

# M.A.R.C.S. SPARKS

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

AMA Charter # 665

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## Minutes of MARCS General Membership Meeting, Sept. 4, 2003

*By Burr Fontaine*

The meeting was called to order by President Wayne Lanphear at 7:10 p.m. with 42 in attendance.

**New Members:** Robert Hayden is a new member tonight. He has an LT-40 and is ready for flight instruction.

**August Minutes:** The minutes of the August meeting as printed in the September issue of SPARKS were accepted as published.

**Old Business:** Flight Instruction: An e-mail from Dan Dudovick indicated that everyone that is signed up as of tonight will have an opportunity to get checked out this summer.

**New Pesticide Regulations:** It now appears that the flying field will be considered in the same category as a golf course in the new pesticide regulations and that limited herbicide control of dandelions will be permitted.

**Scale Rally:** The Scale Rally was very successful this year with the turnout of 25 pilots, good weather, and a modest profit for the club. Only three of the pilots were from outside the club and this was attributed to competition from other events in the area on the same day. Don Weigt was

especially appreciative of the volunteer help that turned out. He said the event had the most help and ran the best of anything he has run and expressed a sincere "Thank you" to everyone that helped. Nice job, Don.

**Survey:** The results of the club survey questionnaire were discussed at the board meeting last month. Ed McDonald presented a 29 page analysis of the results. A summary of the results will be included in the next issue of SPARKS. Our thanks to Ed for developing the survey and organizing the results. The board also wishes to thank those who

### *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, edgarmcdonald@msn.com

#### **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](http://www.marcswi.org)

**Web Master:** William Velez  
[william@velez.org](mailto: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](mailto:jbuss@itis.com) Phone: 244-8534

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

took the time to respond so we can better plan for the future of MARCS.

**New Business:** Thermal Soar: The Southern Wisconsin Fall Thermal Soar takes place September 6 at the Long Island Sod Farm. All competitors, non-competitors and newcomers are welcome. The map in the Handbook and on the website is one road off, but signs indicating directions to the correct location will be posted along the road.

**Warbirds Over Dane:** This is scheduled for September 20 and is the last scheduled event of the summer. Models of aircraft from any war period may be flown, but they are expected to have approximate scale and have appropriate military markings. Mike Pirkel has sign up sheets for club members to use to volunteer their time for a specific time period and job. You don't have to be registered to fly to work for an hour or so and it is a good way to see the event and to help the club.

**New State Park:** The public has been invited to suggest facilities to be included in a new state park, the Capital Springs Centennial State Park and Recreation Area, to be located on 3000 acres of land just south of the belt line. President Lanphear has looked at the land and much of it is flat and presently planted in corn. This would make an excellent additional flying field, not necessarily our club field, but a field properly managed and available to the public. Wayne submitted such a suggestion in time for the Sept. 3 deadline. The MARCS board will discuss it further at the Sept. board meeting.

**Directory Pictures:** Vince Streif started taking pictures of members tonight and hopes to have them available for the next club directory.

**November Election:** The Nominating Committee, chaired by Tom Lazar, has been one member short for some time. Vince Streif volunteered tonight to work on the committee. The committee must present a slate of officers and elected board members at the October meeting for the election to be held at

the November meeting. President Wayne Lanphear and Secretary Burr Fontaine have announced they are retiring this year. In addition, among the nine elected board members, three members, Dan Dudovick, Dave Jeardeau, and Chris Spierings have terms that are expiring this year. (post meeting

information: Vice President Don Weigt is also retiring this year.)

**Water for Trees:** Thanks to Mike, from the Landfill office, who has provided a water truck over the weekend for us to water the trees at the edge of the parking lot. If you see the truck parked in our lot in the future, move the hose from west to east, turn the hose on, and give the trees a drink. Gravity flow is at 84 gal/hr so the movement of the hose should be timed appropriately. Please be sure the water is turned off when you leave.

**February Banquet:** Dave Rush suggested we try to hold the February awards banquet in the same room at Jingles again next year. This was a very nice facility for the banquet this year, and a motion for Dave to reserve this room for next year was passed without dissent.

**Raffle Winners:** Mike Kimmerly - Wing Rack; Andrew Morrow - Pico Cub; Robert Hayden - MARCS Hat; Mike Kelly - Fuel and Golf Balls & Cups; Harley Nelson - Book; Meil Vermeulen - Wing Rack.

**Show & Tell:** Show & Tell pictures are on the club's website, [marcs.wi.org](http://marcs.wi.org)

**Harley Nelson** modified a Sig 4-Star 60 to serve as a tow plane by adding rudder fins to the stabilizer, replacing the .60 engine with a .91, and reinforcing the fuselage. **Bill Kinney's** new model is a VMAR Stick 60 which he said sells for a great price and is easy to assemble in about 6 hours. **Ray Walsh** brought a 1/4 scale Super Cub that started out as a Balsa USA Piper Cub, is all scale, and is for sale (\$250). **Dave Rush's** latest is a Micro Pitts with specifications: 1.1 ounces, proportional actuator control, single 170 Li-poly pack, and a KP-00 geared motor. New member, **Robert Hayden**, brought his first plane, a Kadet LT-40, that he said took about 30 hours to complete.

The meeting adjourned at about 8:45 p.m.

## Philosophy 101

There are three kinds of men: the ones that learn by reading, the few who learn by observation and the rest of them have to pee on the electric fence.

Will Rogers

**RESULTS OF INTEREST SURVEY**  
**AREAS OF INTEREST RANKED BY FIRST, SECOND AND THIRD CHOICE**

<u>INTEREST</u>	<u>FIRST</u>	<u>SECOND</u>	<u>THIRD</u>
Sport-----	41%	13%	19%
War Birds-----	20	17	23
Electric-----	16	17	12
Scale-----	12	32	30
Pattern-----	6	4	7
Jets-----	4	6	5
Pylon-----	0	0	0
Helicopter-----	0	0	5
Soaring-----	0	11	0

**LEVELS OF INTEREST IN ACTIVITIES**

<u>ACTIVITY</u>	<u>VERY INTRSTD</u>	<u>SOME- WHAT INTRSTD</u>	<u>SO-SO INTRSTD</u>	<u>LITTLE INTRSTD</u>	<u>NOT INTRSTD</u>
Meetings-----	40%	40%	8%	8%	4%
Raffle-----	21	19	19	22	19
Scale-----	59	16	11	9	5
War Birds-----	49	19	15	13	4
Soaring-----	7	9	30	28	26
Fun Fly-----	20	24	22	22	11
Combat-----	11	18	33	22	16
Picnic-----	33	29	14	13	9
Awards Banquet-----	28	20	26	13	13
January 1 Fun Fly-----	36	18	9	16	20
Community Service Event-----	23	25	27	16	9
Organize an Event-----	5	12	24	24	34
Flying-----	28	23	21	12	16
Work Day-----	23	36	21	11	9
Be an Officer-----	9	16	16	34	25
Be a Board Member-----	12	26	14	26	23
Be a Flight Instructor-----	11	22	17	15	35

**QUESTIONS ON CLUB POLICY ISSUES**

<u>QUESTION:</u>	<u>YES</u>	<u>NO</u>
Should the club be on a pay-as-you-go basis?-----	68%	32%
Are the club dues too high?-----	6	94
Should the club have a contingency plan?-----	75	25
Should the club have a flight instruction manual?-----	67	33
Should the club issue a yearly directory?-----	81	19
Should the club have a life membership category?-----	67	33
Should members who assist at club functions receive a dues discount?-----	36	64

A total of 49 members responded to the survey. The rounded percentage cited reflect the fact that some responders did not answer all questions and are based on the total number who did, in fact answer each item

## Heartfelt Best Wishes

We are concerned to hear that Bob Miracle is scheduled for surgery for a brain tumor on Tuesday, September 23 at University Hospital. Our prayers go with you, Bob.

## Lost Wings

You will recall our Russian visitor, Victor Bakhtin, who was affiliated with the International Crane Foundation and was also an RC flyer. He put on an interesting program, if you recall, on his bird shaped models, a rocket glider and a flying saucer. That was about a year or so ago.

Well, he lost a pair of wings somehow from one of his bird shaped planes out at Kettle Field. Apparently we thought they were found and had them sent up to the ICF at Baraboo, but they were not the wings in question. Victor says that they were bird wing shaped, white with black tips and had two big owl eyes on one side.

Don Weigt apparently found the wings that Victor is looking for and when he couldn't find an owner for them, he sold them at the club auction and donated the proceeds to the club treasury. He doesn't recall who bought them.

If you bought them, Victor would like to get them back. Please contact him at [vbakhtin@yahoo.com](mailto:vbakhtin@yahoo.com) to arrange a buy back. If you don't have Internet access, please call me at 244-8534 and I will mediate. Perhaps the club should refund the purchase price to facilitate their return. Please consider that a motion, Mr. President, assuming they can be located.

## Officers and Gentlemen - By Act of MARCS

At the September meeting we received the grim news that Wayne and Burr want to step down as officers and Don has since indicated a desire to do likewise. It's not going to be easy to replace this bunch; they have served the club very well indeed. Wayne has been President since 2000 and Don and Burr have been Veep and Secretary, respectively, since 2001. Frankly, I don't see how they could have done their jobs better.

We are fortunate that Ed is willing to run again for Treasurer. From where I sit, his looks like the toughest, or at least the most work intensive, job of the lot. He not only collects our dues and pays our bills, he collects and transmits AMA dues, maintains detailed financial records, prepares our annual budget, makes sure members have their AMA card and then issues a MARCS card, maintains the membership record, prepares the annual membership roster booklet and prepares the mailing labels that bring this bulletin to you each month. And I've probably omitted a thing or two besides, for example the interest survey the results of which appear above. I don't know when he was first elected, but my old copies of SPARKS show that he has been in office at least since 1998. We really thank you for your service, Ed. You serve us superbly.

Anyway guys, it's step up time. Who's going to run for office? There are some big shoes to be filled and we need some candidates who are willing to devote a piece of their time to the club. You will likely come away from the experience with the same kind of glow of pride in achievement and respect of your fellow members that these departing officers will carry with them.

We also need three new board members. These are far less demanding jobs, but nonetheless they are important ones, so get up from your recliner and go for it. And while I'm at it, Ed says he doesn't want to be reelected unopposed, so feel free.

Please contact Tom Lazar at [tdlazar@yahoo.com](mailto:tdlazar@yahoo.com) or at **655-3396** to ask him to put your name on the list of candidates for one of these offices or for a board membership. If all else fails, see him at the October meeting.

## Another Vacancy

Another guy who has given great service to the club wants a break also. Dan Dudovick has announced that he wants to be relieved as Flight Training Coordinator after the end of this flying season. Please consider volunteering for this very important function. Whether or not you feel qualified as an instructor doesn't matter if you can simply handle the job of connecting new members to someone who can instruct.

## A Great Gesture by Fred

For some time Fred Bast had been trying to sell his B-17 and its four engines. Having no luck at finding buyers, it was announced at last month's meeting that he has donated the four .50 four cycle Saito engines to the club. It's generous gift, Fred, and it is appreciated.

The question now is what to do with the engines and it has been at least ¼ answered.

The annual election of officers and board members will be held at the November meeting and we must have a quorum of 25 percent of our membership present. Therefore, to stimulate attendance, one of the engines will be raffled at that meeting.

So come to the November meeting, vote early and often and buy lots of raffle tickets. A .50 Saito would make a nifty power plant in any .40 size model.

## Think Safety

It's been awhile since I've said anything about safety in this bulletin, but it looks like it's time I did. There are some pretty disturbing reports of serious safety violations at the field and it must stop.

- It doesn't matter if there are other pilots on the flight line or not. It doesn't matter if you are the only person at the field. All safety rules must be followed.
- If you start your engine in the pit area, you must carry your plane, or push it by hand if it's too big to carry, from the pit area through the flight line and onto the field. No one wants the prop of a runaway plane chewing on the calves of their legs or their arse if it gets away from you.
- Stop your engine as you approach the flight line when taxiing in after landing. You may not taxi into the flight line area.
- You must confine your flying to the area to the north of the flight line, extended to infinity to both east and west of the field. Yes, I know that accidents will happen, but what's been going on hasn't been an accident.

- If you want to make a low pass, make it at least a quarter of the way out, across the field - not 10 feet out. Never fly close in, toward the flight line.
- The signs restricting spectators to the area south of the pit area mean what they say. There is a report of a child recently having been called out to the flight line by a pilot who was taxiing a plane up to the gate after landing. Imagine the enthusiastic youngster rushing innocently up to the plane and getting mixed up with the prop! You are responsible for the behavior of your guests.
- And while I'm at it, your AMA card, your driver's license and your Visa card are not acceptable for use on the frequency board. Only your MARCS card may be used.

By-laws of the club provide for termination of membership for repeated, serious violations of safety rules.

## It's (Too) Far Out

This is a somewhat kindred subject to the foregoing one. How's your depth perception? I'll bet it isn't as good as you think.

When a plane goes down out there in Never Never Land across the drainage ditch, someone usually has a mark on it and then it's a matter of walking in that direction to find it. Almost always it's a whole lot farther out than either the pilot or witnesses think. How many times has someone been surprised when he put his bird down in the marsh east of the field or in a tree to the west when he earnestly thought he was over the field?

A couple of weeks ago, Chuck Bachman put his Spitfire in a tree west of the field, not due to a depth perception problem, but loss of elevator control. When searching for it he was surprised how far out it was and that every plane in the air was coming out that far and a good deal farther regularly. Considering that he's an airline pilot I assume he has pretty good depth perception and that makes it clear that we all are going out a lot farther than we think.

My point here is that we have some pretty good neighbors and the last thing in the world that we need to do is antagonize them. Let's make sure that we don't stray out to where we are near to

being over the speed shop or kennel or near the farm buildings to the east. Stay closer to the field on the northern leg of your circuits. We don't want a crash into or near any of these buildings. Also, it's not so far to walk in search of a downed plane. As Roy Porter used to say, "If you can't see the wheels, you're too far out."

### Have a Chair?

Following the Scale Rally four chairs were left at the field and have been stored in the shed. If you lost a chair or chairs, contact Wayne Lanphear at 222-9274 and identify it/them to get it/them back.

### Scale Rally Helpers

*By Don Weigt*

Here's a list of the people who made the 2003 Rally possible. Another big "Thank you!" from me to all of them. As you can see, I had a lot of help! In addition to the duties listed, many of these folks helped with the tearing down and cleanup. My apologies in advance to anyone I miss or misspell.

**Chuck Backmann:** Registration, **Jerry Buss:** Food organizer/planner/buyer/hauler, **Bill Disch:** Flight line boss **Dan Dudovick:** Spotter, reserve, **Mark Finley:** Transmitter impound, reserve, **Joe Imilkowski:** Wireless PA loan, setup and tear down, **Dave Jeardeau:** Spotter, raffle worker/ticket sales, **Joyce Jeardeau:** Raffle worker/ticket sales, **Ozzie Johnson:** Flight line crew, **Jeremy Kelly:** Food serving/sales **Mike Kelly:** Food serving/sales, **Mike Kimmerly:** Mowing and grounds, Grillmeister/chef, **Bill Kinney:** Flight line crew **Jim Lacy:** Food serving/sales, reserve, **Wayne Lanphear:** Signs, transmitter impound, **Ken Larsen:** Transmitter impound, **Ken Larsen, Jr.:** Transmitter impound **Tom Lazar:** Contest Director, registration, **Harley Nelson:** Mowing/grounds, **Scott Nelson:** Mowing/grounds, **Dave Rush:** Setup, raffle organizer, water cooler, raffle shelter, raffle table, **Charlie Schultz:** Flight line crew, impound shelter, **Chuck Weber:** Flight line crew, **Lois Weber:** Food serving/sales, **Fred Weigt:** Gloves for food handlers, reserve.

### The Bent Bird

#### Keep 'Em in One Piece To and From the Field, and Be Safe Yourself Too.

*By Don Weigt*

It's bad enough damaging a plane flying, but nobody wants to damage them traveling to and from flying. I had a recent misadventure with my PT-19 that ended all right, but could have been bad. I transport it on the field box I use to assemble and disassemble it. It's a plywood box with an oversize base. Its sides and ends are cut down, leaving posts at the corners. The edges are padded with carpet remnants and the molded foam wrap hardware stores have for insulating pipes. This makes a decent cradle to support the plane and keep it from slipping off the box.

I don't have a decent place to store the back seats if I take them out of the Caravan, so I try to haul my planes without removing the seats. For some time, I just set the box on the folded down back seat in our Caravan. But, I noticed the box swayed on the seat back, and the plane rocked in the cradle. My first improvement was to secure the box to the seat with bungee cords from the hardware store. These hold the box steady and secure. The plane still rocked a bit, but seemed safe enough. I thought about securing the plane to the box with more bungee cords, but never did.

Well, one day I came home during rush hour, and in the heavy traffic I took a corner faster than I would otherwise. There was a loud crash as the PT-19 rolled out of the cradle. Oops! It was sort of balanced on the two corner posts along one edge of the box, though. It hadn't fallen all the way down. Well, before I could pull off into a bank parking lot, it fell the rest of the way with another loud crash! Hardly the happy return from a good day at the field that I wanted!

Luckily, the PT-19 is one solid heavily built bird. Other than a few stretches in the covering, I found no damage at all from its

misadventure! Wow! Luck I didn't deserve! But, I learned my lesson. Right after that I cut the sides and ends of the box down much farther, deepening the cradle the model rides in. Now, it hardly sways at all. The corner posts reach almost to the fuselage top, so there is no chance of the plane rolling out of the cradle again I think it's now the way it should have been all along.

The box is no longer useful for assembling and disassembling the plane: it doesn't hold it high enough about a field bench, so I'll need to buy or build something for that purpose. But, that's a small price to pay to transport the model safely.

Other things can happen when we haul our models. It is possible to transport them leaning against seats and in other positions that aren't very secure. It often works OK for awhile, only to fail when we need to jam on the brakes or turn sharply to avoid a hazard. So, it's good to make more secure ways to transport our models before they are damaged, not after!

Bob Kopski, Model Aviation's electric columnist, once related that many of his models were damaged when his mini van was in a slight accident. Some left their perches and hit seat backs or the floor. More were damaged when his flight box and chargers flew forward and hit the models. So, think about where you carry the heavy support gear. Try to put it somewhere secure, or ahead of the models.

The energy sources that power our models also should be transported safely. Of course, batteries should be secured or protected from anything shorting across their output terminals. This can be a fire hazard, in addition to welding the wire or tool to the battery terminals, or melting the wires and insulation, making a fire hazard and a mess. Electric planes should never be transported with removable battery packs installed. Any permanently installed should be disconnected with some sort of removable fuse or safety

switch.

Drain the fuel from gas and glow powered models before transporting them. This can prevent messes, and even more importantly, avoid fire hazards inside your moving vehicle.

Hauling fuel, especially gasoline, is also hazardous. Be sure the containers are sealed, so they can't spill, and secure so they won't fly around. They could smash something fragile, or puncture on something sharp, if they were to fly around.

There's a reason cars' gas tanks are outside their passenger compartments! Anytime we transport flammable material inside, we reduce our safety. Do so very carefully, or find a way to carry the fuel outside. If you have giant models you pull in a trailer, put the fuel in the trailer, too. This is much safer for you.

Our goal is to protect our models, but in the end, models are replaceable, you aren't! If you have to choose, keep yourself safe first! Other than spinning propellers and the occasional errant plane, our hobby is very safe. Let's be as safe getting to and from the field as we are at it!

## **The Long, Long Road to Kitty Hawk - IV**

*By Jerry Buss*

Not all of the pre-Kitty Hawk experiments in flight took place in Europe. In 1883, in California, **John Montgomery** built a monoplane glider and made the first known gliding flight in America. It crashed on its maiden flight and Montgomery was fortunate to escape with his life.

In Chicago three men made significant advances during the 1890s. **Octave Chanute** was a Paris born, self taught engineer, who designed the Chicago Stock Yards, the first bridge over the Missouri River and numerous other railroad bridges. His designs were far ahead of the thinking of his peers and in addition to his design achievements was the development of the process for preserving railroad ties and telegraph poles by

pressure treating them with creosote. This process remains in use today, unchanged. Aviation was a major avocation to him. Not only did he contribute greatly to it, the term "aviation" is said, whether or not accurately, to have been coined by Octave Chanute.

Chanute hired **Augustus Herring**, of New York away from a fellow experimenter, **Samuel Langley**, in 1895 to first build, then test and help evaluate several glider designs he had been working on for years. Herring had built a man carrying Lilienthal type glider before going to work very briefly for Langley. The Chanute designs used different wing shapes and structures and were first test flown by Herring in New York. When he saw that they were working, he moved with them to Chicago where he and Chanute flew them on the Huron Street Beach. One of the models, the "ladder-kite," may be seen at the Chicago Museum of Science and Industry.

In addition to Herring, Chanute hired a local carpenter and electrician named **William Avery** who soon had two machines ready for testing.

On June 22, 1896, Chanute, his son Charles, Herring, Avery and the two Chanute family dogs, Rags and Tatters, took their flying machines by train to the dunes on the south shore of Lake Michigan, lugging them the last two miles by hand. Despite the distraction and sometimes interference of a crowd of people who turned out to watch, their experiments went fairly well. The gliders actually flew.

They first tested Herring's Lilienthal-type machine, but it proved difficult to handle, probably due to a balance problem. The machine was damaged in a landing mishap and discarded.

Their most successful test was of Chanute's first glider design, the Katydid. It was a multiplane glider that could be easily modified in form to facilitate a variety of formats. They re-rigged it six times into varying configurations and each new experimental flight was preceded by facing the machine into the wind and releasing bits of feather down in front of the wings to study the path of air currents past them. The most successful wing variation used five sets of wings in the front and one as a tail.

Even though Chanute never attempted to fly any of his designs himself, several photos exist showing him with the Katydid in takeoff position. One can only wonder if he was intentionally emulating George Cayley in demonstrating shrewdness over intrepidity by letting others assume the risks of testing his ideas.

Following the tests conducted in the Indiana Dunes, results of the experiments were evaluated, gliders were repaired or rebuilt and Avery built a new triplane design according to Chanute's specifications. Chanute applied Pratt trussing to it, knowledge acquired from his bridge building experience, and it resulted in considerable added strength with a minimum of weight. In August, he hired a flat boat to carry the gliders to Dune Park, a secluded area where they hoped to avoid the crowds they had had to contend with in June. In this they were less than successful, even though the flights went very well.

Chanute and Herring had a falling out 1897. Apparently Herring got his nose out of joint over a claim by Chanute that their most successful design, a canard biplane, was his design. In any case, Herring proceeded alone to construct a new, very similar, biplane, to which he added a motor driven by compressed air. He claimed to have actually flown the machine fifty two feet at Silver Beach in the Indiana Dunes on October 11, 1898. Being unable to offer any documented proof of his flight, he planned his next test for October 16 and invited Chanute to attend. Chanute arrived at the appointed time, but unfortunately the engine balked for a time and then Herring had a minor crash that inflicted some damage on the air frame. Chanute left in a huff, thinking Herring a fraud.

On October 22, Herring tried again to duplicate his flight with witnesses, among them his financial backer, Matthias Arnot of Elmira, NY. Arnot was armed with a camera and was given the job of capturing Herring's flight on film. This time, according to eye witness accounts, the flight covered even more ground than Herring had claimed for his earlier flight, however once the machine rose off the sand Arnot was so intrigued that he forgot to take his picture until Herring was in the process of landing. In the photo, the propeller is revolving but the skids are plowing up the sand and Herring's feet are clearly seen to be dragging over the ground.

A story on this flight appeared on October 24 in what was then the Benton Harbor Evening News. It was reported that the flight covered "---upwards of 70 feet against a strong northerly wind. ---During the flight, which lasted some eight or ten seconds, Prof. Herring's feet seemed almost to graze the ground while the machine skimmed along on a level path over the beach. The landing was characterized by a slight turning to the left and slowing of the engine, when the machine and operator came as gently to rest on the sand as a bird-----.'

Sam Lessing, a hot dog vender on the beach at the time of the flight, told the St. Joseph Herald-Press in 1961 that he was among the witnesses to the event. "I saw it. ... It couldn't turn, just flew straight ahead," In part, at least, the notoriety Herring may well have deserved may have evaded him because his airplane lacked a control system and his compressed air engine wasn't capable of really sustained flight. No doubt public incredulity and lack of a sufficient publicity campaign and follow up flights had even more to do with it.

Herring went on, in any event, to build a lighter than air craft, a blimp, I believe, from which a glider pilot tried to glide from 3,000 feet and was killed in the attempt. He powered this gas bag with several small motorcycle engines purchased from **Glenn Curtiss** and this is said to be what ignited Curtiss' interest in flight. Augustus Herring died an embittered man in 1920, having never received the credit that he felt was his due. Why he did not repeat his heavier than air flights after October 1898, if indeed he did not, I have no idea. Critics of Herring doubt the veracity of his claim of having flown, but the contemporary newspaper account of it does serve to quite decisively counter the nay-sayers.

Octave Chanute could have patented many of his design improvements for gliders, but he did not. Rather he allowed anyone who wanted to use them to do so. If the Wright Flyer bore a close resemblance to the canard style biplane glider that had caused the falling out between Chanute and Herring, as well as to Herring's powered machine, it is small wonder. In May 1900, Wilbur Wright wrote to Chanute, "For some years I have been afflicted with the belief that flight is possible to

man. I have been trying to arrange my affairs in such a way that I can devote my entire time for a few months to experiment in this field."

This was the beginning of a running series of contacts between Chanute and the Wrights. He became their advisor, mentor and confidant. He visited them at Kill Devil Hill for the first time in 1901, providing counsel on their glider's design and performance and continued to consult with them all the way through the building and testing of their Flyer and on to the time they sold their first machine to the army. He taught them how to make Pratt trusses to lighten their machines. He continued his pioneering work in aviation until his death in 1910. When the US Army opened a flying field at Rantoul, Illinois in 1917 they named it Chanute Field.