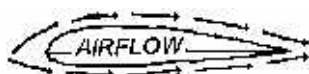


*July-August 2005*



*the official newsletter of the*

## **Radio Control Club of Rochester**

*AMA charter 465 since 1957*



President: Matt Kirsch 585-317-3752  
Secretary: Dick Brook 585-746-5668  
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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 WEB PAGE: <http://fly.to/rccr>

Email: [airflow@rochester.rr.com](mailto:airflow@rochester.rr.com)



### **Seen at ESL International Airshow 2005**

This looks really KOOL. I have not been able to find any volunteers willing to try it with me.

"You fly, I'll walk"?

However, Greg Kesel had a great idea. "We'll both walk. I have autopilot!"

Keep an eye on the skies!

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What a 180 from a year ago, huh? 180 as in "It's about 180 degrees outside." But hey, I'm not complaining. If you're not afraid of a little wind, you can go flying practically any day of the week. The fields are all in great condition, albeit a little parched due to the lack of rain. I'm still not complaining, and I'm sure the grounds crew isn't either. Less grass to mow for them, and now since poor old MTD #1 has passed on to greener airstrips, less load on its surviving family members.



from the gavel

*Matt Kirsch*

President RCCR

After experiencing my first June Fun Fly at Northampton as a member of RCCR, I can now see what we've been missing the last few years by having it at Bolling. I've never seen such a crowd, both in front of and behind the spectator line. The weather was absolutely perfect both days, despite the threat of thunderstorms. 108.3 degrees on the flight line didn't deter people from coming out to fly, spectate, socialize, and patronize our fine food and ice cream stands.

Initial reports have us setting records both in individual and total profit for the event. Final numbers will be available by the first meeting of July. Frankly, I think it was a record-breaker across the board, and we've got you to thank for it. Whether you worked like a dog for three days straight, pitched in for an hour or two, flew, brought your planes, or only showed up to offer your moral support, you helped make this Ray Edmunds Memorial one for the books. I offer my sincerest thanks on the behalf of the club.

Okay, pat yourselves on the back and let's move on before heads start getting too big around here... Despite the overwhelming success of this event as a whole, there were a few hiccups along the way, and I'm looking for your input. We're doing a "brain dump" to figure out how we can make it easier and more fun for everyone. Write me, email me, phone me, or speak up at a meeting. I know most of you aren't bashful with your opinions, do don't let me down. All I ask is that you be prepared to "put your money where your mouth is" so to speak. Identify the problem, propose a solution, and maybe even offer to take charge of the issue.

Luckily, July is a quiet month around Camp RCCR. We don't really have to start worrying about our next event until early August. That gives us a chance to enjoy the other events around the area like the Geneseo Airshow, Olean, the CHIEFS Fun Fly, Quique at the RAMS, the Sky Rovers Airshow, Henderschott's fly-in breakfast, the Flying Knights' Scale Rally... Time for a breather and a chance to enjoy the hospitality of other clubs in the area.

Sorry folks, but that's all for now. I know this one's a shortie, but the weather's too nice to spend it inside writing.

Matt

### Ray Edmunds Memorial Funfly June 25 & 26, 2005





**Dave Mathewson & Ed Britton**



**Dick Brook**



**Greg Kesel**

**In the air**



**On the ground (Thank you Mike Mance)**



**Raffle prize winners**

**First prize: Trainer Airplane with Futaba Digital Proportional Radio Control System.... Nora Preller  
Second prize: Futaba 4 Channel Radio Control System.... Andy Brose**

**On galley duty**



**Dick Peterson & Mike Mance**



**Dick & Judy Foster**



**People**



**Ledgedale pilots & CFIs**



**Newest RCCR Britton**



**Kyle Stacy, son of Ray Stacy, heli pilot extraordinaire**

**End of the day...**



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**Quotation:** The Constitution only gives people the right to pursue happiness. You have to catch it yourself  
-[Ben Franklin](#)

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## Love at first Flight

Part I

By Don Steeb



First let me introduce myself. I am Don Steeb, co-founder with Howard Gillette (deceased) of the Radio Controlled Club of Rochester in 1957.

I was born in 1929. My mother used to say that I started the Great Depression, at least maybe with her! Before starting the first grade I had a fascination with airplanes. My mother's sister Aunt Alyce, who used to baby-sit my two brothers (Dick and Bob) and me, picked up on this. Whenever there was an airplane movie at the local movie house, she would take me to see it. For one of my birthdays she gave me a rubber band plane. It was made of soldered wire and covered with light silk. I didn't know how to trim it to fly, but I tried. I was hooked from then on.

My mother bought me the five and dime model kits and I tried to build them even tho' I couldn't read or write. After starting school I slowly was able to get some kits to look a bit like an airplane!

When I was about seven, my good old Aunt Alyce took me to the airport, and we had a fifteen minute ride in a Ford Trimotor air liner over Rochester. I didn't want to get off the plane and the pilot let me sit in his seat. What a thrill for a seven year old on his birthday! I hope everyone had an Aunt Alyce in childhood.

When I was about eight years old, Ray Edmunds opened a hobby shop in the neighborhood. That was 1937, and up until Ray's death in 1987 his shop was one of the oldest continuously operating hobby shops in the country (50 years). His shop continued to operate for a few years more under different owners. Ray was like a second father to me, and I hung around the shop as much as he and my parents would let me. I finally learned to get together a model kit, crude but recognizable.

When I was eleven, for Xmas I asked for a gas model plane from my grandfather, who used to buy the most expensive gifts. He was on the Rochester Police Force for decades, and was one of the city's first motor cycle cops. He was chief of detectives for many years. When I opened his large box at Xmas, it was a kit for a Buccaneer "B" special. This was a large plane for me with a 56-inch wide wing span. I remember the kit was \$2.95, which was a lot of money at that time. The biggest surprise was that along with the kit was a Rogers KD29 engine kit (you had to assemble it) for the Buccaneer. My Dad and I put it together (mostly him!), but it had a flaw in the casting and leaked compression, so he took it apart and took it back for an exchange. The new one was perfect!

These engines ran on a 2-1 mixture of white gas and 70-weight motor cycle oil. When they ran they really smoked. I bolted the motor with the mount my Dad made to an old kitchen table in the basement. I learned to start ignition engines with that Rogers, but proceeded to wear it out! Running it in the house wasn't the smartest thing I've done as it is dangerous, and that 2-1 mixture of gas and oil really smoked up the windows on the inside. Needless to say I did a lot of window washing and kept promising I wouldn't do it again (but I did). I got the buccaneer together OK but it became more of a glider as it was very hard to keep the engine running without the doorbell batteries hooked up. I did get a few short flights out of it in Genesee Valley Park.

In 1941 Aunt Alyce decided I should take steel guitar lessons. She paid for the lessons and bought me a steel guitar. I did OK on it and had lessons every Tuesday for what seemed like years.

Ray Edmunds was drafted and his wife "Ad" and his father ran the hobby shop. "Ad" worked a regular job so Ray's Dad ran the shop most of the time. Model supplies were short and kits were not very good as balsa was in short supply. A lot of pine and cardboard ribs replaced the balsa. I still built a lot of planes but most didn't fly that well. In 1945 Ray came home and model supplies became plentiful. Control line became very popular and Ray started a speed team with coveralls and shirts with "Edmonds Hobby Shop Speed team" on them. I flew A and B speed. Ray flew C and D events. We flew DeBolt speed wagons and only McCoy engines. We went to many meets and did well except we seldom could beat Pappy DeBolt. He was a tough competitor! Ed Izzo from Syacuse and Joe Campione were a very close second in "D" speed. Joe won the NY Mirror Meet twice in "D" speed using Dooling engines.

Ray and I put in three control line circles at Hyland airport on Henrietta Road and Jefferson Road. Ray Hyland let us use his tractor and we dragged an old bedspring to smooth out the circles. Ray Edmunds bought a three gang mower set and Hyland let us use his tractor to cut the circles close, and the pit area a couple of inches high. We held our meets there, and the last control line meet was a Plymouth sponsored meet in 1954. After that radio control was in and not much control line flying was held at that location. We kept one circle open at the north end.

In November 1950 I was drafted in the army and was sent to Fort Dix for infantry training. The Korean War had started in June and we needed foot soldiers. I didn't think I would pass the physical as I was 130 lbs. soaking wet. What a surprise when they said, "You're in"! I should have enlisted in the Air Force but I didn't want to spend four years in the service. The draft was for two years. I went to Dix and took 16 weeks of basic, 8 weeks of Leaders' Course, and my basic C.O. asked for me to come back to "E"asy Co. as acting Corporal Cadre. I spent the rest of my time training soldiers. About 70% of my training company went directly to Korea, so I considered myself lucky to have extended my stay in the States.

As fate would have it, I received my Korean orders in July 1951. I went home on leave and reported in Buffalo for the troop train across the U.S. to Fort Lewis, Washington. They needed infantrymen in Korea so badly at that time they flew us over in Canadian Pacific Airlines with brand new M-1 Garand rifles and limited other equipment.

The flight over was interesting. The first leg was to Anchorage, Alaska; second leg to Shimia for breakfast at the A.F. base. We gassed up the DC7 for the long flight to Japan. We flew in the dark for a long time in smooth air. When it got light out I was looking out of the window on the right side and noticed vapor coming from a panel on the wing. I pointed that out to the stewardess and she brought one of the flight officers back for a look. Getting off the plane he said to me, "That was close"! I think we were venting fuel from that wing tank!

We arrived in Japan and had a couple of days briefing then off we went to Korea. We landed by small ship at Pusan and took a train up north where the war was hot and heavy. I was assigned to "B" Co. 9th Manchu Regiment, 2nd Division. I spent 13 months in Baker Company and went through many battles with those brave guys. I was one of the lucky ones who wasn't killed or wounded. I was proud to go through that part of my life but would not want to do it again. I was a Private First Class when I arrived and left a Master Sergeant. I was First Sergeant for a while, but most of the last few months we were so short of 2nd lieutenants I was a platoon leader. I still exchange Xmas cards with some of the guys I served with. Unfortunately, I am losing some of them.

We came home by troop transport and landed in San Francisco. I had the option of going to Fort Devins, Mass by troop train or by air. I, with many others chose to fly. When we got to the airport and looked at the plane about third of the guys decided not to fly home. I had the same thoughts also but flew anyway. The plane was a war surplus C-46 Commando and not in the best looking condition! I went anyway, and other than being a little airsick landing in St. Louis for gas, the flight went OK. We landed in Boston and spent about a week in Ft. Devins trying to get processed and cash out so I could get home to my family and models! The 13 months in Korea was the only time I hadn't built model planes and I couldn't wait! I arrived home at about 4 a.m. on Friday morning and had to wake up everyone to let me in. I was very much surprised my Dad took the day off Kodak. I don't think he missed a day while he was there.

I made the rounds Friday and Saturday. I couldn't wait to get to the hobby shop and see Ray and "Ad". Was I in for a surprise as Ray was about to show me a new phase in model planes that I never could have imagined when I left for Korea.

**Part II is early R/C**

**Thank you Don! Shirley**

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**From "Aviation":** If God had meant man to fly, he would have given him more money.

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**Let me know if there's something you want in the newsletter, or if I need correcting!! Shirley**

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