

MARCH

2008



MONTHLY NEWSLETTER of the  
**MADISON AREA RADIO CONTROL SOCIETY**  
MADISON, WISCONSIN AMA CHARTER # 665

# MARCS SPARKS

VOLUME 47

ISSUE 3

## COME FLY WITH US...

MARCS meetings are held on the first Thursday of each month at:  
**MADISON LABOR TEMPLE**  
602-South Park St., Madison  
**7:00pm room #201B**

**Visitors** are always welcome. We think we have a great 'HOBBY' and we invite you to come and see, and **CONSIDER JOINING US.**

### Officers...2008:

President: **Brad Witt**.....bwitt@chorus.net  
Vice Pres: **BILL Kinney**.....hukilau@centurytel.net  
Secretary: **Don Weigt**.....d\_weigt@sbcglobal.net  
Treasure: **Dick Sutton**.....jdsutt@charter.net

### Membership Information:

**Dick Sutton** Phone: (608) 437-6795

### Flight Instruction Coordinator:

**Ozzie Johnson** Phone: (608) 274-0474

### Web Master:

**Jeff Alexander** webmaster@marcswi.org

### Club Photographer:

**Otto Oie** ooie3@charter.net

### Club Safety Officer:

**Bill Disch** rcdisch\_marcclub@hotmail.com

Club Website: [www.marcswi.org](http://www.marcswi.org)

(Contains links to:) About us, Flying sites, Newsletters, Calendar of events, Pictures and Videos, War Birds, Electric Flyers, other Special Interest groups, and Membership information for: **MARCS** club and **AMA**.

### Newsletter Editor :

**John Steen** steensr@yahoo.com

Minutes of the:

## MARCS General Membership meeting

February 7, 2008

Submitted by **Don Weigt**, Secretary

The meeting was called to order at approximately 7:00 PM by President **Brad Witt**. There were 29 people in attendance, including one visitor.

**Treasurer's Report:** Treasurer **Dick Sutton's** report was accepted as given. The report was available to look at. Copies are available to people requesting them.

**Secretary's Report:** The minutes of the January meeting were approved as published in SPARKS.

### OLD BUSINESS:

**Banquet:** The date of the banquet is Wednesday, May 14, at the **Maple Tree restaurant** in McFarland. Cocktails at 5:30 PM, dinner at 6:00, program afterward. Cost will be \$13 per person, including tax, tip, and beverage. It will be an all you can eat buffet with roasted chicken, ribs, and shrimp, salad bar, and "all sorts of other good things". A ticket to sign up will be in this month's newsletter. Mail it and the money to **Dave Rush**, or give it to him at the March, April, or May meeting.

**Nominating Committee:** **Brad** asked for volunteers to serve on the Nominating Committee. There were none.

**Committees:** **Brad** has contacted the people who did various jobs last year to see if they wanted to continue. None said they did not, so **MARCS** is organized for the year, including **Wayne Lanphear** as Liaison, **Jeff Alexander** as Webmaster, and **Otto Oie** as photographer, and others.

**Annual Awards:** All the awards have been returned for preparation and presentation to this year's recipients. Members should be thinking about who to nominate for the awards. See voting slip on page-9.

**Nearby Events:** There is a swap meet February 10 in Plover, an "Expo" electric meet February 16 and 17 at the Unidome in Cedar Rapids, Iowa, and swap meets February 23 in St. Charles, Illinois, and at the Valley Aeromodelers (Appleton) March 2.

**Field:** **Wayne Lanphear** reported all the locks at the field have been changed. Use the combination on the back of your **MARCS** card to open them. The new emergency phone will be installed when the weather permits. The battery is being kept charged by the solar cell array, which **Wayne** temporarily took home.

**Field Work Day:** This year's will be Saturday, April 19, beginning at 9 AM, with a weather day of the 26th. Unless there is damage between now and then, the work will just be cleaning up the fences and touching up some paint. It may not be warm and dry enough for any needed runway repairs so early. One goal is to smooth one of the seams and the edges.

**Swap Meet:** Will be at the March 6 meeting. We will try to publicize it in the local stores. Visitors and guests will be welcome to participate. There will be a short business meeting before the swapping gets underway. There will be no Raffle or Show and Tell at the meeting.

#### **NEW BUSINESS:**

**Aviation Club:** Member **Fred Schrank**, who is a teacher at Cherokee Middle School (students aged 11 - 13), has started an Aviation Club there recently. It meets weekly. About ten students have signed up so far. They are building rubber powered free flights. The design is called "Squirrel", and is capable of flights of over 20 seconds. Safety concerns mean no hobby knives or razor blades may be used in the school, so **Fred** will be cutting out all the wood pieces for this and future projects and taking them to the school. They plan to enter the national Science Olympiad next year, in the Wright Stuff event.

**Donation:** **Wendell Hottmann** donated an extra copy of the book "50 Aircraft That Changed the World". A great book. Thanks, **Wendell!**

**Rosters:** **Ed McDonald** distributed new rosters. Send any corrections to **SPARKS Editor John Steen** ([steensr@yahoo.com](mailto:steensr@yahoo.com)) for publication in the newsletter, so members can correct their copies.

**AMA HQ:** We have received the annual packet from **AMA**, some of it will be discussed in the Board meeting. There are no big changes, but some suggestions for drawing in more local park fliers.

**Field Condition:** In response to a question, **Wayne** reported the field appeared undisturbed before the most recent storm. There probably is no damage from snowmobiles to repair this spring. The fences around the runway were intact.

#### **RAFFLE WINNERS:**

**Hubi Schneider** - plane

**Dick Sutton** - donated Book

**Tony Kremm** - Calendar "*Ghost Aircraft of WW-I*"

**Wendell Hottmann**-Calendar "*Above and Beyond*"

#### **SHOW AND TELL:**

**Don Weigt** showed a 3.3 ounce 30 inch span parasol wing free lance design, 30 inch span, 180 square inches, flies fine but needs more dihedral to increase rudder effectiveness.

**Harley Nelson** showed how guitar tuning pegs can be used for modeling projects. They are 14:1 worm gear reductions and can be used with 50 pounds of tension on guitar strings, so they offer high torque when driven by the motor and gear reduction of a standard servo. They are quite light, and strong enough **Harley** thinks they could be used on landing gears, flaps, and other high load devices. The pegs can be used on the hopper doors on his duster models, to open and close canopies, and similar things.

**Dave Rush** showed his new 60 inch span Drake 3, a scaled up Ken Willard design seaplane. **Dave** made his version from 3 and 6 mm Depron, with a spruce spar. Power is an Electrify 15 motor and 2100 mAh 3s LiPo battery. Weight is just under

three pounds.

**Wendell Hottman** demonstrated Quick Cure Gorilla Glue, which sets up in a few minutes. It is lighter and more flexible than the slower glue, starts out clear, and makes white foam.

**PROGRAM:**

The first part of a video about Alaskan bush pilots was shown. The scenery is impressive, the flying not for the faint of heart.

**Next meeting is Thursday, March 6, at the Labor Temple, upstairs, at 7 P.M. Don't forget: it's the swap meet !**

The meeting was adjourned at approx. 9:00 PM.

## ← TIP OF THE MONTH →

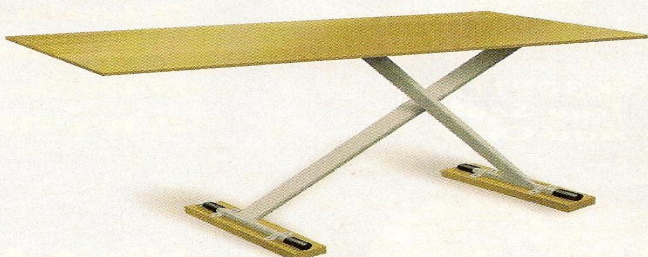
### Cleaning your aircraft:

'**Lemon Pledge**' spray wax is excellent for after flight cleaning. It cuts through all the castr lubricant, grease, and exhaust crud...plus it will polish any surface nicely, leaving your aircraft with a protective coating without any residue.

## THE... BUILDER'S "WORK-BENCH"

### HANDY WORK TABLE

After the building and fabrication work is done on that new model it's time to do the covering. Whether you are going to use the hot-iron on mylar film or silk paper you need a clean virgin place to do it...but your bench is a mess and never big enough. Check this out. Obtain an ironing board. Cut a 2 X 6 foot piece of 5/8 or 3/4 inch thick plywood or particle board and attach it right to the top of the unit. To give it a little more stability, attach a couple of pieces of 1 X 4 to the existing foot bars. Now you have a great size table for that project that you can even adjust to the most comfortable height for you, and it can be folded flat for storage.



## THE NEW LOOK...

I hope the 'new-look' of the Newsletter, that started with the February issue, felt alright to you. The big change was to remove all the dark blues from the first page upper-header as well as in each sequential page. In the color-world, "RED" is the most expensive to formulate. "BLUE" ranks number two because it's based on the color red with a few other colors added to tint it to the desired shade.

The ink for our printers is not exempt from that high cost of red either. As you well know, the price of the color cartridge for them is usually half again as expensive as the black cartridge. This is because of the red and its use in making the many shades of blue that come out on our printed copies. Most people don't realize that they are drawn to items and ads that are done in 'red'. It's an attention getter... "LOOK AT ME RED".

It was my thought to eliminate as much of the dark blues in our newsletter that I could to make the printing of it, on your end, more affordable. By using grays, (a watered down version of the color black) it won't be drawing from the color cartridge at all. I will still use reds and blues in titles or to highlight words, but not as the main-color theme that had been used in previous issues.

*John/Editor*

## BOARD of DIRECTORS meetings

These meetings are held on the same evening as the MARCS General Membership meeting, (first Thursday of the month) after its adjournment.

*General Membership meeting: 7:00 / 9:00 pm*

*Board of Directors meeting: 9:00 / 10:00pm*

Both meetings are held in room: 201-B. Club members are welcome to stay and observe the Board meeting. A Club member may have the floor by being recognized by the Chairperson. Input or opinions must be brief and to the point as the overall meeting time is limited.

**AGENDA: April 3, 2008**

**AMA ↔ Park Flyers ↔ MARCS**

**Election Committee (revamp?)**

**Underground wiring at Kettle Field**

**Member or Guest issues ?**

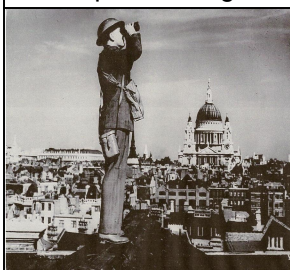
# THE BATTLE OF BRITAIN

Story by Len Deighton

Summarized by Jerry Buss

## Chapter-1

Although I don't really remember the part of the Battle of Britain that came before, I do remember the Blitz of London, however vaguely. I was a little kid, just turning nine years old, but I remember "This is London" radio broadcasts by Edward R. Murrow from his roof top in that town describing the fires that were lighting up the night and his telling of the evacuation of old people, women and children like myself from the south of England to points north and to Canada, beyond the reach of the Heinkels and Dorniers. He spoke a lot about the Londoners who spent their nights sleeping in the subway - the tube. He told of their quiet courage and of their optimism that the rest of



the free world was so skeptical about. Sometimes you could hear bomb blasts in the background. His broadcasts, made in the small hours of the morning, London time, arrived on our radio during the prime time early evening hours, shortly before my bedtime.

Back here, in America, attitudes were often less than supportive of the British dilemma. I remember our next door neighbor, Otto Sachs, who was jubilant after *Kristelnacht*. His hero, Adolph Hitler, certainly knew how to handle those damned Jews. Beyond two pretty innocuous brothers with whom he traded cattle sometimes, I doubt he had ever seen a Jew, much less known one. I recall that he detested all things British, but I don't recall why. The day Poland fell, he was ecstatic. I think it must have been during the summer of 1940 that he was livid over the fact that the local American Legion Post burned an effigy of Hitler on their 4<sup>th</sup> of July parade float. After Pearl Harbor, I don't know if he was converted or if he simply deduced that there was virtue in silence. He was the same intelligent fellow who insisted that he got such good gas mileage on his 1927 Buick that every so often he had to pull over and drain some out.

I remember, too, that even when The battle was over things still seemed iffy as to whether England could survive and the bombing of London by night continued intermittently. About a year after The Battle there was a lady who did as much to put starch in the British backbone as did Winston Churchill and the Royal Air Force. Vera Lynn and her songs, *The White Cliffs of Dover* and *We'll Meet Again* seemed to draw the British people together as much as the Blitz had and they also began to draw an isolationist and foolishly pacifist American public further into sympathy with them.

I don't recall the treasonous treachery of our ambassador to the Court of St. James, the former bootleg-

ger and father of a future president. Joseph Kennedy, openly sympathized with Hitler and the Nazi cause and said that democracy was dead, both in England and America. He, too, learned later that there was virtue in silence. The Lone Eagle, Charles Lindbergh, a renowned American hero, also openly sympathized with and promoted Nazism. Little did the public know until only a few years ago that he was also begetting a second family on the side during visits to Germany.

But the recollections that I do have are just those of a kid who didn't fully understand what was happening. I don't know if the kids in England did either, but their future - and ultimately mine - was being formed by our elders and betters and the prospects weren't very good.

\* \* \*

Len Deighton is a renowned author of historical fiction that is mostly set in the era of the 1930s and '40s and associated with the war in one way or another. He produced one non-fiction work, however, that is almost monumental in terms of thoroughness in an unbiased recitation of history, *Fighter, the True Story of the Battle of Britain*. What follows and will continue to follow for several months is a summary of that fine book, along with some information taken from The Battle of Britain Museum website.

\* \* \*

There are a number of similarities when the 1940 Luftwaffe and the RAF are compared objectively to each other. Their best fighters were very much alike in performance and both had telling flaws to match their strengths. Both sides had early forms of radar to serve as early warning devices. But the similarities went beyond hardware. In the upper levels of command there was a remarkable amount of self serving back stabbing on both sides.

RAF's Fighter Command was led by the able, though dour and unsociable, Air Chief Marshall Sir Hugh "Stuff" Dowding. He graduated from the Royal Military College during the Boer War, but did his soldering in India and the Far East until shortly before the first war. He learned to fly just before the war broke out, but heeded his father's warning that flying was too dangerous and performed staff work, rather than flying, until the war forced him into the air. He rose to the rank of Brigadier General by war's end. After the war, his wife of only two years died leaving him with an infant son to raise by himself. He was devastated and, without ever considering remarrying, plunged himself into his military career with such vigor that it was small wonder that he rose to high rank. His son grew up to serve under him as a Spitfire pilot during The Battle.

In 1936, he took over Fighter Command, the home island's air defense force, and set up his headquarters in a rather run down building that the RAF had recently purchased, Benchley Priory. In better times it had been an exclusive private residence and later was turned into a school for girls.

He divided the island into four zones identified by the air groups that were assigned to defend them. The southeastern most, and thus most important, zone was assigned to 11 Air Group and was commanded by a very able officer, Air Vice Marshall Keith Park, a New Zealander. He was regarded as the most knowledgeable man in the RAF on all matters related to fighter aircraft and this is what caused Dowding to appoint him to the all-important 11 Air Group command. The 11 Air Group sector ran from just west of the Isle of Wight in the English Channel in the southwest, past the northwest side of London and then northeastward to Lowestoft, where the North Sea begins to narrow down to the Strait of Dover. The zone adjacent to the north was defended by 12 Air Group, which was commanded by Air Vice Marshall Trafford Leigh-Mallory. To the west of both of these zones, 10 Air Group, commanded by Air Vice Marshall Sir Quentin Brand, defended the southwestern tip of England and Wales. To the north of 10 and 12 Air Groups, 13 Air Group, commanded by Air Vice Marshall Richard Saul, defended everything else from Driffield to Scapa Flow and Northern Ireland.

Leigh-Mallory was intensely jealous of Park for his command of 11 Air Group. It was, by far, the most important theatre and his intense self interest told him it should be his. Dowding and Park favored a conservative response to attack. Whenever possible Park paired Spitfire and Hurricane squadrons with the Spits taking on the escort fighters while the Hurries went for the bombers. They both believed in holding a substantial number of fighters in reserve against possible follow on raids. Leigh-Mallory and others, including the legless ace and Wing Leader, Douglas Bader, favored "Big Wing" action, throwing everything at the enemy at once, and they detested Dowding's and Park's "overly cautious" approach. Indeed, it was Bader who developed the Big Wing strategy and sold Leigh-Mallory on it.

While it was Park's forces that bore the brunt of the fighting, Leigh-Mallory repeatedly failed to throw his fighters into the battle in support of them in a timely manner. If he wasn't outright insubordinate, he surely bordered on it. His squadrons were often expected to cover some of Park's airfields while Park's fighters went forward to meet incoming raids. On almost all occasions, he dalled while trying to form up his Big Wing - it took up to a half hour - until the raiders had bombed and strafed and were homeward bound. Then he boasted about having turned them back. Aside from the long time it took to form up, another flaw in the "Big Wing" tactic was that a follow on raid could catch all the fighters on the ground while they refueled and were sitting ducks for the Heinkels and Stukas. He undercut Dowding at every opportunity and once the battle was won using Dowding's tactics, had him "retired" from active service. Douglas Bader's adjutant was also a Member of Parliament and he served as Leigh-Mallory's hatchet man in promoting disfavor of Dowding in high places. Bader was no less

insubordinate than was Leigh-Mallory.

On the German side, Hitler promoted Hermann Göring to the newly devised rank of *Riechsmarschall* and jumped the Luftwaffe's only *Generaloberst* (Colonel General, the equivalent of Lt. Gen. in the US services), Erhardt Milch, whose title was *Inspector der Luftwaffe*, to *Feldmarschall* in an enthusiastic frenzy of promotions following the fall of France. "Smiling Albert" Kesselring, a brilliant strategist, who, after The Battle, commanded the defense of Italy, and Hugo Sperle, a vain man who loved luxury and attention, were jumped from *General der Flieger* to *Feldmarschall*. The latter two commanded *Luftflotes*, Air Fleets, 2 and 3, respectively, which faced the North Sea and the English Channel from Holland to the tip of Normandy. Kesselring's 2<sup>nd</sup> covered the northern portion, which extended from Holland to a bit west of the Strait of Dover, while Sperle's 3<sup>rd</sup> faced the rest of the English Channel from Normandy.

Erhardt Milch was a sneaky, opinionated, self-server who kept files on his enemies and perceived potential enemies, much like J. Edgar Hoover did. He was almost universally hated, but he was a hard working Nazi who Hitler regarded as a favorite and thus he could get away with almost anything. He coveted Göring's job and Göring used Kesselring and Sperle as foils against Milch, playing them all off against each other in true despot fashion.

Then there was the first war hero, Ernst Udet, who was Germany's second ranking ace, after von Richtofen. Hitler promoted him to *Generaloberst* and placed him in charge of all aircraft production. Milch outranked him, despised him and contradicted him at every turn, such as in development of a long range strategic bomber, development the Ju 88, the Fw 190 and the Me 262. Constantly harassed by Milch, he ultimately blew his brains out. **To be continued**

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

### membership dues...\*

|                           |         |
|---------------------------|---------|
| Regular membership.....   | \$50.00 |
| Junior membership.....    | \$20.00 |
| Family membership.....    | \$15.00 |
| Associate membership..... | \$15.00 |

**You must have proof of AMA membership in order to receive your MARCS membership card.**

Treasure: *Dick Sutton*

\* If you wish to receive the club "Newsletter" by regular first class mail, rather than on the internet, please add \$5.00 to your annual fee.

The MARCS club annual...

## SWAP-MEET

**MARCH 6<sup>th</sup> 7:00~9:00**

**Madison Labor Temple**

**602-South Park Street / Room 201**

This is the place where you can find that super deal on an airplane or maybe pick up a radio system for roughly half its cost. It's a time you can even recycle your own goodies. Then there's my favorite, "hanger-trash". That's the neat stuff that is one man's junk, but is another man's treasure. As usual, our display tables are **FREE** and are available not only to our club members, but also to any **non-club** person as well. Maybe your neighbor, friend, or (that good for nothing) brother-in-law has some aviation items lying around collecting dust? Now would be the perfect time to get these items back in the hands of active modelers in exchange for a few dollars.

A swap meet isn't necessarily just for RC airplane hard-parts. '**RC modeling**' in some cases, is only the visible part of an aviation enthusiast. Our hobby encompasses a very broad band of motivations within its ranks. To one segment, items from the Army / Navy Air Force or World War II Aviation memorabilia are of interest. These may include items such as; photos, posters, monogram arm-patches, goggles, ashtrays, desk models, etc. Another group, *Scale Model* builders, may be interested in books and articles pertaining to accurate documentation of aircraft from an earlier era. This hobbyist will give new meaning to the words; *detail research*. Aviation magazines, regardless their date, are of interest to many because of their timeless "how-to" articles and the many tips they provide within their text.

So come early, stay late, and enjoy the birds of feather gathering, where bartering is still fun.

See you there..... **John/Editor**

## ELECTRIC BUZZZZZZZZ..... BRODHEAD

FREE Indoor flying continues at Brodhead Wednesday nights 8:00 PM until 10:30

All are welcome. Because of our very safe 6oz limit we do not require **AMA** membership.

**February:** Every Wednesday except 2/13

**March::** Every Wednesday

**April:** Every Wednesday (will likely be able to start at 7:00 PM)

**May::** Only 5/14/08

### ROCKFORD AREA: THE DOME

There will be flying at the Honanega High School dome in Rockton IL .

I believe the cost is \$10 (Possibly more). Proof of **AMA** membership is required.

**Mar 22nd 3:30-7:30**

### CHRISTIAN LIFE HS GYM:

Christian Life High School – (North gym)

5950 Spring Creek Rd , Rockford, 61114

Corner of Spring Creek Rd. and Mulford Rd.

(planes will be limited to a 8 oz. flying weight)

Slow flyers and micro's encouraged

Electric helicopters welcome

\$10.00 flying fee – spectators FREE

Sat 3/1 7:00 pm to 10:00 pm

Sat 3/15 7:00 pm to 10:00 pm

## FIELD WORK DAY

**APRIL-19 Saturday 9:00am**

**CLEAN-UP ~ SPRUCE-UP**

Come on out & join this event of making our "Kettle Field" the pride of the land, bring your gloves and lend a hand !

**Rain Date: Saturday APRIL-26**

## 2008-MARCS EVENT SCHEDULE

| EVENT NAME                          | DATE                                 | LOCATION                   |
|-------------------------------------|--------------------------------------|----------------------------|
| SWAP-MEET                           | March-6                              | General Meeting            |
| FIELD WORK DAY                      | April-19                             | Kettle Field               |
| MARCS BANQUET                       | May-14                               | McFarland                  |
| SCREAMIN' EAGLES Giant Scale Fly-in | June-14                              | Kettle Field               |
| ELECTRIC FUN FLY                    | July-13                              | Kettle Field               |
| BOY SCOUT FUN FLY                   | July-26                              | Kettle Field               |
| FLOAT FLY                           | August-2                             | Marshall Pond              |
| Ken Kindschi SCALE RALLY            | August-24                            | Kettle Field               |
| WAR BIRDS over DANE                 | <i>Event looks doubtful for 2008</i> | Kettle Field               |
| THERMAL GLIDER EVENT                |                                      | Paul's Tree & Turf Nursery |
| 1.5 METER SUMMER FLING              |                                      | Paul's Tree & Turf Nursery |

*DATES, ADDITIONS, and DELETIONS will be updated as they become available.*

## MARCS ANNUAL BANQUET

**Date:** Wednesday, MAY-14<sup>th</sup>,

**Time:** Cocktails @5:30 ~ Dinner @ 6:00

### Buffet Meal

Ribs, Chicken, and Popcorn Shrimp

Potatoes, Casseroles, Salad Bar, and cookies

Coffee, Milk, and or Soda

**Cost:** \$13.00 per person (tax & tip included)

**Place:** **MAPLE TREE RESTAURANT** McFarland

*(Cut out and mail 'Reservation form' on page-9)*

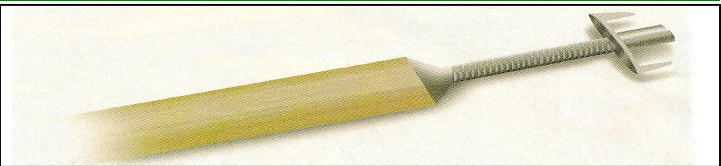
**The three best things in life are:**

a good landing, a good orgasm, and a good bowel movement. The night carrier landing is one of the few opportunities in life where you get to experience all three at the same time.

**Program:**

*for the April 3<sup>rd</sup> meeting*

**Film:** Flying the Russian Sukhoi Su-26 (single seat) & Su-28 (dual-seat) trainer.



**BLIND-NUT ACCESS**

If you have trouble seating blind-nuts on the inside of firewalls because your hand is too big to fit inside the fuselage, *make this tool*. You'll need a 10 to 12 inch ¼ diameter dowel. Epoxy a flathead screw, that is the same size as the blind-nut, to the end of the dowel. Let the epoxy cure, and then screw the blind-nut halfway onto the dowel screw. Push the blind-nut firmly into the hole from the backside of the firewall until the barbs are touching the firewall. At the same time, insert the engine mounting screw and a couple of flat washers from the front. Continue tightening with the engine screw while you unscrew the dowel screw from the rear. The front screw will pull in and seat the blind-nut in the hole from the inside.

## WHAT A MEETING IT WOULD HAVE BEEN!

By James Bartelt

This is a Veterans Day story that should have had a better ending. It's about Bob Skuldt, director of the Madison airport for 35 years, who is a neighbor and a friend. It also is about John "Red" Cocran, who was Vince Lombardi's backfield coach and later a longtime Packer's scout. He was a one-time neighbor and a longtime friend.



Bob and Red were pilots in the CBI and flew hump. That might need translation. CBI was China-Burma-India in World War II, which does not get much mention in history. Flying the Hump was flying from India over the Himalayan Mountains to deliver war supplies, including gasoline, to Chiang Kai-shek's China.

Bob flew over the Hump 72 times. Red made six trips in converted B-24 bombers before going to the Pacific.

Bob was already a pilot when the war came. He started with the Air Corps flying new bombers to bases in the states and then to North Africa and Europe. He kept detailed records of all his flights.

Red came to Madison from time to time to check on things at Camp Randall. The last time we were together he said he wanted to give me something. It was a copy of his flight records. "Relive your travels along with mine," a note said.

Red got to India by flying across the Atlantic, North Africa, and the Middle East. He was in the air for 58 hours and 40 minutes. After Hump and bombing flights in China, Red flew from the Philippines, the East Indies, and then Okinawa. He flew from Yuntan, where I was in an outfit trying its best to intercept Japanese radio.

July 25, 1945, Red recorded, "We flew our first mission off Okinawa and it was easy. Primarily it was a

weather reconnaissance, but we had six 1,000-pound bombs to drop on shipping if we found any or an airfield if no shipping was found. We took off about midnight and flew up to the Inland Sea in the Japanese homeland. It was the Island of Kyushu and we were up there flying all over Japan by ourselves in broad daylight

"Don't think we weren't anxious to get out, because we were. We made a run on the airfield near Nagatu, but due to poor conditions we missed the landing strip and the installations nearby. No flak or fighters. It was a milk run."

The night of August 10, the sky was lighted with a premature celebration of the end of the war. Red wrote, "The Navy in the harbor made like the Fourth of July and it was very pretty."

My unit felt responsibility (or blame) for that. Late that day, we intercepted a Japanese press report that said Japan was going to ask neutral Switzerland and Sweden to contact the United States. A version of that was put on the Army's Jungle Network station to which every radio on the island and aboard ship was tuned.

In our area, people poured from tents firing weapons into the air. Someone had the good sense to sound the air-raid alarm, and the celebration ended amid puzzlement.

Red was one of the few persons who could say he flew around the world. When the war was over, his bomber flew home across the Pacific. On the last leg, there were problems and they arrived in California two hours late with only 90 gallons of fuel left.

Bob read Red's records and told me he had written Red to try to arrange a meeting. It fell to me to tell him that Red had died a few days earlier.

Bob wrote: "your letter to Jim lists your Hump flights on the following dates in 1945, May 16-23-24-26, June 2-6. I flew C-54 trips from Tezgaon to Luliang on May 30, June 6-20-30, and July 4-12. We probably were at Luliang time and may have flown past each other over the lofty Himalayan mountains. Small world! Maybe we can meet sometime and talk Hump flying."

(Continued from page-8)

**What a meeting that would have been!**

*James Bartelt, of Madison, covered state government For the Green Bay Press-Gazette and served with the army radio intelligence unit in Hawaii, Okinawa, South Korea, and Japan.*



mile-high monsters like Everest, were high enough to make it necessary to fly at 20,000 feet to ensure clearing them. The route through the passes was deadly in anything but perfect weather, and perfect weather on the Hump was a rarity.

During the monsoon the thunderheads built up in thick, smoky pillars to 20,000 feet and more, and within the dense, clammy masses lurked every kind of circumstance conceived by Thor to strike an aircraft from the skies. The mountainous jungles were littered with the gleaming wreckage of Hump flyers who had faltered.

**“OVER the HUMP”**

The flight across the Hump began at a field called Chabua, in the Indian providence of Assam. When the Japanese cut the Burma Road China’s forces were isolated from the Allied supply line which meandered to them through the Middle East, and the prospects were grim unless an airlift could be organized, over the Himalayas from India to Kunming, China.

The terrain was the most malevolent of any that ever passed beneath an airplane; the deadly peaks of the tallest mountains in the world lay to the north, and the winds which lashed down from Tibet spent themselves on the rocky heights between Chabua and Kunming. These mountains, while not the four

The 450-mile flight could vary in time, depending on the winds; it was standard operational procedure to make no concrete appointments. The temperature at takeoff could be around 120 degrees, with the cockpit like a Turkish bath, but after the four-mile climb to clear the peaks the crew would be sucking oxygen in their heaviest flight gear, and watching the undulating Davis wing for the first signs of ice.

The Japanese fighters could be a problem if they could find the transports, but generally the Hump flyers were too busy reading instruments to look for them; later some C-87s were equipped with two fixed .50-caliber guns, fired by the pilot, just in case a Japanese fighter happened to pass directly in front of the aircraft.

*Taken from “Log of the Liberators” by Steve Birdsall*

**NOTICE:** nominations for this years awards *Please present to: Brad Witt [bwitt@chorus.net](mailto:bwitt@chorus.net)*

- SMOKING HOLE** award (*best crash on the field with lots of witnesses*)... \_\_\_\_\_
- SUBMARINE COMMANDER** award (*best crash in the drainage creek*).... \_\_\_\_\_
- TREE CHOPPER** award (*best crash in a tree*)..... \_\_\_\_\_
- SCOOTER** award (*nice guy or gal*)..... \_\_\_\_\_

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