



The R/C Flyer

Volume 28, Issue 7

July 2004

Next Meeting – July 8, 2004, Clear Lake Park Building – 7:00 PM

June 2004 Meeting Minutes

By: *Mike Goza, JSCRCC Secretary*

The Meeting started at 7:10pm 6/10/2004

Old Business:

Safety issues - Herman Burton discussed the safety fence. It was decided that it was not needed since that was more for spectator control which we don't have a problem with. Safety restraints and closeness of the cross wind runway to the canopy were also discussed. Two safety restraints for aircraft startup will be constructed. Charlie Teixeira also gave some comments. He suggested moving the cross wind runway further away (east) from the canopy area. We also discussed the old business of removing the radar screen. The club is not allowed to remove it, but a request has been reiterated to JSC. They had agreed in the past to remove it so we will just have to wait. Moving the crosswind runway will be considered when the radar screen is removed by JSC.

The club has decided to put up a "Keep Left" arrow and a "Stop" sign at the junction to the field. We will check with JSC to see if we can get a sign from them or we will pay for one ourselves.

The Fun Fly took place with 7-11; Dice Roll and 2 minute touch and go events. All present had a great time. Prize money was distributed at the meeting to the top three finishers in each event. Another Fun Fly was suggested for the October timeframe.

The club is now in its refurbished home. As part of that, we no longer have to bring ice to the meetings. The recreation center will provide that free of charge.

New Business:

Mike Goza announced that he was selected as the USA F3C Helicopter World Championships Team Manager. The event will be held in Zamora, Spain in late 2005.

There are new frequency pins at the field. They look very nice and were needed. Thanks Hoffman!

Prop Nuts is having a big bird event on the July 4 weekend. Everyone check it out.

Texas City is also having a big bird event on June 19. Check this one out as well.

Model of the Month (MOM)

Phil Elton brought an Ultimate Kaos. It was covered in Monokote. He used Ritz dye to tint the canopy.



James Lemon brought in a plane to show that was under construction. It is a T2A Mark IV with a fiberglass fuse and foam wing.



Mike Laible with his MOM Bearcat

Terry Dunn brought in another electric airplane built from foam gliders from Wal-Mart. He has an article in Fly R/C Magazine and there will be a follow up article as well. This F-86 model uses two small electric motors mounted on the trailing edge of the wing.



JR Gautreux brought in a Super Reaper RAM 750 turbine powered delta wing jet. It holds 90 ounces of fuel. After about 4 minutes he starts looking for the runway. The model is complete with air brakes on the wheels.



Mike Laible brought in his refurbished scratch built Bearcat. It is powered by an ST3000 motor. Mike had stripped it down to the wood again and refinished the entire aircraft. He tried out panel lines and plates on this model. Mike won the Model of the Month award for June.

Entertainment:

John Boyle, club president, gave a presentation on his latest hobby, "Power Paragliding". It was very informative and an excellent example of how some of the latest technology is being applied to everyday (fun) things.



Meeting adjourned 8:45pm

We Have an Author!

By: Terry Dunn

I just wanted to announce that I finally got a magazine article published! In this month's issue of FlyRC magazine (August), I have a how-to article about my foamie chuck glider conversions. All of the in-flight shots were taken at the club field, though not much is recognizable. I submitted many photos with Rocket Park in the background, but the only one published was used as a watermark.

This article is a no-frills conversion showing the basic techniques I use. The plan is to print a follow-up article in a few months explaining how I use the chuck gliders for "scale" projects.

For those who aren't familiar with FlyRC, it is a new magazine (this is the 9th issue) that covers the full range of RC flying. It has been very well-received by the RC crowd since the inaugural issue. I'm honored that they chose to print my article.

For anyone interested in checking out FlyRC, I've seen it available locally on newsstands at Barnes and Noble and Kroger Signature. Or you can go to the web-site: www.flyrc.com. The newsstand date for the August issue is advertised as 6/15. However, I received my issue in the mail 6/1, so it may be sooner.

100 MISSIONS OVER KOREA

By Herman Burton

[Written with the permission of Lt. Col. Richard (Dick) H. Schiebel, U.S.A.F., retired, from personal letters he sent back home to his parents while on active duty in Korea. Dick currently makes his home in Galveston, Texas. He and the author have known each other over 50 years.]

THE FAR EAST

5 Feb. '51

"Dear Folks:

This is my first letter to you from Tokyo, so save it for me to remember years from now."

And so starts 2nd Lt. Dick Schiebel's letter to his folks back home who live in Dallas, Texas. Dick has just arrived in Tokyo, Japan, from Little Rock, Arkansas, where he had gone to work in 1945 as a teacher and coach at the junior high school. He had received his wings after completing flight training in May 1944, and was a flight instructor for B-24s. He was training in the new Super Bomber B-32, preparing for combat against Japan in 1945, but the war ended and he was too late to see active duty in either the European or Pacific theaters of war. He had joined the Arkansas Air National Guard when he moved to Little Rock to start teaching, and was called to active duty for the Korean War in 1950. By the time he was processed and cleared for duty in the Far East, Valentine's Day was rapidly approaching.

Dick had arrived with other pilots, bombardiers, and medical personnel. In short order, after being processed near Haneida Air Base, he finds out he has been assigned to the 35th Fighter Bomber Group headquartered in Pusan, Korea.

"From all the guys I have talked to, the 35th is a good outfit, and everyone is enjoying their tour very much. I met a fellow who went through Cadets with me in Tokyo last night, and he had just completed 125 missions in F-80s. He said it was pretty rugged, but he said he was there from last June, when it was really rough. He says that the F-80s must do 125 missions and a 28 day tour as F.G.C., (forward ground controller) before rotation, & that F-51s must do 100 missions and a 28 day tour as F.G.C. duty, so that makes only 75 missions flying. I don't know how true that is, so don't get your hopes up.

The cab drive we took into Tokyo yesterday was really a dilly. We had gone about a block before I realized that we weren't on the wrong side of the street, but that they drove on the left hand side over here. All that is required to drive in Japan is a horn and steel nerves. In the 9 miles to town

the horn wasn't silent more than 5 seconds. He blew it on every occasion, and so did everyone else. Same as Mexico, huh?

An interesting thing on the trip into town was the little bucket in front of every shack lining the road. Each one contained a day's collection from the John and an oxen-drawn wagon called a "honey barge" would come along and collect the contents. Some of the fields on the way into town were fertilized by it, & it took a good stomach to pass by without getting sick.

We saw Gen McArthur's headquarters and also the Emperor's Palace. It is restricted against Allied personnel, but you could see a little of it up on the hill across a huge moat and beyond a tall stone wall."

The next day, February 6, 1951, Dick departs Tokyo and arrives in Pusan, Korea, where the local air base is named K-9. He is introduced to his squadron C.O. and is given his first mission.

"Every 4 ½ to 5 weeks each flight goes on a 6-day R & R (rest and recuperation) trip to any place in Japan. My flight is due to go at the end of this month. We are going into Northern Japan for skiing and winter sports.

The tour over here is 100 missions plus a 28-day tour as forward controller. F.C. comes after 15 missions, and is chosen by names pulled out of a hat method. After the tour we are assigned someplace else in the 5th Air Force to finish out the year's duty. They say it takes about 4 months to finish the 100 missions, so I may be through by summer."

Dick's first missions flying the F-51 Mustang go off without a hitch, as he describes in detail in his next letter home.

13 Feb. '51

"Dear Folks:

Well, I'm a veteran in the Korean War now with 3 missions under my belt. I checked out in a one-hour local flight Saturday, and became eligible for combat strikes. On Sunday my flight was the alert flight. We had to be on alert from 0600 to 1130. At 0900 we were scrambled and sent to Pohang, about 65 miles northeast and told to contact a mosquito plane for further instructions. We got up there and the mosquito marked a hill with a smoke grenade where he said 50 to 100 guerillas were sleeping. There were four of us, each with 2 napalm gasoline jelly bombs, 6 rockets and 1800 rounds of 50 caliber. We dropped the napalm and rockets first and then raked the hill for about 4 passes with 50 cal. We were told to rake a village where troops were suspected of hiding. We rocketed and strafed it, setting it on

fire. I don't think there were any troops in there, and I felt a bit bad tearing up the homes while the inhabitants watched from south of town. Such is War.

Yesterday 8 of us flew 350 miles north of base to a town named Tokchore, about 65 miles N.E. of Pyongyang. That's way up in enemy territory, but everything went fine. Our target was a supply dump in the N. section of the city. We had photos, so it wasn't hard to find. We napalmed it first, then rocketed it & then strafed. We left it completely destroyed. One of the fellows in our squadron was shot down by flak yesterday. He was hit in the tail, and only had aileron control. He got it back to Taegu and bailed out. He broke his leg when he hit the ground, though. A pilot in another squadron was shot down by flak Sunday up at Pyongyang & bailed out over water. He was picked up by a corvette, but he died later of shock and exposure. The loss rate in our squadron is very small.

Today we were on alert flight again, and were ready to go at 0600. At 0715 we got the scramble order and headed for Seoul. We got there, and I was amazed at the number of planes that were working the area. Marine F-4Us were working over one area, F-80s and 84s another, and F-51s some others. We contacted our Mosquito over the S.E. outskirts of the city & were told to work over a hill just N. of the Han River, about 1 ½ miles from the center of town where enemy troops were dug in. The artillery marked it for us with a smoke bomb and we really gave it hell. We could see the troops dug into their holes, but you don't have much time to look for them in a screaming dive.

Next morning

The lights went out last night, and while I was waiting for them to come back on I fell asleep & didn't wake up until about a ½ hour ago. My flight is scheduled for 2 ship reekies this afternoon, so we get to sleep late. Two ship reekies is where 2 of us go out to an assigned area and attack anything that moves in that area. They're a lot more fun than the close support, because you can pick your target and you can also see the result of your attack. The weather is bad today, so I doubt if we will do any flying, but it may clear up this afternoon."

And so Lt. Schiebel is now a veteran, and by 21 Feb. '51 has completed 11 missions. Only 89 combat missions left to fulfill his assignment! In the meantime, watch out for CARNAGE ON THE RUNWAY coming up next month.

Upcoming Events

By: Editor

The Bayport Aero Club invitation to fly at their field including free hot dogs and refreshments has been re-scheduled for July 11th. Let's show our appreciation by attending and sharing some good stories and quality flying time.

July 24, 2004: 3d Annual UFO's Over Bayport Night Fly at Bayport Aero Club Field. Contact CD Paul Curry at 281-487-3749 for more information

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The R/C Flyer

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