

M.A.R.C.S. SPARKS

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

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

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

Minutes of MARCS General Membership Meeting, July 8, 2005

by Patricia McDonald, Secretary

The meeting was called to order at 7:05 by Vice-President, Brad Witt, there were 31 people in attendance.

June Minutes: Minutes of the June meeting were approved with the following correction: Joe Imilkowski presented a program on older radios, not motors

Treasurer's report: Available for review.

New members or visitors: None.

Old Business: Reports were given regarding the Giant Scale Rally and the Thermal Soar. Thanks to all who helped out.

New Business: Workers are still needed for War Birds Over Dane, and the Ken Kindschi Scale Rally. Members should call activity directors to volunteer.

Photos of equipment donated to MARCS by Harry Spray and Ron Acker were available for viewing. Photos are posted and the silent auction is running on a link from the MARCS web page.

July 17th is the picnic and fun float fly. In Marshall, beginning at 8:00.

July 21st is the Electric fly. Pilot registration will begin at 7:30.

The Post Office will be issuing a new airplane postage stamp series beginning at the end of July.

There was no raffle held due to sale of small donated items.

There will be a Board of Directors meeting held on July 21, 2005.

Brad Witt sold many of the smaller items from the donated materials.

The meeting was adjourned at 7:20.

Program: None.

Show and Tell: Greg Sutter brought a Dr. Death Flying Wing. Dave Rush showed a Sportsman Aviation Waco ARF that he converted to electric. Bill Kinney explained his Global Fokker D-7.

MARCS 2005 Calendar of Events

<u>Event</u>	<u>Date</u>	<u>Location</u>
Ken Kindschi Scale Rally	August 21	Kettle Field

Philosophy 101

I have accomplished so little. By the time Alexander the Great was my age he had been dead for more than forty years

Get Your Silent Auction Bid in While You Can

The silent auction on the good stuff contributed by Harry Spray and Ron Acker is coming to an end, so get your bids in while you can. **Midnight, August 13 has been designated by the BOD for the last date for submission of bids.**

You may go to marcswi.org to see pix of the planes and boat and to submit your bid. Once you are on the web site, just follow the links. If you do not have online capability, you can go to any branch of Madison Public Library or ask a friend with access to help you.

Chuck Backman's P-35

Hey, in case you missed it, take a look at Chuck and his P-35 in the Focal Point section of the July issue of Model Aviation, page 13. He builds some nice planes and this is one of his best. Good show, Chuck.

Reminder -- Improve Your Flight Skills

I just wanted to remind you of Dustin Buescher's offer to provide flight skill improvement training for already qualified RC flyers. Call Dustin at 835-3032 or contact Flight Instruction Coordinator Ozzie Johnson at 274-0474.

By the way, I understand Dustin is going to work for Bob Violet Models. Congratulations, Dustin.

Ed McDonald Needs Your Help

Ed has been the club's treasurer for eight years now and he has turned a disorganized zoo into a smoothly operating system. We owe him a considerable debt of gratitude. On the other hand, he is stretched thin and the day is coming when he is going to want to hang it up and just be a plain old RC flyer who has more than fulfilled his obligation to give something extra to the

club. The tougher it gets, you can bet brings the day closer when he's going to want out.

Ed would like to have some help now with some of his duties as Treasurer, either with the intent of grooming a replacement or training someone who can assist his replacement, whether that be next year or several years from now..

Please think it over and if you feel you could help Ed, give him a call at 249-0734.

A Most Unusual Problem

Ozzie Johnson told me at the War Birds meet that, as Flight Instruction Coordinator, he has a really unusual problem -- he's got more instructors than student pilots.

If you have been putting off getting started, now is the time to call Ozzie at 274-0474 to make arrangements to start your instruction program.

Also, good job on recruiting instructors, Ozzie, and thanks to those who volunteered to instruct.

A War Birds Success

By John Granberg

On Saturday July 9th War Birds Over Dane 05 went off without any major disasters. There was a steady Southerly cross wind all day that made flying interesting but helped as an air conditioner.

Being this was my first time at chairing a fly-in I now know why I joined MARCS. Everyone was very helpful and willing to work and more important ready to answer all my question and do things without being asked. A big thanks to all the workers: **Greg Baer, Bill Kinney, Mike Pirkel, Tony Kremm, Marty Endres, Calvin Slota, Keith Higgins, Chris Spierings, Wayne Lanphear, Don Weigt, Ed McDonald**, and a special thanks to the food staff **Jerry Buss, Mike Kimmerly, John McKenzie, and Pat McDonald**. Also thanks to **Tom Lazar** for being the CD and keeping everything legal for AMA.

It is really easy to run an event like this when there is a lot of hands doing the work. If I missed anyone I'm sorry but add your name to the list. Also thanks to all the pilots who brought planes. Plans are already started

for War Birds Over Dane 06.

Some Other Thoughts on War Birds and Other Events in General -- The Food

I agree with John that the War Birds event went really well. That was partly because of the work by MARCS members to make it that way and partly due to the mature, reasonable demeanor of the folks who attended. Good people. It was good to see Tom Lazar out there and active after his surgery too. I thought the formation flying by the four guys from Fond du Lac was the high point and I hope they come back next year. I was sorry that Carl Bachuber wasn't there, but he had a prior commitment out in Maryland.

On the other hand - - - I thought the brats were really bad and we should serve better stuff. I bought one and two thirds of it went into the garbage can, because I just couldn't choke it down. When I said it was about as juicy and flavorful as saw dust, someone said I hit it right on the head.

As I understand it, we bought them from a butcher shop up in Sauk City because the guys who got brats for the IMAA Big Birds Rally got them there. The guy who said he agreed with me on the saw dust comment, said they tasted the same way at Big Birds. They were dry and tasteless. Since Mike didn't cook at Big Birds it doesn't look like the cook's fault. You need good stuff to turn out good stuff.

John had an appointment to pick them up several days before the event, but they weren't ready when he got there. The next day he went back at the time agreed on with the shop, and, again, they weren't ready. On the third day, they were ready, but it's 30 miles from Madison to Sauk City -- three round trips, 180 miles. The price of the brats equaled about \$0.75 each - but add another \$0.50 (IRS auto allowance) for mileage, \$0.17 if they are ready the first time. If ready as agreed, that's still \$0.92 a pop, although the member who picks them up swallows the mileage part.

When I suggested that we should be serving Johnsonvilles, someone said that they were too expensive. Say what???

I checked at Woodman's and found that a package of seven pre-cooked Johnsonville's sells for \$3.59. According to my arithmetic, that's about \$0.51 each, with only one four or five mile round trip for pick-up. That's \$24 per hundred additional club profit potential and no one needs to waste time pre-cooking them.

A package of 12 raw, uncooked Johnsonvilles is priced regularly at \$7.99, but was on special at \$7.59. At the regular price, \$7.99, that's under \$0.67 each. I can't explain why the pre-cooked are so much cheaper. To paraphrase Will Rogers, all I know is what I read on the price tag. Uncooked cheese filled brats are the same price as regulars and they taste even better.

Please understand that I'm not on Johnsonville's payroll and I don't mean to go out of my way to criticize whoever made the decision to buy the butchershop ones. However, it looks to me like a no-brainer from the standpoint of our customers, as well as the club's treasury, to serve the pre-cooked Johnsonvilles in the future. Nearly two hundred thousand of them are sold at each Memorial Day and Labor Day Brat Fest here in Madison and there's a reason for that -- folks like 'em.

And if I'm in the doghouse with anyone for these remarks, I'm sorry, but I guess that goes with being ye Olde Editor and having a big mouth. Opinions to the contrary are welcome.

Summer Fling 2005 Results

By Al Scidmore, CD

This year's hand-launch glider contest was held in 90+-degree heat and more wind than makes for good thermalling. Nevertheless, we all seemed to enjoy it thoroughly. Bernard Brauer, a spectator showed up and stayed the full contest doing duty as our time master, signaling the start and ending of all of the heats. Thank you, thank you, thank you Bernie. This event takes the cooperation and help of everybody that competes, and these guys form an excellent crew. Despite the heat and wind, there was some excellent flying, good competition, and great sportsmanship. There was more high-starting than throwing going on, but in the heat we had, it makes more sense. The results:

THE FINAL SCORES

Ben Yahr	Madison	5649
Brian Andreas	Madison	5172
Chris Shubak	Verona?	4422
Steve Yahr	Madison	4114
Paul Haley	LaCrosse	4101
Al Scidmore	Madison	3355
Steve Leitgen	LaCrosse	3144
Scott Zastoupil	Waupaca	3120
Duey Boelk	Oakfield	2389
Bob Harold	West Salem	1893

New Flightline Rule for Events

Yes, the War Birds event went very well, indeed. On the other hand some of the pilots and others expressed concern about some picture taking that went on when one or more photographers went out on the field. That's a safety no-no.

For that reason the BOD has adopted a new rule regarding all personnel on the flight line.

Stay off the field, except to retrieve aircraft and everyone on the flight line, whether pilots or photographers, **must** be accompanied by a spotter who shall keep his pilot or photographer advised of possible hazards represented by other aircraft.

Elections are Coming

It's that time of year again when Ed McDonald and Ozzie Johnson need your help in recruiting candidates for office and the BOD. We have what seems to be the same group of people who volunteer their time to serve the club year after year and others who sit back and let them. Some of the latter complain about policies and rules adopted by the officers and board members, but when asked to run to replace those rascals find that they are too busy.

Come on, guys. Contact Ozzie or Ed and show us all that you are willing to give the club a little of your time. We need a full slate of candidates by October.

M.A.R.C.S. Float Fly, Picnic

By Mark S. Johnson

We had wonderful weather and got to see some nice flying and some attempts to fly that didn't go so well. I am glad I volunteered to head up the event.

I would like to say thanks to **Jerry B.** for bringing the SAR boat and making all the trips to retrieve airplanes, thanks to **Ed M.** for sending in the sanction and getting it back to Madison parks, **Mike K.** for pre-cooking brats and hauling supply's from the shed to Marshall and back, **Chris and Sue L.** for helping cook the food, and thanks to everyone who helped make it a successful day.

Come to the Scale Rally

The MARCS Schedule of Events on page 2 is pretty thin. Only the Scale Rally, on August 21, remains as a club flying event for 2005. First of all, if you can do so, please offer to help staff it. Call Don Weigt at 238-9402. Somehow, folks always do show up to help,

but it's a real comfort to the guy who organizes it to know in advance that it's going to happen.

But if you can't help out, come out to the field anyway. An audience is needed as badly as workers. The guys who go to all the trouble of bringing some really nice planes out deserve a chance to show off a little and that means they need someone to show off to. And while you are at it, bring your next door neighbor and his wife or some other non-RC friends along. They'll enjoy it and it will promote our club and hobby.

The Canibals of Chichi Jima

By Jerry Buss

In mid-February 1945 General Tachibana gave a *Yamato Damashii* speech to his officers. He said that shortages of supplies would continue. In the end, they would fight the Americans with rocks. They would be forced to eat their own dead. All prisoners would be killed and eaten. Most of the officers thought this was simple hyperbole, but Major Matoba took him entirely seriously. He later admitted to American authorities that eating the flesh of prisoners "was a practice I had grown fond of in China."

The character of the war had changed the mission of certain Navy aircraft. The Avenger, designated TBF if built in a Grumman factory or TBM when from the General Motors assembly line, was designed to be a torpedo bomber, for example. Long before the invasion of Iwo Jima and the air raids on Chichi Jima, the enemy had largely run out of assets to attack in that manner but the Navy had a lot of these airplanes and they were too good to scrap. To carry torpedoes, they had an enormous weight lifting ability. They could routinely haul a ton of bombs in four five hundred pound packages. Even the storied B-17 only carried five. Of course the Avenger had only half the range of the B-17, but its carrier could bring an island target far inside its 500 mile operational radius.

The Avenger did have a problem, however. Sturdy though it was, it couldn't withstand the rigors of dive bombing and it was grossly inaccurate as a level bomber so another manner of delivery had to be worked out. It was known as glide bombing. From a certain height, the pilot would simply put the nose down, cut power and "glide" steeply to the release point. It wasn't at all spectacular and not as accurate as true dive bombing, but it was certainly dangerous in the face of defensive ground fire. Light carriers *San Jacinto*, *Bennington* and *Randolph*, among others that attacked

Chichi Jima over a period of many months, carried a lot of TBM glide bombers, each with a pilot, a rear facing turret gunner with a .50 caliber gun and a radioman stationed below the gunner and armed with a .30 caliber gun fired from the rear facing ventral opening. When one was shot out of the sky, three men were in trouble.

Grady York was an Avenger turret gunner; he was a kid who, although 19, looked 16. He was a born again Christian from Jacksonville, Florida who kept to himself a lot and whose strongest swear word was “skillyboo.” But his life was far from devoid of social activity. Not one to drink with the boys, he gave the girls a lot of attention. His “little black book” contained the names of one male, three relatives and twenty four girls. His locker contained some pretty steamy letters from a couple of them. Grady loved airplanes and made many accurate sketches, some of which James Bradley used in his book, *Flyboys*. On his enlistment form, he listed only one recreational activity, “scale model airplanes.”



Grady York



Jimmy Dye

Teamed with Grady as radioman on the TBM flown by Ensign Bob King, was Jimmy Dye of Mount Ephraim, New Jersey. He was an exact opposite of Grady, an outgoing kid who, once started, talked incessantly. James Dean looked a little like Jimmy and Jimmy was a great favorite of the ladies. That all ended on his last leave home when he fell deeply in love with Gloria Niels, who returned the feeling and gave him a beautiful white silk scarf.

Glenn Frazier was a small, red haired, freckle faced kid from Athol, Kansas, who weighted about 110 pounds soaking wet. He and his father worked a fair

sized grain farm that had been started by his pioneer grandfather. He likely would never have left Athol had it not been that he felt the need to serve his country. When he enlisted in the Navy at age seventeen years, six months he wrote “war” on his enlistment form as his reason for joining. Glenn was a TBM gunner.

As Grady was paired with Jimmy, Glenn was paired with radioman Marve Mershon, a big city kid from Los Angeles. Marve had a hard beginning, having worked in a meat packing plant and at a permanently located carnival in his neighborhood. He had a number of brushes with the law and perhaps some contact with marijuana. His brother, Hoyt, had joined the army in 1940 and, thinking military discipline was what Marve needed, induced him to enlist in the Navy to “get him straightened out.” The Navy was a lot safer than the Army, or so Hoyt rationalized, and it never occurred to him that Marve might not come home. It was an intended good deed for which he never forgave himself.



Glenn Frazier



Marv Mershon

Floyd Hall, from Sedalia, Missouri, didn't have time for sports as a high school student. Times were tough in a small mid-America town in the '30s and Floyd worked at whatever jobs he could get. He started as a soda jerk at the local malt shop and went from there. When he bought a Model T Ford for \$35, his father was livid at such profligate waste and bawled the dealer out for charging so much for the car. At age 21, on the day after Pearl Harbor, Floyd and his friend Willard Chewning, went down to the Sedalia Post Office and enlisted in the Navy. On the line for reason for enlistment, Floyd wrote: “Serve Country.” After serving as a cook for a time, he went to flight school and became the pilot of the TBM crewed by Glenn Frazier and

Marve Mershon.

Warren Earl Vaughn was a dark skinned, stunningly handsome young man from Childress, Texas, of part Cherokee descent. His name was not "Warren," it was "Warren Earl!" His best friend, Harold Warters said, "He was not a virgin when he got out of high school. He was quite a ladies' man. A place was no problem. We would drive a mile out of town and be a mile from anybody," and Harold explained on in detail about the need for condoms and the risk of shotgun marriage. Warren Earl was a daredevil and a gifted athlete. It wasn't surprising that he would end up as a Marine second lieutenant in the cockpit of an F4U Corsair.



Floyd Hall and date



Warren Earl Vaughn

It was said that Floyd would only go out with blondes, but for him there were plenty of blondes.

In February 1945 these six young men were about to go to war for the first time.

On Friday morning, February 16, 1945 a major carrier plane strike hit the Tokyo Bay area. Anti aircraft fire was very heavy and many planes were either lost or returned with heavy damage. Operations would have continued, however, but the weather closed in causing the task force to turn south on the seventeenth, toward the Bonin Islands where they would join in the pounding of Iwo Jima in preparation for invasion. Some of their carriers would hit Chichi Jima as well.

Floyd Hall and his crew, gunner Glenn Frazier and radioman Marve Mershon, hadn't flown in the Tokyo raid, but on the eighteenth they launched from the jeep carrier *Randolph* as part of a three plane division of TBMs. It was their first combat strike. Before leaving,

Glen tossed his wallet to a friend and said, "Just in case I don't come back, see to it my Mom and Dad get this." It was strange because the air crews never mentioned the possibility of not returning.

Meanwhile, on *Bennington*, Bob King and his crew, gunner Grady York and radioman Jimmy Dye were also preparing for their first combat mission. Planes from both ships were to pound Chichi Jima's small air strip. It was expected to be a milk run compared to the opposition the strike force had faced at Tokyo. Jimmy had just finished a letter to his girl friend, Gloria Niels, and he ended it by saying that he was wearing the silk scarf she had given him on his last leave. Ken Meridith said Jimmy was a guy who was always smiling, but when they shook hands in the briefing room just prior to take off, he didn't smile at all and he could tell that Jimmy was scared.

The prediction of an easy mission was way off base. The flak was extremely heavy and accurate. It was a mostly cloudy day with a hole in the clouds right over the target area. The TBMs formed up in line astern and dived through the hole while the Japanese gunners tried to plug it with flak. The three plane division piloted by Leland Holdren, Fred Rolfing and Floyd Hall started their bomb runs. Holdren got through alright. Rolfing's plane was hit hard and became an instant ball of flames from which no one escaped. Hall's plane was next and it, too was hit very hard, but didn't burn. With difficulty, Floyd was able to make a water landing between Chichi Jima and a tiny uninhabited rock called Ani Jima. It was winter and the water was extremely cold, but the men got their Mae Wests inflated successfully. Glen struck out for Ani Jima while Floyd and Marve swam toward more distant main island. Had a fisherman and Warrant Officer Suburo Soya not paddled out in a small boat, Floyd and Marve would likely have perished before they could have reached shore. Soya said their lips were blue and they seemed to be on the point of losing consciousness. Glenn Frazier made it safely to the rocky little islet.

At 9,000 feet, Bob King and his crew waited for their turn to attack. Jesse Naul was flying behind King and to King's right was Bob Cosbie. Just before they were ready to start their dives, a flak burst tore off Cosbie's right wing. The plane spun violently to the right. It flipped upside down still spinning and struck King's plane on the right side aft of the turret, putting a distinct bend and droop in the fuselage. It then rotated underneath King and the prop chewed four feet off the

tip of King's left wing. Spinning out of control, King ordered Jimmy and Grady to bail out. As he was undoing his seat belt and preparing to jump himself, he suddenly found himself back in control of the plane. He returned to *Bennington* and landed safely in the water. Having lost his crew on his first mission, he was a changed man who blamed himself for their loss and his own survival. Jimmy and Grady floated down amid bursts of flak so thick that Joe Bonn dismissed them as shot up and dead, but amazingly they landed safely, just off shore. Ralph Sengewalt flew low over them to drop a raft, but didn't when he observed that they were already wading in knee deep water.



Bob King's Avenger after Jimmy Dye and Grady York had bailed out.

The crew of Cosbie's plane were either killed by the shell burst or pinned by the centrifugal force of their spin. They didn't get out.

Floyd Hall, Marve Mershon, Jimmy Dye and Grady York were now prisoners on Chichi Jima, while Glenn Frazier was hiding among the meager bushes on Ani Jima with no shelter, wet clothing and a canteen of water, but no food. Floyd and Marve were held at the 308th Battalion HQ for the rest of the day and overnight. Jimmy and Grady were captured by the 275th Battalion and sent on to General Tachibana's HQ. Captain Kimitomi Nishiyotsutsuji recalled that Tachibana encouraged his enlisted men to beat the prisoners who were tied to tress and warned of dire punishment for anyone who brought them to shelter in an air raid or who helped them in any way.

The next day, February 19, the day of the invasion of Iwo Jima, Jimmy and Grady were taken to Major Yoshitaka Horie, the garrison's intelligence

officer who spoke some English, and interrogated briefly. Later that day, Floyd and Marve were also brought to Horie for questioning. Here the flyers from the two different carriers met each other for the first time, tied to trees, under guard and suffering minor abuse at the whim of their captors. Among some officers in the units that had been involved in the capture of the American flyers, arguments were breaking out as to who was going to get to kill the *kickiku* (devils).



Dick Woellhof and Warren Hindenlang who were butchered by bayonet practice in August 1944 on Chichi Jima

All pictures above are taken from James Bradley's book *Flyboys*. The text of this series of articles is a condensation of that book.

The AEROMART

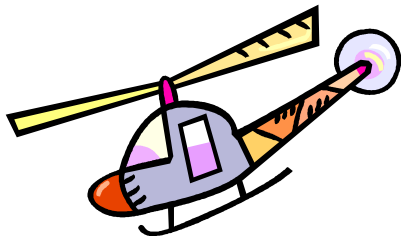
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