

Pilot Briefing

August 2014

Volume 6 Issue VIII



Upcoming Events– August 2014

See MHRCS website

President's Corner

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Hi members,

It is hard to believe the MHRCS's yearly Rhinebeck Jamboree event is only 6 weeks away. This will be the 48th year MHRCS has run this event. The Jamboree chairman will start contacting members for the help required to make this event happen. For new members the Jamboree event if run at the Old Rhinebeck Aerodrome in Rhinebeck, NY.. The event will have about 100 RC pilots and 150 to 200 aircraft. Members are welcome to fly at the event but the aircraft must be of a scale aircraft that was built before 1939. See the MHRCS web site for more information on the Jamboree.

The event will be Friday Sept 5th - Sunday Sept 7th and the field preparation will be Wednesday Sept 3rd starting at 9am. The field preparations involves cutting the grass around the Aerodrome and the main work will be cutting the RC runway of the airfield. We will need many people with weed whackers, push mowers and rakes to rake the grass on the RC runway. I do Have 4 large mowers already lined up to cut the runway. Hope you can come out and help and enjoy the event.

The 2 club fields are in great shape. And they both are getting plenty of usage. I have not been able to attend all the Red Wing Thursday night flying sessions but I hear a few members are there on a regular basis. I am at the Wallkill field on the weekends and there have been a few days with 15 to 18 members at the field and flying some great looking aircraft. It is really great to see the fields getting used and that everyone is helping each other have a good day at the field.

Upcoming events:

August 2nd 9am ,Wallkill field. Club field meeting and food event, Club will provide burgers and dogs, please bring your own drink of choice.

August 9th 9am Club fun fly event. See event information below:

Fun Fly event:

The funfly have 2 events as follows:

Egg drop: The egg drop will be a bombing run at a target on the field using a cup attached to your aircraft and a golf ball.

Rules:

1. Bombing runs must be a flying pass at speed over the target. No 3D type bomb drops allowed.
2. You must use a cup and golf ball method. Cups, golf balls and tape will be supplied the day of the event but you can also rig something before hand.

Timed Taxi Race rules:

1. Taxi race will be done with wings attached for normal flying positions.
2. Aircraft must not leave the ground at any time.

30 second penalty for hitting or knocking over a cone

Come on out and have some fun at the fun fly.

See you soon.

Warren Batson
MHRCS president

Wallkill Field July 26, 2014– Photos and Info from Lou Callan



A little photo shopping of the background and one might think the shot was from WWII. Lou, reports that these three 1/4 scale birds were flown in formation. Sure wish I had been there instead of at the family party. Pilots of the L-4's were Keven Breen, Rob Vdm, and Matt.



Ron Salsbury with a beautiful PT 17



This beautiful Corsair belongs to Wayne Curtis. Lou reports there were about 15 people at the field.

Thank you Lou for the coverage.

Interpretation of the Special Rule for Model Aircraft– Responses By Ron Revelle

I was well aware that my frequent messages encouraging members to write a response regarding the FAA's Interpretation to the Special Rule could have been annoying. However, I know how easy it is to do nothing. There is too much to be lost to chance that. Even though I had, in my last message, requested members to let me know when they submitted a response, I heard from less than ten members. I sure hope more than that did write. If you saw the overlay of the airspace deemed within five miles of a full scale airport, it would be a real eye opener. The flagship field of our club, the Wallkill Field, would be history. Responding is that important. Consider the argument presented as part of Whitney Philbrick's submission :

“Additionally, the suggestion that we would need the blessings of any full scale airport operator within even three miles, let alone five, to safely operate is a joke. Why would any airport operator take the risk of allowing us to fly? They will probably not be aware of our safety record and they will take the risk free approach of denying permission. There would be zero apparent benefit to granting permission and their complete unfamiliarity with our operations would lead them to deny permission on the "better safe than sorry" principal. “

Even if there happened to be a “benevolent” airport owner, wanna take as wild guess as to what his insurance provider is going to suggest?

We now have, thanks again to the AMA, an extended period of time for responding. If you care about the hobby and the club, please send a response.

An Evening with Lt. Col. David C. Lustig, Jr. USAFR(ret) by Ron Revelle

In an earlier edition of our newsletter, I announced that Col. Lustig was going to make a presentation at the library in Walden, NY, concerning his book, **Initial Point**-Reminiscences of a World War II B-17 Bomber Crewman.. I had hoped that some club members would take the opportunity to hear his story first hand. Unfortunately, I was the only MHRCs member there that evening. All I can say is, you missed a wonderful evening. Arriving early, it was my privilege to spend some time talking with Co. Lustig and his son, Ray. Later, I had a very nice chat with the Col.'s older son Carl. Col. Lustig has spent some time in our hobby of aircraft modeling. There is the possibility that his son, Ray, when time and space are available, may look into the hobby. I would love to have them join us at our Wallkill field some time in the future. I am sure the Col. would have enjoyed seeing the three olive drab liaison aircraft flying this past weekend.

During Col. Lustig's presentation, I was personally moved by a story that he told of another individual from Walden who served in the Air Corp., Lt. John A. Palmer, known to his Walden buddies as “Jackie”. Lt. Palmer gave his life while serving as a B-24 navigator. “Jackie”

was a 1941 graduate of Walden High School. He left Ithica college to enlist in the US Army Air Corp in January of 1942. He was an expectant father upon leaving to serve as a navigator on a B-24. On June 11, 1943, his plane was shot down in the Pacific near Koepang. The plane landed safely on the water only to be blown up by the enemy while it sat there. "He was previously credited with shooting down a Japanese fighter plane. His body was never found"

What made this story so personal to me was that "Jackie's" son, whom he never saw, turned out to be a very good friend of mine in high school, "Mickey" Palmer. I was aware that his father was not with his mom, but I never knew why. Mickey and I graduated from high school together, after high school, we rode dirt bikes together and at class reunions we always sat at the same table. We also participated in PDR competitions, but that is another story. Had I been aware of his father's history, I would have made a point of connecting Mick with my dad who was also on a B-24 as a pilot.

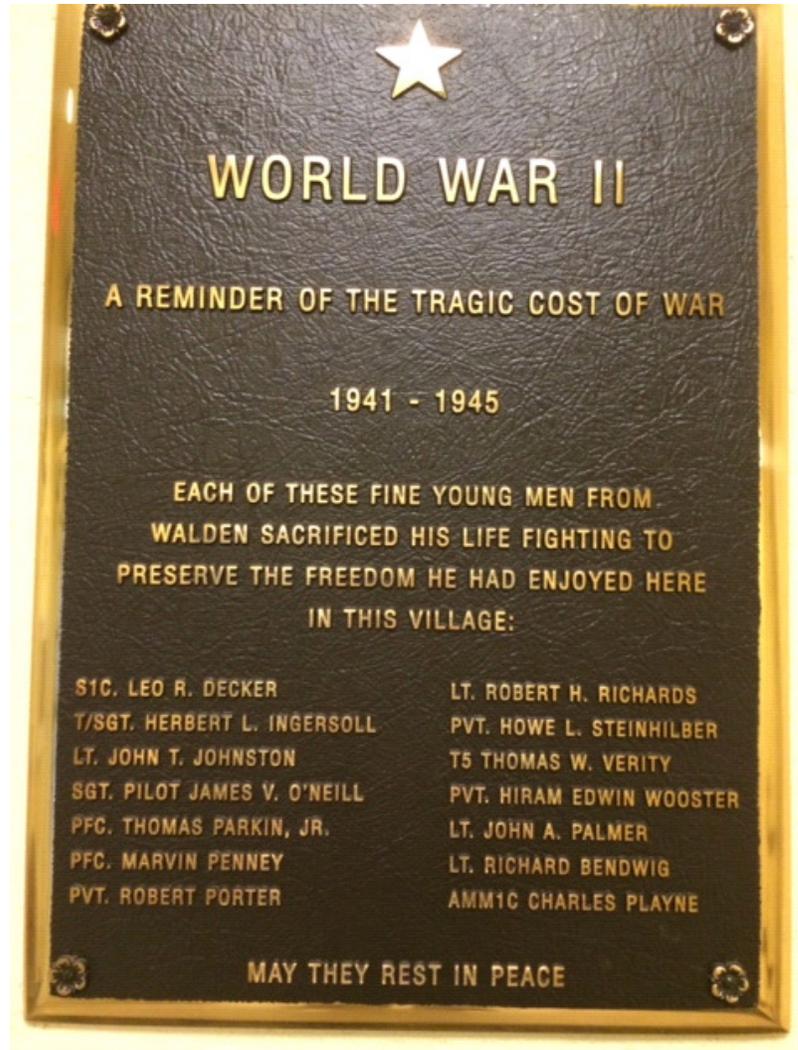
Col. Lustig, in addition to telling his own experiences before ,during, after the war shared about numerous other Walden "boys" that served. Some even hitch hiked to Canada, to enlist in the RCAF. His best friend, Johnny Anderson was a Norwegian Air Force pilot flying a Spitfire. The "small world" world hit me again when I found out Johnny's sister was the mom of another of my good friends, Donny Embler. Don would come to visit me when I was in college at Oneonta, and our families would vacation together in Vermont. Hearing Col. Lustig speak and reading was, for me, like paging through a family album.



This wasn't only because of the Army Air Corp strong connection and my deep admiration and respect for those of that generation. To a large extent it was because of my own experience with Walden, NY and its families. I started attending Walden High School in tenth grade. As the new kid on the block, I was immediately accepted like a family member by the McKay's, Nichols', Palmer's, Yeaple's, Garrison's, Gillespie's, Westerman's and the list goes on. In a small town, it seems like the other guys almost become like brothers. I expect that was the same with the guys of Col. Lustig's generation. Walden became my home town. And it always will be. The love, hospitality, support and encouragement that I received from the people of Walden can never be repaid. I wouldn't trade those wonderful years for anything. Perhaps they could be called the "Golden Years".

Col. Lustig ,making his presentation in the Walden, library.

You have to read the book– *Initial Point*– Reminiscences of a World War II B-17 Bomber Crewman.! It is a very candid presentation of Col. Lustig's experiences. You can order it on Amazon. And, I found out from Ron Preston, it will be shipped from Col. Lustig's son, Ray Lustig, in Walden! Ron was enjoying reading *Initial Point*, when I last heard from him. Col. Lustig is an excellent writer who will put you right there in the action. Don't miss it. I am honored to have met him.



This issue of the Pilot Briefing is dedicated with much respect and appreciation to Col. David C. Lustig Jr., my friend, Mickey's dad- Lt. John A. Palmer and all of the individuals whose names appear on the plaque shown above, which can be seen in the Walden library. Lest we and future generations ever forget.

CAVU. Ron Revelle, Editor