



SMOKE 'EM IF YOU GOT 'EM

Photos of the Month

Particulars: Charter 313

- President:** Jon "Dew Drop" Dewey
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- Webmaster:** Terry "The flamer" Beachler
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- Newsletter:** Jon "Dew Drop" Dewey
- AMA CONTEST DIRECTORS:**
Jim Hogan, Jim Fassino, Jim Martin, Jon Dewey
- Flying Field Location:**
The field is located off Old Galena Road, 1/2 mile North of the Caterpillar Technical Center on the west side of the road.
- 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. 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.



Photo's by Terry B

Steve's 1/3 Scale Cub Smokin...

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We all have had "Emergencies" when flying our RC airplanes. I have seen planes land without landing gear, the use of an aileron, out of gas or just a dead engine, but we have never had to land our planes without the safety of a canopy protecting us. Here is an excerpt of an article about just an incident. Capt. Taylor Bye was descending for a strafing run and about to unload rounds from her A-10C Thunderbolt II aircraft's 30mm GAU-8 Avenger Gatling gun last year when the training mission went sideways.

Her cannon suffered a dangerous malfunction, damaging the plane's landing gear, popping off panels and jettisoning the cockpit canopy. Despite the damage, Bye was able to bring the busted-up A-10 back to Moody Air Force Base, Georgia, performing a successful belly landing "My initial reaction was to climb away from the ground and then look at my engines," Bye, a 75th Fighter Squadron pilot and chief of standardization and evaluation, said in the release. "The amazing thing about the A-10 is, even though all these things happened, I had two perfectly working engines and hydraulic systems."

Bye was the flight leader for the exercise that day, the release states. She flew slowly so her wingman, Maj. Jack Ingber, also of the 75th, could catch up and assess the damage to her plane. As the wingman, Ingber was tasked to "think of everything that [Bye] is not because she has a massive handful of an airplane that is falling apart," he said in the release. To reduce her wind exposure without the canopy, Bye lowered her seat, but that made it difficult to see the runway below, she said.

"I thought, 'Where's the ground, where's the ground?' ... I was holding my breath at that point," she said. "I guess I was nervous the whole time, but I didn't have time to think about being nervous. My job was to take care of myself and to take care of the jet."



After reading this article a couple of times, I realized that it never mentioned that the A10s main landing gear does not fully retract into the fuselage like the DC3 or the B17. I wonder if the designers knew about a possible gun malfunction that could effect the gear usage. Also would the partially exposed tire protect the undercarriage, or get in the way and cause more damage? I guess I will never know this answers. Anyway, enjoy this month's *PRCM Co Pilot of the Month*.



D.W.

The LawnChair

Report



What is a flight?

When we go for a flying day at the field, we record our flights so we can help the park district and our club to know how much we are utilizing the field. But, what is a flight? Most of us would agree a takeoff and landing is a flight. If we have a landing with "bounces" in it, most of us would not count each bounce as a flight. Technically a bounce is a flight by definition. We have all seen pilots touch down and bounce back into the air and maybe the airplane will stick to the ground after 100 feet or so. Sometimes you work harder to recover from the bounce then you did during the whole original flight. It's hard not to count the landing twice.

I recently saw and beautiful Cub (which I wanted to buy) flying smoothly at about 100 feet above the field at half power. As I watched the proud pilot wanting to impress the spectators with a scale Cub flyover, the right wing pulled loose from the fuselage and flutter down like a butterfly which had just been hit by a car. The slow flying Cub fuse turned into a rocket as it hit the ground with the engine buried up to the firewall. Was that a flight to be recorded in the record book? Well, it was a beautiful take off and flight, but if a flight includes a landing to be official, well, not sure. Sure the airplane "landed" I guess. Oh, by the way, I decide not to by it.

Maybe the determination should be made by the condition of the airplane. A little broken balsa and bent landing gear could be counted as a flight. But, if you have to haul out as heavy duty recovery bag, it that a flight? Maybe the size of the debris field should be taken into consideration. A small debris field is a good defense to count has a flight. But, I saw a debris field so large, it was hard to prove the airplane actually existed. It happened while a member was flying a high speed racer. He took a wide turn and the racer came apart in mid flight. I'm not kidding, there were pieces raining down from one end of the field to the other. If fact, I think pieces are still falling. I'd count that as a flight, but I would not record it for a week or two to make sure parts have stopped falling.

I guess the final determination of a flight, is if you can find the pen to record it.



Before I go this month, I wanted to let you know the Streator RC Club is having a "Fun Fly" on June 12 and 13 at their field. Many of us have not seen other club members for over a year. This would be a good time to get together again, even if you don't bring an airplane.

"See you in the lawn chairs"

Jim "Hollywood" Hogan





The first contest day of the year kicked off Saturday 5/22 with a 6 MPH wind from the SW and four racers ready to tear up the course. Jim Fassino and Roger Weber were flying Wingman 2s with 25 sized electric EF1 motors while Jim Martin and Roger Stegall readied their Super Tiger 40 Pro glow-powered steeds. Shortly after launch, Stegall's motor flamed out before crossing the start line, leaving only three contestants to round the 1st pylon. Somewhere about the 4th lap, Roger Weber's plane decided it wanted to do an unscheduled germination inspection of the newly planted beans. Fassino finished in first place (5 points) followed by Martin (4 points) and Weber (1 starting point). Stegall got his motor running in the 2nd heat but had to do a tight loop to prevent an early arrival at the start line. Fassino had a perfect start and flew flawless lines throughout the 8 laps to claim a 2nd victory. Stegall finished 2nd followed by Martin. The 3rd race was a duplicate in finish order of the 2nd with Stegall again having to do a tight turn at the start line. Race #4 had a more tightly packed start but the 2 glow racers were not nearly as smooth as Fassino's entry. At the East pylon, Fassino on his 7th lap and Stegall on his 6th lap met at nearly 100 MPH causing both planes to lawn dart into the beans. Stegall's crash site was rather spectacular. The fuselage was about 7 feet from the ensuing divot, the motor mount another 5 foot further and the fuel tank another 10 feet further yet. The rudder and elevator servos both had broken arms and departed the fuse by at least 4 feet, pulling the receiver with them. The battery disappeared to an unknown destination and was not found until the following day. Fassino's racer did not fare much better but had considerably less crash debris to retrieve. Martin finished 1st (5 points) followed by Fassino and Stegall getting 1 point for starting the heat. Race totals for the day were: Fassino 16, Martin 15, Stegall 8, Weber 1.



Streamers Over Mossville

Stedman, Fassino, Weber, Stegall and Holeman were the only five club members to attach a 24' streamer to the rear of their flying wings. Shortly after the start of the first 4-minute challenge, Vern's entry suffered crash damage that would eliminate him from further competition. About the 2nd minute of the mayhem, Fassino had his ribbon cut by Stedman. Shortly thereafter, Stegall gained a victory over Stedman. With most of the length of Stedman's streamer on the right wing of Stegall's plane, it was uncontrollable and spiraled to a soft landing. This left Weber as the sole survivor. Points for the heat were: Stedman 3, Stegall 3, Weber 1 and Fassino/Holeman 0. Fassino, Stegall and Weber were the only combatants for the remaining two heats. During the 3rd minute of the 2nd heat, Stegall did a loop and collected a considerable length of Weber's ribbon on his left wing. Again, the streamer dangling from Stegall's wing caused his entry to spiral softly to the ground, leaving Fassino as the only survivor. Points for the round were: Stegall 3, Fassino 1, Weber 0. Fassino experienced an early departure from the contest during the 3rd heat due to a loss of orientation. The two remaining Rogers chased each other for the remainder of the 4-minutes with neither being able to claim a victory. Heat scores were: Weber 1, Stegall 1, Fassino 0. Contest scores for the day were: Stegall 7, Stedman 3, Weber 2, Fassino 1, Holeman 0.



Unlimited Pylon Racing

This event was not contested. After No-Fear Racing and Combat had concluded, a light sprinkle of rain began. Most onlookers and turn judges left the field at this time while both Stegall and Fassino were not keen on getting wet immediately after each had lost a No Fear Pylon Racer only moments earlier. Points for the day were: Mother Nature/Apathy 1, Fassino/Stegall 0.



Col. Roger Stegall

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RACE DAY

2021 Contest Season

June 19th

July 10th

August 7th

Sept 11th

All starting at 9am, mark your calendars

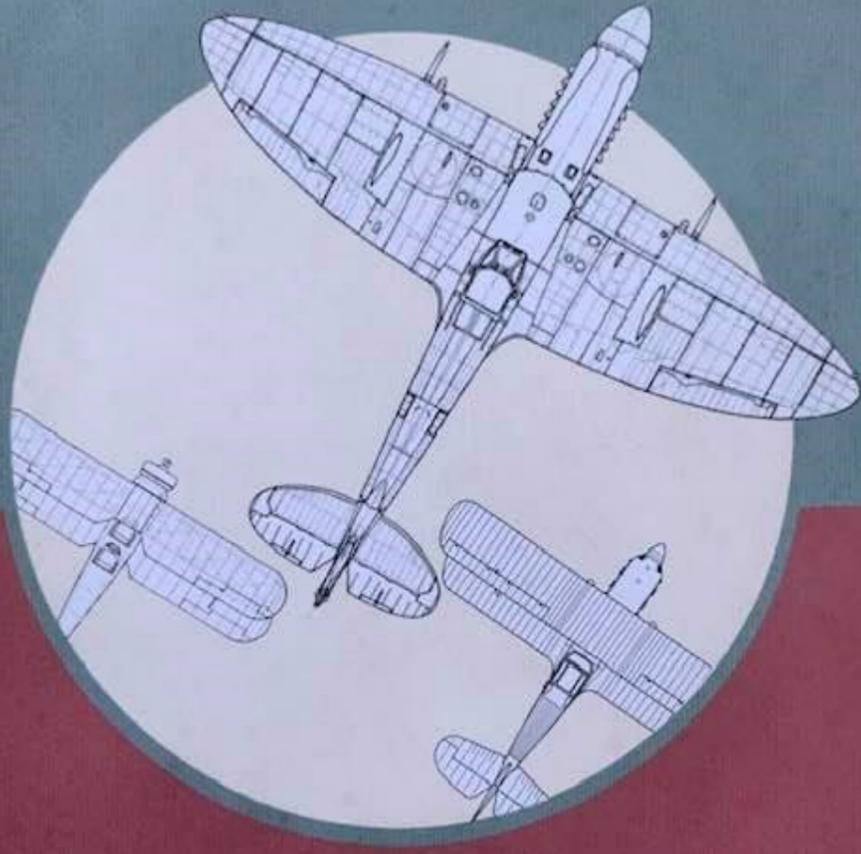




2021 JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2 7PM Club Meeting!	3	4 <i>Let's Go Flying!</i> THE TAILDRAGGERS	5 7AM CHILDERS EATERY EAT + DRINK + CRAVE
6	7	8	9	10	11 <i>Let's Go Flying!</i> THE TAILDRAGGERS	12 7AM CHILDERS EATERY EAT + DRINK + CRAVE Streator Fly in
13 Streator Fly in	14	15	16	17	18 <i>Let's Go Flying!</i> THE TAILDRAGGERS	19 CHILDERS EATERY EAT + DRINK + CRAVE RACE DAY
<i>Father's Day</i>	21	22	23	24	25 <i>Let's Go Flying!</i> THE TAILDRAGGERS	26 7AM CHILDERS EATERY EAT + DRINK + CRAVE
27	28	29	30			

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