



## PARTICULARS

### AMA Charter 313

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

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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.

## PRCM Newsletter Editor

I have been the newsletter editor for this club for many years. In truth, I can't even remember when I started. There were a couple of false starts after which Kerry Delvecchio and then Michael Siefert took over the responsibilities for a short period of time, but my tenure has been somewhere around ten years. It's time for me to pass this responsibility to someone else.

I've been struggling with this decision for some time. The newsletter is an important component of our club and I don't want to see it lose any momentum by my stepping down. However, my interests have changed and I don't have the same drive for RC that I once had.

It's been fun and a whole lot of work. To do the newsletter correctly you have to involve yourself in every aspect of the club's functions. You have to become the club photographer if you want new and exciting graphics in every issue. You have to become very proficient in your word processing program, Photoshop, Excel and a variety of other computer aids. You have to be able to organize your material, write intelligently, and spell correctly. Thank God for spell check!

For a normal month, it probably takes two or three evenings to compile the newsletter. Other months, when we have major events to report on, it may take a little longer. It really helps when other club members submit articles, editorials and columns. In this respect I want to thank Roger Stegall, Jim Fassino, Jon Dewey and Jim Hogan for their constant contributions. Other club members have submitted articles and my thanks goes out to them as well.

I will, of course, assist the new editor in any way I can. I have a huge library of photos, templates, ads and copies of all the newsletters for the past several

years. I have decided that the April edition will be my last unless someone wants to start before then. Anyone interested and who wants more information should give me a call and I will be happy to discuss it with them.

It was a good ten years, and thanks for the opportunity.

Bob Wilson



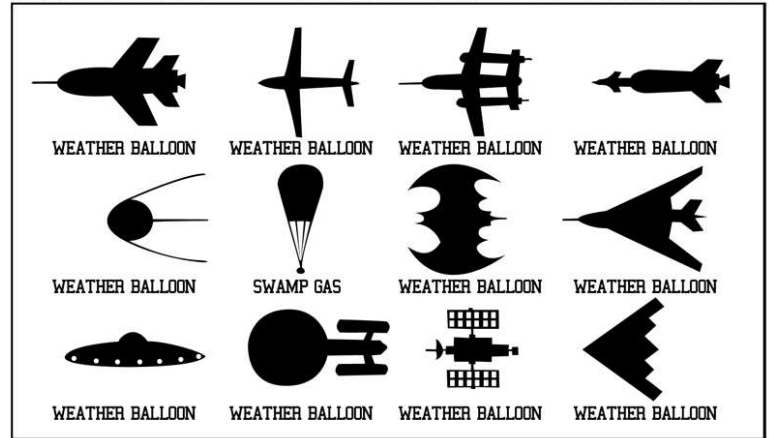
At the end of the December club meeting, you MAY or MAY HAVE NOT witnessed the passing of a black book. On the cover was an eagle clucking a scroll. I brought it home and it sat next to my bed for several weeks before I opened it. I was a little skeptical at first but the more I read the more interested I became. Could this really be the Presidential book of Secrets?

I turned to page 47, you know the one they referred to in the National Treasures movie. The page was titled, The Secrets of Roswell. We have all heard the story about the weather balloon found on the Foster ranch in 1947. Well now on page 47 it is confirmed that there was indeed a government cover up. Here is the true story of Roswell as told in the PRCM Presidential book of Secrets.

In the early hours of 14 July 1947 a radar blip was picked up on a scope in Alamogordo New

Mexico. The target was heading south out of Canadian airspace.

### U.S. AIR FORCE AIRCRAFT IDENTIFICATION CHART



Moving very fast and descending towards White Sands missile base, NORAD declared DEFCON 5 and launched the alert fighters. One of the fighters was flown by LT. R.C. Wilson, call sign "Wilsoni". He was flying a new experimental aircraft known as the "Icepoint". Reaching flight level 200 the object came into Wilson's view. He reported to NORAD that it was indeed a UFO! An unidentified flying object. Over the radio he heard, "SON! We are not paying you to UN- identify it! Now identify it and shoot it down!" This transmission was sent over the new highly classified 2.4 gig frequency. Wilson knew only top secret Futaba orders are sent over this freq.

At 0342 hrs, the target was locked on by the Icepoints Air to Air computer and a missile was ignited under its right wing. In a flash the missile was gone and tracking towards the now identified target. LT. Wilson witnessed the impact of his missile and follows the long silver cigar shaped craft down until it impacted into the desert.



At 0610 local time in Washington DC, two young up and coming C.I.A agents were boarding a plane bound for the New Mexico desert. Due to the sensitive nature of this story I still have to use their codes names: Orville and Wilbur. These two men were hand-picked for this mission because of their knowledge of unusual air frames. Plus Wilbur had a love of electrical motors and had tried to convince the FAA that electric flight was the way of the future. The FAA laughed at him and said, maybe if you have a long enough extension cord but not with our heavy lead weight batteries .

As soon as Roger and Vern, I mean Orville and Wilbur, landed at the Army air base they were trucked to the crash site. Upon reaching the site they both knew this was no weather balloon. Instead it was a potential gold mine of technology. According to the book of secrets it was indeed an alien spacecraft loaded with "neat stuff." Orville and Wilbur were like two kids in a hobby shop. "OH Wilbur, look at this." Hay Orville, look what I found, See! Electric flight is possible; it is all a matter of KVs!" Wilbur said. He knew the aliens had not used a long extension cord to reach Earth, the answer had to lay within the battery compartment. A new kind of battery! Not the heavy ones used on Earth. Lite weight, very powerful, long lasting and compact. Wilbur knew, if he could market these new batteries he could make a fortune.

On the other said of the aircraft Orville was looking at the airframe. The material was blue, pink and white. One small piece had melted and bubbled from the heat of the crash. After the material had cooled, the edge looked like the "foam" on the head of his Budweiser beer the night before. Foam? Foam board? Pink foam? Blue board? He was heard saying over and over. These were all new words Orville was introducing into the English language that night. Orville continued to comb over the wreckage and he found a book with several pictures and what look like hieroglyphics. After studying the

book Orville believed he had been looking at aircraft and wing design all wrong. He found if we put a wing on backward and sweep them forward to increase the instability we can make a piece of foam fly.



Unclassified photo of Wilbur & Orville testing a new alien design.

Without going into too much more detail, let's just say a match was made in the New Mexico desert that would change the course of model aviation forever. Foam and KV's, who would have known?

All the individual's on page 47 are still alive and living the good life. After landing back at his base, Wilson's wing man said, "Gutsiest move I've ever seen man! I think you should change your call sign to The Great Wilsoni." That night a legend was born in his own mind. If you ever find yourself in the small town of Leanor, you can still see a model of the Icepoint he flew that night. It is hanging from the ceiling of Dynamic Balsa hobby shop and RC museum.

Wilbur sold the rights to the new batteries to a young man who later became known as the "Hobby King." Wilbur is now retired and runs a small hobby shop out of his basement and has been seen mowing grass by day. He regrets selling the rights every day. He could have been the Hobby King instead of Amelia.

Orville is still building strange and unusual air frames out of foam. He has been seen flying them

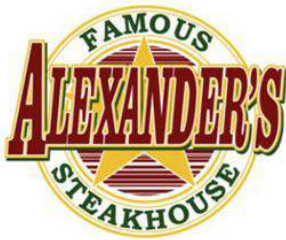
with a long ribbon taped to their end, and of course his good friend Wilbur is still his test pilot. Orville and Wilbur go together like milk and Oreos, bread and butter or foam and electric motors. Well..... you get the ideal.

Thanks to these three great men we can now say, The rest is history.

### PRCM BANQUET

Our Annual banquet will be on February 20<sup>th</sup> at Alexander's Steak House, 6pm. I hope to see everyone there enjoying a big steak and lots good RC stories. If you have not RSVP yet, please let me know as soon as you can.

[Dew6483@yahoo.com](mailto:Dew6483@yahoo.com)



**Jon Dewey**

**DYNAMIC Balsa**  
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### A MESSAGE FROM HOLLYWOOD HOGAN

As you know, Horizon Hobbies has been purchased by two Capital investment groups, (Armory Capitol LLC and Mill City Capitol L.P.) Horizon Hobby's CEO, Joe Ambrose, in his statement to the press, said nothing other then how great the sale will be for everybody including employees, customers and suppliers. He should have saved the ink.

Let's look behind the deal. The controlling family wanted out, maybe to take the equity out of the business or future family management is either in question or long term profitability is in question. The result is the new owners will have to buy out the current owners and make a profit.

Short term, we will not see any changes at Horizon because the new owners will need the employees to operate the day to day functions of the company to meet the profit demands of the Investment companies. If the new target profits are achieved, we will see little change at Horizon. However, if not, heads will roll and changes made in the basic operations of the company. That could result in sell off of product lines and a smaller Horizon Hobbies.

Lets hope the buyout is positive and Horizon Hobby becomes a stronger company.

However, competition from "on line companies" such as Hobby King is changing the hobby industry. Life will be tougher for both Horizon and Hobbico. We're looking at some interesting times in the hobby supply industry.

**Jim 'Hollywood' Hogan**

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Electric combat preparations are already underway for another season of streamer cutting mayhem. Similar to last year, the only requirement for 2014 electric combat is the speed control must be 18-amps or less. This single specification limits, to some extent, the cost, size weight and speed of aircraft while keeping things simple and competitive. Scoring will also be the same as last year. Four points will be awarded for cutting the 24' streamer of another plane and one point will be awarded to each pilot who completes each 4-minute heat with his/her streamer at full length. Any pilot suffering a cut streamer must immediately land and cannot collect any more points after the streamer was cut. The pilot with a cut streamer will keep all points for cut streamers prior to the time when his/her streamer was cut.



2013 Combat aircraft in action.

Three combat sessions/heats will be held each event day with all participants flying at the same time. The two lowest event day scores will be dropped from year-end scoring to allow flyers to miss up to two events and still be competitive with others who participated in all combat heats for the season. [GWSprops.com](http://GWSprops.com) has a good selection of suitable combat planes (\$29) or you can grab a \$10 sheet of ½" foam insulation from a lumber yard and make yourself 5-6 combat planes.



2014 will definitely have another season of unlimited electric racing. This year we are planning to conduct one race per month beginning in May and extending through October (weather permitting). The intent of the 2014 electric racing format remains the same; to maximize fun with a minimum amount of cost and restrictions.

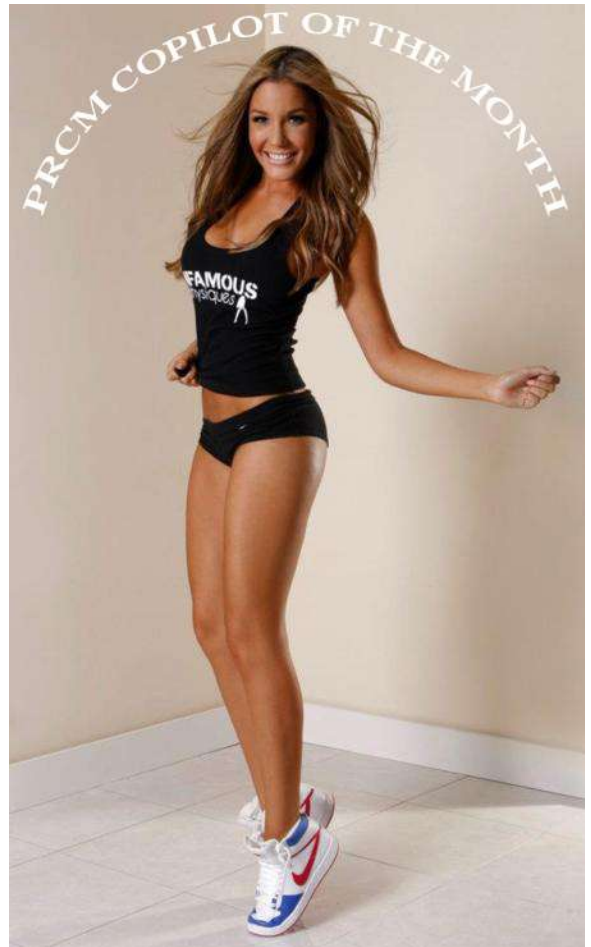
Anything electric can be raced for points. Any battery, plane, propeller, speed control or motor can be used. We will fly three different 6-lap heats per event day, utilizing a countdown clock for an in-the-air start. A single cut or a start-line fault will completely disqualify a participant from receiving any points for the heat. Twenty points will be awarded the winner of each heat with all other participants receiving “normalized” points based upon the number of pilots who started the heat (I.e. if 5 pilots start a heat, 1<sup>st</sup> place = 20 points, 2<sup>nd</sup> place = 16, 3<sup>rd</sup> place = 12, 4<sup>th</sup> place = 8, 5<sup>th</sup> place = 4 points). All racers will fly in the same heat. Jim Stegg, Chris Kroodsma, Joe Lang and John

Hoelscher have recently purchased or built F22 raptors in anticipation of joining in the fun this year. Scoring for the year will allow each participant to drop/miss two event day scores from the total of events flown during the season. Roger Stegall has a good supply of F22 Raptor kits (\$25 – about 2 hours to build) for anyone who might like to give Unlimited Electric Racing a try.



Shown in the above picture is an F22 Raptor built and ready to RACE.

## Roger Stegall



## DEAR AMELIA

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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 our most recent Friday indoor flying event we experienced a very strange event that needs further clarification. One of our members arrived at the sports complex with his plane and radio and deposited his \$10 flying fee on the clipboard. After considerable time had expired this member turned on his radio only to discover his battery was not sufficiently charged to enable him to fly. When he left the facility about 10 PM, he withdrew his \$10. Basically, our club was loaned the \$10 entry fee for 2+ hours. Amelia, do you think it's appropriate for our club to receive loans without providing some

form of interest on the loan?

**Sincerely,**

**Interested About Interest**

**Dear IAI,**

Your club does have some history of borrowing money from members for field improvements and then paying back those loan amounts plus interest. Since your club does not have a PTF (Planned To Fly) cause written into your indoor rules for Friday night flying payments, the member who loaned you \$10 for 2 hours should be paid back \$10.000228 (based upon a 10% interest rate). Your next club bank statement should reflect a liability of .000228 because any member who will withdraw his \$10 is likely to come back to the club expecting to receive interest for his oversight of improperly charging his radio.

**Sincerely,**

**Amelia Airhead – Never one to over-charge**

**Dear Amelia,**

Recently, a Southwest airliner arrived at an incorrect airport, seven miles from its intended destination, with a 124 passengers expecting to arrive in Branson for the \$6.95 buffet and some good country music. What they got on their resulting bus ride to the correct airport was a McDonald's happy meal and a local radio station advertising ED products. I mention this because our flying club has no protocol for unexpected off-field landings. During this past season, we had one landing more than ½ mile from its intended destination.

Amelia, do you think all of these miss-guided landings into bean and corn rows are the result of pilot-error or are they more a function of pilot training where our members simply get confused concerning the identification of grass and other agricultural landscapes?

**Sincerely,**

**Club Recovery Aircraft Personnel (CRAP)**

**Dear CRAP member,**

I'm not convinced additional pilot training would be any more beneficial than additional potty-training when it comes to your members keeping their aircraft from areas that require a combine for harvest. The typical protocol for off-field landings usually involve the following (1) identify a landmark (tree, bird, building) in line with where the plane was last seen (2) form a posse of friends or paid mercenaries to conduct a search (3) have one of your more lazy or uninterested friends stay at the original flying position to guide the band of miss-fit searchers to stay on an imaginary line to where the craft should be found and (4) make sure the search team takes a bag or a shovel to the crash site. Adhering to the above protocol will not reduce the number of forays into beans and corn but should limit the amount of time your members aimlessly wander about in search of finding mushrooms or a wayward aircraft. "An ounce of prevention is worth a pound of cure" – especially if you have one of the larger aircraft.

**Sincerely,**

**Amelia Airhead – a believer in prevention**

