



## PARTICULARS

### AMA Charter 331

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**EDITOR:** Bob "The Great Wilson" Wilson  
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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 \$95/year if paid before January first, \$105 thereafter. 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 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.

## ARTICLE OF THE MONTH



It looks like "Strega" is still the top kid on the block at the Reno air Races, but this highly modified P51 "Precious Metal" sure looks mean.



This monster has a Rolls Royce "Griffon" engine with counter rotating props. The original Roll Royce Merlin production engine used on wartime P51's delivered about 1600 hp. The later version "Griffon" raised that to about 2200 hp. Problem is, the Griffon had a huge amount of torque and it rotated in the opposite direction. Later models offered counter rotating props with no torque. These were used successfully on the Seafire MK 46, F & Fr 47 as well as the Avro Shkelton.



The Seafire FR47



The Avro Shackleton

The Griffon engine on "Precious Metal" has been extensively modified and according to its pilot, Thom Richard, its latest rating is around 3200 hp!

Although very competitive, "Precious Metal" hasn't made it into the winner's circle...yet. "Stragas" top speed for the Reno course is around 475 mph while "Precious Metal" is around 420 mph.



## STREAMERS OVER MOSSVILLE

2012 ended with 13 different participants who attempted at least one combat flight for the year. Top honors go to Jim "White man" White who amassed 34 points in his first 7 contests. Jim barely edged out Roger Wheeler for having the highest average number of points per contest flown (4.9 vs. 4.8).

| 2012 COMBAT RESULTS |          |           |           |           |           |           |           |           |          |        |          |         |
|---------------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|--------|----------|---------|
| PARTICIPANT         | 4/29     | 5/26      | 6/30      | 7/14      | 7/28      | 8/11      | 8/25      | 9/8       | 9/29     | Totals | #Contest | Average |
| Jim White           | 0        | 5         | 1         | 9         | 1         | 10        | 8         |           |          | 34     | 7        | 4.9     |
| Roger Stegall       | 0        | 1         | 2         | 2         | 4         | 0         | 1         | 9         | 2        | 21     | 9        | 2.3     |
| Roger Wheeler       | 4        |           | 1         |           |           |           | 1         | 13        |          | 19     | 4        | 4.8     |
| Tom Imhoff          |          |           | 3         |           | 5         | 5         |           | 0         |          | 13     | 4        | 3.3     |
| Jim Fassino         | 1        | 1         | 0         |           | 8         | 0         |           |           | 1        | 11     | 6        | 1.8     |
| Joe Board           | 0        | 3         | 3         | 1         |           |           | 1         | 4         |          | 9      | 5        | 1.8     |
| Bob Wilson          |          | 7         | 0         | 1         | 1         |           |           |           |          | 9      | 4        | 2.3     |
| George Knight       |          |           |           |           |           |           | 0         | 8         |          | 8      | 2        | 4.0     |
| Scott Ferguson      |          |           | 1         |           |           |           |           | 6         |          | 7      | 2        | 3.5     |
| Glen Howard         |          |           | 1         |           |           | 0         | 3         | 1         |          | 5      | 4        | 1.3     |
| Peggy Sutter        |          |           | 0         |           | 4         |           | 0         |           |          | 4      | 3        | 1.3     |
| Don Stedman         |          |           |           | 1         |           |           | 2         |           |          | 3      | 2        | 1.5     |
| Vern Holeman        |          |           | 0         | 0         | 1         | 0         | 0         | 0         | 1        | 2      | 7        | 0.3     |
| <b>Total</b>        | <b>5</b> | <b>14</b> | <b>12</b> | <b>14</b> | <b>24</b> | <b>15</b> | <b>16</b> | <b>41</b> | <b>4</b> |        |          |         |

On June 30th, we set a record for having 11 different fliers make at least one combat flight attempt. When there are that many 24-foot-long tails waving in the breeze simultaneously, the action is non-stop-crazy. You will notice that as the year progressed we became progressively better at trimming the ribbons of fellow combatants. On September 8th we set a record of amassing 41 points among 7 different fliers (a 5.9 point average per flier for that contest).

Anybody who has made a combat flight will tell you that the more participants we have in a contest -- the more fun it is for everyone to fly. If there are only 2 or 3 ribbons dancing in the wind,

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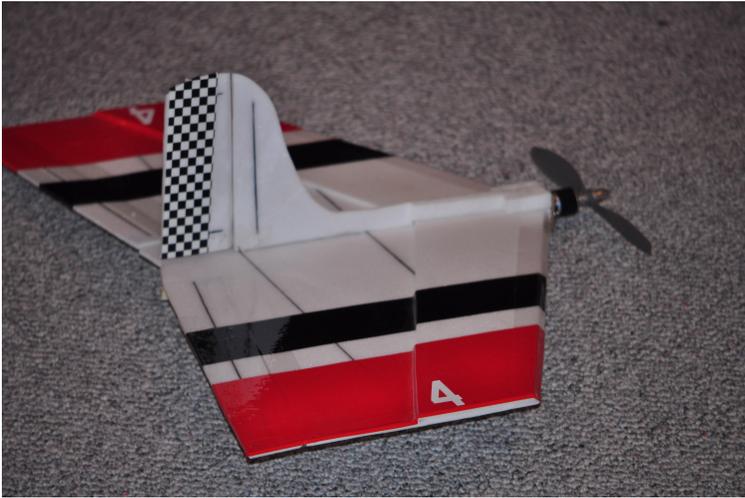
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it's a yawner for both fliers and others observing the event. The solution is simple -- join in the fun to help everyone have a better combat experience. The planes are simple to build and repair and the entry cost is minimal.



Roger Stegall has a good supply of everything you will need if you wish to join "Streamers Over Mossville."

## Roger Stegall

### THE VEEP SPEAKS

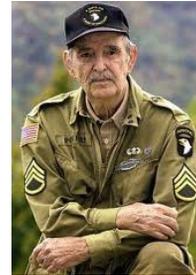
I stumbled across this article the other day. As an ex paratrooper I found it remarkable and as an American I found it even more amazing. This is a tribute from one Great man to another, I believe it is a must read for all of us. I hope it is as meaningful to you as it was to me.

"Shifty volunteered for the airborne in WWII and served with Easy Company of the 506th Parachute Infantry Regiment, part of the 101st Airborne Division. If you've seen Band of Brothers on HBO or the History Channel, you know Shifty. His character appears in all 10 episodes, and Shifty himself is interviewed in several of them.

I met Shifty in the Philadelphia airport several years ago. I didn't know who he was at the time. I just saw an elderly gentleman having trouble reading his ticket. I offered to help, assured him that he was at the right gate, and noticed the "Screaming Eagle," the symbol of the 101st Airborne on his hat. Making conversation, I asked him if he'd been in the 101st Airborne or if his son was serving. he said quietly that he had been in the 101st. I thanked him for his service, then asked him when he served, and how many jumps he made.



Quietly and humbly, he said "Well, I guess I signed up in 1941 or so, and was in until sometime in 1945...." at which point my heart skipped. At that point, again very humbly, he said "I made the 5 training jumps at Toccoa, and then jumped into Normandy.... do you know where Normandy is?" At this point my heart stopped. I told him "yes, I know exactly where Normandy is, and I know what D-Day was." At that point he said "I also made a second jump into Holland, into Arnham." I was standing with a genuine war hero.... and the I realized that it was June, just after the anniversary of D-Day.



I asked Shifty if he was on his way back to France, and he said "Yes... And it's real sad because, these days, so few of the guys are left, and those that are, lots of them can't make the trip. My heart was in my throat and I didn't know what to say. I helped Shifty get onto the plane and then realized he was back in the coach while I was in First Class. I sent the flight attendant back to get him and said that I wanted to switch seats.

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When Shifty came forward, I got up out of the seat and told him I wanted him to have it, that I'd take his coach. he said "No son, you enjoy that seat. Just knowing that there are still some who remember what we did and who still care is enough to make an old man very happy." His eyes were filling up as he said it. and mine are brimming up now as I write this. Shifty died on Jan 17 after fighting cancer. there was no parade. no big event in Staples Center. no wall-to-wall, back-to-back, 24x7 news coverage, no weeping fans on television, and that's not right!! .... Rest in Peace, Shifty.

Chuck Yeager, Maj. General (ret)

P.S. I think that it is amazing how the "media" chooses our "heroes" these days.

## NOTICE!

Our annual awards and dinner banquet will be held at Alexander's steak house on Thursday February 21st at 6pm. We have reservations in the back room so we will be able to watch another great slide show and video presentation from Jim Fassino. I have arranged for the "early bird" and their regular menu again this year. Please make every effort to attend the banquet with your family. It is always a lot of fun. I hope to see you all there. If you have any pictures or videos from this past year, please get them to Jim ASAP.

# JON DEWEY



January 26<sup>th</sup>, sunny skies and absolutely no wind – perfect flying weather – almost – it was only 24 degrees. I managed to get in a few flights with my electric P51 and Stryker. After about four flights, it was too cold to wait for another round of charging, but it was really nice to be flying outside again – here's

hoping March and warmer weather gets here sooner rather than later!!! After a couple of extremely busy months away from RC, things are settling down a bit, so I have quite a bit of catch up to do and a bit of flying was a great way to start.

First off, our indoor flying season has had a great first half. Based on the last report I heard, attendance is up this year and we were at least breaking even. We are also getting a lot of interest and several new members due to our indoor flying program. Again, as with the last several years, thanks to Jim Fassino for working the schedule with the facility and getting the indoor program rolling again this year. For those that are flying on Friday nights, but have not yet done open / close duty, there are still a few Friday's in February and March that need someone to open and close.



Some of the swap meet stuff.

As reported in our last newsletter, we also had a very successful swap meet in early December as part of the indoor flying. A special thanks to Roger Stegall for his work on this event. A large number of flyers, a few membership inquiries, and great PR for the club: Thanks Roger!

2013 flying started bright and early on New Year's Day with our Annual "First to Fly" event. Along with a day full of indoor flying, the weather was also quite nice and there were a few folks that braved the cold and got in some outdoor flying too. We had a great day with about 25 flyers, several vendors and a lot of good fun. A very special thanks to Roger Wheeler, Bryan Chumbley and Paul Basler for helping plan and execute the event! A special note: Roger Wheeler walked off with a very nice raffle prize: a beautiful, 100cc Edge 540 in need of only an engine. It will be interesting to see if he can come up with enough electric power to fly that machine!





Can you believe Roger Wheeler won this...Oh the humanity!

Our next major event is a little less than a month away. E-mails went out last week announcing our annual banquet at Alexander's on February 21<sup>st</sup>. If you are available, please try to attend. Mid to late February is a great time to have steak cooked just the way you like it, update everyone on your winter projects, and most importantly, get started on making sure that the Great Wilsoni understands that he is going to face an awful lot of fierce competition this year and a repeat championship is highly unlikely! Also, a quick reminder that if you have any video or pictures that you would like to be part of the program at the banquet, please get them to me or Jim Fassino on or before February 5<sup>th</sup>.

Finally, a reminder that our club meetings are the first Tuesday of every month and the next one is February 5<sup>th</sup> at TGI Friday's at Grand Prairie. Dinner is at 6:00PM and the meeting starts at 7:00PM. As always, attendance has dwindled a bit in the winter months. However, as in the last several newsletters, a lot of great things are happening year round. The more people we can get involved in helping with coming up with ideas and helping with events the more fun and benefit for all of us. Please try to come, support the club's planning and activities and make 2013 an even better year!

## Joe Lang

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**NO FEAR PYLON**

I'm finishing up my newest racer...a modified Four Star 40 called "Big Red". It's named for a red-headed, heart throb that comes into Paneras every Thursday and causes the over-the-hill gang to slobber and howl like were-wolves. It is the chopped wing version and I'm expecting big things for this airplane in 2013. Actually, this is the restored Jim White Four Star that bit the dust on its maiden flight last year.



Come to the February meeting and see the latest pylon racing threat..."Big Red"!

There is a rumor that Kerry Delvechio will be among the pylon pilots toeing the line this summer. That's great...the more the merrier! We need to make it clear to all new pilots that there is a "No Whining" rule. I think I heard that Kerry is going for one of the World Model airplanes, either the LA40 Racer or Skyraider MKII. They're quick!

On that subject, a few of the boys made a recent trip to Dynamic Balsa in Leanore and the owner, Bryan, has both World Model racers on order. Also, Jim Byer in Pekin is a World Model distributor. So...if you want to step up to a slightly faster airplane that may put the big hurt on Tommy Imhoff, visit either of these fine hobby establishments.

As for my Skyraider MKII, I think I'll recover it in MonoKote. It'll go faster with a better color scheme!

## Bob Wilson

**THE FLIERS & LIARS CLUB**  
 (Light on flying, long on Lying)

Meet for breakfast every Saturday morning at the Bob Evans on Allen Rd.  
 Arrive any time before 7:00 AM or you will be severely heckled.



Indoor flying just passed the halfway mark for the season. We have 10 more indoor flying nights this season so there is plenty of time to get your next indoor airplane and still enjoy indoor flying. We have had great participation on Friday from members on non members this season. There as been much less carnage but we are still having fun. Each week brings new airplanes and new indoor fun. We have seen more quad-copters, several carbon Cubs and more Glen Howard airplanes than all others combined. Almost every Friday Verne brings his airplane creation to test fly with his partner Roger.



A row of "Glenners" for sale at the "First to Fly Event".

Late last Friday after most fliers had left for the night Joe Board uncovered his secret weapon he is planning to fly in the E-FEST combat event. Joe had the wing screaming around the field...he is going to be a contender. E-FEST 2013 in Champaign is February 9<sup>th</sup> and 10<sup>th</sup>, 2013, but for those that want to come early there has been indoor flying on Friday afternoon in years past. If you are lucky enough to get a table consider reserving some room for your fellow PRCM members to use. For more details about the event check out their web site <http://www.hobbico-efest.com>. Former member, and 2012 combat champion, Jim White is hoping to attend E-FEST.

We will have our regular indoor flying on February 8, 2013 even though many might be traveling to Champaign for E-FEST. Indoor flying will continue

through the end of March with the last scheduled for March 29, 2013.

The PRCM annual dinner is less than a month away. If you have photos or videos you are willing to share for this year's banquet we need them by the February 5, 2013 club meeting. Disks, thumb drives or email will all work.

Roger, Bryan and I have been flying DLG, discus launch gliders, the last few weeks. We each have a Great Planes fling DLG.



We can take all the gear out of an indoor foamy and have everything you need. This DLG flies at about 14 ounces and only needs a 250 mAh cell lipo. No motors, no fuel other than the pilot spinning around and "flinging" the glider into the sky. Roger points out that the cold weather is great for thermals. Even if you don't enjoy gliders you have to enjoy listening to Roger's reaction to finding thermals.

Please remember, PRCM dues for 2013 are required for membership.

## Jim Fassino

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# DEAR AMELIA

These are the rantings of ghost-writer Roger Stegall taking the pen name of "Dear Amelia". Other than the physical copying from one medium to another, the editor takes no responsibility in the blasphemy and lunacy herein expressed.

## Dear Amelia,

I was driving up the lane to the flying field when I saw a sight that stopped me in my tracks. There were three guys standing on the runway spinning in circles and flailing their arms. It looked like a cross between a barn dance and a ballet. This continued for more than an hour, interrupted by occasionally bending over only to repeat the spinning and flailing dance!

I continued to watch from a distance but decided to turn around in the lane and leave before being spotted and becoming cross-eyed from the observation of those unexplained antics. Was I observing some kind of pagan ritual to hasten the rotation of the earth and the

arrival of spring weather? Should I be concerned and have the deer camera pointed to the north to capture this winter-time dance?

## Worried in Dunlap

### Dear Worry-Wart,

The gyrations you observed on that cold winter day were from a three-some that wanted to have a fling. Those three bundled flyers purchased a "Fling," Discus-Launch-Glider (DLG) and were practicing a launch technique that involves gripping a peg on the left wing of a 12-ounce sailplane and attempting to hurl it to the limits of outer space. Personally, I think some of those big gyrations were repeats of movements previously witnessed at another local establishment known for "Big." One of those flingers managed to build up sufficient centrifugal force during his spin movement, that a wing bolt broke, causing his DLG to become the first LDG (Launch-Destroyed Glider) of the season. At any rate, I would suggest you add some medications to your first-aid cabinet to combat dizziness and the occasional broken arm. Several other club members have expressed an interest to have a "fling" but many of those members have no interest in using their radio. Only time will tell who is most successful at managing their "Fling" to keep it up the longest.

### Sincerely,

**Amelia Airhead - Known to have a Fling or two**

### Dear Amelia,

I am thinking of joining your flying club this year and have been staying up late building my own electric powered lawn dart. However, after a review of your newsletters, I have developed a concern for the obvious lack of sound judgment in your club (as evidenced by numerous NTSB findings of pilot error from your crash sites). There seems to be an almost certain demise of any plane entered into NO FEAR Pylon Races. I have complete confidence I can independently learn flying skills that will place me

in the same constant state of replacing and repairing planes as the rest of your members. I would like to know who in your club can be trusted to teach me avoidance tactics to prevent the deceleration trauma of balsa foam and carbon smashing into mother earth at warp speeds.

**Signed,  
Sleepless in Chicago**

**Dear Sleepless in Chicago,**

I hope you don't waste your time awaiting for some miracle to arrive at the top of the Sears Tower on New Years Eve because it ain't going to happen with this flying club. Most of us count ourselves blessed if our return trip from the field doesn't require an unexpected trip to the Emergency Room. Just as you must drown a few worms to catch a fish, a certain number of airframes must be sacrificed to stupidity prior to achieving the moniker of "Proficient Pilot." If you really want a Peoria flying experience without destroying planes, I would suggest using United Airlines. They only charge \$25 when you bring a bag. This is usually considerably less expensive than when a bag is required at the PRCM field. Earlier this year I witnessed a 2-bagger and it wasn't because the plane was ugly. As you have stated, it's a stroke of luck for a pylon racing aircraft to complete an entire season without fusing every molecule of its existence with adjoining molecules of another aircraft. That's why they call one of the main components -- "the fuse". At one time, we had a guy in our club to teach new-bees how to fly without losing their planes but he was forced to resign his teaching position for taking clandestine videos of the underside of his student's planes.

Sincerely,

Amelia Airhead - also featured in several home videos



**DO YOU BAGEL?**

Join the retired, laid off, laid up, lame, unemployed or unmotivated PRCM crew at Paneras on Knoxville every Thursday morning at 7:00 AM.



Have a cup of Joe and a bagel, check out the chicks and listen to all the world's problems being solved.

If you're not there, we're going to talk about you!

**“FIRST TO FLY”  
CLUB PHOTOS**



Former club member Wes Miller and his huge B17



President Joe Lang working the front desk



Bryan “Chummer” Chumbley taking care of the sound system



Bryan from Dynamic Balsa brought a bunch of goodies.



That's Glen Howard, Chummer, Tommy Imhoff and Roger Wheeler feeding their faces.



What can possibly be said about this photo?



Sally and the grandkids came to see Grandpa Jim Fassino



Tommy Imhoff hovering.



That's Joe Board getting set up.



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:

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VP Sam Sisk (309) 453-2020

Website: [www.eaa563.org](http://www.eaa563.org)

