



Coulda Been A Contender...



Coulda Been the Last Flight of the year



Particulars: Charter 313

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AMA CONTEST DIRECTORS:

Jim Hogan, Jim Fassino, Jon Dewey, Jim Martin

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



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ALL EVERYONE NEEDS IS A LITTLE.....PUSH

I just got home from recovering "Gavin's broke down" car. On the way to school this morning he had to pull over and leave the car in a parking lot. After work, we went to bring it home. We jump it and it ran fine until about half way home when it died again. Without thinking I yell to him to put in neutral and without thinking I pushed him out of traffic with my car. I started thinking about an episode of JAG I had watched many years ago. An F14 Tomcat had some battle damage and our hero Lt. Commander Harmon Rabb pushed another F14 out to the safety of the sea with the tail hook. I always thought it was just fictional until I found the true story it was based on.

The Story Behind Pardo's Push

It was March 10th, 1967. North Vietnam's only steel mill, thirty miles north of Hanoi, had been enjoying the cover of low clouds during the beginning of monsoon season. Strike packages had been trying to annihilate this target for more than a week but couldn't get close due to the weather. Even if they could get close, this was the most heavily-defended target in the history of aerial warfare. But this day the skies were clear and the strike package was given a "Go." They departed their base at Ubon Royal Thai Air Force Base in Thailand.



Pardo's Push

Captain Bob Pardo and his backseater, 1st Lt. Steve Wayne, were in their F-4 Phantom and assigned escort duties, protecting F-105s and other F-4s loaded with bombs for the steel mill. On their wing was another F-4 piloted by Captain Earl Aman and his backseater, 1st Lt. Robert Houghton.

These escort aircraft were equipped with air-to-air missiles for any MiGs that might try to intercept the strike force. In the event that the MiGs did not join them that day, they were also armed with bombs that would further lay waste to the steel mill.

It would turn out that Pardo and Aman could keep their missiles and join the other F-4s and F-105s on the bombing run. But during the bombing run, a number of the thousands of anti-aircraft guns surrounding the mill found their targets. Aman was hit bad, flak tearing holes in his fuel tanks, but he continued his attack. Pardo was hit as well but not as seriously. A number of other aircraft were downed over the steel mill.

Aman lost over 5,000 pounds of fuel in less than one minute. After dropping their bombs they climbed to 30,000 feet but were still over 100 miles inside of North Vietnam. The F-4 was noted as having the glide ratio of a brick, and Aman and Houghton knew they'd have to eject in enemy territory once they ran out of fuel. They prepared to bail out and notified Pardo of their intentions. This was unacceptable to Pardo and his "wingman" ethos.

Pardo started thinking of ways he could “push” Aman and Houghton towards Laos and the rescue forces stationed there. Making it to the refueling tanker was out of the question. His first thought was to nuzzle the nose of his aircraft into the drogue chute cavity in the empennage of Aman’s F-4. Pardo ordered Aman to deploy & release his chute, opening up this cavity to receive the nose of Pardo’s aircraft. Pardo inched forward towards Aman, but the turbulence coming off the F-4’s tail was too much. Pardo had to back down. Aman was minutes away from flaming out.

Pardo’s next idea was to position himself underneath Aman’s F-4. He would place the top of his fuselage against the belly of Aman’s aircraft in an attempt to decrease his 3,000 foot-per-minute descent rate. It seemed like a good idea but again, there was too much jet wash to make it possible.

Aman was about to give up. He and Houghton were making final preparations to eject over enemy territory. That’s when Pardo told Aman to lower his tailhook

Air Force F-4s were equipped with tailhooks just as Navy and Marine F-4s, not to land on aircraft carriers, but to catch cables strung across runways in the event of landing emergencies. This act would hopefully put enough distance between the two F-4s to avoid the turbulent jet wash.

Pardo carefully positioned his windscreen against Aman’s tailhook. There was still some turbulence to contend with, and any wrong move would send the tailhook crashing through the windscreen and into Pardo’s face. Pardo could only maintain contact for a few seconds at a time. He then tried using the bottom of the metal frame around the windscreen, rather than the windscreen itself. Around this time Aman’s engines flamed out and the jet wash disappeared, making the maneuver easier. Aman’s descent rate decreased from 3,000 feet per minute to 1,500 feet per minute. It was working! Pardo was only able to maintain contact for 10-30 seconds at a time, but he was actually pushing Aman’s plane towards Laos. About ten minutes into Pardo’s push, the battle damage sustained by Pardo’s aircraft finally manifested itself in the form of an engine fire on the left side. Pardo shut down the engine to avoid a catastrophic explosion,

and now the two aircraft were flying on only one engine. This increased their descent rate, and Pardo was worried about not being able to make it to Laos like this. He restarted the left engine, but the fire light quickly reappeared. He was forced to shut down the engine again. Pardo’s push was sustained for nearly ten minutes with a descent rate of around 2,000 feet per minute. As they approached the Laotian border they realized that they too would run out of fuel and be forced to eject. They radioed their anticipated position to rescue forces, and Aman and Houghton ejected. Pardo and Wayne managed to fly for a few more minutes before their remaining engine flamed out, and they ejected from their F-4 (Wayne first, Pardo one minute later as he was later quoted as saying he had always wanted to fly a glider). All four airmen were rescued by American forces and returned to their base in Ubon, where Pardo got a welcome he wasn’t expecting.

“They didn’t know whether to court-martial me or pin a medal on my chest,” Pardo said about his return to Ubon after Pardo’s Push. He and Wayne were disciplined and almost court-martialed for not saving their F-4, even though the loss of the aircraft helped save two pilots. It wasn’t until 1989 when all four men were recognized for their actions that day. Aman and Houghton received the Silver Star for continuing with their attack after being hit so bad, and Pardo and Wayne both received the Silver Star for their actions saving their wingmen.



Lets all give a push to a friend this year. Help each other with what ever you can. Let’s make each other better pilots and better friends. Have a very Happy and Safe 2019!

D.W.

Bugle's blare alerted GIs to Pearl attack

► Mobilian's late father sounded the first 'call to arms' as bombs hit the U.S. base in Hawaii

This newspaper article was submitted by Brain Bucar. It is an interesting read about Brain's friend, Jerry Bates (RC airplane designer) father.

By **GEORGE WERNETH**
Staff Reporter

During the early morning hours of Dec. 7, 1941, 16-year-old Marine Loy E. "Lucky" Bates Jr. was standing guard behind his barracks at Pearl Harbor.

As the American flag was being raised on the Marine 3rd Defense Battalion's parade grounds, a Japanese warplane roared over the barracks and strafed a nearby lumber yard.

A field musician first class, "Lucky" Bates grabbed his bugle and became the first American serviceman to sound the "call to arms" at the start of World War II, according to his son, Jerry L. Bates, 49, of Mobile.



"Lucky" Bates and his bugle saved the lives of several Marines sleeping off the ill effects of a Saturday night, totally oblivious to the Japanese surprise attack.

He moved to Clearwater, Fla., in 1972 and died in St. Petersburg in 1993. He was 67.

An article in a late 1940s edition of The Panama American newspaper in the Panama Canal Zone told of "Lucky" Bates' effort:

"Lucky also sounded taps over the more than 2,000 casualties of that day at Pearl Harbor," Bates said.

Bates now has possession of his father's battered old bugle.

"I'm thinking of donating it to the National Museum of Naval Aviation at the Pensacola Naval Air Station," he said. "They have a Pearl Harbor exhibit."

Bates' father, a native of Plaquemine, La., worked as a civil service engineer at Mobile's Brookley Field during the 1960s.

Bugle

► Continued from 1B

"That same bugle, which was often stuffed with apple cores and Idaho potatoes by Marines anxious to cram an additional 40 winks, contributed greatly toward saving the lives of several men sleeping off the ill effects of Saturday night — Marines who were completely oblivious to the Japanese surprise attack which soon tore through the barracks walls."

Bates said his father also became the youngest Marine in the Corps when he illegally signed up for service in Baton Rouge, La., at

V-J DAY ANNIVERSARY



MIKE KITTRELL/Staff Photographer

Jerry L. Bates, 49, of Mobile with the bugle that his father, Loy E. "Lucky" Bates Jr., used to sound the first "call to arms" when the Japanese attacked Pearl Harbor in 1941.

DYNAMIC BALLS SA

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age 15.

"He was a little hell-raiser," he said. "Everybody agreed that he needed to go into the Marines — or if not, he would wind up in jail."

"Lucky" Bates had "a deportment problem at a Catholic school," and his parents "gave him an ultimatum."

Bates said his grandparents falsely stated to the Marine Corps that his father was of sufficient age so the Corps would accept him.

His father served as a bugler only for a few more weeks after the attack on Pearl Harbor, he said.

"Lucky" Bates became a member of Carlson's Raiders of the 1st Marine Division and served at Midway, Guadalcanal and the Solomon Islands. He was wounded

three times and returned to the United States where he completed his service on war bond tours.

"Lucky" Bates worked for the National Geodetic Survey in South America for about 15 years before working at Brookley Field. In 1977, he became the first city planner for Oldsmar, Fla., according to his obituary in the St. Petersburg Times.

Bates said his dad kept the bugle as a keepsake, but he never heard him play it.

"He spoke very little about it. He considered it to be boasting. I think he realized it was just a matter of being in the right — or wrong — place at the right — or wrong — time."

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The Lawn Chair

Report



In the 1930's, private aircraft were well out of reach in cost for the average guy. William Piper, Founder of Piper Aircraft, wanted to build an airplane the average guy could afford. In 1938, he introduced the Piper J3 Cub to fill that role. It was an immediate success. J-3 Cubs were built until 1949 with close to 20,000 built. During World War Two, the military sent the Cub to war as the L-4 "Grasshopper" observation and liaison aircraft. It is said that an L-4 shot down the last aircraft over Germany in WWII when the pilot used his pistol to down a German Storch.



William Piper experimented with different aircraft after the war with little success. Then in 1949, Piper went back to the Cub design and released the first PA18 "Super Cub." The Super Cub, unlike the Piper Cub, found a niche as a utility and bush airplane. The Super Cub was built until 1983. But, demand for the design resulted in Piper reintroducing the airplane in 1988 with production until 1994. 15,000 PA18's were built. Today both the J-3 and the Super Cub remain very popular aircraft.



Piper Aircraft moved on to different airplanes and the Cub design became less important. However, the demand for the Cub style continued. In 1980, Cub Crafters was founded as a supplier to Piper for aircraft components. Demand for the Cub design, as a bush style airplane was strong, so Cub Crafters designed their own Cub to compete with Piper. Cub Crafters still offer several lines of Cub style airplanes under the "Carbon Cub" brand. Today, the Yakama, Washington company offers light sport, kits and certified aircraft for bush service. Their line continues to grow with the introduction of the new XCub, which can cruise at over 150mph. Not bad for the venerable Cub.



In 1987, Frank Christenson, designer of the "Christen Eagle" founded, Aviat Inc. He tried to buy the "Cub" design from Piper, but for a million dollars, he decided to design his own "Cub". Frank designed a rugged bush type airplane which looks like a Piper Cub, but much stronger. He calls his Cub look-a-like, Husky. It is estimated over 700 Husky's have been built at the factory in Afton, Wyoming.



The Cub, in one form or another, has been around for 80 years and still going strong. I admit, the 1938 Piper Cub is a long way from the new carbon composite Cubs of today. But, all are called Cubs, and all look very similar in design to the J-3.

Cubs in the Club

I tried to count how many members fly Cubs in our club. I'm sure I'm missing some, but, I know of three 1/5 scale Cubs flown by Joe, Don, and Jon. Steve maiden his 1/4 scale L-4 this fall. Jon will fly his 1/4 scale L-4 in the spring. I will also present a new Cub this spring.

In the summer, the Fox Valley Aero Club in St. Charles hosts a Cub fly-in. It is a wonderful event and you have never seen so many Cubs. And I mean just Cubs. Build a Cub and Join us.



See you in the Cub yellow lawn chairs next year.



Jim "Hollywood" Hogan



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Rest in Peace

Glen Howard

Gone
but not
Forgotten



PEORIA — Glen Clarence Howard, 87, of Peoria, IL, passed away peacefully at 6:50 pm on Tuesday, December 11, 2018 at OSF HealthCare St. Joseph Medical Center in Bloomington, surrounded by his loving children.

He was born November 27, 1931, in Mason City, IL, to Oscar Howard and Charlotte (Price) Howard. He married Donna Johnston Williams.

Glen leaves to cherish his memories his son, Todd (Nikki) Williams of Bloomington, IL, and daughter, Tracy Jeffers of Sherman, IL; four grandchildren, Amesa, Alexander, Matthew and Marisa; one great-grandchild, Noah; a host of nieces, nephews and cousins; as well as a close friend Tom who regularly checked on Glen.

He was preceded in death by his parents and his brothers, Alan Eugene and Delmar P., and his sister Mary Elizabeth.

A graveside service will be at 12:30 p.m. Tuesday, December 18, 2018, at Prairie Rest Cemetery in Delavan, with military honors. A visitation will be from 11 a.m. to noon Tuesday at Davis-Oswald Funeral Home in Delavan before the graveside service. Memorials may be made to Washington R/C Flyers Club, c/o 22 Woodford Way, Metamora, IL 61548

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JANUARY 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1 	2	3 7am i'm lovin' it	4 11am 	5 7am CHILDERS EATERY
6	7	8 Club Meeting Dinner @ 6pm	9	10 7am i'm lovin' it	11 11am 	12 7am CHILDERS EATERY
13	14	15	16	17 7am i'm lovin' it	18 11am 	19 7am CHILDERS EATERY
20	21 	22	23	24 7am i'm lovin' it	25 11am 	26 7am CHILDERS EATERY
27	28	29	30	31 7am i'm lovin' it		

NEW YEARS DAY



POLAR BEAR PLUNGE

Just like a



But completely
Different



Co Pilot of the Month



Jim Fassino

Jim Hogan

Roger Weber

*And safe travels to
anyone else who is
heading to warmer places.*

"That's
all
folks!"

