



## PARTICULARS

### AMA Charter 313

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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.

## PHOTOS OF THE MONTH "All Hail the Mud Duck"



Even with a bigger engine, things looked bleak for Steve Blessin's "Mud Duck" in its attempt to fly at the Club's Family-Day picnic.



But wait! What is this? A little adjustment to the tail wheel and the "Mud Duck" takes to the air.



Oh the humanity!



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Some who were there said its huge size blotted out the sun.



Here's the "Mud Duck" setting up for a strafing run.



Test Pilot Jim Fassino (holding the Duck) when asked how it flew...Ponderous!



## Streamers Over Mossville

Saturday September 14<sup>th</sup> proved to be another perfect day for chasing the 24' tails of fellow combatants flying electric combat. Five pilots took the air for the first sortie of the day. Vern Holeman almost immediately shortened the crape-paper tail of Joe Board's combat ship. A length of Joe's streamer continued to wrap around Vern's wing which slowed down his plane to the extent that Roger Stegall was eventually successful at cutting Vern's streamer.



A melee of combat aircraft

Heat #2 also saw plenty of action as a revived Joe Board was successful at shortening the streamer of Roger Stegall. Vern Holeman again was rewarded 3 points by gaining a victory over Jim Fassino. The final heat of the day was a bit of a yawner as nobody was able to gain a victory. After points were tallied, Vern Holeman was the top Ace for the day with 8 point. Roger Stegall and Joe Board each had 5 points followed by Glen Howard and Jim Fassino with one point each. YTD combat

points are as follows: Roger Stegall 24, Jim Fassino 18, Vern Holeman 12, Roger Wheeler 11, Joe Board 9, Glen Howard 8, Tom Imhoff 7, Bob Wilson and John Dewey 1.

## Roger Stegall



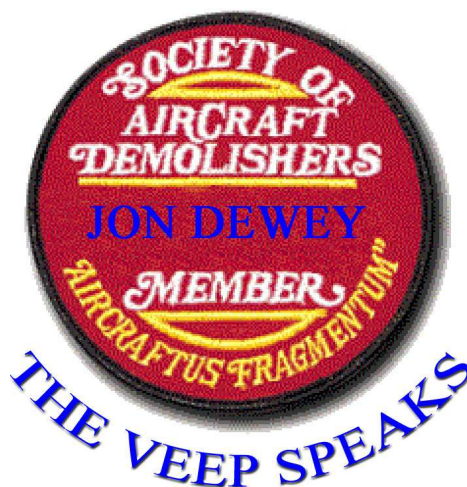
The high pitch scream of six electric motors roared to the starting line September 14th for the first heat of unlimited electric racing. Roger Stegall finished in first place, followed by Jim Fassino and Glen Howard. Joe Board and Vern Holeman received zero points for cutting a pylon. Tom Imhoff's plane experienced foam fatigue from contacting the ground at high speed. Heat 2 again had Roger complete his 6<sup>th</sup> lap before all other competitors.



A lone racer streaks through the skies over Mossville.

Glen Howard upped his game from the 1<sup>st</sup> race and came in close behind Roger with Joe Board close behind him. Vern Holeman had multiple pylon cuts for zero points. Jim Fassino did not

fly in the heat so he could repair the landing gear of his glow racer. All planes dove to the start line for the 3<sup>rd</sup> race but Roger did not time his start very well and was a considerable distance behind all others. Eventually, Roger passed everyone on his way to the finish line but he cut the East pylon on his first lap. Glen Howard got 20 points for the win of the 3<sup>rd</sup> heat and claimed the day with 48 points: followed by Roger with 40, Jim Fassino 32, Joe Board 24, Vern Holeman 0 (because of cuts), and Tom Imhoff 0 (because of a broken racer). The Glen Howard airplane company has begun producing two new Raptor designs from ½" pink foam. Glen rounds the leading edge of his race planes that appear to be more stable than white foam kit planes using the same profile. YTD racing points are as follows: Roger Stegall 130, Glen Howard 107, Jim Fassino 84, Tom Imhoff 71, Roger Wheeler 68, Scott Furgeson 52, Brian Chumbley 50, Joe Board 24 and Vern Holeman 20.



World War II was truly a "World" war. There are many stories about young men crossings the lines to serve in another countries army. I think one of the most interesting stories is that of Hollis "Harry" Hills.

Hollis Hills was born in Baxter Iowa on March 25th 1915. In the early 1920's his mother moved to Los Angles. Hollis was plagued with several childhood illnesses and his mother hoped the mild climate of California would help her young son, but he was deemed to sick to attend the schools.

While his mother was at work the young boy discovered a near by airfield. where he met a World War I aviator who was selling private airplanes. This man would often take Hollis up on rides where the young boy discovered the love of flying. Hollis did not fly again until the early 1940's when he joined the Royal Canadian Air Force.

After his training was completed in Canada the new "Flying Officer" was sent to England. Once in England he was assigned to his plane. A North American Mustang I. He soon found himself flying combat missions with the RCAF 414 squadron.



The Mustang I

The Dieppe operation began on August 18 1942. A flight of 4 Mustangs took off from England, their mission was to provide ground support against German armor moving towards the beach. With thick fog and only being able to see his wing man's lights they had some navigation problems. After crossing the French coast the target area was easy to find. They saw the German Flak and a massive dogfight with 7 parachutes in the air at one time. Following the beach road to the target they were soon jumped by 2 German FW 190's. Hollis's flight leader had a FW 190 on his tail, Hollis was able to get a long range shot off at the German leader but he had to break hard right as the German wing man was "having a go" at him. The German missed and made a big mistake when he slid by Hollis's left side, it was a very easy shot. The engine started to smoke and the canopy flew off. Hollis knew the German was a goner as he

fell to the right towards the trees. What Hollis did not know was, he had just made history. Hollis "Harry" Hills just became the first pilot to shot down an enemy plane while flying the "Mustang". This airplane later became known as the P 51D.



Hollis Hill in plane

Hollis Hill was an American citizen flying out of England in a Canadian uniform in an American made airplane over France fighting the Germans. Hollis transferred to the US Navy on November 8 1942. After serving as a flight instructor aboard the USS Langley he was later transferred to the Pacific. Over Truk lagoon on April 29 1944, Hollis shot down three and probably a fourth Japanese Zero. On September 21 1944 while over Manila, Hollis became an American Ace with his fourth and fifth kills in the Pacific. He was awarded the Distinguished Flying cross and in 1962 retired from the US Navy at the rank of Commander. This was truly a "WORLD" war.

World War II was fought by many nations, including Poland. This last month we had a maiden flight of a Polish L- 4 observation plane at our field. After landing, the Polish test pilot was heard complimenting our petromat. While taxiing into the pits after landing on our North-South runway, he said in a very thick accent, "you have a beautiful, smooth, and wide runway, but it is not very long!"

**Jon Dewey**

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**NO FEAR PYLON**

### September 14<sup>th</sup> NO FEAR PYLON RACING

Only a disappointing 5 fliers showed up for this event.

#### Round 1/Heat 1 – Imhoff, Fassino, Stegall

This was a great race with Tommy Imhoff & Jim Fassino battling for the lead. Stegall hung in there for 3<sup>rd</sup> place points.

#### Round 1/Heat 2 - Board, Wilson

“Wild Man” Joe Board was at the top of his game and flying tough. Wilson was trying very hard to blame his 2<sup>nd</sup> place on engine problems.

#### Round 2/Heat 1 – Fassino, Wilson (DNF)

Maybe there is something to this “engine problem” gig. Wilson took to the beans shortly after take off with a premature flame out. Fassino took his 8 laps to the adulation of the crowd but lost his gear on landing.

#### Round 2/Heat 2 – Imhoff, Board, Stegall

“Wild Man” Board took it to the field and led for 5 laps. “Cutter” Imhoff, however, had other plans and slipped past “Wild Man” to win the race. Stegall, fighting the sonic slip streams of Imhoff and Board was never a factor but did garnish 3<sup>rd</sup> place points.



Joe Board's Sky Raider Mark II setting up to take the west turn.

#### Round 3/Heat 1 – Board, Wilson, Fassino

Board/Wilson battled it out. Wilson regained the lead twice only to be overtaken by Board. Board 1 cut. Fassino's gear fell off again.

#### Round 3/Heat 2 – Imhoff, Stegall

Alas, we were all rooting for “Pod Man” Stegall, but it takes more than luck to beat “Cutter” Imhoff.

#### Round 4/Heat 1 – Imhoff, Board, Stegall, Wilson

Because of equipment problems “Smokin Jimmy” Fassino did not race in the last round. The other four competitors were combined into this one heat.

In this race “Pod Man” held his own and showed speed and aggressiveness not seen before. More than once he was a threat to the “big boys.” It wasn't enough, however, and he finished in 3<sup>rd</sup> place in front of a sagging “Great Wilsoni.”



The race winner, Toomy Imhoff, now wearing the coveted “Pylon Medallion”.

Points for the September 14<sup>th</sup> race: Imhoff 23, Board 20, Stegall 17, Fassino 15, Wilson 13

### “NO FEAR PYLON”

#### 2013 Total Points

Wilson 123, Fassino 119, Stegall 88, Dewey 86, Imhoff 79, Ferg 60, Board 58, Delvecchio 53, Lang 43, Pringle 31, Hogan 24.

## Bob Wilson

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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 must confess that the actions of the Saturday breakfast crew are confusing to me. When the Bob Evans restaurant raised the price of their coffee by \$.20, several breakfast-clubbers took the price increase as a personal attack to their Social Security benefits. Since Obama could not be blamed for this one, the crew decided to vent their displeasure by selecting an alternate location for their bad jokes and poor choices of personal attire. Normally, this change would be viewed as simply a “vote with your feed” exercise. What confuses me is the alternate location chosen for the week was the Jubilee Café that’s at least a gallon of gas of extra driving for all members likely to attend and sample a piece of pie. Amelia, do you think the spending of \$3.50 for gas to save \$.20 for coffee is a sensible non-violent demonstration.

Sincerely,  
Advocate for fiscal responsibility

Dear Advocate,

The balance-sheet of spending \$3.50 to recover \$.20 is hard to reconcile unless your last name is Kardashian. On the other hand, it's also hard to fathom how you guys will spend countless hundreds of dollars on planes and helicopters where the ultimate goal is to avoid crashing those expensive toys. I might suggest that a better use of those discretionary funds would include classes on etiquette and political correctness. Let's get real. Your choice of breakfast locations, for whatever reason, pales in comparison to the magnitude of the squandering you guys exhibit on a weekly basis. Rather than worry about an extra gallon of gas, why not worry about gun control, Social Security or reduced weights of Hershey bars.

Sincerely,

Amelia Airhead – Everything is better when covered with chocolate



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A black silhouette of a person sitting on a stool, hunched over with their head down, suggesting a state of despair or exhaustion.

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!