



September Meeting Minutes

by Lanora Campbell, Secretary

The meeting was called to order by President David Campbell at 7:00 PM. There were 18 members present.

Motion was made and accepted to approve the minutes as published. Bob Schwandt was not able to attend the meeting to give the Treasurer's report.

Old Business:

David Campbell ordered two wind gauges for the field he gave one to Barry Harper to take to the field and install and the other he kept until it's needed in the future.

Dan Curtis then gave an update on the Pattern Contest. He said that they had to do a one day Contest because of the weather. There were 10 contestants.

Jeff Schmidt then gave a report on the room that he reserved for December 4th at the Golden Coral at the North Kansas location. Jerry Kutz brought up that he could get the Knights of Columbus meeting room and that it could hold up to 80 people but then everyone would have to order the same meal and half of the meals would have to be paid in advance. It was put before the club and the club voted to meet at the Golden Coral location.

There was an update from the Officer Selection Committee for a slate of Officers and all offices but Secretary has been filled. The slate of Officers will be presented in the November newsletter and voted on at the November meeting.

New Business:

It was brought before the club that there is a crack in the runway and needs repair. Mike Howard said he would get bags of sand to fill the crack and then use a sealer to seal the crack. Barry Harper brought up that there were some holes in the field north of the runway that needed filling. Barry volunteered to

take care of them.

The President was sent an email about some visitors climbing the gate to use our field without anyone being present. One of the members just happened to drive up as their vehicles were blocking the gate. The Member opened the gate and told the visitors that they were to be sponsored by a Member. He said they seemed to be surprised about that. He agreed to sponsor them and they had a good time flying. The no trespassing signs must be getting faded and need to be replaced.

The President mentioned that Russ Rhodes had reserved Meeting Room A at the South Campbell Library through the first six months of the year. All meetings but one would be in Room A.

The President asked if the club wanted to do a raffle again this year and the club voted to do \$100 in Restaurant certificates and \$200 in Sleeth Certificates as well as donations from whoever we could get donations from. Sparky was asked if he had enough tickets and he said that he did.

Kevin Bane then said that the website would be down as he is moving hosting companies. He then said that it would be better because he could list each members name and have all email forwarded to their personal email. Nice touch Kevin!

Scott Causey brought up a Swap meet and said that the Kansas City one always draws a big crowd from all areas. He said that they get a good percentage of their funds from the swap meet by renting tables. It's something to think about for next year.

With no other business to come before the club the meeting was adjourned at 7:34 PM.

Mike Howard then entertained us with his bumble bee helicopter that he bought at Sleeth Hobbies. Great little helicopter for flying indoors.

Inside this issue:

Meeting Minutes	1
President's Corner	1
Calendar of Events	4
The Story of the NC-4	2
Membership Form	5
Club Officer Roster	6

IT'S ELECTION TIME AGAIN!

Elections will be held for new Club Officers at the November Meeting!

The Candidate List for the 2009 Officers is as follows:

THIS SPACE LEFT BLANK BECAUSE I NEVER RECEIVED THE CANDIDATE LIST.

I AM SORRY FOR THE DELAY OF THE NEWSLETTER. I WAITED AS LONG AS POSSIBLE FOR THE LIST.



President's Corner

by David Campbell, President

As President of the Springfield RC Club I want to thank each of you for your help in all the things that the club undertook this year. We get busy and forget to say "thank you" to those who make

things happen but truly we know that this club could not exist without those who step up and take responsibility. So if I didn't say thanks when you were stepping up I want to say thank you now and let you know that your actions were very much appreci-

ated!

November's meeting is election night for the 2009 year. If you want to be part of the elected officer panel or if you want to be on the Board, you will want to plan on attending this meeting. The officer selection committee will present the "Slate" of officers it recommends but nomination will also be accepted from the floor.

I will write one more letter for the December Newsletter and then that will be my last official act



The Story of the NC-4

Courtesy of the United States Navy & Aviation Magazine

The NC-4 was one of four NC (Navy-Curtiss) flying-boats, built during World War I originally to provide patrol cover for American shipping in the Atlantic against the attentions of German U-boats.

The requirement was drawn up, and the aircraft designed, by the Navy in September 1917. It featured a short 45 ft. (13.72 m) length hull of advanced hydrodynamic design, and was intended to be powered by three engines. The first four aircraft were numbered separately NC-1 to NC-4, but the war was ending even as flight testing began. The NC-1 (three 400 hp Liberty engines) flew for the first time on October 4, 1918, and on November 25 gave striking proof of its load-lifting abilities by carrying 51 people on a single flight - a world record.

Nevertheless, the three-engine installation was considered inadequate for trans-Atlantic flying, and completion of the second, third and fourth aircraft was delayed while a fourth engine was included in the design. First flights were made on April 12 (NC-2), April 23 (NC-3) and April 30 (NC-4), NC-2 having been modified with its engine mounted as tandem pairs was found to be an unsatisfactory configuration, while the other two aircraft retained the between-wings separate tractor layout of three engines and had the fourth mounted, as a pusher, at the rear of the hull. It was decided to enter the Navy-Curtiss machines for the transatlantic attempt, for which they were re-designated NC-TA.

On March 27 the NC-1's right wing had sustained storm damage, and was given the wing from NC-2. The NC-2 whose engine layout had proved unsatisfactory was again cannibalized to supply parts for the NC-1 when its left wing was damaged by fire on May 5 in a hangar at Rockaway, New York.

The Journey Begins

On Thursday morning, 8 May, NC-1 NC-3, and NC-4 took off from Rockaway for Halifax, Nova Scotia, on the first leg of the transatlantic journey. The flight was under the command of John Towers, who was also commanding officer and navigator of NC-3. NC-4 was commanded by Lieutenant Commander Albert C. Read, and NC-1 by Lieutenant Commander Patrick N. L. Bellinger. Offshore of Cape Cod, NC-4's center engines failed; she landed at sea and taxied to

the Naval Air Station at Chatham, Massachusetts, for repairs. NC-3 and NC-1 arrived at Halifax without incident, but next morning serious cracks were discovered in their propellers and a day was lost replacing them.

On the 10th, NC-1 and NC-3 continued their flight to Trepassey, Newfoundland, the jumping-off place for their spanning of the Atlantic.

At Trepassey a small fleet had gathered to



The Navy's NC-4 was the first American airplane to fly across the Atlantic. Crew from left consists of Lt. E.F. Stone, pilot; Mechanics Mate E.S. Rhoades, engineer; Lt. W.K. Hinton, pilot; Ens. R.C. Rodd, radio operator; Lt. J.L. Breese, reserve engineer; LT. Comdr. A.C. Read, commanding officer and navigator; and Captain Jackson of the base ship Melville.

support the transoceanic flight. When the NCs took off across the Atlantic, 21 destroyers would be on station at 50-mile intervals between Cape Race, Newfoundland, and Corvo, the westernmost island of the Azores. The destroyers were to serve as visual and radio navigation aids and communication links. They were also to provide weather intelligence and, if necessary, rescue service.

The security of having 21 destroyers strung out between Newfoundland and the Azores may give the impression that the flight was a very simple affair. But in 1919, when aerial navigation across a great trackless sea was not yet an art, much less a science, when aircraft radio was primitive and unreliable, and when many flight instruments had yet to be invented, it was not easy to zero in on nine tiny islands scattered over several hundred square miles of ocean. If an eastbound pilot missed the Azores, his next landfall was Africa, hundreds of miles away.

Repairs were completed on NC-4 but she was kept at her Chatham mooring by gale-force winds and rain. There was concern among NC-4's crew that if Commander Towers received a favorable weather forecast, he would feel obliged to take advantage of it and "go" for the Azores without them.

Newspapers were calling NC-4 the "lame duck" and circulating ill-founded rumors that she would be withdrawn from the flight. The weather cleared on the 14th, however; NC-4 flew to Halifax and arrived at Trepassey the next day.

Towers had received a favorable weather report on the 15th and decided to go--without NC-4. But NC-3 and NC-1 proved to be overloaded with fuel and could not get off the water. The forecast for the 16th was even better, and none had wanted to leave NC-4 behind; now all three could go together.

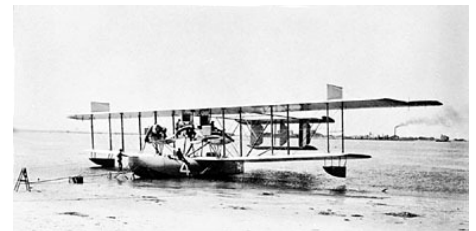
On Friday evening, May 16, the three NC boats roared in turn down Trepassey harbor and flew off into the gathering darkness over the Atlantic. The evening takeoff was necessary so that they could reach the Azores after sunrise next day and enjoy daylight landing conditions.

The night passed without incident. The fliers flew over the destroyers on their ocean stations with reassuring regularity. During the night the three planes broke from their flight formation to avoid the risk of collision. Furthermore, each airplane had its own flying characteristics and cruising speed;

NC-4 was the fastest and NC-1 the slowest of the three.

Troubles came with the dawn, and sunrise was closely followed by the onset of fog.

In NC-3, Towers spotted a ship on the foggy horizon that he took to be one of the station destroyers and altered course accordingly. It proved to be the cruiser Marblehead returning from Europe, and this misidentifi-



cation produced an erroneous bearing that took NC-3 far off course. Finally, with fuel running low, and determining by dead reckoning that he was somewhere close to the Azores, Towers decided to put down long enough to obtain a navigation sight. The seas were running high and the landing was so rough that the impact collapsed the struts supporting the centerline engines. In this condition NC-3 would go no farther--except as a surface craft.

Bellinger was having similar difficulty but



landed NC-1 without accident. once down, however, she could not get off again through the 12-foot high waves that were running, and would, indeed, be lucky to survive them. Read, in NC-4, had also "run out of ships" and was virtually lost in the fog, which one time was so thick that the crew could not see from one end of the plane to the other. The pilot became totally disoriented and almost put the big plane into a spin. Ensign Herbert Rodd, the radio officer, was successful, however, in picking up radio bearings and weather information from the destroyers hidden below by fog and clouds.

After more than 15 hours in the air, Read's dead reckoning and Rodd's radio reports gave assurance that NC-4 was very near the Azores. A sharp lookout was kept by all hands. Suddenly island greenery appeared through a small break in the fog. It was Flores, one of the western Azores.

With Flores as a checkpoint, Read swung NC-4 eastward for the islands of Fayal and Sao Miguel. The fog began to thin, but soon thickened again, and Read settled for immediate haven on Fayal. NC-4 landed in the harbor of Horta a bit before noon. Within minutes a great bank of fog blotted out the port completely.

Upon boarding the cruiser Columbia, base ship for the NCs at Horta, the first thought of Read and his men was to ask about NC-3 and NC-1.

It was soon apparent that NC-1, trapped and pummeled by the great waves, was lucky to stay afloat let alone take off. The Greek freighter Ionia appeared out of the fog and rescued Bellinger and his crew. attempts to salvage the derelict NC-1 were thwarted by the heavy seas and she finally sank three days later.

The fate of NC-3, after remaining a mystery for 48 hours, proved to be a saga of the sea. Before leaving Trepassey, Towers had jettisoned the emergency radio transmitter to reduce weight for takeoff. Thus NC-3 could receive radio calls but was "voiceless," and pure seamanship had to take over. Towers figured that within two or three days the NC-3 would drift in close to the island of Sao Miguel in the eastern Azores. His estimates were proved correct on Monday afternoon, May 19th, when NC-3, battered and almost derelict, sailed into the harbor of Ponta

Delgada.

For almost three days NC-4 rode her moorings at Horta, kept there by high seas, rain, and fog. On the 20th the weather cleared enough to permit takeoff, and in less than two hours she reached Ponta Delgada. Read planned to take off for Lisbon the next day, but weather and engine troubles delayed the departure for a week.



Lieutenant Commander Albert Read, US Navy
Lieutenant James Breese, US Navy
Ensign Herbert Rodd, US Navy
Lieutenant Elmer Stone, US Coast Guard
Lieutenant Walter Hinton, US Navy
Chief Mechanic's Mate Eugene Rhoads, US Navy

The men of NC-4 were up before dawn on Tuesday, May 27th. Lieutenant James L. Breese and Chief Machinist's Mate Eugene S. Rhoads diligently pampered the plane's engines. Herbert Rodd bestowed equal care on his indispensable radio set to ensure that it was ready to go. At word from Read, Lieutenant Elmer Stone advanced the throttles and sent the big flying boat charging down the harbor in a great V-shaped wedge of spray,

lifting off at 08:18 hours.

Another chain of destroyers extended between the Azores and Lisbon. As NC-4 overflew them, each ship radioed her passage to the base ship Melville at Ponta Delgada and the cruiser Rochester in Lisbon, who in turn reported to the Navy Department in Washington. Finally word came from the destroyer McDougal, last ship in the picket line, that completion of the flight was only minutes away.

In NC-4 all eyes peered eastward where the horizon was fading into the deep purple of twilight. Then at 19:39 hours, from the center of that darkening line, there flashed a diamond spark of light - Cabo da Roca lighthouse - and the westernmost point in Europe had been sighted. Minutes later NC-4 roared over the rocky coastline and turned southward toward the Tagus estuary and Lisbon.

According to Read, a man of few words, this moment was "perhaps the biggest thrill of the whole trip." Each man on board realized that "No matter what happened--even if we crashed on landing--the transatlantic flight, the first one in the history of the world, was an accomplished fact."

At 20:01 hours on May 27, 1919, NC-4's keel sliced into the waters of the Tagus. The first transatlantic flight was indeed an accomplished fact.

After two days in Lisbon, where all three NC crews were generously feted by the

Portuguese government and the city of Lisbon, NC-4 continued her flight to Plymouth, England, to the port whence the Pilgrim Fathers had left for America 299 years before.

On the morning of 29 May, she departed Lisbon, but a few hours later, off Monedego River, was forced down by engine trouble. This was soon repaired, but the day was spent and Read refused to risk a landing at Plymouth in darkness. So NC-4 flew only to El Ferrol, Spain, for the night.

The next day NC-4 made the final leg of her flight. NC-4 landed in Plymouth harbor early in the afternoon of May 31st, after being escorted into the harbor there by three Felixstowe F.2A flying-boats of the Royal Air Force.

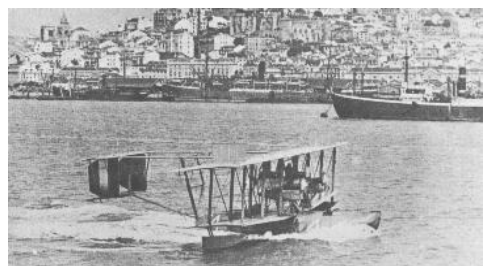
During the 24 days of this transatlantic flight, it invariably held the front page banner space of American newspapers. But other remarkable Atlantic flights followed, and the world soon forgot the triumph of NC-4 and the skill and sagacity of her crew.

After May 1919 the world knew that men would fly the Atlantic again - and again and again. They would fly it faster and with fewer stops. They would fly it nonstop, in company, and alone. They would fly it with tens and even hundreds of passengers, at speeds and with comforts difficult to imagine in 1919.

But no one again could be first. That honor belongs to Lieutenant Commander Albert C. Read, his crew of five, and the United States Navy's NC-4.

The NC-4 made a triumphal return to the USA later, ending a celebratory tour of the eastern and southern seaboard by flying up the Mississippi to St Louis. Here it was handed over to the Smithsonian Institution. Later it was given to the Naval Air Museum in Pensacola, Florida and is currently on display.

After the Armistice the Naval Aircraft Factory at Philadelphia built six more NC-type flying-boats. These were built initially as trimotors, but four were later converted to an NC-4-type four-engine layout, the other two meanwhile having been lost. The converted aircraft served during 1920-22 with the US Navy's East Coast Squadron before being retired.



The NC-4 triumphantly arrives in Lisbon, Portugal May 28,



President's Corner (from Page 1)
 as President for 2008. Barry Harper and I are looking for some help for the Christmas party as it is looking like neither one of us are going to be there. So if you would like to help plan or Emcee the party please let one of us know. I have pretty much turned the party planning and execution over to our VP, Barry.



"The airline just called and said our lost luggage should be here any time now."

Passengers duct-tape troublesome passenger

LOS ANGELES (AP 09/14/2003) - A Texas man who disrupted a United Airlines flight from Hawaii was subdued with the help of passengers and duct tape, authorities said Sunday.

No one was reported injured, said Sgt. Carl Sansbury of the Los Angeles International Airport police.

Brian Kane Eager, 36, of Austin, was held for 72 hours to undergo a psychological examination, FBI Special Agent Matt McLaughlin said.

United Flight 54 left Honolulu for Los Angeles at about 8:50 p.m. Saturday. About 90 minutes after takeoff, the man got out of his seat and began talking and wandering the aisle, passenger Joseph Gugerty said.

"He was pacing and reading the Bible," said Gugerty who was returning to Kentucky, where he is chief of communications in The Associated Press' Louisville bureau.

"They let him wander back and forth in the plane until he started to move forward," Gugerty said. "Then they surrounded him and pushed him to the floor."

About a half-dozen passengers were involved, he said.

"He becomes agitated. A baby starts crying. He says he has to go help the baby and pushes his way past the flight attendant," McLaughlin said. "He was not trying to gain access to the flight deck."

Passengers and a federal immigration and customs agent who was traveling for personal reasons helped restrain the man but he managed to slip out of handcuffs, McLaughlin said.

The agent then used duct tape to restrain him, and the man was turned over to local police when the plane landed in Los Angeles at about 4:45 a.m., authorities said.

He could face a federal charge of interfering with a flight crew, Sansbury said.

Calendar of Events

November 2008						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

November 6th - Club Meeting, Library Center South Rm A

FBI: Airline passenger restrained with duct tape

RALEIGH, N.C. (AP 11/05/2008) - An airline crew used duct tape to keep a passenger in her seat because they say she became unruly, fighting flight attendants and grabbing other passengers, forcing the flight to land in North Carolina.

Maria Esther Castillo of Oswego, N.Y., is due in court Thursday, charged with resisting arrest and interfering with the operations of a flight crew aboard United Airlines Flight 645, from Puerto Rico to Chicago.

Castillo, 45, struck a flight attendant on the buttocks with the back of her hand during Saturday's flight, FBI Special Agent Peter Carricato said in a criminal complaint filed in U.S. District Court in Charlotte. She also stood and fell onto the head of a blind passenger and later started pulling the person's hair, the complaint stated.

Ankle cuffs kept slipping off Castillo, so the flight crew and two passengers were forced to use duct tape to keep her in her seat, the complaint states.

She calmed as the pilot diverted the flight to Charlotte-Douglas International Airport, but became disruptive again when authorities boarded the plane to remove her, authorities said.

Carricato states that a passenger saw Castillo having drinks in an airport bar before boarding. She bought another drink on the plane. Flight attendants stopped serving her alcohol because of her behavior, the complaint states.

FBI spokeswoman Amy Thoreson on Wednesday declined to comment on the ongoing investigation.

A message left for Castillo's attorney, Julia Mimms, was not immediately returned.



Springfield R/C Club

(Black Sheep Squadron)

Springfield, Missouri

Name: _____

Name of significant other: _____

(Optional)

Mailing Address: _____

City: _____

State: _____

Zip: _____

Telephone: Home _____

(Optional) Office or Cell: _____

Radio Frequencies You Will Broadcast On: _ _ _ _ _

E-Mail Address: _____

AMA Membership Number: _____

Note: Proof of membership in the AMA is required for membership in the Blacksheep Squadron.

All members are to complete and sign this form, mail a copy of your AMA card along with this form and include a check payable to SPRINGFIELD R/C CLUB to:

William "Bob" Schwandt, Treasurer

Phone: 417-268-0088

3638 W Driftwood St

Email: treasurer@mchsi.com

Springfield, MO 65807

I agree to abide by the club's constitution and bylaws, club field rules and the rules and regulations of the Academy of Model Aeronautics.

Date: _____

Member Signature

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