

# Central Carolina Radio Control Modelers



On the Fly!

March 2017

Editor in Chief: Marc Wentnick

Club Meetings are held at the **Sir Pizza in Randleman** the **2<sup>nd</sup>**. **Tuesday** of every month unless otherwise noted

**Order food at 6:00**  
**Meeting start at 7:00**

413 S. Main st.  
Randleman, NC 27317  
336.495.3400



For directions  
[CLICK HERE](#)



Board  
of Directors

Board meetings are **tentatively** held every **1<sup>st</sup>**. **Tuesday**.  
Time and location to be announced.

Please contact:

Tim Holland  
336.508.5596

[hollandt@triad.rr.com](mailto:hollandt@triad.rr.com)

Ronnie Garris  
336.906.0565  
[rgarris@aol.com](mailto:rgarris@aol.com)



In Loving  
*Memory*

*Ronny  
Miller*

Last month Ronny lost his fight with  
(COPD)

**Chronic Obstructive Pulmonary Disease**

which includes chronic bronchitis and emphysema, is a chronic lung disease that makes it hard to breathe.

For those of us who knew him he was the guy that **WITHOUT** question would help. He taught many to fly both here and in Lenoir where is was a member.

The first day I meet Ronny it was an early Friday morning. I was dating a girl in Lenoir and asked him if there was a place up there that I could possible fly at. In a heartbeat he whips out his phone like a superhero wielding a weapon and calls his buddy Bill. He hands me the phone and the rest as they say is history.

*The world has  
lost a friend,  
I know I have.*



**There's a new  
sheriff in town!**

**Jesse Brinson  
is our new webmaster.**



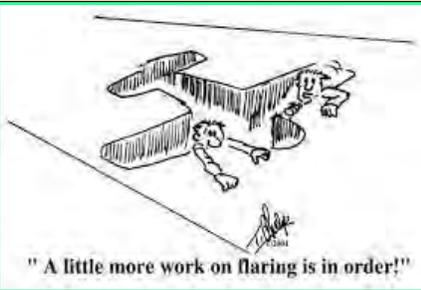
## Scene at the Field



**Take it easy boys!**

We know he'll do a great job. Please forward anything you'd like to share. Don't forget we have a classified section. Looking to buy? Sell? Have a look around!

Jesse's email  
[flagman1515@northstate.net](mailto:flagman1515@northstate.net)



"A little more work on flaring is in order!"



**Mark Willard's new Sig Senior  
Good Luck!**

## March Holidays

- 1** Ash Wednesday.
- 8** International Women's Day.
- 9** Purim begins at sundown.
- 12** Daylight Savings Begins at 2:00 a.m.
- 15** Ides of March.
- 17** St. Patrick's Day.
- 20** International Earth Day - also called Sun-Earth Day.
- 20** Spring (Vernal) Equinox.



**My dog Sheeba  
dragging deer bones**

# March's Aviation History



**In 1909...** President William Howard Taft approves Congressional Gold Medals for the Wright brothers.

**In 1912...** Capt. Albert Berry makes the first parachute descent from a powered airplane in America when he jumps from a Benoist aircraft that is being flown by the company pilot, Anthony Jannus. The aircraft is flying at a height of 1,500 ft. over Jefferson Barracks in St. Louis, Missouri, and Berry uses a static line parachute.

**In 1918...** The first American air casualty in World War I is Capt. James E. Miller who loses his life in a French Spad while flying a practice patrol across the German lines.

**In 1927...** Young American airmail pilot Charles A. Lindbergh registers his entry in the Raymond Orteig challenge for the first man to cross the Atlantic Ocean solo. The challenge and a \$25,000 prize, has been issued in 1920, but no one has so far been successful in making the flight.

**In 1936...** The last great passenger-carrying airship, a veritable behemoth in its day, takes to the air for the first time. The German dirigible LZ 129, the Hindenburg, is powered by four 1,320-hp Daimler-Benz DB 602 diesel engines. The Hindenburg makes its first Atlantic crossing in the record time of 64 hours 53 minutes on May 6.

**In 1961...** The # 2 North America X-15 becomes the first manned aircraft to exceed Mach 4 when pilot Capt. Robert M. White reaches a speed of 2,905 mph which, at the altitude of 77,450 ft., is Mach 4.43.

## The raid on Peenemunde Operation Crossbow

*Our hero Col. Frank Collins has just completed his observation and participation of the raid. His plane heaven's Hope is pretty much shot to heck and so is Frank. Will he make it?*

My ship is starting to shake. This is never a good sign. Crap... oil pressure is falling. Great, here comes the oil. It's spraying all over the cockpit. I better inform Nigel. Nigel says he's going to hang with me. I tell him if I lose airspeed he needs to go on and follow the group. He says he will. I know he is lying. The damn oil on the exhaust manifold is trying to catch fire. If I dive I may be able to blow it out. I put HH in a steep dive and watch the flames sputter. It worked!



My arm is starting to hurt and my sleeve is getting wet. The pounding is starting. I notice the holes in the cockpit on the left side. One hole coincidentally lines up with my shoulder. The smooth metal floor is slippery with blood. Boy this night is getting better all the time. I decrease my airspeed and try to level at 8000 ft. Dangerous territory but if I need to bail I'll be in good position. Ack ack is the only concern now.

So far she's holding together ! The oil pressure stabilized and the fire is out. HH is still shaking violently but we're still flying. The loss of blood is getting me tired. Only 45 minutes to get back. I can see the English Channel now. Please don't let me bail out over the channel near Norway! U-boats have been sinking Liberty ships like sitting ducks out there. Nigel lied to me and stayed with me. He called ahead and they expect us. I keep losing consciences. When I awake the water is right underneath me. Nigel does his best by screaming in the radio. "Frank you damn yank WAKE UP!" I open my eyes just in time to see the breaking white peak waves. I pull up on the stick. My shoulder disapproves and I almost go out again from the pain. "You bloody Yank! Stay with me!" comes crackling over the radio. England is now below me and off in the distance I see black smoke rising. Like a beacon of death the thick acrid smoke is from those that were lucky enough to get back but not lucky enough to land. Perfect, in the end my life is to serve as a beacon for those behind me but there is no one behind me. Damn, I'm even going to get robbed of that distinction.



The field is in view now. I see the trucks with those big red crosses on the sides. The signs that say wounded don't shoot. *Fair play in war what a joke!* All's fair in love and war they say. **They** don't drive those

mercy wagons. We call em' the meat wagons. Ever see what a 50 cal. can do to a body? You don't need a truck you need a mop and a squeegee. The ground jocks are yelling at me now. Left 5 degrees, right 8 degrees, bring her down to 2500. Just stay with it I repeat over and over again. Stay awake! **THINK!** Abbott & Costello, Laurel & Hardy, UMMM..... *Groucho, Chico, Harpo, Zeppo* and a brother who didn't preform aaaaaaarrrrrrr STAY WILL IT!!! **GUMMO, That's it!!!** More more Harry James, Artie Shaw ahhhh....**STAY AWAKE!**

Benny Goodman...Then I start singing an Andrew Sister's song to myself in my head *I think. "Don't sit under the apple tree with anyone else but me, but me."* It's keeping me awake! Hell, I got a thing for Patty Andrews anyway! Nigel explodes, "*What the bloody heck is that mate?*" I guess I am singing out loud. "*Now you're bloody killin' me!*" he snaps. I chuckle.

Just a little more to go final leg 800 ft, turn approach and pray that landing isn't the last thing I do. Just then fire erupts from the cowl. I look at my oil pressure gauge which is a dead as 'Kelsey's nuts'. Oil is burning all over the engine. I'm not gonna make the final. I see the fire trucks coming at me with an ambulance. But the blood is running down my face into my eyes. I'm gonna have to put her down on the grass off the right of the taxi way. Trying to avoid burning wrecks that once were bombers and aircrew.

Now is the tricky part. "*Nigel, I'm going down!*" No mate, *NO!* A touch more!" The ground jocks know just what to do this ain't their first rodeo. It may look

chaotic but it's a dance that's been well rehearsed over and over again.



I see a sweet spot and I'm going for it. HH starts to descend on her own as if she is saying, I got it. I struggle to pull the gear lever and I hear a wheel drop. The light stays on red. One wheel dropped the other is halfway down in defiance as if to mock me. It's gonna be a belly landing. I pull the gear up lever. All light off. The engine stalled and now I'm dead stick. Priority landing. Clear the field boys here we come! I shut my eyes or my eyes shut for me. I let go of the stick and with a tremendous thump dirt it getting throw up on the windshield. The blades on the prop have curled and I'm sliding. HH pitches to the left and starts to slide sideways and with a final bump the cockpit is quiet. The flames are getting close but the sound of siren's are coming up quick. "Frank, Frank you shithead!" I hear from the deepest recesses of my mind. I feel a hand shaking me. I open my eyes and see Jimmy. "*Jimmy, the plane..*" I mutter. Jimmy replies in that nasal southern twang, "Look at the plane!" I crane my neck and all I see is just another beacon. She was a good ship. She



brought me back. "*Hellava ride mate!*" Nigel remarks. "*Yea, hellava ride Nigel.*"

As I lay in the hospital I think this war isn't going to be by Christmas. I'm ready for the peaceful life. I've had enough of this lousy place. I think I'm going go down south and take it easy now. After I debrief Eisenhower on how this raid went I'm gonna quit. Heck, I just may learn to *cook grits!*

**I** hope you enjoyed my first attempt at writing. As I stated although the raid was indeed true and the events and times were correct our hero, Jimmy and Nigel were fictions.

**H**owever, I suspect that in fact there were many Frank's, Nigel's and Jimmy's that both lost their lives and made it back.

**A**nd for all the men past, present and future, we should never forget!



# AIRCRAFT THAT NEVER WAS!



**Nation: United States**

**Top Speed: 170 mph**

Designed to fly at extreme angles

This aircraft was created based off of a pre-production model of the F-18. This particular F-18 was built before it became known as the F/A-18. Used as a HARV (High Alpha Research Vehicle) this model had unfortunately been largely stripped by the Navy to be used for spare parts. Thus, mechanics had to find new parts and rewire the aircraft. Tested in 3 phases, the result was some great images, but didn't lead to the production of the plane.



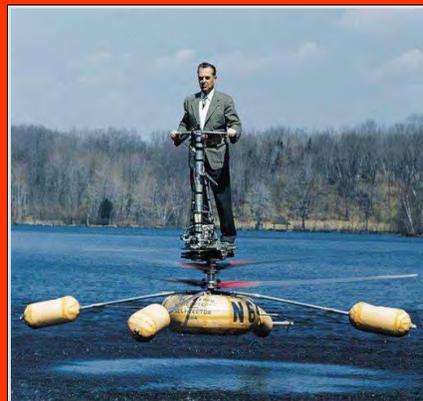
**Nation: United States**

**Price: \$84 Billion (per unit)**

**Top Speed: 580 mph**

Canceled by Secretary of Defense Dick Cheney

Developed as a replacement for the A-6 Intruder to be phased in by 1994, the Navy wanted to buy 620 A-12's from McDonnell Douglas, while the Marines wanted 238. But by early 1990, it was becoming evident that delays and cost increases were pushing back the release of the A-12. In response, Secretary of Defense Cheney demanded a government report to dispel reasons why he should cancel the program all together. They couldn't persuade him otherwise, and that was that.



**Nation: United States**

**Range: 15 miles**

**Top Speed: 75 mph**

Only 1 HZ-1 exists, and is on display in Virginia

Over 160 flights were conducted for a total of 15 hours of flight time. Designed by Lewis C. McCarty Jr. this experimental rotor-craft was like the vertical Segway of the 1950's. Twelve were built, but only one survived, as others crashed in testing. Thus, the HZ-1 never got off the ground, so to speak.



**You!**  
**Yea you!**



**Last one out  
locks the gate**

MAKE SURE KITCHEN  
LIGHTS ARE OFF AND  
DOOR IS CLOSED

Chairs are stacked  
and put away

**Please !**



We have clearance,  
Clarence. Roger, Roger.  
What's our vector, Victor?

**Captain Oveur:** "Ya ever  
been in a cockpit before?"

**Joey:** "No sir, I've never  
been up in a plane before!"

**Captain Oveur:** "Ya ever  
seen a grown man naked?"

— from the 1980 movie  
'Airplane.'



**"Only one carry on"**



**Giants are here!**



**New Member**



**Eric L. Baker**

Recently meet a fellow New Yorker or as Mark Willard and Ronnie Garris lovingly say, "**Yankees, Damn Yankees!**"

after a quick introduction and the usual pleasantries I was becoming intrigued as he brought back memories decades old now. Eric was remembering the days when he flew in the early years with engineers and other brethren that had a genuine love for flight dynamics. He then added that back in the day they had to make everything. From wheels, mounts, struts & everything in between that we take for granted.

He's one of those folks who beam with passion as they share their RC experiences. Eric and his wife lived all over upstate NY. He and his wife's last jobs were with Corning Glass.

In fact, that's how they found their way to Jamestown.

It seems there a plants in Hickory but it was too west and in

Wilmington which was too far east. This little Jamestown was just right!

**B**uilding flying skills started in 1975 with the oldest RC club in the nation. Stars in Olean, NY.

In those days he started with the Sterling Fledgling.



And a Channel Pro Line single stick which he still has and uses! More about this radio after.



**U**e feels real comfortable tearing up the skies with his U-2 Jet, F-86 Sabre and the Carbon Z cub. He shared after a spell it was actually the cub that brought his touch back and brought him back into the sport.

**W**hen asked what his most memorable misshape was he replied, " My first U-2 came straight down on me. A football neck injury keeps me from craning my neck up and overhead".



**W**hile research clubs around the local area his wife was impressed with our grounds. Happy wife, happy life! He did mention that everyone he has meet from the club have been more then welcoming.

*Eric is a brand new member being in the club a couple of weeks but after a couple of minutes he'll seem as he has always been here.*

**Welcome Eric!**

**Check This Out!**



*What do you see?*

**Are you sure?**

Looks can be deceiving! Submitted for your approval is a 10 channel single stick set up. Throttle remains on the left but now the rudder is determined with a twist of the wrist.

Eric says for him he feels he flies much better.

The Pro Line has been changed to 2.4 mhz.

Eric found a guy in Muncie, Tony Stillman who did both conversions for him.

More more info:

[CLICK HERE!](#)



## DEATH & TAXES

Membership Annual dues are due . If you are not a member in good standing your flying privileges are put on hold until you become current. This 6 week grace period ended at this month's meeting.

**2017 fees:**

**Open:** \$105.00

**Juniors:** \$24.00

**Family:** \$135.00

CCR/CM  
PO Box 14468  
Archdale, NC 27263

If you aren't going to be will us please let us know so we can change our records accordingly



**And thank you for enjoying the newsletter**

**"Until We Read Again!"**

*Chef" Marc!*