



JUNE 1997

The official newsletter of the
Radio Control Club of Rochester

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



716-349-RCCR

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AMA Charter No. 465

RCCR EVENTS SCHEDULE by Paul Weigand
Coming events RCCR will be there come join the fun !

- June 7 & 8 **Ray Edmunds Memorial Air Show & Fun Fly (Northampton Park)**
- June 14 & 15 **BARKS Scale Rally (Bath, NY)**
- June 21 & 22 **RCCR Pattern contest (Northampton Park)**
- June 28 **RCCR Combat (Redman Rd.)**
- July 4 **RCCR Picnic (Northampton Ski Lodge)**
- July 12 & 13 **STARS Scale Rally (Olean NY)**
- July 19 & 20 **Sky Rovers Air Show (Phelps, NY)**
- July 26 **RCCR Combat (Redman Rd.)**
- July 26 & 27 **RAMS Air Show & Fun Fly (Macedon, NY)**
- Aug. 2 & 3 **Flying Nights Scale Rally (Hamburg, NY)**
- Aug. 15, 16 & 17 **Wings of Eagles Air Show (Chmung Co.)**
- Aug. 16 **RCCR Sallplane contest (Redman Rd.)**
- Aug. 23 **RCCR Combat (Redman Rd.)**
- Aug. 23 & 24 **Glenn Curtiss Scale Rally (Hammonsport)**
- Aug. 31 **Inter-club Fun Fly (RCCR Hosts)**
- Sept. 6 & 7 **Flying Dutchman's Scale Air Show (Kitchener, Ontario)**
- " " " **Rhinebeck Jamboree (Rhinebeck NY)**
- Sept. 13 & 14 **Burlington Fall Float Fly (Ontario Canada)**
- Sept. 20 & 21 **Greenwood Park Float Fly (Binghamton, NY)**
- Sept. 27 **RCCR Combat (Redman Rd.)**
- Oct. 5 **RCCR Fall Picnic (Northampton Park Ski Lodge)**

RCCR meetings are held every second and fourth Wednesday of the month at 7:30

Every second Wednesday at the Salem church, 60 Bittner Street, just east of the Inner Loop exit at St. Paul Street. The program for the June 11th meeting will be about engines presented by Jake Ouriel.

Every fourth Wednesday, (June 25, July 23, August 27) at Bolling Field, just north of 2335 Redman Rd. in Brockport, NY., just south of highway 18. There is usually some fun flying for a couple of hours prior to the meeting.

Every Tuesday evening (4:00 pm) training activity has priority at the flying fields. Be there and **be safe**.

Friday afternoon, June 6th at Northampton Park, final readiness for the Fun-Fly..... Saturday, June 7, flying is scheduled to begin after 9 a.m.

For the latest info, check the RCCR hotline - **349-RCCR (349-7227)**

R.C.C.R. Meeting Minutes : 4/9/97

by Greg Pszyk

Officers Present : Trevor Ewell, Phil Slater, Pete Durante, Jerry Joseph, and Greg Pszyk

First Time Visitors: Tom Vay

Second Time Visitors: None

Membership Update: 88 members.

Treasurer's Report: Read and accepted

Old Business: Norm Neal returned home on March 13, from the Nursing Home. Bob Horn has recovered from his health conditions. The road to Bolling Field needs repair and will stay closed until the ground dries up. Ed Bolling will auction his cattle on May 17th, and so far doesn't plan on selling any land. Larry Logory received the club VCR and mower engine block from Scoff Groth. Jerry Joseph made a list of the Club's video library; copies will be made and a list will be in the next Newsletter. Stan Teachman found a source for ripstop nylon used for sails, kites, and possibly model blimps from the Spinnaker Shop.

New Business: Trevor reported that the trees in Northampton Park have been cleared as he requested. This will hopefully help pilots to keep their planes in bounds when making landing approaches. Dave Hoffmann reports that the boundary flags need to be replaced. The Toledo show seemed to be down on attendance and show items. Greg Kesel spoke to one of the turbine engine manufacturers and found out that the durability or life of their engine is approximately 15 hours to overhaul! Jerry Joseph visited the new Rams field that has a pavilion and dry corn field to walk in!!!! Lou Eltscher was recognized for his services as Newsletter Editor for the past 33 issues. Phil Slater mentioned that the new membership applications will have a E mail listings. Jerry and Pete are working on the glider meet sanction. Don Ogren is looking for the flying lawn mower pilot for demos at the Fun Fly.

Show & Tell: Don Steeb, Trevor Ewell, Greg Kesel, and Jerry Joseph all mentioned various methods of inspecting, testing, and cycling of battery packs before the start of the flying season. Don also mentioned that on transmitters to toggle switches several times to clean contacts and to recheck servo operation as you would in a range check.

50/50 Raffle : Manny Vello

R.C.C.R.Meeting Minutes : 4/23/97

by Greg Pszyk

Officers Present : Trevor Ewell, Phil Slater, Pete Durante, Jerry Joseph, and Greg Pszyk

Second Time Visitors: Tom Vay

Membership Update: 89 members.

Treasurer's Report: Read and accepted

Old Business: None

New Business: Bob Horn and Trevor reported that the flying field at Northampton is open from the Salmon Creek/Colby Road entrance.

In June, July, and August the first meeting of the month will be held at Salem Church. The second meeting for these months will be held at Bolling Field.

The Canadian Float Fly has been rescheduled to the last weekend in May.

The Club has scheduled May 24th for field repair at Bolling field. A sign up sheet is available so please pitch in and help.

Show& Tell: Trevor Ewell brought in his Mitchell B25 repowered by two OS 52 four strokes. Trevor modified this plane by installed retracts, flaps, bomb-bay's, and the engine conversion.

Paul Hanion brought in his servo tray setup for controlling the sail for the boat he's building.

Phil Slater brought in his new JR radio that supersedes his old radio and has more features.

Dave Hoffmann brought in his scratch built combat cub from Dan Stensby plans, powered by a Thunder tiger 15.

50/50 Raffle: Bill Eddy

R.C.C.R. Meeting Minutes : 5/14/97

by Greg Pszyk

Officers Present : Trevor Ewell, Phil Slater, Pete Durante, Jerry Joseph, and Greg Pszyk

First Time Visitors: Jason Almeter, Matthew Baisch

Second Time Visitors: None

Membership Update: 95 members.

Treasurer's Report: Read and accepted

Old Business : Larry Logory has received the Club engine block and VCR. Larry also gave George the poles and bungy cords to the tent. At Bolling field the tractor battery has been installed and grass seed spread by Eugene Pareschi. Bob McClure has published his first R.C.C.R newsletter with several new articles and features. The June issue will be the last if you haven't paid your dues yet. Don Ogren has things in order for the June Fun Fly, additional volunteers are welcome. May 24th the Club is having Bolling field repair day starting at 10:00 am. Volunteers are needed so bring your small shovel, bucket and rake. George Hartman has scheduled to have both fields rolled by a 10-ton power roller as soon as conditions are right. Todd Sheehan needs volunteers for the pattern meet.

New Business: The R.C.C.R. now has a voice mailbox which was set up by Phil Evans. Members will be able to find out the latest Club information and leave messages. The number is 349-RCCR (7227). On June 22nd a Fun Fly is scheduled in Skaneateles New York. The second meetings in June, July and August will be held at Bolling field as long as it is not raining otherwise it will be canceled or check the voice mailbox. The Club has obtained a Hobbico charger that will be raffled along with the VCR. Greg Kesel mentioned to look over the safety notice in the AMA magazine for using electric starters correctly on plastic spinners. The Glider meet paperwork is in route to the AMA. The first meeting in June the program will be on four cycle engines. The Club has mugs with the Club's logo available for \$5.00. Members that have keys to Bolling field as per the list are Greg Pszyk, George Hartman, Pete Durante, Don Steeb, and Larry Root. Jim Warner reports that 704 combat rules have been modified to allow profile fuselages.

Show & Tell: The Historical Aircraft Group have a two year calendar available for \$6.00 that features hand drawn pictures.

-Karen McDonald brought in her Sig Four Star 40 Powered by a Enya engine and radio equipment from her Eagle.

-Greg Kesel brought in his arc Nutin' Special from Indy, powered by an OS 1.08 that weighs 10 3/4 lbs. Dual servos for ailerons and elevators, JR radio and backup dry cell pack.

-Scott Miller brought in his almost completed pattern airplane based on an Omen design. Several changes were made to improve the basic design and make the plane more competitive. Power is supplied by a YS 120 AC.

-Phil Slater Brought in his Global Raven 60 powered by an OS 91, JR 531 servos in each wing and at the other controls also.

-Don Ogren brought in pictures from the Top Gun meet that he attended in Florida in April. He also reported on flying fields and hobby shops he visited while he was there.

-Jim Warner brought in his Diamond Dust that can be powered by engines from .21 size to .40 size engines and is capable of reaching speeds of over 200 mph. Jim showed the manufacturers video of the plane in action and it was amazing.

* The program was put on by Edgar Whitcomb on Nicad battery charging, cycling, and conditioning.

50/50 Raffle Paul Weigand

SPIDER'S STORY

by Dick Smith

I GRADUATED FROM AVIATION CADET TRAINING AS A PILOT ON FEBRUARY 8TH 1944. AS WITH MOST PILOTS MY ONLY DESIRE WAS TO FLY AS A FIGHTER PILOT, AS THOSE WERE THE ONES THAT WE HEARD ALL THE GREAT STORIES ABOUT. MUCH TO MY DISAPPOINTMENT, AND TO ALL WHO GRADUATED WITH ME, WE WERE ALL ASSIGNED AS HEAVY BOMBER CO-PILOTS. AFTER A SHORT TRAINING PERIOD I WAS ASSIGNED TO A CREW AND WE FLEW A B-17 ACROSS THE ATLANTIC. WE ARRIVED IN ENGLAND IN LATE MAY OF 1944 AND WERE ASSIGNED TO THE 303RD HEAVY BOMB GROUP STATIONED AT MOLSORTH IN THE MIDLANDS OF ENGLAND.

THE 303RD WAS ONE OF THE FIRST GROUPS THAT HAD COME OVER WITH THE EIGHTH AND WAS NAMED THE HELL'S ANGLES GROUP AFTER A FAMOUS B17, WHICH INCIDENTALLY HAD 25 MISSIONS LONG BEFORE THE MEMPHIS BELLE. IN FACT WHEN MEMPHIS BELLE GOT IT'S 25TH MISSION HELLS ANGLES ALREADY HAD 49. BOTH OF THESE AIRCRAFT RETURNED TO THE STATES TOGETHER ON WAR BOND TOURS. WE BEGAN FLYING COMBAT IN LATE JUNE WITH OUR FIRST COMBAT MISSION TO LEIPSG GERMANY ON JUNE 29TH. AS FRANCE WAS UNDER RE-INVASION, MOST OF MY B17 MISSIONS WERE DEEP INTO THE HEART OF GERMANY.

ON THE 15TH OF AUGUST, I FLEW A MISSION TO WEISBADEN WHICH BECAME THE SUBJECT OF KEITH FERRIS' FAMOUS PAINTING IN THE WWII ROOM OF THE AIR AND SPACE MUSEUM IN WASHINGTON .



WE BECAME A LEAD CREW AND I BEGAN TO FLY SOME MISSIONS, TRAINING NEW CREWS ON THEIR FIRST COMBAT MISSIONS WHEN MY SEAT ON MY OWN CREWS PLANE WAS TAKEN BY A COMMAND PILOT. I COMPLETED MY BOMBER TOUR WITH MY 35TH MISSION ON OCTOBER 25 1944. WHILE I WAS AWAITING MY TRANSFER BACK TO THE STATES I WAS OFFERED A CHANCE TO ENTER THE MOST EXCITING TIME OF MY LIFE!

AN ORGANIZATION HAD BEEN FORMED IN JULY 1944 TO SCOUT AHEAD OF THE BOMBERS TO HELP THE GROUP AND DIVISION LEADERS WITH TARGET AND WEATHER INFORMATION. SEVERAL MISSIONS HAD BEEN BADLY TORN UP BY BAD WEATHER AND GERMAN ACTION PRIOR TO THE FORMATION OF THE SCOUTING FORCES. THE IDEA WAS TO ASSEMBLE A UNIT WITH EX-BOMBER PILOTS, WITH COMBAT EXPERIENCE, WHO WOULD FLY OUT AHEAD OF THE BOMBER FORMATIONS TO EXPERIENCE FIRST HAND THE CONDITIONS THAT THE BOMBERS WOULD SOON ENCOUNTER. THESE SCOUTS WERE VERY SUCCESSFUL AND SOON BECAME ESSENTIAL TO THE ACCOMPLISHMENT OF SUCCESSFUL BOMBING RAIDS. GEN. JIMMY DOOLITTLE MENTIONS THE SCOUTS IN HIS BOOK "I COULD NEVER BE SO LUCKY AGAIN".



I WAS ASSIGNED TO THE FIRST SCOUTING FORCE UNDER COL. BUD PEASLEY, IN MID NOVEMBER, AND BEGAN MY P51 TRAINING IMMEDIATELY. I WAS GIVEN ABOUT FOUR HOURS IN A BRITISH HARVARD (AT6) AND WAS ASKED ONE MORNING TO FLY COL. PEASLEY TO EIGHTH AIR FORCE HEADQUARTERS FOR A MEETING WITH GEN. DOOLITTLE. AS THE COL. GOT OUT OF THE AIRPLANE HE SAID THAT I SHOULD TAKE THE AIRCRAFT AND FLY BACK TO MY OLD BOMBER BASE. "BE SURE AND

GIVE THEM A GOOD BUZ JOB," HE SAID AS HE LEFT. AFTER A PLEASANT VISIT I RETURNED TO PICK UP THE COL. AND FLEW HIM BACK TO OUR BASE AT HONNINGTON. WHEN WE ARRIVED, AND DEPARTED THE AIRPLANE, HE SAID, "WELL YOU'RE A PRETTY GOOD PILOT SO YOU WILL CHECK OUT IN THE P 51 TOMORROW. THE REST OF THE WALK BACK FROM THE FLIGHT LINE I DON'T THINK MY FEET TOUCHED THE GROUND I WAS SO ELATED. THE NEXT DAY I WAS GIVEN A BLINDFOLD COCKPIT CHECK IN OUR TRAINER, A P51B WHICH HAD A BIRDCAGE COCKPIT IN WHICH I WAS A TIGHT FIT, AS I WAS 6FT 3IN TALL. BUT I DILIGENTLY FOLDED MYSELF UP AND STRAPPED ON THE MOST EXCITING PLANE I WOULD EVER FLY WOW! AFTER TAXIING OUT TO THE END OF THE RUNWAY AND COMPLETING ALL MY CHECKS, I OPENED THE THROTTLE AND WAS PUSHED BACK AGAINST THE SEAT BACK BY THE MOST THRUST I HAD EVER EXPERIENCED. MY RIGHT LEG WAS TREMBLING AS I APPLIED ALL THE RIGHT RUDDER TO COMBAT THE TERRIFIC TORQUE. I BROKE GROUND WITH MY HANDS FULL OF THE MOST AIRPLANE I HAD EVER FELT BENEATH ME. I DIDN'T GET THE GEAR UP UNTIL I HAD CLIMBED TO 4800 FEET I WAS SO BUSY JUST TRYING TO FLY THAT GORGEOUS AIRCRAFT. I FLEW AROUND TRYING STALLS AND ALL THE OTHER MANEUVERS I WOULD NEED TO LAND, FOR ABOUT TWO HOURS. THEN CAME THE TOUGH PART GETTING IT ON THE GROUND. TO TELL THE TRUTH IT WAS ONE OF THE BEST LANDINGS I EVER MADE. MUCH SHOULD BE SAID IN PRAISE OF THE DESIGNERS OF THE P51. IT WAS AN EASY AIRPLANE TO FLY AND HAD NO BAD HABITS AS FAR AS I WAS CONCERNED. AFTER ABOUT TEN HOURS OF TRAINING, NOT EVEN INCLUDING ANY GUNNERY TRAINING, THE COL. SAID I WAS READY FOR MY FIRST COMBAT MISSION ON WHICH I WAS TO FLY HIS WING.



I WAS ASSIGNED A P51D5 WHICH WAS A REJECT FROM THE 364TH FIGHTER GROUP BUT WAS A DREAM SHIP TO ME. I WAS TOLD THAT I COULD PICK A NAME FOR THE AIRPLANE, AND AS THE IDENTIFICATION LETTERS WERE 5E-E AND THE PHONETIC ALPHABET FOR E WAS EASY, I DECIDED ON THE NAME "EASY DOES IT". ON THE LEFT SIDE OF THE CANOPY I PAINTED MY NICKNAME "SPIDER" AND ON THE RIGHT SIDE I PAINTED "BETTY" WHICH SERVED TWO PURPOSES - I WAS GOING WITH A NURSE NAMED BETTY, AND WRITING TO MY FUTURE WIFE BETTY. THEY BOTH THOUGHT THEIR NAME WAS ON THE AIRPLANE AND WHO WAS I TO TELL THEM DIFFERENT. NICKNAME SPIDER WAS GIVEN ME BY MY SQUADRON MATES BECAUSE I WAS SO TALL AND THIN, LIKE A DADDY LONG LEGS.



ON THE MORNING OF DECEMBER 6 1944 I MADE MY FIRST FORMATION TAKEOFF ON THE WING OF COL. BUD PEASLEY, MY HERO. THE FLIGHT WAS UNEVENTFUL UNTIL I HEARD THE COMMAND BREAK LEFT OVER THE RADIO, I THOUGHT THIS MEANT ME, SO I BROKE LEFT LEAVING MY FORMATION, HEADING INTO GERMANY, WHEN I CAME TO MY SENSES, AND REALIZED THAT THIS COMMAND WAS FROM SOME OTHER GROUP, I WAS ALL ALONE AND DEEP IN THE HEART OF GERMANY. I CALLED THE COL. WITH MY PLIGHT AND HE CALMLY SAID "I WONDERED WHERE YOU WERE GOING." HE GAVE ME A HEADING AND I PROCEEDED TO FLY BACK TO ENGLAND ALL ALONE. LUCKY FOR ME THERE WERE NO GERMAN FIGHTERS AROUND OR I WOULD HAVE BEEN ANOTHER NOTCH IN THEIR GUNS.

AFTER THE FIRST MISSION WAS UNDER MY BELT I PROCEEDED TO FLY REGULARLY ON MISSIONS TO MANY TARGETS IN GERMANY, EVEN SOME IN SUPPORT OF OUR TROOPS IN THE BATTLE OF THE BULGE MOST OF THE MISSIONS LOGGED AROUND 3-4 HOURS BUT A COUPLE WERE OVER FIVE HOURS LONG, THAT'S A LONG TIME TO BE CRAMPED UP IN SUCH SMALL QUARTERS. ON MY 26TH MISSION, ON THE 1ST OF APRIL, 1945, I WAS PICKED TO LEAD A MISSION TO LEIPSIG, AND WAS CLIMBING OUT OVER THE ENGLISH CHANNEL WHEN AT ABOUT 14000 FEET MY ENGINE QUIT. I TRIED EVERYTHING I KNEW TO RESTART BUT TO NO AVAIL. ON MY MAYDAY CALL I WAS VECTORED INTO BELGIUM TO TRY AND LAND THE AIRCRAFT. I JETTISONED THE DROP TANKS, AND SET UP THE MOST EFFICIENT GLIDE I KNEW HOW. THE RADIO MAN WHO WAS OFFERING WORDS OF ENCOURAGEMENT TO ME TOLD ME THAT I DIDN'T HAVE FAR TO GO WHEN THERE WAS A TREMENDOUS EXPLOSION AND THE COWL FLEW OFF THE AIRPLANE AND IT BEGAN TO BURN. TIME TO GO, I THOUGHT, AND I TOLD THE GUY ON THE RADIO I WAS BAILING OUT. HE SAID, "OH DON'T DO THAT YOU ONLY HAVE A SHORT WAY TO GO." WHEN I TOLD HIM I WAS BURNING HE SAID, "YOU BETTER BAIL OUT." I WAS AT ABOUT EIGHT THOUSAND FEET, AND I ATTEMPTED TO ROLL OVER AND DROP OUT. IN MY EXCITEMENT I FORGOT TO WIND IN DOWN TRIM TO HOLD THE NOSE UP WHEN I GOT INVERTED. AS SOON AS I LET GO OF THE STICK AND RELEASED MY SEAT BELT THE AIRPLANE SPLIT S'D INTO ME AND I WAS FORCED PARTWAY BACK INTO THE COCKPIT. I THEN SLOWED THE AIRPLANE DOWN AND ATTEMPTED TO DIVE FOR THE TRAILING EDGE OF THE LEFT WING. MY LENGTHY FRAME PREVENTED ME FROM CLEARING THE COCKPIT AND MY FOOT CAUGHT IN THE CANOPY ROLLERS AND I WAS SUSPENDED OUT THE SIDE OF THE AIRCRAFT WITH FLAMES WHIPPING PAST ME. I WAS ABLE TO GET MY OTHER FOOT UP TO THE WINDSHIELD AND I GAVE A MIGHTY PUSH AND I WAS FREE. NOT KNOWING HOW HIGH I WAS, I IMMEDIATELY BEGAN TO THINK ABOUT PULLING THE RIP CORD, BUT MY RIGHT HAND WOULDN'T RESPOND. I TRIED TO GET THE RIPCORD WITH MY LEFT BUT COULDN'T DO IT. I GRABBED MY RIGHT WRIST WITH THE LEFT HAND AND HOOKED MY FINGERS INTO THE RIPCORD PULLING WITH ALL MY MIGHT. THE CHUTE OPENED AND I SWUNG OUTWARD ONCE, AND HIT THE GROUND ON THE DOWNSWING. THE WIND DRAGGED ME ACROSS A FIELD AND INTO A FENCE WHICH STOPPED MY SLIDE. THE NEXT THING I WAS SURROUNDED BY WOODEN SHOES, AND BEING MADE COMFORTABLE BY SOME WONDERFUL FLEMISH PEOPLE WHO COULDN'T UNDERSTAND MY FRENCH OR ENGLISH. I WAS PICKED UP BY A CANADIAN AMBULANCE AND WHEN I AWOKE IN A HOSPITAL I FOUND THAT I HAD A BROKEN ARM AND SEVERE CONTUSIONS OF THE GROIN AREA. WHEN MY JACKET WAS RETURNED I DISCOVERED THAT THE RIGHT ARM WAS COVERED WITH RED PAINT. THE AIRPLANE HAD A RED SPINNER AND RED BORDERS AROUND THE TAIL. I KNOW THAT I DIDN'T GO THROUGH THE PROP, SO I MUST HAVE HIT THE TAIL, WHICH EXPLAINS WHY I COULDN'T PULL THE RIPCORD WITH MY RIGHT HAND. DUE TO MY INJURIES, I WAS SENT HOME AND WAS ON THE FIRST SHIP TO ARRIVE IN N.Y. HARBOR AFTER THE GERMANS SURRENDERED. STRANGE MY FIRST AND LAST MISSION WERE BOTH TO LEIPSIG. I ARRIVED BACK IN THE STATES IN LATE MAY 1945, AND HAD MY 21ST BIRTHDAY ON JUNE THIRD. PRETTY GOOD, 60 COMBAT MISSIONS BEFORE I WAS TWENTY ONE.



Hi RCCR'ers :

Dick and Betty Smith will be visiting Rochester from 2 July -7 July. Hope to see you all at the Club Picnic. Till then, Keep Em Flying ,
Dick



Notes

from the prez



Trevor Ewell

First, I want to thank the twenty people who came to the work party on Saturday, May 24th, at Bolling Field. Many hands made light work, and we filled -in over one

hundred hoofprint holes in less than two hours. George Hartman's organization ahead of time is really appreciated here. I think it was a great turnout - especially since it was Memorial Day weekend, and many people were away. The field is in the best shape it has been in for a long time. More than half of us stayed and enjoyed a great afternoon of flying in fine weather.

Just as a reminder, please fly to the West and South of the pit area at Bolling. Also, please use a good muffler. Never go to the North past the full-scale runway. If we follow these rules, the neighbors to the North will not be bothered by noise. They have complained in the past, before we adopted these limits. The driveway at Bolling is very firm with just a few small ruts. It can be safely used by everyone. We hope to add some stone to fill the ruts later in June.

Thanks again to George Hartman, both fields were rolled with a 12-ton vibrating roller on Friday, May 23rd. It was interesting to watch a bulldozer pull the roller out of the ditch at Northampton where it got stuck.

Please come and pitch in at the Fun-Fly at Northampton on June 7 & 8, Saturday & Sunday. Call Don Ogren at 716-889-9255 with your offers of help. He could also use some help on Friday, June 6, for set-up.

We are trying another new method of communication, and that is a phone voice mailbox. You can dial 349-7227 (or FIX-RCCR in letter keys) at anytime without charge, and hear a message from me. Topics will include info on Tuesday nite weather conditions, up-dates on the Fun-Flys, meeting topics, etc.. You can leave me a message, or question, after the tone at the end of my message.

Don't forget the first meeting of every month (on the 2nd Wednesday of the month) during June, July, & August will be at the Salem Church. The second monthly meeting (on the 4th Wednesday of the month) will be at Bolling Field. All meetings will begin at 7:30 pm. Come out to hear the latest news, and interesting programs.

That's all for now - don't forget to check our phone voice mailbox regularly for up-to-the-minute news.

Trevor



CLUB VIDEOS

by Jerry Joseph

Following is a list of the videos that are in the RCCR Library. If you desire to checkout a video, give Jerry Joseph a call, 244-1981, and he will make arrangements to get it to you.

Air Show 6/2/90	NA 6
Attack Carrier Trilogy	NF 683
Aviation Heritage, Part 1	NF 696
Aviation Heritage, Part II	WH 6
Aviation Unusual Highlights	BA 29
B29, A Plane for a Mission	
Battle of Britain	
Down to the Wire, Wings of Eagles/Gold	NA 34
Flying the AH-1G Cobra Gunship	
Fun & Float Fly; RCCR & Glider & Combat	1995
Kamikaze	CB 12
Mighty Warbirds	
Naval Aviation Action, Part 1&2	BA 62
Proficient Flying, Volume 1	
Proficient Flying, Volume 2	
R/C Video Magazine Volume 5	
R/C Video Magazine Volume 6	
RC Video Magazine Volume 3	
RC Video Magazine Volume 4	
RCCR Scale Rally & Fun Fly	1988
S-T-A-R-S Meet 7/11/92	
Shoot to Live Rear Gunner	BA 18
Story of Naval Aviation, Attack Carrier	NA 27
Striking Back, Byron Air Show	
Tailspin Tommy, "Stunt Pilot"	
The Navy Flies On	NA 57
Threshold, The Blue Angels	
Vintage Wings	
Warbird Checkout Series	RS 7
Warbird Checkout Series	RS 9
Warbird Checkout Series	RS 17
Warbird Checkout Series B 17	RS 10
Warbird Checkout Series T-6/SNJ	RS 14
Warbird Checkout Series T-6/SNJ	RS 15
Wide World of Flying	



From The Editor

It was difficult this time to find room for all the goodies. I gave priority to Spider's Story. For those who didn't know this story, I hope you found it as fascinating as I did. Dick Smith plans to be at the Fourth of July Picnic. Some late additions: Skaneateles is having a swap meet Sat. June 21, & a Fun-Fly Sun. June 22. Call 315-685-7737 or 315-673-3953 for info. The Fun-Fly June 7 & 8 is rccr's largest event of the year. There will be many modelers from many parts of NY, and some from other parts of the US and Canada. I recommend you don't miss this one.

Please help us keep the records. If your name is listed here, please call Phil Slater, Vice President of Membership, 716-392-4208, and advise him of your intentions to update your membership status. Then he will be able to have me update the mailing address list and insure that all active members continue to receive the news letter: Braiman, Burns, Cropp, Denton, Douglas, Favreau, Fister, Goll, Groth, Hawkins, Holcomb, Huryn, Hyman, Keck, Kerr, Kenney, Knowles, Kuyt, Lamay, Lotta, MacDonald, Mance, Mastrogiovanni, Maynard, McGrath, Meyers, Robert Miller, O'Neill, Oppenheimer, Ouriel, Parsons, Parzych, Rockwell, Scheda, Schläffer, Sessa, Tim Slater, Stevens, Tulley, Wassner.

'95 Fun Fly

Northampton Park



May 24 '97 Spring Cleanup

Bolling Field



Here are the Field Rules as posted at the fields. When at the fields, take a glance at the AMA Safety Code, and remember that our club has determined that Safety happens by choice not by chance. Have a good month, I hope to have a July 4th issue for you. Bob McClure

No flying over the pit area
Flying hours are 10 am till sunset
Alcoholic beverages are prohibited
Flying higher than 400 feet not permitted
Full scale aircraft always have the right of way
Keep area clean - dispose of trash in proper receptacles
Tuesday evenings from 4 pm till sunset is reserved for training
All engines must have a muffler-no open, flow thru, or stack types
No one is permitted beyond this point (fence) without a current AMA insurance card - no exceptions
This flying field is maintained by the Radio Control Club of Rochester in cooperation with Monroe County Parks

(The AMA National Model Aircraft Safety Code is also posted)

A current AMA card is required to fly
No card - No fly - No exceptions
Be ready to fly when your turn comes up
Maximum of four planes in the air at one time
Transmitters must be impounded when not in use

No flying over the pit area
Flying hours are 9 am till sunset
Alcoholic beverages are prohibited
Flying higher than 400 feet not permitted
Full scale aircraft always have the right of way
Keep area clean - dispose of trash in proper receptacles
Your AMA card must have a RCCR club sticker on it to fly
Guests of a RCCR member are limited to fly one day a year
All engines must have a muffler-no open, flow thru, or stack types
Tuesday evenings from 4 pm till sunset is reserved for training
This field is maintained by the Radio Control Club of Rochester

(The AMA National Model Aircraft Safety Code is also posted)

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The Genesee Valley Aero Modelers held their second Annual Float Fly at Sandy Bottom Park in Honeoye, NY. Saturday, May 17, was dull and chilly and breezy. From Pennsylvania, Ron Miller's WWI Taube was the first off the water. I only was there Saturday morning, but I'm sure the event was well attended. The weather improved for Sunday, and I'm sure that Dick Parshall, CD, was enjoying using his microphone to keep things hopping.



At the Aero Guidance Society Spring Float Fly in Greenwood Park, NY, May 17 & 18, you would have seen that this guy loves model aircraft. He loves to build 'em. He loves to fly 'em. And he definitely has some attachment to wings.



The line of planes on the Greenwood beach indicate that it was another beautiful day and a perfect place for just another cub. This is one beautiful place to fly. The park officials are most accommodating, and they really know how to maintain a park. We hope that the AGS keeps holding this Spring Float Fly and also the Float Fly in the last weekend of September.



DAN'S CRAFTS & THINGS

Radio Controlled Cars,
Planes, Boats, Helicopters:
Supplies, Parts & Repairs:
Kites, Rockets, Pine Cars,
Plastic Models, Slot Cars,
Trains: HO, N, O, G, Lionel,
Tools, Woods, Glues, Paints,
Brushes, Airbrushes, Die Cast.

352 Empire Blvd.
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