

PHOTOS OF THE MONTH



Detailed B17 Flight
Deck

PARTICULARS

AMA Charter 313

President: Jon "Dew Drop" Dewey
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Vice President: Roger "Filibuster" Wheeler
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MAINTENANCE

& Joe "Fantastic Languini" Lang
GROUNDS joe.a.lang@comcast.net



The Memphis Belle at Toledo
waiting to be judged



PARTICULARS continued

AMA CONTEST DIRECTORS:

Bob Wilson, Jim Hogan, Jim Fassino

Flying Field Location:

The flying field is located off Old Galena Road, 1/2 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, 7 days a week.

Membership:

Club dues are \$95/year if paid before January 1st, \$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 always welcomes new members.

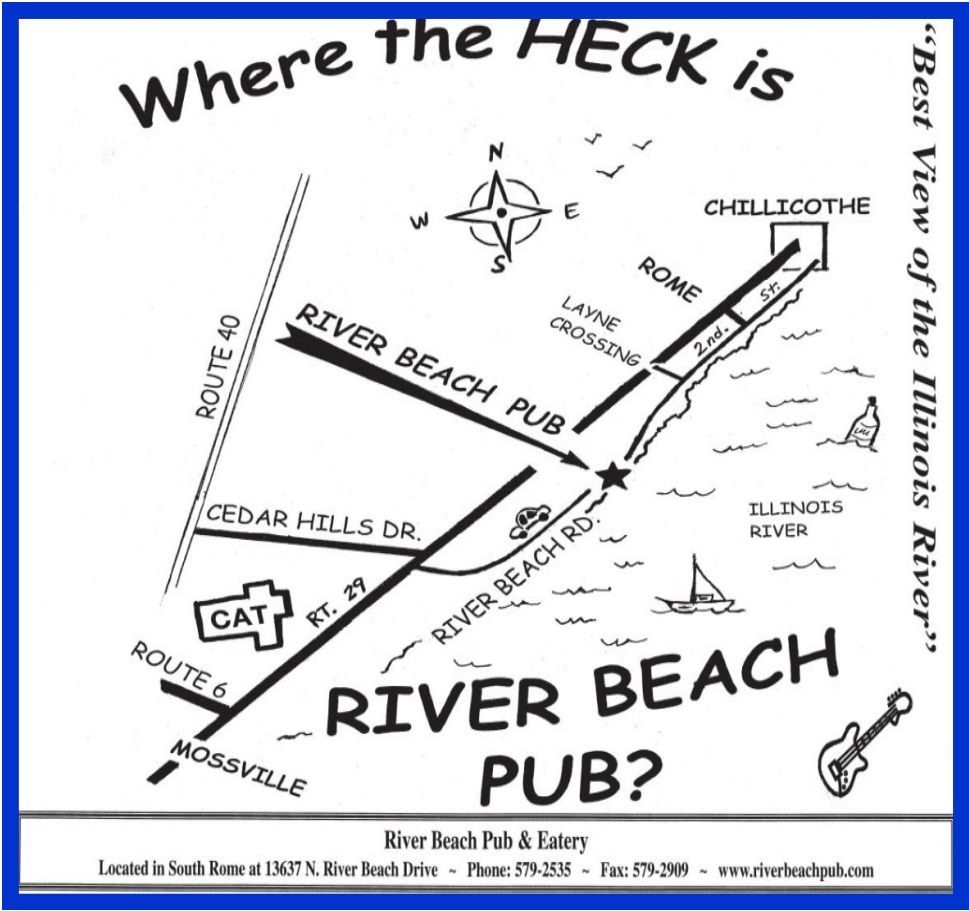
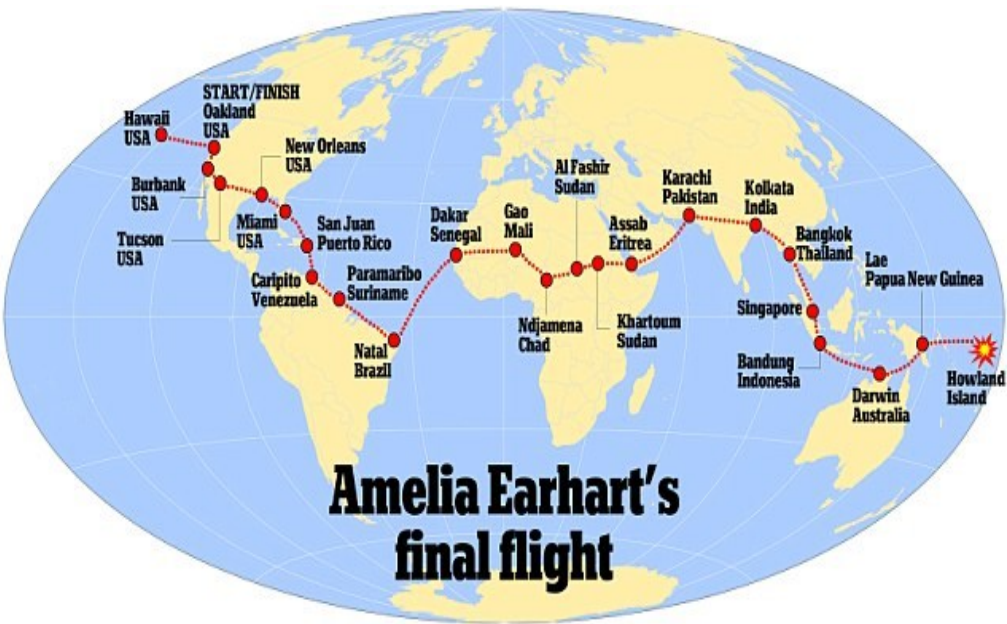
Flight Instruction:

The Peoria RC Modelers offers flight instruction as a free service to anyone requesting it. Contact a club officer for further information.



In June 1937, Amelia Earhart and her navigator, Fred Noonan took off from California for a flight around the world. As we all know, they never made it. The flight was scheduled to last about 6 weeks and cover over 27,000 miles. Amelia Earhart would have been the first person to fly around the world via the equator.

Earhart was on her third-to-last leg when her twin engine Lockheed Electra went missing. They departed New Guinea at 10am on July 1st and were scheduled to land at Howland Island the next morning some 2,556 miles away.



In 1937 there was no GPS, navigation was done by the stars, a compass and a lot of luck. The larger your target is, the better chance you have of finding it. Fred Noonan plotted his course to take them between two islands. Howland to the north and Baker Island 40 miles to the south. He figured if they could go between the two islands they would be able to see at least one if not both. However a low cloud layer caused them to fly at 1000' greatly reducing their visibility. A US Coast Guard cutter the Itasca was on station at Howland Island and they knew Amelia was close, within 30 miles. So what happened to her?

Several theories of what happened next have been speculated over the last 77 years. The search for Amelia Earhart was the largest of its kind. Over 3,000 people, 10 ships and at least 65 aircraft searched but to no avail.

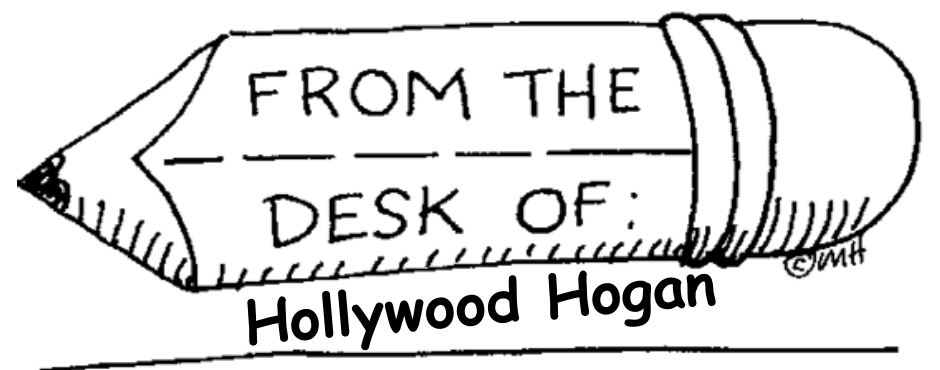
Amelia Earhart's fate remains one of aviation's greatest mysteries. Malaysian Airlines flight 370 has shown us just how hard it is to find a missing airplane at sea. Today we have Radar, transponders, black boxes with a "ping" devices, sophisticated ships and aircraft and we still cannot find a B777.

Despite the mysteries of both these planes there is always someone who is willing to try it again. Malaysian Airlines will continue to fly the same route to Beijing and Amelia "Rose" Earhart is willing to try to finish her namesake's flight.



Next month, June 2014, 31-year old Amelia Rose Earhart is planning to recreate the failed flight around the equator. Earhart and her co-pilot will undergo a 14 stop journey in a single engine Pilatus lasting 17 days. Who knows, maybe she will spot MH370 as she flies over the Pacific Ocean.

Jon Dewey



The 60th Annual Toledo RC Expo was held during the first week-end in April.

Attending where PRCM club members Jim Fassino, Terry Beachler, Jon Dewey, Steve Blessin and me. I felt attendance was up this year, The 200 plus booths were packed most the time. Vendors included Horizon Hobbies, Hobbico, Sig, Desert Aircraft, Sullivan, Du-bro and some new Chinese start-up companies selling gas engines, and ARF airplanes.



Brian from Dynamic Balsa was there selling his cockpit detail kits.

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Missing where suppliers such as Nitro-Planes, Hobby King, and Hobby Lobby International. Most companies were selling out of their displays, but Horizon and Hobbico still refer to dealers. One thing I learned from the show is our hobby continues to shift from retail hobby dealers to online retailers. The mega retail hobby shops are doing fine, but the "Mom and Pop" hobby shops may be as hard to find as Flight 370.

One main draw to the show is the display of custom built airplanes, cars and boats. Wes Miller displayed his just finished fine scale B-17 "Memphis Belle."



WES MILLER'S B-17

You'll see lots of pictures of his amazing work in the upcoming RC magazines. However, Wes came in second to a C-133A covered in aluminum with weathering around the engine tail pipes to show heat. Photos of this plane could well be mistaken for "real".



ALUMINUM COVERED C133A

Not every one goes to the RC show. There is also a free swap meet on the second level. Many people are selling old stuff from their basements, while others appear to have purchases inventories of hobby shops which have gone out of business. You'll find junk all the way up to new ARF's ready for flight.

Toledo is much like Peoria. The cities have empty downtowns but with active civic centers. Both cities have downtown baseball stadiums and re-stored areas full of restaurants, bars and people.



See you next year in Toledo!

Jim "Hollywood" Hogan



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OPEN HOUSE 2014 - YOU COULD BE A WINNER

If you are thinking about attending the Peoria RC Modeler's 2014 Open House but haven't decided for sure if you will attend consider this. One of the prizes at this year's Open House is a ride in a 1938 Stearman Model 75 Biplane. The Model 75 was the best known biplane of WWII having been the primary trainer of many pilots. Young men joined the service and their first airplane flight was in a Stearman. Stearman and later Boeing produced enough parts to build over 10,300 Stearman. But that is not the whole story. The story of how the Stearman came to be is really the story of how aviation was born. So a chance to ride in a bit of aviation history is more than a chance to enjoy the sights, sound and thrill of an open cockpit biplane. Its a chance to connect with the early history of the early pioneers of aviation.



Lloyd Stearman grew up in Wellsville, Kansas. He became an aircraft mechanic for Lair Swallow Aircraft. In 1925 he joined with two other men; Clyde Cessna and Walter Beech to form the Travel Air Manufacturing Company. Travel Air built a variety of open cockpit bi-planes first powered with the Curtiss OX-5, the Hispano Suiza V-8 and even a Wright Radial. In 1929 the company was forced into liquidation and the assets were purchased by Curtiss-Wright Corporation. Shortly after the sale Walter Beech left and formed Beechcraft and built his famous Beechcraft 17 Staggerwing, the first of a long line of Beechcraft. Clyde Cessna left the company to work on the monoplane which he preferred over the biplane. His Model A was a high-wing four seat aircraft, the first in a long line of single-engined high-wing monoplanes sporting his name.

Lloyd Stearman started the Stearman Aircraft Corporation in 1927. They produced a number of bi-planes beginning with the models C1 and C2. Finally in 1934 production started on the Model 75 "Kaydet".

By the time the "Kaydet" was designed Stearman Aircraft Company was owned by United Aircraft and Transport Corporation which was formed in 1929 by William Boeing and Pratt & Whitney's Frederick Rentschler. The company controlled Boeing Airplane Company, Chance Vought Corporation, Hamilton Aero Manufacturing Company and the Standard Steel Propeller Company. It also controlled a number of airlines. In 1934 new anti-trust laws resulted in breaking up the company into United Airlines, owner of all of the airlines, United Aircraft Corporation was formed to own the manufacturing east of the Mississippi River and Boeing the manufactures west of the Mississippi. That is how Boeing came to own Stearman. Perhaps a long story but one with names synonymous with the birth of aviation.

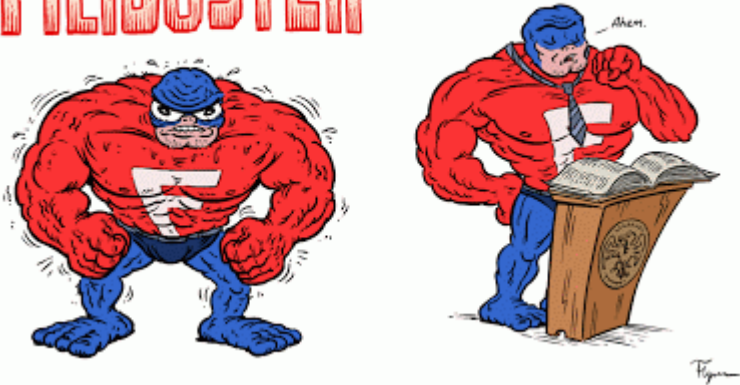
After the war many of the airplanes became crop dusters. Today you can buy every part needed to build a Stearman Model 75 from scratch, all available from Dusters and Sprayers supply, Inc., in Chickasha, Oklahoma. Every year for the last 43 years Galesburg, Illinois has been the home to the National Stearman Fly-In.

I hope you will attend this years Peoria RC Modeler's Open House and help the club by taking a chance on winning a ride in Lloyd Stearman's Model 75. I hope

Jim Fassino



THE FILIBUSTER



PRCM Open House

I hope everyone is excited about the up coming Open House on May 17th. I have ordered beautiful sunshine and told the wind to take the day off. We have lots of new airplanes and other flying objects to try out and show off. If you have some gently used prizes please bring them to the May meeting at the field so we can get an accurate assessment. We will bring the more expensive items on the day of the event. Bring out those winter projects to fly !!

Roger "Phil" Wheeler



It's almost combat season for another year and I recently discovered an airframe that meets all our combat criteria. The plane is made from thick cross sections of EPP foam with a liberal use of carbon fiber rods to strengthen both the fuselage and Wing. The name of the airframe is "HUMMER" by the Red Eagle Model company. Before you get all crazy on the name, I want to share some of the particulars of the design. The model has a 1 meter wingspan (39.37") and weighs about 14 ounces. The wing incorporates an airfoil shape (not flat foam) and has both generous aileron and elevator surfaces. Best of all, it includes a landing gear that is effective for takeoffs on grass with about 3' of roll-out. The "Hummer" is designed for a 450 motor and 18 Amp ESC that we have commonly used for combat.



Roger's new "Hummer"

Pair those components with a 1300 MAH battery and you are set for some serious fun even if you don't plan to use the airframe in combat. The model will hover at ½ throttle with plenty of power to blast upward if you get bored. Loops can be as tight as 2' or as lazy as you desire. The CG is set at 5.12" behind the wing (130mm) and will produce inverted flight without any need for down elevator to keep inverted flight at the same altitude as upright motion. Landing is a breeze even if you are flying in a breeze. I have 4 flights on my Hummer and find it to have indoor capabilities even when outside conditions have our wind sock fully extended. To date, Glen Howard and Jon Dewey also have a Hummer being readied for flight. I have 4 more of these airframes on order if anybody else wants to push the limits of their flying abilities for a minimal cost. For my money, you can't beat a Hummer.

Roger Stegall



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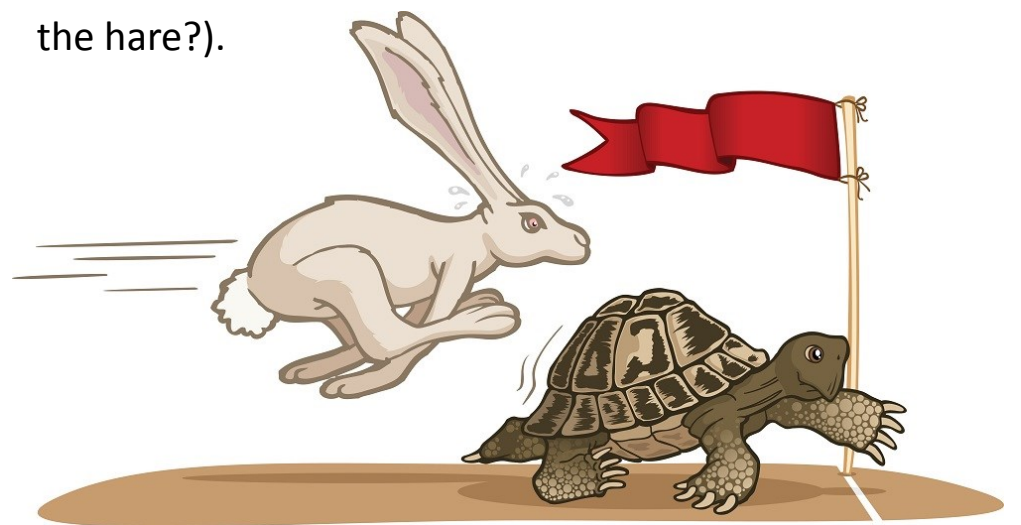
New Owners!



How fast can you go – is the question of the year for Unlimited Electric Racing. The nice thing about this format is that you can fly anything you want as long as it uses an electric motor for propulsion. This is the opportunity to say to yourself “I wonder how fast this thing would go if I” It’s a “No holes bared – fly what you bring and turn left” kind of a proposition. I have seen Paul Basler flying his red Cosmic Wind (see picture) in some pretty tight pylon turns. Vern Holeman has recently completed a new style Raptor that has proven to be fast with an L2210 motor and 18A ESC.



In total, 19 different club members have purchased Raptors. If only 1/3 of those members show up on electric race day, it will be a fur-ball of craziness at the start line and in the turns. The nice thing about the Raptor design is that it is wide open for decorating and personalizing. Where else can you find an airframe that cost \$25, takes only 2 hours to build and can provide 80+ MPH of adrenalin rush? If you have an electric plane of any type/size/color or material – you are ready for unlimited electric racing. Last year, you could have been the top points leader if you finished every race in last place and did not cut on your pylon turn. The race does not always go to the fastest —it’s simply about competing (remember the story about the tortoise and the hare?).



— PRCM RACING —

Roger Stegall

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PRCM CO-PILOTS OF THE MONTH



Amelia Earhart
1897- ????



Amelia Rose Earhart
1983 -



“Amelia” Airhead

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,

Our long time Newsletter Editor has decided to hang up his "electronic pen" to pursue other interests. What could be more important then spending all his time writing about the club. I think it is selfish of him to stop and drop us "cold turkey" or is it cold fish?

Rather then buy new computer equipment to improve the newsletter, he is spending his money on a "worldwide" GPS controlled trolling motor for his boat. Talk about rude and insensitive! I understand this new motor will hold your GPS location within 5 feet anywhere in the world. You just plug in a GPS location and the trolling motor will take you there. Just think about it. Sit in your boat and let it take you anywhere and you don't have to steer. You could sit back in read the latest copy of "Fishing with Orland Wilson" while the motor takes you to St. Petersburg, Russia, or The Ross Sea in Antarctica.

Amelia, don't you think he should stay home and devote all his time to us?

Signed,

Mercury Even-rude

Dear Mr. Even-rude

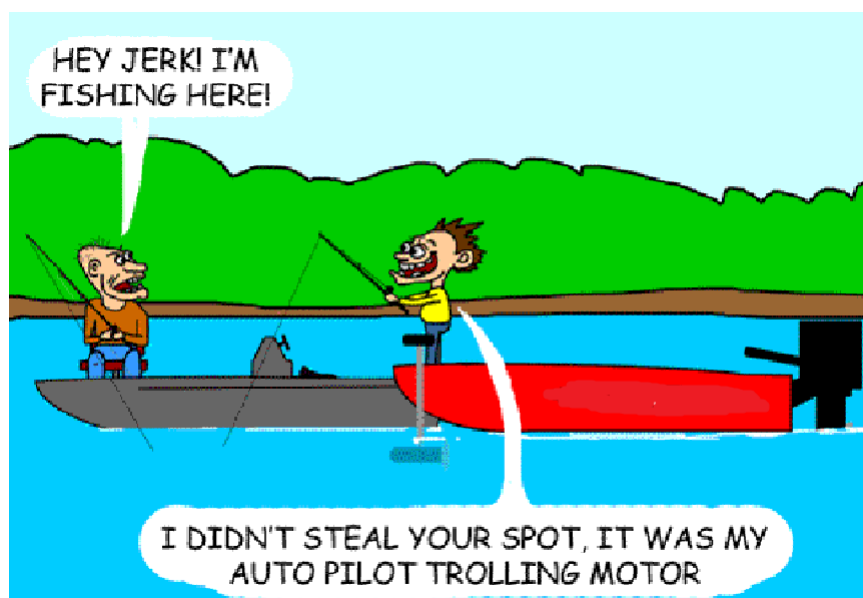
It sounds like your friend has finally got a life and has things to do other than to build planes that will inevitably try to re-kit themselves based upon Murphy’s Law or a run-down receiver battery. An electronic trolling motor that will quickly take a person to a desired location is just what a retiree needs when he is out on a lake and needs to quickly fight-off a serious case of Montezuma’s revenge. You can bet that one of the first locations entered on that gadget will be in close proximity to a roll of perforated paper.

Word has it that this retired newsletter editor is selling his RC stuff to purchase a Humming-bird fish finder that will communicate with the trolling motor to direct the boat to the best place to find fish. My guess is that when the two gadgets are linked together, this guy will find himself in the parking lot of Dixon’s.



Bob’s New Fishin partner!

I don't think this guy needs to stay home and devote all his time to you guys because he has "bigger fish to fry" and a wife who is prone to provide him a long list of "Honey Do's" and Honey Don'ts. If you happen to see a lady driving the club mower, rest assured that the Bobber is either napping or getting up close and personal with a worm.



Sincerely,

Amelia Airhead – a long time believer in trolling

Dear Amelia,

Recently, one of our most respected club members took it upon himself to order 3 tons of dirt to spread around our newly constructed shed when a couple of wheel barrows alone would have done the trick. There is a saying about building a mountain out of a mole hill and a mountain of dirt is what we now have residing on the north side of our service road. One of the more creative solutions offered to eliminate this excess dirt was to dig a hole and dump the dirt into the hole. Do you think this solution is viable?

Sincerely,

Seeking Solutions



Dear Solution Seeker,

It sounds like the idea of dumping the dirt in a newly created hole came directly from the ACA brochure on saving health care costs by creating an even larger juggernaut to evenly spread the pain to all parties with a dollar to spend. I would suggest that you use your mound of soil to hide the remnants of your wasted flying dollars. What I'm suggesting is that each time you have a fatal crash, you cover the remains with enough soil from the pile to hide the tangled mess of balsa, foam and ply. Successive crashes would be covered in like manner upon previous burial sites. In time your mountain of soil could be listed on the Illinois registry of burial sites and your club could gain an extra benefit of selling cool-aid and cookies to visitors. If all else fails, declare your landscaping project a success and leave the mound for somebody else to clean up.

Sincerely,

Amelia Airhead – a believer in Affordable Care Acts



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Here are a couple more great shots from Jim's beautiful Stearman.



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Photo by Fassino

Winter is Finally over, its time to fly. See you in the lawn chairs! Remember the next club meeting is at the field. May 6th, Bring something to fly before the meeting.

Editors note:

Jim has donated this ride to our Open House for the last several years. It is a once in a life time experience. Thank you Jim for your generosity!

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!

