

# Central Carolina R/C Modelers



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Editor in Chief: Marc Wentnick

**Earlier this month I sent out the Christmas party highlights. If you hadn't seen it please go to the website and check it out!**



[www.CCRCM.com](http://www.CCRCM.com)

# Happy New Year!

## Promises Promises

With the coming of the new year comes the age old tradition of the *resolution*. The *common* ones are to exercise more, lose weight or perhaps stop listening to those voices in your head. In keeping with this tradition may I suggest a few easy ones.

- **Join at least one meeting this year.**
- **Before flying place your tag on the board.**
- **Be courteous to your fellow brothers by announcing, taking off, landing, on the**

**field take cover.**

*Well you get the idea. Let's all make this flying year the best we can!*



Selling? [www.cccrm.com](http://www.cccrm.com)  
Buying?



I had the pleasure of flying with Danny, one of our junior members. Danny is ten years old.

He had inadvertently left some of his equipment at home and could not fly but only watch. Seeing this I could only imagine what he was feeling although I could see the disappointment on his face.

I asked him if he would like to fly one of my planes. He of course jumped to the chance and I let him fly my Horizon Hobby P-47 using my transmitter. This is a plane he has never flew before. I didn't know Danny nor previously watched him fly but he was confident and courteous. Plus the planes he did bring weren't all patched up and you know kids they are fearless.

I wasn't sure who was more nervous him or I, no I do, I was.

He flew the plane as if he was born to do so. Upon landing we both were more than satisfied. It was a great feeling to help him

out. To me he just wasn't a kid but a brother in need.

To be a part of this brotherhood is more than having a field to fly in or company while doing so. It's about having a good time and making sure others do so too.

If you see someone struggling please walk over introduce yourself and offer assistance. Not only is it a great gesture but a great feeling too!

## Angus & Phil

BY ANNIE TAYLOR LEBEL



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**DON'T  
FORGET!**

© Can Stock Photo

**on Feb. 1<sup>st</sup>.**

**Renew your membership NOW!**

**Contact: Nan Brinson**

[deucebrinson@northstate.net](mailto:deucebrinson@northstate.net)

**When you see drones sold at Walgreens you know they are getting popular!**



**laugh  
out  
loud**

**The three worst things to hear in the cockpit:**

The second officer says, "Damn it!"

The first officer says, "I have an idea!"

The captain says, "Hey, watch this!"

# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



## THE SPOTLIGHT

Every now and then you come across someone who has a story to tell. A story that can rivet you to your seat. **Dan**



**Hudson** is one of those folks. He has made a career of the military, the USAF to be exact. He has flown most everything that has wings: C-130 Hercules (rescue), T-37, T-38, C-141, OV-10 (Mohawk), F-4C, F-4D, F-4E, F-4F, CT-33 and CF-104 **Whew!**

Dan's inspiration for aviation came from his father another career aviator. He was brought up on Marine Air stations all over the world. He is also fluent in German. To avoid the draft he applied to the USAF in his last year at the university. Since he was classified 1A he was most likely going anyway. He took all the necessary tests in his last college year and joined the *Delayed Enlistment Program*. It was there he was selected for flight training. Having his civilian pilot's license helped move things right along. His first solo was in a Cessna 150.

Dan became a trainer for the USAF and shared many cockpit hours with brand new fliers. I asked him if there ever came a time when the trainee has to take the

controls and land for the first time if there was 'pucker factor'? He snapped back, "every time!"

I also asked Dan if there were any

'close calls.' He replied, "Anyone flying military fighter aircraft cannot avoid close calls." His most memorable was on a Recce escort mission northeast of Hanoi. A 85mm AA shell exploded right off his right wing. The shrapnel tore through several of the fuselage fuel cells and both engines lit up and caught fire! Acting on mental memory due to USAF training and pure adrenalin he threw the plane into a steep dive to extinguish the fires while shutting the engines down. He banked the crippled bird towards the sea and radioed for an emergency tanker that happened to be heading his way. With just enough fumes he was able to connect. After an air-start the turbines damaged at this point lit right up again! Once again he went through the shutdown/start-up sequence and headed for Da nang AB, the closest base. By now the fire were taking its toll. As he turned into his final the only things operating were the flight controls and engines, kinda.

From Da Nang he got a hopper to his base in Thailand and it was here he learned that the ship was so badly damaged it was to be destroyed! It seems the heat of the fire actually warped the titanium fuselage keel!

**See what I mean about being riveted!**

## R/C flying

Dan's first flying

model was an AJ Hornet, rubber powered. Now he loves to fly any aerobatic airplane which as he says, "requires the minimum of fiddling."



His favorite scale ship would be the slatted F-4E.



Camaraderie and a place to fly is what he likes about the club. If he were to advise anyone who is just starting out, he will tell you persistence and patience is the key to success.

As I started this article, Dan is a very interesting guy. If you get the chance to see him, drop by and introduce yourself. I suspect he has a lot more stories to tell and keep you 'riveted'.

As seen  
at the field!



Don't worry.  
You're next!



# You Did What?!

**W**e fly them, we build them, we admire them, heck we even crash them! But how many of us get to climb into one and take the stick? I referring to a real scale warbird and in this case a P-51C called, "Mary Jane."



**O**n October 19<sup>th</sup>. of this year brother Tom Stapleton climbed into the cockpit of *Mary Jane* at Burlington-Alamance airport fulfilling a lifetime dream. *Mary Jane* is a modified two seater that was made during the closing days of WWII for training purposes. Since the war ended not many versions rolled of the assembly lines.



**T**he P-51C was powered by the famous Rolls-Royce 12 cylinder "Merlin" workhorse making 1600 hp.



**P**re-flight orientation lasted ten minutes.

Harnessing, canopy removal, proper use of the seat parachute and the radio were focused on. *Safety first!*

For more info click here: [Merlin engine facts](#)

In 2011 the pilot was well aware that an engine failure caused the loss of another P-51 over Charlotte. Read more here: [P-51 lost over Charlotte](#).

**S**o with perfect weather, 70 degrees and an unlimited ceiling it was time.

The engine needed a little "tweaking."





Mike Martin of GRAM ([Greensboro Aeromodelers club](#)) as his merry gang of indoor pilots have shut down again for another year.

Between spring and fall every Wednesday night at the Lewis Recreation Center off Battleground in Greensboro at 7 pm and 10 pm you can come and fly **free!**

Contact Mike at:

[MMartin84@earthlink.com](mailto:MMartin84@earthlink.com)



## Movie Time

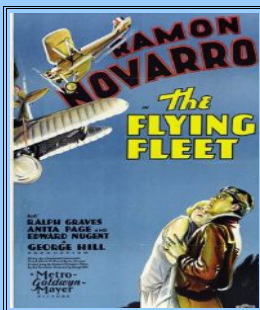


1929

Ramon  
Novarro

Ralph Graves

Anita Page



Great film with a lot of action!

The USS Langley in this film was the first USN carrier. It was also the first turbo-electric powered ship. On February 27<sup>th</sup>, 1942 she was attacked by Japanese dive bombers and had to be scuttled.

Check it out here:  
[The Flying Fleet](#)



The flight lasted approx. 25 minutes. Cruising between 3,000 to 5,000 ft. Tom was able to take the stick and initiate left and right banks. Flying along at 250 mph was no effort at all for the mighty Merlin.

Tom's pilot was a young man with 150 flying hours, Tom Huntington. At Tom's request he pulled a half loop and two complete barrel rolls. Tom says, " ..the G-force wasn't as bad as current roller coaster rides. Although I didn't get sick, there were vomit bags handy!"



However, Tom did get a little nervous when the proximity alarm went off warning of an approaching single engine plane 250 ft. below them. At this time he handed the stick back over to the experienced pilot who then did an immediate left turn. Toward the end of the flight Tom's young pilot buzzed the runway and landed perfectly at about 140 mph.

Tom added, " It was memorable, expensive, totally narcissistic and one I will always remember. Better than a cruise and no stomach bug." He added, " One more off the bucket list!"

Now how cool is that?!

Scenes from days gone by...



I'd like to take this time to thank you for taking your valuable time and reading the newsletter. Many of you have approached me to say they enjoy it. This keeps me going. But I don't want to do it alone. I would love for you to share some pictures you may have. Old or new. Please feel free to write me or stop me at the field to offer any advise or tips you'd like to pass along or if you have any news you'd like to share, like a crash I might have missed or a new members plane, etc.

"Chef" Marc

I'll see ya at the field. Keep your wheels to the ground and your minds and hearts in the sky!