

M.A.R.C.S. SPARKS

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

AMA Charter # 665

Volume 42 - APRIL 2003 - Issue 4

Minutes of General Membership Meeting, March 6, 2003

Because this was the occasion of the annual swap meet, no business meeting, other than approval of last month's minutes, occurred.

Special Notices on AMA Web Site

Under the current threat level of ORANGE (HIGH), the war conditions that exist, and in the event the Department of Homeland Security raises the threat level to RED (severe), the Academy of Model Aeronautics is providing the following recommendations to our members in an effort to minimize any concerns on the part of local, State, and/or National authorities responsible for the security of our country.

- Do not fly alone. The chance of being questioned about your actions during this period may be increased if you are observed flying alone.
- Fly only at AMA Chartered Club facilities or established sites administered by such agencies as city, county, or state parks specifically designated for model aircraft operations.
- Make certain that local authorities are aware of any and all scheduled flying events such as fly-ins, contests, etc., including the dates and times of operation.
- Upon request, be prepared to provide personal identification and an AMA membership card to valid authorities.

Please understand that should the country be placed under RED alert, we will be at the highest level of homeland security. The reason for that increased level will be valid, with heightened awareness and concern on the part of all public officials. We are certain our members, will conduct themselves in a supportive and cooperative manner.

In addition, please check the issued by the FAA by accessing them through the link on the front page of the AMA Web site. It is advisable to base the decision as to whether to fly your model or not in any area effected by these .

Again, it is strongly urged that good judgment be exercised during this time.

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, 608-238-9402
Secty: Burr Fontaine, 233-9063
Treas: Ed McDonald, 608-249-0734

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.

If you have further questions, please contact at the Academy of Model Aeronautics at (765) 287-1256, ext. 270.

Further AMA Important Notice

There has been much communication over the last few days stemming from an Internet-based online subscription intelligence news service release. This concerned the potential use of radio-controlled aircraft by terrorists.

One of the greatest threats facing our sport during these times of concern for our national security is not so much the "news items" that appear on the Internet, but more importantly, the seemingly endless exchanges of these items.

While the Internet is certainly a wonderful tool to facilitate communication, it is hard to verify accuracy. The impression may be given that these stories are factual even when they are not. We have investigated stories concerning terrorists using model aircraft and rockets and have found them to be inaccurate due to translation errors or from the reporter looking for shock value to "sell" the message.

It is important that we not contribute to this proliferation, particularly when the accuracy of the information may be in doubt. AMA Headquarters is working diligently to maintain our flying activities. Should you encounter information you feel is important, please relay it to us. Please do not broadcast the information on the Web to thousands who may stumble upon it without fully appreciating the potential impact.

We want to assure you that AMA, as a result of the September 11th incident, has been communicating with several federal government agencies concerned with terrorism. Due to these efforts, there currently are no plans by the authorities to increase the level of restrictions placed on model aircraft activities.

Should any significant changes occur concerning this situation, we will immediately provide factual information updates from AMA Headquarters and through the AMA Web site.

Philosophy 101

If at first you don't succeed, try try again. Then quit. There's no use being a damn fool about it.

W. C. Fields

Work Day at the Field

April 12 is Work Day at Kettle Field. There aren't a lot of projects to be taken care of, but there is a big one.

Lots of new fencing needs to be put up. I suppose there will also be some small filling, patching and seeding jobs on the part of the field that the Parks Department didn't repair last fall and maybe some minor brush cutting. Some ninny drove a wheeled vehicle over the newly filled and seeded area and I suppose something will need to be done about that. Some wire cutters, pliers, a post driver, shovels, an ax, hatchet, saw or some kind of lopper would be handy for the rest of the work. A wheel barrow would be good to have too.

Let's see some new faces out there this year.

Lunch and soft drinks (hot chocolate, if it's cold out) will be served at noon or when the work is done, whichever happens first.

Be Gentle at the Field

Speaking of field work day, flying time is at hand. This is just a reminder that we shouldn't rush the season. Right now the field is vulnerable to footprints that could stay with us all summer if we get too anxious to fly. If you go out there, check the surface before you fly to be sure that you won't be adding more humps and bumps to it if you have to walk out to retrieve your bird.

Also, of course, the new fill that the city put down is even more vulnerable than the rest of the field. We must absolutely stay off it until that grass has a chance to germinate and the present soft soil becomes solid sod. I know that's a bit of a bore, but we will realize big rewards for years to come by suffering through a little inconvenience now.

Last Call for Dues

If you haven't paid your 2003 dues by this time next month, this is the last issue of SPARKS you will receive.

Banquet Helpers

As mentioned in last month's SPARKS, from now on we want to list the persons who help with events in the following month's bulletin. Here are the people who helped **Dave Rush** put on the banquet in February: **Dave's wife, Jodie**, with overall preparation, **Wayne Lanphear** and **Jerry Buss**, presenters; **Dustin Buescher**, program; **Harley Nelson** and **Jerry Buss**, donation of prizes.

New Pilot Orientation Day

Don't forget, you new guys. May 3 is your day at the field to get in some stick time. If you haven't been assigned to an instructor yet, it's especially important for you to

MARCS 2003 Calendar of Events

Event	Date	Location
Field Work Day	April 12	Kettle Field
New Pilot Orientation and Training	May 3	Kettle Field
Big Bird Rally	June 14	Kettle Field
Electric Fly In	July 5	Kettle Field
Boy Scout Fun Fly	July 12	Kettle Field
Float Fly and Picnic	July 20	Rilie-Deppe Park, Marshall
1.5 Meter Hand Launch	August 16	Long Island Sod Farm
Kindschi Scale Rally	August 17	Kettle Field
Fall Thermal Soar	September 6	Long Island Sod Farm
Warbirds Over Dane	September 20	Kettle Field

come on out, if you can make it. There will be some instructors there to inspect your plane and get you in the air, if it's flyable.

Experienced pilots are also needed out at the field for this event as instructors. The club needs your help. Bring your trainer cord and transmitter, if possible. If not, use one of the club's or spell another instructor and use his while he takes a break.

Also, if you are a new guy who hasn't had his new plane inspected by an instructor by the time of the April meeting, be sure to bring it to that meeting so it can be checked out. Then you can straighten out any problems at home and not waste a trip to the field only to discover that it's not up to snuff and can't be flown.

I don't care if you waste your own trip to the field that way, but don't waste one by your instructor; instructors are too hard to find. So far, only a few new planes have been brought to meetings by beginners for inspection. If your plane is finished, be aware that you owe it to your instructor, when assigned, to have taken care of this in advance your first lesson. It's called courtesy.

Flight Instruction Update

By Dan Dudovick

Now that we are getting close to the flying season, several new members have signed up to be flight training instructors. Happily, I can report that we have had four additional members volunteer to teach students. This will help get a few more people trained and in the air this spring. Thank you to these new flight instructors as well as to all the instructors from the past and the present.

Unfortunately, we will still have a number of students that will not have immediate access to an instructor. We are getting closer to covering the seasonal demand for instructors, but, we still need a few more members to step up and volunteer. Even if you can only

take on one student this season I would like to hear from you. Let's make a sincere effort to get all of our new flyers in the air this spring!

Contact me to volunteer at 273-4339, or by e-mail at ddudovick@hotmail.com.

Research Help Needed

By Chuck Backman

I need some help researching an old Stinson Reliant that used to belong to American Airlines in the late 1930s. It is in the Virginia Aviation Museum now and was a Reserve Grand Champion at Oshkosh in 1973. I wonder if anyone has an EAA magazine from 1973 with some pictures of it. It's tail number was NC21135 and it was painted in American Airlines markings. It is unusual in that it is red, white and blue instead of the blue and orange that was common with American's Stinsons. It may have been changed by the restorer or it may have been painted that way originally. The only thing I know is that it was once the CEO's airplane and was "drafted" into the Air Force in 1941 and painted in Army colors.

Anyway I thought someone in the club may have a collection of old Sport Aviation magazines and I bet it's in one of the 1973 issues. I would really appreciate any help anyone can give me. You can e mail me at skyblues@chorus.net or call me at 222-9328.

The Billy Bishop Controversy - Part 2

By Jerry Buss

This concludes the review of the Brereton Greenhous book, *The Making of Billy Bishop*.

The story of Bishop's airdrome raid, if in fact there was one, is told in February's article. There it was stated that Greenhous alleges the Billy landed somewhere, probably in the French sector, demounted his gun and shot up his own airplane before flying home with a story that turned out to be worthy of a

Victoria Cross. Billy's deputy flight leader, Lt. Will Fry, remarked that five bullet holes in a five or six inch circle in one elevator must have been inflicted by an enemy who was very close, indeed. Years later, in a letter to a friend, Fry spoke of "powder burns" around the site. If true, the muzzle of the gun must have been within about three or four feet. Certainly the pattern couldn't be achieved with ground fire.

Major Scott initiated a recommendation for the VC for an action that occurred on May 2, as told last month, but it was downgraded to a DSO, still not an inconsiderable medal. For purposes of a VC citation after the air field raid, Scott relayed his own report upward two command tiers to Brigadier General J.F.A. Higgins, CO of III Brigade, who drafted the recommendation and forwarded it to General Sir Edmund Allenby, commander of the Third Army, on the same day as the raid. Based on Scott's report, Higgins alleged in the citation that Bishop's plane "was riddled all over" with bullet holes. In a letter to Margaret Burden, his fiancé, Bishop said it would require much repair work.. Fry said in his own book, *Air of Battle*, that there were the holes in the elevator and some more just aft of the cockpit, near the pilot's head rest. Billy's mechanic remarked in later years that there were some holes in a very tight pattern just aft of the headrest and in two bays of an aileron and there was a total of 17 holes in the plane. Billy's log shows that he used the same plane later that morning on a patrol and again in the afternoon to fly to another field to visit a friend.

According to correspondence with Margaret, Billy had a "special" engine in his Nieuport 17. The standard model would have been a rotary LeRhône J9a, but at this time he could have had a prototype of the J9b that would be used later in the Nieuport 27. Greenhouse speculates that its extra 10 hp would have given him a bit more speed at the cost of some flight duration. The Nieuport with a J9a had an endurance of 105 minutes. Rotary engines had only two speeds, "on" and "off." Having no throttle, they could only be slowed using a "blip switch" to shut off the ignition. Because lubrication was done by mixing oil with the fuel, the plugs would become fouled by using it to slow the engine down. When turned on again it would be sluggish till the oil burned off, a potentially fatal error in enemy territory. Thus, he would not have "throttled back" to conserve fuel. According to his log, he took off at 3:57 am and returned at 5:40 am, an elapsed time of 103 minutes, with fuel in his tank. Greenhouse believes time spent on the ground superficially shooting up his own plane explains this and the shot patterns do support that notion. Will Fry said that Billy told him, and Billy repeats it in his book, of landing to discover where he was. Either reason to land could explain the sortie's duration, but the shot patterns are tough to accept as enemy inflicted.

In early July, Billy got into a dispute with Will Fry. What it was about is unclear, but Fry intimated years later that it involved the recommendation for the VC. Major Scott took Billy's part and gave Fry the option of apologizing or being posted back to England. Fry, who went on to become a Wing Commander, chose the latter. It seems noteworthy too, that in

1977 three of the four still surviving pilots who served with Bishop refused to sign a publicity statement for a special postage stamp issued to celebrate the 50th anniversary of Bishop's VC.

On July 10 Major Scott was wounded and a new CO, Major W.J.C. Kennedy-Cochrane-Patrick took over No. 60. He changed nothing where confirmation of Billy's kills was concerned.

On July 20 Billy was credited with his 36th kill in his Nieuport. The squadron then transitioned to the SE 5 and he claimed his first kill in one on July 28.

On August 16, 1917, with his score standing at 47, Billy was posted back to England where King George V personally invested him with the Victoria Cross, the Distinguished Service Order and the Military Cross on the 29th. On September 5, he was confirmed for a bar to his DSO. He then departed on leave to Canada, arriving on the 25th. He was lionized by Parliament and married Margaret Burden in a high society gala during October. They made a triumphal tour of both Canada and the US, he wrote his book, *Winged Warfare*, and they sailed to England together in January.

No. 85 Squadron was being formed at this time and Billy was given command of it. His first move was to select flight leaders three experienced combat pilots, including a former colleague from No. 60, Spencer "Nigger" Horn (Don't blame me, I'm telling the story, not naming the characters. It may be noted that Bishop had a pet, a widely celebrated, black dog of dubious ancestry that looked more like an Airedale than anything else to which he gave the same name.). Horn, the son of a wealthy Australian sheep rancher and businessman, was instructing at the time and brought with him three promising American students, all sons of very wealthy families. It was said that their combined resources provided wondrous luxuries to the officer's mess. Champaign "flowed like beer" and London show girls were "two a penny." Once they reached the combat zone, their mess was the envy of the Western Front.

Meanwhile, Margaret was put up with Lady St. Helier, who Greenhouse suspects may have used her pipeline to the House of Windsor to support Billy's VC nomination from the top down. He referred to her as "Granny." Margaret now became deeply involved in the high social life of London that Billy had experienced through Granny for more than a year.

No. 85 Squadron began training on the Dolphin, a highly maneuverable 140 mph machine, probably the best thing in the air, but about that time Trenchard decided to make the SE 5a his standard fighter. Thus they were forced to change to the far less maneuverable and 10 mph slower product of the Royal Aircraft Factory. Because the German Albatros D-V and the Fokker Dr I were much slower (10 and 30 mph respectively) but vastly more maneuverable than the SE, they trained to employ a dive, shoot, run, climb and return to dive and shoot again tactic.

No 85 arrived in France on May 25 at a former RNAS field called Petit Synthe, about two miles from Dunkirk in the far northwestern corner of France. By now Billy trailed Mannock, had only a small lead over McCudden and was itching to get back in the chase to become the leading ace of the war. Richtofen was dead more than a month by this time and his total

of 80 was Billy's target. On the 27th, Billy claimed a two seater and surviving German records showing the loss of four aircraft in that area support the possibility of its validity as a claim. On the other hand, other RAF pilots claimed six more, so there was clearly some over claiming by someone. The error potential is compounded by the fact that Greenhous's authorities on claims made by RAF pilots only include claims made by men who already were or who became aces.

Beginning on May 30 Bishop turned most of his flight leadership duties over to Horn and devoted himself almost entirely to freelancing. As his own confirming authority, his score grew quickly, but if he over claimed so did others. In May and June 1918, RAF claims outstripped German losses in the British sector of the front by more than two to one. Still, between May 27 and June 19, Bishop's score rose from 47 to 72, and this in a time of greatly moderated air action. Twenty five kills in twenty four days! While flying alone on the 19th, his last day in combat, he claimed and confirmed five kills within the span thirty minutes, two of which "collided and fell together," yet he confirmed them as his own kills. On the same day a Brisfit pilot and his observer also claimed two kills. German records reflect the loss of a single plane that day in the area in which these alleged actions occurred. Billy's exploits with No. 85 Squadron brought him yet another medal, the RAF's newly authorized Distinguished Flying Cross.

By this time pressure for the formation of a Canadian Air Force was coming to a head. The RAF opposed the notion because a quarter of their pilots were Canadian and transferring them to the Canadian service would gut them. Agreement was finally reached on the formation of two Canadian squadrons, one of fighters and one of bombers. Billy's action on the 19th was his last because he had been recalled to help in the formation of these units and the war would be over before they were ready for battle.

From his first arrival in France as an observer in mid-January 1916 to mid June 1918 he had risen from second lieutenant to lieutenant colonel. Despite the fact that he only arrived in France the first time on January 16, 1916, he wore the 1914-15 Service Stripe. Because while serving as an observer he claimed to have been struck in the head by a piece of shrapnel that was so spent as not to draw blood, he also wore a Wound Stripe.

Will Fry, whose record was not atypical for a fighter pilot who had the great good fortune to survive so long flew "nearly 400" combat sorties over a combined span of 14 months, scoring 11 kills and ending the war as a captain. He lived through the same bloody times as Bishop and many more besides. He finally received the Military Cross. Nigger Horn served similarly and had 14 kills. Bishop, in 207 sorties, had 110 fights in a combined 94 days actually at the front (excluding leaves and rest periods) supposedly scored 72 kills.

Dan McCaffery, who Greenhous considers a Bishop fan, estimates in *Billy Bishop, Canadian Hero*, that Bishop's score is inflated by "about two dozen," limiting him to 48. Timothy Graves, in *World War II Investigator*, refers to Bishop's score in discussing RAF over claiming in the early days of WW II and

estimates that "no more than 23" of his claims were legitimate kills. Using a combination of logic and educated guessing, Greenhous speculates that 27 may be about right. In any case four kills according to Greenhous and five according to Graves were actually witnessed. The book concludes by naming Bishop "a brave flyer and a bold liar."

This is a well documented and well written book and I find it convincing. That saddens me, because Billy Bishop has always been a hero to me. Critics of Greenhous, whose comments may be read on line, seem to me to be determined to defend a myth to the bitter end. But Bishop was a hero. His 1917 tour of duty, not to mention his flying as an observer in RE-7's, qualify him as an outstandingly brave man, regardless of score. I just wish he had been more honest and had not cheapened the Victoria Cross.

AEROMART

Either my car is too small or my **Great Planes Ryan STA ARF** is too big. It seemed like the thing to do when I bought it.

- ✓ .Partly assembled
- ✓ .91 OS 2 cycle engine - installed
- ✓ 82" wing span - assembled.
- ✓ Needs receiver, and servos.
- ✓ I've got \$520 in it.

\$300.00

Ralph Chambers

445-6577 - after 5 p.m. or weekends

Basement Cleaning Sale! All items listed are used but in very good shape.

- ✓ Hanger 9 ARF Cub 1/5th scale with five Hitec servos \$175.00
 - ✓ Saito .65 4 Stroke engine \$125.00
 - ✓ Magnum .91 4 Stroke engine \$115.00
 - ✓ MDS .68 2 Stroke engine \$65.00
 - ✓ Complete Electric Breezy Day Park Flyer SIG Cub with 2/HS-50 Servos, GWS Receiver and ESC Motor - Extras!! \$100.00

Dan Dudovick

ddudovick@hotmail.com or **273-4339**

This space is available to all MARCS members to buy and sell non-commercially. All ads must be renewed monthly if republication is desired.