



# PHOTOS



Another successful flight by Kerry and his Hangar 9 Christen Eagle II  
Photos by: Fassino

## Particulars: Charter 313

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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



*Visit Our Website*

[peoriarcmodelers.com](http://peoriarcmodelers.com)



## Witness to a Maiden

If you have been to the field at all during the month of July, I am sure you have seen several "new" flying airplanes. Unfortunately we have also seen a few pass away. But I am going to focus on one of the new additions. Recently Roger Stegall gave birth to a beautiful new bouncing new "Lazy Ace" powered by a OS 160FX.

Photo by:  
Dewey



Photo by: Fassino

After a little help from a "friend" Roger was ready to go. Rumor has it the OS 160 has not run in five years, but it started up on the first flip. The only problem was, it was running backwards. No problem, shut it off and start it again. This time the engine was pulling and not pushing. Roger taxied out of the pits to the runway. After a deep breath the *Lazy Ace* jumped into the air. All was going smooth. Two spectators were over heard saying, "I hope he doesn't pull any Hogans". Not 10 seconds later the airplane did a roll, (Hogan #1), then a loop (Hogan#2) soon the airplane did Hogan after Hogan on its maiden flight. However this airplane was able to survive all of the maneuvers and returned to a safe landing. Needless to say it was a nice uneventful maiden flight. Just like the ones we all like to see and want for ourselves. Congratulations Roger on the new addition to your fleet.



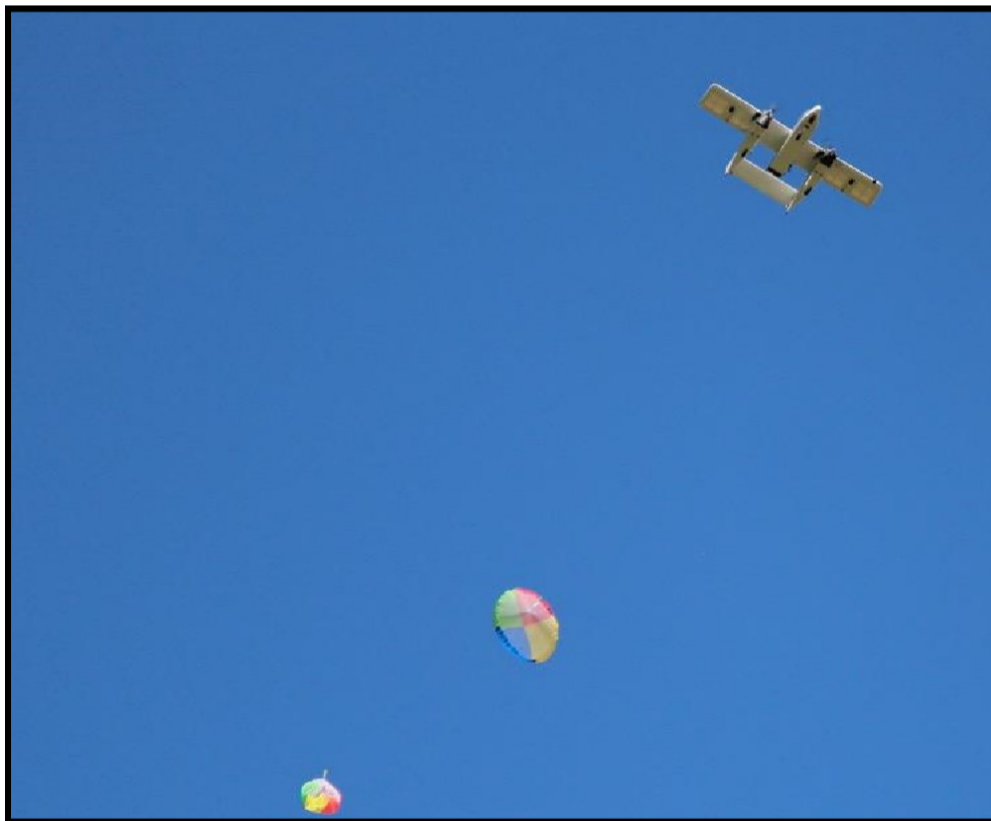
Photo by: Fassino

# BOLO

## *Be on the Look Out*

On or about July 27 three multi colored resupply parachutes went missing. Last seen leaving the rear end of an OV-10 Bronco floating down towards the North West corner of the Drop Zone but landing in the corn. During the search for the chutes two different wings and one chute was located in the corn. However the jumpmaster tried to regain some of his confidence and land the one found chute on the field. The second drop was worse than the first. The chute landed farther North and a little bit East of the first drop and the other two lost chutes. Please be on the look out if you happen to be walking the corn. If you find one or all three of the lost chutes please put them in the shed next to the two found wings, and I will claim them.

*Thank you D.W.*



*Photos by: Fassino*



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**NO FEAR PYLON**

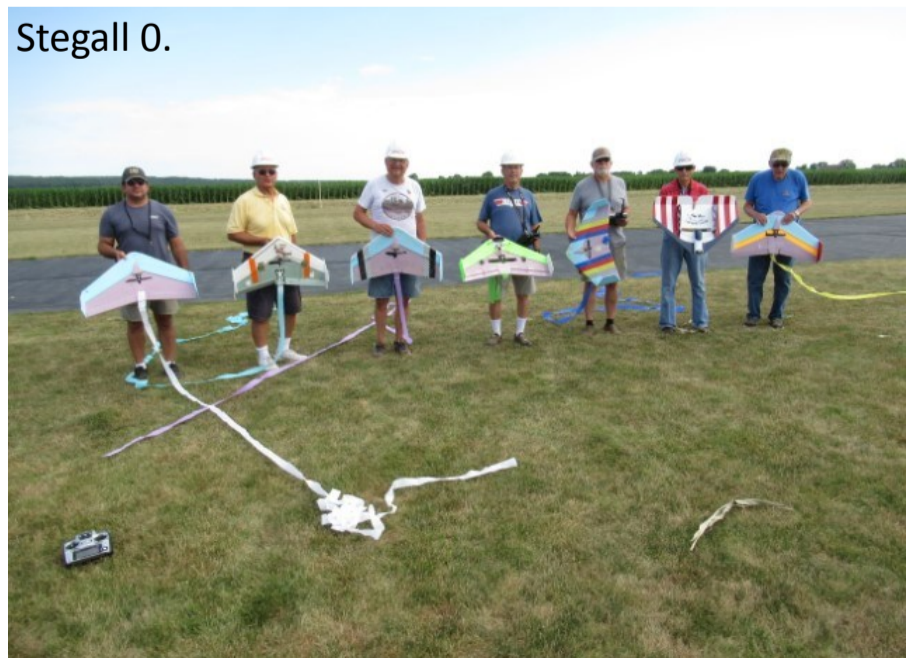
Our 7/11 contest day began at 9AM with a temperature of 84F and virtually no wind. Jim Fassino and Roger Weber readied their electric Wingman racers while Don Stedman and Roger Stegall fueled their Skyraider steeds in preparation for 8 laps of left turns. The timed start had all four models in close proximity to the start line at the zero mark of the count-down. Stegall made the all time worst first turn in pylon history. His Skyraider made a bee-line toward Alaska and by the time he had finished his first lap, the others three racers had completed their 2nd lap. At the finish it was Fassino, Stedman, Weber and Stegall. The 2nd heat of the day was disastrous for both Skyraiders. When Stegall attempted his take-off, his motor quit at about 20' up and at the far west end of our field boundary. The "landing" in the corn was less than beautiful and caused his wing to depart from the fuselage. Somewhere in the 3rd lap, a loud clank was heard as Don Stedman's Skyraider made solid contact with the west pylon pole at about 100 MPH. The debris field extended about 100 feet eastward. The finish order was Fassino & Weber. The 2 remaining heats of the day had identical results as the 2nd heat. Scores for the day were: Fassino 20, Weber 15, Stedman 4, and Stegall 2.



Seven combat pilots helped fill the sky with colorful ribbons in the first skirmish of the day. Stedman suffered a failure to launch. Early in the second minute, Fassino gained a victory over Stegall, resulting in Stegall's ribbon to wind up in Fassino's motor causing the motor to break an ESC wire. Vern Holeman and Steve Blessin had battery problems forcing them to land prematurely. Joe Lang was successful at shortening the ribbon attached to Roger Weber's colorful flying wing, leaving Joe as the only survivor of the heat. At the start of the 2nd heat, Stegall suffered a failure to launch, Fassino and Stedman were still unavailable from heat #1 problems. Verne Holman gained his first victory of the year by cutting the tail of Joe Lang. Shortly after that that success, Verne's wing spiraled to mother earth. Blessin and Weber finished the 4-minute round chasing each other to no avail. Heat #3 again had Stegall prematurely land without gaining points. Fassino, flying a back-up wing, defeated Lang and was the lone survivor of the round after Weber had to land early because of battery capacity. Stedman, Blessin and Holeman did not skirmish. Points for the day were: Fassino 7, Lang 4, Holeman 3, Blessin 1, Weber 1, Stedman 0, Stegall 0.

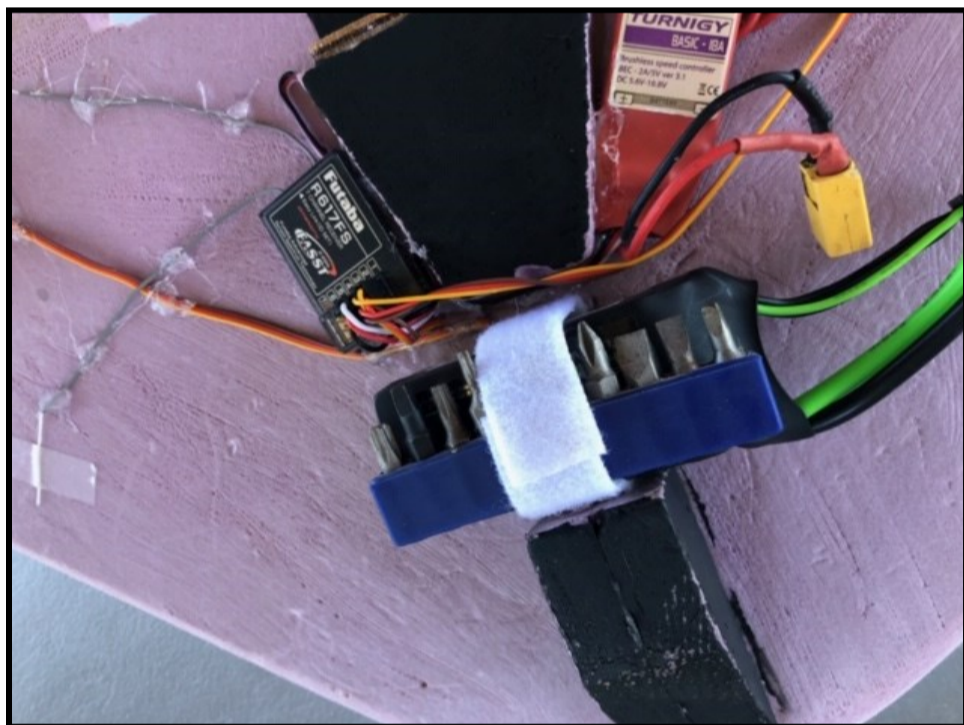


**GO FAST TURN LEFT**



# Editor's Note

Rumor has it that two more pilots will join this group of nine next month. Both of their airplanes have been flown and are ready. Kerry did not like the way his combat wing flew on its first couple of flights. Jim Fassino test flew it and determined that it needed some nose weight. With no weight available in the shed, the two used the next best thing, screw heads. That's right, screw heads...and they were the perfect amount. Kerry took them home and weighed them and then added permanent ones and the rest is history



Dewey's new wing has not yet been named and he is open for suggestions. If you have one, Let him know before the next event.



Two launch ramps were positioned facing to the west for anticipated racing between Fassino's red EFXtra and Stegall's blue EFXtra. We had a good start between the two foam racers but somewhere in the 2nd lap, Stegall's plane went to about half normal speed and remained that way for the final 4 laps. Finish order was Fassino & Stegall. The start of the 2nd race was also close at the count-down mark but again Stegall's motor slowed and eventually did not have enough RPMs to stay airborne. Fassino was the lone finisher. A 3rd race was not contested giving Fassino another 20 uncontested points. Points for the day were: Fassino 60, Stegall 10.





### 2-Minute Glide & Landing Update

We already have several entries/attempts for the season 2-Minute Glide and Landing Contest. This is a format where the pilot can go to any height with any airframe with a motor shutoff and notify a timer to start a clock. One point per second is awarded for glide times up to 2 minutes and then one point is deducted for each second past 2 minutes. A 25-foot landing tape is used with a top score of 100 points with single point deductions for each 3-inch increment from the center. Any number of attempts may be made during the flying season. The winner will be the club member with the highest 3 glide and landing total points. A perfect score would be 120 points in time/seconds and 100 points for a perfect landing no more than 3" from the center. A sailplane/glider is not required to be successful. Several attempts have been successfully made with a combat foam wing taken to extreme heights prior to motor shut-off.

Some notable scores to date include Jim Fassino at 207 points for a 1 minute 52 second flight and a 95 point landing that was only 15" from the center point. Don Stedman Recorded a 115 flight score (1 minute 55 seconds) and a 63 point landing for a score of 178. Don't be discouraged by seeing a high score from another competitor because it takes 3 scores to win. Get out there, shut down your motor and practice your precise dead-stick landings.

**Col. Roger Stegall**  
**C.O. PREM Combat Wing**



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*Say Hello to Matt, one of our new members.*

Welcome to Our New Club Members After several years of declining membership Peoria RC Modelers' has seen a 30% increase in membership this year. To the new members we welcome you. I hope you enjoy PRCM and that you help it become an even better club. All members play an important role in making PRCM a great experience for each member. If there are activities that you believe might be of interest to member speak up and consider leading the way. There are a number of events that started with a members suggesting and then pursuing the activity. Some like indoor flying was successful for a number of years but could not be sustained. Regardless indoor flying was a great experience and provided a unique flying experience that was enjoyed by many in our club and pilots from area clubs. Some activities like pylon racing were brought back with new rules that simplified the operation reducing manpower and gave participants the option of racing electric airplanes. This year Unlimited Electric Pylon Racing was changed and now it is simply Unlimited Pylon Racing.....you can fly anything. Once again the rule change allows anyone to participate with any airplane regardless of power system, size, or airframe modifications. If it flies you can race it. Our club members have worked hard to hold put on warbird events in recent years and added classics aircraft to the event theme. While successful the event has been shelved for now. Our annual pattern contests which were well received by pilots willing to travel hundreds of miles to fly at our field met with the same shelving. We just didn't generate much interest in pattern flying from our membership and could not draw attendance needed to have a warbird/classic event.

Interest in combat continues to grow and is a monthly event conducted with very limited effort, inexpensive aircraft and few rules; the ESC cannot exceed 20 amps, that's it. The participant try to cut the 25 foot paper tails of competitors' aircraft while protecting their own tail. The more participants the more exciting it becomes. It may not be an exciting spectator sport but lots of fun if you are in the air with lots of competitors. Members are building airframes that are ready to fly and will even help you get in the fight. A new event has been introduced to test power off gliding, timing and spot landing skills. This activity has had several scores posted to date. This activity can be conducted with as few as two people, and at anytime with no limit on the number of attempts. Lets see if members interest grows. Members have worked on club logos, club shirts, started text notifications for flying activity. Our field has a workbench with tools of all kinds and a small hobby shop load of parts available for sale at the field. Again this was member driven. The new pilot benches were championed by several members, and they are a nice addition. None of this just happened. They were all championed by members interested in new activities that expanded the horizon of flying, challenged our existing flying skills and improved our facilities. So again welcome to our new club members. You can help make your club even better by sharing your ideas and leading activity and participating in events. See you at our August 5th club meeting and our next combat event.

*Jim F.*

# Some Great Pictures

## taken during July



Thanks  
To Jim F  
for this  
Months pictures.  
Please keep  
them coming.



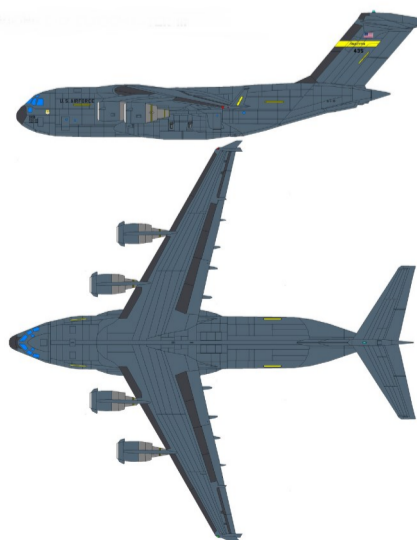


# August 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28	29	30	31	1
2	3  NATIONAL WATERMELON DAY	4	5 MEETING @  7PM	6	7 	8 
9	10	11	12	13	14	15 
16	17	18	19	20	21	22
23	24	25	26 	27	28	29
30	31	1	2	3	4	5



**PRCM Co-Pilot  
of the Month**



*Miss "Capt" August*



# *A Special Thank You!*

*To Jim Fassino for coordinating with  
the Park District and the Farm  
Management Company to get the  
corn around the field taken down.  
It makes a big difference.*



**"That's  
all  
folks!"**