

M.A.R.C.S. SPARKS

Monthly Newsletter of the Madison Area Radio Control Society
Madison, WI AMA Charter # 665

Volume 42 - February 2003 - Issue 2

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.

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Contribution of articles is encouraged. Deadline for submittal is the 20th of the month.

Minutes of MARCS General Membership Meeting, January 2, 2003

By Burr Fontaine

The meeting was called to order by Vice President Don Weigt at 7:10 p.m. with 32 in attendance. President Lanphear was out of town.

New Members: Jim Lacy from McFarland is a new member tonight. Jim has been putting a Sig Kadet ARF together and is signed up with Dan Dudovick for spring flight instruction.

December Minutes: The minutes of the December meeting as printed in the January issue of SPARKS were accepted as published.

Announcements: Don Weigt announced the sad news that Tom Lazar's father died last Friday. The Club has sent a memorial donation.

The MARCS Board will meet this month. The business includes the selection of recipients for the trophy awards and service certificates to be awarded at the February banquet. Also, next year's event schedule will be discussed.

Old Business: *Field Notes:* Some fresh boot and dog tracks have marred the newly seeded portion of the field before the ground froze New Year's Eve night. One measure of the good turnout for the New Year's Day Chili Fly was the full parking lot at noon. Tom Lazar's legendary chili was outstanding. Weather was good for flying but cold toward the end of the period.

New Business: *Future events:* February Awards Banquet Feb. 15. This year the banquet will be at Jingles near the Coliseum. The menu includes Apple Almond Chicken or Prime Rib. Please send or give reservations to Dave Rush by February 1. Nominations for the Club's major awards (Smoking Hole, Submarine, Tree Chopper, and Scooter) and service awards are also needed. Send them to Dave or to any Board member.

March Swap Meet. This annual event is scheduled for the March general meeting and will follow a short business meeting.

Charlie Schultz sampled the members present and found substantial interest for another float fly this year. The 2003 date may require a change because of a conflict in the schedule of the man who roasts the pig.

Flight instructors appear to be in short supply again this year. Last year we had only eight instructors out of a membership of 200 and, consequently, four or five members did not get paired with an instructor.

Don Weigt noted that volunteer help for some of the scheduled weekend flying events last summer was also in short supply. Members are urged to spread the load and volunteer an hour or so of non-flying time for support activities during these events.

Miscellaneous: Ed McDonald has identification stickers for models as required by the AMA. The price is \$.25 each, 5 for \$1.00. Ed also had a copy of the final financial report for last year available for anyone that was interested.

Raffle Winners: **Rob Goebel** - JR Transmitter Case; **Jim Lacy, Dave Rush, Wendell Hottmann** - T-shirt; **Aaron Finley** - Sweatshirt.

Show & Tell: **Wendell Hottmann** brought a DARE Mademoiselle kit and said it flies really slow. He also had pictures of a standup building board that he likes because he can build without looking down at his chest.

Dustin Buescher brought a Bob Violett Models F-86 ducted fan. This was painted with Metal Kote aluminum paint and PPG automotive. It has 12 servos, .91 cu in DF engine and will be entered in a scale competition sponsored by Frank Tiano and Bob Violett Models.

Harley Nelson brought another Nelson original named End of the Season. This was made entirely from parts salvaged from summer crashes. He said Wayne would test fly it.

The meeting adjourned at approximately 8:15 p.m.

Philosophy 101

Coach Lombardi is a very fair man. He treats everybody alike -- like dogs.

Jerry Kramer

Awards Banquet

When this bulletin arrives in your mail box it won't be too late to get your reservation for the 2003 Awards Banquet in, but it will be getting close to the deadline. The date of the event is February 15 and it's at Jingles (the one by the Coliseum). Almond apple chicken is \$17 and prime rib is \$22. If you have procrastinated on this, now is the time to get cranked up. Reservations may be made up to the time of the February meeting.

Please use the reservation form at the back of this bulletin. It's too late to make nominations for the trophy awards, but service award nominations are still open. See the reservation form for where to send it.

And don't forget the contest. Be the first to come up with the right answer to the question "What do Whiskey and Soda have to do with aviation?" and you can win a bottle of my best peach-banana lieb frau milch. You may contact me at jbuss@itis.com or at 244-8534.

A second bottle will be raffled as a door prize.

If you landed in a tree, in the drainage ditch or had a bad crash, ya'all'd best cum, cuz usuns is agonna be atalkin' about ye.

A Very Special Thank You

As you may or may not be aware, Tom Lazar's father died a few days before New Year's Day. We extend heart felt sympathy to Tom and his family.

Despite his loss, Tom went ahead with ramroding the New Year's Day Fun Fly, providing an abundance his excellent chili (I didn't need any supper) and his even better of hot spiced apple cider. We truly appreciate it, Tom. It was a great event.

Flight Instructors Are Badly Needed

Last year not all new members who needed help learning to fly were served. That's just not

acceptable. I'm sure that at some point, someone helped you. Now it's time to return the favor and help someone else.

It seems like every year it's mostly the same guys who do the instructing and that's not acceptable either. It goes pretty much the same way with work around the field. We have a hard core of guys who carry most of the load. Come on, let's spread it around a little. Your dues are only part of your responsibility as a member. Perhaps we should have a sperate dues schedule for those who, though physically fit, only come to the field to fly.

You may have reservations about whether or not you're good enough, but if you can fly a second level plane, like an Astrohog, Four Star or some similar bird, you can easily handle a trainer on a buddy box. You say you don't have a trainer? No problemo! The student has to furnish his own. You say you don't have a buddy box and trainer cord? Again, no problemo! MARCS has both buddy boxes (all popular makes) and cords in the shed and your gate key fits the special door behind which they are kept.

PLEASE contact Dan Dudovick, the club's Flight Instruction Coordinator, at 273-4339 and let him know you will help when the weather warms up. He has a list of people who are waiting just for you and you will feel pretty good when you see the one he assigns to you solo and become a good pilot - and, hopefully, an instructor.

Get Your Events Scheduled

If your favorite event isn't listed on the schedule, next page, it's time to get started in scheduling and organizing it. Hopefully, the sailplane guys will be putting something on and anyone else who wants an event is welcome to schedule it, but you have to take responsibility for its organization and operation. Does anyone want a pylon or combat event, for example, badly enough to run it? See Wayne Lanphear to schedule dates, etc.

For New Members - Trainer Checkout

Each year when new members bring their newly built trainers to the field for the first time, whether they are kit built or ARF's, in most cases

the instructor finds problems with them that result in students having to take their plane home for some modification before it can be flown. This is discouraging to the enthusiastic new would-be flyer and a waste of the instructor's time in coming out to the field.

To fix this problem, MARCS is imposing a responsibility on all new members who need flight instruction. When you figure that your trainer is finished and ready to be put in the air, bring it to the next MARCS meeting. Either before the meeting or after Show and Tell, a club instructor will be available to preflight your plane and identify any problems that need to be corrected before it can be flown. You may bring your bird to the February meeting, if it's finished and ready to go, in your opinion.

Committee Chairmen Need Help

At the January Board of Directors meeting, new committee chairmen were appointed. Discussion of the tasks involved for these people brought out the fact that each committee requires CLUB MEMBERS to accomplish the club's duties. This is especially true of the field, support, and nominating committees. In the case of the nominating committee, by-laws specify that the chairman, who is a board member, must be assisted by one other board member and three other CLUB MEMBERS. The field committee needs additional MEMBERS to schedule support for the ongoing field maintenance as well as the annual field work day. The Support committee helps round up and schedule CLUB MEMBERS to support the event directors in planning and executing events. Please contact these committee chairmen and offer your services:

Tom Lazar, Nominating - 655-3396, or

tdlazar@yahoo.com

Mike Pirk1, Field - 835-9083, or

maddog@chorus.com

Bill Kinney - Support - 846-7999, or

Hukilau@itis.com

MARCS 2003 Calendar of Events

Event	Date	Location
MARCS Awards Banquet	February 15	Jingles (Coliseum)
MARCS Annual Swap Meet	March 6	Labor Temple (monthly meeting)
Big Birds 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
Kindschi Scale Rally	August 17	Kettle Field
Warbirds Over Dane	September 6	Kettle Field

MARCS Swap Meet and Auction

Don't forget that the annual swap meet and auction will take place at the March club meeting. If you're like me, you've got a hangar queen or two sitting around, gathering dust, or maybe some tools you never use or kits that you once meant to build, but never did. Instead of letting them gather dust, bring them to the March meeting and you may be surprised at how someone may value what you treat as surplus.

Is There a PR Man in the House?

We haven't done enough about publicizing our events to the local community. We would like more community awareness of both our club, in general, and our events in particular. If any of you have any media contacts or any promotional experience, or if you just have some ideas, your help could be useful. Please contact Wayne Lanphear at 222-9274 or at bgbird@ix.netcom.com

A Neighborhood Problem

A couple of days before New Year's Day, someone broke into the Oak Hill Kennel and let all of the dogs out. One was still missing on New Year's Day and I don't know if it was ever recaptured. It is unknown who did it, but I understand that it happened at one or more private homes in the neighborhood too. If you have any information on this mean spirited thing, please contact the Sheriff's Department or Crime Stoppers.

Whizzer's War Bird Report

By Chris Spierings

Another member of our warbird group and I got into a conversation concerning the value of having the right tools in your shop. Admittedly having too many tools is like having too many RC models or too much money in your checking account. It just doesn't happen. Unfortunately I don't suffer from either of the previous problems. I try for the first but gravity seems to cull an airframe occasionally. The latter problem I'm working on too but my employer and I don't agree on my value so that looks like it's going to be an issue for a few more decades.

The purpose of this article is to give folks a perspective on some of the tools that I've found useful in building model planes so far. I'm sure opinions will vary but maybe this info. will help someone getting started get an idea of just how modestly you can get started.

It seems that building kits isn't as popular as it used to be. Almost Ready to Fly, (ARF)s seem to be where folks gravitate when they first get started. The good ARFs have a manual that tells you what you need to assemble the plane. Whether it's an ARF or not I'd recommend you have the following on hand (at a minimum):

✓ CA, epoxy, T pins, razor saw, square, Exacto knife, straight edge ruler (metal preferred), screwdrivers and a level building surface (a 2' x 4' ceiling tile on a level table will work fine).

If you intend to go into building from kits the list gets a bit longer. A lot depends on the kit but I'd recommend you add the following.

High Flight

By John McGee

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter silvered wings;
Sunward I've climbed, and joined the tumbling mirth
On sunsplit clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long delirious burning blue
I've topped the windswept heights with easy grace
Where never lark, even eagle flew -
And, while with silent, lifting mind I've trod
The high, untrespassed sanctity of space
Put out my hand and touched the face of God.

John McGee was an American fighter pilot in the RCAF early in World War II. He was killed shortly after having written this classic poem. Bill Rewey has come across a parody of High Flight, but he does not know the name of the author, nor do I.

Low Flight

Oh, I have slipped through the swirling clouds of dust
A few feet from the dirt,
I have flown the Waco low enough
To make my bottom hurt.
I've buzzed the desert and the hills,
The valleys and the mountains too;
I have frolicked through the trees
Where only flying squirrels flew.
I've smacked the tiny sparrow,
Bluebird, robin....all the rest!
I've molested baby eaglets,
Blew them right out of their nest.
I've chased the frightened cows along,
Disturbed the ram and ewe;
And I've done a hundred other things
You would not care to do.
I've turned my eyes to heaven
When I knew I should be higher;
I then softly put out my hand and touched
A passing telephone wire!

- ✓ Drill and a set of bits, Ziploc bags filled with split shot, lead shot or sand, clamps (like clothes pins, small C clamps), Kwik Clamps, razor plane, balsa stripper, sanding blocks and paper, files (small rat tail files are sufficient), silver solder, soldering Iron and a propane or butane torch.

So far you really don't have a ton of money tied up in the implements to get started in the hobby. I'd bet most people have an electric drill anyway and that's the biggest ticket item so far. If you go a bit further I guess I'd say another staple is a Dremel or similar rotary tool, which can grind, cut, bore sand etc. If you want to go much further you can really start having fun and reducing that checking account balance I mentioned earlier.

Often you need to cut or shape material a bit more substantial than balsa, such as usually light ply or aircraft plywood. The ply material can be cut by hand using hand coping saws or powered hand held jig saws but you get a much nicer result much quicker if you have access to tools like scroll saws, band saws, belt and disc sanders. You can buy bench top models that easily handle the materials we use for about \$100- \$150 each. These same power tools can have a lot of utility around the house if you are someone who does the maintenance and repair or your home yourself. These same tools will allow you do things quicker with kits. Shaping wing tip blocks goes a lot quicker if you cut them slightly oversize and use the razor plane and sand paper to finish the job.

Finally one of the most useful things in your shop is likely to be a scrap box and spare parts bin. As you build a few kits and even ARFs you'll accumulate a bit of extra wood or hardware. Nothing is worse then being well into a project and messing something up or needing an extra bit of wood or dropping that last screw and not having a replacement. The scrap box and spares bin can be a lifesaver or at least a time and mileage saver. I often throw the trees from the kit parts in the scrap box. I have a couple of drawers in my parts bin for the extra hardware. Over time its gotten to the point that I don't have to buy or sometimes even use a new stick of wood provided in a kit. When its time to cut a stick from a 36" piece and I'm only going to use a fraction I take a quick look in the scrap box. I've accumulated a nice supply that has

allowed me to scratch build a couple planes without having to buy much wood at all. It's saved me a trip to the store and permitted me to continue at 7 PM on Sunday when a quick run to the hobby shop isn't a possibility.

I can go a lot further than this recommending tools and goodies but for most people you just don't need much more. I know the following advice is a bit late but here is something to think about. Next time you get asked by the in-laws/spouse/other what you want for Xmas or your birthday, mention a standard or metric ignition wrench set or a set of wood chisels, a set of ball drivers can be real handy. A cheap set of standard taps up to 1/4-20 is really nice too. All of these things don't cost all that much on their own but are real handy to have around.

The King's Bishop

By Jerry Buss

In chess, the king's bishop stands next to the king, between the king and the king's knight. This story has nothing to do with chess, but rather it's about a man named Bishop who served his King, George V.

On February 8, 1894 in Owen Sound, Ontario, Will and Margaret Bishop became the parents of a son. They named him William Avery and called him Billy. At age 17, after intensive tutoring, he was admitted to the Royal Military College at Kingston, ranked forty third in entrance competition for forty four vacancies. He had a difficult time academically the first year and was forced to repeat it after being suspended for a year. He received good grades the second time through. He performed his second year studies well enough to get by. In the third year, 1914, he was caught using a crib sheet in his May exams. A decision on expulsion was deferred and, by the time the notion came up for disposition, war had broken out in France and every man who was capable of fighting was needed. Thus, he was saved.

Due to the urgency of war, his class was commissioned early and he was sent to join the Mississauga Horse, a cavalry unit attached to the 2nd Division, transferring later to the 14th Battalion, Canadian Mounted Rifles. Finally, the unit was fully formed and sailed for England aboard the

cattle ship, *Caledonia*. It was a frightful passage with wind, high waves and violently sea sick men and horses. Upon arrival, it rained incessantly and their camp was knee deep in mud created by a mixture of roughly equal parts of rain water, horse urine and manure. When an airplane landed in a nearby field, blue eyed and handsome young Billy Bishop knew how he would prefer to fight this war.

In due course, his application to transfer to the Royal Flying Corps was accepted and he became an observer aboard an R.E. 7, a truly miserable piece of inferiority that couldn't get off the ground when laden with the four machine guns, 336 pound bomb, pilot and observer that it was said to be designed to carry. By removing two of the guns and the bomb, provided the ground was firm, it could struggle, albeit with complaint, into the air and make about 70 miles per hour. Missions over the lines were adventures, since it could achieve but 5,000 feet, and that only after a half hour of striving. It was terribly susceptible to ground fire and to the attentions of young *herrenvolk* in their Eindekkers. Since it couldn't carry the bomb load it was designed for, it was used as an escort fighter to accompany B.E. 2 observation machines. It was grossly ill-suited to that role as well.

Billy served with No. 21 Squadron in the St. Omer and St. Andre-aux-Bois areas from January until late May 1916 when he was sent back to England to recover from an infected tooth and the effects of having been run down by an airplane and "concussed for two days.". To top it off he also suffered a knee injury in a bad landing. It was all probably a stroke of great good fortune, for, as a result, he missed the Somme Offensive which took 1.3 million UK, French and German lives and might well have claimed his as well.

On arrival in England he fell down the ship's gangplank, adding further injury to his knee. Some said he was drunk; he claimed to have been pushed. While recuperating he made the acquaintance of Lady St. Helier, grand aunt of Winston Churchill's wife and a wealthy elderly social butterfly of patriotic bent who regularly attended Sunday brunches at Buckingham Palace. She would go on to become his patroness and benefactor in many ways including recommendations to several royals who were her close confidants. It was she

who was instrumental in getting him accepted to pilot training.

To say it was “training” may be generous. After a few hours he soloed and then learned in a cursory manner how to read aerial maps before being put in a BE 12a and assigned to No. 37 Squadron. This unit was detailed to home defense, southern England having come under attack by both Gotha bombers and Zeppelins. He saw no action but learned night flying techniques without killing himself and greatly improved his flying skills. Finally, after much volunteering, he was trained briefly on the Sopwith Pup and sent to France to join No. 60 Squadron, which perversely flew Nieuport 17’s, at Filescamp Farm, about 12 miles west of Arras. It was commanded by Major A. J. L. Scott, a noted, socially elite London barrister in civilian life who was badly crippled as the result of a crash but who still flew in combat.

Between March 17 and 24, 1917 Billy was in the air on several fruitless hunts for the Boche. On the 25th, his patrol took off at 4:15 p.m. on their third sortie of the day. Climbing out of low clouds, they encountered three Albatros D-III scouts, which dived on them. After some maneuvering, Billy attached himself to the tail of a German machine and followed it down through the clouds, giving it a couple of bursts. It continued diving until it crashed. The Nieuport’s engine was unreliable in a dive and its cylinders became oil fouled causing it to quit. Billy was just able to glide over the lines and landed a couple of hundred yards inside Allied territory. When he filed his combat report, he was credited with the kill, although it had initially been credited to a Lt. Bower.

On March 31 Billy was credited with another Albatros. During “Bloody April,” when his 18 plane squadron had 36 pilots killed, he claimed 16 more planes of several types plus two balloons. Of these, 6 including the balloons, were disallowed so on May 1, his score stood at 14 confirmed kills. During May he claimed 9 more, including a shared kill with Major Scott. All were confirmed, save for the shared kill and his score was now 29 claimed and 22 confirmed. Henceforth none of his claims would fail to be confirmed, although he favored hunting alone over enemy territory and usually no other pilot or artillery observer was around to provide verification.

Some say it was May 5 when the RFC’s leading ace, Albert Ball, who Billy had met through Lady St. Helier, visited No. 60 squadron. He had an idea for an early morning surprise attack on a German airdrome and he wanted Billy to go with him. The idea was to attack while the Boche were still groggy with sleep, their planes on the ground and the Archie crews still attending to their morning ablutions. Billy eagerly agreed, but unfortunately two days later Ball, a just turned twenty year old ace with 44 kills, was himself killed. The notion of the attack stuck with Billy, however, as he searched about among his squadron mates for someone to go with him. His mates were veterans, however, and had no desire to lose sleep by rising so early and putting themselves in danger needlessly on a volunteer mission besides. So it was that just as light was beginning to appear in the eastern sky on the morning of June 2, 1917 Billy Bishop took off alone and headed for the German lines, only to find that the field he and Ball had planned to raid was abandoned.

Billy flew on at low altitude on a zig zag course, hoping to come upon some target of opportunity, perhaps some infantry out doing morning exercises or eating breakfast, but he saw nothing. Soon he was not sure where he was. As he began to think of turning toward allied lines, he suddenly came upon an airfield. There were seven planes parked, some with engines running, and ground crews standing about. From 300 feet, he put his nose down and strafed some of the men, not knowing what result he achieved except that he saw one man fall. He also put some rounds into one of the sheds that seemed to serve as hangars. Machine guns opened up on him and he had to evade. Then a D-III began a take off run. With Archie still coming up heavily, Billy caught the Hun just after he left the ground and put 15 rounds into him. He side slipped and crashed. Another Albatros was just off the ground and Billy took after it, firing a burst from long range without result. Closing and correcting his aim, he fired again and it crashed into a tree. Then two planes took off together and Billy decided that it was time to get out, but one of the Germans cut him off. Turning to face the Hun head on, Billy fired a short burst at him and he crashed. Soon Boche would be arriving from other fields in answer to phone calls for help and so Billy headed

to the south. Looking up, he was horrified to see that he was directly under four Albatroses and flying in the same direction, in their blind spot. He flew on for about a mile in this position and finally took the risk of breaking hard away west, toward friendly lines. They apparently never saw him. Having had no breakfast, he became airsick and was further disoriented.

After he fired on his last victim, Billy had pulled the Lewis gun down on its Foster mount from its position atop the Nieuport's upper wing to reload. The ammo drum was stuck and he couldn't remove it. Then, when trying to push the empty gun back up to its normal position, he found it too was stuck. Unable to fly with the gun in his lap, he loosened the mounting collar screw and chucked it overboard. Reaching what he thought to be Allied territory, he landed in a field to ask a farmer where he was.

On reaching Filescamp, his plane was the object of much attention. It was riddled all over with holes according to Major Scott. One group of five holes in the elevator within a five or six inch circle prompted Lt. Will Fry, Deputy Leader to Billy in C Flight, to opine that "whatever machine was on his tail must have been very close indeed to achieve this group."

He submitted his combat report to Major Scott, who sent a personal report on up the chain of command. On August 29, 1917 King George V presented Billy Bishop with the British Empire's highest award for valor, the Victoria Cross, for the airfield raid, along with a DSO and MC which had been authorized for other actions. On September 5 he was awarded a bar to the DSO.

This is, in part, the story Billy told in his book, *Winged Warfare*, which he wrote while on leave in Canada during the winter of 1917-18, in combination with other common Bishop lore.

Billy went on to command No. 85 Squadron, where he flew the S.E. 5a, ultimately claiming a total of 79 kills and receiving confirmation for 72 to make him the second ranked UK ace of WW I, second only to the Irishman, Edward "Mick" Mannock, with 73. Among Allied flyers, Mannock is second ranked to France's Rene Fonk with 75. Among all flyers, Fonk is second only to Manfred von Richtofen's 80. Billy was instrumental in organizing the Royal Canadian Air Force and

served the RCAF's recruiting program in WW II with the honorary rank of Air Vice Marshal.

So it is not remarkable that Canadians are enormously proud of Billy Bishop. He has been considered a national icon for over 80 years. Imagine, then, if you will, the shock, outrage and denial that a book titled *The Making of Billy Bishop* by Brereton Greenhous has created. Mr. Greenhous's credentials include co-authoring the official history of the RCAF in WW II. In his new book, published in March 2002, Greenhous claims that Billy Bishop was a liar and a fraud. He says that of the tales of victories attributed to him, most either never happened or are gross exaggerations resulting from his own unverified and false reports. As to the airfield attack, Greenhous claims he landed somewhere, demounted his gun, carefully shot up his own plane and flew home without the weapon.

Could that be true? There have long been skeptics about Bishop's record, but most have not made much ado about it, owing to his popularity. An exception is a 1980 docu-drama movie, *The Kid Who Couldn't Miss*, that questioned the accuracy of the Bishop legend and aroused a firestorm of controversy in the Canadian Senate. It was of such dubious artistic quality that it achieved little circulation, however.

The airfield he claimed to have beaten up, "somewhere in the Cambrai area," cannot be identified by either Allied or German records, Billy was unable to say where it was and German records don't show an attack on any airfield, anywhere, on June 2, 1917. Billy's VC is one of two awarded without any corroborating witness. (The other is to the American Unknown Soldier of WW I, in exchange for an American CMH to the British Unknown.) Most of Billy's kills were unwitnessed, but nonetheless his action reports were confirmed and heavily embellished by a CO who may have been trying too hard to enhance the record of his squadron and his own career. As commander of No. 85 Squadron, Billy was his own confirming authority.

Next month we shall review Mr. Greenhous's book, claimed by many Canadians who were raised on the ideology of absolute faith in the Bishop legend to be sheer heresy. Frankly, I'm finding it fairly convincing - not to mention disappointing..