



Lost Pilot? Or Jim Flying his glider?



I am glad he never lost sight of it, or went over 400'

Particulars: Charter 313

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Newsletter:	Jon "Dew Drop" Dewey

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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peoriarcmodelers.com



It is a scary time to be involved in our hobby. It is unfortunate that a few UAS "Done" operators have made it difficult for the rest of us. Lucky for us the EAA (Experimental Aircraft Association) is supporting the AMA with our fight against Congress. Recently an email was sent out to all club member asking to contact your congressman with our concerns. I hope many of you have already contacted them if not you have until March 2nd 2020. I know personally, once the FAA gets in your back pocket it is impossible to get them back out. So I am afraid this will be on issue for many years to come. Here is a brief recap of what is going on:

The NPRM (Notice of Proposed Rulemaking) proposes that UAS that lack onboard remote ID must have onboard flight control equipment that keeps the UAS within 400 feet of the operator (commonly called "geofencing" technology), and the operator must broadcast where they are to the FAA. This is inappropriate for TMAs, (traditional model aircraft) which are difficult to retrofit with this sort of equipment and frequently fly from appropriately sized open spaces (such as public parks, athletic fields, or private property).

We recommend that you instead propose that TMAs be exempt from the geofencing requirement of limited remote ID, as the inability to stay under control beyond line of sight is self-limiting. Users should only need to notify the FAA when and where they are flying, either on-site or beforehand, using a simple website or app. The majority of approvals could be issued automatically by the system, minimizing the workload requirements on the FAA. This is similar to the Low Altitude Authorization and Notification Capability (LAANC) system already used by the FAA for approving UAS flights in certain areas.

We also recommend removing the requirement that a TMA stay within 400 feet of the operator. Instead we propose a 400-foot ceiling (unless otherwise authorized) and within visual line of sight. A 400-foot "bubble" around the operator is severely limiting for models, especially fixed-wing.

FRIAs: The FAA proposes allowing flying without remote ID only at FAA recognized identification areas (FRIAs), and only for models that are amateur-built (using a standard similar to the 51 percent rule for amateur-built full-size aircraft). Community-based organizations (CBOs) will apply to establish FRIAs within a one-time 12-calendar-month window after the publication of the final rule and will be reevaluated on a periodic basis. The FAA states that they expect FRIAs to eventually be obsolete once remote ID on UAS becomes more common. This demonstrates a fundamental lack of understanding of model aviation.

We propose the following alternative:

FRIAs should be able to be established at any time in the future. The locations of flying sites change often, and new clubs are created. Additionally, modelers who frequently fly on their own land may want to establish their own FRIAs.

FRIAs should exist into perpetuity, with no renewal requirement, unless terminated for cause by the FAA or canceled by the owner (similar to a pilot or airworthiness certificate). Temporary FRIAs should be available for special events, such as a model aviation day at an airport or a seaplane RC event at a lake.

Any TMA should be able to be flown at a FRIA, and there should be no amateur-built requirement nor a phase-out of factory-built TMAs lacking remote ID equipment. Equipment requirements should be based on capability of a UAS, not the manner of construction.

FRIAs should be operated under the safety guidelines of a CBO, but there should be an option to establish one directly through the FAA, using a simple website or app with mostly automated approval (again, similar to the LAANC example cited above). The current proposal is to work through a CBO to establish a FRIA, which may be inappropriate for some private operators.

Registration: The NPRM proposes to require every modeler to register every active model uniquely. Presently they are only required to register once, and this registration covers all aircraft. A prolific modeler could have more than 100 models with a constantly changing collection, imposing a massive financial burden and hassle factor. Urge the FAA to only require registration once per operator as is presently required. If the FAA wishes to know how many models a person owns, they can ask this upon renewal.

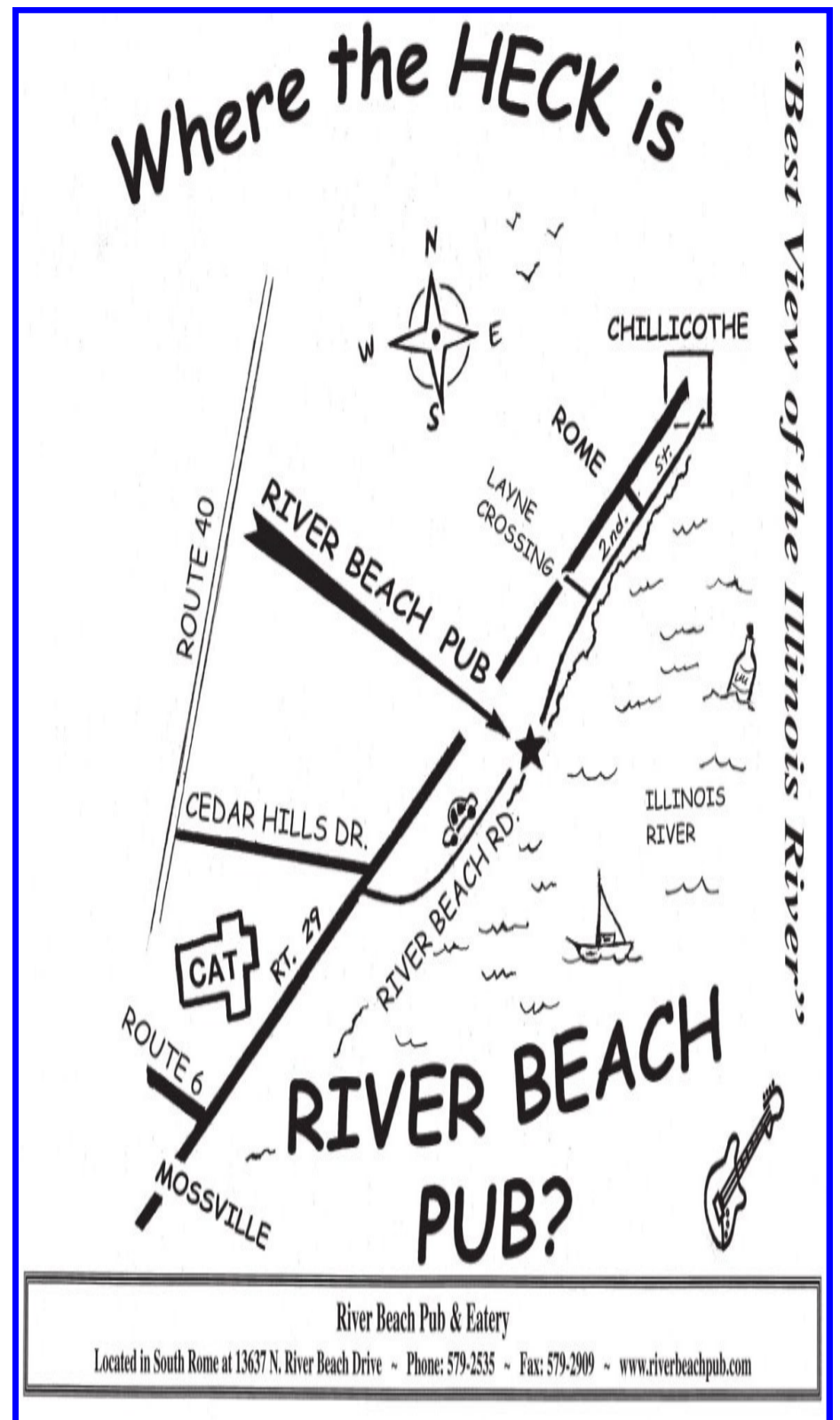
Privacy: Even with our proposed changes, modelers will still send a significant amount of information to the FAA, including real-time location information in some cases. There must be the ability to opt out of being included in publicly accessible data. The FAA and law enforcement will have the information they need, which meets the intent of this rule.

*EAA recognizes that our proposed definition of traditional model aircraft does not include first-person-view (FPV) modeling, which is an exciting new part of the hobby. While the recommendations above would allow the vast majority of model aviation to continue with minimal disruption, EAA will be addressing possible solutions for FPV in its own comments to the docket.

I know this is very dry reading that only a Lawyer can enjoy. But it is very important if we want to save our hobby and to continue to fly as we have. PLEASE HELP inform Congress.

D.W.

**I'M FROM THE
GOVERNMENT,
I'M HERE
TO HELP**





Lawnchair Report



Flight 914

There is not much to talk about in the middle of the winter, so I got on "You tube" and was watching airplane videos. I came across the story of Pan American flight 914. I'm not sure if this is real or not, but I found several reports about this amazing story. On July 2, 1955, a Pan American DC 4 was flying from New York to Miami with a crew of 4 and 57 passenger. The airplane departed New York and within minutes was lost on radar and no response from the airplane's crew.

A massive search both on the coast and at sea did not find any wreckage and the FAA closed the investigation. Without radar or pilot communication, there was no way of knowing how far the airplane traveled and was presumed lost at sea.

37 years later, on May 21, 1992, the tower at Caracas, Venezuela, got a call from an airliner reporting itself as Pam American 914. The pilot asked where they were and the DC-4 landed and stopped on the runway. As vehicles approached, the pilot of the airliner asked them to stay away from the plane.



Can You Solve a Mystery?

Answer is on the last page

It's a dark stormy night. A watchman is making his rounds in a warehouse. He turns a corner. On the other side of a closed door at the end of the hall he hears, "No Frank, don't shoot!" and then a bang. The watchman enters the room and there is a doctor, a lawyer and plumber standing over the dead body. The gun is on the floor. The watchman says to the plumber, "You are under arrest for murder." How does he know it is the plumber?

TWILIGHT ZONE

RIDDLE OF FLIGHT 914

Plane that vanished in 1955 lands 37 YEARS LATER!

CARACAS, Venezuela — Like a winged specter from the *Twilight Zone*, a chartered DC-4 with 57 passengers on board landed in Caracas, Venezuela, in 1992 — 37 years after it vanished on a 1955 flight from New York to Miami!

But within minutes, the phantom plane took off again — and disappeared into the clouds!

Eyewitness accounts plus tape-recorded radio contacts between the pilot and the control tower provide irrefutable proof that the nightmarish landing did take place.

"The accounts given by airport tower workers who witnessed the incident were essentially identical and unchanging," declared Deputy Air Minister Ramon Estovar.

But the clincher, Estovar said, was a small 1955 calendar

"We could see the plane with our eyes, but according to the radar, it wasn't there," said de la Corte.

"We asked the pilot to identify himself and he radioed back to us, 'Where are we? What the hell's going on?' He sounded very frightened and confused, but he finally identified himself as Charter Flight 914 out of New York, bound for Miami with a crew of four and 57 passengers aboard."

The controller said the pilot's words brought a stunned hush to the tower: Flight 914's destination . . . Miami . . . is 1,200 miles from Caracas.

"I told the pilot, 'This is Caracas, Venezuela . . . South America.' Then I asked, 'Are you Mayday? Are you in trouble?' There was no response, so I

"We asked the pilot to identify himself and he radioed back to us, 'Where are we? What the hell's going on?' He sounded very frightened and confused, but he finally identified himself as Charter Flight 914 out of New York, bound for Miami with a crew of four and 57 passengers aboard."

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"I told the pilot, 'This is Caracas, Venezuela . . . South America.' Then I asked, 'Are you Mayday? Are you in trouble?' There was no response, so I

cleared him to land. The plane's approach and the touchdown were perfect.

Just as I was beginning to think everything was okay I heard the pilot say to his copilot, 'Jesus Christ, Jimmy! What the hell is that?'

"They were looking at a Lear jet and acting like it was a spaceship."

De la Corte said the pilot announced that he was scheduled to land at Miami International Airport at 5:55 a.m. July 2, 1955.

"Then I heard him say, 'Something's wrong. This isn't right,'" de la Corte said.

"I radioed the plane and said, 'Captain, this is Caracas International Airport. The date is May 21, 1992.' He said, 'Oh my God!' and I could hear him breathing very hard. I told him to stay calm, that we had a ground crew on the way."

De la Corte said as the ground crew and service truck neared the DC-4, the pilot screamed over the radio, "No! Stay away! We're getting out of here."

The ground crew later reported seeing the faces of passengers pressed against their windows.

They said the pilot himself opened his cockpit window and tried to wave them away.

"He was waving a clipboard," de la Corte said. "The calendar we later found must have dropped from it. The pilot taxied away and took off."

Officials seized the control tower tapes and the pilot's calendar, but their investigations failed to solve the mystery of the baffling sighting.

EYEWITNESS air traffic controller Juan de la Corte.

Airport at 5:55 a.m. July 2, 1955.

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"I radioed the plane and said, 'Captain, this is Caracas International Airport. The date is May 21, 1992.' He said, 'Oh my

Some of the passengers got off the airplane and ground crews could see the passengers had not aged and the clothing was from the 1950's. The passengers on the ground re-boarded the airplane while the pilot dropped a 1955 calendar on the runway. The airplane started the engines and departed. After takeoff, the airplane once again disappeared from radar.

After this event, the incident was reported only briefly in the print media before all reports stopped.

WOW, we know the flight was real and a crash investigation was preformed. The rest is just "plane" spooky.

Just something to do in the winter.

"See you in the lawn chairs soon"



Jim "Hollywood" Hogan

Annual BANQUET



*Tuesday March 24, 2020 Annual
Banquet Alexander Steak House*

*100 Alexander Ave, Peoria, IL
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MARCH 2020



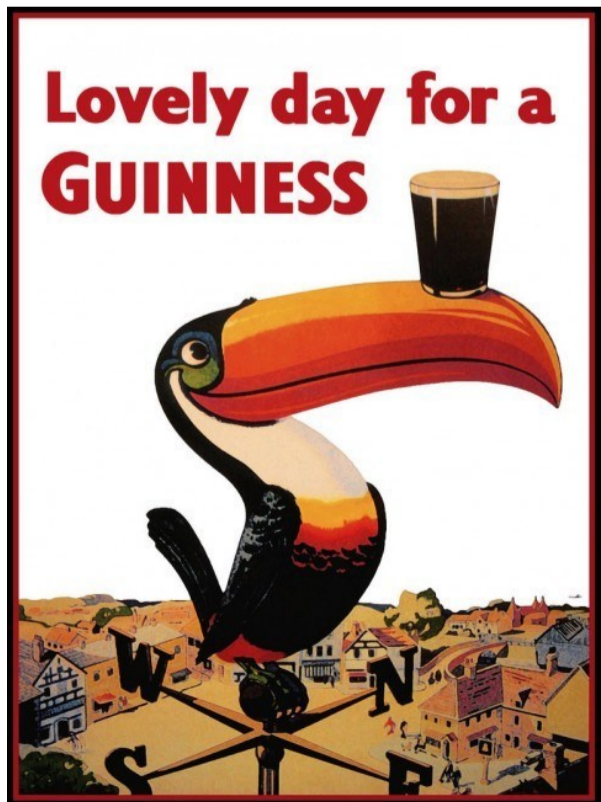
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 NATIONAL PIG DAY MARCH™ 	2	3	4 Club Meeting! 	5 Hogan Returns McDonald's 7AM 	6	7 CHILDERS EATERY 7AM EAT + DRINK + CRAVE
8 SPRING FORWARD! Daylight Saving Time 	9	10	11	12 McDonald's 7AM 	13 FRIDAY THE 13TH	14 CHILDERS EATERY 7AM EAT + DRINK + CRAVE
15	16	17 St. Patrick's DAY 	18	19 McDonald's 7AM 	20	21 CHILDERS EATERY 7AM EAT + DRINK + CRAVE
22	23	24 Annual BANQUET 	25	26 McDonald's 7AM 	27	28 CHILDERS EATERY 7AM EAT + DRINK + CRAVE
29	30	31	1	2	3	4



Happy St. Patrick's Day

From:

Co Pilot of the Month



ANSWER

He knows it is the plumber because the doctor and lawyer are women, and neither is named Frank

GUILTY



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folks!"**

