

PEORIA RC MODELLERS

2019



NEWSLETTER

August

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

Photos of the Month



Visit Our Website

peoriarcmodelers.com



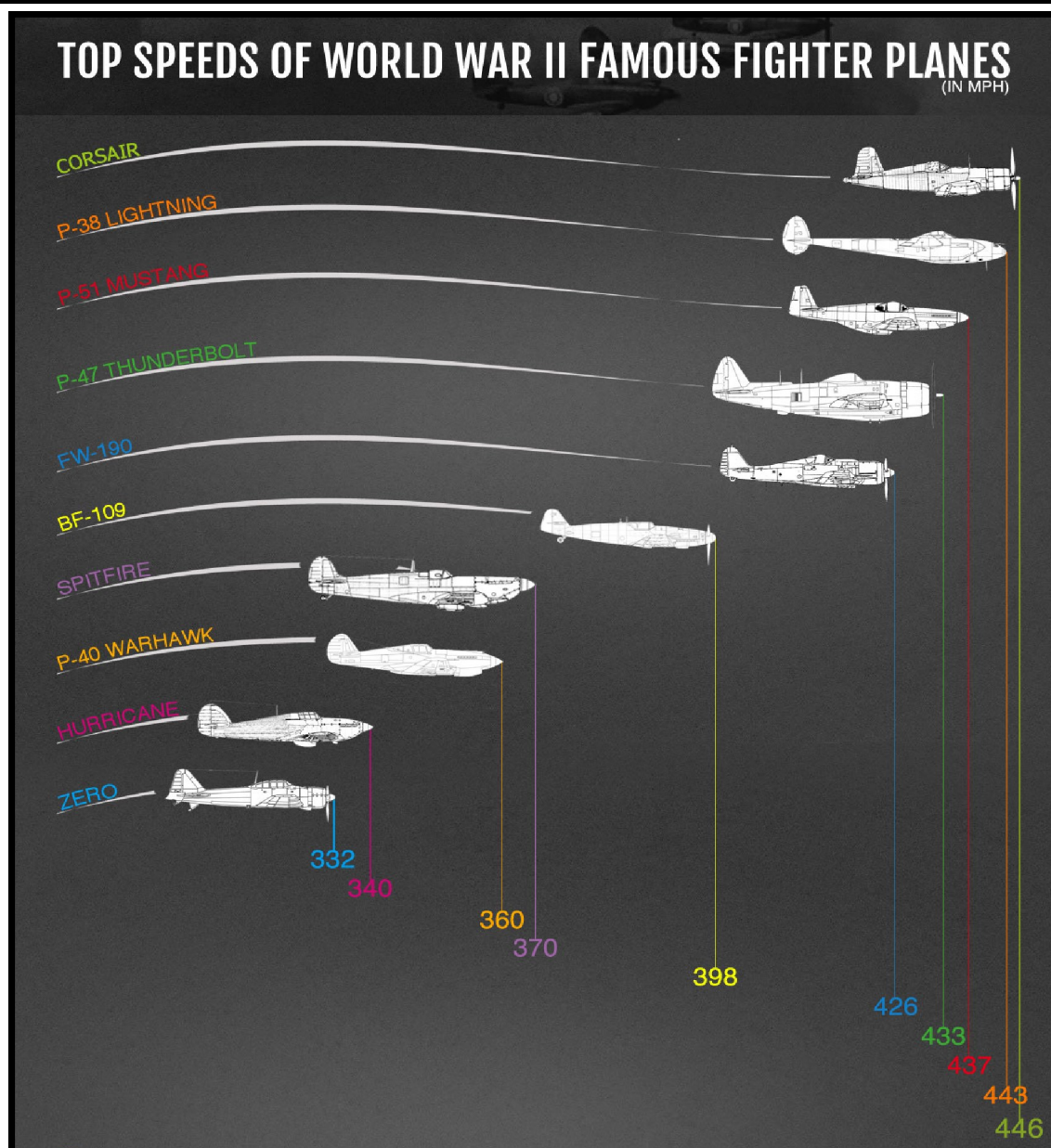
Once again several of our club members made the trip north to the EAA fly in at Oshkosh. One of the “themes” this years was the “year of the fighter”. I over heard many discussions of which aircraft was the best fighter of World War II. Well, my question is, How do you pick? What are the criteria used to pick the best of the best? Number built? Kill Ratio? Cost? Range? or Speed?

One of the discussions I was part of was the comparison between the British Mosquito and the American P 38 Lighting. First let me say, I don’t believe you can even begin to compare the two. Yes they both have twin engines but after that, it is apples to oranges. The Mosquito was built out of light weight plywood, she had a two man crew, an internal bomb bay, she was built as a night fighter, fighter, fighter bomber and a bomber, along with a reconnaissance profile. The P 38 was only built as a single pilot, all metal fighter and later modified into a reconnaissance aircraft due to her high speeds. The P 38 had the distention of being America’s fastest production aircraft thought the entire war. Yes I know the chart show that the F4U Corsair is faster, but the Corsair was not produced till later in the war.



A couple of years ago, the “experts” tried to compare these apples and oranges side by side at Oshkosh. Someone in the crowd asked the question, “What do you think the P38 would have been like if we would have replaced the Allison V12 engine with the Merlin?” If you remember the first P 51s had the Allison engine and the British replaced it with their Merlin. This change made the Mustang a real thoroughbred, and it became one of the best.

There are several fighters that make my ‘BEST’ list. I have heard many stories from a lot of different pilots who flew many different fighters thought out the war. Each of them believe they flew the BEST fighter ever built. I believe the BEST fighter has the BEST fighter at the controls and their aircraft may not have been the best aircraft ever built.





Only two launch ramps were required in the first race for the EFX racers of Jim Fassino and Roger Stegall. Shortly after both men launched to the east, Roger backed up while watching his plane and temporarily blocked Jim's view. The result for Jim was a broken/twisted yellow EFX fuselage and a displaced elevator. This dastardly move awarded Stegall a 1st place finish. For the second race, Jim elected to fly his Reverb. Don Stedman decided to join this second race with his red electric Pilatus. Stegall grabbed the lead through the first 4 laps and had visions of gaining the victory. That thought quickly vanished when Fassino decided to fly his Reverb at more than half throttle. When Jim advanced his left stick to the top of his transmitter, Stegall was passed as if he was flying a trainer. The Reverb is one seriously quick flying machine and took the victory by 2/3s of a lap. The Pilatus did not complete the full 6 laps. For the final race of the day, it was again Jim's Reverb against Roger's green EFX. For some unknown reason, Jim's motor had an interference with the launch line leaving Stegall again as the only competitor for the 20-point first place prize. Points for the day were Stegall 50, Fassino 20. YTD points are: Stegall 110, Fassino 100.



STREAMERS OVER MOSSVILLE

Combat conditions couldn't have been any better than the ones experienced July 6th. Pilots Roger Weber, Joe Lang, Jim Fassino, Roger Wheeler, Verne Holeman, Don Stedman and Roger Stegall were anxious to get some serious ribbon cutting accomplished. Those seven want-a-be aces were chasing an accumulation of 192 feet of colorful ribbons dancing about the sky. With that much paper waving in the breeze, somebody was bound to get lucky. That was definitely the case. Early on, Lang cut Fassino's ribbon but before he could celebrate, Stegall cut Lang's tail. Holeman accomplished a victory over Wheeler and Stedman had his ribbon detach from his plane (not from a cut). If you thought that was a bit crazy, the second heat had even more action. Stedman had his ribbon cut by Stegall, Holeman sliced & diced Fassino's tail, Weber then chopped Holeman's ribbon, Stegall gained a 2nd victory by shortening Lang's crepe paper streamer, leaving only Stegall, Weber and Wheeler as the lone survivors of the round. Joe Lang was heard to say "The secret to combat is to fly toward the most planes and pull UP elevator." Early in the final skirmish of the day, Fassino sliced off a chunk of Stegall's green tail, Weber was successful at gaining the 2nd double victory of the day by eliminating Fassino and Stedman. Holeman had a control problem and ended up not completing the round. Scoring for the day was Stegall 11, Weber 10, Holeman 7, Lang 4, Fassino 3, Wheeler 2, and Stedman 0. For members contemplating giving COMBAT a try for the first time: Simply fly toward the most planes and pull -- UP ELEVATOR. It works! YTD points are: Stegall 30, Fassino 14, Weber 13, Holeman 7, Lang 4, Wheeler 2, Chumbley 2, Stedman 0.

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NO FEAR PYLON

We had the Thunder Tiger 40 glow motors of Jim Hogan and Don Stedman against the 25-size electric motors of Roger Weber, Jim Fassino and Roger Stegall. Since we had only 5 pilots it was decided to fly all 5 racers in the same heat as we have previously done (6 points for a victory and 1 point less per finishing position). At the end of the 20-second count-down for the first heat, all 5 contestants were pretty tightly grouped at the start line and at the first turn. Stegall had the lead for the first 6 laps but made a boo-boo turn on the 7th lap where Fassino took advantage and was the first to the finish line. The order of finish was: Fassino, Stegall, Stedman, Hogan and Weber. The 2nd race, likewise, had a fair and close start. This time, Roger Weber decided to quit toying with us and took the lead into the first turn and never looked back. As hard as everybody tried, nobody could catch his orange and yellow Wingman 2. Finish order for the race was: Weber, Fassino, Stegall (with a cut), Hogan and Stedman. During Race #3, it became apparent that Roger Weber's victory in the 2nd race was no fluke. He took the early lead in the third heat. Somewhere during the 3rd lap of the race, Fassino's Wingman and Weber's Wingman had a merging of balsa to the extent that Jim's plane changed its flight path to become a lawn-dart into the beans. Weber continued unscathed to the 8-lap victory (but was charged with one cut), followed by Stegall, Stedman, Hogan DNF, Fassino DNF. The 4th and final heat of this sunny and humid day saw Stegall gain a slight margin of victory over Don Stedman, Jim Hogan and Roger Weber. Scores for the event were: Stegall 19, Weber 17, Stedman 15, Fassino 12, and Hogan 11. YTD scores are: Fassino 49, Weber 45, Stegall 45, Stedman 15, Hogan 11, and Dewey 9.

Col. Roger Stegall



DYNAMIC BALSA

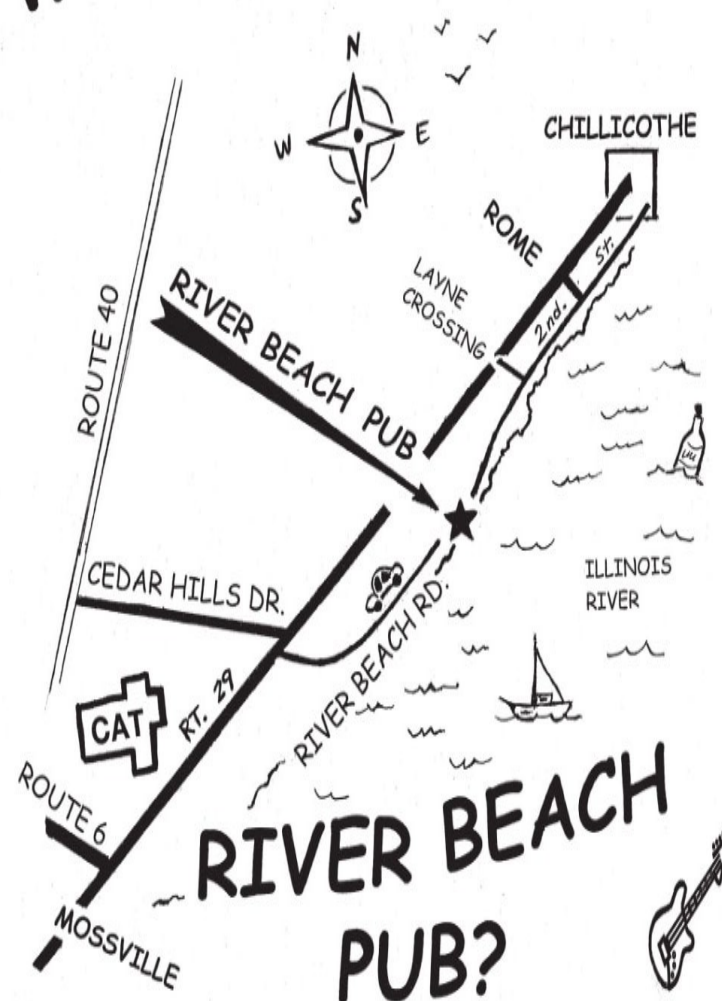


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AUGUST 2019



SUN	MON	TUE	WED	THU	FRI	SAT
				1 7AM 	2 <i>Let's have some fun.</i>	3 
4 9AM 	5	6 7PM  Club Meeting !	7 	8 7AM 	9 <i>Get off the COUCH!</i>	10 7AM 
11	12	13	14	15 7AM 	16 <i>Let's Go Flying!</i>	17 7AM 
18	19  National Aviation Day	20	21	22 7AM 	23 FLY SAFE	24 7AM 
25	26	27	28	29 7AM 	30 <i>Let's have some fun.</i>	31 7AM 



NATIONAL PURPLE HEART DAY 2019
Purple Heart Day is observed on August 7 each year and is a time for Americans to pause to remember and honor the brave men and women who were either wounded on the battlefield or paid the ultimate sacrifice with their lives. Purple Heart Day is also known as National Purple Heart Day, Purple Heart Recognition Day and Purple Heart Appreciation Day. The holiday was first observed in 2014, is considered an unofficial observance meaning that businesses, government offices etc. do not close on this day.

How Purple Heart Day is Observed
States, Counties, and Cities pause in recognition of the service and sacrifice of their local sons and daughters as do sports and entertainment entities. Major League Baseball teams pay homage to their local Purple Heart recipients during special pre-game and 7th inning ceremonies.
Veteran and military organizations hold remembrance meetings for fallen heroes and special events to thank soldiers, veterans, and Purple Heart recipients on this day. The Purple Heart Foundation, the fundraising arm of the Military Order of the Purple Heart www.purpleheart.org, recommends donating time and money to the foundation or to other organizations working with Purple Heart recipients. People take the time to listen to soldiers and veterans and learn more about their life stories and their military service. American flags are flown at homes and businesses.



Float Fly

Brought to you by:
Illinois Valley Radio Club
Streator RC Flyers
Deer Park RC Flyers
Sunday Aug 4th 2019 8am til ???
\$5.00 Pilot fee, spectators FREE
Questions call
Bryan Hartman (815) 343 9342
Randy bond (815) 252 1312



The Lawn Chair Report

A few weeks ago, we hosted the fourth annual "Warbirds and Classics on the Warpath" event at our field. The high point in this year's event was the outstanding participation of club members. The most we have had in our four year history. We had no problems getting things done. It was a honor to work with so many fine individuals.

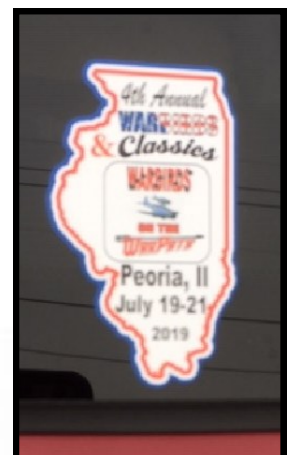
Over the years, the 'Warbird' logo we created has changed. The first year it was the "arrow and feather". Then we added the State of Illinois outline, and this year we gave it the Red White and Blue boarder. It has become a very attractive and eye catching symbol. For the first time, we promoted the event with the Warbird logo as our lead symbol. It started with the brand being printed this spring in Model Aviation Magazine promoting our event for months. It was used in our road signs to help visitors find our field. It was printed as a bumper sticker, and was the key feature on our very patriotic event tee shirts.

Our brand may not be as well known as Coca-Cola or Chevrolet, but we are on the way.

"See you in the lawn chairs"



Jim "Hollywood" Hogan





Captain Wendy Rexton and her daughter First Officer Kelly Rexton flew the Delta Air Lines flight from Los Angeles to Atlanta on March 16

PRCM Co Pilots of the Month





Just a few pictures from this years EAA Fly in

That's all Folks!

