

COLLIER FUN FLYERS DOWNWIND

DECEMBER, JANUARY, FEBRUARY



FLY WHILE YOU STILL HAVE YOUR WINGS

DECEMBER MEETING: PRESIDENT Tony Aldrich began his last meeting of the year at 7:30 sharp. Dick Bauman read the minutes of his last meeting as acting Secretary which were accepted without corrections. Wild Bill Neugent read the Treasurer's report which was accepted by the members



OLD BUSINESS: Ed Jaekle reported that the CFF web site is almost completed. He asked for pictures of flyers and their planes. If you have some send them to Ed.

NEW BUSINESS: A motion was made not to deposit any more money into the future field account. Motion passed. This decision was part of the club's efforts to tighten our belts and contain spending. Bill Neugent will see what our total income and total expenses are and advise the club at the next meeting.

The CFF DOWNWIND NEWSLETTER will continue to be published but will be sent by Email. If anyone in the club cannot open the newsletter it is your responsibility to advise someone to make you a copy.

At this time the election of officers by the club voted for Walt Barnes President, Mike Moskaly Vice President, Secretary Tony Gattone, and Bill Neugent as Treasurer.

LADIES NIGHT OUT was cancelled for the month of December.

MEETING closed at 8:15 PM.

JANUARY MEETING: President Walt Barnes opened his first meeting of the year at 7:33PM without the use of the attention getter the "Matthew's Hammer". Dick Bauman read the minutes of the December meeting and the report from the treasurer Bill Neugent advised us of our present financial status. Both were accepted by the 13 members present.

Old Business: There was no old business.

LADIES NIGHT OUT will be held on the 21st. of January at Teri's Restaurant in Bonita.

Bar BQ and Italian sausage, hot dogs, etc., will be served to the starving flyers at the field each third Saturday of the month.

FLYING OVER THE LAKE: For the fourth time, Tony Aldrich asked that each member be especially careful about flying over the lake. He said we will certainly lose our field if we continue to fly over this lake. Flying into runway 4 only requires that you begin your base turn just as you pass the light pole. There is no reason to fly over the lake unless your plane is out of control.

SHOW AND TELL: Dick Allen gave us an interesting talk on Slim Line's improvements on their mufflers. He also showed a Slim Line's new mechanical fuel pump.

CRASH OF THE MONTH: For the first time in the history of this model airplane club, the crash of the month was awarded to a non-flyer. It was a unique disaster leaving nothing of the plane but a small pile of finely pulverized balsa dust and a shattered canopy. Our story begins "Once upon a time..."



Marilyn Allen did a good one this time. It took Marilyn just four seconds to shift her roaring 350 HP engine into a gear that was soon to cause a horrible disaster. Dick's new plane, the Hovering Cobra, was no match for her sleek model. A collision of sorts was bound to happen and it did. Dick watched in



terror as Marilyn screeched the tires in reverse backing her car over Dick's new airplane. Dick was in such shock that his voice failed as he tried to scream for her to stop. Dick watched his newest creation being crushed to death by the little one, his sweet wife Marilyn. She stopped the car, rolled down the window and said, "Did you call me, Hon? Was there damage? Oh boy, you said it! Parts of the tail were in the radiator. The right wing was in the ixoras and parts of the left wing were tucked under the muffler clamp and tail pipe. Dick has always said that there is not a crash that can't be repaired. He said after he gets out from under the depression left in the wake of this horror, and he saves enough money from his allowance, he will try to see if he can turn this disaster around before next season. On second thought he might do another show and tell at the next meeting. He said he would bring Marilyn to the meeting and she could show and tell us how to avoid future disasters like the one they experienced. I interviewed Marilyn and she told me her secret. She simply stated that the best way to keep your plane from damage is not to place it behind the back wheels of any car. We are anxiously looking forward to Marilyn's and Dick's next show and tell.

NEW BUSIINESS: A motion was made that the club send an "invoice" to each member who has not paid their dues. They are due January 1st.

BOAT SHOW: Flying was cancelled this weekend due to the annual boat show at the Fairground.

BROKEN TABLES at the field are in need of replacement and repair. The club will work together to fix this. There will be more to come on this subject.

January meeting closed at 8:12.P.M.

FEBRUARY MEETING: began at 7:30 P.M. with the reading of the minutes of the last meeting by Secretary Tony Gattone. Bill Neugent read the treasurer's report and as usual both were accepted as read by the 12 members present.

OLD BUSINESS: Again, another warning by the board that all flyers must not fly over the lake.

Tony Aldrich told the members that there is some movement in the Manatee Club to find another field for flying. They are investigating a field three miles east of their present field and would like our club to join in this endeavor. There will be more information at a later date.

WORK DAY: Bill Gleue suggested that we have a work day and spruce up the field. The



following Saturday, 12 members met at the field with buckets, rags, brooms, sledge hammers, saws and sweat. In one hour everything was picked up and cleaned.

TABLES AT THE FIELD: Tony Aldrich suggested that after using the tables for your preflight that you vacate the table so someone else can use it. Those who can't kneel, please disregard.

LADIES NIGHT OUT will be held at an unknown location. As soon as a spot is chosen, you will be notified. By the time you read this notice, all your food will be digested and all conversations from this unknown place will have become history.

COOK OUT at the field will be the third Saturday of each month. Don't forget to attend as the cooks make a real effort to blacken the dogs to a crusty, tar-like consistency. Like a marshmallow held in the flame too long. When ordering your dog, please tell the chef if it is to be rare, medium, or black.

CRASH OF THE MONTH was awarded to Tony Gattone. Reliable sources report that he is having trouble differentiating his right turns from his left. They say this has been



going on for a lot longer than what Tony admits. While on a downwind approach, his concentration on flying began to leave him as he flew closer and closer to the edge of TFL (the forbidden lake.) How many times he was told in no uncertain terms to stop flying over that lake? At least five times that he could remember and many more that he erased from his mind. Meanwhile, as his thoughts were drifting

into outer space, his plane flew to the edge of TFL. Tony made one of those really quick decisions that he is well known for. He turned a sharp right. It was all down hill after that. He knew he was in big trouble and cried for help. Thanks to Wild Bill's alert ears, he heard the cry of the distress call and responded instantly. Bill left his chair like he was shot from a cannon and ran to Tony, leaping like a gazelle over the pilots' net. However, the right turn proved to be a mistake and Bill arrived too late to help. High rates plus maximum movement of the controls on his new radio caused the crashed of his Ultra Stick.

Editors note: Recently there have been four Ultra Stiks bought by flyers in our club. Three have flown and crashed soon after their solo flights. One was repaired. There is one another new Ultra Stik nearing its maiden flight. Perhaps Warren should reconsider, sell the Ultra Stik to Tony and continue flying his 1936 Quaker. The Quaker has been safely making right turns for more than 10 years. On second thought Tony might want to buy the Quaker.

SHOW AND TELL: Bill Wolter brought his beautiful ARF Extra 300 and explained how he held the wings on the aircraft. He had to do a small amount of reengineering of the kit.

The meeting closed at 8:30P.M.

TRUE or FALSE...

- The average person over 50 will have spent five years waiting in lines.
- Your feet are bigger in the afternoon than the rest of the day.
- The first Harley Davidson motorcycle built in 1903 used a tomato can for a carburetor.
- If coloring weren't added to Coca-Cola, it would be green.
- Forty people are sent to the hospital for dog bites every minute.
- The average computer user blinks seven times a minute.

Some Interesting Military History

These facts were compiled by Cot. D. J. Swinford, USMC, Ret.

1. The first German serviceman killed in WW II was killed by the Japanese, (China 1937). The first American serviceman killed was killed by the Russians, (Finland, 1940). The highest ranking American killed was Lt. General Lesley McNair, accidentally killed by the US Army Air Corps.. so much for allies.
2. The youngest US serviceman was 12 year old Calvin Graham, USN. He was wounded and given a Dishonorable Discharge for lying about his age. (His military benefits were later restored by act of Congress.)
3. At the time of Pearl Harbor, the top US Navy command was called CINCUS, (Pronounced 'Sink us'). The shoulder patch of the US Army's 45th Infantry Division was the Swastika, and Hitler's private train was 'Amerika.' All three were soon changed for PR purposes.
4. More US servicemen died in the Air Corps than in the Marine Corps. While completing the required 30 missions, your chance of being killed was 71%.
5. Generally speaking, there was no such thing as an average fighter pilot. You were either an ace or a target. For instance, Japanese ace Hiroyoshi Nishizawa shot down over 80 planes and died while a passenger in a cargo plane.
6. It was a common practice on fighter planes to load every fifth round with a tracer round to aid in aiming. This proved to be a mistake. Tracers had different ballistics so (at long range) if your tracers were hitting the target, 80% of your rounds were missing. Worse yet, tracers instantly told your enemy he was under fire and from which direction. Worse of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell your enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go
7. When allied armies reached the Rhine, the first thing men did was to pee in it. This was pretty universal from the lowest private to Winston Churchill (who made a big show of it) and General Patton (who had himself photographed in the act).
8. German Me-264 bombers were capable of bombing New York City but it wasn't considered to be worth the effort.
9. German submarine U-120 was sunk by a malfunctioning toilet.
10. Among the first 'Germans' captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians and forced to fight for the Russian Army until they were captured by the Germans and then forced to fight for the German Army until they were captured by the US Army.

11. Following a massive naval bombardment, 35,000 US and Canadian troops stormed ashore at Kiska, in the Aleutian Islands. Twenty one troops were killed in the fire fight. It would have been much worse if there had been any Japanese on the island.

(Reprinted from THE CAM JOURNAL, newsletter of the Central Arizona Modelers, Sedona, AZ., Marvin Hinton, Editor.)

PENTAGON SEEKS ACCESS TO AIRCRAFT CRASH SITES IN TIBET

Washington-Pentagon officials are seeking China's permission to visit two newly discovered crash sites in Tibet that may hold the remains of American airmen whose military aircraft went down in the forbidding Himalayan Mountains during World War II. U.S. officials have tentatively linked one of the crash sites of a C-46 transport lost on March 27, 1944, on a flight from Kunming, China, to Sookarating in the far Northeastern reaches of India. The plane's crew of four is listed in Pentagon records as missing according to spokesman Larry Greer. The names of the four men are being withheld until relatives are contacted and told of the possibility that their remains could be found, recovered and identified by Pentagon forensic specialists...Less is known about the second crash site.

China first notified the Pentagon of the discoveries last fall and provided the first details in January. They said no human remains were found in an initial survey of the areas, but some unspecified personal effects were recovered. Large portions of both aircraft apparently are still intact. Greer said Pentagon officials are working with Chinese officials to obtain permission to visit the sites, possibly this summer. It is not clear how the aircraft wreckage was discovered. China said the findings were made in August 1999 and May 2000. Both crash sites were said to be in Milin County in the Lang Gong region of Tibet, which has been ruled by China since 1950. Chinese officials reported that a local herdsman said he had gone to one of the crash sites 40 years ago and saw three people already dead. He said two of them were huddled against each other in a small cave near where the aircraft crashed in a snow-covered ravine. That description suggests that the two had survived the crash only to succumb to the elements.

Both aircraft, which the Chinese Foreign Ministry described as World War II-era American planes, are presumed to have been flying "the Hump"- the famous route over the Himalayas that American airmen used to bring ammunition and supplies to Chinese troops fighting on the allied side against Japan. Theodore White, the historian, called the Hump "the most dangerous, terrifying, barbarous aerial transport run in the world." Untold numbers of American aircraft were lost in the rugged mountains. When Burma fell to the Japanese in May 1942, the only route into China to supply aid to General Chiang Kai-shek's forces was north out of India's Assam Valley across the eastern reaches of the Himalayas and east into China to U. S. bases. Some U.S. B-29 and B-24 bombers flew the route, as well as C-87 Liberators, which were cargo versions of the B-24. Some B-25s also flew weather reconnaissance missions over the Himalayas during the war. The C-46 transports of the type tentatively associated with one of the crash sites found in Tibet were so prone to crashes that some pilots referred to the plane as a "flying

coffin”, and its path across the Himalayas was dubbed the “aluminum trail.” China’s notification to the Pentagon of having found the two crash sites in Tibet is unusual but not unprecedented. In 1994 it reported a crash site on a Himalayan glacier at 14,000 feet, and remains eventually were recovered and identified. In 1996 China pointed U.S. officials to the wreckage of a B-24 bomber that had crashed in a mountain ravine in Guangxi Province in southeastern China.

U.S. officials have tentatively linked one of the crash sites to a C-46 transport lost on March 27, 1944, on a flight from Kunming, China, to Sookarating, India.

LOUGHEAD (LOCKHEED), ALLAN HAINES
(1889-1969)

Formed with his brother, the Alco Hydro-Aeroplane Company in 1913 and, more successfully, Loughead Aircraft in 1916, re-established as the Lockheed Aircraft Company in 1926. From that point fortunes grew only slowly, and the company was acquired by an investment group in 1932 and re-launched as the Lockheed Aircraft Corporation, which went on to produce such outstanding aircraft as the wartime P-38 Lightning and the postwar Constellation airliner and SR-71 Mach 3 reconnaissance aircraft, as well as a series of big transports. Allan had been forced to leave the company, however in 1929, although he continued his work in aircraft design and manufacture.

DOUGLAS, DONALD WILLS
(1892-1981)

Founded the company which has produced some of the world’s outstanding passenger airliners, including the prewar DC-3, many of which are still in service today. Other achievements include the manufacture of very effective torpedo bombers for the U.S. Navy, in 1924 two World Cruisers (redesigned DT torpedo bombers) flew almost 29,000 miles for the first ever round the world flight. After World War II his company produced a series of passenger transports – DC6, 7, 8, 9, and 10 – which enjoyed large sales, and also a number of front-line military aircraft, including the piston-engined A-1 Skyraider and A-3 Skywarrior and A-4 Skyhawk attack bombers.

LADIES NIGHT OUT: The rain was coming down and running in the streets. Our field was under water. Another storm was blowing through Naples. This was Ladies Night Out and we were to meet at Red Lobster. How many would show for an evening of



dinner and small talk with friends on a wet, muggy evening? Twenty four people were served. The food and service was good, and the price right. After the evening ended those who felt like they wanted to do more went to the Country Club and played shuffleboard. Ladies Night Out has been a great success. This seems to be an evening that many people love to attend. Several people have said that of all the clubs they have belonged to they have never been in a flying club that had so many caring friends and camaraderie. If you have not attended you may be missing some fun. Here are a just a few friends who regularly attend Ladies Night Out and shuffleboard at the Country Club.



Bill Carpenter



Greta & Bill



Marilyn & Tony



Barb & Walt



Romelle & Lem



Frank Monsoor



Rose & Don



Pat Sy Dick

FACT and SOLUTION?

FACT. .More people come to Ladies Night Out than come to the meetings. Half as many people go and play shuffleboard than go to the meetings. More people attend the hot dog

day than go to the meetings. More people go flying than go to the meetings. Combining attendance at both restaurants, more people go to breakfast before flying than go to the meetings. What does all this mean?



SOLUTION: It means we should hold our meeting early in the morning so we can eat breakfast with the ladies followed by several games of shuffleboard. Then do Show and Tell while the Ladies show us how to play shuffleboard and tell us their secret of how they always win every time we play. Some of the teams best shuffleboard players are Greta, Rose, Kaye, Jean, and Barb. After two practice slides they are ready for action.

Hot shots on the men's team are Wild Bill Neugent, Walt Barnes, and Ron Miller. Cold shots are Don Wagner and Warren Ray. After shuffleboard we can all go to the field and eat a healthy meal of a hot dog, a can of soda, and a handful of potato chips. Then the ladies go home, clean the house, and make supper while we will go flying and crash.

A CELEBRATION OF THE AWARD OF U. S. ARMY AIR CORPS PILOT WINGS – 60 PROUD YEARS AGO

Off you go into the wild blue yonder,
Keep your wings level and true.

You have lived to be a gray haired wonder,
Keep your nose into the blue.

When you dive, spouting flame from under,
Try and make one hell of a roar.

You live in fame or go down in flame,
Nothing can stop the Army Air Corps.

Here's a toast to the host of those who love
the vastness of the sky.

To a friend we send a message of his brother
men who fly.

Let's drink to those who gave their all of old.
Then down we roar to score the rainbow's pot of gold.

A toast to the host of men we boast,

THE ARMY AIR CORPS.



CONGRATULATIONS LEM – these wings include the ‘star’ and ‘wreath’ of a United States Air Force Command Pilot. They are awarded to those of us who have been lucky enough to survive more than 3,000 hours of military line of duty flying time. We know of no one more qualified to wear them...Don Wagner

A MODELER WIFE’S LAMENT

Once upon a time, many years ago, I didn’t know the difference between TopFlite and Dubro. I thought Midwest referred to a region of the land and RC were my initials before I got a wedding band. Great planes were fields that stretched as far as the eyes could see. Models were something little boys built while they sat and watched TV. One day my husband told me, “I want to learn to fly and I found an airplane that I would like to buy.” I was thinking Cessna not an airplane kit. I told him, “No way! Before you’ve even started you’ve already quit.” When I found out the airplane he wanted was not real, I was so relieved. I thought “A model’s not a big deal.” Little did I know the changes to my life that little kit would make when I became a modeler’s wife. A “model room is required at houses we live in. If there is no workshop then the model room is the den. Everything about our life revolves around the planes and all our plans are based on if it’s windy or it rains. He’s had trainers, hots and elders, big and little stiks, chipmunks, cubs and gliders. He’s flexible on getting his kicks. He’s had four stars, stingers, acrostars, spacewalkers, sportsters and extras. He’s also had helicopters and a few RC cars. He had a 1/3 scale fly baby that lasted for three flights and for about 15 minutes he had a Christian Eagle Bipe. Sometimes I kind of feel like I’m stuck in the middle and he and the kids, well – we play second fiddle. I know that’s not the way it is. He loves us more than them and I can go up to his shop if I really need to see him. Being a modeler’s widow could drive a girl insane but instead of going crazy, I think I’ll get my OWN plane....CAMS Newsletter, December 1999.

SY WILL RETURN SOON



As most of you already aware, Sy Arnold had an operation to open a blocked artery in his foot. He is doing well and should be home soon. The waitress at the Country Club, Motorcycle Mary, said that she misses Sy hollering at her about his burnt English muffin. She missed him so much that she quit her job and is on her way to Sturgis, South Dakota for the big rally. She wanted Sy to go with her but he felt his foot hurt too much. Here is the latest picture of Sy reading his favorite story. Winnie the Pooh and Piglet Go Hunting and Nearly Catch a Woozel.

THE END

The story is finally over, the actors have taken their bows, the robins have flown North and as they say in Norway, “pour the wine.”