



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



it's time to **PARTY!!!!!!**

The Season is Over

Visit Our Website

peoriarcmodelers.com



NO FEAR PYLON



The final No Fear races of the year were held Saturday 9/14 with a 4MPH on a freshly mowed luscious green carpet of grass. Recent rains and fertilization combined to provide a beautiful field landscape. Don Stedman, Roger Weber and Roger Stegall were the only 3 pilots to race for the honor of winning the day. The first race had a pretty even start. The glow version Don was flying seemed particularly fast against the electrics of both Rogers. Stegall got the lead about the 3rd lap and managed to finish ahead of Stedman and Weber. In the 2nd race of the day, Stedman timed his start perfectly and took the early lead. Stegall would have been early to the line and had to execute a loop to prevent an early arrival. Try as they might, neither Roger was able to catch a consistent Stedman. The finish order was Stedman, Stegall and Weber. The final 2 races off the day had an identical story line as the 2nd race with Stedman leading both Stegall and Weber to the finish line. Points for the day were: Stedman 19, Stegall 17, Weber 12. YTD scores are: Roger Stegall 82, Roger Weber 73, Jim Fassino 49, Don Stedman 34, Jim Hogan 11, Jon Dewey 8.

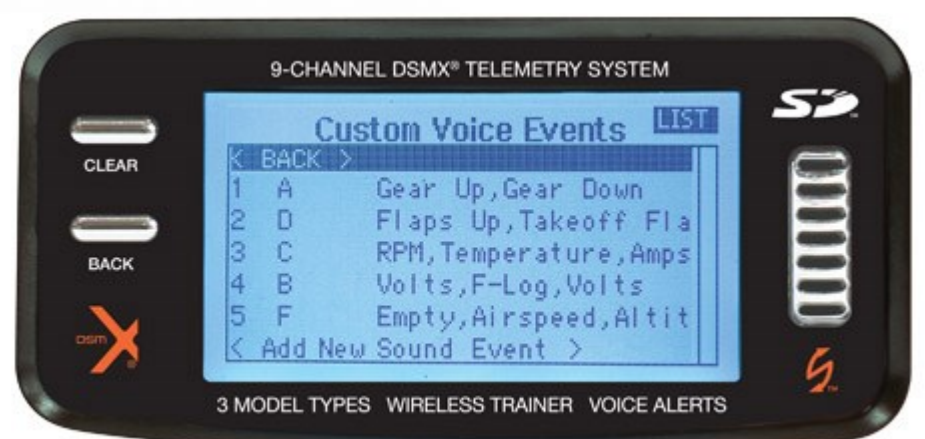
The electric Wingman II set-up was identified several years ago to be competitive with the 40-glow Skyraider Mark II. When the initial specifications were set for the electrics, no means was readily available to determine if either airframe had a speed advantage. Most racers agreed at that time, that the glow version and electric versions were similar. With the recent availability of Spektrum GPS telemetry units, it has become possible for a very accurate comparison of the two set-ups. Don Stedman had a GPS installed in his Skyraider and Roger Stegall had a GPS installed in his Wingman. On a Friday afternoon about 11 AM, the two pilots readied their racers to record straight and level flying speeds into a 2-3 MPH wind from due-north. Before the tests were conducted, the following parameters were verified:

	Glow Skyraider	Electric Wingman
Weight	4 lb 15 oz	3 lb 12 oz
RPMs	15,850 (APC 9X6)	13,290 (APC 9X7.5E)
Battery	N/A	3,000 mAh 4S 45C 4.18, 4.16, 4.16, 4.18

Don Stedman was the first to fly. He had his Spektrum radio set to verbally give speed readings every 5 seconds. The protocol for recording was to wait for the plane to come out of a turn and wait for a speed to be announced. That announced speed would be ignored and the plane would be kept at full throttle straight and level until the next speed announcement was given. That way, we were assured that the recorded speed was straight and level and had no component of a turn. We marked each entry with an E or a W to identify the direction of Travel. Don's recorded speeds were 97E, 96W, 96E, 97W 96E. There was virtually no different in East or West travel which was understandable since the wind was extremely light and out of due north. Roger Stegall immediately followed Don using the same protocol for recording speeds. Initially, Roger's Wingman needed to be trimmed when it left the ground because Roger had to switch it from his 8-channel transmitter to his 9-channel Spektrum TX with voice telemetry.



Verified by



The 20 seconds it took Roger to get his plane ready to race was a good approximation of the normal 20-second count-down used prior to each No Fear race. Roger’s recorded speeds were: 95E, 98W, 96E, 93W, 94E, 90W, 88E. Probably, to nobody’s surprise, Electric Wingmans loose electrons and speed as race laps accumulate. Initially, both the glow and electric versions are compatible in the early laps but as the race enters the final laps, there is an advantage to the glow Wingmans that continually pump out laps of 96 MPH when set to parameters similar to what Don Stedman recorded. During the last official race of the year, Stegall left his Wingman with the GPS still installed and giving readings every 5 seconds. From the 4trh lap to his 8th lap, straight and level speeds remained at approximately 88 MPH. A hearty note of appreciation goes out to Don Stedman for his participation in this side-by-side comparison.



Verne Holeman, Roger Weber, Jim Fassino and Roger Stegall were the only want-a-be aces for the first heat of Combat. Verne had a Failure to Launch causing a broken wing and propeller. The 3 remaining pilots were unable to record a victory during the 4-minute time period. Verne had a back-up combat wing for the start of the 2nd heat. Unfortunately, the elevon controls on Vern’s wing were not properly indexed to the extent that a transmitter movement for up elevator yielded aileron movement for a right turn. This problem caused a second Failure to Launch. Again, the three remaining aces were unsuccessful at trimming a ribbon. The 3rd heat was identical in results to the preceding two contests. Scores for the day were Fassino 3, Weber 3, Stegall 3, Holeman 0. YTD scores of participating pilots for the best 5 contests of 6 events are: Stegall 34, Weber 28, Fassino 17, Lang 8, Holeman 7, Chumbley 2, Weber 2, Stedman 0.

Bombardier CRJ Jetliners
AirlinerSpotter.com

CRJ-200

7 windows in front of emergency door

Length: 87' 10"

CRJ-700

13 windows in front of emergency door

Length: 106' 10"

CRJ-900

14 windows in front of emergency doors

Two emergency doors over wing

Length: 118' 11"

CRJ-1000

16 windows in front of emergency doors

Length: 128' 5"





Don Stedman, Roger Stegall and Jim Fassino were the only 3 pilots to contest this 6-lap race. Jim and Roger were flying their EFX racers from ramps against Don Stedman's electric Saratoga. The Saratoga is not known for its speed but it definitely qualifies as an unlimited electric racer. Early in the first heat, Stegall had the lead until his fingers decided to go rogue. His green EFX went so far to the north after passing the eastern pylon that it was impossible to keep orientation. Result: a spiral into Green Giant bean land. Fassino finished first, followed by the Saratoga. Stegall used his backup blue EFXtra to replace his bean-ravaged racer from the first heat. During the 2nd lap of the 2nd race, Fassino's red EFXtra decided to do a grass height check (only breaking a propeller). The yellow and white Saratoga of Don Stedman finished ahead of Stegall's racer that was badly in need of adding some exponential to both elevator and aileron controls. Race #3 had a good and fair start. Fassino had switched to his EF1 capable Scarlet Screamer while Stegall continued with the blue EFX and Stedman with the well flown Saratoga. The Scarlet screamer took the early lead. Stegall would often pass Jim on the Straight section but the Screamer would almost always finish the turn about 30 feet in the lead. Stegall continued to trim his pylon turns to try to stay with the red screamer. At the finish it was Stegall, Fassino and Stedman. Verne Holeman was the west pylon judge and told Stegall he cut 3 times and that he did a really good job of cutting (not even close). Scores for the day were Stedman 48, Fassino 40, Stegall 14. YTD Scores are: Jim Fassino 170, Roger Stegall 153. Don Stedman 48.



UNLIMITED ELECTRIC PYLON RACING will be changed to **UNLIMITED PYLON RACING**, allowing for the racing of any flying airframe, motor, battery, propeller, fuel, etc. Scoring and race protocols will remain the same.

Roger Stegall
"The Racing Commish"

*the
 best
 is yet
 to come...*



The Lawn Chair Report

About a year ago, the membership decided we all needed to turn this club into a "kinder and gentler" organization. We agreed to treat each other with more respect and stop the "ribbings" we gave each other. In my opinion, it is working. We have better conversions at the field and we talk for longer times and are more helpful to each other. I've seen airplanes fly because we offer help to new or less experienced flyers get their planes flying. There are more smiles and handshakes around also.



Now we and the other area clubs are on the verge of opening up greater communications and coordinating events which will benefit us all and promote our hobby in Central Illinois. Steve Blessin and representatives from the Washington Flyers and Pekin RC club will meet this fall and begin discussions on how our three clubs can grow our hobby. No hard details yet, but, the goal is to jointly hold events, rotating among our fields, using the combined efforts from all three clubs for the benefit of our clubs.



Although we may attend each other's event, we are still three small clubs struggling with the manpower to hold regional events which attract flyers from other clubs. We know being "kinder and gentler" is working for us in PRCM, so why not promote the 'kinder and gentler' concept with the other area clubs?

"See you in the lawn chairs"

Jim "Hollywood" Hogan



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It's happening again:

The 12th Annual Worldwide Ringmaster Fly-A-Thon
October 5th & 6th!!

I want to encourage you to join us in supporting the
World's largest Control Line Fun-Fly!

The event is sponsored by the Brotherhood of the Ring, a
forum devoted primarily to the wonderful old time
Ringmaster control line model airplanes. [http://
www.brotherhoodofthering.info/](http://www.brotherhoodofthering.info/)

There have been more Ringmaster control line models sold,
built and flown than any other control line design. The es-
sence of the Fly-A-Thon is the joy of knowing that you are
flying the same variety of model airplane that is also being
simultaneously flown around the world! The Fly-A-Thon is a
non-competitive event to honor the plane that many of us
older USA modelers flew back in the 50s, 60s, 70s, 80s and
still today!!! This is a great way to promote the wonderful
hobby of Model Aviation!!

Any of the Ringmaster varieties can be flown for this event
(S-1, S-1A, RM Junior, RM Baby, RM Sportster, etc.)!! Simply
stated, we want to see how many Ringmaster flights can be
recorded over a single weekend, the first weekend in Octo-
ber (10/5-6/2019). Our goal is to have 6000 flights over
that weekend. Last year we recorded 5680 flights in a doz-
en + different countries worldwide so we have a long way
to go! The simple rules are in the attached informational



If you are a RC club member, you are probably
aware that many younger RC pilots have never
seen control line models fly nor have they
attempted to fly a control line model. It would be
educational fun for the uninitiated, if your RC
club would set aside a circle in a corner of your
field and you could use a Ringmaster to put up
some flights. More fun yet if some of your mem-
bers have a try at flying a Ringmaster for an ini-
tial control line solo. It does not have to be for a
FULL tank of fuel – many new pilots will get dizzy
after a minute or two. Give this some thought. It
could make for an interesting event at your club.

Control line clubs can hold a special “fly-in or fun
-fly” that weekend to participate in the Fly-A-
Thon! Your control line club should be able to
put up a large number of flights. Even if you are
at a contest that weekend bring a Ringmaster
and put up some flights in the practice circle or
at the end of the day.

Individual fliers get together with friends and
record some Ringmaster flights!!

There are no prizes only bragging rights!!

Ringmaster Fly-A-Thon 2019



**The Brotherhood of the Ring is sponsoring its 12th Annual Fly-A-Thon event:
October 5th & 6th, 2019**

*Matt Kania's beloved Ringmaster control line model has been built and flown by more modelers than any
other control line model airplane!*

This is not a contest! No registration is required. There are no entry fees or prizes! This Fly-A-Thon is
to *honor* the most popular CL model ever!! Be part of something big and help make history by having
more worldwide Ringmaster flights in a single weekend than last year's record of **5680** flights!

A record **655** different pilots participated!! **Goal this year is 6000+ flights by 800+ pilots!!**

This event is open to *all* participants *worldwide*!

On October 5th & 6th, we challenge you to fly any one or more of the many varieties of Ringmasters, old
or new, and report your flights to: www.ringmasterflyathon.com

Deadline for reporting is 12:00 noon Eastern time (USA) Tuesday October 15th

Location: *Wherever you are in the world!*

Any Ringmaster from 1/2A to Giant and all variants in between can be flown.

Please report, how many total Ringmaster **flights** were made, how many different **pilots** flew, how many
different Ringmasters flew and the **location** of these flights. Please feel free to include *lots of details* of
your event as we plan to chronicle the Fly-A-Thon for future publication!!! If you get a new pilot to solo on
a Ringmaster, that first flight will count as 2 flights!

**** A minimum of 5 laps is required to count as an official flight! ****

Let's keep the spirit of C/L alive!

Ok everyone! Just dig that old dusty Ringmaster from your attic and go fly it!

The results will be compiled and published by the Brotherhood of the Ring.

All questions should be directed to the primary contact: 2019flyathon@ringmasterflyathon.com

Rain/Wind/Flood/Conflict/etc. makeup weekend is October 12th and 13th

2019 OCTOBER						
SUN	MON	TUE	WED	THU	FRI	SAT
29	30	1	2	 3	4	 CHILDERS EATERY 5
6	7	8	9	 10	11	 CHILDERS EATERY 12
13	 COLUMBUS DAY	15	16	 17	18	 CHILDERS EATERY 19
20	21	22	23	 24	25	 CHILDERS EATERY 26
27	 Happy Chocolate Day	29	 30	 HAPPY HALLOWEEN	1	2

Pilot & Co Pilot

OF THE MONTH

Oktoberfest

Where men wear tight leather shorts and the accordion player gets the chicks.





Club Meeting !



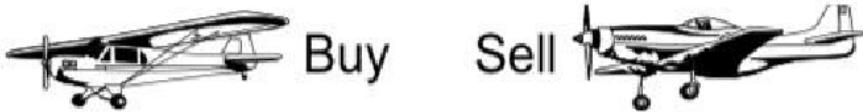
TIME TO MOVE Indoors!

Bernardi's Pub

12200 N Brentfield

Dunlap, IL

Dinner @ 6pm meeting @ 7pm



Lexington Model Airplane Club 19th Annual Swap Meet

Saturday, Nov. 9, 2019

9AM to 1 PM, Setup at 8 AM

JackPot Bingo Hall with many tables

1230 Eastland Drive, Lower level by water tower

Lexington, KY 40505

Admission \$5 – Ladies and Children under 12 Free

Hot Breakfast and Lunch

Raffle Item to be presented during the meet

Tickets \$1, 6 for \$5, 15 for \$10

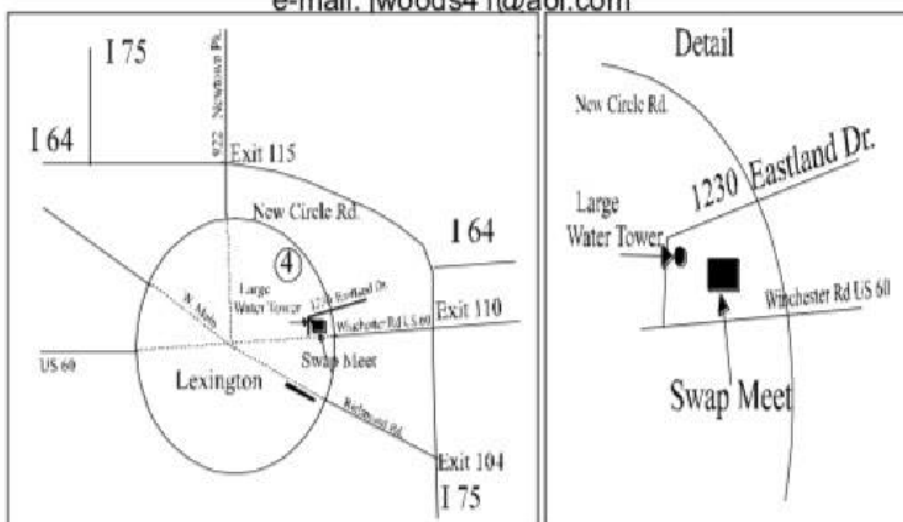
Door Prizes throughout the Meet

Tables \$12 in advance, 2nd⁺ \$10, \$15 day of meet

To reserve tables contact:

Joe Woods (859) 312-4868

e-mail: iwoods41@aol.com



"That's
all
folks!"