

An Owl cannot fly without ...

Flight Feathers

The official publication of OneWingLowSquadron.org

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NEXT MEETING

**FEBRUARY 7TH
@ 11:00 AM**

DUES ARE DUE!

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**CONTACT MIKE FLICK FOR YOUR 2015 MEMBERSHIP CARD!**  
**AEROGlide33@AOL.COM**

## WISE OWLS

**MIKE FLICK**  
PRESIDENT  
~  
**JERRY FLICK**  
VICE PRES.  
~  
**RON SANDERS**  
SEC./TREAS.  
~  
**ROB GRANT**  
SAFETY OFFICER  
~  
**GALE MOORE**  
CONTEST DIRECTOR

## Black Sheep Squadron: "Pappy" Boyington

The most prominent gang of Marine Corsair pilots was squadron VMF-214, led by Major (later Colonel) Greg "Pappy" Boyington. Boyington was a rowdy, tough, hard-drinking Marine who had flown Curtiss P-40s with Claire Chennault's American Volunteer Group (AVG) or "Flying Tigers" in China and scored two kills. Chennault had thrown him out after somebody broke into the liquor locker, concluding that Boyington was responsible because nobody else in the Flying Tigers was strong enough to have wrenched open the padlock with his bare hands.



**Major Gregory "Pappy" Boyington**

VMF-214 "Boyington's Bastards" or "Black Sheep" racked up large scores against the Japanese in the South Pacific, with Boyington claiming a total of 28 kills during his combat career, 22 of them in the F4U. He was shot down and captured by the Japanese on 3 January 1944 and spent the rest of the war in a prison camp. The Japanese did not announce his capture and Boyington was presumed killed in action. He would get the Medal of Honor after his release from captivity at the end of the war.

Credit: <http://www.airvectors.net/avf4u.html>

## Baa, Baa, Black Sheep...TV Series

The series premise was very loosely based on a portion of the real-life military career of Boyington, known as "Pappy" due to his "advanced" age compared to the younger pilots under his command. (He was 30 when he took command of VMF-214.) Boyington was a technical adviser for the series and commented this was "fiction based on reality" and no regular character in the series except for himself actually existed.

At an aviation history symposium in 2002, members of the real VMF-214 were asked about the authenticity of the TV series.



**Robert Conrad as "Pappy"**

Retired Colonel Henry A. McCartney said the list of errors was too long to repeat. Boyington himself referred to the series as "... inaccuracies, hogwash, and Hollywood hokum," though he did serve as technical adviser on the show and once had a cameo appearance.

The name of the island where the real-life Black Sheep were stationed was Vella Lavella in the Solomon Islands of the southern Pacific known as *The Slot*. However, the Channel Islands off the coast of Southern California provided an adequate substitute backdrop for flying scenes. Filming of the airfield scenes was primarily done at the now-closed Indian Dunes Airport in Valencia, California. ✈

Credit: [http://en.wikipedia.org/wiki/Baa\\_Baa\\_Black\\_Sheep\\_\(TV\\_series\)](http://en.wikipedia.org/wiki/Baa_Baa_Black_Sheep_(TV_series))



Editor's ill-fated F4U-1A

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**REALLY??**

One unusual store carried by the Corsair was an ice-cream factory. Late in the war, one squadron in the Palaus found the action slow. So, to stave off boredom, the ground crew rigged 19-liter cans (5-gal.) with a wind-driven spinner connected to a mixing rotor, and hooked up one under each wing of an F4U. A pilot would take the aircraft up to high altitude for a given period of time and then come back to base with the ice cream.

## Corsair Trivia... from Airvectors.net

The F4U prototype had little bombbays in the outer wings for fragmentation bombs that would be dumped on enemy bomber formations, with a window in the cockpit floor for sighting. The bombbays were a screwball idea that would be quickly abandoned.

Difficulties continued, including a nasty inclination of the Double Wasp engine to catch on fire; a tendency of the engine to conk out at high altitude; and some clear handling problems, such as bad spin recovery. Some things were fixed; others were inherent in the design. When test-pilot Boone Guyton was later asked by Navy pilots about spinning the F4U, his answer was minimal: "Don't."

According to old stories, the Japanese learned to call the F4U "Whistling Death" because of the high-pitched sound it made, though such a melodramatic name sounds suspiciously like an invention of American publicists.

The Corsair began its first combat deployment to Guadalcanal in early 1943. The first recorded combat engagement was on 14 February 1943, when Corsairs assisted P-40 Warhawks and P-38 Lightnings in escorting B-24 Liberators on raids against the major Japanese base at Bougainville at the northwest corner of the Solomons.

Japanese fighters engaged and the Americans got the worst of it, with four P-38s, two P-40s, two Corsairs, and two Liberators lost. No more than four Japanese Zeroes were destroyed. A Corsair was responsible for one of the "kills", but it wasn't anything to boast about, since it was due to a midair collision. The fiasco was referred to as the "Saint Valentine's Day Massacre".

The total number of kills claimed was 2,139, against 189 combat losses of F4Us, for a kill ratio of over 11:1. Even if this was exaggerated by a factor of two, it was still an accomplishment. One particularly interesting kill was scored by Marine Lieutenant R.R. Klingman over Okinawa. According to the story, he was in pursuit of a Kawasaki Ki-45 Toryu twin engine fighter when his guns jammed, so he simply flew up and chopped off the Ki-45's tail with the big propeller of the Corsair.

Usually, Corsairs performed attacks with cannon, napalm tanks, various iron bombs, and unguided rockets, but there is a story of a Corsair pilot who cut enemy communications lines by snagging them with his arresting hook.

In 1960, some French Corsairs were rigged to carry four SS-11 wire-guided missiles. This was more or less experimental and it is hard to believe it worked well, since it required a pilot to "fly" the missile after launch with a joystick while keeping track of a flare on its tail -- an exercise that might be very tricky in a single-seat aircraft under combat conditions. ✪

\* Visit <http://www.airvectors.net/avf4u.html> for more aircraft information

## Captured Corsair... July 18, 1944

The Corsair JT404 of 1841 squadron, involved in anti-submarine patrol from HMS Formidable enroute to Scapa after Operation Mascot against the German Battleship Tirpitz, made an emergency landing in a field at Sorvag, Hameroy, near Bodo, Norway.

The pilot was taken POW and the aircraft captured intact with no damage. The German authorities made unsuccessful attempts to get the pilot to explain how to fold the wings so as to transport the aircraft to Narvik. The aircraft was eventually ferried by boat for further investigation.

It is not known if the Corsair was taken to Germany. This was probably the first Corsair captured by the Germans. ✪

Credit: <http://www.airvectors.net/avf4u.html>



Both optimists and pessimists contribute to society. The optimist invents the aeroplane, the pessimist the parachute.  
- George Bernard Shaw -

## The OWLS Nest Gallery



**Aaugggh!! Shot down again!**



**Who?**

**I see that Bill crashed again!**

*Eastern Screeching Owls by Alain Michot*

**A future OWL on the Buddy Box**

The newly repaired F4U-1A was test flown by Rob and found to be just as air-worthy as before the crash. Yea!!



*Gale's awesome Stearman*



**Mike flyin' Aaron's DJI quad**



**Got Photos? Catch me at a meeting or send a copy to: [keukadiver@gmail.com](mailto:keukadiver@gmail.com)**

***KennyWorld R/C Field*** CR 464 west of SR 41, 17150 SE 60<sup>th</sup> Street, Morriston, FL 32668, 352-528-3744  
We're on the Web! [Onewinglowsquadron.org](http://Onewinglowsquadron.org) and Facebook! <https://m.facebook.com/profile.php?id=857602174259072>





Name This Plane for a Chance to be Revered by Your Fellow Owls.

[Sorry! No Prize This Month]

1. Identify This Plane.

(Preferably from the wealth of useless information stored under your hat.)

2. E-mail Entry to Editor at: keukadiver@gmail.com

What do air traffic controllers and pilots have in common? If a pilot screws up, the plane crashes.

If an ATC screws up, the plane crashes.

So, a blind Rabbi carrying an RC plane walks into a bar and a table and a chair a couple people

Who loves you more: your dog or your wife?

Lock them both in the garage and go flying. Then when you open the door, observe who's happier to see you.

## From the Prez...

Hello members,

As the 2014 Vice President and now 2015 President, I would like to say thank you for allowing me to represent such a great group of RC modelers. I have had the opportunity to get to know most of the regulars out at the field. I enjoy listening to the stories about their past and their experiences. 2014 was a good year for our club. We got plenty of items accomplished and managed to keep enough money to make rent for another year. I'm excited to kick off 2015 for another great flying season.

I would like to invite each and every one of you to email me or talk to me in person if you have any concerns or issues that we need to address. I'm confident that 2015 will be a great success, and I encourage all of you to reach out and try to hook a new member into our RC modeling. Thank you and I look forward to seeing you all.

Mike Flick  
aeroglide33@aol.com



## From the Editor's Desk...

A while back, I was flying my newly acquired EPP Tempo 3D (from Jerry) when the motor cut-out, and I was forced to make an emergency landing fortunately without damage.

The plane had come without a motor or electronics, and since I wanted to fly it conservatively, I had disregarded the recommended brushless 2216-8 1250kv motor and 30amp ESC and opted for a 2208-8 2600kv brushless outrunner and 22amp ESC instead; still spinning the original 10x4.7 SF prop.

After the motor cut-out, I detected a strong burning odor. The battery power, it should be noted, dropped from 12.5v to 11.6v after just a couple minutes in the air.

As often is the case, the members on-hand offered helpful suggestions and opinions as to what went wrong: bad battery, bad ESC, bad motor, bad piloting. But after some head scratching, it turned out to be an overheated motor.

As you can see in the photo above, two



armature turns lost their insulation, and the heat-shrink tubing on the lead wires, well shrank.

Dan over at Grey's RC (now OOB) was helpful, and, after a little research, we came up with a more appropriate motor: 2212-13 1000kv brushless outrunner with the 10x4.7 SF prop. But even with the new motor the plane would not lift off, due to, I suspect, damage to the ESC when the first motor overheated.

So, I swapped it out with a 35amp Electrify ESC from Rob's Hobby and behold, the Tempo now flies like a great little plane ought to. ✈

