



PHOTOS

of the Month



Photos by: Don S.



Fokker D VII



Visit Our Website

Particulars: Charter 313

- President:** Jon "Dew Drop" Dewey
Dew6483@yahoo.com
- Vice President:** Stephen Blessin
swblessin@gmail.com
- Treasure:** Jim "Smokin-Jimmy" Fassino
JFassino@me.com
- Secretary:** Roger Stegall
rogerstegall@hotmail.com
- 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, 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.



Peoriarcmodelers.com



Last month, Verne had some problems with his DX radio and it needed to be sent off to Champaign to be serviced. We all know how long that could possibly take, just look at our mower. We wanted to keep Verne in the air for the rest of the summer and for him not to miss his beloved PRCM combat events. It was decided to ask our club members if anyone had a loaner radio that Verne could borrow. The call went out and was answered within minutes. Many of you stepped up to help out. We had offers for everything from a DX20 to a DX6. I know it means a lot to Verne to be able to keep flying and it means a lot to me to see the generosity of our club towards him. I would like to THANK each of you, who offered a loaner and to those who helped Verne get set up to use it. You and I know who you all are and a big thank you to all of you.



When a “new” airplane shows up at the field, especially a warbird. I like to do a little research on it. Recently the skies over Mossville were thrown back to WWI over France. After arriving back home from a day of flying, this is what I found.

Ernst Udet (26 April 1896 – 17 November 1941) was a German pilot during World War I and a Luftwaffe Colonel-General (Generaloberst) during World War II.

Udet joined the Imperial German Air Service at the age of 19, and eventually became a notable flying ace of World War I, scoring 62 confirmed victories by the end of his life. The highest scoring German fighter pilot to survive that war, and the second-highest scoring after Manfred von Richthofen, his commander in the Flying Circus, Udet rose to become a squadron commander under Richthofen, and later under Hermann Göring. Udet spent the 1920s and early 1930s as a stunt pilot, international barnstormer, light aircraft manufacturer, and playboy.

In 1933, Udet joined the Nazi Party and became involved in the early development of the Luftwaffe, where he was appointed director of research and development. Influential in the adoption of dive bombing techniques as well as the Stuka dive bomber, by 1939 Udet had risen to the post of Chief of Procurement and Supply for the Luftwaffe. The stress of the position and his distaste for administrative duties led to Udet developing alcoholism.

The launch of Operation Barbarossa, combined with issues with the Luftwaffe's needs for equipment outstripping Germany's production capacity and increasingly poor relations with the Nazi Party, caused Udet to commit suicide on 17 November 1941 by shooting himself in the head. "Our defeat was caused by Udet," Hitler would claim. "That man concocted the most nonsensical state of affairs ever seen in the history of the Luftwaffe. And now you know the rest of the story.



The Lawn Chair



Report

With the world beginning to recover from COVID-19, I thought I'd share some information I found about how the world's airliner manufactures are recovering.

AIRBUS:

The world's largest manufacturer of airliners is Airbus based in Europe. Although components are built all over, France, Germany and Spain are the largest suppliers. In the first quarter of 2021, Airbus delivered 125 new airliners. 105 narrowbody and the remainder were widebody A-330 and A-350's. The demand for widebody international airliners remains low since so many are still parked around the world.

Orders for new airplanes in the quarter were only 39 airplanes. However, Airbus has a backlog of orders for 6,998 airplanes. The last A380 super jumbo was delivered late last year, and the order board is closed. Less than 10% of those A380's built are flying and the remainder stored. Some may never fly again.



BOEING:

Things are looking better at Boeing. The grounding of the 737 Max is over and the inventory of parked airliners is being reduced as more Max's are entering service.

Boeing delivered 77 new airplanes in the first quarter including 63 737's. Many of them have been stored awaiting approval to fly. Like Airbus, wide bodies are not in demand with Boeing delivering 14 767's, 777's, 787's and one more 747-F.

Boeing's order board picked up 152 new airplane orders with 148 737's Max's including the new smaller 737 Max-7 for Southwest. Boeing has an estimated 4000 airplanes on order including 4 more 747-F's. The demand for the classic air freighter remains.



B737 Max parked and waiting delivery



B747 Still flying



EMBRAER:

The Brazilian manufacturer specializes in regional airliners. Many of the regional jets we see in Peoria are EJR 140 series airplanes with engines mounted near the tail. These are being phased out and the new E series (E-175, E-190 and E-195) with wing mounted engines replacing them. Embraer delivered 9 new regional jets in the first quarter. Orders on the books are 272 examples including the reintroduced E-175 which is their smallest regional jet. There is a demand for smaller airliners as a result of COVID-19. Both Boeing with the 737 Max-7 and Airbus' A-220 are looking to gain part of the market.



Ever wondered where an airliner is going when you see the vapor trail over the field? Well, Don has a program on his computer which he can look up and find the name of the airline, aircraft type, and the departure and arrival points. real cool stuff from 35,000 feet away.

See you in the lawn chairs!

Jim "Hollywood" Hogan



Several days ago Jon Dewey was flying an airplane with a American made RJL K.61 AERO glow engine. While the motor ran well at high RPM, the transition from low to high throttle was not good. Kerry and I having never seen a RJL K.61 AERO engine nor its carburetor and we were quick to offer our assistance. After considerable speculation, guessing and fiddling with the carburetor, the performance had not improved to the point that the engine would now not run at all. Having no knowledge of the engine, we had accomplished this in a reasonably short time period.



This experience reminded me of my favorite Car Talk episode where the shows hosts were asked about electrical breaks on a cattle trailer. After admitting they knew nothing about electrical breaks...said, "We'll answer your question if you tell us how electric brakes work" and then indulge in lengthy theoretical hypostulations on the whys and wherefores of the caller's problem.



A listener wrote a letter thanking the shows hosts for resolving an important philosophical question that has been heatedly debated for the last twenty years.....

“Do two people who don't know what they are talking about know more or less than one person who doesn't know what he's talking about?”



“I believe you definitely answered this query and have put our debate to rest. Amazingly enough, you proved that even in a case where one person might know nothing about a subject, it is possible for two people to know even less!”

“One person will only go so far out on a limb in his construction of deeply hypothetical structures, and will often end with a shrug or a raising of hands to indicate the dismissibility of his particular take on a subject. With two people, the intricacies, the gives and takes, the wherefores and why-nots, can become a veritable pas-de-deux of breathtaking speculation, interwoven in such a way that apologies or gestures of doubt are rendered unnecessary.

I had always suspected this was the case, but no argument I could have built from my years of observation would have so satisfyingly closed the door on the subject.”

Thanks to my partner on this project Kerry and to Jon for letting us assist him. Also thanks to Click and Clack, hosts of Car Talk for sharing Andy R., Marlboro, VT letter which I have quoted above.



Signed - One person who knows nothing

Jim



Jim Fassino and Roger Stegall were the only two pilots ready to race the 8-lap no fear event. It has become discouraging that we cannot field more than two club members on a beautiful Saturday morning to participate in either of our 2 different pylon races. Heat #1 had a well timed start by Stegall but he was quickly passed after the first turn by a much quicker Fassino. Stegall could see that he had the slower entry so he concentrated on making tighter turns. About the third lap, Stegall took the lead and never relinquished it to the finish. Seldom were the two planes further apart than 50'. It was a clean race with Stegall getting 5 points and Fassino 4. Race two was a near duplicate of the first with Stegall again finishing just a few plane lengths ahead of Fassino. This time, Terry Beachler, the west turn judge, said Stegall had two cuts just short of the pylon. Scores for the race were: Fassino 4, Stegall 1 starting point. The third heat was neck-in-neck the total distance. In a near photo finish, Fassino beat Stegall to the finish line by a few feet. Again, Beachler on the west pylon counted two turn cuts by Stegall. Points for the race were: Fassino 5, Stegall 1 starting point. Due to a lack of enthusiasm, only three No-Fear races were contested. Points for the event were: Fassino 13, Stegall 7.



Roger Stegall and Jim Fassino were again the only 2 club members prepared for this six-lap – FLY ANYTHING – pylon event. Due to a continued lack of club participation/interest, both Roger and Jim decided they had better things to do and went home. Scores for the day were: PRCM Club 0.



Streamers Over Mossville

A heavy deposit of dew greeted the five stalwart want-a-bee flyers at 9AM Saturday morning 7/17. Verne Holeman, Roger Wheeler, Don Stedman, Roger Stegall and Jim Fassino readied their flying wings for a morning of combat to 70-degree temperatures and a 6 MPH wind from the NE. The first heat saw some good action. Verne Holeman was successful at lopping about 1 foot of green ribbon off Stedman's entry. Wheeler's and Holeman's battery did not last the full 4-minute round, leaving Stegall and Fassino chasing each other to the end. Scores for the heat were: Holeman 3, Fassino 1, Stegall 1. The second event saw even more action than the first. Holeman had a failure to launch. About the 2nd minute of the contest, Fassino dissected 3 feet from the end of Stegall's black tail, a few seconds later, Roger Wheeler cut a good length of Fassino's pink ribbon. Stedman and Wheeler ended the timed event chasing each other. Points for the round were: Fassino 3, Stedman 1, Wheeler 4. For the final skirmish of the day, Don Stedman elected to fly his brown foam-board crazy plane with a pusher motor on one wing half and a puller motor on the other wing half. I believe he planned to confuse the other four pilots to know if he was coming or going. This heat began with all 5 original contestants in the air. Fassino landed early. Both Holeman and Stedman simultaneously attacked Wheeler's blue ribbon and it was unclear which guy got the victory so the three points were credited to both pilots.

In the final minute of the heat, Stegall cut the full length of Verne's yellow ribbon which wrapped around Stegall's right aileron causing it to strip gears and lead to a soft spiral to mother earth. Stedman was the only flyer still in the air at the 4-minute mark. Scores for the heat were: Holeman 3, Stegall 3, Stedman 4. Points for the contest were: Holeman 6, Stedman 5, Wheeler 4, Fassino 4, Stegall 4. Every pilot had at least one victory and every pilot was shot down at least once. It proved to be a fun day for all.



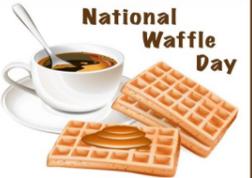
VERNE!!!!



Col Roger Stegall

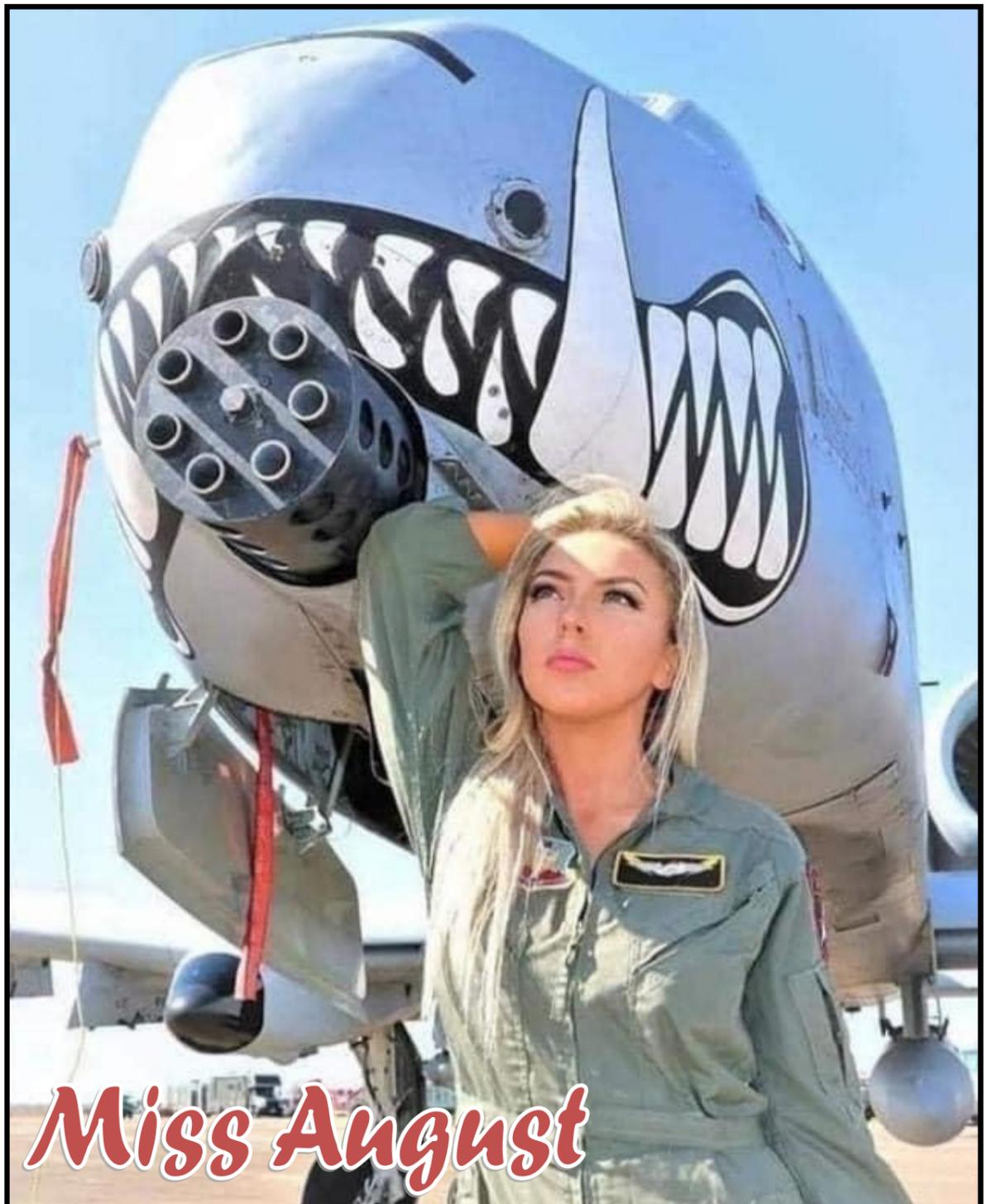
Commanding, PRCM
Air Combat Wing

August 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 	3	4 7PM  Club Meeting!	5 7AM 	6 11 ish AM 	7  J3 CUB Fly in St. Charles, IL
8	9	10	11	12 7AM 	13 11 ish AM 	14 7AM  CHILDERS EATERY EAT + DRINK + CRAVE
15	16  NATIONAL ROLLER COASTER DAY	17	18	 NATIONAL AVIATION DAY August 19 	20 11 ish AM 	21 7AM  CHILDERS EATERY EAT + DRINK + CRAVE
22	23	 National Waffle Day	25	26 7AM 	27 11 ish AM 	28 7AM  CHILDERS EATERY EAT + DRINK + CRAVE
29	30	31	<p>SIRS National Model Aviation Day</p> <p>Fly-In, August 14, 2021 Bloomington</p>			



**PRCM Co Pilot
of the Month**



Miss August

*Just one of the fun things
you can find in Leonore!*



*If this keeps up, we are going to need
BIGGER benches.*

DYNAMIC BALS



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A photograph of a hand holding a remote control. In the background, there is a model airplane and a model car.

"That's
all
folks!"