



CONTACTS

The Official Newsletter of KCRC
An AMA Chartered Club #390 for over 70 Years

February 2025

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www.kcradiocontrol.com

There's frost on the pumpkins!

Greetings All,

Hope everyone is staying warm and safe out there. This winter is giving me happy flashbacks of growing up in Michigan's Upper Peninsula. We outfitted out old trainer high-wing models with hand carved basswood skis. Getting those old nitro models started and warmed up was a job for the ultra-dedicated or insane, your decision to make but probably not wrong either way.

We have a great year on the horizon with lots of fun events providing opportunities to meet new friends and deepen relationships with the old ones. Our next club event is our annual Club Appreciation Banquet at V's Restaurant on March 15th. Cost is \$20 per person and must be paid by our next club meeting on February 19th. This is a great value as the club is picking up half the cost. Where else can you get a delicious meal, hang with friends, and have a chance to win some awesome prizes for \$20? Sign up and pay now before it's too late.

Our annual Swap 'N' Shop was huge success! The club grossed \$7,700 ... \$700 more than last year. Big thanks to Duane Hulen for leading the event and all those who volunteered their time and energy on set-up, door attending, raffle operations, and take-down. This is our club's largest fundraiser for the year and keeps us in the black with club expenses. To that end, a big shout out and thank you to Jim Hulse, our Club Treasurer. Anyone who volunteers to keep track of organization's finances and keeps them out of deep water is a Saint in my book.

Hope everyone has a great month. Looking forward to seeing you at the next meeting.

Kind Regards,

-Keith Stevens

KCRC Secretary

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**NEXT CLUB MTG.
FEBRUARY 19TH
7 PM @ EAA HANGAR
LEES SUMMIT AIRPORT**

Continued on Page 2

January Meeting Minutes

The meeting was called to order by Club President Edwin Chavez at 7:00pm. In attendance were Jim Cianciolo, Keith Stevens, Jim Hulse, Edwin Chavez, Jon Britt, John Midgorden, Jesse Castle, Duane Hulen, Frank Myers, Darwin Ulledahl, Phillip Lucido, David Wallace, Susan Calvin, Two illegible names, Bill Steinweg, Tom Carroll, Richard Strickland, Darrell Kunard, Ron Dulinsky, Charley Boyd, Chris Edinger, Craig White, Mike Mcfarland, Andy Minor, Robert Snyder, Mark Bartowell, Tom Bonsrtad, Mike Ryken, Chris Edinger.

There was one visitor, Don Ponak.

January minutes were approved as written by club vote.

There was no VP report.

The treasurer report given by Jim Hulse. The account balance as of 1/13/2025 is \$6,867.97

The secretary reported we will be renewing our AMA Chapter for 2025. Paperwork to be submitted.

The Park Liason, Jim Cianciolo will schedule a park meeting in February to discuss a concrete ADA accessible walkway to the flight line and running electricity to the pavilion. Installation of two concrete circles for flying u-control was also discussed. Andy Minor mentioned he would be willing to pay for half the installation of the concrete circles. Drawings with cost estimates need to be developed for concrete walkway and u-control circles to present to the park's administration.

Susan Calvin, the Club Safety Officer, reminded everyone to prepare your vehicles with supplies for use during inclement weather and emergencies.

Keith Stevens, the Newsletter Editor, mentioned that newsletter article submissions can be sent to keithstevenskrc@gmail.com

ANNOUNCEMENTS

None

OLD BUSINESS

1. 2025 club dues need paid. Thanks to all who have paid.

2. Jon mentioned the club appreciation dinner at V's Italian Restaurant on Saturday, March 15th. Please arrive by 5:30pm to get settled in. Our thanks for Jon for taking lead on setting this up.

3. Swap and Shop sold 110 of 124 tables. For those helping out, please be there at 7am on Saturday morning. Some will also be helping out on Friday to tape tables at 5pm. We need some people to help distribute envelopes to vendors. If your will to help, please be there. Big thanks to Duane Hulen for leading this.

NEW BUSINESS

1. Motion to procure the approximately \$200 from an esate sale from Edwin Chavez to use for raffles. Motion approved.
2. Mike Ryken wanted to thank everyone who supported him and for the money raised to help pay medical bills. It was greatly appreciated.
3. Jon Britt asked the club to donate \$400 for appreciation dinner raffle prizes. Motion raised, seconded and approved. We didn't have to pay a deposit for the dinner because we are returning customers.
4. Name tags procurement was discussed for \$12/nametag. 17 people raised their hands in support. Two different sizes were discussed.
5. David Wallace said he can develop a couple hat designs and bring to next meeting.

Official meeting was adjourned at 8:00pm by Edwin Chavez followed by an alignment and trim presentation by Jon Britt.

The Funnies (From March & April 1982 Contacts)

Murphy's Laws as They Apply to R/C, by Fred Hulen

- If its sunny at your house, its raining at the field.
- If its calm at your house, its windy at the field.
- When you need a part really bad, its always on backorder.
- All problems begin at the end of the warranty period.
- A \$500 airplane will always hit the ground five times faster than a \$100 airplane.
- During radio installation, a crucial part will always fall into the most inaccessible part of the fuselage and lodge itself there securely.
- There is always one more bug.
- If it jams, force it. If it breaks it needed repair anyway!
- When a defective radio is sent in for repair, it will work perfectly.
- If you fool around with something long enough you will screw it up!
- Anything you try to fix will take longer and cost more than you thought.
- No matter how long or hard you shop for an item, after you have bought it you'll find it on sale for less!
- Red and white airplanes fly better (not per Murphy....per Charley Reed!!!)
- A bird in a tree is safer than one over your head.
- Spectators are always watching when you crash.
- RC is the only sport that your antenna doubles as a lightning rod.
- A 2-hour battery will last 1-hour, maybe.....
- The odds of radio failure are directly proportional to the cost of the airplane.
- You will always remember the things you needed to take to the field just as you arrive at the field.
- Sun spots always flare up in the middle of a perfect maneuver or flight. [Sun spots area a source of radio interference.]
- The only rock left on the whole field is where you will land.
- Tremendous effort to build something totally unique will find its twin at the field.
- Glow plug batteries and starting batteries will always go dead when the weather is coldest and the engine is flooded.
- Build an airplane that "any fool can fly" and only a fool can fly it.
- NEVER say, "Let's fly just one more flight."
- If more than one person is responsible for a crash, no one will be at fault.
- When you are totally convinced that no one is on your frequency [72 MHz users], look out!!!

R/C Definitions:

- Aircraft Flight Report: A loud noise accompanying the termination of a flight, usually preceded by a rapid decent, and followed by *&^\$)#*^%@!!!!!!
- Angle of Zero Lift: The angle of flight immediately preceding the Aircraft Flight Report.
- Gusset: A small gust.
- Wing Flap: An argument about a wing.
- Wing Spoiler: Most model flyers.
- Buffeting: Eating dinner while standing up!
- Bulkhead: A derogatory term applied to a person of questionable intelligence.

2025 Club Appreciation Banquet

Jon Britt

All KC/RC members, we will, again, be enjoying the food, surroundings, and fellowship of our annual club appreciation banquet at V's Italian Restaurant on March 15th, 2025. The cost this year is only \$20 per person since the club voted to subsidize half of the overall cost. Please come to the January club meeting (1/15) prepared to pay for reservations for you and your additional guests. OR, you may mail your reservation fees (and names) to me if you are unable to make the January meeting.

Door Prizes – Phoenix Models Waco F5C ARF, Freewing F-8 Crusader



PLEASE NOTE:

I MUST have your paid in full reservations no later than February 19th (club meeting night). We must provide V's management an accurate headcount later that week. So, please make your reservations early. We will also have some much anticipated entertainment for the evening, and, of course, attendance prizes!

The Menu – Three (3) entrees - Baked Lasagna, Baked Chicken, and Cannelloni Florentine. Additionally, we will enjoy tossed salad, Broccoli Normandy, and hot garlic toast. Soft drinks, coffee, iced tea are included, and V's famous Rum Cake is served for dessert.

Where: V's Italiano Ristorante, 10819 E US Hwy 40, Independence, MO 64055

When: Saturday, March 15th, be seated by 5:30pm

Why: Hang with your friends, eat some delicious food, win some fantastic prizes

Do not miss out on this annual KC/RC tradition. Where else are you going to get first class dining at a famous Kansas City restaurant, and entertainment, too, for only \$20/head? SIGN UP at the February club meeting.

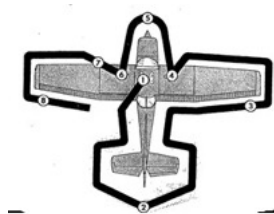
Jon Britt

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Safety NOTAM**Susan Calvin*****Checklists***

A few days ago I was watching a PBS documentary about the Apollo 13 moon mission. Specifically I was intrigued with the last minute checklist mission control developed for the re-entry. As I recall, the checklist they wrote was around 80 pages long and contained approximately 4000 line items. That's quite a document. It reminded me of the checklists I used to use when pre-flighting the UH-1's in which I was instructing. Of course that checklist was much shorter. One thing I routinely emphasized to my students is that the pre-flight inspection is the last time they had to save their lives before going airborne, and the checklist was crucial to that condition.



While our planes are not as complex as their full-scale counterparts, it is reasonable to consider the development of a pre-flight checklist, especially if our planes have been sitting idle over the winter. To that end I have included the diagram above which you can use to develop your own checklist. And following is a brief example of the kind of items you can write based on your specific needs, using the circled items in the diagram.

1. Cockpit/interior:
 - a. Check general condition.
 - b. Check components for damage/security
 - c. Check wiring/connections/control linkages for damage/security/proper function.
2. Aft fuselage:
 - a. Check general condition.
 - b. Check control surface hinges.

...
5. Engine:
 - a. Check for secure mounting.
 - b. Check general condition.
 - c. Check fuel lines/control linkages.

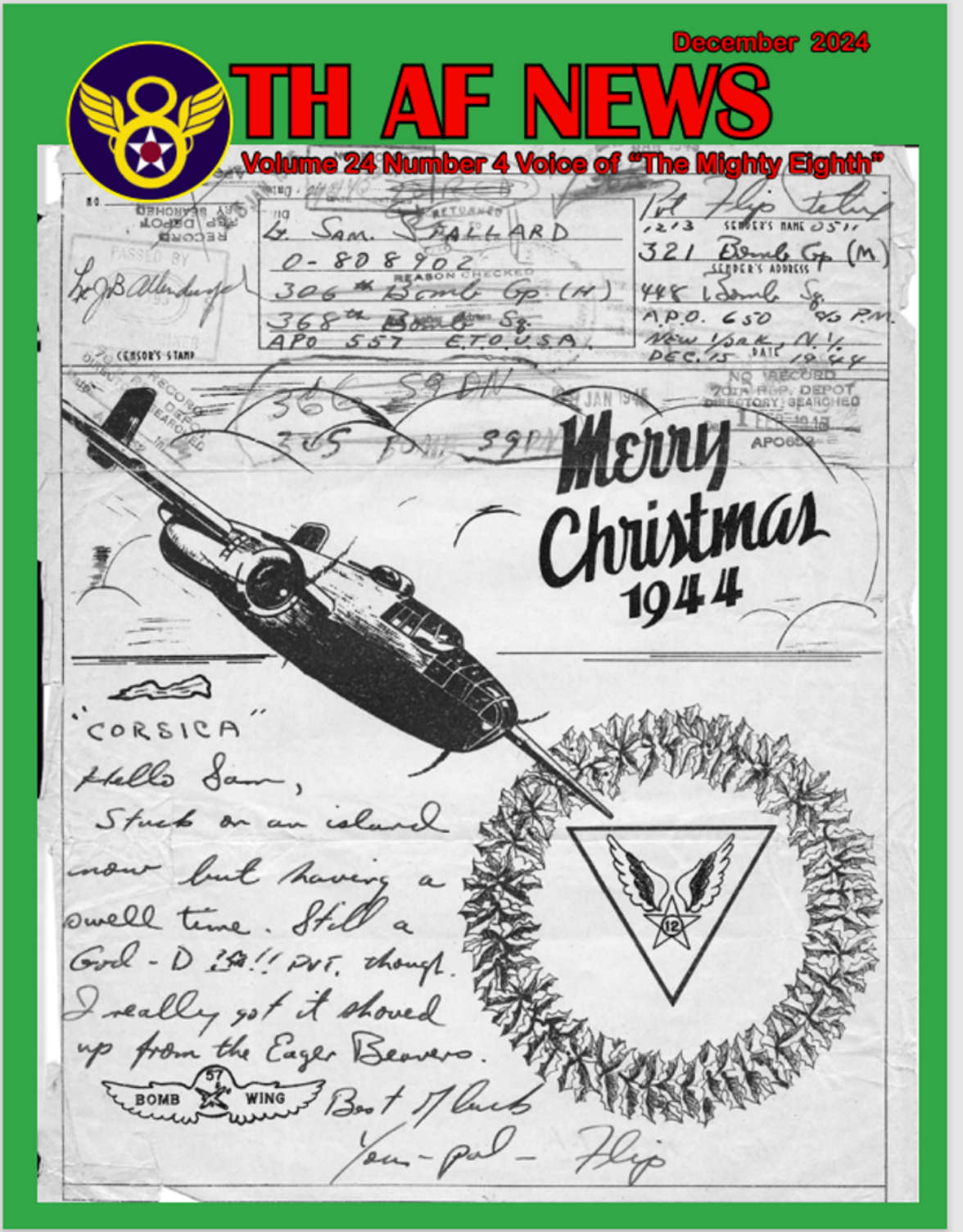
By now you should be able to write your own checklist based on the diagram and narrative above. Give it a try, and have fun being creative. And consider that using the checklist you develop may be your last chance to save your plane before going airborne.

Susan

Young Warriors

Deon Cross

When I was working in Chicago, one of my friends, Dave Stallard, told me this story about his dad he discovered when researching his dad's WWII Bomber group. The Stallard family sent the completed research along with this story to the 8th Air Force Magazine who featured it on their cover! Keep in mind that this was all accomplished by a 23 year old young man along with a team of equally young crewmen. We need to continue to share and pass down the stories of this generation. Their many accomplishments and sacrifices provided us the freedoms we enjoy today.



ONE ENGINE... ONE DETERMINED CREW

by Dave Stallard



The excerpt below is taken from, [The brotherhood of courage: The history of the 305th Bombardment Group \(H\) in World War II](#), by Walter W. Thom.

Up to May 11 the Group had lost no aircraft in six missions, including two (May 7 and 8) to Berlin. In fact, the 305th was setting another of its records, this one for successive missions with no crews lost. The last loss had been that of Lt Charles Scott and his crew, over Brunswick, on January 30. The Stars and Stripes and a lot of civilian newspapers carried stories on this string of 58 missions without any casualties; and Gen. Williams, of the First Bombardment Division, gave the Group a commendation for the achievement.

Then the bubble burst. The 305th put up four airplanes in a raid on the afternoon of May 11 on the railroad marshalling yards at Saarbrucken.

Flak was fairly heavy, and the plane of Lieut. Alex Thomaides, of the 365th SQ, suffered a direct hit and exploded. Thomaides and six other crewmen were killed. Three survived.

The 366th SQ lost two planes to flak. Marion W. Holbrook and his crew were shot down, as were

Capt. Maurice S. Thomas and his crew. Thomas's was the lead aircraft, and it carried an extra navigator, Carroll L. Witton. All the crewmen survived, and Thomas got back to Chelveston. He later became the 366th SQ commander.

Sam Stallard's plane was also struck by flak, but it made it nearly back to Chelveston. The crewmen had been assigned to the 366th SQ as replacements only a few weeks earlier and had flown only a few missions together. The following is quoted from the account of George W. E. Grewe, Jr., the bombardier:

"...The flight to Saaibrucken was rather routine. What happened after we arrived wasn't.

"We flew into the target on a long straight path from the IP (Initial Point) at our assigned altitude. The flak was very heavy, but fortunately the bursts were a little below us. I don't know what happened, but we did not drop our bombs. A large 360-degree turn was made and we approached the target again, from the same heading and the same altitude!

"Again the flak was heavy. The Germans made a slight adjustment. The flak was right on target. I saw one burst right in front of our plane. I dropped my head and felt the shrapnel fragments bounce off

Young Warriors

Deon Cross



Front row (L to R): Lt. Stallard--pilot, Lt. Rist--co-pilot, Lt. Friedman--navigator, Lt. Grewe--bombardier
 Back row (L to R): S/Sgt. Soseman--engineer/top turret gunner, Sgt. Townsend--asst. engineer/waist gunner, S/Sgt. Reagan--radio operator/gunner, Sgt. Bickford--ball turret gunner, Sgt. Fisher--tail gunner, Sgt. Craven--waist gunner

of my flak helmet. One piece, mostly spent I guess, hit my knee and left a bruise.

"I dropped my bombs when the lead plane salvoed theirs.

"Hal Friedman, the navigator, tapped me on the shoulder. He pointed to the right wing: one engine inoperative. He pointed to the left wing: another engine not running. He pointed to the altimeter: 19,000 feet, instead of the 23,000 we should have been.

"Lt. Stallard, our pilot, gave orders for the crew to throw out everything to make the plane lighter. We heaved out guns, ammunition, flak vest, and helmets. We felt a little naked up there without these, but it was the only way we could stay airborne. We thought that the two P-51 fighters that were circling us would stay around for protection, but they wagged their wings and left. Short of fuel, I guess.

"Near the French coast, we picked up some more flak. No matter which way we turned, we had flak. We were between two flak batteries. The navigator changed seats with me to get a better view of the ground. He spread his map out in front of him and was looking out to his right when a piece of

flak shrapnel came up through the nose, through his map, and out the top of the plexiglass!

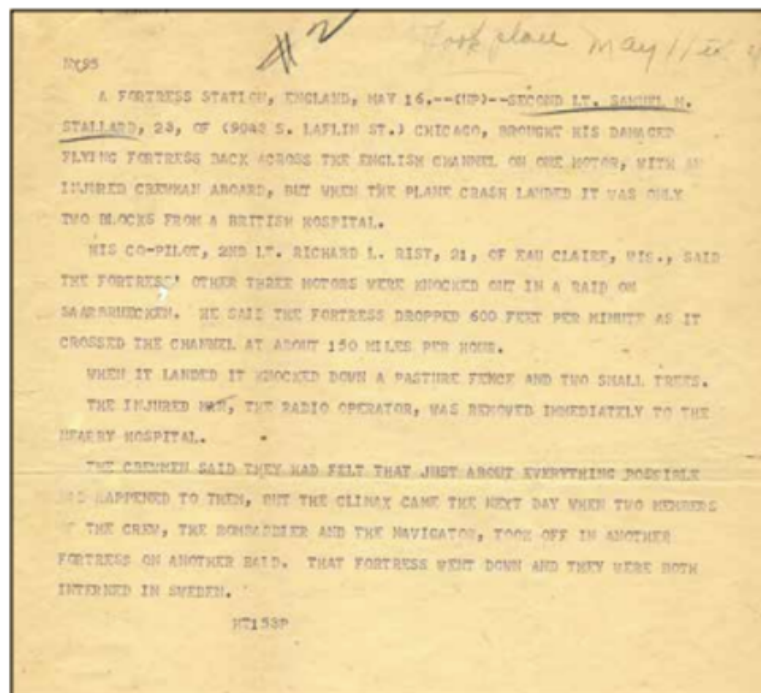
"It was hard to believe, but neither of us was hit. The Germans knocked out another engine, and we went into a dive, to 13,000 feet. By the time we pulled out, they had quit firing and we were over the Channel and out of range.

"I went back to the radio room to see if I could help the radio-gunner, who had been hit. As I walked the I-beam catwalk through the bays, even though the doors were closed, I could see the water quite clearly through the many holes in them.

"First aid was given to the gunner for the wound, which was through the fleshy part of his upper leg and didn't look too bad.

"Sam gave us orders to loosen the bolts on the ball turret so that it could be dropped in the event of a crash landing. Then he changed his mind and told us not to, in case we had to ditch in the Channel. It didn't occur to me then, but I really don't think one hole less in the bottom of the plane would have kept us afloat any longer.

"Anyway, we made the coast and headed for the first farmyard we saw. Our one remaining engine



was revved up once to get us over some power lines. We made a beautiful crash landing, plowing up a field and knocking down one small tree and a fence. After we hit, Reagen, the injured gunner, was the first man up and out the side door. From there, we carried him.

"The farmer, most disturbed and uncooperative, came over to survey the damage to his field. He shook his head, no, to such question as: did he have a phone; did he have a vehicle to transport our wounded man, etc. He did point in the general direction of where a hospital was. An English soldier stationed at the nearby hospital came over to see what had happened. We sent him back for an ambulance.

"We spent the night in the English hospital, and the next day the 305th sent a truck over to take us back to Chelveston."

The crew was a day late getting back, and minus an airplane, but they did get back.

Lieuts. Grewe and Griedman, flying with the Walter Schultz crew next day, the 13th, were shot down on a raid to Stettin-Poznan. They were interned in Sweden for six months.

In 12 more missions in May, including two on the 24th, 11 more crews were lost, for a total of 14. This seemed a high price to the men in the Group. At Eighth Air Force and in Supreme Headquarters, they took a different view. It had helped prepare for the invasion.

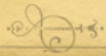
Epilog: Sam M. Stallard, born in Indianapolis, was a B-17 Pilot in the 305th Bomb Group and 366th Bomb Squadron flew 34 missions between April 1944 and April 1945. On his 6th mission over Saarbrücken, Germany, his fortress was badly damaged and with only one engine in operation, crossed the English Channel with wounded crewman and safely landed in a farm field not far from a hospital. He achieved the rank of 1st Lieutenant during his service being awarded the Air Medal with 4 oak leaf clusters, the Distinguished Flying Cross and the Purple Heart.

After the war, he married his second wife, Jane. They lived in the Chicago suburbs and together they raised seven children as "his-hers-and ours." Sam's friend, "Flip" sent a Christmas message to him in December 1944. See the cover this issue!

Young Warriors (Bombing Log)

Deon Cross

1.	N.W. France	April 27,	44
2.	Berlin, Germany	" 29,	44
3.	NW France	May 1,	44
4.	Berlin, Germany	" 7,	44
5.	Berlin, Germany	" 8,	44
6.	Saarbruecken, Germany	" 11,	44
7.	Keil, Germany	" 23,	44
8.	Cherbourg ^{Munich, Germany} Lehards Area	July 12,	44
9.	Munich, Germany	July 16,	44
10.	NW France Jussy	" 17,	44
11.	Pennemunde, Germany ^{Prussia}	" 18,	44
12.	Murzburg, Germany Schweinfurt	" 21,	44
13.	Merseburg, Germany	" 22,	44
14.	Munich, Germany	" 31,	44
15.	France	Aug 2,	44
16.	Brandenburg, Germany	" 6,	44
17.	St. Lombar, France ^{Purple Heart}	" 7,	44
18.	Gobenkerchen, Germany ^{Prussia}	March 8,	45
19.	Kassel, Germany ^{Prussia}	March 9,	45
20.	Friedfeld, Germany	" 10,	45
21.	Bremen, Germany	" 11,	45
22.	Swinemunde, Germany ^{Prussia}	" 12,	45
23.	Zimmer, Germany ^{30 mi. N of Berlin}	March 15,	45
24.	Milbig, Germany near Leipzig	" 17,	45
25.	Berlin, Germany (visual)	" 18,	45
26.	Hamburg, Germany (visual)	" 20,	45
27.	Twenty Holland, N. field	" 24,	45
28.	Berlin, Germany, PFF	" 28,	44
29.	Halle, Germany	" 31,	44
30.	Bayreuth, Germany, the first 10 hrs April '45		44

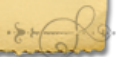
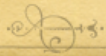


Young Warriors (Bombing Log)

Deon Cross

31	Muhlhausen, Germany	April 8, 1945
32	Berlin, Germany	April 10, 1945
33	Munich, Germany ^{Kraiburg} test	April 11, 1945
34	New Munster, Germany	April 13, Friday 1945
Finished, Hurray!		

Kassfeld



Young Warriors (B-17 Aircrew)

Deon Cross

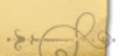
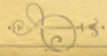


Left to right, front Row.

1. Me
2. Lt. Rist Co-pilot
3. Lt. Friedman Navigator
4. Lt. Grew Bombardier

Left to right Standing up

1. S/Sgt. Soseman Engineer - Top turret gunner
2. Sgt. Townsend, Asst. Engineer - Waist gunner
3. S/Sgt. Reagan, Radio Operator - Radio Gunner
4. Sgt. Brickford, Lower Ball Gunner
5. Sgt. Fisher, Tail Gunner
6. Sgt. Craven, Waist Gunner



Swap 'N' Shop 1 Feb @ John Knox Pavilion



Above: Look at all the vendors, attendees, planes, and RC equipment at the annual KCRC Swap 'N' Shop on Saturday, February 1st.

NEXT CLUB MTG.
FEBRUARY 19TH
7 PM @ EAA HANGAR
LEES SUMMIT AIRPORT



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