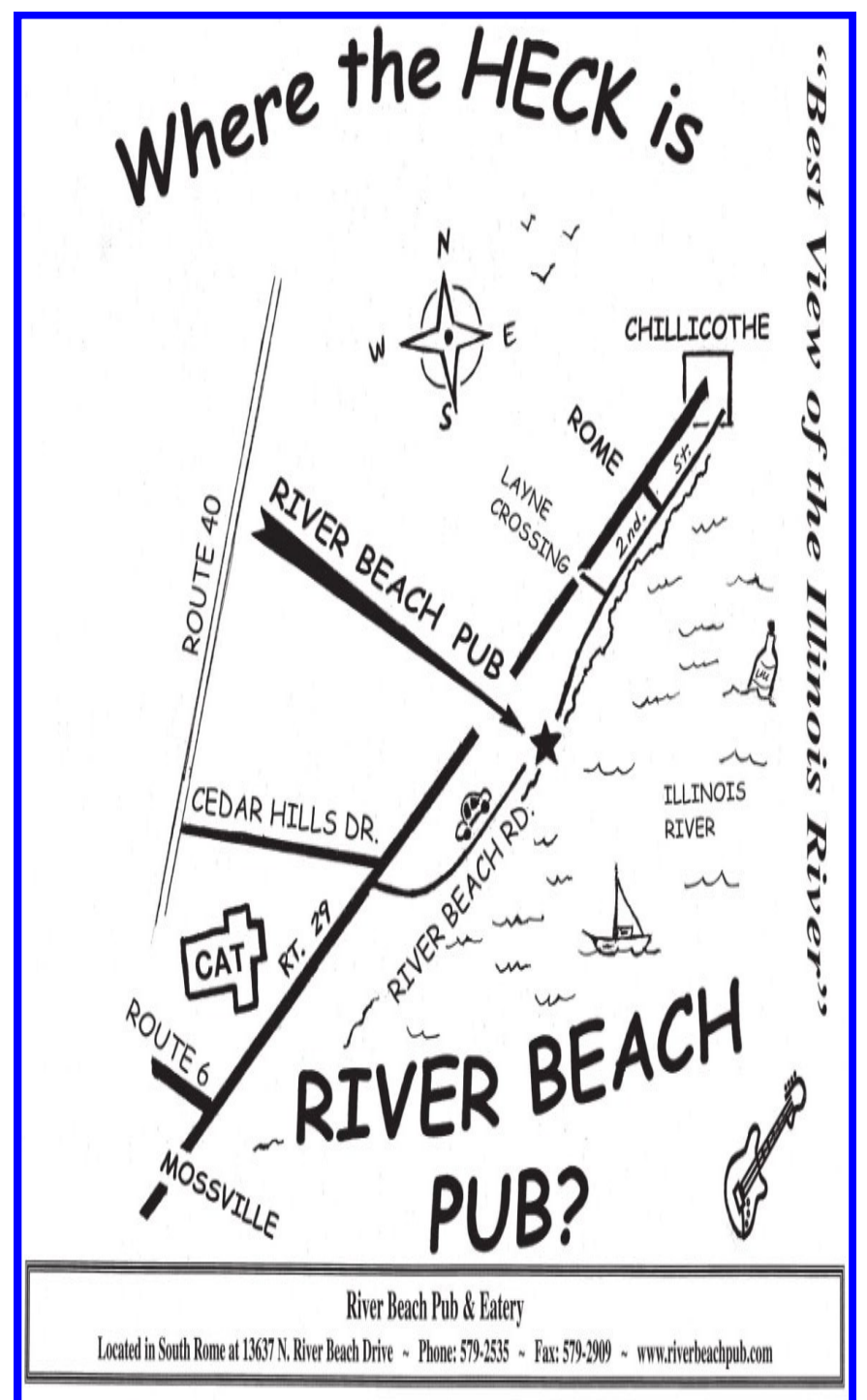
The weather finally provided a break in the showers to allow for some ideal flying conditions. At the beginning of contest activities Saturday 5/4/19, temperatures were 52F with light and variable winds from the NE. The freshly mowed field was in ideal condition from the recent fertilization and continuous rain of the past 5 days. It was decided to fly two back-to-back rounds of No Fear racing to allow the morning dew to dry prior to combat heats. Combat streamers often break if they come in contact with moisture.

Jim Fassino, Roger Weber and Roger Stegall were the only 3 pilots ready to fly at 9 AM. In heat #1, Jim had a delayed start because of a motor issue. Weber and Stegall traded places several times before Stegall managed a narrow victory coming out of the west turn on the 8th lap. Fassino recorded a 3rd place finish. Points for the heat were: Stegall 5, Weber 4, Fassino 3. Heat #2 had lots more drama. At the start, both Stegall and Weber were just a few feet apart. Stegall had the lead through the first three laps followed closely by Weber and Fassino. Just prior to entering the west pylon on the fourth lap, the top covering on the outboard half of Stegall's right wing departed. This caused a severe roll to the right and the start of a spin in that direction. Stegall stopped the spin with full left aileron and it momentarily seemed like he was going to be able to land, until he reduced the throttle. That's when the left aileron became ineffective at keeping the racer from spinning to the right. The plane crashed to the ground from about 50' up. Fassino passed Weber on the 6th lap and went on to take the victory. The starting timer told both Weber and Stegall that they were early to the start-line. Points for the heat were: Fassino 5, Weber 4 (required to fly an extra lap for the early start) and Stegall 1 (start of race point). Heat #3 had only two racers with Fassino beating Weber to the finish. Points were Fassino 5, Weber 4. The fourth and final No Fear heat had the same finish order but Fassino amassed 2 cuts while Weber was flagged for a single pylon cut. Points for the heat were: Weber 4 (1 point deducted for the cut) and Fassino 1 (start point). Points for the event were: Weber 16, Fassino 13, Stegall 6, Dewey M.I.A



STREAMERS OVER MOSSVILLE

Don Stedman, Verne Holeman, Roger Weber, Jim Fassino and Roger Stegall each took flight in round #1 with different colored streamers attached to their combat ships. Both Holeman and Stedman had control problems and were unable to fly the first 4-minute timed event. Somewhere in the third minute of the round, Stegall managed a whack-attack on Weber's ribbon. The round concluded at the 4 minute mark with both Stegall and Fassino chasing each other. Points for the flight were: Stegall 4, Fassino 1. Verne was unable to repair his combat wing for the remainder of combat flights. Early after launch in the second event, Stedman had control problems and crashed from having a tail-heavy center of gravity. This time, it was Fassino who shortened Weber's ribbon. The round ended again with both Stegall and Fassino trying in vain to gain a victory. Points were: Fassino 4 and Stegall 1. Stegall, Fassino and Weber were the only 3 pilots for the final skirmish. The wind had picked up considerably for the final combat heat. It was a real struggle to keep the combat ships from blowing over the flight line. Both Fassino and Stegall simultaneously had to do radical maneuvers to prevent crossing the flight line. Somehow, by blind luck, Stegall's wing cut the ribbon of Fassino while Stegall was simply trying to avoid a safety concern. The two Rogers ended the round without gaining an additional ribbon cut. Points for the final round were: Stegall 4, Weber 1. Point totals for the event were: Stegall 9, Fassino 5, Weber 1, Holeman 0, Stedman 0. Joe Lang purchased a combat wing at the contest and plans to join future events.





Dual launch ramps and bungee cords were set up to accommodate the EFX racers of Jim Fassino and Roger Stegall. It was easy to see that both pilots suffered from rusty fingers because the 2 planes were all over the sky and flying long on the turns. The brief 6-lap race ended with Jim about 1/8 lap ahead of Roger. Race points were: Jim 20, Roger 10. The 2nd race began with both planes in similar position at the start line. After the very first turn, Stegall announced, "I think I cut." Roger barely beat Jim in what would have required a photo to be sure of the race order. At any rate, the east turn judge confirmed what Roger expected from his first turn – it was a cut. Heat points were Jim 20, Roger 0. The third and final heat was considerably different than the two previous rounds. Stegall was early approaching the start line and had to execute a loop to prevent an early arrival. This left Fassino in the lead but that advantage didn't last for long. For some unknown reason Stegall's green machine was really screaming and noticeably faster than it had ever flown. By lap 3, he was already more than one lap ahead of Jim and the plane continued to pull further ahead. This finish wasn't close. Unfortunately, turn judges said Stegall cut twice and Fassino cut 3 times. Scores for the heat were: Roger 0, Jim 0. Points for the event were: Fassino 40, Stegall 10.

Col. Roger Stegall



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JUNE 2019



Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4  Club Meeting !	5	6 		8 RACE DAY & STREATOR
9 Fun Fly	10	11	12	13 		15
16  Happy Father's Day	17	18	19	20 	21	22 
23	24	25	26	27 	28	29
30						



June 8th & 9th
Hosted by Streator RC



DYNAMIC BALSA
LEONORE, IL

PEKIN RC CLUB OPEN HOUSE
June 22nd, 2019
At
Everett McKinley Dickson Park
3901 East Edgewater Drive, Pekin, Il.
This is a sanction event.



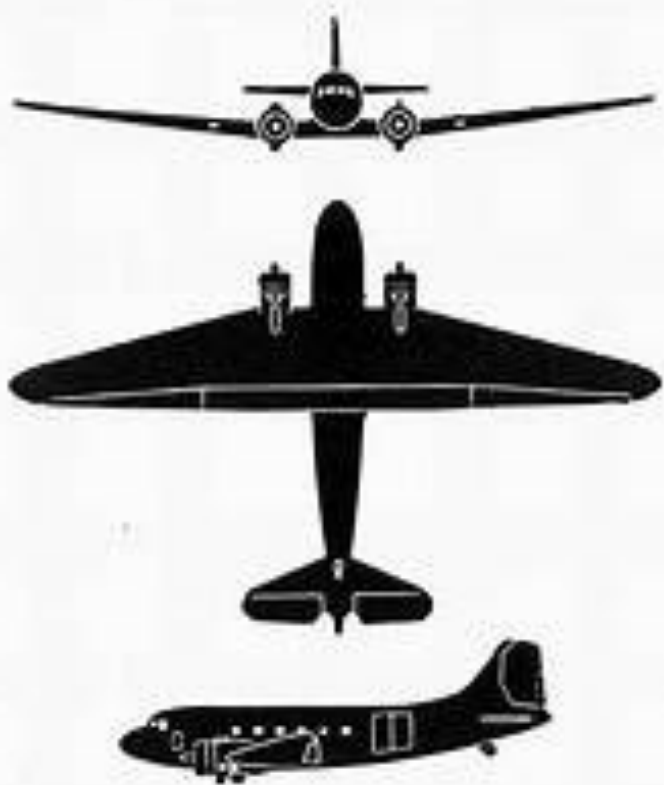

Registration at 8:00 A. M.
Flying at 9:00 A. M.
Lunch is \$7.00 from Avanti's
AMA is required.

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Contact: Donna Smith 309-613-3579 or
donnaann52@gmail.com



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That's all Folks!

