



PARTICULARS

AMA Charter 331

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AMA CONTEST DIRECTORS: Bob Wilson, Jim Hogan, Jim Fassino

Flying Field Location

The flying field is located off Old Galena Road, ½ 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, Monday thru Friday, Saturday and Sunday.

Membership

Club dues are \$100/year. All members and flyers must belong to the Academy of Model Aeronautics (AMA). A \$100 new field assessment will be initiated for all new club members in 2011. Beginning in 2012 the new field assessment will expire.

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 welcomes all 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 OF THE MONTH



This is a tough month for photos, so I dug deep into my collection and found this one taken at Galesburg. I think with a good brush and a little paint...Jim Fassino could reproduce this on the Stearman that he flies in no time at all.

Here is another shot of the same.



This might make a good model project!





The indoor flying season is here. We started flying indoors at the Midwest Sports Complex on November 4, 2011. This year we get to fly at 8 PM so now you have time to take your family out for a nice dinner and get to fly on a Friday night!

Tom Imhoff has been leading the indoor racing activities and interest is growing in this fast paced fun. If you have not tried indoor racing you should consider giving it a try. While speed is important it looks like there are other factors that determine the winner of most races. Glen Howard, Tom Imhoff and Joe Board are the racing gurus.

Not to be out done by Tom and his racing, our own Roger Stegall has lead the charge for indoor combat flying, a new event for this year. The objective is to cut the competitor's streamers, not their airplane. It is a lot of fun trying to both protect yourself and at the same time get some streamers to win points. It fun to watch and even more fun to compete.

With all the new fun of racing and combat there is still plenty of time for general flying; even micro and helicopter flying too. I hope you will consider joining us for indoor flying fun on Friday nights. Unlike outdoor flying, indoors is all about light weight and slow flight, the walls and ceiling come upon you fast. Unlike the game rock, paper, scissors where any choice can win, in the game steal, concrete, depron; depron always loses.

Watch for exciting news about our 2012 First to Fly event. You will have a full day of indoor flying at the Midwest Sports Complex. Its a great way to start the new year. If you are brave enough you can fly outdoors right there at the Midwest Sports Complex. Be one of the first to fly for 2012, join us for a day of flying fun.

If you have not flown indoors but would like to learn more or even give it a try, just let us know or show up on a Friday evening and we can get you in the air. Friday nights from 8 PM until 11 PM at the Midwest Sports Complex located at 12026 N Old Galena Rd., Mossville, IL 61552.

Jim Fassina

THE LAST SHOOTDOWN

Put together by Jon Dewey

Just ran across an interesting anecdote in the November Pacific Flyer that I just had to share: It turns out that the last German plane to be officially shot down in the ETO was a Fieseler Storch.

The Storch was an unarmed reconnaissance and utility aircraft with exceptional short field capabilities. Bernard Montgomery acquired a captured aircraft for his own personal transport.



The Fieseler Storch

But the truly interesting thing about the last German aircraft casualty was the crew that shot them down – *also* an “unarmed” reconnaissance machine in the form of a Piper L-4 Grasshopper (the military version of a J-3 Cub).

On April 11 1945, Lt. Duane Francies and his observer, Lieutenant William Martin, took part in Francies' 142nd mission and one of the most unusual aerial actions of the war. The 71st Battalion was now the closest American

force to Berlin-48 miles. Out on an observation mission some 100 miles west of the capital city, Francies noticed a German motorcycle, with the customary sidecar, speeding along a road near some of the 5th Armored tanks. When he and Martin went in to take a closer look at the motorcycle, they also noticed a German Fieseler Fi-156 Storch artillery spotting plane about 700 feet above the trees.

Francies later wrote: "The German Storch, with an inverted 8 Argus engine, also a fabric job and faster and larger than the Miss Me!?, spotted us and we radioed, 'We are about to give combat.' But we had the advantage of altitude and dove, blasting away with our Colt .45s, trying to force the German plane into the fire of waiting tanks of the 5th.

Instead, the German began circling."

Firing out the side doors with their Colts, the American crewmen emptied their guns into the enemy's windshield, fuel tanks and right wing. Francies had to hold the stick between his knees while reloading. He later recalled, "The two planes were so close I could see the Germans' eyeballs, as big as eggs, as we peppered them."

After the Storch pilot made a low turn, the plane's right wing hit the ground, and the plane cartwheeled and came to rest in a pasture. Setting down nearby, the Americans ran to the downed plane.

The German pilot dived behind a huge pile of sugar beets to hide from them, but the observer, who had been hit in the foot, fell to the ground. When Francies removed the observer's boot, a .45 slug fell out.




Then Martin fired warning shots that brought the pilot to his feet, hands raised. Francies confiscated the pilot's wings and Luftwaffe shoulder insignia, as well as a Nazi battle flag.

"I never found out their names," Francies later recalled. "They could have been important, for all I know. We turned them over to our tankers about 15 minutes later after the injured man thanked me many times for bandaging his foot. I think they thought we would shoot them."


I converted my J-3 Hangar 9 Cub to a L-4 Grasshopper with 2 rolls of Monokote, a set of new windows and a can of spray paint: along with a lot of work. I have never covered an entire airplane before but my Cub was getting old and I wanted to give it a try. Thanks to Bob Wilson and Jim Hogan for all their advise and tricks of the trade, it came out looking Great.

We maiden the "new" L-4 on Veterans Day 11-11-11 in Honor of all our men and women in our Armed Forces, Past, Present and Future. I modeled and named my L-4 after the "Miss Me", which was credited with the last shootdown of the European Theater of Operations.

Jon Dewey



The Spirit of Aviation™
Chapter 563



The Experimental Aircraft Association is an organization that promotes all forms of recreational aviation with chapters around the world. Peoria EAA Chapter 563 is located at Mt. Hawley Airport and has a stated mission that includes warbirds, aerobatic, ultralight, antique and classic aircraft.

You don't have to be a pilot or aircraft owner to be a member. You can fulfill your aviation interests with the many programs that are available. These include aircraft restoration, photography, "The Young Eagles" or just hanging out with a great group of people. And...don't forget to visit the world's premier aviation event...EAA AirVenture Oshkosh.

For information on joining EAA Chapter 563 call:

President Bob Young	(309) 455-5602
VP Sam Sisk	(309) 453-2020

Website: www.eaa563.org





STREAMERS OVER MOSSVILLE

Indoor Combat – by Roger Stegall

It was somewhat fitting on Veteran's Day 11/11/11 that indoor combat was introduced to Friday-Night-Flights. This inaugural event saw participation from Joe Borg, Glen Howard, Tom Imhoff and Jim Fassino. Three flyers elected to attach the 12' crape-paper streamer to their racing aircraft. Jim was the only participant to attach his streamer to a typical aerobatic foam plane. Heats consisted of a 30-second countdown prior to 3-minutes of craziness. Each pilot attempted to cut the ribbon of a fellow combatant while protecting his own length of colorful paper. Jim adopted one of the more successful strategies of flying slow and low and then darting upward at the ribbons of speedsters overhead. There was no noticeable performance difference of planes after streamers were attached. Occasionally, a successful pilot needed to land to remove a streamer from another plane that had become draped across a wing surface. No mid-air collisions were experienced, although Tom did manage to nibble a few bites out of Jim's elevator during a practice skirmish.

I would like to see combat flown with more traditional foam planes. This would allow for aerobatic maneuvers to showcase pilot skills and ingenuity (similar to real combat situations). After one week of competition (3 heats), Jim is in the lead with 6 points, Tom with 4 points, Joe 3 points and Glen Howard has 1 point. Cutting the ribbon of another plane yields 3 points. Each pilot is awarded 1 point if their ribbon was not cut during the heat and they did not land (other than to remove the cut or broken ribbon from another plane). A pilot is immediately out of competition for the heat if their ribbon becomes cut or broken. All points accumulated prior to the lost ribbon are counted for scoring purposes. Why not come and join in the fun of slicing and dicing ribbons over Mossville?

Roger Stegall

— PRCM RACING →



4 Star Pylon & “Fat Lake Speed Run”

We have photos of two new 4 Star racers to share with the club...and...a story of a new flight name for one of our pilots.

Roger Stegall has finished his “Pod Man Special” and it looks really nice. Roger says it was built to exacting specifications with an eye on lightness. He thinks it will be really fast...but...he has some concerns about flying too low and singing the grass!

He thinks the Tommy “Cutter” Imhoff dynasty on 4 Star pylon racing is in serious trouble and warns “The Great Wilsoni” to not even show up!



Here it is...the “Pod Man Special”

Our 2012 president Joe Lang is next in line with a bad-ass looking 4 Star. He claims this thing is going to be sooooo fast that “Cutter” and “The Great Wilsoni” will want to consider another hobby. In addition, he has chosen a new flight name to underline his racing prowess...it is...drum roll...”The Fantastic Languini”! Get it? Lang...Languini?





It looks fast, it looks mean.
 Meanie...
 The Fantastic Languini!

These two speed machines will join the ever growing squadron of 4 Star racers for 2012. Here they are.

Tommy "Cutter" Imhoff
 "The Great Wilsoni"
 "Klondike" Joe Board
 "Retracts" Glen Howard
 "Hollywood" Hogan
 "Snappy" Stedman
 "Gorgeous George" Knight
 "Dew Drop" Dewey
 "Chip" Pringle
 "Gipetto" Hoelscher
 "Pod Man" Stegall
 "The Fantastic Languini"

Remember, there are two options for racing.

If you're loaded with testosterone and want to go *mano a mano* with other fliers...than pylon racing is for you.

If, however, you don't want to mix it up and take a chance on losing your racing machine, than the "Fat Lake Speed Run" is your challenge. Same rules, same airplane, same engine...but just a single airplane timed event.

Yes...I have changed the name of the speed run event.

No longer will it be called "The Wilsoni Cup".

Also, the course times will be converted to mph using what we have devised as a "perfect line". In other words, the computer will take your

elapsed time and calculate the speed based on a "perfect line" distance. Our club mathematician and co-organizer, Joe Lang, is working on this calculation.



Speaking of some low level, high speed cranking. Check out this old pylon racing photo!

Keep those 4 Star photos coming in.

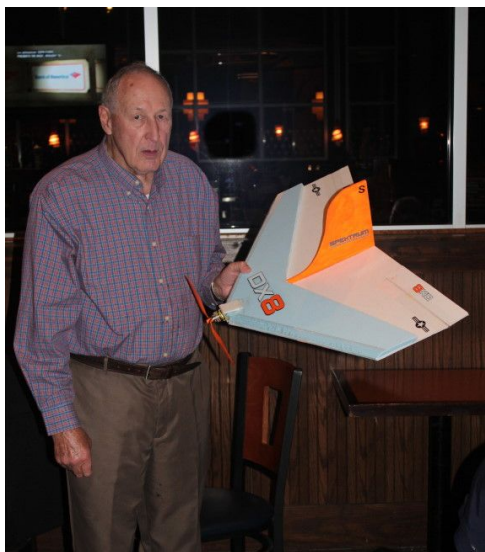
Bank and Yank,
Bob Wilson



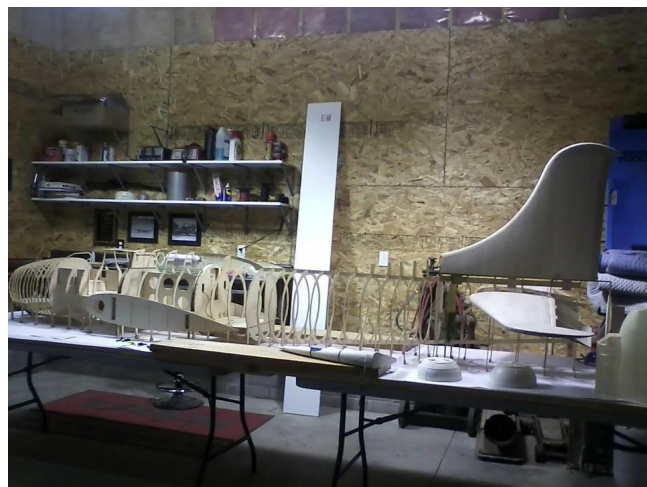
CLUB PHOTOS



"Hollywood" Hogan holds his PlanesPlus, Extra 300. Power is a DLE 30.



Verne Holeman shows off the "Combat Wing" he built.



Former member and (we hope) new member in 2012, Wes Miller's B17 (16' Span)

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DEAR AMELIA



These are real questions from real members about RC pilot concerns. Amelia Airhead will answer all questions and give unique insights from an area of the brain little explored. Address questions for Amelia directly to the editor. Amelia Airhead is the pen name of Roger "Pod Man" Stegall



AMELIAGRAM #1

Dear Amelia

Racing is catching on again at our club! That's fantastic! There is nothing better to keep the blood flowing than a high intensity race - even if the only exercise is moving your thumbs. The bad news is the return of racing has sparked trash talk and inflated some egos. As an example, sometime between July and September this year, one of our racers decided that his racing skills were so intimidating that he changed his flight-name from "Grumple-stilt-skin" to

"The Great Wilsoni". This change was instigated when "Grumpy" finally managed to win a race against the dominating "Cutter". Winning one race hardly seems to be reason enough for a complete identity change. I can pretty much guarantee that with the mention of petro-mat or Democrats, this particular pilot will reliably demonstrate the traits that earned him his original moniker.

Amelia, I would like to know how our club should handle some of these rapidly inflating egos? Should we institute a review board for all flight name changes? If we don't do something soon, I'm afraid we will be dealing with names like "Smokin' Jimmy-Can Save Your Penny," or "Bags Fly Free with Captain Crunchy."

Sincerely,
My ego is just fine

Dear Mr. Fine

You bring up a good point about some of your members losing their identities when it comes to victories from heated competition and dumb luck. This Grumple-stilt-skin character you referenced, may need to check into the Betty Ford institute for behavioral modification, if his bouts of unprovoked mooning are to be eliminated. My mom always said "if you can't say something nice - then you should bake a cherry pie." I don't know what that really means other than I got a lot of pie as a youngster. You are, however, incorrect in your assumption that he "finally managed to win a race". The "dominating "Cutter" was drubbed several times by the aging patriarch, and at least one tie. Don't worry too much about forming an approval committee for name changes, however, I would suggest a committee be launched to investigate why this particular pilot tends to break out in hives when in the near proximity to children, dogs and restaurant checks. I have been informed that this particular club member is the prime "person of interest" concerning a missing dog from a Chucky-Cheese restaurant.

Sincerely,
Amelia Airhead - Alias - "Not-Cho-Mama"





Dear Amelia,

I am a newsletter editor for a local RC club. It is fun putting the newsletter together and poking fun at all the other members. This comes easy, because our club is a target rich environment.

But, I have a problem.

Before assembling the monthly "Dear Amelia" column I have to find a sexy babe "cheesecake photo" to put into the column. This, of course, requires me to do extensive internet searches to find "just the right one". I find myself taking an unusual amount of time to accomplish this task. At first it was just a mundane journalistic task...but now, I feel it is something more. Am I turning into a pervert?

Concerned Editor

Dear Concerned Pervert,

When it comes to babes and airplanes, they have a lot in common. If you have a nice set of twins, it's all about how you display them with the cowling. If you keep a set of twins all covered up – nobody seems to notice, but when the cowl is properly trimmed, they get better cooling and lots of attention. Twins are known to become unpredictably temperamental so a lot of guys solve the problem by using an internal glow driver.

If you find yourself spending an inordinate amount of time seeking the perfect photo of the month, you are not all that much different than other club members who spend an inordinate amount of time at Panera's sucking down coffee and fantasizing about cream cheese. Guys will be guys. I find that the older ones need to use higher octane fuel additives to prevent flame-outs during flight. If you find yourself spending more time searching for photos than fixing your tractor, Laser, Jeep, Venus or toilet – you may need professional help – Dial 1-800-PATHETIC.

Sincerely

Amelia Airhead – Preventer of Flame-outs



ROGER STEGALL STUFF FOR SALE

Lanier YAK 54 - 87" NIB ARF with original packaging \$475, \$875 with NIB DLE 55 NIB RCGF 100CC Twin - never started or fueled, Electronic ignition \$450 (Satisfaction guaranteed)

OS 1.60 FX W/Pitts style muffler \$180 (about 20 flights - super easy flip starting) - Satisfaction guaranteed

OS 1.40 RX (Rear Exhaust with new header and used tuned pipe) \$275 (pattern motor - about 10 flights) - Satisfaction guaranteed

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Contact Roger Stegall (309) 579-3023

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Jim Hogan 243-931.

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BRING YOUR SHOW & TELL!**

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**Merry
Christmas**