

M.A.R.C.S. SPARKS

Monthly Newsletter of the Madison Area Radio Control Society
Madison, WI

AMA Charter # 665

Volume 41 - December 2002 - Issue 12

Come Fly With Us

MARCS meetings are held on the first Thursday of every month at 7:00 P.M. in Room 201B of the Madison Labor Temple, 1602 S. Park St. in Madison. Visitors are always welcome. We think we have a great hobby and we invite you to come and see and consider joining us.

Officers:

Pres: Wayne Lanphear, bgbird@charter.net
Vice Pres: Don Weigt, weigt@mailbag.com
Secty: Burr Fontaine, 233-9063
Treas: Ed McDonald, enmcdonald@prodigy.net

Membership information:

Ed McDonald
Phone 249-0734

Flight Instruction Coordinator:

Dan Dudovick
Phone 273-4339

Mail address for official business, other than for publication in SPARKS:

PO Box 8864
Madison, WI 53708

MARCS Web Site: www.marcswi.org

Web Master: William Velez
william@velez.org

The MARCS web site contains links to War Birds and Electric Flyers Special Interest Group web sites

Editor: Jerry Buss
1809 Browning Rd
Madison, WI 53704

e mail: jbuss@itis.com Phone: 244-8534
Contribution of articles is encouraged. Deadline for submittal is the 20th of the month.

Minutes of MARCS General Membership Meeting, November 7, 2002

By Burr Fontaine, Secretary

The meeting was called to order by President Wayne Lanphear at 7:05 p.m. with 58 in attendance. This satisfies the quorum of 48 needed for tonight's election.

October Minutes: Dave Rush's minutes of the October meeting as printed in the November issue of SPARKS were accepted as published.

Treasurer's Report: Ed McDonald reported there were 190 members this year versus 207 at this time last year. This represents a \$680 decrease in income from dues this year as compared with 2001. A transfer of \$1000 from our savings account to our checking account was made to cover our expenses to the end of the year.

Old Business: Field Notes. The City Parks Department has completed a major improvement to the field by filling in the large dip and smaller low spots in the west half of the field. Approximately 700 cubic yards of dirt were added followed by a two inch layer of shredded topsoil all of which was graded to slope slightly toward the creek and seeded. The damaged tree near the shelter was replaced and shredded bark was placed around all of the new trees. The parking lot and entrances to the lot were graded.

President Lanphear expressed the feelings of all of us when he said these were items we had on our wish-list for several years and we are very appreciative of the excellent job done by the Parks Dept.

The Club has purchased and installed plastic-covered, welded wire mesh fencing at the flight line in place of the orange plastic fence that was there. The

orange fencing from the flight line was in poor condition, but it was reinstalled at mid field in a north-south direction as a barrier to travel on the newly seeded portion of the field. This portion of the field will not be ready for use until late May or early June of next year. The orange spectator and pit fences also are in poor condition and may be replaced on our work day in the spring.

New Business: Membership Survey. A questionnaire will be sent out soon, probably in the next issue of SPARKS, asking for members to provide comments on how we can improve the Club, make it more interesting, safer, etc.. Please take a few minutes to provide some feedback for the Board to consider.

Future events. New Year's Eve – Have a good time, but, please no fireworks!! Our neighbors with the kennel to the north always have a full and overflowing kennel on New Years Eve with dog owners that have boarded their dogs there overnight to get them away from fireworks. Last year the dogs were very upset by the fireworks at the field. Fireworks are illegal in Madison parks, and this year the kennel owners say they will call the police if fireworks at the field are a problem.

New Year's Day – Tom Lazar is planning on a repeat performance of last year's menu and chili.

February Awards Banquet Feb. 15 – Dave Rush reported Jingles (at the Coliseum) would be a suitable alternate to the Oak Tree which was unworkable the last two years because of noise from other groups next to us. Submit nominations for the Club's major awards (Smoking Hole, Submarine, Tree Chopper, and Scooter) and service awards to Dave or to any Board member. Include a sentence or two in support of your nomination.

March Swap Meet – This is an annual event and it was emphasized it is intended for club members only.

Election for 2003. Five Board vacancies exist. Board members for three year terms are needed as replacements for Bill Disch, Bob Miracle, and Harley Nelson who are finishing full, three-year terms and Board members for one year terms are needed as replacements for Eric Brodsky and Larry Landucci who have resigned with one year left on their original appointment. Mark Finley, Mike

Kimmerly, and Mike Pirkl were elected for three years terms, and Dave Jeardeau and Chris Spierings were elected for one year terms. The current Club officers were reelected to their present 2002 offices.

Raffle Winners: **Rob Goebel** - Slow Stick; **Ed McDonald** - Sweat Shirt; **Bill Kinney, Jerry Buss, Andrew Morrow, Tom Ernser, Dave Jeardeau** - T-shirt; **Dan Dudovick** - Skis; **Ken Larsen** - Book.

Show & Tell: **Dave Rush** has been experimenting with the design of an electric, indoor, pylon racer that has worked out well at the Dome on Sundays. Dave also brought one of Hobby Lobby's recently released Rare Bear 7 oz indoor fliers. **Bill Kinney** has a new GWS de Havilland Beaver. He hasn't flown it yet, but he has seen several favorable comments from others that have tried it. **Dan Sutter** came with a foam project that he says is "under development and just for fun."

The meeting adjourned at approximately 8:55.

Philosophy 101

I wouldn't have a girl that I was worthy of. She wouldn't be respectable enough.

Mark Twain

Season Greetings

Well guys and gals, it's that time of year again. I don't know where the year has gone to, but it's certainly been a short one. We're finally, and blessedly, through the season of mud slinging political ads. Now comes the season of shamelessly commercializing Christmas with more ads no one wants to hear or watch *Hark! The Herald Merchants Sing!*

Anyway, may you get what you want in your Christmas stocking or under your Chanukah bush and may you and yours have the Blue Bird of Happiness dining in your feeder in all of twenty-oh-three. Happy and soft landings to one and all, hopefully in a world in which situations that create new heroes don't arise.

Election Results

In last month's SPARKS, I said that Craig Lovell was running for a board seat. That was incorrect. Mike Piechowski was the person who should have been named. In addition, since last

MARCS 2003 Calendar of Events

Event	Date	Location
Midnight Madness	December 31, 2002	Kettle Field
New Years Day Fun Fly	January 1, 2003	Kettle Field
MARCS Awards Banquet	February 15, 2003	Jingles (Coliseum)
MARCS Annual Swap Meet	March 6, 2003	Labor Temple (monthly meeting)

month, Larry Landucci has found it necessary to resign from the board due to the press of other matters, so he had to be replaced as well.

As usual, three board seats needed to be filled at the November meeting, each for three year terms. Two other seats were vacant with an unexpired term of one year on each. Following are the election results:

Officers: Wayne Lanphear, President
 Don Weigt, Vice President
 Burr Fontaine, Secretary
 Ed McDonald, Treasurer

Board of Directors, 3 Yr. Terms: Mike Kimmerly, Mark Finley, Mike Piechowski.

Board of Directors, 1 Yr. Terms: Chris Spierings, Dave Jeardeau.

To Mike Kimmerly and Mark Finley, thanks for stepping forward as relatively new members of MARCS. Your willingness as new guys to help lead the club is appreciated. And, yes Mike P., your willingness to serve is also welcome.

To Bill Disch, Bob Miracle and Harley Nelson, thanks for the past three years of service.

Also to the officers, all of whom are reelected holdovers from last year, thanks a big bunch. I'm sure you will serve the club as well in the coming year as you have in the one now ending.

Finally, to the rank and file membership of MARCS, it seems like the same guys are always stepping up to serve as officers and board members, to work on field maintenance and at events like the Kindschi Scale Rally and others -- possibly a third of our total membership. Think about that. It's your club too and your responsibility to it goes beyond payment of dues. It's time to get some new blood participating in the club's business.

The Annual Awards Banquet will be at Jingles by the Coliseum on Saturday, February 14.

Cocktails will begin at 6:00 p.m., hors D'oevres at 6:30 and dinner at 7:00. The awards program and other entertainment will follow the dinner.

Entree choices include Chicken Apple Almond for \$17.00 or a 12 oz. prime rib for \$22.00, tax and tip included in both prices.

To make your reservation, please use the form on the inside of the back page of this bulletin. See the form for address and other contact instructions.

And don't forget about nominations for the service awards, as well as those that require a sense of humor on the part of the winner - The Smoking Hole, The Submarine Commander and The Tree Chopper.

The Scooter Award, named after Roy Porter's dog who was a regular fixture at the field for years and whose ashes are buried under the rock, next to the shelter, is in recognition of the nice guy of the year. Think this one through carefully and let's have several nominations. We have more than enough nice guys who haven't previously won to pick from in this club, but someone needs to nominate them. If you will be attending the banquet, use the reservation form to make your nominations. Attach an extra sheet of paper, if needed. If not attending, you can still nominate by contacting Dave Rush or any officer or board member.

Your nominations are important. A lot of people work hard for the club and we don't want to fail to recognize any of them -- or perhaps fail to pull a leg or three on those who goof.

Annual Awards Banquet

Awards Banquet Contest

Over the last few years, ye olde editor has sponsored a name the plane contest at the Awards Banquet with a bar drink or, last year, a bottle of Chateau du Buss peach wine as the prize. You guys have found it too easy to name the obscure flying machines I've been able to come up with so this year I'm going to make it a little harder -- I think. Craig's documentation library isn't going to help him this year in any event, but his off hand knowledge may.

I want to make it harder, because I'd really like to keep the prize. It's simply too good to give away. The prize this year is a bottle of Chateau du Buss Peach-Anana Liebfraumilch, vintage of 2001. It's a combination of peach and bananas and its tasting better every month as it ages. I figure the folks in Napa Valley would go to selling auto parts full time, if I could only get my production volume up. I grow the peaches, but buy the bananas, of course. A second bottle will also be given as a door prize. If there is a contest winner, he or she and spouse/escort are ineligible for the door prize.

This year the contest consists of answering this simple little question: **What do Whiskey and Soda have to do with aviation?** I'll even give you a hint: The answer has appeared in a previous issue of SPARKS.

To win either the contest or the door prize, you must be present at the banquet. You may e mail your answer to me at jbuss@itis.com or call me at 244-8534. If need be, leave a message; my answering machine records date and time. The first complete and correct answer received wins, provided you attend the banquet. I will not disclose whether or not there is a winner until the night of the banquet.

Hangar Queens on Parade

At the March meeting, that's on the sixth of March, we may have a very brief meeting, if there is anything that is especially important to discuss, but the great majority of the evening will be taken up by the MARCS's Annual Swap Meet.

Start now to get your s---tuff together. Off your dusty shelf and onto some other guy's is the name of the game. Sometimes its a feast of bargains. The last couple of years have involved some pretty nice planes, engines, radios and other RC material. Be sure to be there and be sure to bring the things

your wife would like you to get rid of. It's OK if you bring the stuff you want to get rid of too. You can buy, sell, trade or just look, but be there.

RC Magazines are Needed

As you know, Bill Rewey goes around to schools helping kids build models and generally promoting aviation. In doing this he passes out RC magazines to help promote interest. If your RC mags are sort of piling up, here's a great way to get rid of them. Bring them to the next meeting and give them to Bill. The kids really appreciate them. If you can't make the meeting, call Bill at 833-5839 and he will come and get them. AMA's *Model Aviation* is especially desirable.

If You Fly New Years Eve

If you decide to be the last to fly in '02 or the first to do so in '03 -- leave any fireworks at home. The same is true if you fly over Independence Day or any other time.

There are three reasons for this. One is that it leaves a mess on the field for someone else to have to pick up. More importantly, it's illegal and you could be fined a significant amount of money. More importantly still, it jeopardizes our relationship with our neighbors and our continuing to have the excellent flying field that we enjoy.

We have few neighbors and those that we do have are good, tolerant ones, but those at Suter's Hickory Hill Kennel have not been pleased with fireworks that was shot off last New Years Eve and particularly last Independence Day. Over Independence Day, especially, they kennel a lot of high strung, nervous dogs whose owners bring them there expressly to avoid exposure to fireworks, but fireworks at any time can be a problem with certain animals and their kennel is never empty. If you are a hunter, you know what a gun shy dog is like. It was unfortunate that someone at the field put on his own fireworks displays a couple of times in the past year.

It's true that sometimes outsiders come to the field via the cross country running trail so perhaps it was not one of our club members who was guilty. Some such people have been known to vandalize the

field by doing doughnuts on it with cars or ATV's. On the other hand -----.

Mrs. Suter has been told to have no compunction about calling the police if any fireworks are shot off at any time at the field and she has indicated that she will do so. Be warned accordingly.

Interrogating the Kriegies - Part IV

The Griefswald Seven

By Jerry Buss

This continues the series on Hanns Scharff, Master Interrogator of the Luftwaffe. This is taken from *The Interrogator*, written by Col. Raymond Toliver and Scharff.

If you can ignore the fact that all combat is vicious, there were relatively few incidents of vicious behavior between German and American pilots, but there were some. Both sides denied shooting at parachuting airmen, but it did happen, at least on the American side. In early 1944, realizing that a parachuting German pilot could be in a new airplane the next day, Eighth Air Force issued an order instructing that such flyers be strafed. Few pilots complied, but several did. The Abbyville Kids of JG-26 Schlageter, vowed to take revenge, but their CO, Kommandore Josef "Pips" Priller, adamantly ordered otherwise, letting it be known that any pilot whose gun camera film showed such a cowardly act could expect to be court martialed.

A P-38 pilot from the 20th Fighter Group whom Scharff doesn't name, returned to England bragging of having killed an enemy. Gun camera film showed he had strafed a woman in a field. His CO, Lt. Col. Mark Hubbard, had him court martialed, fined a sum of money and grounded him for 30 days. Hubbard was later shot down and interrogated by Scharff who laid full responsibility for the incident on him for the conduct of his subordinate. Hubbard broke down in tears during interrogation and Scharff relented on his accusation of responsibility, concluding that regardless of what his subordinate may have done, Hubbard was an honorable man. The culprit's comrades, some of whom also fell into Scharff's hands, had no compunction about talking openly about him, saying that he was shunned by every pilot in his squadron. Although the Germans wanted badly to get

their hands on him, he was never shot down. Stories such as this were publicly denied by the USAAF.

The worst incident that involved strafing civilians occurred in northeastern Germany along the Baltic Sea Coast, at a small university town of no military consequence called Griefswald. On the day in question, two US fighter groups, one of Mustangs and one of Lightnings, beat up the entire northeastern corner of Germany in a large scale rhuarb. They hit locomotives, river and canal barges, air fields, industrial facilities and truck traffic with considerable ferocity. In the city of Griefswald, at least one aircraft was said to have strafed civilians in the city streets. Scharff doesn't mention any casualties among them, so apparently there were none, but the act was compounded by the strafing and killing of four women on a narrow country road near the town.

Losses to ground fire were heavy among the attackers that day with at least a dozen Mustangs shot down as well as some Lightnings, the number of which Scharff doesn't state in relating the story. Seven of the American pilots were captured. They were accused, as a group, of strafing civilians.

Hermann Göring expressed outrage and the propaganda machine went into high gear denouncing the barbaric acts of the *Yankee terror fliegern*. Great anger was rampant all over Germany. In the Frankfurt railway station, a group of civilians tried to attack nine prisoners who were being escorted to Oberursel by Luftwaffe guards. In trying to defend their prisoners, one of the guards was stabbed by a Russian civilian laborer and one of the Americans escaped in the confusion. The mob beat the prisoners and seized their boots and leather jackets. In another incident, a local policeman captured an American as he landed by parachute. A big, black Mercedes came rushing up and a Gestapo officer stepped out demanding custody of the prisoner. The local lawman refused, citing his orders. The Gestapo officer whipped out a pistol and killed both the policeman and the American flyer. For several weeks such incidents were not uncommon.

By the time the seven surviving pilots arrived at the Dulag, Scharff was under orders from Goring, personally, to investigate the matter and report in detail about each of the pilots and their parts in this war crime. Realizing the deep trouble they were in and the heinousness of the act, there were few claims

of protection under Geneva Convention rules. Each man spoke openly about his actions during this raid. Captain Garlock said he had nothing but his word to defend himself with, but he had strafed neither the city streets nor the women on the road. He was convincing and Scharff believed him. Lt. Tipton was scared and confused and had trouble telling the same story twice, sometimes reverting to name, rank and serial number responses, but Scharff eventually was convinced of his innocence. Lt. Shupe had been shot up and had belied in before the attack had occurred, as supported by German records of the time of his crash. Lt. Wiesel had had a gun jam. The only shots he had fired before being shot down were a test burst into some bushes near the town. He said that there were no people present in the area. Lt. Rowan had been shot up by the 20 mm flak gun on a train that he had strafed and had crashed without ever approaching Griefswald. The flak crew supported this. Scharff, unable to recall vividly the events of thirty years prior to the writing of the book, does not detail what the rest of the pilots reported, but was convinced that none of them were involved in the strafing in question. Film taken from their planes, didn't indicate participation in the acts in question, but some film had not survived the crashes. After thorough assessment of all information, Scharff very carefully prepared his report clearing all seven of the men and signed chits for their release to a permanent POW cage.

Four days later while questioning Col. Jack Jenkins, CO of the 55th Fighter Group, Scharff was called into the office of the Dulag's deputy CO, Major Junge. Luftwaffe headquarters was outraged at Scharff's report that the none of the seven flyers had been involved in the strafings. There was insufficient evidence to support such a conclusion. Goring ordered an immediate reinvestigation of the matter and directed that a Liaison Officer named Gail, from the Gestapo, be involved in the interrogation this time. Junge severely criticized Scharff for having released the prisoners to permanent camps prematurely.

There had been a long simmering dispute between the Luftwaffe and the Gestapo over who should have authority in the questioning of prisoners and Gail's assignment had ominous overtones. If

Scharff were to fail to come up with the "right" conclusions the Gestapo might win the argument.

Gail proved to be fanatically in favor of resolving the matter by simply taking the criminals out, putting them against a wall and shooting them. Scharff, at his own peril but with support from his superiors, insisted on an orderly and thorough investigation.

The men were fully cognizant of the serious trouble posed by Gail and were deeply concerned. Scharff offered them a different interrogator, but they asked that he handle it, if allowed to, since he had seemed to be a fair judge in the first go round.

The matter was complicated this time by reason of the fact that each of the men told a slightly different story than the first time. Lt. Wiesel, for example, remembered that when he fired a test burst into the bushes, he had held the trigger down a hair too long and, because of the speed of his P-38, his burst had, indeed, walked into town and seemed to strike a building that looked like it might have been a civic building, perhaps the town hall or something like that. No, absolutely, there were no people, military or civilian, in the area. Gail roared his conviction that Wiesel was a murderer and should be shot.

At night, the men were confined to a large common cell that was bugged. Although they threw accusations back and forth for a time about who was giving information, they settled into a mode of supporting and comforting each other and no evidence of guilt was exhibited. The next day Scharff interviewed the men separately. He left interview sheets about each pilot on his desk top where the interviewee could see them. A couple he marked with red underscoring and two others with large question marks. The markings meant nothing and were there only to catch the prisoners' eyes and provoke concern. Upon returning to the bugged cell, arguments broke out again, but no new information was elicited.

Finally, after 14 days of intensive grilling, gun camera film from a crashed Mustang worked its way through BUNA operations and the intelligence review process to Scharff's attention. The film clearly showed four women on a narrow country lane being strafed and killed. The Griefswald Seven were truly innocent for the pilot of the Mustang in question had been found dead in its wreckage. A nervous week

after submitting his final report to Luftwaffe Headquarters, Scharff was again called into Major Junge's office. Junge addressed him happily: "Herr Scharff! The *Reichsmarschall* decided this afternoon that Captain Garlock -- the Griefswald Seven -- should be regarded as honorable combat soldiers and should proceed to a permanent camp!" Together, they threw down a couple of glasses of wine in celebration.

Next month will end this series.

The *AEROMART*

Found: One Black and white wing, birdlike shape, possibly from a "Joker." If it's yours, call Don Weigt at 238-9402, or email weigt@mailbag.com soon to claim it. I really don't want to store an extra wing I can't use.