



PRCM PHOTOS



of the Month

Particulars: Charter 313

- President** Jon "Dew Drop" Dewey
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- Vice President:** Roger Wheeler
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- Treasure:** Jim "Smokin-Jimmy" Fassino
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- Safety:** Joe Lang
joe.a.lang@comcast.net
- Webmaster:** Terry "The Flamer" Beachler
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- 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



OV-10 Bronco



Visit Our Website

peoriarcmodelers.com



ESTABLISHED
SINCE
1954



The OV-10 "Bronco" is a Vietnam era flying do-it-all sport utility airplane. It was mainly used as a FAC (Forward air control) aircraft, but also as a helicopter escort, ground attack, observation, medical evacuation and a light parachute resupply aircraft. The Bronco was used by the US Navy, USAF and USMC. It last saw action with the USMC in desert Storm where two were lost to enemy action. "Defenders of the Bronco said losses were inevitable, as they were flying lower than other coalition aircraft and were never given the missile warning or countermeasure systems that were widely available at the time." In 1995 the Bronco was fully retired from all US services, but as we all know that is not the end of the story. The OV-10 was brought out of mothballs/NASA use to compete against three "new" aircraft to replace the A-10.



The A-29 Super Tucano



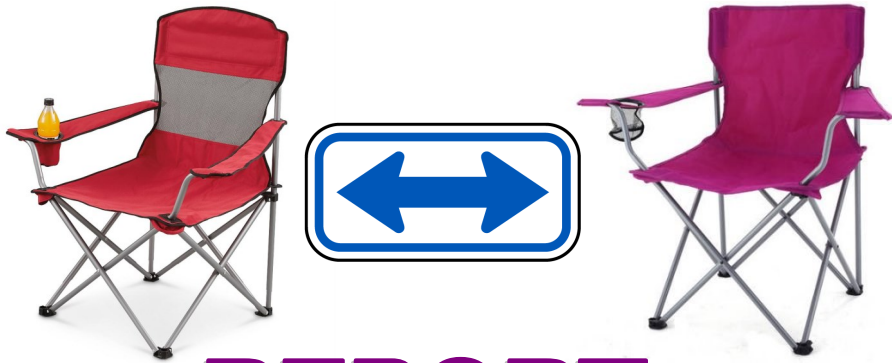
The AT-6 Coyote



And the AT-802 a weaponized version of the Sky Tractor crop dusting airplane. This turned out to be one of the biggest waste of time and money the Pentagon ever conceived to figure out to just leave the A10 alone. However many feel the "Super Bronco" was never given a fair chance to compete. With upgraded engines, navigation and a new glass cockpit, the Super Bronco was able to carry a wide array of small guided munitions and was a better fit in Afghanistan. Instead the Pentagon decides to literally fly the wings of off our F16s, F15s and B1 bombers providing close air support spending tens of thousand dollars an hour to operate these high cost aircraft. The A10 and the Super Bronco worked closely together in theater and were both able to spend several hours on target and provided outstanding cover for our troops on the ground. I "inherited" an OV10 which I flew for the first time last week. I will have to call it a Super Bronco since I have upgraded it with an opening tailgate to, you guessed it, to drop parachutes. I must say it is fast and a real joy to fly. I am lucky to have the privilege of adding it to my hangar.

D.W.

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REPORT

6 FEET APART

While I'm home, I'm surfing on my internet providers dime. I found the story of Douglas "Wrong Way" Corrigan. He wanted to follow in the foot steps of Lindbergh and fly solo to Europe. He had no money or financial supporters. All he had was a nine year old Curtiss "Robin" airplane. The Curtiss Robin was a poor man's airplane at the time. It was a predecessor to the Piper Cub and about the same size. Can you imagine flying a Piper Cub across the Atlantic Ocean?

In 1938, Corrigan flew his Robin to New York City and applied for permission to fly to Europe. His request was turned down because his airplane was not considered air-worthy for such a flight. He fueled his airplane for a return flight to Long Beach, California. Two days later, he landed in Ireland. He said he misread his compass.

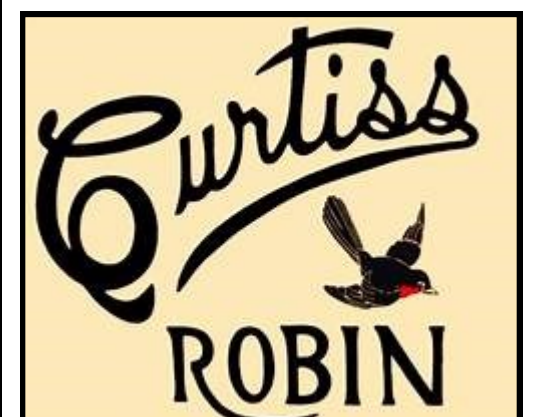


I wanted to learn more about Corrigan's Curtiss Robin airplane. Since I like warbirds and classic aircraft, I wanted to know if a Curtiss Robin model was available. I found a fine scale laser cut kit in 20% scale. It has a 80 inch wing span and is powered by a 20cc gas engine. This would be a great conversation airplane at the field. I have the engine, the covering and the time. It would also fit in my car and on my storage rack. Since the Curtiss Robin is a high wing airplane, it should be relaxing to fly and in its original orange and yellow paint scheme, it should be easy to see in the air.

So, why have I not ordered it yet? Well, by the time you read this, it should be on my work table.

See you in the lawn chairs!

Jim "Hollywood" Hogan





*Thank
you!
Glen*



Back in 2003 I started flying a few electric power airplanes like the Siren and a few foam Graupner models like the twin jet. I had flown a Zaggi a year earlier for a friend who wanted someone to maiden the electric flying wing. The flights were short, the batteries heavy and the brushed motors had short lives. Eliminating the residual oil that came with glow powered flight was most welcomed, as was the simplicity of flipping an on-off switch to turn on the power. No more fighting with finicky glow engines.

The brushed motors started to give way to brushless motors that you could make yourself from personal computer disk drives that were readily available and good for lightweight foam airplanes. NiMH batteries brought more power than the NiCad versions but were still heavy.

I still have my first lithium battery, a 2,100 mAh Thunderpower that had a 3c discharge rate. They were just the ticket for trying to learn to hover a blue foam airplane. Trying to hover was humbling. Why we needed to

hover fixed wing airplanes wasn't asked. But trying to learn was a challenge that didn't come easily.



The same NiMH batteries made small fixed pitch helicopters available to the masses. Learning to hover a fixed pitch helicopter was the most humbling RC skill I've experienced. The brushed motors with marginal gyros made for a challenging flight. After tackling the tail in hover you got to try nose in hover. More helicopter parts, more repairs. Finally you could work on forward flight. Unlike fixed wing airplanes, it is easy to lose orientation with a helicopter. There is just not much to look at as it flies away, the rotor blades disappear.



After about 20 years of more and more electric powered flight I now find myself drawn to glow and gas powered engines. Not that I'm giving up on electric power but the sound, the smell and even the slime has a certain romance that brings back memories of flying with my father and brothers. Getting a Glen Howard original airplane with an OS FX 120 Surpass is what reignited my interest in glow. Thanks Again Glen.

Jim Fassino



JUNE 2020



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31	1	2 Club Meeting!	3	4 4th June is... National Cheese Day	5	6
7	8	9	10	11	12	13
NATIONAL Bourbon Day.com JUNE 14	15	16	17	18	19 	20
21 HAPPY FATHER'S DAY	22	23	24	25	26	27
28	29	30	1	2	3	4



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"That's all folks!"