



## PARTICULARS

### AMA Charter 313

Website: [peoriarcmodelers.com](http://peoriarcmodelers.com)

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**EDITOR:** Bob "The Great Wilsoni" 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.

## Picture of the Month



## PRCM Newsletter Editor

This is it! No more Wilsoni Newsletters. Take me off the list, finito, gone, outa-here, hasta la vista-baby, arrivederci, auf-wiedersehen, sayounara, I be gone.

An informative and interesting newsletter is essential to any club or organization. It is the glue that holds a club together. To do it right the editor needs to make commitments. You absolutely, positively must set aside a block of time each month to design, organize and create the article, photos, advertisements and current events. As the editor you must attend all club functions and become the club photographer as well. In today's computerized world you must become proficient in whichever word program you're using and photo enhancing tools like Photo-Shop. You need to communicate with members, hobby shops, other clubs and the AMA. In short, it's a pretty demanding job.

I know there are club members who are capable of doing this, but, so far, they haven't surfaced. As previously stated I will be glad to help the new editor in any way I can. Hopefully, someone will step up.

It's a lot of work, but it has also been fun. I've been at the forefront of most of the club activities and enjoyed myself immensely. But...it's time to move on.

Bob Wilson



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The advertisement features images of a model airplane, a model car, and a hand operating a remote control.

## 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!



Somebody Should Do Something About...

Often when a few people get together you hear the phrase, "Somebody should do something about..." as they opine something they wish would happen. The group continues to drink coffee and talk about the idea and after much debate it concludes with "someone should do something about..."

There are lots of ideas and plans that end at the same time that the coffee pots run dry. Sometimes these ideas come back to life at the next coffee gathering, only to end with nothing more than talk.

Then there are those that take part in the talk but do something special when the coffee pot runs dry. They are a unique lot. Consider the following coffee topics "somebody should do something about" ...pattern flying, pylon racing, the club newsletter. Each topic was discussed and from there one person did something special; he turned the talk into action.

With pattern flying, call sheets were printed and members were encouraged to give an easy pattern maneuver a try. He helped put two or three maneuvers together and called for those while they practiced. Relationships were developed with the Chicago area pattern flyers that led to their experts helping with education and training held in Peoria. After all the work a Peoria pattern contest was developed and it has become one of the most popular pattern contests in the Midwest.

With pylon racing, new rules were developed that improved the fun, simplified the race starts which had been the death of many racers. The new format made pylon racing not just a single event but rather a whole

season of racing concluding with the traveling trophy being awarded to the pylon pilot of the year.

With the club newsletter in need of a remake, he pressed the club officers to contribute monthly articles, took lots of action pictures and added new humor and lots of stories about club happenings. He also introduced a monthly co-pilot of the month feature, some young gal with an airplane in the background. The newsletter has become the face of Peoria RC Modelers and a model for other clubs to imitate.

In each of these instances one guy did something special after the coffee pot was emptied. He ran with the idea. He took action and worked to do or try something new and different. He has made the club richer and more diverse. When others stopped with the words "somebody should do something about..." one Peoria RC club member made things happen.

As he publishes his last newsletter we all need to thank our editor for all he has contributed to our club. And while he may be stepping back from the editor position don't be surprised if he has other plans and ideas that will make flying fun.

We all owe Bob Wilson a big thanks for what he has done for our club. Why not sit down with Bob and buy him a cup of coffee and say thanks. We could all learn something from him. Just be careful if you say "somebody should do something about..." He just might tell you that, "that somebody should be you."

Thanks Bob,

**Jim Fassino**

#### **Editor Follow-Up**

To say I'm flattered by Jim's kind words would be an understatement. There may be a half dozen members in our club that do 98% of the work. Jim's tremendous club accomplishments over the years has certainly put him at the top of that group. The rest of you...well, you know who you are.



The F/A 22 Raptor is the world's most Advanced Tactical Fighter ATF. The challenge to build the 5<sup>th</sup> generation fighter came from President Reagan. In 1982 the Air Force laid out the "must haves" to the potential contractors. They were: Super cruise, fly at 1.5 mach for 600 miles without using afterburners, be as maneuverable if not more than the current F15 Eagle, operate off a 2000' runway, have a range of 700-900 mile radius and be hard to "see". Stealth is not being invisible to the enemy it is just being harder to see, both visually and electronically. A study was preformed after the Vietnam air war they found out that most air to air kills from World War II to the end of Vietnam were by aircraft the pilot never saw. Therefore the USAF wanted a First look, First kill capability with the new fighter. Soon work began on the ATF program.



Events in 1991 made people question the need for the F22. The Gulf War brought "stealth" into every Americans living room. The new F117 had become a shining star in America air war against Iraq. The F15 Eagle had always performed superbly in its air to air role over the desert. However in April 1991 the winner



of the 9.5 billion contract was awarded to Lockheed Martin for the Raptor. On April 9<sup>th</sup> 1997 the first F22 was delivered to the USAF and began its combat testing. The Raptor flew against multiple targets and their pilots always made it look easy. The real test came in March of 2003. One F22 Raptor was put up against five F15 Eagles. This was a Kill or be Killed exercise, no quarter was to be given by any of the pilots involved. Soon one by one the F15's began to "fall" out of the sky, Col Timothy Merrell's biggest fear was, he would run out of weapons before all the F15's were dead. The first and only time the F15's saw the Raptor, was when Col Merrell flew directly over their planes on his way back to base. In real world combat the first time enemy pilots will know a Raptor is in the air is when they are floating to the ground in their parachute. The F 22 carries its weapons internally in four weapons bays which gives the Raptor a more stealth advantage. Because of mistakes in the past the Raptor was designed with a gun. The Raptor pilots believe no one will ever get close enough to use it, but they still have it if needed.

The requirements laid out back in 1982 work, it is evident by reading the following article:

"Earlier this year, Pentagon Press Secretary George Little, said that an IRIAF (Islamic Republic of Iran Air Force) F-4 Phantom combat plane attempted to intercept a U.S. MQ-1 drone flying in international airspace off Iran.

As we reported back then, one of the two F-4 Phantom jets came to about 16 miles from the UAV but broke off pursuit after they were broadcast a warning message by two American planes escorting the Predator.

The episode happened in March 2013, few months after a two Sukhoi Su-25 attack planes operated by the Pasdaran (informal name of the IRGC – the Army of the Guardians of the Islamic Revolution) attempted to shoot down an American MQ-1 flying a routine surveillance flight in international airspace some 16 miles off Iran, the interception of the unmanned aircraft failed. After this attempted interception the Pentagon decided to escort the drones involved in ISR (intelligence surveillance reconnaissance) missions with fighter jets (either F-18 Hornets with the CVW 9 embarked on the USS John C. Stennis whose Carrier Strike Group is currently in the U.S. 5th Fleet area of responsibility or F-22 Raptors like those deployed to Al Dhafra in

the UAE.

New details about the episode were recently disclosed by Chief of Staff Gen. Mark Welsh who on Sept. 17 not only confirmed that the fighter jets providing HVAAE (High Value Air Asset Escort) were F-22 stealth fighters but also said that:

"He [the Raptor pilot] flew under their aircraft [the F-4s] to check out their weapons load without them knowing that he was there, and then pulled up on their left wing and then called them and said 'you really ought to go home'"

If the episode went exactly as Welsh described it, it was something more similar to Maverick's close encounter with Russian Mig-28s in Top Gun movie than a standard interception.

It would be interesting to know how the Raptor managed to remain stealth (did they use their radar? were they vectored by an AWACS? etc.) and why it was not the E-2 most probably providing Airborne Early Warning in the area to broadcast the message to persuade the F-4 to pursuit the drone before the Iranian Phantoms and the U.S. Raptors got too close in a potentially dangerous and tense situation?

Anyway the U.S. pilot achieved to scare the Iranian pilots off and save the drone. A happy ending worthy of an action movie."

A production run of 300 Raptors is being produced at a cost of 93 million each. It is no wonder we have begun to see them at our field as well. I have completed a F22 Raptor for unlimited pylon racing. However instead of concentrating on KV's waits, amps, and propeller pitch, I have spent my time and money on "stealth". It will be very hard to "see" my Raptor as it crosses the finish line, you may just have to take my word that I did indeed finished first!

**Jon Dewey**



Friday 3/21 was our first Spring Fling indoor flying event. The idea was to celebrate the arrival of the first full day of spring with spirited flying, good food and colorful attire. In total, 12 pilots participated and enjoyed snacks that included brownies, chocolate chip cookies, soda drinks, beef jerky, chips and cocktail weenies. In addition to our normal flying activities we held one round of streamer combat that might as well have been full-contact combat. The event started with 7 planes in the air and ended with only Glen Howard's plane still flying and towing 2 additional streamers he had cut in the skirmish. For Glen's stealth and luck, he was awarded a 4-channel receiver as Top Gun for the night. Combat was followed by two rounds of pylon racing. The first round began with an air-start and 6 hopeful contestants. On the 2<sup>nd</sup> turn of the 1<sup>st</sup> lap, Tom Imhoff's tiny S-bach slammed into Glen Howard's racer which broke Glen's prop and turned the front end of Tom's racer into a jigsaw puzzle. By the end of the 8<sup>th</sup> lap, only two planes were still flying and both of those racers had cut at least one pylon. Since we had no winner, a recess was declared so all the downed aircraft could go back to the glue factory. Pylon race #2 began in similar fashion to race #1. On the 2<sup>nd</sup> turn of the 1<sup>st</sup> lap, Tom Imhoff's repaired tiny S-bach tried to occupy the same space at the same time as Roger Wheeler's flying wing. The result was a new configuration of foam puzzle pieces for Tom. Seven racers began the heat and again, only 2 survived the skirmish. Joe Board, flying his EPP wing, crossed the finish line in 1<sup>st</sup> place without a cut pylon and received a 4-channel receiver for his efforts.

Friday March 28<sup>th</sup> will be our last indoor flying session of the season. Be sure to show up for a final opportunity to destroy something you love and cherish. If you happen to have a "beater" bring it along and join another round of racing and combat. No special prizes will be awarded the winners other than the personal pride that you were lucky enough

to survive in a hostile environment filled with aircraft directed by contestants with questionable skills.

## Roger Stegall



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## THE FLIERS & LIARS CLUB

(Light on flying, long on Lying)

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Bob Evans on Allen Rd.

Arrive any time before 7:00 AM or you will be  
severely heckled.



**NO FEAR PYLON**

## Wingman II Flight Report (by Roger Stegall)

The Wingman II by World Models (\$119 at Central RC Hobbies) is a similar design to the World Models Skyraider Mach II (\$129) racing platform. The main difference is the Wingman sports a 50" wingspan and is specifically designed to meet EF1 electric racing specifications at 3.5 pounds. The Skyraider specks out with a 54" wingspan and a projected weight of 5 pounds.

**Bench Test Data:** The 4S battery measured 16.6V prior to use, Full throttle = 650 Watts at 44.3 Amps and 13,600 RPMs with APC 8 X 8. Battery under full load was 14.67 volts = 3.67 volts-per-cell. The E-flite motor is rated at 51 continuous amps so more thrust could be obtained by using a prop with more pitch or a slightly larger diameter to get closer to 51 continuous Amps.

I flew the Wingman II during the first hour of spring 3/20/14 with one of the two approved EF1 racing motors (E-Flite Power 25 with a 1250KV wind). A Turnigy Plush 60A ESC was connected to a Zippy 3000mAh 4S 40C battery. Three standard servos were used for aileron, elevator and rudder controls. An EF1 approved APC 8 X 8E propeller was connected to the motor with a 1" diameter propeller hub. In this first hour of spring, the winds were from the NW at about 5-7 MPH on a sunny day with the temperature at 51F.

I pointed the nose of this red & white aircraft into the wind at the southern edge of the petro-mat and went to ¾ throttle. The plane sprang off the ground by the time it reached the north edge of our black runway. Only 2 clicks of up elevator were required for straight and level flight. I immediately did a left turn and was just past the western boundary. When the plane arrived at mid-field, full throttle was applied and the Wingman really woke up. The most noticeable characteristic of the Wingman II is how fast it turns being 1.5 pounds lighter than a typical glow racer. At the end of the 8<sup>th</sup> lap, I could not notice any appreciable reduction in speed as the battery must have dropped to a slightly lower voltage. It was impossible to judge the straight line

speed of this electric racer compared to our Thunder Tiger 40 glow racers because I was the only plane in the air during this beautiful day. My perception is the Wingman may be slightly slower than a Skyraider, but this perception could likely be based more upon how quiet the plane is compared to its fuel burning competitor. When you are simultaneously tearing up the sky and making a lot of noise in the process, the true speed can be somewhat deceiving.

At the end of the 8-laps, I chopped the throttle as the plane completed 2/3s of the downwind leg. By the time the airframe reached the threshold of the petro-mat, it was only about 2' above the surface and settled in without a bounce. To make sure this was not a case of a blind squirrel finding an acorn, I throttled up for another go around. Sure enough, the second landing was as smooth as the first but extended slightly beyond the west end of the runway surface. For some reason, the electric version of this racer seems to be more ground-friendly than the Sky Raider, LA Racer and 4-Star 40. After this 2<sup>nd</sup> landing, I immediately checked the motor, ESC and battery. All three components were barely warm to the touch.



A second battery was used to do some sport flying and the Wingman II showed its versatility. I was pleasantly surprised to find inverted flight required no elevator or aileron input to maintain a constant course. A stall turn required rudder input at a slightly higher speed on the up-line because of the reduced rudder size. I could find no bad handling characteristics. The landing gear wheels are positioned about 2 inches in front of the wing's leading edge so there is absolutely no tendency to tip up on its nose during landing or departure operations. An added benefit of this electric package is that there's no need to adjust a carburetor to accommodate changes in temperature, air pressure or aircraft speed. At the end of the 2<sup>nd</sup> flight, the plane went directly into the van with no required de-sliming activity. I believe we will find this plane and set-up competitive with the glow racers we have raced the last two seasons. The Wingman II can also be used in our Unlimited Electric racing heats.

### Conclusion:

**Hits:** (1) The Wingman II is a versatile and well built ARF. (2) The only required glue joint in the entire plane is to join the 2 wing halves. (3) The tail and rudder fin bolt in place. (4) The firewall already has the blind nuts at the proper locations for the included motor mount extension.



**Misses:** (1) There are only 3 colors available for this racer while other offerings of glow racers from this manufacturer have some solid colors that allow personalization for identification during races. (2) The battery compartment requires a screw to be removed for battery replacement and activation of the receiver and servos prior to flight. Most similar electric designs use a set of strong magnets to make hatch removal more user friendly.

**Roger  
"Pod Man" Stegall**



### **Editors Note**

This month's "Co-pilot" is for all the club weenies out there that gave me grief about showing scantily clothed babes in seductive poses. Here's a pose for you!

# 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 admit that I am somewhat confused by the new-math they are teaching our young ones. Just the other day one of the leaders in our flying club called the Super-8 motel to get special rates for out of town guests attending our June pattern contest. After considerable haggling our member was able to secure a rate of \$69. I was impressed with this CFO until I happened to travel past the Super-8 motel and see that their sign was advertising rooms for \$69. Amelia, is this another instance where we have been flim-flammed in some sort of Ponzi scheme by a fast-talking manager want-a-be? I'm concerned our guests may get the wrong idea when they hear the room rate.

**Sincerely,**

**Advocate for lower room rates**

### **Dear Advocate,**

The Chillicothe Super-8 bills themselves as a premier establishment because of their near proximity to a Kroger's, McDonalds and a Grecian Garden. When a DOLLAR store opened at the same strip mall, many locals thought the motel would surely leverage their good fortune by raising the cost of sleeping on a lumpy bed. Your CFO used his collective skill-set to procure the best rate in the area for an establishment where you don't get a chocolate mint on your pillow. With the economic boom being experienced by the state of IL, who knows – comparable rooms in June may be going for as high as \$70. Be sure to tell your flying guests that the room rates that were quoted do not include a massage. Much like the pattern contest, that is an additional charge.

**Sincerely**

**Amelia Airhead – a frequent motel guest**

### **Dear Amelia,**

Each night when I watch the news, I am amazed at how events in a remote part of the world can be inter-connected to other events several continents away. If ever you doubt this, simply take a look at the reasons given for various U.S. stock market moves. I raise this point because I believe many fortune 500 companies are missing a significant opportunity for input. Yes – I'm talking about the Toledo Weak Signals trade show – AKA – the flying Mecca for RC buffs and discretionary spending. Amelia, do you think this Weak Signals club should fund an IPO to "The Big Board"

so that the rest of the world can have a chance to discover how the increased sale of medium CA glue affects the price of August earth-worm futures in Tennessee?

Sincerely,

Looking to promote RC interests

Dear RC Promoter,

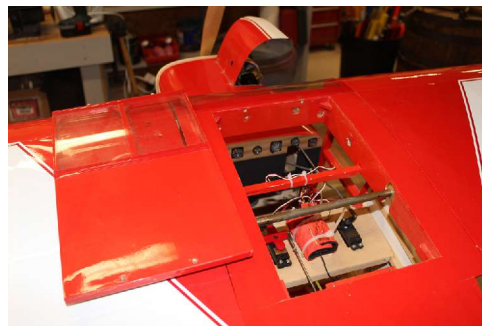
Get a grip. The combined influence of RC enthusiasts is about as critical to the world stage as finding a near-sighted tuna in the Pacific Ocean. I realize you guys can have a lot of fun defying gravity and the fickle finger of fate but the numerous divots on your flying field attest to the fact that you are only temporarily in charge. Once each year, the faithful RC crowd has an opportunity to make the trek to Toledo in search of great deals, the newest ideas, and an available hotel room. This is a time to kick-back, forget about being a responsible person and join the crowd in search of a purchase that will either make your fellow RC pilots envious or ask "What the hell was he thinking."

Sincerely,

Amelia Airhead – Toledo Bound

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To contact me call: 309 243-1014  
or  
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If club members are interested I also have other  
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will give you the tour.

Bob Wilson

