



Photos of the month

PARTICULARS :

AMA Charter 313

Website: peoriarcmodelers.com

President:	Jon "Dew Drop" Dewey Dew6483@yahoo.com
Vice President:	Roger "Filibuster" Wheeler speed2004@comcast.net
SEC/TREAS & FACEBOOK	Jim "Smokin-Jimmy" Fassino Fassino@me.com
SAFETY:	Roger "Pod Man" Stegall rogerstegall@hotmail.com
WEBMASTER:	Terry "The Flamer" Beachler terry@beachlers.com
MAINTENANCE & GROUNDS	Joe "Fantastic Languini" Lang joe.a.lang@comcast.net

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:

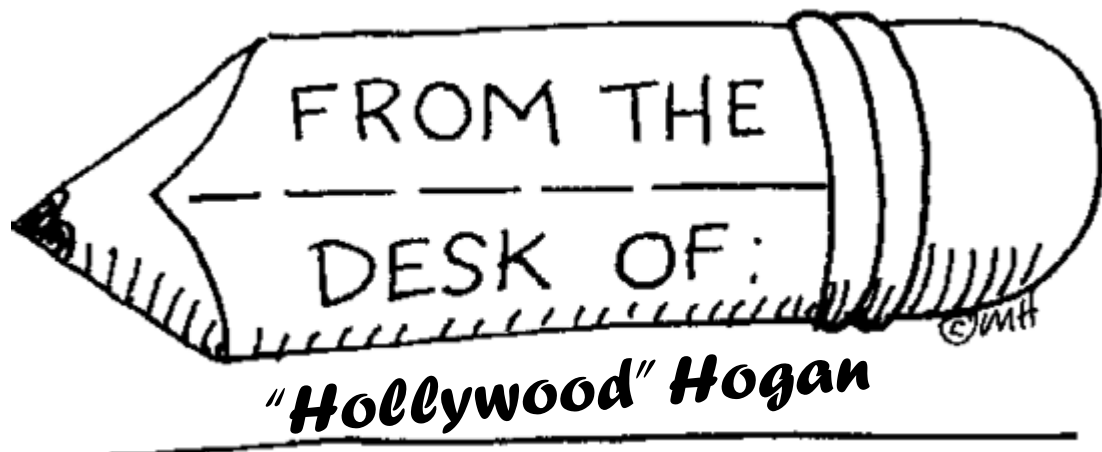
The Peoria RC Modelers offers flight instruction as a free service to anyone requesting it. Contact a club officer for further information.



American paratroopers D-Day June 6th 1944



British paratroopers D-Day + 70



The PRCM annual Open House and Fun fly was held at the field on May 17, 2014. After a cool morning, the weather was perfect by 11:00am. The sunny clear blue sky turned to large white buffy clouds by afternoon but the 8-10 MPH winds stayed down the runway. We had 21 pilots and visitors from Burlington, Rockford, Streator, Pekin and Washington as well as our own members. I'd estimate we had about 100 visitors from the area coming out to watch.

The mix of airplanes was from small park flyers to 30% scale Yaks and Extras. Some of the highlights included Jim Fassino flying Steve Blessin's 13' foot "Duck liner" and Joe Lang's Yak 54 with "smoke on".



Mark Kiefer, Tom Imoff, Steve Blessin and Jon Dewey also demonstrated some "heart stopping" flying.

Thanks to all who helped with the event. Special thanks to Mark Kiefer who provided the food. Joe Lang for a beautiful field, and Jon Dewey who helped with the planning all the way through to garbage pick-up. Thanks also to Roger Wheeler, who helped with getting and donating door prizes, and Roger Stegall who contributed door prizes as well. Thanks to Jim Fassino who donated the airplane ride and created the event poster, and Brian Chumbly for announcing



and all the guys who greeted everyone.

We had two new members join during the event. Please welcome Brad Anderson from Edelstein and junior member Elijah Melloy from Pekin. Elijah is working on his dad to also join.

Jim "Hollywood" Hogan

Contest Director

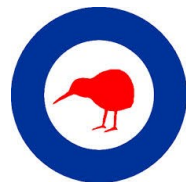
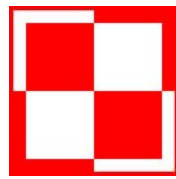


Photos By Beachler

Steve's Mud Duck and C.D. Hogan's Decathlon at the Open house



As the 70th anniversary of the D-Day landings approaches, have you ever wondered why Allied aircraft had black and white stripes painted on them? Today I.F.F (Identify Friend or Foe) is done electrically, In World War II it was done with the human eye ball. Operation Husky, the invasion of Sicily in 1943 was a nightmare of friendly fire incidents. In the pre-dawn hours Allied anti-aircraft gunners shot down 23 and damaged another 37 of the 144 American transport and gliders killing and wounding many American paratroopers before they could even fight the Germans. D-day planners knew something had to be done or friendly fire incidents would become a common place over the beaches of Normandy. Aircraft on all sides of the conflict already had dramatically different markings painted on the top and bottom of their wings as well as the sides of their aircraft. The Luftwaffe had black crosses, the RAF and Royal Navy had roundels and the USAAF had the stars and bars. Even with all these different markings naval anti-aircraft gunners often failed to accurately identify friend from foe. The Allied planners could not afford another Sicily. Something simple would have to be developed, and quick. The answer was to apply large black and white stripes to the wings and fuselage to all Allies aircraft. The only exception was to the large four engine bombers which Germany had none to be confused with. Test shows the stripes could be identified much farther away than the typical national insignia



Given the fact that no aircraft on either side bore such stripes, orders could be easily given to fire on any aircraft that did not have the new "invasion stripes." It was simple and an effective solution. Now the problem was, if the Allied planes were painted to soon, the Germans could do the same to theirs. The invasion stripes became a closely guarded military secret. As sailors and soldiers began loading the ships of the invasion fleet it became time to unveil the secret. As the ships were being loaded with men and equipment a small number of freshly painted aircraft flew over the fleet so the gunners could see firsthand the new markings. Orders went out on June 3rd 1944 to all squadrons in England to paint black and white stripes on their aircraft. As you can imagine, a great scramble for black and white paint resulted as the planes were quickly painted.



In the early morning of June 6th, 2000 transport aircraft, 870 gliders, 2500 fighters and 700 medium bombers began flying over the invasion fleet and the Normandy beaches. All of them had been painted in the last 48 to 72 hours. D-Day had begun and there were no friendly fire incidents, yet the reason for that had to do more with the fact the Luftwaffe just didn't show up during the invasion.





The idea of the D-Day invasion stripes had worked perfectly and remains one of the most visual hallmarks of Allied air power during World War II. The strips were only used for six months in a war that lasted over six years but you still see them on almost every War bird model built today. As it turned out, they were probably nothing more than a glorious waste of paint.

Jon Dewey



NO FEAR PYLON

The 2014 season for No Fear Pylon racing began Saturday May 24th with ideal conditions of 70 degree temperatures, plenty of sun and a 5MPH wind from the north east. Jon Dewey, Jim Hogan, Don Stedman, Roger Wheeler and Roger Stegall were wondering why more flyers were not participating on such a beautiful day. It was decided to fly one flight of 3 participants and another flight of 2 contestants for each heat and then rotate flyers on successive heats. The first flight of the year saw Roger Stegall, Roger Wheeler and Jim Hogan ready to do battle. Both Rogers were using electric motors and APC 8 X 8 propellers to comply with EF1 racing rules. Roger S. got a great start and barely edged Jim Hogan at the finish line. The 2nd flight group for heat #1 had Don Stedman and club president Jon Dewey.

During an early lap of the race, Jon's 40-size motor blew the exhaust leaving Don a leisurely stroll through the remainder of the race for an easy 5-point first-place finish. Jon's motor problem left only 4 competitors for Heat #2. The sailboat start of the 2nd heat had Jim Hogan prematurely cross the start line early. Don Stedman blew a glow plug leaving the 2 Rogers to battle for 1st place. The electric Wingman II of Roger S. again proved to be the faster plane to the finish line. Heat 3 & 4 had identical finish orders of Roger Stegall in 1st place followed by Jim Hogan and Roger Wheeler. Point totals for our first No Fear Pylon event were: Roger Stegall 20, Jim Hogan 13, Roger Wheeler 10, Don Stedman 5 and Jon Dewey 1. It will take additional races to determine how competitive the electric Wingman II is with other glow racers. No contestant cut a pylon during this event. Turn judges reported that all contestants were flying a long distance past the pylons. The Wingman was considerably slower than glow configurations between the poles but seemed to catch-up on the turns, possibly from not flying as far past the turns. Mark your calendars for Saturday June 21st for our 2nd edition of No-Fear racing.

Roger Stegall



Should have checked the muffler!





STREAMERS OVER MOSSVILLE

&

UNLIMITED ELECTRIC RACING

Roger Wheeler, Don Stedman and Roger Stegall were the only flyers to accept the challenge of flying 6 laps of unlimited electric racing. Don Stedman decided to use his beautiful yellow and white Saratoga for the event. On a 4S battery, that sport plane was surprisingly fast. Heat #1 was a real duel between Roger Stegall's Raptor and Don's Saratoga. Roger S. made a really good turn on the 5th lap to squeak out a victory. Roger Wheeler's P47 finished about a half-lap back from an ill-timed start. Heat #2 was a lesson in futility. Don Stedman timed the start almost perfectly and took a sizeable lead at the first turn. Both Rogers were anxious to catch up. After the dust had settled, turn judges reported that Roger Stegall set a new record by accumulating 5 cuts during the 6-lap race. Although Don Stedman finished the heat in 1st place, both he and Roger Wheeler managed to shorten the distance between pylons during one of their laps. Zero points were awarded for the heat. The final race of the day had Stegall's Raptor first to the finish line but a cut pylon on the east end left him in disappointment. "Snappy's" Saratoga was the heat winner. Roger Wheeler's P47 would have been in 2nd place had it not been for another cut pylon. Don Stedman was the event winner with 33 points, Roger S. had 20 points and Roger Wheeler accumulated 7 points. If you have anything electric, bring it to our next Unlimited Electric event and you too could be a winner.



If ever there was a set of ideal conditions for electric combat, Saturday 5/24 was that day. Roger Wheeler, Roger Stegall and Vern Holeman attached 24-foot streamers to their foam planes and settled in for some combat action. With about 20 seconds to go in the first 4-minute challenge, Vern's slab of pink insulation foam tried to occupy the same space as Stegall's pink insulation foam, proving once again, that you can have too much insulation. Roger's wing snapped and spun to the ground like a Frisbee. Vern and Roger W. were unable to cut each other's ribbon during the few remaining seconds of that flight. Upon landing, Vern discovered that his combat plane was un-flyable for the 2 remaining heats. Roger Stegall's plane needed some serious time in the ER to again be a menace to other streamers. Rounds 2 and 3 were cancelled because Roger Wheeler was the only survivor and had nobody to menace. Point totals for the event were Roger Wheeler 1 point and Vern Holeman 1 point. The next time you pass a construction site, stop and pick up a couple square feet of foam scraps and make for yourself something to bash and crash in the continuing pursuit of streamer-envy.

Roger Stegall

STORE HOURS:
Mon - Fri : 11:00 AM - 6:30 PM
Sat : 9:00 AM - 5:00 PM
Sun : Closed

COME IN AND SEE US!

SCOTT & TOMI
cell: (309)-208-3932



I would like to thank the club members who stepped up for the Open House and contributed/helped in any way they could. We had a great event despite the coolness and we did very well on the raffle. I especially want to thank Mark Kiefer for doing food , Jim Hogan for a great job as CD and Bryan C for announcing duties. Joe Lang did a super job getting the field ready and I know Roger Stegall had a hand in somewhere.

Roger "Phil" Wheeler



Photo by Beachler

“The Raffle guys”

Editor's Note

I would like to Thank all of our sponsors who
continue to donate items to our club every year
We could not do the raffle without you!

Dynamic Balsa	Jim Fassino
Central R.C Hobbies	Roger Stegall
River Beach Club	Roger Wheeler
Coney's	



FOR THE SERIOUS COMPETITOR



June Dates to Remember:



June 3rd— Club meeting 7pm

June 7 & 8— PRCM Fat Lake pattern contest

June 21st— Combat/ Racing 9am

Every Thursday – “Breakfast with Bob” at Panera’s

And Every Saturday

THE FLIERS & LIARS CLUB

(Light on flying, long on Lying)



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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,

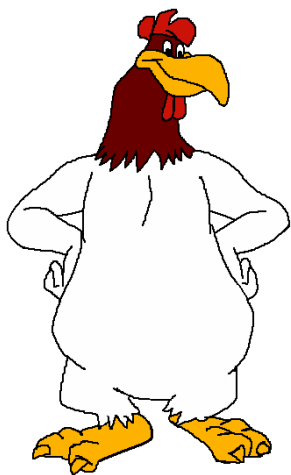
At the recently completed "Open House and Fun Fly", one of our club officers, measured the garbage containers to get garbage bags to fit. With his son at his side, he took measurements to insure he had it right. On the morning of the Fun Fly, the bags were so small, they fit like a "marble in a C-130". After a 20 minute explanation about why the bags were 66% too small.



He finally blamed his son. Amelia, since he is president of the club, should we accept his blaming is son? Really, it is not his fault. It was the fault of the Lang Administration.

Signed,

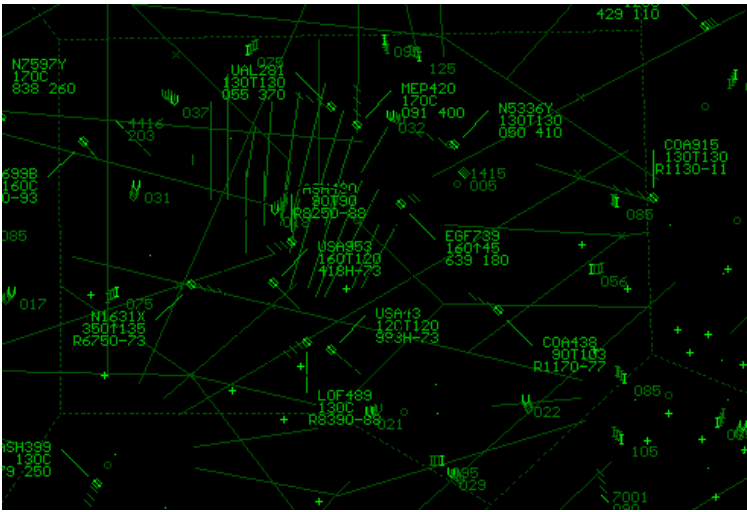
5 pound chicken in 10 pound bag.



Dear Chicken Bagger,

Your club president is like every other club president in the world he has to shoulder the blame for virtually every miss-step. One day he will be trying to explain why there is a pair of flowered boxer briefs at the top of the flag pole and the next day he may be consoling a neighbor for a cat that accidentally became a speed bump in our driveway. It's understandable how your pres may have some issues of size compatibility.

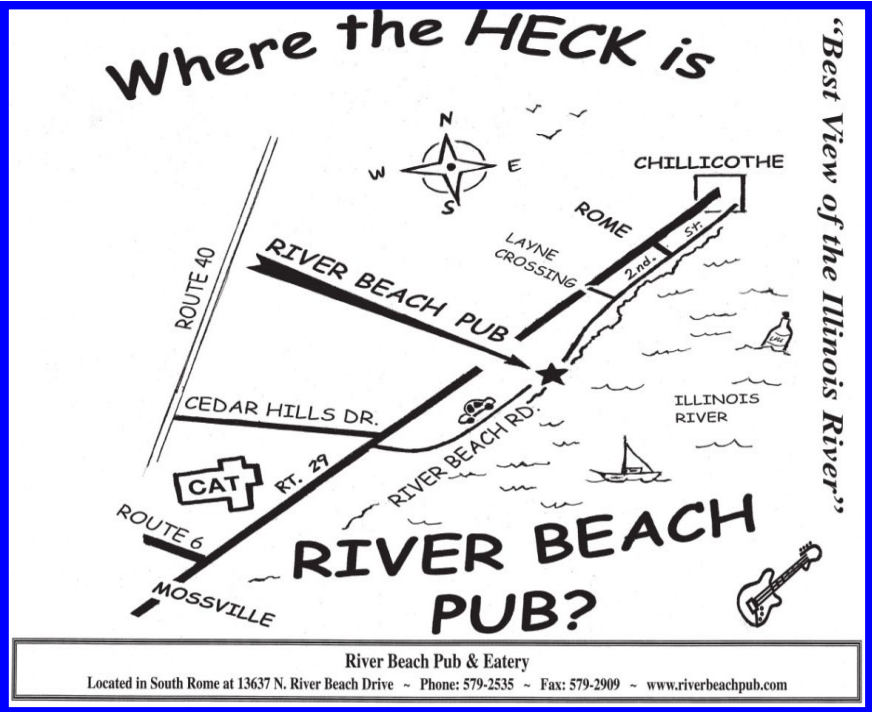
The poor guy looks all day at an air traffic control screen where everything from a 747 to a pregnant hummingbird is represented by the same size dot.



Give the guy credit, at least he didn't fall asleep during his search for those trash bags. I contacted IVC to see if they would offer a class in "Size Compatibility" but they declined on the grounds that only guys would populate the class. Rather than blame the son or the previous Lang administration why not come to the realization that every good effort does not culminate in a good result, especially when it comes to building planes and purchasing trash bags.

Sincerely, Amelia Airhead

I believe in rewarding a



PRCM Co-Pilot of the Month



Dear Amelia,

It has been said that the world runs on coffee. Our flying club is no different because the replacement of our Keurig coffee maker was accomplished only after considerable debate and amendments to amendments. At first, I was afraid a food fight might break out at our TGIF club meeting, but then I remembered the high prices. It seems that continuous thawing and freezing cycles during the winter creates pot holes in the road and pot holes in our coffee pot. The thing leaked like a sieve because the water reservoir was not drained prior to the onslaught of sub-zero temperatures. Some members thought the apparatus could be repaired with CA glue while others were in favor of spending treasury money for a new gizmo that would not need to be checked for mouse droppings prior to its first use.

Amelia, do you think we need to write coffee-making instructions for use with our coffee maker to prevent adding another \$100 to the GNP next spring?

Sincerely,

In a Coffee Quandary

Dear Coffee Quandary,

I can understand why some of your group might need instructions for making coffee when the complicated task involves poking a hole in the lid of a single-serve cup. Decisions to spend treasury money can always be contentious, especially when everybody has an opinion and a good supply of CA glue. It's important to remember that there's no right or wrong answer to your coffee-maker problem other than somebody should take responsibility to shoot the mouse. The bigger problem is to get coffee brewers to contribute \$1 to the coffee fun to sustain the decedent use of caffeine as an aid to poor reflexes and flying abilities. At the end of this outdoor flying season, if you don't want another pot hole, the apparatus needs to be treated like your best girlfriend, keep warm and handled with care.



Sincerely,

Amelia Airhead – always handled with care

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!

Open House 2014

Photos by Joe Lang



J.D's Helicopter



Another great shot



Steve's Duck Should be called the "Foam Overcast"



Steve's "new" Antic on a low approach



Dewey's Stuka taking off on a bombing run



Joe's new P-51 on an anti-Stuka mission

Notice the invasion stripes

Editors note: Thanks to all who came out to the Open House;
and thanks to Joe and Terry for the Great pictures



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