

# 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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Contribution of articles for publication is encouraged.

**Deadline for publication is the 20<sup>th</sup> of the month.**

## Minutes of MARCS General Membership Meeting, September 1, 2005

*by Patricia McDonald, Secretary*

The meeting was called to order at 7:05 by President, Tom Lazar, there were 28 people in attendance.

**August Minutes:** Minutes of the August meeting were accepted as printed in the September issue of MARCS SPARKS with a correction of the date for the September meeting.

**The Treasurer's Report:** Available for review.

**Visitors:** None

**Old Business:** Brad Witt reported on the success of the silent auction. He also sold the few small parts that were left.

Don Weigt reported on the Scale Rally. It was a beautiful day, with many successful flights, but there were fewer pilots than previous years. There was discussion on reason for the lower number of participants. Don thanked everyone that helped out. Brad Witt has volunteered to coordinate the event next year.

**New Business:** Ed McDonald and Ozzie Johnson are still looking for members to consider holding a board position next year. There will be an article in the next newsletter.

Dave Rush asked for input on the Awards Banquet. He asked if another night might be better than Sundays.

Dave Rush responded to the newsletter article regarding 3-D flyers and safety issues. Dave was assured that the article was not directed at specific members but was a reminder to the general membership that all flyers need to be aware of other people at the field and to fly safely.

Mike Kimmerly reported that there have been incidents of members carrying their transmitter onto the field. Members are reminded that transmitters should be left in the pit when retrieving planes from the flying field.

**Business meeting** ended at 7:40.

**Program:** **Wendell Hottmann** presented an excellent program on adhesives. There were hands on demonstrations of the how to mix and shape the materials and ways to reduce foaming. Wendell showed members how he made a pair of wheels using ProBond.

**Raffle winners** were **Wendell Hottmann, Danny Sutter, Calvin Slota** and **Bill Kinney**.

**Show and Tell:** **Mike Kimmerly** brought a Great Planes/Cosmic Wind "Minnow", it is a .60 size sport racer with an OS .91 Surpass which has still not flown, but looks fast. **Ray Walsh** showed a Foker D VII from a Balsa USA kit with a US .41 engine. **Hubi Schneider** had a Bucker Jungmeister biplane built from plans.

## Elections

Hey, you guys done good! Ed McDonald tells me that we have candidates for every office and several for the BOD. Well done to those who have volunteered and very well done to the Nominating Committee.

Not to knock those who have volunteered (actually, I don't even know who you are) but, it's not really an election if there is only one candidate for each office, so how about a little competition here. You can still step up and run for Pres., Veep or whatever.

Silly me, I thought some of you might actually want to do that.

## Banquet

Dave Rush has received some comments on what you would like for the banquet this year, but he would like a few more. Reach him at [dgrush@hotmail.com](mailto:dgrush@hotmail.com) or 838-9704

## The Bent Bird Radio Wrap up

*By Don Weigt*

My trip down memory lane has looped back to the present. Along the way, we've covered very old radio equipment and methods, and then followed along as new ideas were used and equipment evolved into what we have today. This final part is about the now-commonplace "computer radios", with programmable transmitters.

There won't be a section or another article about the fancy radios with PCM (pulse code modulation.) They are more expensive, and are supposed to work better when there is interference. They also have programmable failsafe positions that can be set up in the receivers. I have never used or owned a PCM radio, nor researched them. I have just told you everything I know about them!!

Back in the early days of RC, trim was made by adjusting the control linkages to change the centered positions of the flight surfaces. If you built a new plane, you might carefully check which way the various servos' outputs moved for left or right, up or down, and arrange

them in a model to make the pushrod routes straight and not interfering with one another. Clevises were very important, as they let trims be dialed in, flight by flight, by screwing them in and out on the pushrod ends.

It was vital to set up the linkages to move the controls the right directions. If the linkages didn't work out and the controls moved the wrong way, we either found a way to connect the pushrods to the other side of the servo wheel, or sometimes got a specially wired servo with an output wheel that moved in the opposite direction. There also were servo reversers used like servo extension cables. Sometimes the reversers weren't very accurate, and the servo neutral positions changed a lot when plugged into them.

In the 70s or so, the first transmitters were sold with servo reversing switches. Nice improvement, though some of us lived without it for a long time afterward! But, flying more than one plane with the same transmitter meant switching back and forth every time the pilot changed planes. This wasn't very convenient, as there was a switch for each servo, and it wasn't easy to remember which switch reversed which function, or which positions were needed for each airplane, though some people switched them often enough to get good at it!

Control travel adjustment was also crude, only by moving the pushrod connections in and out to different holes in the servo arms and control horns. This usually worked OK, but was a bit tedious to get adjusted. And, all control travel was pretty much tracking stick movement: no (intentional) exponential, and certainly no adjustment for it! Differential aileron was done by linkage geometry, if at all.

Computerized transmitters changed all that, for better or worse! Now, servos are installed wherever it's convenient. Each one's direction and amount of travel is separately programmable. Each can be adjusted for exponential travel, to make control soft and smooth around center and faster near the ends of travel. "Sub trims" give adjustment of servo centering for flight trim or perfect linkage geometry without losing trim travel amounts from that adjusted center. Each control can be set up for high rates of control for wild stunts and low rates for smooth flying, selectable in the air at the flip of a switch for that control. The flight trim of each model is often stored automatically after each flight. Isn't it great?! How could it be any better?!

Used carefully, all this IS wonderful. BUT, all that power has a bit of danger associated with it. Many models have been crashed, some totally destroyed,

because programmable radios were used unwisely. In the old days, all the servos would move the right directions and amounts, only the trims might be off. Not so with new programmable radios:

First, the radios' programming can be a challenge, with so many adjustments controlled through complicated menus and just a few buttons. Do take the transmitter manual along to the field, especially when you're just learning how to use a new radio, or have a new model. While this shouldn't cause a crash, it can cause quite a lot of frustration. We don't want that at the flying field: it's where we go for fun!

All those rate switches and other things sticking out of the transmitter are confusing. If you intend to use dual rates, you'll have to learn to find the right switches by feel, and move them to the right positions, every time!

Radios that only show a number for the model, not a name, make it easy to set the transmitter to the wrong model. Better radios show enough of each model's name for you to check more easily that you have the right one selected. I have seen some models crash shortly after takeoff because the wrong model memory was selected.

You'd better check the direction of the throttle servo before starting the engine, or it might be at full power instead of at idle. This could be a nasty surprise, especially with the big engines in some of our models. It's another reason you NEED to have a restraint on big models, to prevent them possibly lurching forward and chewing on you!

You'd better also check the direction of travel of all the controls before taking off, because if you've selected the wrong model or the transmitter malfunctions, they may be reversed. It's very unlikely you'll be able to figure out what's wrong quickly enough and operate the controls backward well enough to avoid a crash.

If you set up dual rates, make sure the amount of travel is what you expect for takeoff. Too little, and the plane might nose over and break that big expensive wood or carbon fiber prop, or worse. Or, it might take off, only to be out of trim and out of control. Too much travel, and you might stall or snap or spin the plane into the ground. I strongly recommend if you don't use dual rates, you set up both rate positions for the same travel, so it won't matter which way the rate switches are set. Bumping one won't matter. I've seen models lost because one rate position gave almost no elevator travel. Result? One nice scale model demolished.

Moderate amounts of exponential seem to make most of my models respond more nicely. I suppose a

huge amount could make some models hard to fly. This seems one of the safer new features.

Another concern are those sub trims. If they aren't stored, or change some other way, your model could be way out of trim next flight, or the throttle might not advance fully, or perhaps cut off the engine at one quarter throttle on the stick. I've just had such an experience with a student pilot's plane. The throttle sub trim we set a week earlier wasn't stored, and when we were preflighting the plane, we found the throttle would only open about 3/4 of the way.

Mixing, where moving one control causes an intentional amount of travel in some other control, is another thing that can cause problems. If some mixing is programmed that you don't know about, it could make your airplane badly out of trim. I had such an event, when I was practicing lowering flaps as I might on a fighter or bomber model. I turned the flap knob, and my big PT-19's aileron trim went far, far away! I finally got the flap lever back to where the plane flew straight again without touching the aileron trim, but it was an exciting minute or two which I don't care to repeat!

Care seems to be the cure for these problems. Be careful to select the right model before flying. Preflight like the fullsize planes: check that the controls move the right directions and amounts. Check the throttle and flight surface neutral positions carefully before starting the engine and attempting to fly. If you use mixing, or dual rates, or set up other new features, change a little at a time, and get comfortable with the new way the model responds before adding more new setups. Don't change things too much too quickly. If you are going to use a control in flight for the first time, such as flaps, even if not connected, check it on the ground first. It may be mixed with a control you need.

As they used to say early in every episode of Hill Street Blues, "Let's be careful out there." Enjoy all the power and convenience in your programmable radios, but use it wisely. It can make model setup and trimming a lot easier. But, used poorly, it can cause a lot of crashes. So, be careful: it will make the flying field a lot safer for all of us, and the models you save almost certainly will be your own!

## **The Cannibals of Chichi Jima**

*By Jerry Buss*

Major Yoshitaka Horie was an intelligence officer with a clerk's demeanor and a very low opinion of General Tachibana and Major Matoba, both of whom had

developed a taste for human flesh while serving in China. He told Tachibana and Matoba that it was a mistake to kill the prisoners, but they scoffed at him. They regarded his operation as a sideshow that had been thrust upon them by higher authority and he had little influence in trying to impart an element of civility in their treatment of the American flyers.

After Marv Mershon, Grady York and Jimmy Dye were taken away on February 23, Floyd Hall was alone at Horie's headquarters until the 26<sup>th</sup> when Tachibana tired of having Warren Earl Vaughn tied to a tree outside his HQ and sent him to Horie to be rid of him as much as to be questioned. Upon meeting for the first time, probably greatly influenced by their captive condition, Floyd and Warren Earl immediately became friends. The bonds of captivity were loose under Horie's command and they were allowed to walk about unguarded, there being nowhere to escape to anyway. They shared regular military rations and after a few interrogation sessions there was nothing else to be learned from them. As pilots on their first combat missions, there was little to tell, had they been willing to do so. Horie spoke English with difficulty and when he asked Warren Earl to give him language lessons, he did so gladly. Horie said he realized the war would soon be over and not in Japan's favor. He might want to go to America. For two days, Floyd and Warren Earl were safe and comfortable.

On the 28<sup>th</sup>, Navy Captain Yoshii, who had Jimmy Dye murdered, asked Tachibana for another prisoner to help monitor American radio traffic, whereupon Tachibana ordered Warren Earl transferred from Horie's charge to Mount Yoaki. San Francisco born Petty Officer Tanamura didn't like the arrangement with Warren Earl for he remembered all too well what had happened to Jimmy Dye and he was sure Warren Earl's fate would not be much different.

They listened to short wave broadcasts together and talked about themselves to each other in an amiable fashion. They monitored American radio traffic and Warren Earl provided Tanamura with some information about it, but he said that Warren Earl also told him that he knew more about the content of the intercepts than he was giving out and, "I could kill him and I would not get the information from him."

One night a group of drunken young naval officers came by the radio room determined to take Warren Earl out and beat him. Tanamura successfully fended them off and next day was told by Yoshii that he had been right to protect the prisoner, who was under his care.

Private Nobuaki Iwatake was an *Issen Gorin* cave digger, but when his commander became aware of the fact that Iwatake spoke English he passed him up to his battalion commander, who in turn passed him on to Captain Youshii and Tanamura atop Mount Yoaki, where he arrived a day or two after Jimmy Dye's death. Iwatake, like Tanamura, was an American, born in Hawaii, who had been attending Tokyo University at a most inopportune time and was drafted into the army.

Warren Earl was treated well and he and Iwatake became friends. They worked together monitoring American military traffic, but spent most of their time listening to commercial radio shows from the US like Bing Crosby's show and music like that of the Andrews Sisters. They enjoyed Tokyo Rose for the music she played and heard ship to ship traffic by Admiral Halsey talking about his shelling of Japan. Then there were some strange transmissions that no one could comprehend, Navajo Code Talkers on Iwo Jima, although they didn't know it at the time. One night three Japanese kamakaze pilots trekked up the mountain to meet Warren Earl. They talked for a long time about flying, just as flyers, not as enemies. On the night of March 9-10 a seemingly unending string of 334 B-29s armed with three and a third million pounds of napalm passed over the island. They were on their way to light the great Tokyo firestorm. By the end of the following day well over 100,000 Japanese civilians would be dead.

Warren Earl and the two American born Japanese worked together and often soaked together in hot tubs until the night of March 14 when Warren Earl suddenly tore off his head phones and announced that organized resistance on Iwo Jima had ceased. Two days later the final Japanese transmission from General Kuribashi on Iwo Jima confirmed the final fall. After Prime Minister Koiso, Tojo's successor, announced the end at Iwo on the 17<sup>th</sup>, Captain Yoshii had enough; he spoke to his friend, Lieutenant Yasua Kurasaki, who commanded the torpedo boat squadron in the harbor. Later that morning a truck from the torpedo squadron arrived atop Mount Yoake to collect Warren Earl Vaughn.

Warren Earl was taken to the squadron headquarters where Lieutenant Kurasaki informed him that he was going to have his head chopped off. He asked Warren Earl if he was ready to meet death and he said he was. He asked if he had anything to say and Warren Earl said he didn't.

When Kurasaki asked for a volunteer to kill the American, no one came forward. He then called on

Ensign Takao Koyama, an expert at Kendo, to do it and Koyama refused. Kurasake reminded Koyama that he had been given an order and the ensign had no choice. Warren Earl knelt on a mat in front of a bomb crater and defiantly insisted on rolling his collar down himself. Then Koyama beheaded him with a single stroke. Captain Yoshii then ordered Dr. Kanchisa Matsushita to dissect the American flyer and remove his liver for the sustenance of the naval officers.

After the death of Warren Earl Vaughn, Lieutenant (jg) Floyd Hall was the last remaining American flyer on Chichi Jima. He remained in the custody of Major Horie and continued the teaching of English to Horie that Warren Earl had begun. Along the way, he started picking up a smattering of Japanese from Horie and became proficient with chop sticks. He was on friendly terms with Horie, as well as with all of the staff in his HQ, and the time passed pleasantly enough, but on March 9 Major Matoba issued an order:

1. The battalion wants to eat the flesh of Lt(jg) Hall.
2. 1<sup>st</sup> Lt. Kanmuri will see to the rationing of this flesh.
3. Cadet Sakabe (Medical Corps) will attend to the execution and have the liver and gall bladder removed.

Date: 9<sup>th</sup> March 1945

Time: 9 A.M.

Place: Mikazuki Hill Headquarters

Battalion Commander: Major Matoba

Two weeks went by with no action on the order due to Major Horie's protection, but when the news of the fall of Iwo Jima came it prompted a shake up in the garrison's command structure that included the reassignment of Major Horie as General Tachibana's chief of staff. He would no longer be able to protect Floyd Hall. On the evening of the 23<sup>rd</sup> they had their last dinner together and he told Floyd that he would be moved, but gave no indication that he was to be killed. Next day he called Kanmuri and told him to come and get Floyd, but to kill him in a humane way, for Floyd was very much in his favor.

The order to execute the prisoner found little enthusiasm in Lt. Kanmure, who first refused to do it, but had to accede to Matoba's authority. Rather than doing it himself, he passed the order on down to Sergeant Furushika who, in turn, passed it down to Corporal Nakamura, who first refused and then ran and hid but ultimately was found and forced to give in to authority. Then Dr. Teraki, who had eviscerated Marv Mershon, put on a dissection demonstration for his medics, finally

removing the liver and wrapped it in cellophane. Then he removed the meat from both thighs and had the remains buried in the shell hole into which Floyd had fallen.

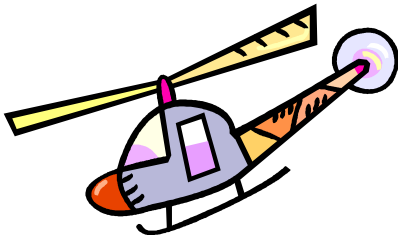
That night Major Matoba brought a delicacy to Admiral Kinizo Mori's HQ. Mori later reported that "Matoba came to my headquarters and was very drunk. The meat was cut in very small pieces and pierced together with bamboo spits." In turn, Matoba told interrogators after the war, "Admiral Mori mentioned that during the Chinese-Japanese war human liver was eaten as a medicine by the Japanese troops. All of the officers agreed that liver was good medicine for the stomach."

The trial of the cannibals in 1946 was difficult. The authors of international law on war crimes had never contemplated cannibalism and the worst that the guilty officers could be charged with was murder, failure to give honorable burial and failure to control the unlawful behavior of subordinates. On the other hand, how many times is it necessary to hang a man to impart justice? In all, fourteen officers, soldiers and doctors were put on trial on Guam. General Tachibana, Major Matoba, Colonel Ito, Captain Yoshii and Captain Nakajima were hanged in September 1947 and buried in unmarked graves on Guam. The others all received prison terms of varying length. Although the executions were announced, the trial itself was kept secret, because the authorities didn't want the men's survivors to know of the brutal natures of their murders or that some of them had been eaten.

Where the radio and radar installations on the mountain tops were concerned, the bunkers still stand today. They are only slightly damaged and that damage resulted from failed attempts to destroy them by US Marine demolition teams after the war. The bombing attempts never harmed them and the boys who died while attacking them or after being shot down accomplished nothing. Despite the garrison's fear to the contrary, the island was never invaded. Iwo veterans who saw it said it would have far bloodier than even Iwo Jima had been.

This short condensation series doesn't begin to do the story of these poor, murdered flyers justice. I recommend that you read the full story for yourself in James Bradley's *Flyboys*. It's available in bookstores and the Madison Public Library. It's well worth the price.

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