

MON VALLEY R/C CLUB

NEWSLETTER

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July 2015

CEDAR CREEK PARK

AMA CHARTER CLUB NO. 546

[Al Kozusko](#), President.....(412) 445-0614

[Mike Eiben](#), Vice-President..(412) 304-7048

[Janet Poague](#), Secretary.....(412) 531-4924

[Ron Doctorick](#), Treasurer....(412) 655-8362



AUGUST 22 MVRC PICNIC



President's Corner

Fellow MVRC Members:

There has been so much rain recently and only few flying days which gave me a lot of time for reading. I must alert you to the July AMA Model Aviation Magazine. It contains a great deal of very valuable information, especially one article titled, ***LiPo Battery Basics: Understanding the technology and safe use of LiPo batteries***. The article (pages 29-33) covers many items which includes, Labels (labels contain plenty of information, but understanding them is often confusing). The article covers memory, sizing, charging, storage, disposal, connections, testers and the secrets to long life of a battery.

As we all know, there has been a surge of electrical motors used with aircraft. LiPo (Lithium-ion Polymer) batteries are one of the main reasons for the surge. As per the *Battery Types* section of that article, the author writes "Everyone is familiar with the batteries that he or she uses around the house. Most are alkaline in AA, AAA, C D, or 9 volt formats. Others are rechargeable Nickel Cadmium (Ni-Cd) or Nickel Metal Hydride (NiMH)." Today we use LiPos and that is what the article is focused on. What's interesting are pilots, such as me, who simply "dabble" in electrics don't really know some of the important details concerning LiPos.

There is also an article discussing ***LiPo life lessons*** (Battery Fires) in the AMA magazine (pages 79-81). *It is a great story and a must read*, plus a few additional short topics about *Power in Your Hands*, *A Little Plate on the Side* and my favorite *Foam Dust-Up*.

Here's hoping for better weather and great flying.

Our Family Picnic is next month, August 22. I look forward to seeing you at the airfield and the picnic.

Keep healthy, be safe, have fun flying!

Al

Executive Committee's Report

Executive Committee Meeting Minutes

June 27, 2015

Meeting was called to order at 9:30 AM

Attendees: Al Kozusko, Rick Altomari, Steve Novacek, Jim Cannon, Jack Makepeace, Mark Szymanski, Bob Haden, Rich Wojnar and Linda Wojnar

- Al presented an aerial photo of the MVRC Field for information only that shows the area of the field the park is pursuing to purchase.
- Al asked the EC to come up with their three top priorities to address (ex. electricity, shelter, pin board, etc.).
- Al asked the EC to come up with solutions to keep pilots moving to the (field) left when flying.
- Al reinforced the club rules by the majority of its members.
- Al mentioned the next two main events for the club are:
 - **Family Picnic – August 22** – Everyone is asked to bring a food item – Al will bring the hot dogs and hamburgers.
 - **Giant Scale Event – September 12 and 13** – Volunteers are needed (spectator parking, food, etc.)

Topic #1 – Electricity

- Al will work with the county parks folks to explore electricity for the field. Three areas of interest regarding electricity are: logistics, cost, and safety.
- Al mentioned incidents of vandalism that have occurred at the field.
- Discussion took place regarding the purchase of generators vs. having electricity at the field
- Al asked the EC to identify pros/ cons of having electricity at the field.

Topic #2 – Safety – Guests of Members Using the Field to Fly and Non Member/ Non Guest Flying

- Al clarified guests of members may fly on two occasions in the presence of a club member who accompanies them without having to become club members.
- He also clarified **nonmembers of the MVRC Club are never permitted to fly at the MVRC Field.** It was suggested if a MVRC Club Member sees someone flying his/her aircraft at the field and does not recognize that person, the following steps should be taken:
 - Politely and tactfully say to the person, "I haven't seen you at the field before – are you a member?"
 - If they are not a member, share with them how they could become a member. Let them know nonmembers are not permitted to fly at the field.
 - **The club could lose its privileges if nonmembers fly at the field – even once!**

Topic #3 – Bob Haden – Safety Packet of Information for New Members and Members with Disabilities

- Bob Haden asked EC members to provide feedback regarding the packet of information he sent to them that will be provided to each new club member, especially with the field flying changes where pilots will stand to fly.
- Rick Altomari will work with Bob to review the information in the packet.
- Bob will work with club members to identify a list of instructors to work with new members as well as current members who wish to improve their skills.

- Bob mentioned that reasonable accommodations where to stand when flying will be made for pilots with disabilities.
- Bob stated the goal for introducing new changes where pilots stand to fly will be to maintain 100% of the MVRC members and to *not lose anyone due to these changes*.

Topic #4 – Rick Altomari – Why is the club growing so rapidly?

Rick asked the EC Committee for their thoughts why the club was growing so rapidly. He asked if the members felt there was a perception out there that anyone could do anything they want at the field. There was consensus this was not the case. Al shared there may be several reasons for the increase in membership, such as the events, field, word-of-mouth discussions about the club, and youngsters ages 12+ joining the club. Rich asked if the current events about drones could be another reason for the increase in membership. Al suggested members be asked if they are interested in learning more about drones and who might be interested in educating these folks.

Topic #5 – Bob Haden – Bare Minimum Requirements to Solo

- For safety reasons, Bob asked for input regarding the bare minimum skills a pilot should be able to demonstrate to perform a solo flight. He discussed the pilot should be able to fly in both directions.
- Rick said the new pilots should demonstrate their ability to fly when other pilots are also flying.
- Bob mentioned new pilots need to be “signed off” by instructors. The definition of “signed off” is still to be determined.
- Bob stated ***everyone should be practicing knowledge of field rules at all times, when flying alone or when flying at the same time as other pilots to develop “good habits”***.
- Discussion took place to see if we can get every member to sign off acknowledging general safety criteria to fly.
- Al explained the reason Bob is deemed Deputy Safety Officer at this time is to allow for time for Mike Eiben to share his knowledge of Safety Officer with Bob. Al stated when Mike and Bob agree this knowledge transfer has occurred, then Bob will be the Safety Officer.

Topic #6 – Bob Haden – Members Putting Up Tents within the 0-25 Feet Area of the Field – from Tables to Safety Line

- Bob shared some members are putting up tents in the area in front of the tables - within the 0-25 feet range designated for pilots to stand when flying.
- Further discussion will take place regarding this issue.

Topic #7 Bob Haden – Supervision of Children

- Bob discussed the need for parents to directly supervise their children and animals at all times while at the field for safety reasons. They cannot roam freely about the field.

Topic #8 – Steve Novacek - Action Items for July 3 Meeting

- Mark mentioned the contents of the first aid kit should be checked for out dates and contents of out dates should be replaced. *Steve will take this item to the next club meeting to ask a volunteer to work to correct this item.*
- Mark also mentioned the fire extinguisher should be dated. Al stated the fire extinguisher was replaced recently. *Steve will take this item to the next club meeting to ask a volunteer to work to correct this item.*
- *Steve will ask club members who attend the meeting if they are interested in knowing more about drones and will ask for a volunteer to educate club members about drones.*

Topic #9 – Other Action Items

- Bob and Rick will work on the new member packet of information.
- Al will work with county parks regarding electricity (logistics, cost and safety).

Meeting was adjourned at 11:30 AM.

Secretary's Report

No Report

SEPTEMBER
12-13, 2015

MONVALLEY
RC
AIRSHOW

Roving Reporter

LEW MARASCALCO



This is Bill Helinski's scratch built design biplane which he has named "Zeus". It is unique in that the fuselage is mounted midway between the two wings. On a typical biplane the lower wing is attached directly to the fuselage. With help from test pilot Bob Haden, the biplane was test flown on July 2. It flew very nicely and has plenty of power. It weighs 9 pounds, has an Eflite 90 size brushless motor with a three blade 16x8 prop powered from a 6s 5000 mah Lipo pack. Bill really likes that it is just the right size to fit fully assembled in his SUV requiring no assembly time at the RC field.

MVRC Youth Day - Presentation to Scouts - July 11, 2015

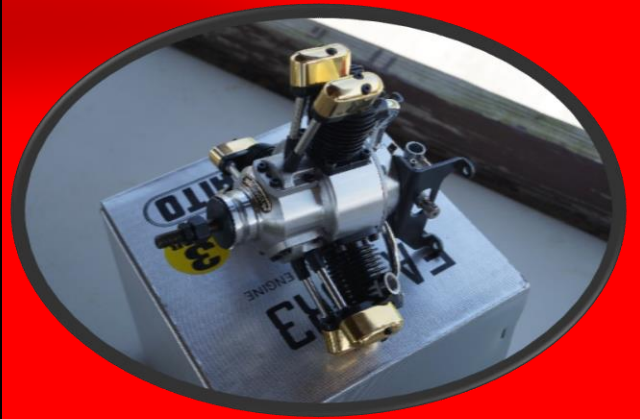


Special thanks to Bob Haden, Lew Marascalco, and George Wilson for their educational presentation about planes and helicopters for the Elizabeth Scouts – Pack 679.

Ray D'Andrea, Scott Stiehl, Steve Novacek, and other MVRC members also took their time to provide shows demonstrating various aircraft in motion.

The weather cooperated providing a sunny day without any rain.

A special thank you to all of the other MVRC members who were present and who held back their own flying that day to allow for the presentation to the Boy Scouts could be a success. This type of collaboration among all members shows just what makes our club so special and why our membership has increased so rapidly. We are an education-oriented flying club with caring members who are so willing to show others just how special our hobby is to us.











George Wilson asked the Boy Scouts to remember this name....Nikola Tesla.

Here are a few websites to help you to learn about Nikol Tesla:

1. <http://www.pbs.org/newshour/rundown/5-things-you-didnt-know-about-nikola-tesla/>

2. <http://teslasociety.com/biography.htm>

3. <http://www.pbs.org/newshour/rundown/5-things-you-didnt-know-about-nikola-tesla/>

Some of the vocabulary words you learned from the presentations are:

Wing Lift
Ailerons
Fuselage
Pitch
Rudder

Wing Drag
Thrust

This link will connect you to a site to look up the vocabulary words:

<http://www.rc-airplane-world.com/rc-flying-glossary.html#viewA>



We hope the Boy Scouts and their families had a great time and learned a lot at the MVRC Field with our pilots.

Hope to see you next year and as a future pilot!

Show 'N Tell.....Q200 – Project-in-Progress

Richard Hamel

Rick's Progress Report:



Safety Tips Column...From the Safety Officer...July Newsletter



Well as many of you know, the members voted to modify the field rules and I'm happy to report that most members are following the new rules. For the few that resist, I am trying to diplomatically urge them to abide. I firmly believe that following these few changes make our club safer and will strengthen piloting skills.

With regard to no intentional flying behind the safety line, this also refers to hand launching and take off of even the smallest of aircraft. So please perform any hand launching or takeoff of small aircraft at the safety line (runway edge) and toward the runway. When cross winds from the south prevail, I suggest hand launching from the far left corner of the field where the safety line veers off toward the south west, or from the far right corner of the field where the safety line veers off toward the south east. When fewer flyers are present, get agreement to hand launch from the far side of the runway but remember keep within the flying boundaries and to return to the pilot area for the remainder of your flight.

Many pilots enjoy the challenge of 3D flying; whether it is a fixed or rotary wing. So I'm encouraging those pilots to keep 3D type maneuvers over the runway center or further out; particularly when those maneuvers are lower to the ground. It only takes a split second for a pilot to get disoriented and raise the potential for an aircraft to veer into the pilot or pit area.

As for the runway center line, I am continuing to research equipment and mediums for line marking. The inverted spray can method is what has been recently used but it leaves much to be desired in terms of visibility and ease of application. There has also been some controversy over the approval and use of club funds to purchase different equipment and supplies. At the moment I'm leaning heavily toward the use of white latex with spray equipment that puts down a dense 4" wide line – very visible! There will be more discussion at this coming meeting so if you can't attend and have an opinion you'd like expressed, please contact myself or one of the officers and we'll make sure your concern is expressed. I've already received many positive comments about a runway centerline being a good visible alignment tool for improving takeoff and landing skills. Remember that good, safe piloting means CONTROLLING your aircraft and not just merely REACTING to what it's doing.

I welcome any comments that you may have to this and future Safety Tips articles.

Feel free to email me at curvett@comcast.net, call or send me a text on my cell phone at 724-312-4305.

Bob Haden

For MVRC Field Emergencies:

- ★ **Dial** - YOU NEED TO DIAL 911
- ★ **Describe the Type of Emergency** - (fire, health, vandalism, etc.)
- ★ **Tell your Location** – **Timms Lane** (road to the airfield at Cedar Creek Park)
- ★ **Time and Personnel Permitting** – When possible and available, ask one club member to wait at the Rt. 51S turn off area (until help arrives) to direct emergency vehicles (ambulance, fire truck, etc.) to Timms Lane.
- ★ Depending upon the emergency, car 4-way flashers may be of assistance to narrow down exact location of the emergency
- ★ **Notify a Safety Officer – Mike Eiben or Bob Haden.**
- ★ For any questions or suggestions, please contact Mike or Bob.

Keep this information in a location where it can be easily accessed in a time of need.

Don't solely rely on your memory in any emergency!

Mark Your Calendar

MVRC Picnic: August 22 (Saturday)

Float Fly: August 8 (Rain Date August 27)

Acme Dam – Westmoreland County

Access the link below to see photos from the 2014 Float Fly at Acme Dam.

http://www.monvalleyrc.com/images/newsletters/JULY_2014_NEWSLETTER.pdf

IMPORTANT DATES:



July

3 – MVRC Meeting – Summer Location -If you can find time to attend as many meetings as you can this year, your input will better serve our club. Meetings will now be held at 7:30 PM at the MVRC Airfield.

4 – Independence Day

August

7 – MVRC Meeting – Summer Location -If you can find time to attend as many meetings as you can this year, your input will better serve our club. Meetings will now be held at 7:30 PM at the MVRC Airfield.

8 – Float Fly – Acme Dam

22- MVRC Picnic

Trivia Question:

*Why are there so many Wilsons in the phone book?
(Submitted by George Wilson)*

Answer is on the last page of the newsletter – Page 22.



Can you believe it? In five months we'll be celebrating Christmas! Where is the time going? The never ending rain has taken away many of our spring and summer flying days, and yet we are very optimistic we will have many more sunny days ahead. Moving past the time and weather report, there are so many folks who volunteer their time and effort to make our club the best it could be. There are so many impressive contributions from the members of our club. I'd like to reflect upon a few of them.

The ease and skills the pilots demonstrate make it look so easy to fly their aircraft and yet I know from experience it takes much time and practice for these skills to develop. It never ceases to amaze me how many new models show up every time I go to the field. Speaking of the field, we go to the field, assemble and prepare our aircraft for flying and step on the field to put the aircraft in motion. We come to the field with preconceived expectations the grass will be trimmed and the edging completed to perfection each time we fly. We are never disappointed. Our field is manicured to perfection and this is not done by magic, but because of a lot of hard work and pride in their work. When you have a moment, please express a word of thanks to Rick Altomari and his crews for a job extremely well done.

Getting people to volunteer is challenging everywhere. A club member who also stepped up to the plate in a major way is Bob Hayden. Bob has taken on the duties of Safety Officer and has done it so professionally. Bob created Google Map photos of our field that showed various boundaries. He developed new member sign off competency sheets and has an orientation packet for new members. Teaching is such a gift, especially when teachers teach you correctly from the start. It's very difficult, if not impossible, to unlearn bad habits. Bob is very conscientious and is always open for suggestions. Bob has also volunteered to write a Safety Tips column for the newsletter each month. Please take time to read what he has written. He puts a lot of valuable information in his column. We all need to read and understand what he has shared with us.

Anyone who was present at the field the day of the presentations to the Elizabeth Scout Pack witnessed the cooperation and collaboration of all MVRC members. The respect the MVRC members who came to the field that day to fly their own aircraft that day showed to the presenters was commendable. Instead of flying their own aircraft for themselves, they were concerned for the greater good of the guests we had at the field. So many of you go over and above to educate future pilots. Folks, this is monumental! The amount of work that went into preparing for the presentations was very simply amazing.

Another club member who must also be mentioned today is Lew Marascalco. We all know Lew and we are always amazed at his wealth of knowledge and expertise. You may not know it but Lew has volunteered to be our Roving Reporter. He been doing his Rover Reporter duties to perfection. Please read what he writes in the newsletter.

We are so blessed to have so many members that give so much in order that we all can enjoy the aviation hobby. Because of their devotion we will now have a Safety Corner and a Roving Reporting Section in the newsletter and a field that is always ready for us to fly. Please thank these members for their devotion.

I have been asking for input in our newsletter and we are finally on our way to developing one of the best newsletters in the business. Please keep volunteering – it is never too late to volunteer. Please keep sending me your ideas and feedback.

As always, we support our troops.

Classified Section

Please send the information you would like to post in this section for inclusion in the next newsletter to richardwojnar@yahoo.com by **July 5**.

You might also desire to attach a photo of your item(s) and your contact information as well.

FOR SALE

- Sony DSLRa350 Camera
- Sony 18 to 70 mm lens
- Sony 18 to 250 mm lens
- Sony HVL-F42AM flash plus extra memory cards and extra batteries

\$400 for whole set – cases for everything.

Email at makepeaceip@comcast.net or call me at 412-384-0465 and ask for Jack.



FOR SALE

For more information, please contact AJ at ajsweitzer@outlook.com



4 Cycle Engine



Carusel Plane Kit



Cub



Engine 4 Cycle



Engine on Low Wing Plane



GWS A10 Electric Kit



Electric Bike with Battery



Saito Twin 4 Stroke New In Box



Radio Shack 4 x 4 RC Truck



Low Wing Plane



Low Wing Plane Complete Less



High Wing Plane



Hanger 9 Ultra Stick ARF



Plane High Wing



West Coast Chopper Car



Typhoon II Complete with Transmitter



Topsy Nipper Kit



SU-34 Fullback, Twin Vectored EDF Jet



For more information,
please contact AJ at
ajsweitzer@outlook.com

Trivia Question:

*Why are there so many Wilsons in the phone book?
(Submitted by George Wilson)*

Answer. Because they all have phones!!!

Education Section: Test and Expand Your RC Knowledge

You-Tube Video/ Internet Link Sections:

Do you have any online videos or Internet links that you found to be interesting and helpful to you – ones you would like to share? Please send your videos to the newsletter editor for publication in the next newsletter.

Note: If you click on a link and the link does not take you directly to the website, hold the CTRL Key (Control Key) on your computer with your left index finger while simultaneously clicking the highlighted link with your mouse.



RC Radios	http://www.youtube.com/watch?v=RrrHZ8VfC3Y&sns=em
Electrical Parts	http://www.youtube.com/watch?v=JoCqJ3MKE68&sns=em
Receivers	http://www.youtube.com/watch?v=zRS7wqu2ijc&sns=em

Dear Members – Help Requested:

If each member would contribute at least one item (in any form) for the newsletter, the newsletter would raise the interest and knowledge for all of our members.

Your contribution could be a: product review, You-Tube video that interested you, photo/photos, trivia question & answer, classified ad, Show 'N Tell at a meeting, project you are working on, etc.

My sincere thank you goes out to those of you who have already contributed to the newsletter in any of these forms.

Rich

A PERPETUAL SALUTE TO OUR MON VALLEY RC CLUB MILITARY MEMBERS WE SALUTE YOU!!! THANK YOU FOR YOUR SERVICE

This page will remain active in all of our newsletters in order to give our veterans enough time to locate photos from the time period when they served in the military. As we receive their photos, we will post them on this page.

To us, Veteran's Day is every day!!

The following information was submitted by Dan Lewis. The A Tribute to His Grandfather – William Edgar Lewis – A WWII Veteran



William Edgar Lewis

- Joined the Army in Sept. 1942
- He went into the newly established Army Air Corps.
- He received instruction as a mechanic in Amarillo Texas and at the Boeing factory school in Seattle Washington.
- He earned his wings when he completed gunnery school at Gowen Field in Idaho in May of 1943.
- His plane was called "**The Shady Lady II**".
- My grandfather and the entire crew were all awarded the **Distinguished Flying Cross (DFC)**.

Here he is in uniform. Looks as though it was taken from inside the **Shady Lady II** while airborne.



- Here he is in uniform.
- Not quite the nose of Jimmy Stewart, but he has the hair down!

MEMORANDUM FOR THE B. F. C.

TO : Awards Officer, 94th Bombardment Group

1. On July 8, 1944, while flying on an operational mission, the target being Paris, the flak was very accurate and between five or six bursts were received along the left side of the aircraft. One of the bursts hit and knocked out the interphone system. Lt. Robert W. Schumacher, the pilot, called the Engineer, T/Sgt. William E. Lewis, to check the aircraft. Upon this investigation, it was found that the Radio Operator, T/Sgt. J.C. Gailbraith, was hit in the neck, the flak going through the roof of his mouth. The Engineer administered morphine and made the Radio Operator as comfortable as was possible at that time. The Engineer called for more help as the Waist Gunner Sgt. J.J. Lutz, was wounded in the foot. The Navigator, Lt. Frederick S. Sutton, gave first aid to the Waist Gunner, who remained at his gun position. At about that time another burst of flak ripped off the trim tabs from the elevators and rudder, rendering the aircraft hard to control. However, they continued on the bomb run and dropped the bomb load. On the return to the base, it was discovered that the flaps were damaged and would only move down about half way. Upon ground investigation, the Crew Chief said there was about 150 to 200 flak holes in the fuselage and wings.

2. On July 14, 1944, on an operational mission to Southern France, everything was going fine until coming off the bomb run, when the formations were hit by enemy fighters. While alighting in Squadron formation to join the Group, the Co-pilot, Lt. Cassius M. Motor, called out about an enemy fighter was coming directly at the aircraft from out of the sun. The Engineer, T/Sgt. William E. Lewis, fired blindly into the sun. The enemy fighter made a direct hit on number three engine burning the oil lines and rendering number three engine so that it had to be feathered. The Co-pilot said that the enemy fighter was smoking as he peeled off under the right wing. The crew remained at their seats all through the enemy action but immediately after, he jettisoned all the loose equipment in order to hold formation and alight back with the group, continuing to the base on three engines.

3. On July 29, 1944, while flying on an operational mission over enemy territory, the target being Merseberg, Lt. Robert W. Schumacher and crew achieved the outstanding feat of bringing a badly damaged aircraft and three wounded men back to the base. On the bomb run, the ship was hit just as the Bombardier, Lt. Ary C. Arneson, had called bombs away. The aircraft was knocked out of formation by the blast. The Co-pilot, Lt. Cassius M. Motor, regained control and brought the aircraft into formation within a few seconds. Lt. Robert W. Schumacher was wounded severely in the left leg and had just about passed out from the lack of oxygen, as the blast had cut the pilot's oxygen lines. The Engineer, T/Sgt. William E. Lewis, found a spare bottle of oxygen and revived the pilot. It was then discovered that the Co-pilot was severely wounded in the foot and leg. The Engineer administered morphine to the Co-pilot. The Pilot, Lt. Robert W. Schumacher, refused to have any morphine, although he was in intense pain. The pilot stayed at the controls for awhile until Lt. Motor said that he was feeling much better. It was then that Lt. Schumacher went into the nose of the aircraft where the Navigator, Lt. Frederick S. Sutton, gave him first aid. The engineer together with the pilot's crew to help the waist gunner, S/Sgt. William P. Sellew, was hit in the eye with a piece of flak with the result of him losing the sight of his left eye. The Waist Gunner was given first aid by the Ball Turret Gunner, S/Sgt. H.P. Thompson, in the meantime the Radio Operator, T/Sgt. J.C. Gailbraith, and the Bombardier, Lt. Ary C. Arneson, had gone to the bomb bay to loosen the five bombs that had hung there. This was done with the aid of a screw-driver. The Bombardier then went back to the waist to see if anything more could be done to ease the Waist Gunner's discomfort. It was only then the Pilot, Lt. Schumacher, was contented that everything was done that could be that he allowed the Navigator to administer morphine to him. The crew returned to their stations every few minutes to see constant look out for enemy fighters for which they were briefed that morning. It was only through the gallantry and alertness of a well trained crew that made the return of the aircraft to the base have possible. The aircraft was landed by the Engineer, T/Sgt. William E. Lewis, under the supervision of the Co-pilot, Lt. Motor, who at this time was suffering immensely and could only assist in the landing as his left leg was useless.

This is from a recommendation that someone made to the Awards group of the 94th bombardment.

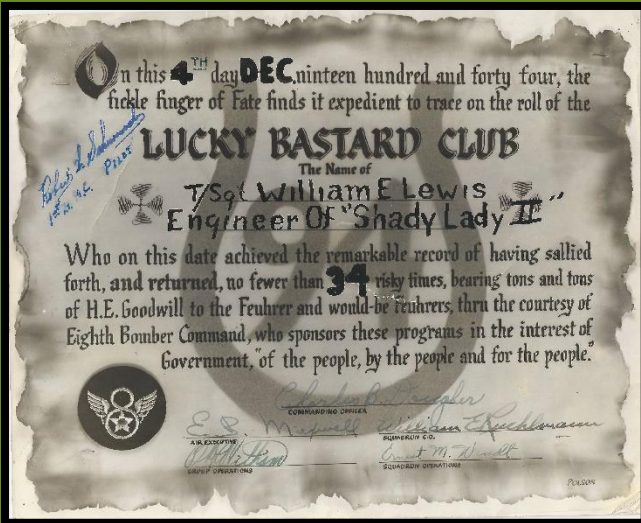
Our paragraph of interest is #3. It turns out what I initially told you was incorrect: the pilot was still alive and it was another man who gave him first aid. My Grandfather was also not entirely alone in landing the plane, he received supervision from the copilot. How would you like to do that? Having to land a massive B-17 with not even a practice run! So, I embellished a bit. Don't we all?

Here it is in typed form:

On July 29, 1944, while flying on an operational mission over enemy territory, the target being Merseberg, Lt. Robert W. Schumacher and crew achieved the outstanding feat of bringing a badly damaged aircraft and three wounded men back to the base. On the bomb run, the ship was hit just as the bombardier, Lt. Ary C. Arneson, had called bombs away. The aircraft was knocked out of formation by the blast. The Co-Pilot, Lt. Cassius M. Motor, regained control and brought the aircraft back into formation within a few seconds. Lt. Robert W. Schumacher was wounded severely in the left leg and had just about passed out from the lack of oxygen, as the blast had cut the Pilot's oxygen lines. The Engineer, T/Sgt. William E. Lewis, found a spare bottle of oxygen and revived the Pilot. It was then discovered that the Co-Pilot was severely wounded in the foot and leg. The Engineer administered Morphine to the Co-Pilot. The Pilot, Lt. Robert W. Schumacher, refused to have any Morphine, although he was in intense pain. The Pilot stayed at the controls for a while until Lt. Motor said that he was feeling much better. It was then that Lt. Schumacher went into the nose of the aircraft where the Navigator, Lt. Frederick S. Sutton, gave him first aid. The engineer took over the Pilot's seat to help the Co-Pilot with the flying of the plane. It was then that Pilot informed them that the waist gunner, S/Sgt. William P. Sellew, was hit in the eye with a piece of flak with the result of him losing the sight of his left eye. The Waist Gunner was given first aid by the Ball Turret Gunner, S/Sgt. H.P. Thompson, in the meantime he Radio Operator, T/Sgt. J.C. Gailbraith, and the Bombardier, Lt. Ary C. Arneson, had gone to the bomb bay to loosen that had hung there. This was done with the aid of a screw-driver. The Bombardier then went back to the waist to see if anything more could be done to make the Waist Gunner more comfortable. It was only then the Pilot, Lt. Robert W. Schumacher, was contented that everything was done that could be that he allowed the Navigator to administer

morphine to him. The crew returned to their stations every few minutes to keep constant look out for enemy fighters for which they were briefed that morning. It was only through the gallantry and alertness of a well-trained crew that made the return of the aircraft to the home base possible. The air craft was landed by The Engineer, T/Sgt. William E. Lewis, under the supervision of the Co-Pilot, Lt. Motor, who at this time was suffering intensely and could only assist in the landing as his left leg was useless.

There were three other instances of "rough missions" mentioned in the recommendation.



After returning from the war, he and his crew became members of this very official club!



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