



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:

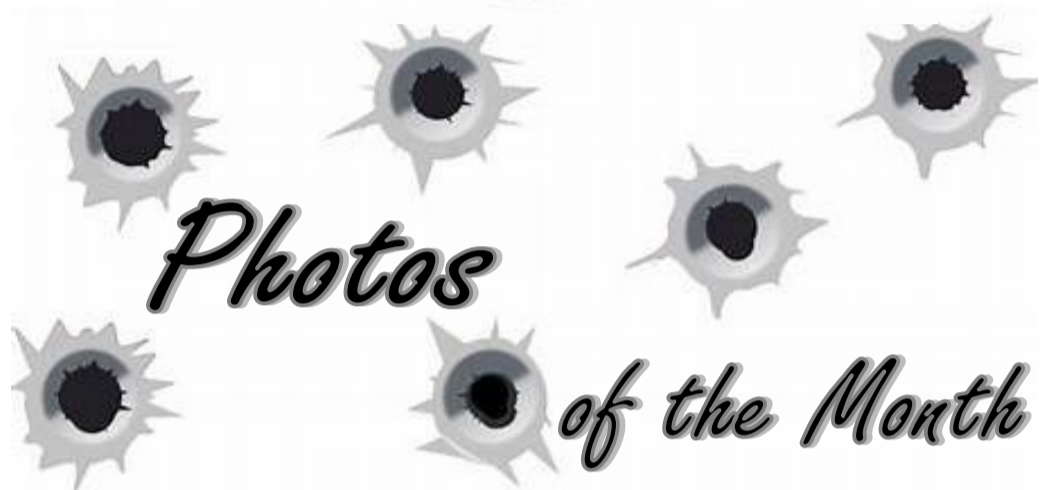
We are committed to having fun and the safe operation of model aircraft. The Peoria RC Modelers is an equal opportunity, not-for-profit organization and always welcomes new members.

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



Thanks to Don Stedman for this months pictures.

Visit Our Website
peoriarcmodelers.com

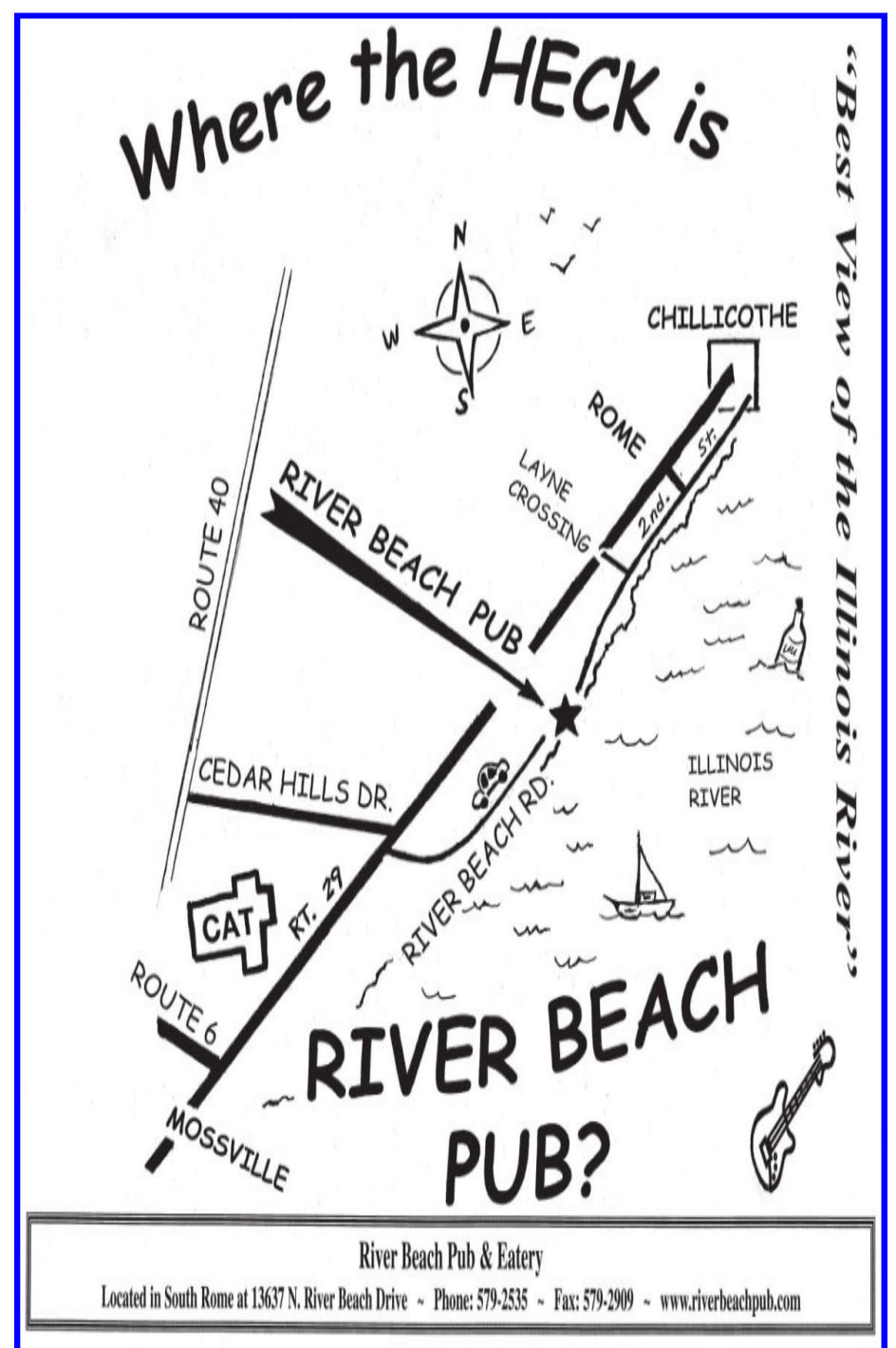


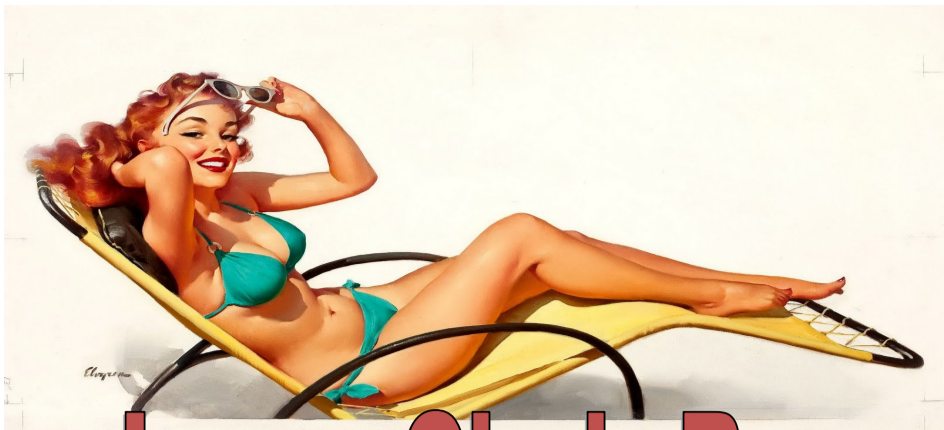
Our co-pilot of the month is the first women out of the fleet replacement Squadron (FRS) to be selected to fly the F-35C. Now don't get confused, she is NOT the first women to ever fly the F-35. the Navy and Marine Corp has been training experienced F-18 pilots, women among them, to fly the F-35 since its deployment to the fleet. The military is just now selecting new pilots fresh out of flight school to train on the F-35.

1LT Catherine Stark earned her golden wings in August of this year after flying the Texan II and the T-45 Goshawk over the last year and a half. She is a 2016 graduate of the U.S. Naval Academy. She will now train for about a year on the F-35 which is a completely different aircraft than the ones she has already flown. She will learn the F-35s radar, weapons systems and its capacities before joining the fleet.



Semper Fi





The Lawn Chair Report

In mid August, a group of us went to "Warbirds Over the Midwest" at Fond du Lac, Wisconsin. We wanted to see how we might improve our event, "Warbirds on the Warpath". What does PRCM have to offer for a warbird event? Well, our field can hold four RV's, 30 cars and we have a shelter with four picnic tables. Our field is 600 feet long and we can hold maybe 15 tent shelters for guests.

What can Fond du Lac offer? Well, they have just a bid more room for 25 RV's, 300 plus cars, a 1000 foot long runway with ramp space from one end of the field to the other. Guest shelters are a series of commercial tents in the size of 50' x 100'. Each can hold up to 50 quarter scale and larger airplanes. The largest tent 100'x100' was not even on the flight line, but was an airplane storage area. Fitting easily in this tent, was a B-36 bomber with an estimated 20 foot wingspan and about 30 other airplanes.



We normally attract a hand full of flyers, Fondue had 115 pre-registers flyers. The flight line pictures shows how many attended. This is on Thursday before the event even started. We did not stay for Saturday, but Brian Bucar from Dynamic Balsa, predicted 50 more flyers for the Saturday event.

Photos by Don Stedman



We will allow any warbird regardless of size to fly at our event. Fondue has a minimum size of quarter scale, but I'd say third scale is the majority of airplanes flown. My rough count of airplanes at the field was 350.

While there, we saw a constant stream of pilots flying, usually 6 at a time. The field had the constant sound of gas and turbine engines. It was not unusual to see three turbine powered jets in the air at the same time. I also enjoyed the flyby's of German, American, British, Russian and Japanese WWII airplanes. Almost all were large well built models which look just like the real thing, I'm sure the event had more traffic than O'Hare Airport.

So, what can we do to attract this kind of attention to Warbirds on the Warpath? Well, pull up a lawn chair and enjoy a cold drink with me in the shade under a Fond du Lac tent. We'll start by talking about the manpower needed to run such an event.

See you in the lawn chairs!

Jim "Hollywood" Hogan



STREAMERS OVER MOSSVILLE

It was another beautiful contest day Saturday 8/10. The five combat pilots of Verne Holeman, Joe Lang, Jim Fassino, Roger Weber and Roger Stegall were met with 70 degree temperatures, low humidity, 2-3 MPH winds from the NW and a partially overcast sky. The protocol for combat calls for a 4-minute flight time but everything was over in the first round by the 2-minute mark. The mayhem began early when Lang and Verne collided, causing Vern's wing to go spiraling into the beans. Shortly there-after, Stegall dissected the full length of Lang's blue ribbon. That 24' length of blue streamer clung to the every right edge of Stegall's wing, causing the wing to make an unplanned visit to the beans. That left only Fassino and Weber in a duel for supremacy of the sky. Right at the 2-minute mark, Weber was successful at gaining a ribbon cut on Fassino to become the sole surviving pilot of the first sortie. Holeman suffered damage from his collision in the 1st round causing him to be out of action for the remainder of the day. The first casualty in the 2nd fly-off was when Weber executed a nifty move and cut the last 10' of Stegall's white streamer. Jim Fassino was the next pilot to be eliminated when a determined Lang recorded his first "kill" of the day. Surviving pilots Lang and Weber chased each other for the remainder of the 4-minute flight. Early in the final skirmish for the day, Roger Weber and Jim Fassino clanked planes, causing Jim's foam wing to become the third foam wing to visit the rain deprived soy beans. Roger Weber survived the contact and went on to cut Joe Lang's streamer. Stegall and Weber ended the round unsuccessfully chasing each other. Scores for the day were: Roger Weber 12, Joe Lang 4, Roger Stegall 4, Jim Fassino 0, Verne Holeman 0. YTD Scores are: Roger Stegall 34, Roger Weber 25, Jim Fassino 14, Joe Lang 8, Verne Holeman 7, Roger Wheeler 2, Brian Chumbley 2.



It was a contest of the Rogers when it came to *No Fear* racing this day. Roger Weber and Roger Stegall were flying orange and green versions of the World Models Wingman 2. Race #1 had an even start. Somewhere during the 6th lap, Stegall lapped Webber and proceeded to take an easy victory. The second race was pretty much an identical copy of the first. After Weber had again been lapped he commented to Stegall – "how come you are so much faster?" Stegall replied - "I didn't think I was." It just so happened that Jim Fassino was the west turn pylon judge and he recorded the entire race of west-end pylon turns on his phone. The total difference in the performance of the 2 planes wasn't speed but the radius of the turns. Both pilots were flying virtually the same distance past the turns but Stegall had a much-much tighter turn radius. The tighter turns were the result of using ailerons to bank the racer to about 80-90 degrees and then pulling full up elevator to transition the knife-edge orientation around the pylon. The trick is to get off the elevator just as the wings rotate to horizontal. If you're late, your racer will zoom skyward at a steep angle and any advantage gained in the turn will be more than lost in altitude. Jim's video clearly demonstrated the improvement gain of using elevator to turn. On the 8th lap of this 2nd heat, Weber led Stegall by more than 100' into the turn and both turned at about the same distance from the pylon. Exiting the turn, Stegall was slightly ahead to lap Webber and record the victory. The third and fourth No Fear Pylon races had an identical story line. Jim's video pretty much told the story of two identical planes with identical set-ups finishing more than a full lap apart based more on the tightness of the turn than the distance flown past the pylon (although both are important factors to victory). Scores for the day were: Stegall 20, Weber 16. YTD scores are: Stegall 65, Weber 61, Fassino 49, Stedman 15, Hogan 11, Dewey 9.



Jim Fassino and Roger Stegall were again the only 2 pilots to contest who could complete 6 laps the fastest using any combination of electric equipment. This day, Jim chose to fly his EF1-legal dark red colored Scarlet Screamer. This model uses a conventional landing gear while Stegall launched from a ramp with his green EFX racer. Stegall had to execute a loop to prevent his EFX from being about one second early to the start line as the count down neared zero in the first heat. That loop left Stegall about ¼ lap behind the streaking Fassino. It appeared the green EFX was faster than the Scarlet Screamer but Roger was making considerable longer turns past the pylon markers. That first race ended with Fassino maintaining his initial ¼ lap lead all the way to the finish. When turn judges were consulted, it was determined Fassino cut twice on the east end and Stegall cut once at the west pylon. Scores for the heat were goose-eggs for both pilots. The beginning of the 2nd flight was virtually identical to the first with Stegall again executing a loop to prevent an early arrival. Roger finally caught up and pulled even with Jim at the start of the final lap. As Roger was rounding the east pylon for the last time, his fingers slipped off the right stick of his radio causing his EFX to make a B-line toward Chillicothe. Jim's Screamer screamed its way to more than a ¼ lap win, with no cuts by either pilot. At the start of the 3rd race both pilots would have been early to the start line and had to make a last second maneuver to avoid the penalty. This left both Unlimited Electric planes in a virtual dead-even start. At the finish line, it was Stegall about ¼ lap ahead of the Screamer. Points for the day were: Fassino 30, Stegall 30. YTD points are: Stegall 140, Fassino 130.

Roger Stegall

DYNAMIC BALSAs



**From the Great War
to the Great Deal**
A complete Hobby Shop
Specializing in New and Used
Aircraft, Radios and Engines

Leonore, IL 61332

815 856-2272

PRECISION R/C HOBBIES

PLANES - CARS - BOATS

"Every Day Low Prices ~ Friendly, Expert Service"

Tues. - Fri: 10:00 - 6:30 PM & Sat: 10:00 - 4:00 PM



Jim Byer - Proprietor

309-347-0975

1901 South 2nd St.

Pekin, IL 61554



SEPTEMBER 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2 	3 7PM At the Field  Club Meeting !	4	5 	6 <i>Let's have some fun.</i>	7  CHILDERS EATERY
8	9	10	11 	12 	13 <i>Get off the COUCH!</i>	14  CHILDERS EATERY <i>Let's have some fun.</i>
15 	16	17	18	19 	20	21  CHILDERS EATERY
22	23	24	25	26 	27	28  CHILDERS EATERY
29	30					

PRCM Co- Pilot of the Month



Don't forget to remember!

International
TALK LIKE A PIRATE
Day



Family FUN Day

SEPTEMBER

21

Bring nothing except yourself, friends, family and a few planes to fly. A light lunch and drinks will be provided. Come out, fly and have some fun.

That's all Folks!

