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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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I hope all of you are doing well during this crazy time in our lives. I am sorry that our banquet had to be cancelled. I am not sure what we will do, either re-scheduled it at Alexander's or have a cook out at the field, both are an option when this is all over. Also it looks like our April indoor meeting will also be cancelled. Take care of yourselves and each other. I found this story and I thought it is a good example of do nothing and everything well work out, or reacted and cause more problems. Enjoy reading it and come to your own conclusions.



A Red Menace



The Cold War

In August 1956, a drone went rogue over Southern California, threatening cities, including Los Angeles. In its aftermath, over 1,000 acres had been destroyed, forests and scrubland were set ablaze while homes and property were damaged. But it was not because of the drone.

With Cold War tensions on the rise and everyone fearing an invasion of the Red Menace, the US Navy began research on surface-to-air and air-to-air missiles. To test them, they launched remote-controlled planes (drones) into the sky for target practice, mostly from the Naval Air Station Point Mugu in Ventura County.

On August 16, 1956, a Grumman F6F-5K drone (also known as the WWII Hellcat) sat on one of their runways, painted bright red for extra visibility. At 11:34 AM, radio controllers launched it into the air, then sent it south toward the Pacific Ocean so the navy could shoot it down.

But the drone had other ideas. It veered to the left and continued to climb, heading southeast toward Los Angeles. The operators had lost control.

Enter Oxnard Air Force Base. The 437th Fighter-Interceptor responded by sending out two of its Northrop F-89D Scorpion twin-jet interceptors. The first jet-powered planes that could handle all types of weather, they were the most advanced aircraft of their time. They were also the first with computer guided missiles, so what could possibly go wrong?

Manning the first Scorpion was First Lieutenant Hans Einstein, the pilot, and First Lt. CD Murray, the radar observer. Following them were First Lt. Richard Hurliman and First Lt. Walter Hale. Their orders were simple: take down the drone before it crashed into a populated area.



They reached the Hellcat to the northeast of LA at 30,000 feet. In response, it veered southwest, flying directly over the city before banking northwest toward the Santa Clara River Valley. It continued to Santa Paula, the "Citrus Capital of the World," and slowly circled above the city

The pilots waited, praying it would not crash into the buildings below and hoping it would veer off again toward the countryside. Their prayers were answered. The drone headed northeast, zoomed over the city of Fillmore, then over the suburb of Frazier Park, and made a beeline toward Antelope Valley

The pilots heaved a sigh of relief. The Scorpions were not equipped with machine guns or cannons, but they could finally take the thing down with their Mk 4 Folding-Fin Aerial Rockets (FFAR), also called the Mighty Mouse Rockets. They had two options to fire them: use their computers or manually. As the drone was so erratic, they chose the former.



The Scorpions had the new Hughes E-6 fire control system and AN/APG-40 radar, which were guided by an attack-plotting computer. All the pilots had to do was get the drone in their sights and fire. Whichever way the Hellcat chose to zigzag, the computer would take care of it. So they fired.

And nothing happened. So they tried again. Nada. A design flaw in the fire control system would not launch the rockets.

Time to switch to Plan B and fire their rockets manually. Then they discovered they had another problem. No gunsights. To put in the new state-of-the-art Hughes E-6 system, the installers had to remove the gunsights.

So now they had to aim without any sights at a flying object that kept changing course while they also were in constant motion. Fortunately, each F-89D came armed with 104 rockets each, and they only needed one to bring the drone down.



Bored with Antelope Valley, the drone veered south, heading back toward Los Angeles. As it passed over rural Castaic to the north of the city, the pilots fired 42 rockets. They passed beneath the drone, a few whacked the underside of the plane's fuselage, but none detonated.

Offended, the drone headed toward the town of Newhall. The interceptors replied by firing 64 rockets; none of which made a hit. The rogue drone veered away again, this time northwest toward the city of Palmdale. The interceptors fired their remaining 30 rockets but still no hit.

The interceptors had run out of missiles – all 208 of them. They were also running out of fuel, forcing them to go back to Oxnard.

The Hellcat had finally made up its mind. Running low on fuel, it flew toward Palmdale. The Palmdale Regional Airport was in sight as it ran out completely – thus sending it into a downward spilt cut through three Southern California Edison electric cables along Avenue P some eight miles from the airport. Its right wing hit the sand first. It flipped over, smashed into the desert, did several cartwheels before slamming into the ground where it flew apart into so many pieces; it was only in 1997 that archeologists found the remains.

Although the pilots hit nothing in the air, the ground was another matter entirely. Fifteen rockets did not go off, but the rest did. 150 acres in Castaic went up in flames. At Placerita Canyon, one rocket bounced along the ground, setting off a series of fires, one of which ignited some of the Indian Oil Company's oil sumps. At Soledad Canyon, 350 acres were set ablaze. Newhall was not hit directly but had to deal with the smoke.



The Hellcat did not hit Palmdale, but some of the rockets had, starting fires in and around the city. A piece of shrapnel shot through the window of Edna Carlson's house, bounced off her ceiling, burst through a wall, and finally parked inside one of her kitchen cabinets. More fragments punched through JR Hingle's garage, shot through his living room, and nearly hit his wife.

Larry Kempton was driving on Palmdale Blvd. with his mother when a rocket exploded in front of his car. It destroyed the left tire, radiator, hood, and windshield. At Placerita Canyon, two men had just left their truck to have lunch when a rocket blew it up.

It took two days and 500 firefighters to put all the fires out, and explosive ordnance disposal teams to remove 13 duds around Palmdale. Incredibly, no one was seriously hurt or killed.

The Battle of Palmdale confronted the US Air Force with an embarrassing fact – that two of their latest, state-of-the-art interceptors could not bring down an old, pilot-less propeller-driven plane.

California faced a red menace that day, but it was not communist.

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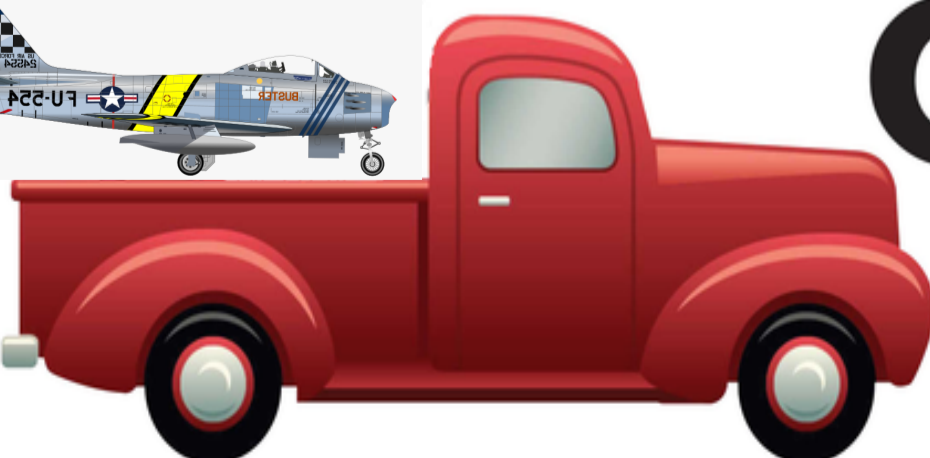
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Mary



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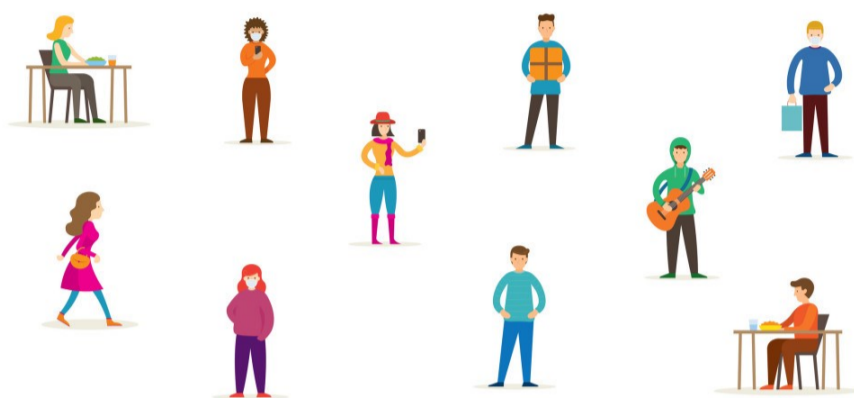
**CURBSIDE
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Lawn Chair Report



Let's have some fun.

I see airlines are in trouble and there is a real risk some will shutdown operations. Want to buy a cruise ship? I understand they are more available than toilet paper!



S O C I A L D I S T A N C I N G

"Social Distancing" now that will be the term to define the first quarter of the Twenty First Century. Never in the history of man has the whole world shutdown to fight the spread of a virus. We will not be able to meet face to face for some time. Most of us are self isolating so there is a lot of time on our hands.

You know things are slow when you are watching reruns of Wilt Chamberlain basketball games on Sport Channel. I decided to get my airplane fleet ready for the season and as always, I found some broken parts which I need to go to Leonor to replace. But, I'll stay home for a while and let Brian and Mary at Dynamic Balsa get a break.



"See you in the lawn chairs"



Jim "Hollywood" Hogan

I guess it is OK to fly, so as the weather gets better, I plan to do it. I heard the park district is closed, but the walking paths and golf courses are open even though the pro shops are closed.. So why not enjoy our field? There is little we can do outside of watching TV or reading, so the field will be a real break from being home bound.



Sally and I were planning to head back to Naples, Florida mid March and I was looking forward to finishing the radio controlled sailboat racing season. Like everyone on the planet our plans changed. Our trip to Florida was cancelled. With nonessential businesses set to close at 5PM on Saturday I made a side trip to Dynamic Balsa to stock up on essential building supplies while traveling to visit my Mom. Brian was hard at work and I tried to keep my 6 foot separation, challenging to do at Dynamic Balsa.



If you are looking for interesting videos to watch, I would like to recommend several space/rocket related videos about United Launch Alliance (ULA). ULA was formed by Boeing and Lockheed Martin as a joint venture. The videos are a factory tour, and the launch tower tour of their Delta IV Heavy carrying the Parker Solar Probe into orbit. Tory Bruno, CEO of ULA gives the tours to Destin Sandlin, host of the YouTube series "Smarter Every Day". The names of the YouTube videos on the Smarter Every Day channel are: How Rockets are Made; Tony Bruno Talks about Rocket Engines; and Up Close Delta IV Heavy Launch Pad Tour. If that gets your rocket fuel going I would suggest the book Ignition!: An Informal History of Liquid Rocket Propellants written by John Drury Clark. It covers the race to find rocket propellants during the Cold War.



With several airplanes repaired and new ARFs assembled I completed a new modified combat airplane, its lighter, and hopefully more maneuverable. I have started working on my 2002 Great Planes Patty Wagstaff Extra 300. It was originally powered with a Fuji 50 gas engine, the engine was a source of unlimited frustration and ultimately became a boat anchor, the only task is accomplished with any success. Later the Extra 300 was powered with a DA 50, such a great engine. Later the DA 50 was transferred to power my Extreme Flight Yak, it is still powering the Yak. So now the Extra 300 might get to fly with a 770 Seidel Radial, a glow engine I've had a number of years but never found the right airplane to use it on. The ARF airplanes of 2002 were build much heavier than modern ARFs but I think it will get Patty off the ground and even loop. Should be fun and even if its just under powered the radial engine sound will make it a treat.

While I'm missing the social activities because of the shelter in place order, I will admit it has given me time to complete a number of projects that have been long overdue. A few more weeks of this and I might need to make another trip to Leonore to get more supplies and another visit with my Mom.

Stay safe and see you soon, J hope.

Jim Fassino



I love my New Round Engine!





Build Your Dream!

I started building plastic models when I was six years old. It helped me learn to follow directions and taught me what an exploded view was. I have never lost the interest in this, and over the years have found it to be a useful tool for my R/C modeling activities. If you plan to build a scale R/C project, you might consider building the plastic model of the same thing first. It can give one a better feel for the details of the project. You can also use it to scale dimensions. I prefer 1/32 scale because they have the best detail and are the easiest to work with. I wouldn't recommend anything smaller than 1/48 for the same reason. It can also be useful in that you can see what the color scheme is going to like when applied to the R/C version.

I recently completed this 1/48 scale diorama. The subject is a 1/48 scale La-7 flown by Russian fighter ace Ivan Kozhedub as I imagined it might look like on the Eastern front in 1944. The small parts challenged my building ability, but it was great fun. Next project: a L T Vought Corsair II



Happy Modeling,

Jim Martin

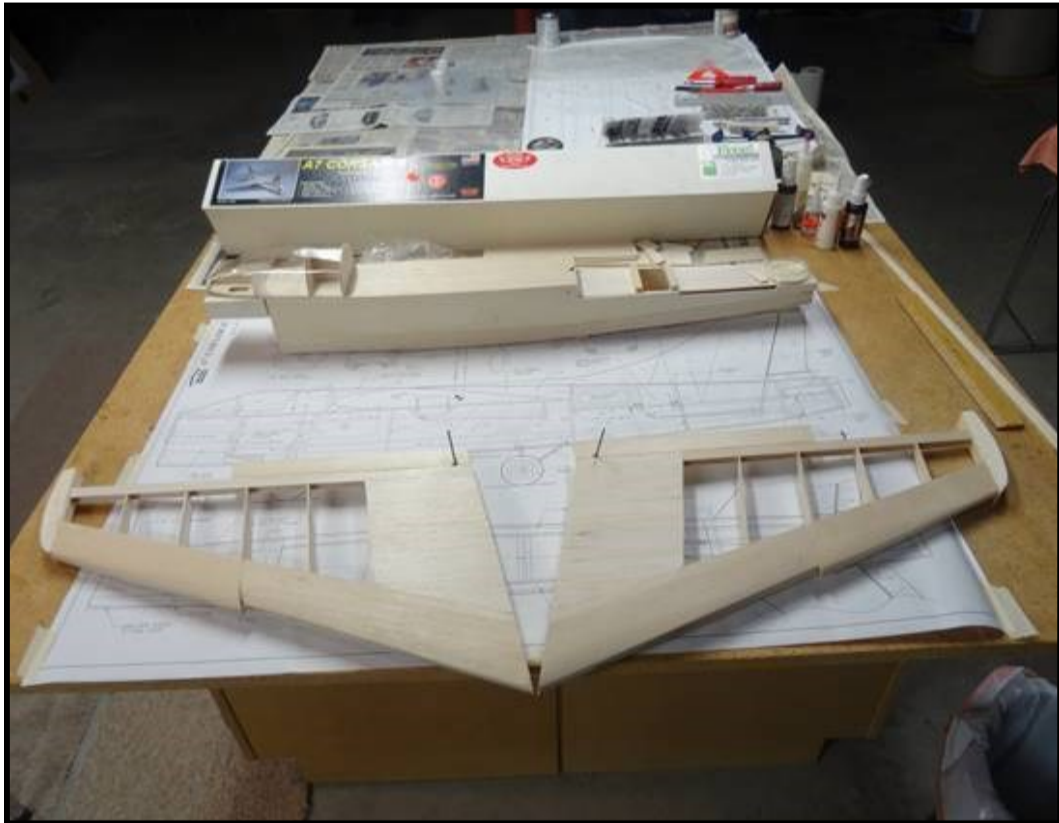


Chapter II

When the Corona virus hysteria hit I decided to break a kit out of my stash. This is a House Of Balsa LTV A-7 Corsair II. It was designed by Rich Uravich who was a Republic-Fairchild engineer and a long time contributor to R/C Modeler magazine. It is a propeller driven jet designed around a .25 size engine. Since it is a jet model, I want it to go like a jet. The directions warn against the urge to install a .40 since it will be way tail heavy, so I broke out an engine from my stash, an OPS 3.5cc (.21) car engine. I raced this in the unlimited class when we did pylon at Detweiller Park. With a tuned pipe this thing will really talk to you. I even ran it on 60% nitro fuel once. What you see here is about a week's worth of building. I figure in about another week I will be painting it



Oh yeah, the other unfinished kit in the background is a Sig Mustang 450 formula 1. It is ready for the paint booth. This one has a K&B 6.5 cc rear exhaust pylon engine so I don't know if I will be able to handle it. We'll see



Cheers And Happy Landings,

Jim



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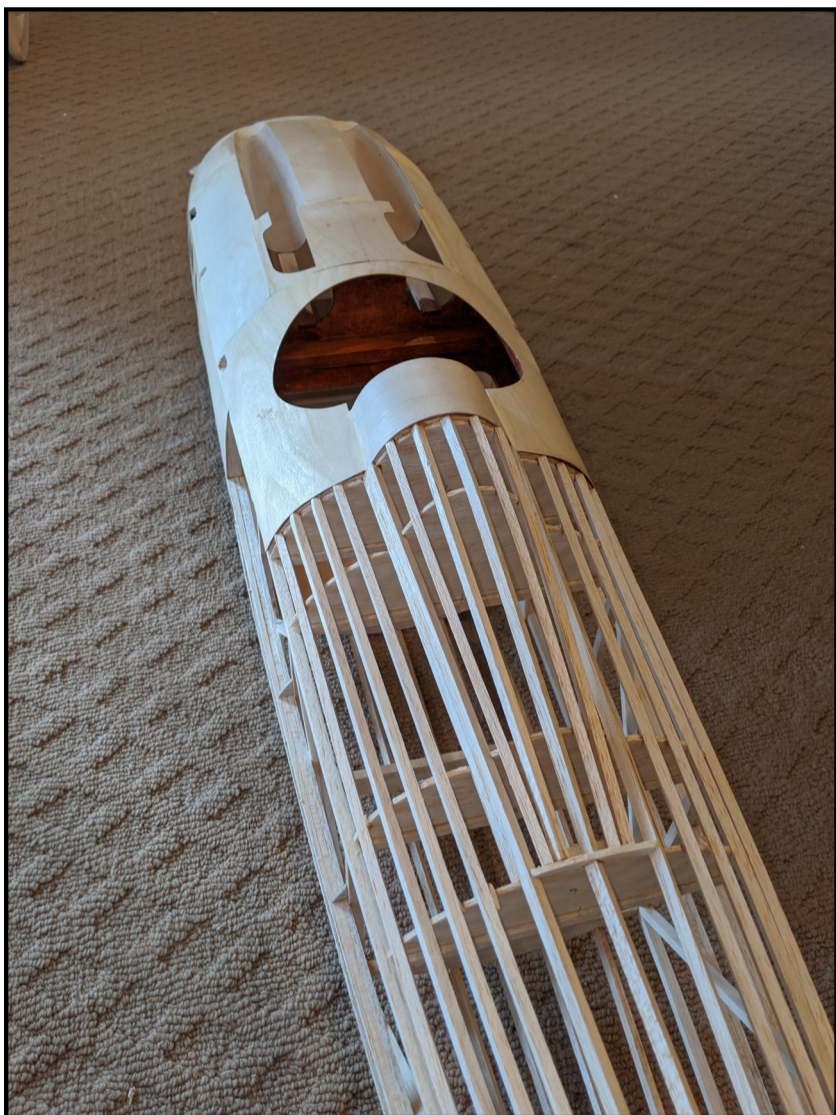
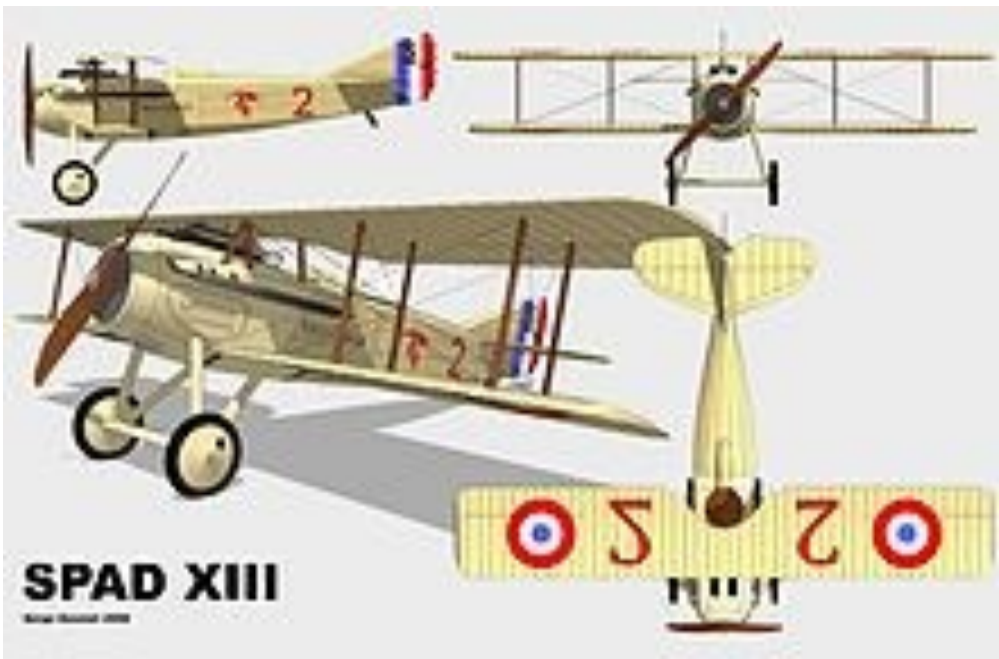
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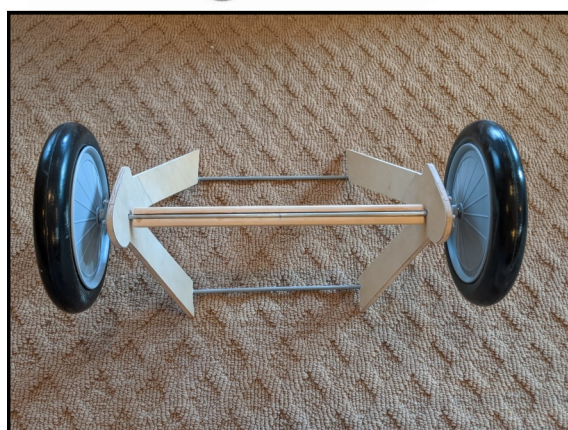
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CANCELLED



A pictorial build update of the Spad XIII, many modification to the plans have been added. Like the Spring loaded tail skid, and of coarse nothing fits the way it is suppose too, but it is coming along nicely.

Stay tune for more Corona updates.



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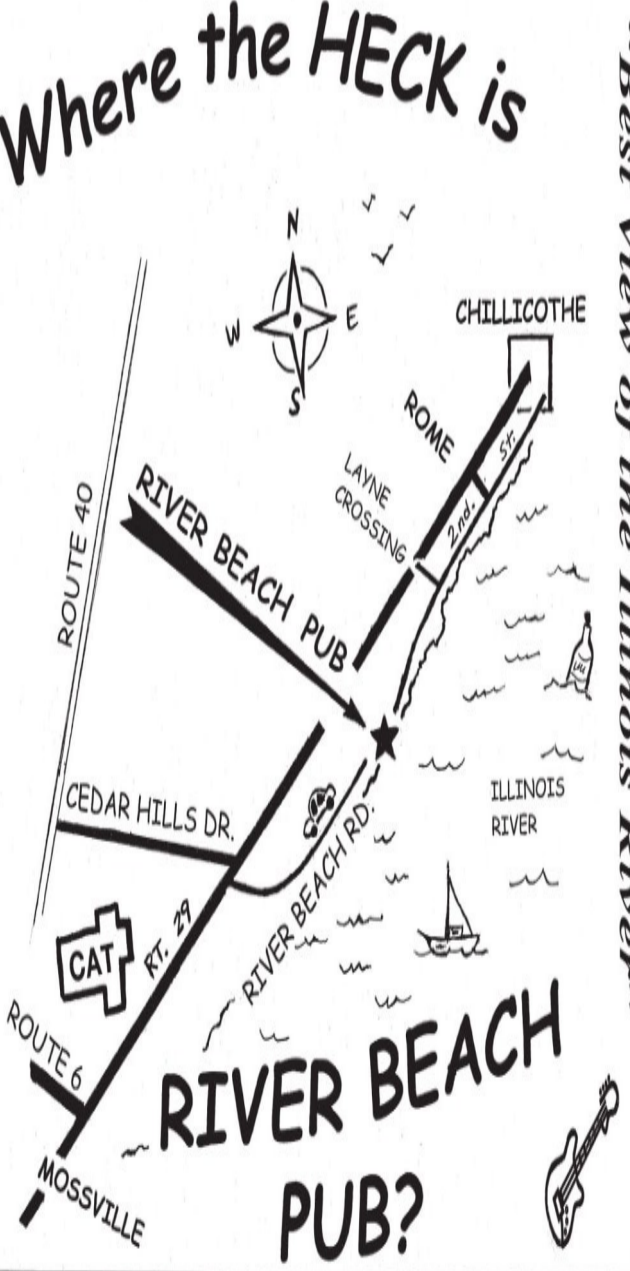
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