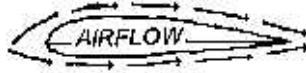


September - October 2003



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>
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Hey, WOW! It's September 1 already.....and its raining again. We've had a pretty good year so far, we were rained out only once and that happened at the first combat meet. The rest of the events were held without much trouble from the weather although it threatened at times.

The Celebration of Flight event on August 9 at Northampton Park was successful. We received a nice thank you letter from Jennifer Dobson the Public Information Assistant for Monroe County Greater Rochester International Airport. We had over 70 people sign up for flight lessons but I believe the actual number of lesson given was well over 100 because parents would sign up their children and then once on the field they would take a lesson also. The pictures on our website show the trainees enjoying themselves. I know we enjoyed giving them a chance to fly. Thanks to the **RAMS** and **Batavia Flying Club** for helping with the event. Also, thanks to Dave Lander, Jeff Liddell, Ray Stacey, Dave Riedel and Norm Roof, Dick Foster, Paul Weigand, Scott Miller, and Bob Clements for putting on flight demonstration through out the day. Also thanks to the trainers and ground crews for keeping the training planes flying. Thanks to Russ Schiolino and the Northampton Park **crew** for mowing the field and supplying additional tables for the event. Thanks to the members who helped to setup for the event and to Dick and Judy Foster, Dick and Gail Peterson, Patty Levandowski and Lyn Somers for their work in the concession stand.

The Electric Fun Fly was also successful. Thanks to Jerry Joseph and **Pete Durante** for CDing the event, to **Dick and Judy Foster and Dick and Gail Peterson** for running the concession stand and to all who helped to setup for the event and tear down after.

We also had two combat meets, one in July and one in August. Thanks to Ed Britton for CDing the events and to everyone who help with the scoring and the concessions. Jerry Joseph worked the grill at the July event and Kevin Ward was the cook in August.

The Interclub Picnic Fun Fly was held at the Skyrovers Ford Field on McBurney Rd, Phelps, NY on August 31. The Skyrovers did a great job with the field, the food, and the weather. RCCR had about 10 members at the event. You missed a good time if you didn't make it. Thanks to John Gee and the **Skyrovers members**. I believe next year's picnic will be sponsored by the RAMS.

Due to a proposal presented at the last meeting by Al Sertl and the generosity of **Ed Granger** the club is now owns an altimeter. This small device is placed in a plane and transmits a signal to a receiver on the ground giving the altitude of the plane in real time. We will use this device to demonstrate to flyers what a plane looks like at 400 feet. We have given demonstrations at out meetings at Hasman field and also at training. If you would like a demonstration, talk to Trevor Ewell. Trevor is the keeper of the device.

The club has also purchased a **Global Position System** receiver and a compass to help us find planes lost in the high grass and bushes around our fields. The first time we tried the device we found Jack Butlers cub. We were successful because we had a position on the field and a direction or heading where the plane went down. By entering that data in the GPS device we were able to follow a line through the high brush and trees to the plane. If your plane goes down, note where you were standing and the direction the plane was last seen. However, we are also finding out that finding a plane in the brush is not that easy even with the help of the GPS. Within minutes of finding Jack's plane, two more planes went down in the brush and even though we have good data for the GPS we have not been successful in finding the planes. The brush around Northampton is extremely thick. We also have one down at Black Creek. If you think the brush is thick at Northampton try Black Creek.

Bob McClure has been having a lot of fun with his Kadet Senior. He has a device he can mount on the top of the wing to launch gilders and he has added a tow hook to tow a banner. **Bob White** has made a club banner and Bob Mc Clure flew the banner at the Interclub Fun Fly; there are pictures on the web site showing the banner in tow. The launcher works well too. After testing the launcher with a foam model, Bob launched my Goldberg Electra glider and it worked well. Some modifications have been made so it will work even better the next time.

A Committee has been formed to review field procedures. The first meeting will be during the week of the seventh of September. The committee will make reports at future meetings so be sure to come to the meetings and hear what they have to say. The committee members are Dick Brook, Trevor Ewell, Jerry Joseph, Dave Perkins, Joe Somers, George Steger, and Wayne Wispelaere.

Training night continues to do well. When the weather is good we have had about fourteen trainees a night. The number of students has increased as a result of the Celebration of Flight Event. Official training on Tuesday nights will end the last week of September.

The clubs next official event is the **Year End Picnic** at the Ski Lodge in Northampton Park. The event is Sunday, October 12th beginning at noon. Bring a dish to pass and the club will provide the fire, hamburgers, hotdogs, soda, and coffee. This is a family affair, as all our events are, so bring the family too.

SAFETY FIRST AND FLY QUIETLY

Joe



The story of a Marine Aircrew Man in WWII

Edited by Judy Foster

Chapter Four

It is with great sadness that I am writing the final installment of this amazing story. Gerry is a hero, he and the countless thousands of men and women that have fought for our Country. This however, has been very rewarding because I have gotten to know more about a man and more about The War.

I want to thank Gerry for thinking of the rest of us by taking the time to write down his experience. For those of you that have someone in your life that has these tales to tell I encourage you to sit and listen... for this is the part of history that wasn't written down in most books. And for those of you that have a story to tell whether it is of Viet Nam, Korea, or Desert Storm, don't deny the rest of us the opportunity to learn first hand from you what it was like.

To all of you, and especially to Gerry... thank you.

...last we found Gerry it was March and he was in the heat of the battle. He left Luzon and headed to the southern Philippines. His destination was a small town called Malibang. This was in the heart of Moro country. *"The Moros have a long and famous reputation for there independence and long resistance."* According to Gerry they had a reputation for being fierce fighters, he felt lucky they were on our side, because the Japs were afraid of them.

It didn't take long to get their camp up and running. There was a stream that provided cold mountain water, and rain forests full of monkeys and tropical birds. Bananas could be picked that were small and very sweet.

Their first strike was April 22nd on the Del Monte airdrome. Raids proceeded through the end of April. It was however the 5th of May that will live with Gerry forever. *"...we were the third plane to dive and we completed the bomb run and dropped our bomb. As were in the process of the pull out, I saw the first plane in the next group seem to shudder and smoke just before the pull out. It never pulled out of the dive and slammed right into the target."* The two 'boys' were killed instantly. *"They never had a chance."*

Only 10-days later Gerry came face to face with a scene right out of a horror movie. Gerry's plane was asked to land to pick up some gear. An Army captain had something for them to see. Seventy-three dead enemy soldiers in an acre sized field. *"This brought the war up close and personal."*

May 23rd was Gerry's last combat mission. He spent the last few weeks in the Philippines doing guard duty, four-hours on eight off. One night he came face to face with a wild boar in the middle of an ammo dump. *"It scared the hell out me at the time, and I sure was glad when that night was over."*

During this time Gerry was assigned to be part of a team that went hunting for a man that had attempted to steal a rifle. Think of an old west posse... except they were tracking through a rain forest fighting off leaches.

About 2-weeks later Gerry was loaded onto a C47 and started his long journey home. He wound up on a plane that the only people aboard were Gerry the pilot and the co-pilot. *"I rode in the cargo compartment with all the crates and boxes lashed down to the floor."* Gerry soon found himself up front in the co-pilot's seat actually flying the plane. From the time they landed until Gerry was aboard the USS Charles Stuart life was a blur.

As it turned out Gerry was suffering from Acute Hepatitis and spent the remainder of the trip in sickbay. *"When they put me in that soft hospital bunk it felt like heaven, after those hard canvas bunks down in the hold."*

On the way back Gerry heard the news that all had been waiting for...the war was over. We had dropped something called an atomic bomb and the Japanese had surrendered. Gerry was only 3-days out of San Francisco at that time. *"I can remember seeing the barren hills of California and thinking that I had made it across and back in one piece."*

Gerry didn't make it back well however, it was discovered while in the hospital outside of San Fran that Gerry was also suffering from Malaria. He spent several weeks in the hospital before he was strong enough to get out and explore that glorious city. A jitney was only .10 cents for a service man and he had easy access to China Town, Fisherman's Wharf, and Knob Hill. He started to put weight back on as he got stronger and healthier. A trip to the PX found a diamond ring for that girl back home.

About 3 months passed and Gerry was really enjoying himself. Gerry was finally well enough to leave the hospital, and was on his way home on a 30-day furlough. This time his trip across country was more comfortable, and the anticipation took on a whole new feel. Home. His girlfriend Joyce was there to greet him, and Christmas that year was extra special.

Gerry spent the last part of his military career back at Cherry Point. It was different this time. He was soon on his way home for good. Getting to Rochester however... *"I think that was the slowest trip of my life."*

I'll let Gerry finish this story.

"After writing this I know there are a lot of things that I have left out or forgotten in this brief story of my life in those tumultuous times. I would have not missed the experience for all the world. I treasure my memories in the most exciting and turbulent time of my life. I feel proud and glad for the discipline that I learned in the Marine Corps. I did things and saw places that I never would have dreamed of. I don't regret a moment, and I hope the future generations will get some insight as to what life was in this period of American History. Semper Fidelis."

Spoken like a true hero.

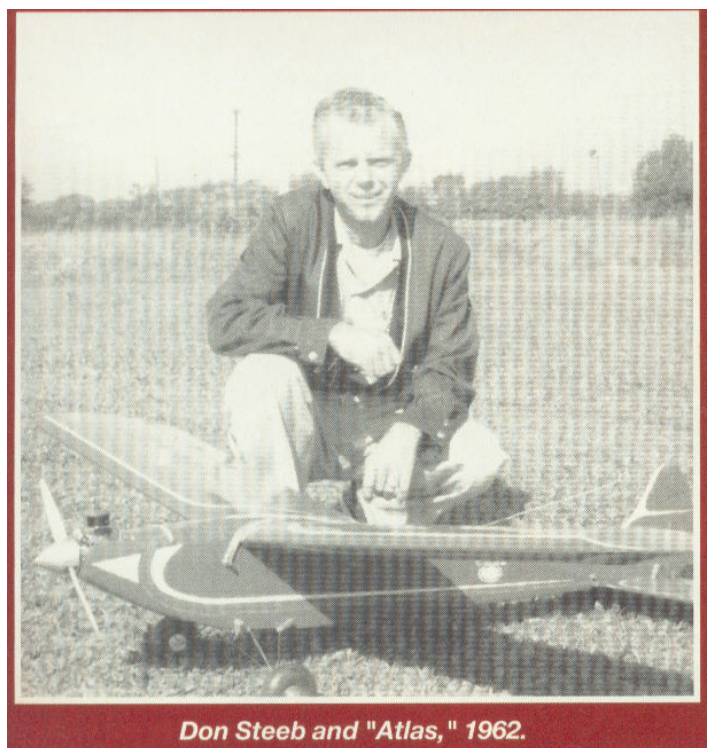
Electric Sailplane Solo by Pete Fiorentino

Matthew Codd, one of our Jr. members, soloed with his electric sailplane on August 31, 2003. He launched, flew and landed 4 times without any help from me, his proud instructor. His parents, Allen and Helen, and two brothers were with him when he soloed.

You should have seen the happy smiles on his face after he soloed. I wish his Grandfather Allen Codd Senior could have been present because he is the one who did a lot of legwork and all the repairs when Matt was learning to fly.

His Dad, Allen Jr., has been ill for the past year and had a very serious back operation so Grandpa stepped in and helped Matt get started in flying sailplanes. Matt is lucky to have such a great supportive family.

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Before and after 41 years



When did Steve McQueen join the club?

