

Flight Feathers

A quarterly publication of OneWingLowSquadron.org

MEETINGS

FIRST SATURDAY
OF THE MONTH

@ 11:00 AM

NO MEETINGS IN
JULY & AUGUST

Looking for a Summer Vacation: Consider So. FL Markham Park

The massive 666-acre Markham Park has campgrounds with Wi-Fi, RC field, Dog park, Mountain bike trail. Jet-Ski lake, Outdoor gun range, and Skeet range. The RC field has areas for all planes, jets, helicopters and control line electrics and gas. Fly from day break to night fall. Also has track for RC off-road cars and a lake for RC water take-offs and RC boats. There's an astronomy Observatory that's open to everyone every Saturday evening. Markham Park Website is <http://www.markhampark.com/>. You can also contact Fernando for more information on nearby places. 🐦



Mark Your Calendars

OWLS Fun Fly &
Picnic
October 29th

~~~~~

Field Closed for  
Orlando Buzzards'  
Soaring Event  
November 18<sup>th</sup> - 20<sup>th</sup>

## Gee Bee Model R Super Sportster

The Gee Bee Model R Super Sportster was a special purpose racing aircraft made by Granville Brothers Aircraft of Springfield, Massachusetts at the now-abandoned Springfield Airport. *Gee Bee* stands for Granville Brothers.

The R-1 won the 1932 Thompson Trophy race, piloted by Jimmy Doolittle. He also set a new world landplane speed record of 476 km/h (296 mph) in the Shell Speed Dash. The distinction of a landplane record was noteworthy because, at that time, specialized speed seaplanes outran landplanes (e.g. the Macchi M.C.72 with over 700 km/h). The *Springfield Union* of September 6, 1932 quoted Doolittle as saying, "She is the sweetest ship I've ever flown. She is perfect in every respect and the motor is just as good as it was a week ago. It never missed a beat and has lots of stuff in it yet. I think this proves that the Granville brothers up in Springfield build the very best speed ships in America today."

The R-1 rapidly earned a reputation as a potentially very dangerous machine. The small wings, very low polar moment of inertia, and tiny control surfaces made for an aircraft that could rapidly get away from all but the most skilled pilots. This shortcoming was common to most air racers of the day. During the 1933 Bendix Trophy race, racing pilot Russell Boardman was killed, flying Number 11. After taking off from a refueling stop in Indianapolis, Indiana, the R-1 stalled, and crashed.

The R-1 was later repaired and now incorporated a fuselage extension of approximately 18 inches, creating the "Long Tail Racer." It was decided not to rebuild the wings but to use the original wings from the R-2, which had been removed in February 1933 when a new wing with flaps was built and installed. This aircraft crashed in a landing overrun incident soon after it was built but Roy Minor, the pilot, was not severely injured. After another rebuild, the Long Tail Racer was sold to Cecil Allen. Allen, against the advice of the Granvilles, modified it by installing larger gas tanks aft of its normal center of gravity, which apparently made the aircraft unstable in pitch from tail-heaviness. Allen took off with a full fuel tank, crashed, and was killed. After this final crash, the aircraft was never rebuilt. Source: [https://en.wikipedia.org/wiki/Gee\\_Bee\\_Model\\_R](https://en.wikipedia.org/wiki/Gee_Bee_Model_R)



Nick DeCarolis & his father, Pat, are members of the Flying Gators in Archer, FL.  
Facebook: Flying Gators RC Model Airplane Club

## WISE OWLS

MIKE FLICK  
PRESIDENT

~  
JERRY FLICK  
VICE PRES.

~  
RON SANDERS  
SEC./TREAS.

~  
ART SCHEURER  
SAFETY OFFICER

~  
JERRY FLICK  
CONTEST  
DIRECTOR



## The Pietenpol... Guest Contributor: Gary Zakian

Fellow photographer and new friend Gary Zakian has shared three of his photos and a report with us. An OWLS' thank you to Gary.

While at the county airport today to see some of the EAA aircraft, I saw this Pietenpol plane powered by a Ford Model "A" engine. Other Pietenpols were powered by a Ford Model "T" engine. Not sure what year this plane is or when the switch was made.

The engine placement/configuration interested me for two reasons. First, I thought it was installed "backwards" until I realized that where the propeller is located is where the drive shaft would come out and deliver power to the wheels. This put the radiator at the rear of the placement. Second, and directly related to First, pity the poor passenger who sat in the front seat. No view AND all that hot air blowing directly on them.

From what I was told, the 160 mph in the airspeed indicator was wishful thinking, and if you ever saw it there you needed to exit immediately. The pilot sat in the rear seat.

If you want to see more pictures of this type of plane visit: <http://k9ar.net/rich/3zone/3select.html>



## The OWLSqElectric Fly-In

The weather was perfect, the food great, the flying fun, the attendance good, and the camaraderie wonderful. Fifteen pilots from local and far-away clubs joined us for another successful event.



Source: <http://k9ar.net/rich/3zone/3select.html>

**Brothers Fernando (L) & Reinaldo Mesa trying to mow the grass with a 'heli'**



**Doc & Jim cooked up a storm**



**Lee Montgomery's Super Cub & Fokker DR 1 tri-plane which took Lee 2-3 months to build.**

**Lee, a member of the West Palm Beach Bush Pilots, Kenny's long time friend, and club supporter, has been flying for over 50 years. Brown shirt in photo right**





## Fire Power in the Pacific: SBD Dauntless

On Aug. 7, 1942, Petty Officer 1st Class Saburo Sakai was piloting his A6M2 Zero fighter in the skies over Sealark Channel in the Solomon Islands. He had flown down with another Zero from the Japanese airfield at Kahili, Bougainville, that morning for the express purpose of attacking ships supporting one of the first American amphibious invasions of the World War II: the Operation Watchtower landings at Gavutu, Tanambogo, Tulagi and Guadalcanal.

As Sakai and his wingman approached the skies above Tulagi, he spotted a group of eight American aircraft beneath him at an altitude of 7,800 ft. Assuming they were U.S. Navy F4F Wildcat fighters, Sakai nosed his Zero over to begin his attack, and his wingman obediently followed. Closing in on the American aircraft from behind at full throttle, he assumed that the element of surprise was his. But at a range of just 100 yards, Sakai gazed at his targets through his gunsight and came to a sober realization: These were not fighters. Too late to break off the attack, Sakai realized that he was attempting to pounce on a group of SBD Dauntless dive-bombers. These SBDs of Bombing Squadron 6 from the U.S.S. Enterprise and Scouting Squadron 5 of the U.S.S. Yorktown were circling above Tulagi awaiting orders to drop their bombs on Japanese targets on the island below.

Unlike the Wildcat, the SBD Dauntless dive-bomber was protected from rear attacks by a tail gunner. In the back seat of the SBD piloted by Ensign E.E. Rodenburg, Aviation Radioman 3rd Class James W. Patterson, Jr., opened fire. "He came in fast! I fired at him, but I just don't know if I hit him or not," Patterson said. Sakai attempted to bank to the right, pull up and use the Zero's horsepower to climb away from the SBDs, but he was too close. In the rear seat of one of the other Dauntlesses, Aviation Ordnanceman 2nd Class Harold L. Jones opened fire with Sakai only 100 ft. directly astern. What Jones saw next was a testament to the firepower available to the tail gunners: "His cockpit exploded, the canopy tore and something flew out. I could see his face clearly, his body and head forced back against the headrest of the cockpit. The plane went almost vertically upwards and then fell smoking. That was the last I saw of him."

As the eight tail gunners followed the Zero with their machine guns, bullets shattered the canopy glass and hit Sakai, with fragments striking him in the chest, left leg, elbow and face. One tracer round missed his right eye by less than an inch and melted the rim of his goggles. In the brief encounter, the eight tail gunners had expended more than 1,000 rounds of ammunition and seriously injured one of the best Japanese fighter pilots of the war. Although Sakai would ultimately recover from his wounds and live to fight another day, he had been stung by one of the most lethal firearms in the U.S. military's arsenal: the ANM2 .30-cal. machine gun- also known as the "Stinger."



The ANM2 .30-cal. machine gun was designed for aircraft use and could fire 1,350 rounds per minute. Twin ANM2s were mounted in the rear seats of Dauntless dive-bombers. Marines used guns salvaged from them as the basis for the ground version of the "Stinger."

## April's Soaring Event

Could you ask for a more beautiful Florida day than this? Eighteen Florida Soaring Society glider pilots competed at KennyWorld during this year's event.





### Joe Nall ... Can't be there?

FPV Meets Giant Scale 3D at Joe Nall 2016 a spectacular in-flight video submitted by Ron.  
<https://www.youtube.com/watch?v=IAQqLKDoLHk>

## The OWLS Nest Gallery... See all the videos at <https://vimeo.com/groups/onewinglow>



Some club members got together for a little runway repair party. Thanks guys!



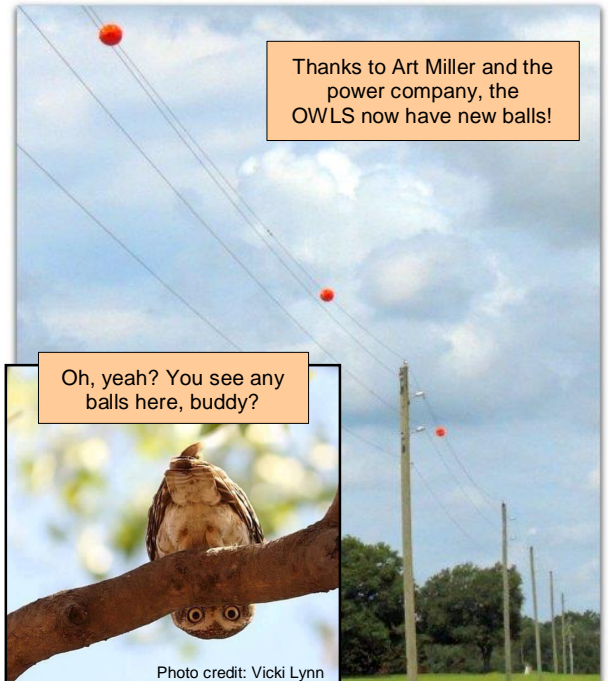
Fernando likes to fly his helis.



George Krueger graciously donated the proceeds from the sale of his glo planes and equipment to the club. Lee Montgomery also donated his bi-plane to the club.



Art Miller's Cessna  
188 AgWagon



Thanks to Art Miller and the power company, the OWLS now have new balls!



Oh, yeah? You see any balls here, buddy?

Photo credit: Vicki Lynn



Mike Elmore's work-in-progress is a rubberband powered 1938 Rearwin Speedster 6000



Jerry's Playmate & scratch-built 65+ Mama Mia pattern plane newly repaired after a recent ugly landing.



### Some Quotables:

Nick Decarolis . Flying Gators: %My favorite plane is my newest one until I crash it.+

Reinaldo Mesa . Osprey RC Club: %I flew u-line back in the 70s. The trick to not getting dizzy is to watch the plane, not the background.+

Lee Montgomery . West Palm Beach Bush Pilots: %My first plane that flew more than one flight was a Sterling Mambo using a Galloping Ghost radio.+

**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)**