



The R/C Flyer

Volume 28, Issue 11

November 2004

Swap Meet– November 11, 2004, Clear Lake Park Building – 7:30 PM

October 2004 Meeting Minutes

By: Mike Goza, JSCRCC Secretary

The Meeting started at 7:08pm 10/14/2004

Old Business:

Oct 23 will be our fun fly date. Everyone come out and attend. Herman Burton will CD the event.

Prop Nuts Helicopter fun fly is Oct 16th and 17th.

Club flyers will be resurrected and distributed to local hobby shops to let people know about the club.

New Business:

Herman Burton brought up the fact that one of our tables needed repair. He will fix the table in the next couple of weeks.

Don White brought up the idea of doing a short swap meet right before the auction. Alvin does this at their auction. Basically it allows the seller to take an offer before the auction. Therefore, he/she will have a good idea for a minimum bid for the auction based on interest during the swap meet.

There was also a discussion about changing the format to a swap meet. During the meeting it was decided to have a swap meet this year. Flyers, both electronic and paper, will be distributed to shops and clubs.

Bayport big bird fly in is Oct 16th and 17th.

Frank Underwood volunteered to be the club safety officer to comply with AMA rules. The new officers will decide among the candidates to determine the final selection via the AMA rules.

The new club officers by a landslide vote are:

President: Herman Burton

Vice President: James Lemon

Treasurer: Dave Hoffman

Secretary: Mike Goza

Mike Goza attended the USA Team Trials for the helicopter world championship team. He was a judge at the event and saw lots of great flying. The team that will represent the USA in Zamora, Spain in 2005 is Curtis Youngblood, Wayne Mann, and Len Sabato.

Model of the Month (MOM)

Tas brought his digital camera/video setup to the meeting where he showed his setup for taking pictures from the air. He basically straps it to the side of the aircraft with a micro servo attached to trigger the shutter. Tas pointed out the pitfalls and successes with his equipment. He brought a laptop to show the AVI files that he has taken with the cameras. Thanks for showing it to the membership.



Tony Zinn brought in a glow powered Olympic Challenger with a 0.28 engine. This is quite a change for Tony since he normally flies electric.



Glen Pope won MOM with a kit bashed Sig Four Star 60 kit. He added a turtle deck and other modifications. He used a Japanese color scheme from WW II. The plane is powered by a Super Tiger 90 and has plenty of power.



Glen Pope with his MOM

Entertainment:

No entertainment this month.

Meeting adjourned 8:17pm

New Club Officers



From left, Secretary Mike Goza, Vice President James Lemon, President Herman Burton, and Treasurer Dave Hoffman

FANTASTIC FUN FLY

The weather was pleasant, the rain held off, and a marvelous Fun Fly was held at our flying site Saturday, October 23, 2004. Over 15 people were present for the event, and 11 pilots signed up to participate in the fun. Events were chosen so that any pilot, regardless of skill level, would have just as good a chance of winning as the most experienced pro. In between and during the events, fresh donuts and kolaches from Shipley's, plus lots of liquid refreshments were provided for everyone.

BLIND FLIGHT

The first event was the Blind Flight. This event is where the stop watch is started when the airplane's wheels leave the runway, and stops when the wheels touch down. The closest time, estimated by the pilot, to exactly 60 seconds wins.

All eleven pilots participated in the blind flight, and a few had some really close "guesses" to keeping their planes in the air for exactly one minute. The results are:

First place – Herman Burton	time of 1:00:29
Second place – Paul Uranga	time of 0:59:28
Third place – James Lemon	time of 1:00:65

Although not in the money, James Hornsby had a time of 1:01:19.

Can you believe Herman beat out the second place contestant by only three hundredths of a second? And can you further believe only 37 hundredths of a second separated second and third? Wow! Now that is close guessing.

Congratulations to all the pilots.

ALARM CLOCK PYLON

This event is a lot of fun. Luck enters the equation for success, but anyone who entered had as good a chance to win as anyone else. But, your airplane engine has to run, you have to get airborne, and you must fly for a couple of minutes to be able to be in position to have the checkered flag waved for your plane as you cross the finish line. Several of the pilots who had participated in the blind flight experienced mechanical problems, and only 8 pilots participated. To minimize the possibility of "mid-air", the decision was made to fly 3 heats, with the winner of each heat competing head-to-head for the overall winner.

The event proceeds along these lines.

1. Start engine and take off.
2. Circle pylons until all contestants for that heat are airborne.
3. Time starts when whistle is blown.
4. First contestant to cross the finish line after the second whistle blows is the winner.
5. Stay airborne until the CD tells you to land.

Heat #1 was won by Paul Uranga, heat #2 by James Lemon, and #3 by Wes Penni.

These three then competed for the event championship, and the winners were

- First Place – Paul Uranga
- Second place – James Lemon*
- Third place – Wes Penni

*James Lemon was elevated to second place when Wes Penni was disqualified for taking a shortcut across the field, and not following the course layout.

CLIMB 'N GLIDE

This event is precisely what the title indicates. Specifically, a 20-second climb is allowed for each pilot, who then coaxes his plane into the wind to stay aloft as long as possible.

Eight pilots elected to participate, and times ranged from almost a minute to over 2 minutes. The final results are

- James Hornsby – 2 minutes, 32 seconds
- Wes Penni - 2 minutes, 12 seconds
- Herman Burton – 1 minute, 54 seconds

Two new names are in the results of some of the events. These 2 men, Paul Uranga and Wes Penni, were at the field when our members arrived for the Fun Fly. They both work

for a NASA contractor, and are badged, this having access to the flying site. They are both good pilots, and in the spirit of comraderie, were invited, by consensus, to join in the fun. They accepted, and proved their skills by being extremely competitive. Not being club members, they will not receive any cash awards, but were invited to join the JSCRC Club. We hope they accept.

The rain arrived just about the time the last event was complete. Everyone seemed to have a good time. Be sure and join us for our next FUN FLY. New and entertaining events will be discussed at our next regular meeting in December.

100 MISSIONS OVER KOREA

TEXAS THUNDERSTORMS IN SEOUL

By Herman Burton

[Printed with the permission of Lt. Col. Richard H. Schiebel, USAF, retired, from correspondence to his parents during the Korean War. He now resides in Galveston, Texas, where he takes long walks with Smokey, his faithful terrier. This is the concluding chapter of his combat mission experiences in the early days of that war.]

Lt. Schiebel, by late April of 1951, is now flying out of a base in Seoul, Korea, code named K-16. The North Koreans and Chinese Communists have advanced very close to Seoul by now, and the young pilot describes the situation in a letter to his parents.

29 April '51

2100

Seoul, Korea

Dear Folks:

The ground is just shaking from the artillery bombardment that is going on about 2 miles N. of here. It sounds just like a thunderstorm in Texas in the middle of the summer. This is really a momentous day in my life. I'm nearer to the war than I've ever been, or hope to be. The Reds are within 4 miles of Seoul on all sides, but all the ground officers are cocky about our ability to hold the line. I don't see how they expect to do it. The Reds have paid dearly for the miles they got in the last 4 days, & now we

are ready to put up a real battle. We flew balls out today again, and I got 4 missions in. I now have 92, and if we hold out here a couple more days, I'll have my 100 in. I don't know how many over 100 I'll have to fly, but I think I'll be able to get an R & R after 100. Maybe by the time I get back our replacements will be in. I went to K-9 Thursday night after my last mission, and got 2 very nice days of rest. It rained both days, & that made it doubly nice to sleep and write letters. Four of us left K-9 this morning and got in a mission, landing at K-16. I didn't get off again until about 1430, but I got in 4 altogether today. The one this morning was a recky and we found a cache of trucks. We destroyed 4 & damaged 2. The second was a C.A.P. for a downed pilot whom they failed to rescue. We unloaded our armament on a ridge, went home and reloaded & got a close support east of Seoul, then went home and reloaded & did the same thing again. One mission was 35 minutes long, and the others 20 minutes. Boy, that's the way I like them. I must say I'm dog tired right now, & feel like I can sleep through all the bombardment. BOY! There goes a real salvo! I'll bet they fired 100 guns!

Lots of love, Dick

After completing 96 combat missions, the constant strain of flying, being pumped up and running on pure adrenalin, watching his buddies getting shot down and killed, finally take their toll. Nearing both physical and mental exhaustion, Lt. Schiebel is sent to Tokyo for R & R on May 1, 1951.

6 May '51

2330

Tokyo, Japan

The day after I arrived here, we went out to the golf course, a 45-minute rugged Jeep ride, to play a round. We found a jillion people waiting to tee off, and since it was at least a 2-1/2 hour wait, decided not to play because my head ached and I wanted to go to the doctor. I went back to town and went down to the dispensary to see if they could relieve the pressure in my sinuses. The doctor gave me about 5 different kinds of pills & told me to come back in the morning.

On Friday I slept late & then went back down to the hospital. The doctor gave me some pills derived from morphine to help ease the pain. After a little shopping, my sinuses began to kill me again, so I went back to the hospital. They used a suction machine like one used on me

when I was 11. It didn't do any good, so I took another pain killer.

Saturday I was down most of the day with my sinus pain. I went to the hosp. again & they tried draining them again, but to no avail again. I took two pills, & finally got relief, but felt dizzy as a result of the pills. Took some heat on my head, & that helped a little. Shopped a little in the afternoon & then went back for more heat. Felt much better by 1600, so went to bed & slept 'til 1900. I went to the dining room downstairs and got a huge steak & shrimp cocktail & gorged myself. There was a floor show at 2230 which I thoroughly enjoyed.

It was wonderful to talk to you on the phone. That did my moral a whale of good. I was pretty low there for a few days, but talking to the two of you has cheered me up tremendously.

Love, Dick

During wartime, strategic planning causes sudden and unexpected changes to the "status quo". And to the young and uninitiated, having your flight group literally dissolved while on R & R results in some interesting duty; but not in a combat airplane cockpit!

12 May '51

Chinhae, Korea

Dear Folks:

Well, I got back from R & R on the 9th, and found upon returning that our group had been dissolved. Our 2 squadrons had been merged into one and transferred to K-10 at Chinhae, 45 miles west of Pusan.

I took a train out to Tachikawa Wednesday morning, and caught a C-54 to K-9 at 1730. I found your 2 latest letters waiting for me when I got home. I had planned on spending the day writing letters, but on the way to the latrine the next morning the Col. collared me and asked me to go over to Ashiya on the mainland to pick up a piano and ping pong table he had scrounged. I left by C-47 to Itaxuke at 1045, and spent most of the day there. We ate steak and shrimp at the club and I shopped at the P.X. When we finally got off to Ashiya at 1600 we found a C-119 on the runway with a flat tire, so we came back to K-9 without landing. So, all in all, we wasted the whole day & didn't get the piano and ping pong table the Col. had sent us after.

When I got back I was told I would lead a truck convoy to K-10 the next morning. We took off at 0700 with 14 trucks and 3 jeeps. It took us 3 1/2 hours to go the 45 miles because of the rugged roads, but the scenery was beautiful. If you can stand the smell of the "honey-fed" fields, you can appreciate the views. After we got there, we unloaded the trucks and the men got into their quarters.

The reason for the move is to get all the F-51s in Korea on the same base. We are now attached to the 18th Group, but are still in the 35th, which moved by name only, back to Japan.

Well, I've written 6 letters today, & my pen is almost dry, and my hand about to drop off. If I missed answering any questions it's because your letters are in my trunk which is nailed shut. I'll get them out and answer them in my next letter.

Love, Dick

Finally, the day arrives the young Texan has been eagerly waiting.

16 May '51

1015

Seoul, Korea

Dear Mom and Pop:

Just a short note to let you know that I have completed my 100 missions safely, and will not be flying any more combat. It's a wonderful feeling, almost indescribable.

I will leave for K-10 this afternoon and begin my wait for orders home. Don't know how soon it will be, but possibly 60-90 days.

I finished up 100 missions in 94 days since 11 February, and got about 20 days leave during that time, plus all the bad weather days.

I'll write Saturday or Sunday my usual long letter, but I just wanted you to know the good news.

Love, Dick

100 combat missions over Korea! Wow! What an experience to have both lived and survived. In personal conversations the author has had with Dick, he has stated the time spent flying F-51 Mustangs in the Far East was the most satisfying time of his life. It was fun, exhilarating, thrilling, interspersed with brief periods of sadness, exhaustion and occasionally slight depression. But, overall a thrill beyond description! Good luck and God were his constant co-pilots!

Richard H. Schiebel returned to the United States in June of 1951, having been awarded the Distinguished Flying Cross, the Air Medal with Two Clusters, the Korean Campaign Medal, and the Korean Presidential Citation. He chose a career in the United States Air Force, retiring as a Lt. Colonel in 1968.

Editor's Note: This is the last article in the series "100 Missions over Korea" by Herman Burton. Thanks Herman for an outstanding series of articles. It was awesome reading! And to Lt. Col. Schiebel, a very special THANK YOU for a job well done. We cannot even begin to feel the emotions you must have felt during those 100 missions. We are for ever indebted to you and your fellow flyers for the many sacrifices and demonstrations of raw courage. We thank you!

Coming up – Club's First Swap Meet

Get ready folks for the club's swap meet to be held in place of the November meeting. Sort through your stuff and pick out what you no longer use or need and start saving your pocket change (?) to purchase that item you just have to have. Mark your calendars – November 11th. See attached flyer for more information.

Upcoming Events

By: Editor

11/6/2004: Jetero's 2nd Annual Night Fly at Jetero Club Field, Huffman TX. John Forestieri is CD and can be reached at 713-594-8901.

11/13/2004: Toys for Tots Fly In at Shively Field sponsored by Houston Sports Flyers. Mark Hunt CD, 281-290-0327.

Some Humor

From the internet

Never let it be said that Aussies, especially airline personnel, don't have a sense of humor!!

After every flight, pilots fill out a form called a gripe sheet, which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The mechanics read and correct the problem, and then respond in writing on the lower half of the form what remedial action was taken, and the pilot reviews the gripe sheets before the next flight. Never let it be said that ground crews and engineers lack a sense of humor. Here are some actual logged maintenance complaints and problems as submitted by Qantas pilots and the solution recorded by maintenance engineers. By the way, Qantas is the only major airline that has never had an accident.

(P = The problem logged by the pilot.)

(S = The solution and action taken by the engineers.)

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

(Editor: the rest next month, space permitting)

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The R/C Flyer

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THE FIRST JOHNSON SPACE
CENTER RADIO CONTROL CLUB

SWAP MEET

NOVEMBER 11, 2004, 7:30 PM

Time to pick up some bargains on planes, engines, and accessories. Clean out the workshop of un-needed items. This year's swap meet, like our annual auction, promises to become a Houston tradition.



Cost is \$1 per person, buyers and sellers alike. Come early, set up your stuff on a table, and get ready to swap, trade, sell, bargain, for a fun evening for all!

To find us:

From I-45 S, go east on NASA RD 1, cross Hwy 3, continue on NASA RD 1 and after passing the Hilton Hotel, take a right at first traffic light into parking area of Clear Lake Park, 5001 NASA Rd 1.

From Hwy 146, go west on NASA RD 1 and take a left at light into Clear Lake Park.

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