

M.A.R.C.S. SPARKS

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

Volume 44 - November 2005 - Issue 11

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, October 6, 2005

by Patricia McDonald, Secretary

The meeting was called to order at 7:05 by President Tom Lazar, there were 32 people in attendance.

September Minutes: Minutes of the September meeting were accepted as printed in the October issue of MARCS SPARKS.

Treasurer's report was available for review. Ed will take membership dues for next year now and when the AMA cards come he will mail MARCS card to members.

Visitors: Terry Halenbeck a former member from the Dells area, Chad Weslooski and Ryan Walsh

Old Business: Membership agreed transmitters are not allowed on the field, Tom Lazar explained the radio signal process and how interference occurs when a transmitter is left on and taken away from the pit area. There will be another article in MARCS SPARKS and the Board will discuss posting a new rule at the field if that is what is necessary.

New Business: Dave Rush will make arrangements for the annual Awards Banquet at the Dry Bean on a day other than Sunday, when the Bands are not playing.

Brad Witt will store the leftover soda from our events in his basement over the winter. Event directors should contact him next year. He also contacted the Dome owners to inquire about purchasing the carpeting for the field. The Dome has not been torn down yet, so Brad will ask again when it does close.

Elections are next month. The slate will be printed in SPARKS.

A fire was discovered behind the sheds at the field. The police will patrol the area.

Business meeting ended at 7:40.

Raffle winners: Todd Giesfelt, Mike Kimmerly, Harley Nelson, Marty Endreas.

Show and Tell: Don Weigt brought a GWS A-10 foam electric ARF, that gets three minute flights on 7 cell 359MAH NiCads. **Bill Kinney** showed a Dymond Tigermoth .40 size.

Philosophy 101

BUSS' FIRST LAW OF PERVERSITY: When taken from the dryer, a pair of shorts will always be inside out.

Gate Problems Strike Again

Wayne Lanphear has been contacted *again* by the landfill folks about the gate. It seems it has been found to have been left open again. Please understand that during the hours the landfill is closed, the gate must be locked. We are allowed an exception for events. It hadn't been brought to our attention before, at least not to my knowledge, but there is more behind this than just the city/county security interest and uncontrolled dumping; it's mandated by a DNR landfill regulation. DNR has the authority to put its own lock on the gate and to fine violators who may leave it open. I suppose that could include a club, as well as an individual.

PLEASE, GUYS ---LOCK THE GATE!!!
Let's not jeopardise our flying site. It's really hard to believe that anyone can drive through the gate, having had to unlock it first, and then FORGET to lock it again.

Election of Officers and Board Members

Following is the slate of candidates for elective offices in the November elections:

President	Tom Lazar
Vice President	Brad Witt
Treasurer	Ed McDonald
Secretary	Patricia McDonald

Somehow, these names seem awfully familiar. Is this going to be an election or a reaffirmation? These people have all done a great job and I would be happy to see them re-elected, but doesn't "election" suggest some sort of competition -- choice? If you should run and lose, is it such a big

whup? Is offering to serve the club too much to ask? To you encumbant candidates, thanks for running again. We'd be in deep doo-doo without you.

Following are the candidates for the three Board of Directors seats up for election:

Bob Geimer Tony Krem John MacKenzie
Otto Oie Bob Stowell Vince Streif
Ray Walsh

Ozzie Johnson is forced to step down from his board seat and his unexpired term (ends 12/31/06) will be filled by the fourth finisher in the Board race.

It's great to see the competition in this part of the election and to you guys who have become candidates for a board seat, thanks for stepping up. Win or lose, you are contributing to the club's viability. Thanks for running!!!

Please note that nominations from the floor at the November meeting are very strongly encouraged.

Election Meeting Raffle

The Sig Kadet II Trainer and the Gee Bee Sea Plane, which were not sold on the silent auction will be raffled at the November meeting. You must be there to win.

You may claim a **FREE raffle ticket** for the Gee Bee just for showing up at the meeting. One ticket only per member. Get your ticket when you walk in. No alibis at the time of drawing for not having done so.

The Kadet will be part of the regular raffle.
Buy all the tickets you like. Buy lots of them!

Bon Fire at the Field

Recently someone had a bon fire on the driveway at the field, near the sheds. Trusting that our members have better sense than that and that it was probably some kids, I'm not going to say "CUT IT OUT!" The police were called in, have been given the combination to the gate lock and are going to be including the field in their routine patrols. 'Snuf said.

Frequency Scanners

The BOD has decided to purchase two frequency scanners for use at the field.

Adhesives for Assembling EPS Type (Depron, FFF) Foam and Wood Airplanes

Type	Products	Application Method	Cure Time	Joint Strength	Pros and Cons
Wet applied glues	Wallpaper: seam adhesive, RC56	Apply to one surface, join parts and hold parts in place while glue cures.	4 - 8 hours	Good	Parts must be held in place while glue cures. Long cure time.
Polyurethane glues	Gorilla, Probond, Ultimate	Apply to one surface, dampen other surface, join parts and hold parts in place while glue cures.	2 - 6 hours	Good	Parts must be held in place while glue cures, Long cure time. Glue foams and fills voids, but can also ooze out where you don't want it.
Liquid Nails Perfect Glue #1	Liquid Nails Perfect Glue #1	Coat one part with glue. Dampen other part with water. Press together for 15-30 seconds. Separate parts and air dry for 3-5 minutes. Reassemble joint and hold in place for up to 30 seconds.	Sets in 10 minutes. Fully cured in 1 hour.	Very good	Parts do not need to be held in place while glue cures. Thick glue fills voids, but does not foam or swell.
Contact type glues	Perfect Glue #1, UHU Creativ for Foam, Weldwood Contact cement, Elmer's spray adhesive, 3M77 spray adhesive	Apply to both parts, allow to dry for 10-15 minutes, join parts and hold for 10 - 20 seconds.	Immediate after parts are joined	Good	Parts do not need to be held in place while glue cures. Can be used for breakaway joints.
Hot melt glue	Low temperature glue sticks	Apply to one surface with heated gun, immediately join parts and hold for about 30 seconds.	30 seconds	Good	Very fast assembly time. Parts do not need to be held in place while glue cures. Can add excess weight if not careful.
Foam safe CA glues	Several	Apply to one surface, join parts and hold parts in place for about 30 seconds. May also wick thin CA into joints with light fit.	1-5 minutes	Good	Fast cure time. High cost. Joints very brittle.
Epoxy	Several	Apply to one surface, join parts and hold parts in place while glue cures.	5 minutes or more, depending on epoxy formulation.	Very strong	Very strong joint, fairly fast cure time, heavy glue can add excess weight if not careful.
RTV silicone, 3m Super Weatherstrip Adhesive	Several	Apply to one surface, join parts and hold parts in place while glue cures.	Long cure time, 24 hours or more.	Good.	Very long cure times, very flexible joint.
Aliphatic glues (PVA)	Elmer's, weldbond, Titabond	These do not stick well to Depron - do not use them. They might stick if the Depron was sanded first. GOOD FOR WOOD		GOOD FOR WOOD	DO NOT TAKE 5-10 MIN OR MORE CLAMP TIME EXCEEDS OR STRESS DO NOT STRESS FOR 24 HRS

PVA POLYVINYL ACETATE

Number of Board Members

The BOD has given consideration to increasing the number of its members to give a designated seat to each Special Interest Group, but rejected the idea.

Instead, a SIG may sponsor one of its own to run for one of the three BOD seats that are replaced every year. As an alternative, a SIG may delegate a member to attend board meetings to present concerns as they appear.

Hard Surface for Electrics - MAYBE

There's bad news, but there's possible good news too.

As we are all aware, the old golf dome is going to be demolished and that winter flying site will be no more. It is possible that it may be available yet this winter, but that is uncertain right now. Brad Witt is investigating the possibility of buying some the material from the dome floor to create a hard surface runway for electrics at Kettle Field.

Understand that this is in the investigational stage and it may or may not work out. An area of about 40' x 25' is being considered. Perhaps it would enhance our buying power if we solicited other clubs that might want to have a hard surface electric runway to join us in a group purchase.

No Transmitters on the Field

Just a reminder: when going out on the field to retrieve an airplane, you must leave your transmitter behind -- don't take it out on the field with you. Signs will be posted reminding members that transmitters are not allowed on the field.

Hometown Hero Makes Good at World Jet Masters Tournament

As previously reported, Dustin Buescher took part in the World Jet Masters over the past summer in Hungary. He scored very high in flying - if memory serves, I think he said he finished second. He lost a lot of points on static display for weakness in scale documentation, however, and finished 16th overall. I believe he said there were 65 competitors,

so he did extremely well.

I have asked him to give me an article on it for Sparks, but his dad told me at the October meeting that he is pretty busy with his new job at Bob Violet Models. I suggested to Dick, who also attended the event, that if Dustin can't handle it right now an article by a proud dad would also be very welcome. I'm certain all of you would enjoy reading about it, regardless of who writes it..

Early to Bed for Sparks in November

Deer hunting season is coming around again and it opens on November 19. I need to put the December issue of Sparks to bed on the 15th, as a result. Please get minutes, the Bent Bird, Aeromart ads and any other material for publication in that issue to me NLT the AM of November 15. Thanx!

The Kid From Chichi Jima

By Jerry Buss

When he graduated from high school in the spring of 1942, he told his father that he was putting college off until after the war. For now, he had to do his duty to his country. The Old Man didn't like it a lot and refused to sign the parental consent form, but he had to confess that he felt a lot of pride in his son when he enlisted in the Navy a few months later, after his eighteenth birthday when he no longer needed permission.

He was a good bit younger than his classmates in naval flight school and on the day he was commissioned an ensign and given his wings of gold he was the youngest pilot in the Navy. It was inevitable that his fellow pilots would begin calling him "Kid." It wasn't used in a pejorative sense. He was well liked and it was used with a sense of acceptance and camaraderie. Actually, it put him in pretty good company; Erich Hartmann, the great German *experte*, was called "Bubi," the German equivalent of "Kid."

The keel of the light cruiser *Newark* had been laid down in October 1942, but during construction she was converted into a light carrier, CVL-30, and renamed *San Jacinto*. A fault of many light and escort carriers was that they were converted cargo

vessels and they were slow and when danger threatened, like small gyp dogs, had to stay on the porch. Born as a cruiser with a top speed of 31.5 knots, however, *San Jacinto* could run with the big dogs and on June 5 of 1944 she joined Mark Mitcher's Task Force 58/38 at Majuro in the Marshall Islands. She brought with her Air Group 51, a mix of Hellcats, VF-51, and Avengers, VT-51. One of the Avenger pilots was The Kid, whose crew included Leo Nadeau, gunner, and John Delaney, radioman..

During the first week and a half they were very busy, taking part in strikes against Wake, Guam, Saipan and the Marcus Islands. The Kid and another pilot got credit for sinking a small cargo vessel. Then came the invasion of Saipan and on June 19 *San Jacinto* took part in the First Battle of the Philippine Sea, also known as the Great Marianas Turkey Shoot, which literally broke the back of Japanese naval aviation. In this action, The Kid and his crew returned in the dark after the late afternoon launch that struck the Japanese fleet. They had heavy battle damage and, out of fuel, had to ditch near the destroyer *Clarence Bronson*, the crew of which fished them out of the water and returned them to their carrier. Through the rest of June, July and August, the air crews of *San Jacinto* saw a great deal more action in the Marianas during the invasions of Guam, Rota and Tinian, as well as against the Bonins. The Kid was promoted to lieutenant (jg).

The Kid, Leo and John had become a tightly knit crew. As Bill Mauldin caused his GI characters Joe and Willy to say, they had joined the great fraternity of "them what has been shot at," and they were closely bonded to each other.

On the morning of September 2, The Kid had just finished briefing for a strike against the radio and radar stations on Chichi Jima when his friend, Ted White, approached him and asked if he could ride along. The Kid's father and Ted's dad had been college classmates and a bond of friendship had formed between them on that basis despite the fact that Ted was six years older. Ted was a ship-bound ordinance officer and he craved some action. His unit was about to be transferred to another vessel and

this would likely be the last chance for them to fly together. There would be no air opposition so there would be little loss if he rode along in the gunner's turret, but The Kid said it was going to be a pretty hairy trip anyway. He had raided the island the day before and he told Ted about the very heavy flak he had seen coming up at him, but Ted said he was up to it so The Kid agreed. The crew for the strike, then, was The Kid at the controls, Ted White in the turret and John Delaney in the radio compartment. Leo Nadeau stayed behind on the ship.

Each carrying four 500 pound bombs, the section of four Avengers formed up in line astern just off Chichi Jima for the start of their attack. Their targets, the forest of radio and radar towers on Mounts Asahi and Yoake were easy to pick out. The first two planes got through and dropped their bombs without mishap, but the gunners had found their range as The Kid followed them in.

He said, "There was a fierce jolt that lifted the plane forward. We were falling at perhaps 190 miles per hour. Smoke was coming from the engine. I couldn't see the controls. I saw flames running along the wings to the fuel tanks. I thought 'this is really bad.' But I was thinking what I was supposed to do was drop those bombs and haul ass out of there." He continued on, dropped the bombs and broke away to the right to get away from the flak. The fire was bad and, low to begin with after the glide bombing run, they were losing altitude fast when he shouted into the intercom for White and Delaney to bail out. He got no answer.

It occurred to him that at the speed they were moving Delaney might have a problem getting his escape hatch open because of the air pressure against it, so rather than bailing out immediately himself, he stomped hard right rudder to yaw the plane and hopefully reduce the pressure enough to allow John to get the hatch open. He held it as long as he dared and repeated calls over the intercom to bail out, but still got no answer. He didn't know if Ted and John were dead or already out. Finally, as the fire grew and the ocean came ever closer, he had to unbuckle his seat belt, slide the canopy open, step up on the seat and roll overboard.

He somehow received a nasty cut above one eye when he opened the chute too soon. He thought he may have struck the tail. Then the chute hung up briefly on the tail and a couple of panels were badly torn, but it came loose. With the torn chute he was falling faster than normal and he was rapidly approaching the water. Richard Gorman, the radio operator on another Avenger, saw The Kid's chute open. He was already pretty low and just as The Kid hit the water Gorman said the Avenger exploded violently.

The Kid had the presence of mind to hit the quick release on his parachute harness just as he splashed into the water. When he surfaced, the chute was blowing away, toward the island. He inflated his Mae West. A section mate flew low over him and dropped a package. He swam over to it. There was D ring. When he pulled it, there was a rush of air as the life raft opened and inflated. He crawled aboard. He had swallowed a lot of sea water and it caused him to puke violently.

The wind was blowing him toward Chichi Jima, about four miles distant. He had no way of knowing about the butchering of Dick Woellhoff and Warren Hindenlang with bayonets less than a month earlier, nor of the butchery and cannibalism to come on Chichi Jima, but a copy of a picture taken from the body of a dead enemy soldier on New Guinea that had been circulated throughout the Pacific Theater was sharp in his mind. It showed Leonard Siffleet, an Australian pilot, kneeling with bowed head and a Jap officer standing behind him with a raised sword, about to behead him. He also knew all too well of the Bataan Death March. The Kid knew he didn't want to become a POW. There were no oars or paddles on the raft, so he lay on his belly with his head and shoulders over the bow and began rowing with his hands. He received a painful sting from a Portuguese Man-o'-War, but he couldn't allow it to stop him. He looked about for his crew and saw nothing. Although a witnesses said he saw a second man bail out, no second chute was seen to open and neither John nor Ted were ever seen again. He was bleeding from his head injury, still sick from the sea water and the jellyfish sting burned fiercely. He was



Left, The Kid, Right, the execution of Leonard Siffleet

just a young kid who had just been shot down and lost his crew - his friends. He was scared, angry, in pain, crying and in great emotional distress, knowing that his end was probably near.

His buddies remained overhead as long as fuel allowed and fired more than 1,400 rounds to beat back a couple boats that put out from the island with the obvious intent of capturing him, but in the end they had to return to *San Jacinto* and he was then alone and adrift.

After three hours, he was exhausted. The hand paddling was, by now, mere dabbling in the water; his head was down, resting on the rubber bow of the raft. Finally, with a great effort, he raised his head and resolved to resume paddling. Then he stared in confusion at a black thing on the water's surface, perhaps a hundred yards or so distant. He couldn't understand what it was. Then it seemed to grow vertically. He still didn't understand it until the conning tower rose out of the water and then the hull. But whose was it? A hatch on the forward deck opened and five sailors climbed out of it. American sailors!

USS Finback had been stationed offshore of Chichi Jima specifically to rescue downed air crews. The sailors threw a line, hauled The Kid aboard and got him below deck to sick bay. He was saved.

Through September, *Finback* continued her rescue patrol and The Kid stood midnight to 0400 watches in the conning tower as the sub motored on

the surface, recharging her batteries for the day to come. By early November he was returned to *San Jacinto* and took part in action in the Philippines in attacks against the Manilla Bay area. By mid-month, having suffered 50 percent casualties, Air Group 51 was rotated back to the states, decorated with a Presidential Unit Citation. For his perseverance in continuing his attack while his plane was on fire, the Navy gave The Kid a Distinguished Flying Cross. He also received three Air Medals. He had logged 1223 hours of stick time, made 126 carrier landings and flown 58 combat strikes. He was still young, but no longer a kid. Based on his experience he was assigned to Norfolk NAS as a torpedo pilot instructor. On January 8 1945, he married his high school sweetheart. By the first week of August, he was being reassigned to a new air group that would support the invasion of Japan, but the war suddenly ended and by the end of September he was a civilian.

Fate sometimes hangs by very slender and fragile threads. His crew probably was killed in the hit that set the Avenger afire; he might well have shared that fate. Had he hesitated only a few seconds longer in trying to help John Delaney escape, he would have been blown to bits when the plane exploded. His chute hanging up on the plane's tail could have been fatal. Had *Finback* not been on station, or had she not been able to find him before he blew ashore, his fate would surely have been a brutal death at the hands of the cannibals of Chichi Jima. Had he successfully avoided being blown ashore, he would likely have perished at sea.

But fate was on The Kid's side and he survived. Rather than perishing, he went on to become the forty first President of the United States and the father of the forty third.

In 2002, James Bradley had just concluded an interview with George Bush for his forthcoming book, *Flyboys* and was packing up his computer and recorder as they made small talk conversation. Suddenly the former President asked whether, in the course of his research, Mr. Bradley had come across the fate of his crew, Ted White and John Delaney. Mr. Bradley could only say he had not. President Bush then said, "It still plagues me if I gave those

guys enough time to get out." He had the look that Bradley had seen in the faces of others he had interviewed who felt guilt for having survived while comrades died. The President stared silently out of the window at the sky for a long moment, before muttering, "I think about those guys all the time."

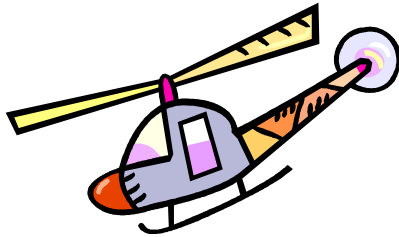
The Aeromart

- ÿ Kyosho GeeBee-Z. set up for Saito .65 (not included, but could be for the right price). Needs servos, engine, Rx, and battery. Some dings on cowl. **\$150**
- ÿ JR models Electric P-38 (Hobby Lobby). Done as the "white lightning" P-38 racer, includes speed 400 motors with props and speed control. Needs battery, servos and reciever. has some cracks on nose. **\$100.00**
- ÿ Skyburner 60 project (Model Airplane News). Sheeted foam wings, mostly framed and sheeted fuse which needs further work. Includes plans. **\$50.00**
- ÿ Great Planes Ultimate 40 Biplane. Set up for Saito .65 (not included). Fiberglass cowl and wheel pants, teal green. Install engine, radio, control surfaces and their linkages, cover, and fly. **\$150.00**
- ÿ Great Planes Spirit 100 kit (not arf). Wings, fuse, and tailfeathers all framed up. plans included. Most of instruction book missing, but can be downloaded from Great Planes at <http://www.greatplanes.com/manuals/gpma0550-manual.pdf> **\$75.00**
- ÿ Electrafly Cessna 182 kit, NIB. 43.4" wingspan, all foam. Includes both beginner and aerobatic wings, speed 400 motor, and prop. **\$75.00**
- ÿ **FREE: to good home:** PVC pipe with foam insulation wing & fuse rack for model transport. Nothing has been glued up. Made to fit a Ford Windstar

See all at www.webpages.charter.net/rcav8r/sale.htm

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