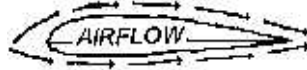


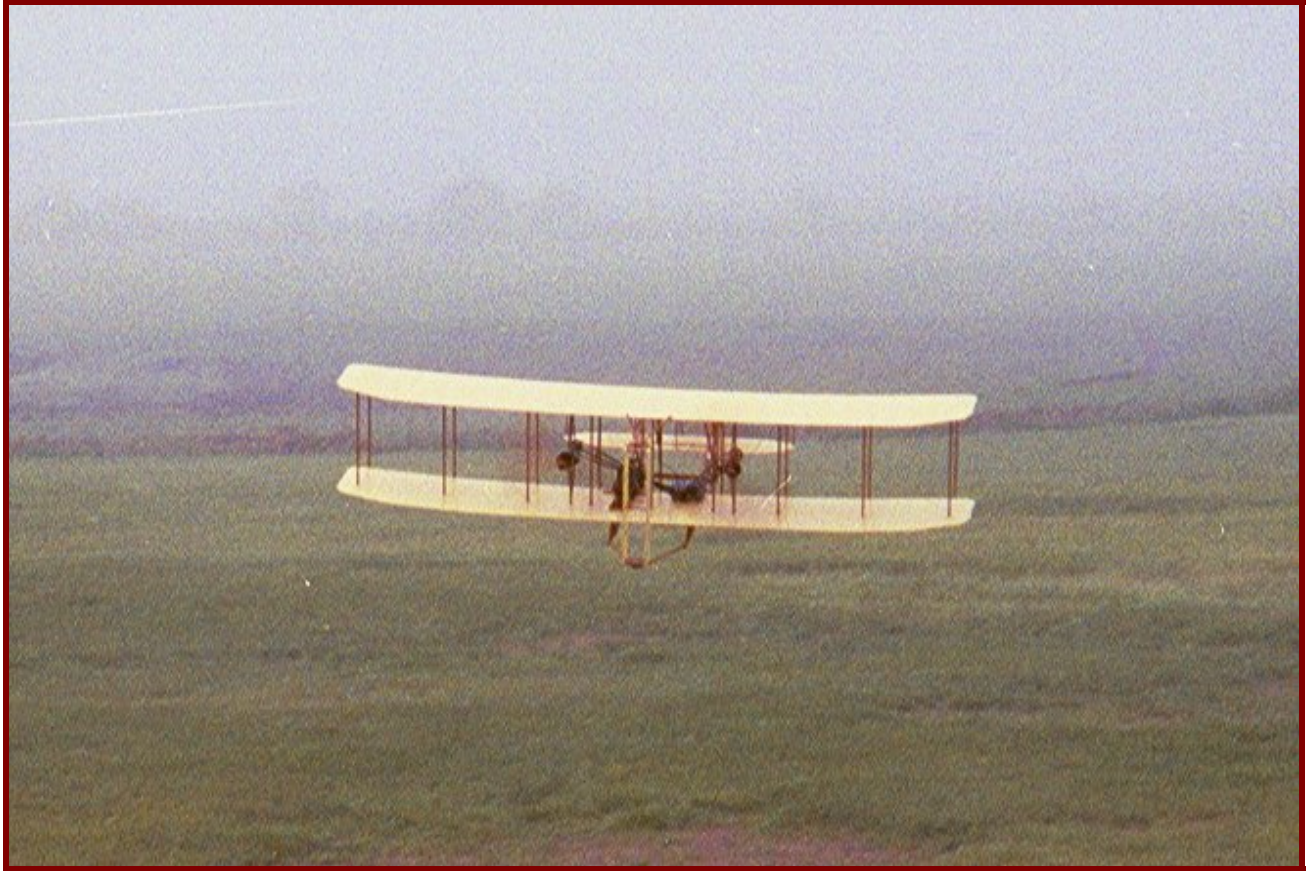
*July – August 2003*



*the official newsletter of the*

## *Radio Control Club of Rochester*

*AMA charter 465 since 1957*



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DEDICATED TO RESPONSIBLE R/C FUN  
SAFETY BY CHOICE NOT BY CHANCE

The purpose of the Radio Control Club of Rochester is to aid and encourage interest in the design, construction and safe operation of radio-controlled model aircraft, boats, and cars.

All visitors are always welcome at the Northampton Park Model Flying field and at regular meetings.

Meetings are scheduled for the second and fourth Wednesday of every month at 7:30 PM at the Salem Church, 60 Bittner Street, just east of the Inner Loop exit at St. Paul Street.

**FOR THE LATEST INFO:**  
RCCR HOTLINE: **FIX-RCCR (349-7227)**  
RCCR WEB PAGE: <http://fly.to/rccr>  
Email: [airflow@rochester.rr.com](mailto:airflow@rochester.rr.com)



# Hey,

It was a slightly wet spring this year. I think it rained every Saturday from the beginning of May through most of June. We had to cancel the first combat meet on May 24<sup>th</sup> because of the rain. The June Fun Fly location was change from Northampton to Bolling because Northampton was a swamp for most of the spring. But that is all behind now. It was in the nineties on June 28<sup>th</sup> so I think summer has begun. The best flying is in the fall anyway.

On June 18 **Greg Kesel** received an email that the FAA forwarded to him from a pilot who flies out of Ledgesdale airport. The pilot reported that on June 17<sup>th</sup> at 2055Z (approximately 5 p.m. our time), model planes were observed at and above 1200 MSL over the Northampton Model Airfield adjacent to Ledgesdale 7G0. Rule number 5 for the Northampton field is “**Do not fly higher than approximately 400 feet**”. I suggest that everyone stay alert and be aware of how high they and other people are flying at this site. If someone looks like they are too high remind them of field rule number 5. A good suggestion by Greg Kesel is to “**just fly low**”. Don't try to determine how high 400 feet is, “**just fly low**”. Greg will be talking to the pilot and we will be discussing this concern at the next few meetings. We do not want to jeopardize Northampton airfield.

As I mentioned earlier the combat meet in May, CD'd by **Pete Durante**, was cancelled due to the rain. The combat meet in June, CD'd by **Jim Warner**, was completed but was flown between the rainsqualls. The next meet will be on July 19th at Hasman and **Ed Britton** will be the CD. It should be a dry one. Thanks to **Norm Hasman** for mowing the field to the south of the flight line at Hasman field so we could set up the combat area to meet the safety requirements. The field was a little rough from the ruts left by a stuck car a few years ago but Dick Foster and I ran a tiller over the ruts and Dick smoothed them out with a rake.

The Electric Fun Fly is coming. It will be held at Bolling Field on August 16<sup>th</sup> and 17<sup>th</sup>. **Jerry Joseph** and **Pete Durante** are the CD's for the event. We will need to get together to set up the tents and food stand. They also need a chef and chef helpers. If you are available to help in any way see Jerry or Pete.

In the last newsletter I mentioned that we were approached by a Monroe County Airport Department about putting on a static display in the airport terminal during the month of August. I have not heard anything more about this arrangement, but since then we have been asked to put on a flying demonstration at Northampton Park to help the Monroe County Airport Department in their yearlong **Celebration of Flight** program. We have agreed to do so and I have a meeting on the 2<sup>nd</sup> of July to firm up the program. This will be for the public so we will give the public a chance to fly a model airplane on a buddy box system during this event. I have also asked **Jeff Liddell** to perform his 3D stuff, **Ray Stacy** from the RAMS to fly a helicopter demo and, **Dave Riedel** from the RAMS to fly his ornithopter. I also hope to get a flying lawn mower. We will also display other model flying during the day as time permits. The event is on **Saturday August 9<sup>th</sup>** and will start a 10 a.m. and finish at 4 p.m. The field at Northampton will be set up similar to our June Fun Fly events and will be closed to general flying during the event.

Training on Tuesday night has been going very well. According to **Dick Foster's** records, we have had many new trainees this year and a few have joined the club. We can always use people in the pits to check out the planes for safety. If you have the time come on out. It's a good time. The club trainer plane has been very convenient. We have given quite a few rides to people who are interested in the hobby. We have had a couple of mishaps with the plane. One was a radio problem that was fixed by getting a new radio. Both sticks forward at a low altitude caused the other mishap. But the little plane is pretty strong and survived both events. Hopefully nothing more will happen for the rest of the year.

I want to **thank all of you** who came out to help set up for the June Fun Fly at Bolling. When I arrived Friday morning at 9:05 a.m. the set up was done. I'm not going to try to mention every one by name but I counted 25 club members at the field when I got there. **Great job**. Tear down on Sunday went quickly too. Even though the weather kept spectators away on Saturday the weather on Sunday was great and we had a good turn out. Thanks to everyone who worked the event. The event was successful again this year.

## SAFETY FIRST AND FLY QUIETLY

*Joe*

## **Members Corner** By Ed Britton, VP membership

So far this season has seen very steady interest in membership, as of the beginning of July we are up to 92. Here are the latest new members to the club for the 2003-flying season:

- ☺ **Bob Stuhlmiller**
- ☺ **Steve Mruczek**
- ☺ **James & David Peasley**
- ☺ **Dave Hennelly**
- ☺ **Dave Goodnight**
- ☺ **Hal Ulrickson**

Look for them at the fields to help them along or just say *hey!*

## **Schedule of RCCR Upcoming Events**

<http://home.rochester.rr.com/rccr/schedyr.html>



Who is it??

Email [airflow@rochester.rr.com](mailto:airflow@rochester.rr.com) if you think you know.

## **The Story of a Marine Aircrew Man in WWII**

Edited by Judy Foster  
Chapter Three

As you remember Gerry was about to go into combat for the very first time. I think that hearing about his experience in his words is important, so for the majority of this article you'll hear from him. I'll leave the editing to a minimum. I think that you'll be as fascinated as I in what he has to say.

*"January 28, 1945, I was awakened at 4 a.m. got dressed and went to breakfast. After eating I reported to the briefing tent. Everyone that was assigned to the strike was present. The C.O. Major Benjamin Manchester, and the intelligence officer briefed us. They assigned us the position we would fly in formation...our target was Munoz, near Clark field to bomb barracks and supplies. A truck took the crews out to the flight line where the plans were warmed up and ready to go...when we reached the runway I buckled myself in and we took off in a cloud of blue smoke.*

*"After joining up in three plane sections we headed for the target. There were four Army Air Corps P38 fighters flying cover over us. Two would fly below and two above for protection from the Jap planes. At this time it was not know what to expect as far as air opposition. The planes slowly climbed for an hour until we reached 10,000 feet. The flight leader called on the radio that the target was in sight and to follow him down. We opened the dive flaps just before peeling off. Down we went, following the second section leader into a long wooded valley. I could see the ground rushing up at me and the bomb released just before our pullout. There was a huge cloud of smoke and dust and I could feel the concussion when that 1,000-pound bomb exploded. My pilot completed his pullout and we were skimming along the valley floor. As we flew along I could see flashes along the hillsides. The Japanese were shooting machine gun and small arms fire at us. I armed my guns and sprayed the hillside with my guns first strike was history."*

The Dauntless' that were flown by the Marines may have been out of production, but they performed like champs. They dropped 8,734 separate bombs on Japanese troops, bivouac areas, barracks, armored columns, supply dumps, and gun positions. *"The "Diving Devil dogs of Luzon" fired a total of 861,459 rounds in diving and strafing runs on the Japs; of this number 487,909 were fired by the rear seat gunners from their twin 30 cal. Machine guns. The rest were sent through the propellers by pilots with their fixed 50 cal. Guns."*

Gerry's next action was a strike at the town of Cabanatuan on February 1st, after which was a strike at a town north of the landing sight San Fernando. Next was the Angat River. *"This strike was particularly important. We would be indirectly involved in the rescue of one of our gunner's families and in affect the lives of several hundred others."* There were non-Filipino civilians that were being held at the Santo Tomas University in Manila. They had been held for the last 3 years, and tanks were ordered through the enemy's lines in order to free them. Gerry's assignment was to knock out a bridge so the enemy couldn't cross. The raid was successful and the prisoners were freed.

Three other missions took place on February 6th, 8th, and 9th taking out bridges. These missions were to keep the Japanese soldiers from retreating. Here is Gerry's account of one of the missions: *"The bridge was in a deep valley that was between two mountains and we started*

*down in our dive. When we got between the mountains the air became very turbulent. The plane was being buffeted all over the sky. Jack had a hard time holding the plane on course as we descended. He finally got on target and released the 1,000-pound bomb and pulled out very low down the valley. It was a bull's eye. Our bomb hit the left approach right on the button and the road disappeared in a cloud of smoke and dust.*

*"We headed for the sea that was at the end of the valley. When we were out over the water the plane was very low and we flew along just over the wave tops. You really got a feeling of speed as you skimmed along at 200 knots."*

Manila was captured. Gerry thought it was worth taking a look at so he and a buddy set out on their 100 mile journey to take that look. They were lucky...a fellow marine showed up in a jeep, and offered them a ride. Luck wasn't that they didn't have to walk the 100 miles; luck was that they weren't arrested because the jeep had been stolen from the motor pool! They found Manila fascinating with its diverse population, the kindness of its people, and the poverty that shared space with the devastation the city took during the air raids. One thing that remained intact was a church that had been made entirely of cast iron. The church was built in Belgium, taken apart and shipped over, then re-assembled bolt by bolt. Gerry made it back to base without incident, he doesn't mention whether the jeep thief was as lucky.

The Japanese did manage to have a few planes hidden away and would take night nuisance raids as Gerry would call them. Most of these didn't amount to much and the guys got pretty used to them. Relaxing will get you in trouble however. During one such raid the Japs surprised them with more than the 'usual' a Betty had snuck in under radar. As Gerry hugged the ground the Betty managed to do a great amount of damage to the headquarters' squadron killing four and wounding seventy-eight others.

During Gerry's next strike on March 3rd at Pinaman Bay after which they headed to Corregador. This is where the 11th Airborne took back this island strong hold. This was a great victory since 4-years earlier General McArthur was forced to surrender here, vowing to return.

It was here that for the first time Gerry's plane took a hit from enemy fire. A 20 MM shell exploded on the bulletproof glass in front of the pilot. It smashed the glass and did little else except scaring the crew a little.

*"On March 5th there was a raid on Baguio which is the summer capital of the Philippines. It is located in the cool mountains to the north. During the hot summer the whole government would move up there to escape the heat of Manila. General Yamashita, commander of all Japanese forces in the Philippines was holed up there and was putting up a stubborn resistance. The strike was to knock out gun emplacements that were hidden among the houses on a hillside. After we completed our bomb run I was strafing the target with my twin thirties. All of a sudden a swimming pool loomed into view. I remember seeing my slugs ricocheting off the water of the pool and thinking what a strange sight.*

*"There were 3 more strikes in the Luzon campaign, March 12th, 17th, and 18th, soon we got orders to pack up and get ready for our next operation. Mindanao, in the southern Philippines would be our next destination."*

Stay tuned for more of this amazing story...