

# TREVOR'S STORY

August 19, 2006 told by Trevor Ewell to Shirley Hunter



I was born in Wyoming, NY in 1937 on a small dairy farm, and went to the U of R to study Chemical Engineering. I graduated in 1959 and went to work for Eastman Kodak in their Chemical Manufacturing Division. I worked for Kodak for 36 years and retired in 1995.

In 1965 my parents were wondering what to get me for a Christmas present and they bought me a control line Cox model airplane which I flew in the parking lot in winter (it was COLD!), but I didn't like flying the plane on the end of a string. At the end of 1966, KPAA (Kodak Park Athletic Association), which had a model airplane club as part of this, held a meeting at the end of the famous blizzard in Building 28 of Kodak Park. The blizzard lasted two or three days and Kodak was shut down. It was dead calm and the air was fresh in contrast with the normal smell of auto fuel. It was just like the dairy farm. Don Steeb, Bob Kesel and Dick (Spider) Smith were among the members of the flying club. I learned about R/C models. Bob Kesel gave me some advice and I spent \$550.00 on a radio analogue DB5. That was a basic unit with four servos.

I bought a yellow MonoKote deBolt Live Wire Champ that winter and in the spring and summer of 1966 Bob taught me to fly in the Lee Road ball field on Kodak property. I liked it right from the start. MonoKote was new at the time. The wing was light. That was the only plane I had that year. One time it came down and hit some electrical wires on the way down, stopping a motorist who thought that it was going to come down on his car! I soon realized that one plane was not enough! In the second winter (1966-67) I part built a deBolt midwing, I can't remember the name, and later finished it and flew it in March at Lee Road. There was still snow on the ground! It had a 46 two-stroke engine and rear rotor. I had the plane for two years. It snapped in when the rudder and elevator controls were set too sensitive. I still have the Champ.

I didn't fly much in the summer of 1967 because I bought a house. I did some flying in 1968 flying a low wing Lanier model. I think I gave that plane to Al (Sertl).

The club was negotiating a new field at Northampton Park, the same one we have now, and in 1968 it opened up. We also flew in the old glider field by the ski lodge.

I was always interested in W.W.II planes. I'm not sure when I bought my first one or what it was, but very early on I purchased a P51 built by Greg Kesel. I flew that for several years then I gave it to the club to raffle off. Along the way I

had an Aeromaster which I flew quite a bit with Jerry Joseph's help out of Kodak's field at Elmgrove. That was on the north side of the west entrance to Elmgrove. I would take a half-day vacation to fly there. There was a lot of traffic going by. We lost that field when Kodak made it available as a ballpark. We were moved to the north on the same site, but the field had to be cleared. That was available for one or two years before it was closed down. By this time Northampton Park was open.



While I was working I was too busy to attend meetings. I just flew. But in 1995 I retired and started going to meetings more.

Through one of the hobby shops I met Larry Smith who was a retired W.W. II P51 Sergeant Pilot in the Pacific in 1944. He had lots of tales to tell. He flew biplanes in Rochester in the late 30s. He was friendly with a wealthy woman who owned airplanes somewhere on West Ridge Road. He went into the air force training program which he hated as he already knew how to fly! But he had to do it by the numbers, and he did become a P51 pilot. In Guam when 50' off the ground, his engine quit. He ended up nose forward in the sand. The engine was forced back into the cockpit and into his chest, making a cavity the size of a fist. That ended the war for him, but miraculously he survived.

In 1970 Kraft came out with the first miniature servos. I had used the analogue radio (DB5) for 5 years with standard servos. There were four of them, with no reverse and no change of travel. That was it. I bought the Kraft radio for miniature servos from Ray Edmunds Hobby Shop. It was a 5-channel single stick radio. In 1975 I went to Toledo where I saw miniature servos which had switches inside the case to reverse servo direction.

About that time there were two hobby shops in this area. Ray Edmunds owned a shop on route 15 Mount Hope, and Herman and Blanche owned the Herman Hobby Shop on Dewey Avenue. Blanche ran the shop. Herman sat on a stool at the back of the shop where he didn't bother anyone, which was good because he could be very caustic at times. I did most of my business there in my lunch hours from Kodak. In 1980 Blanche retired and sold the shop. A fellow called Ed opened up a short way south of theirs on Dewey. He lasted a couple of years and then went broke. Another couple in their thirties bought the business and opened up at Lyell and Mount Read Plaza. The wife ran the shop and the husband ran around!!! That shop went broke also in a couple of years. Then along came Charlie, who was still working at Kodak and about ready to retire. Charlie and his partner opened a hobby shop on the south side of Lyell Avenue near route 390. I think that Ed from Dewey Avenue was the first owner. His wife was on the second story running a hairdressing shop. Ed went broke and Charlie and his friend from Elmgrove took it over, were there for about a couple of years and then moved to the present location in Lyell Plaza opposite Wegman's. Charlie ran the shop himself initially and with the partner for several

years. Then the partner left over a disagreement. Charlie sold the shop to Al and Barb Koza who ran it for 10 years, and Barb has run it herself for over two years since Al's death. When Ray Edmunds died, his shop was taken over by another fellow for 10 years who then died of cancer and gave money to the Webster Club, which built a Clubhouse.

Edmunds Hobby Shop closed and his plastic sign was saved for a few years. Dan's Crafts opened but I'm not sure when that got going. Performance Hobbies in Webster opened 7 or 8 years ago and has been the largest one in this area for the past few years.

There were two separate clubs at Kodak for a while. Then RCCR went out on our own and met several different places, from CAP headquarters at the airport, to the Universalist Church downtown, to John Knox on W. Ridge Road, and to Salem where we have met for 20 years, courtesy John Lowe who was a free flight flyer RCCR member and a Salem member.

Back to Larry Smith. Larry built but didn't fly. I decided to have him build for me. He built an airplane a year, W.W.II planes. He was a very good builder. He used epoxy and covered with MonoKote. He never used any paint in the house because his wife could not tolerate the smell. He was an expert with MonoKote, being able to cover the fuselage with one piece. There would be one seam along the back.

Before Larry built for me, Mike Montrois was my builder. He was an outspoken character. I did all the mechanical hookups, because he was not mechanical and his hookups were a nightmare. But his finishing jobs were beautiful. He did use paint. He built a P38 for me, which was quite a handful to fly. Mike's brother worked in an art shop at Kodak, and made all the insignia. He made the Confederate insignia for Lefty Gardner's P38. Mike built a FW190 D9, the long nose, which I still have. It's a nice plane. Mike drove a truck in the summer, so he could only build in the winter. After a few years he got into other things, and so I went to Larry Smith.

Larry built several planes for me. A P39, and an ME109. He built Navy planes too. An F4, F6, a twin F7, an F8. I learned how to fly twins then and took the F7 to some model shows including Erie PA. Larry developed leukemia and died of the disease in the late 80s. He had built for me for 10 years.

Gordon Stocks then became my builder. He built my B24, which took 4 or 5 years. Gordon built but did not cover. That was done by Bud McDermott from LeRoy with MonoKote. Bud has been building now for me for 10 years or so. He's the most complete builder I've worked with. He does everything. So when we build, I install the engine and Bud does the rest. My builders and I have built the B24, P51 and all the major fighter planes of W.W.II. on both sides. That's a total of 36 or 38 planes kept in my basement!



I enjoy the B17. I helped Tom Forsythe modify the B17 with Bud's help to make it flyable and reliable. We added onboard glow systems, fuel pumps, a pitot tube to give us speeds, mainly approach speeds on landing. The steering is with the engines. The first time we tried to fly it was at Geneseo Airport and the main wheel came off. The second time we flew off the main runway. We were there for an airshow too but didn't get to fly it. We test flew the B17 at Hendershot in Hilton, NY two or three times. The plane has now had 35 flights in 2 years. We've flown her for RCCR events, at Hamburg, and at Airshow North for 2 years. We took her to Kitchener last year but did not fly. The B24 has had 24 flights. It's a heavily loaded airplane at 17 pounds on 900 square inches. It flies and lands fast. That takes time to put together because I can drop 8 bombs out of it so the fuselage is full. It has 14 servos, two battery packs, two receivers. It's so much work to put together I haven't got back to it in several years.

I've flown several twin engine planes. I've flown a British wooden mosquito which will roll fast as straight as an arrow. It only holds 6 minutes of fuel. I've added 6 oz of fuel but have not test flown her yet.

As for the RCCR. I had no time for meetings when working, only time for flying. I was the president in 1997 and 1998. During that time there was a controversy at Northampton over the issue of full sized planes flying to and from Ledge Dale. In October Northampton was closed. A plan was put together to add an observer to model flying activities. The park opened for R/C flying again in December 1997.

About noise abatement..... Lance Keppler complained about the noise of flying model airplanes. In order to test for noise, a task force was put together consisting of Lance Keppler, Parks Department people and representatives from Ogden Town Board. There were three or four listening stations. Quiet to noisy planes were flown and the groups rated the noise. Everyone got together after the test for feedback, and generally the noise was not felt to be too bad. The loud planes at the time were asked to stay away from the west perimeter of the park. Currently we are asked not to fly west of the west end windsock. Since that time Lance has not complained. Noise is monitored all the time.



I've always been involved in training. Jim Warner started training night 10 years ago at Northampton Park. For one year Bolling field was used as well. An award for training was made by one of Jim Warner's students, and that has been added to the list of awards made at the mid-winter dinner. Jim was the first recipient."