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Jon "Dew Drop" Dewey

FIELD MAINTENANCE



AMA CONTEST DIRECTORS:

Jim Hogan, Jim Fassino, Jon Dewey

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 \$110/year. If paid on or before the December club meeting: \$90, If paid between December meeting and Jan 1st, \$100. 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

ESTABLISHED
SINCE
1954



The Story of "Bad Angel"

Submitted by: Bill "Whiskey" White

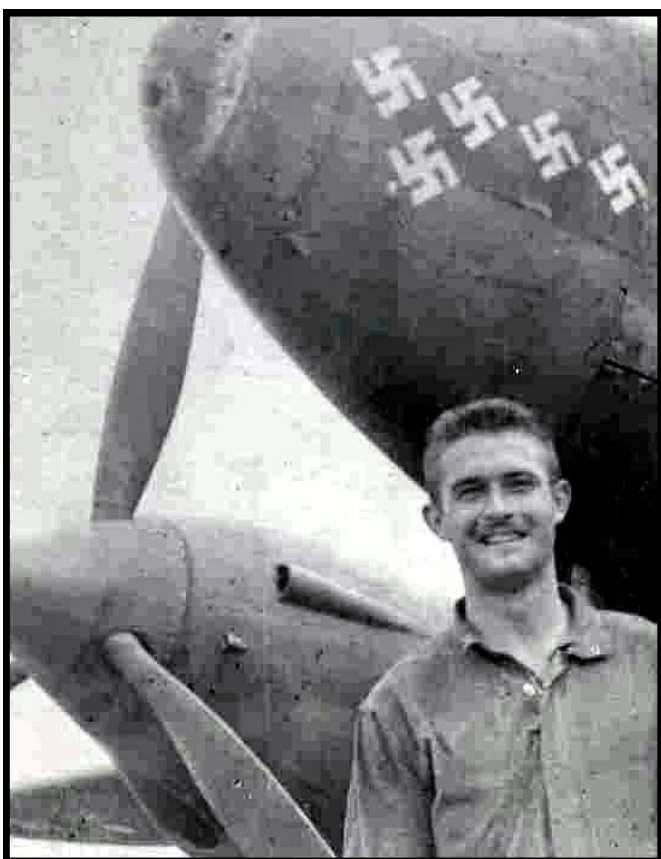
In 1942, the United States needed pilots for its war planes ... lots of war planes; lots of pilots. Lt. Louis Curdes was one. When he was 22 years old, he graduated flight training school and was shipped off to the Mediterranean to fight Nazis in the air over Southern Europe.

He arrived at his 82nd Fighter Group, 95th Fighter Squadron in April 1943 and was assigned a P-38 Lightning. Ten days later he shot down three German Messerschmitt Bf-109 fighters.

A few weeks later, he downed two more German Bf -109's. In less than a month of combat, Louis was an Ace.

During the next three months, Louis shot down an Italian Mc.202 fighter and two more Messerschmitts before his luck ran out. A German fighter shot down his plane on August 27, 1943 over Salerno, Italy.

Captured by the Italians, he was sent to a POW camp near Rome. No doubt this is where he thought he would spend the remaining years of the war. It wasn't to be. A few days later, the Italians surrendered. Louis and a few other pilots escaped before the Nazis could take control of the camp.



One might think that such harrowing experiences would have taken the fight out of Louis, yet he volunteered for another combat tour. This time, Uncle Sam sent him to the Philippines where he flew P-51 Mustangs.

Soon after arriving in the Pacific Theater, Louis downed a Mitsubishi reconnaissance plane near Formosa. Now he was one of only three Americans to have kills against all three Axis Powers: Germany, Italy, and Japan.

Up until this point, young Lt. Curdes' combat career had been stellar. His story was about to take a twist so bizarre that it seems like the fictional creation of a Hollywood screenwriter.

While attacking the Japanese-held island of Batan, one of Louis' wingmen was shot down. The pilot ditched in the ocean. Circling overhead, Louis could see that his wingman had survived, so he stayed in the area to guide a rescue plane and protect the downed pilot.

It wasn't long before he noticed another, larger airplane, wheels down, preparing to land at the Japanese-held airfield on Batan. He moved in to investigate. Much to his surprise the approaching plane was a Douglas C-47 transport with American markings.



He tried to make radio contact, but without success. He maneuvered his Mustang in front of the big transport several times trying to wave it off. The C-47 kept to its landing target.

Lt. Curdes read the daily newspaper accounts of the war, including the viciousness of the Japanese soldiers toward their captives. He knew that whoever was in that American C-47 would be, upon landing, either dead or wish they were. But what could he do?

Audaciously, he lined up his P-51 directly behind the transport, carefully sighted one of his .50 caliber machine guns and knocked out one of its two engines. Still the C-47 continued on toward the Batan airfield. Curdes shifted his aim slightly and knocked out the remaining engine, leaving the baffled pilot no choice but to ditch in the ocean.



The big plane came down in one piece about 50 yards from his bobbing wingman. At this point, nightfall and low fuel forced Louis to return to base.

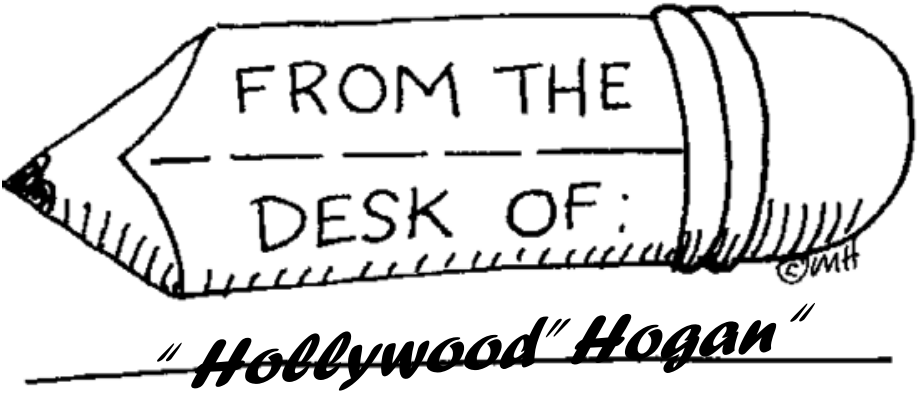
The next morning, Louis flew cover for a rescuing PBY that picked up the downed Mustang pilot and 12 passengers and crew, including two female nurses, from the C-47. All survived.



For shooting down an unarmed American transport plane, Lt. Louis Curdes was awarded the Distinguished Flying Cross. Thereafter, on the fuselage of his P-51 "Bad Angel", he proudly displayed the symbols of his kills: seven German, one Italian, one Japanese ... and one American flag.



THE DISTINGUISHED FLYING CROSS




We held "Warbirds on the Warpath" on Saturday, July 9th, at the field. It was a beautiful sunny summer day with a light cross wind which did not effect the flying. We hosted guests from Champaign, the Pekin area, and Streator. We flew airplanes from WWI, WWII, Korea, and classic airplanes from the 1930's

There is a movement in the Midwest to hold no pressure fun-flies featuring warbirds from any era and classic airplanes designed before 1960. The event adds a twist to the old "fly what every you brought" concept. To make it more interesting, we offered a lunch at the field followed by a closing banquet at River Beach Club as the sunset.

Special thanks to Don Stedman who printed hundreds of event flyers and "drove his car" to Chicago, Quincy, Springfield and Champaign to distribute them to hobby shops. He also coordinated our "on line" advertising. Jon Dewey provided lunch and all drinks for the event. He also did the detail stuff to make sure we did not forget anything. Without these two, Warbirds on the Warpath would not have happened.

FOR THE SERIOUS COMPETITOR



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Thanks to Terry Beachler who registered but did not fly and for driving his Military Jeep for display at the event. Thanks also to Jim Fassino who did a fly- by in his Stearman . I don't want to forget Mayla Stedman who spend her day at the registration table selling drinks and watching over the cash box.



We had eleven members of the club register for the event. I can't remember when we have had that many members support an event. In addition, I counted four more members who spent much of the day at the field. A big Thank You for the strong membership support for the event.

Now the committee will meet and discuss what we did right and what we need to improve. Your input is welcome. What did you like and what would you do different? Just let me know and I'll include your thoughts and comments. After we complete the review, we'll make recommendations to the membership and decide if we will have a second annual "Warbirds on the Warpath".

"See you in the lawn chairs"

Jim "Hollywood" Hogan



The July 16th edition of pylon racing saw Jon Dewey, Jim Fassino, Jim Hogan and Roger Stegall ready their planes for a day of competitive racing under ideal conditions. As the first race was about to begin, Jim Hogan had a flameout and decided not to race that first heat. The three remaining planes were to the start line with Dewey in the lead, Stegall second and Fassino in last place. For the remaining eight laps of the race, those planes remained in that same position at the finish line. Hogan discovered his radio transmitter battery was about to go dead so that left only three contestants for the remaining three heats. The second race was much more competitive and interactive. Fassino and Dewey were on each other's tails coming out of every turn while Stegall flew like he had ants in his pants. The finish order was Fassino, Dewey, Stegall. Race #3 had Fassino first at the start and Stegall trading places with him several times during the race. Dewey, trying to catch up with the leaders managed to cut the east pylon two times and cut the west pylon three times for a new course record in futility. The finish order was Fassino, Stegall and Dewey (DQ). The final race of the day had all three planes close at the start and that didn't change until the 2nd lap when Dew Drop and Fassino went into full contact mode. Jim's racer lost the half of its horizontal stabilizer that was not connected to the servo, making the plane barely controllable for pitch at full throttle. Stegall finished in first place with Dewey close behind and Fassino (DNF) . Jim had left the heat to fly high at full throttle while the field was cleared. As Jim started his approach at a reduced throttle setting, the plane nosed down and never recovered as it made a serious divot in the bean field. Scores for the day were: Stegall 15, Dewey 14, Fassino 14. YTD scores for No Fear Pylon are: Stegall 64, Dewey 63, Fassino 51, Don Stedman 17, George Knight 15, Jim Hogan 13.

Roger Stegall

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www.peoriarcmodelers.com



Roger Webber joined combat for the first time flying a chloroplast entry that had a similar mid wing motor as all other entries. The big difference was that it was considerably heavier/slower but virtually indestructible. Chloroplast is the type of material used in small outdoor signs that resemble plastic cardboard. The other contestants for the day were Jim Fassino, Jon Dewey, Verne Holeman and Roger Stegall. Webber got a good start during the second minute of the first flight and lopped off about one foot of Fassino's pink ribbon. Holeman's combat ship landed early. During the third minute of the contest, Webber committed suicide by cutting his own ribbon. Stegall and Dewey flew out the remainder of the round in vein trying to gain a victory. Combat event #2 was one for the record books. Shortly after the start, Webber's indestructible wing flew through the middle of Stegall's wing leaving it to resemble two pieces of a jigsaw puzzle. Undaunted by the contact, Webber and Dewey met a minute later about 50' above the ground with similar results: Dewey in the beans and Webber still searching for more mayhem. Holeman landed early so Fassino and Webber were left alone in the sky. During the last minute of the contest, Fassino got revenge from his loss in the first heat to Webber by cutting Roger's orange ribbon in half. Stegall had a back-up plane ready for heat #3. Holeman, Stegall, Fassino and Webber launched for the final chase of the day. Verne landed early. Wouldn't you know it, but Webber enacted revenge on Fassino and cut Jim's pink ribbon for the second time of the day. The two Rogers dueled it out to no avail during the last minutes of the contest. Results for the day were: Webber 7 points, Fassino 4 points, Stegall 2 points, Dewey 1 point, Holeman 0. YTD scores are: Jim Fassino 18, Roger Stegall 18, Jon Dewey 13, Roger Webber 7, Verne Holeman 4, Roger Wheeler 3, Steve Blessin 2.



Roger Stegall and Jim Fassino were the only two participants for the July electric racing event. The only requirement to race is you must use an electric motor. Recently, John Hoelscher purchased a Reverb composite plane and Roger Wheeler acquired a red EFX. Hopefully we will soon have more participation for these 6-lap races. Heats #1 and #2 were a repeat of about every electric race this season with Jim Fassino beating Roger to the finish line.. Race #3 was slightly different. Roger had the early lead at the start but Jim's EFX was super duper faster than normal. He passed Roger early in the 2nd lap. In an effort to not finish second for a 3rd straight race, Roger really tightened up his turns and did finish just a few feet behind Jim at the finish. Unfortunately, for Roger, he managed to cut 3 pylon turns for a zero score. Pont totals for the day were: Fassino 60, Stegall 20. YTD point totals are: Jim Fassino 180, Roger Stegall 100.

Roger Stegall

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Co Pilot of the Month



TRIVIA

C H A L L E N G E
















Can anyone name the Owner/
operator of the Airplane,
Helicopter and Tool box, this
Month's copilot is posing on?
Look close. They really are in
the pictures with her.



? TRIVIA ANSWER !

The Answer: PRCM Club Supporters and Friends, Brad and Jane Deckert. A special Thanks to Brad for sending in the great pictures of this months Copilot: Bryn Fabbri and his tool box.

2016 AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2 	3	4  7am THE TAILDRAGGERS	5  1030am	6 7am  DOWN ON THE FARM®
7	8	9	10	11  7am THE TAILDRAGGERS	12  1030am	13 7am  DOWN ON THE FARM® RACE DAY
14	15	16	17	18  7am THE TAILDRAGGERS	19  1030am	20 7am  DOWN ON THE FARM®
21	22	23	24	25  7am THE TAILDRAGGERS	26  1030am	27  7am  DOWN ON THE FARM®
28 	29	30	31			



Dear:

Sum Ting Wong.

**On Vacation.
Back soon!**



Barnstormers Over Champaign

*All Giant Scale
Airplanes Welcome!*



August 27-28, 2016

9:00 am – 5:00 pm Sat
9:00 am – 1:00 pm Sun

Lots of Raffle Prizes and Pilot Prizes

Free Lunch for Pilots

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Saturday Night Fly

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GPS: latitude 40.157604/longitude -88.309597

Pre-registration available on our web site www.ccrc.info or call our event director: Dan Kempfues @ 217-898-9666

AMA Sanction 463

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Landing fee: On-site \$20.00 • Pre-registration \$15.00

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