

M.A.R.C.S. SPARKS

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

Volume 44 - June 2005 - Issue 6

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:

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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, May 5, 2005

by Patricia McDonald, Secretary

The meeting was called to order at 7:05 by President Tom Lazar with 35 people present.

April Minutes: Minutes of the April meeting as printed in the May issue of SPARKS were accepted as published.

Calvin Solta, a new member was present. **Todd Giesfeldt** was a visitor.

Old Business: Tom Lazar reported that there was a good turn out on Field Clean up Day. The cell phone solar panel has been replaced, and the Adopt-A-Highway crew picked up several bags of trash. Ed Buechner's 4 wheel drive pick up was very helpful in hauling brush that was cut from along the ditch.

The schedule of events as printed in the May issue of MARKS SPARKS were incorrect. They have been corrected on email versions of the publication and the web page. They will be corrected in the June issue also.

Ozzie Johnson reported he has eight instructors lined up to help new flyers, but needs some members who will be available in the afternoon or after work.

Workers are still needed for War Birds over Dane, and the Scale rally. Members should call activity directors to volunteer.

New Business: The Lodi Swap and Fly meet is 5/22/05 at 8:30. The Lodi Club can now fly seven days a weeks.

The Big Bird fly in will be 6/11/05 at Kettle Field. Club members do not need IMAA membership to fly that day.

Photos of equipment donated to MARKS by Harry Spray and Ron Acker were available for viewing. Photos will be posted on the web page and may appear in MARKS SPARKS. Final disposition of the equipment will be determined at the next Board meeting.

The 31st Annual Father's Day R/C Fun Fly in Montezuma, Iowa will be held June 18th and 19th. Great door prizes will be available.

There was no program presentation.

The meeting was adjourned at 7:25.

Raffle winners: Tom Lacy and Marty Endres

MARCS 2005 Calendar of Events

Event	Date	Location
IMAA Big Bird Fly In	June 11	Kettle Field
Thermal Soar	June 18	Long Island Sod Farm
War Birds Over Dane	July 9	Kettle Field
MARCS Summer Fling Hand Launch	July 17	Long Island Sod Farm
MARCS Float Fly and Picnic	July 17	Rille Depp Park, Marshall
Electric Fun Fly	July 24	Kettle Field
Ken Kindschi Scale Rally	August 21	Kettle Field

Show and Tell: **Mark Johnson** presented a E Flite Tenser 40 eclectic

Bill Kinney showed a Dynomo D Tiger Moth, Giant Scale.

Wendell Hottmann presented a Fokker E V, 1/7th scale, Electric DBre Kit

Harley Nelson brought an Adam 5000, with push/pull power. The back motor is an OS 91- 4 stroke, the front motor is a Mag 108- 2 stroke. It weights 15 pounds. This is another scratch model where Harley used 3 view drawings projected on the wall as his plan.

The next Board Meeting is May 19, 2005. The next General Meeting is June 2, 2005.

Philosophy 101

The hypothalamus is one of the most important parts of the brain, involved in many kinds of motivation, among other functions. The hypothalamus controls the "Four F's": 1. Fighting; 2. Fleeing; 3. Feeding; and 4 Mating.

There's Bad News and There's Good News

The bad news is that our club President, Tom Lazar, underwent heart bypass surgery on May 18 at St. Mary's Hospital. The good news is that he came through it well and is recovering nicely.

By the time you get this, I suppose he is likely to be at home, so I suggest that any get well cards be sent to him there. His address is 435 Hubbel St., Marshall, WI 53559.

Do well, Tom; but take your time getting back into the saddle.

Schedule of Events Error

When putting the MARCS Schedule of Events

calendar in Sparks, I copy the previous month's schedule into the current month's bulletin and then update it as needed.. Last month, I copied the April 2004 schedule, rather than the April 2005 schedule.

If you get Sparks by e mail, you already know of the mistake because I sent a correction notice to you. If you get it by hard copy, however, please be aware that you should disregard what appeared in last month's issue.

2005 Southern Wisconsin Thermal Soar

June 18, 2005

Madison, Wisconsin

By Brian Andreas

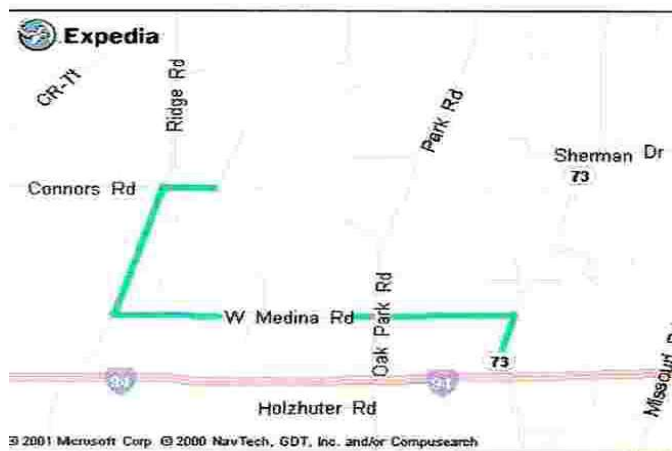
The 2005 Southern Wisconsin Thermal Soar will be held in Madison, WI. The idea behind the thermal soar is to provide a soaring competition for the local clubs, introduce soaring competition to the newcomer and non-competitor, and to provide an opportunity for the seasoned flyers to get together in a friendly competition. The tasks are chosen to educate newcomers about thermal duration tasks and the format is structured for having fun while sharing with others the unique qualities of silent flight. Newcomers are encouraged to join the festivities

1. **TWO CLASSES:** Unlimited and Rudder-Elevator-Spoiler (RES) classes will be flown. **Membership in the AMA is required. All AMA regulations and policies will be in effect unless otherwise noted here.**
2. There will be **AWARDS THROUGH THIRD PLACE** in each class.
3. **TASKS:** Flight tasks will begin with 3 flights for a 15 minute add 'em up with flights to be flown consecutively. The next two flights will be flown by rounds and will be task T1: International Duration. Flight times will be 7 minutes. The final round will

also be the task T1: International Duration, but with a flight time of 10 minutes. The landing task for all flights will be an in or out landing circle with a 50 foot radius.

4. **PILOTS BRIEFING** at 9:30 A.M. with the first flight at 10:A.M.
5. **PLACE:** Long Island Sod Farm which is near Marshall WI. The location is convenient to I-94. See the map, below. Note that the flying site may be a different field than you have previously visited. (Exit I-94 at exit #250. Take STH 73 north 0.5 mile. Take CTW, Medina Road, west 3 miles. Take Ridge Road north about 1 mile. Turn east on road to Long Island Sod Farm which is opposite Connors Road and look for SOAR signs)
6. **ENTRY FEE:** There will be no entry fee this year. Donations to cover expenses will be gladly accepted.

LAUNCH EQUIPMENT: Twelve volt winches with retrievers will be used for launching. A high start will be available if you are uncomfortable with winch launching. There will be help for those who are inexperienced with winch launching and experts will be available for help with their launches.



Silent Auction of Gifts From Harry Spray and Ron Acker

An inventory of these items, along with pictures will be found at the back of this bulletin. I regret that the pictures didn't turn out as well as I would have liked, but better reproductions can be found on the club's web site. Go to marcswi.org.

Terms and dates of the silent auction have not been

fully worked out at this time, but more information will probably be available at the next club meeting on June 2 and final information should be available in the July bulletin, as well as on the web site at about the same time. Tentatively, bidding will be by e mail. Those wishing to bid who do not have e mail may submit bids via a friend who has it or by logging on at your local public library -- BUT NOT YET.

The Cannibals of Chichi Jima

By Jerry Buss

In 1946 secret war crimes trials were held on Guam that were related to certain events that happened on Chichi Jima, a small, craggy island that lies at the northern extremity of the Bonin group. So horrific were the facts that the transcript of the trials were kept sealed for 50 years to protect the sensibilities of the families of the eight US Navy and Marine Corps flier victims.

When Bill Doran graduated from Annapolis, his first duty assignment as a JAG attorney was to act as a sworn to secrecy observer at these trials. In 2001, having read *Flags of Our Fathers* by James Bradley and knowing that the secrecy lid had been lifted five years earlier, Bill contacted Mr. Bradley and offered him a wealth of documents related to that trial, saying he had always thought that the victims would have wanted their story told. Not all Japanese on the island were culpable and Mr. Bradley was able to supplement Mr. Doran's files and the trial records with information from them, as well as from some who served prison terms for the crimes in question.

James Bradley now lives in Rye, New York, but he grew up in Antigo, Wisconsin, the son of John Bradley, owner and operator of the McCandless, Zobel and Bradley Funeral Home. On D-Day, February 19, 1945, as a 20 year old Navy Hospital Corpsman, John went ashore on a dusty volcanic island that lies at the southern end of the Bonins. The island, Iwo Jima, was badly needed to provide an air strip to allow fighter escorts to accompany the B-29s to Japan and to provide an emergency field for damaged bombers on their way home. As fate would have it, on D-Day +4, two days after action on his part that brought him the Navy Cross for caring for wounded Marines under heavy fire at the complete disregard of his own safety, "Doc" Bradley was one of the six who were caught by Joe Rosenthal's camera in the most reproduced photograph ever taken as they raised the American flag on Mount Surabachi (second from the right, back to camera). Because John

was very tight lipped about this time in his life, James and his siblings knew only generalities about his part in The Photograph and nothing at all of the Navy Cross until after his death in 1994 when three dusty cardboard boxes were found in a closet in his office. Their contents inspired James's first book, *Flags of our Fathers*.

This story is taken from his second book, *Flyboys*. I recommend both books highly and you can find them in the Madison Public Library, but with *Flyboys* be prepared to see the history of our country with at least some of its warts in plain sight. Warts like the sheer theft of what is now the southwestern US in the Manifest Destiny war with Mexico, brutal killings of "everyone over age 10" in the Moro Rebellion in the Philippines just after turn of the nineteenth century and the slaughter of Indian women and children in Chivington's Raid (read massacre) at Sand Creek, Colorado. Then he discusses the area bombings in WWII, euphemistically referred to as "strategic bombing" to hide the utter barbarity of them from the public. More, there are the firestorms willfully set off in Hamburg, Dresden and Tokyo that killed far more civilians than did both atomic bombs. James Bradley speaks of these events just the way they were to set the stage for dealing with the story of macabre barbarity inflicted on eight American flyers on Chichi Jima at about the same time that his father's and his buddies' picture was being snapped by Mr. Rosenthal.

Where Iwo Jima is a very high, generally flat topped, desolate mountain that barely sticks up above the Pacific Ocean's surface out of the Mariana Trench, Chichi Jima is a two peaked, three quarter circular or so shaped, rocky crag. Iwo could support three sizeable airfields, Chichi had a small airfield, but no permanently assigned aircraft. Iwo had no harbor facility. Chichi had an excellent natural one. Iwo was a desolate, sulphurous volcanic desert. Chichi had lush forests and vegetation and was a veritable paradise as compared to Iwo, with plenty of good drinking water. Thus, the Japanese used Chichi, which lies about a hundred and eighty miles north of Iwo, as a trans shipping point for supplies, off loading them there and lightering them on to Iwo. In addition, the tops of Chichi's twin peaks, Mount Yoake and Mount Asahi, were used to construct a sophisticated radio relay station to link communications between Tokyo and Japan's far flung outposts in the southwest Pacific. A radar installation was added to warn Japan's home defense fighters of the approach of B-29s. It also

served an intelligence gathering function as a radio listening post. It was important that the radio and radar facilities be neutralized, but they were well hardened by concrete and an impossible nut to crack, as it turned out. Still, the American commanders had to try.

Much earlier in the war, the Japanese had landed a force of over 150,000 men on New Guinea. Having failed to take Port Moresby frontally for use as a base from which to attack Australia in the Battle of the Coral Sea, they put their troops ashore on the north side of the island. They were to cross the Owen Stanley Mountains and take Port Moresby from the rear, but their planners had no idea of what they were asking just where the terrain was concerned. They were also totally ignorant of local conditions; they expected the troops to be able to provision themselves locally, not realizing that the few local inhabitants could scarcely eke out a near starvation diet from the land. Then there was Wisconsin's 32nd National Guard Division and Australian soldiers who more than compounded the problem. Moreover, soon after they landed, they lost control of the sea. They were completely unable to resupply this army and were loathe to try to withdraw it.

For a century or more the Papuan natives of eastern New Guinea had horrified Christian missionaries with their passion for "long pig" - human flesh. It was probably a habit borne of necessity in this desolate wilderness. So desperate did the Japanese plight become that they took to eating "white pig," the flesh of dead Americans and Australians found on the battlefield, as well as unfortunate prisoners who might come to hand, and "black pig," the flesh of Papuans. They went so far as to dine on their own casualties as well, although this was punishable by death, at least in principle. Of 157,646 Japanese soldiers who were sent to New Guinea, 10,072 survived the war. Only a relative few died in battle. The great mass of them died of disease or starvation. They ate what they could find and often that was each other.

Cannibalism by members of the Japanese Army did not originate on New Guinea, however. Many, especially officers, had eaten human flesh in China for several years before New Guinea and not as a matter of survival, but by choice, almost ritually. General Yoshio Tachibana, Commandant of the 25,000 man garrison on Chichi Jima, had acquired a taste for it while serving in China. He was especially fond of human liver.

On June 30, 1944, *USS Yorktown* sallied from Eniwetok and its planes made a strafing attack on Iwo

Jima on July 3. The following day, joined by planes from *USS Hornet*, Dick Woellhof, a Kansas boy who was a few days short of his nineteenth birthday and was celebrating the second anniversary of the day his mother signed the needed consent for his enlistment in the Navy, took off from *Yorktown* in the gunner's seat of an SB2C Helldiver piloted by Owen Hintz. At 0640 the strike force was circling the Chichi Jima harbor at 11,000 feet as the first bombers began to tip over in their near vertical dives on two vessels that were just entering the port. They would release at 2,000 feet and pull out at about 1,000 feet. It was a classic dive bomber plan, but it was ideal also for the anti aircraft gunners on the ground, who were very good at what they did. Because of the island's shape and the two mountain tops, there was only one way out for the bombers, making their approach and escape routes predictable. Fire came from below, as well as above from guns on the hillsides.

The first two Helldivers exploded before they could reach their bomb release points. One chute was seen; it landed in the harbor, but the man wearing it appeared to sink out of sight. Owen and Dick were next. Their plane simply blew up under them and Dick found himself falling free so he pulled his ripcord. He had a nasty, painful gash on his right leg but was otherwise okay when he landed in the harbor. Owen Hintz had apparently been killed instantly. As Dick swam ashore, he was met by three soldiers with fixed bayonets. He drew his survival knife and prepared to fight, but a bayonet thrust to his shoulder put an end to any struggle.

As Dick was hustled off, Bill Connell, of Seattle, and his gunner, Ben Wolf, flying out of *Hornet*, began their dive just as a shell exploded nearby. Bill was knocked cold momentarily and when he regained his senses could not control the plane. Shouting for Ben to get out and not being able to see if he was alive or even still aboard, jumped himself. Ben apparently didn't get out.

As Bill landed in the harbor one of the ships he had intended to bomb passed by. The crew aimed a machine gun at him, but didn't fire. He inflated his Mae West and floated for a couple of hours before several soldiers came out in a small boat to pick him up. Throwing him on the deck, they kicked, slapped and beat him until they grew weary of it. Then they cuffed his hands behind his back and tightly wrapped an inch thick rope around him from his knees to his shoulders and took him ashore. Following another air raid, he was driven by truck about a mile from the harbor and lashed to a tree.

"They blindfolded me and tied my hands to a tree

behind my back. Then they kicked my legs out from under me so my legs were stretched out in front of me and my butt was a few inches from the ground. The pain was terrific, I was crying, tears were coming down. I felt like my shoulders were being ripped off. I tried to dig my heels in the ground and inch my way back up the tree, but I couldn't. The guards were laughing, knowing I would fail. The pain was unbearable.."

After about six hours another raid came in. In one near miss, a big chunk of soil landed in his lap. Finally, after a total of twelve hours he was cut down and tied more loosely to another tree. Very slowly and extremely painfully, circulation returned to his arms. A civilian with a rifle came up and threatened to shoot him as revenge for an American plane having killed his son, but a soldier hurried the man away. Next day he was taken to the garrison headquarters and tied to yet another tree and interrogated "as if I had the knowledge of an admiral." Later, peeking under his blindfold, he saw another American being led blindfolded, handcuffed and limping badly across the courtyard. It was Dick Woellhof, although Bill didn't know him.

After seven days, Bill was dumped handcuffed and blindfolded into a twin engined bomber and flown to Tokyo where he was questioned relentlessly at the Ofuna POW Camp.. After the war he submitted an affidavit for the war crimes trial related to events that took place later on Chichi Jima. It was then that Bill Connel learned that he was "the last American to leave Chichi Jima alive." - Continued next month.

Lost & Found

By Ed McDonald

A couple of meetings ago several items were left in the meeting room. Some of the items I have been able to dconnect with the owner, however a couple remain unclaimed. Al Scidmore brought to the meeting a couple of indoor rubber power items that he offered to anybody who wanted them. Somebody claimed them, but I don't recall who it was and he left them in the meeting room. Will whoever it was, please call me at 249-0734 to claim them? Thanks.

Inventory of Harry Spray's Donation and Donation by Ron Acker

Ron's Acker's Sig Kadet II,
OS Max .45FSR, 4 channel, no servos

Pictures on following page are not in order listed here.

Harry Spray's planes and support equipment:

Thunder Tiger Windstar Electric

Gold Fire Motor, 7x6 Master Airscrew prop
Nivak Arrow Megafet speed controller
2 Hitec HS-205 BB servos, switch
Span 78", Length 46"

Sig Wonder

OS Max .10 no muffler, with prop, 3 servos,
1 Hitec HB-100, 1 HS-205BB, 1 Futaba FP-S148,
Switch, Span 37", length 26"

Ace Puddle Master, Astro 05 Cobalt motor, 7x6 prop
3 servos, 2 no label, 1 Futaba FP-S33, switch
Span 47.5", Length 36.5 "

Hobbico Twinstar ARF, LOOKS BRAND NEW!
2 OS Max .25, OS mufflers, props, 5 servos, 1 Futaba
S3003, 2 Futaba FP-S28, 2 hitec HS 205BB, switch.
Span 56", Length 50", assembly instructions incl.

Great Planes Super Skybolt Biplane

OS Max .61, muffler, 11x7 prop, 4 servos, FP-S23L
FP-S130, FP-S 1448, JR NES-507, switch
Span 57", Length 52.5"

Engines: Tee Dee .049 tank mount, 2 Black Widow .049, OS Max FP .40, OS Max FP25, OS Max SF .25,
2 OS Max. 15, 2 OS Max .10. Five of the OS engines have mufflers attached, Nine extra mufflers, some brand new.

Box of 20 servos, 2 unknown, 3 JR, 15 Futaba.

5 channel Futaba transmitter, 4 channel Futaba receiver FP-R114H, 2 Futaba chargers and Futaba batteries

Tower Starter, Hot-Shot Glo-Starter w/charger, Tower Digital Mini-Tech, High Point prop balancer, 2 finishing
irons, landing gear and wheels, props & spinners, engine mounts, fuel tanks.

Scrap balsa

Lanier RC Shrike, OS Max .10, OS muffler, prop
3 Futaba FP-S148 servos, switch
Span 35.5", Length 26"

P-51 Mustang ARF with retracts, OS Max .46
with muffler, 10x6 prop, 5 servos, 1 Futaba FP-S28,
3 FP-S48, 1 FP-S30G, Span 57", Length 49"

Float plane made out of a 32 " Gee Bee Float
Enya .35, muffler and prop, 3 servos, 2 Futaba FP-S28
1 FP-S48, switch, Span 50", Length 42.5"

1/5 scale Boeing P-26A

OS FS 1.20 4 stroke engine (incl engine box & tools)
5 servos, 2 buried in wing, 1 World & 2 FP-S28
In fuselage, switch, steerable tail wheel, stand
Span 67", Length 57"

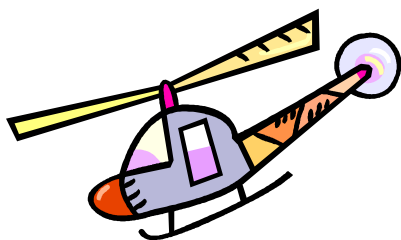
Shockwave Airboat and stand, OS Max.40
2 Futaba FP-S23 servos, switch. LOA 34"

NIB Lanier R/C Shrike kit (may be raffled at meeting.)



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Schultz

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Mon.-Fri., 8:00 to 5:00

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