

Clovis Model Airplane Drivers Society



P.O. Box 1992
Clovis, NM 88101

rpotter@potterspots.net

Next Meeting

Club field on 4 May 2008 @
2:00PM

Another Month in the life of a
M.A.D.S. flyer.

Meeting April 6th

Members Present:

Joe
Chuck
Ken
Dennis
Gary (Was Called Back To Work)
Alex (Potential new Member)
Roger

Topics :

Topic of fly-ins, Chuck stated Amarillo
Would Be The First Of Area This
Spring. He also stated he would get in
touch with contact with area event
tracker (forgot name of guy) and give
him Ken's email address for future
references..

Mall showing came up again, Ken and
Chuck discussed options

Ken address getting In touch with base
personnel people to get club info also
included with "Area Interests"
propaganda sheets given to incoming
people.

Ken and Joe talked about posters and
fliers, they will get together to see what
is left over from past .

Ken talked about and contact involved
with the "Rotary Club" (if I remember
correctly it was Lonnie's wife)

Roger was asked to contact Jack
Womack for information of what was
needed; manpower and equipment wise
for a glider event at our field.

**Burgers and Club Fun Fly was
addressed and voted in for May 17th;
non sponsored event for club and who
ever is interested.** Chuck volunteered to
cook the burgers. Ken will check on
"Public Friendly" "porta-potty"
facilities.

Topic of **Dumas fly-in, found flier in
club mail it's the 26th and 27th of
April.** Those interested should attend.

Area of interest; Lonnie got a hold of
rural power people; they will look at
what is needed to provide power to box
car. City will pay for power (I was told).

Mall Show:

This is scheduled for Saturday May
3rd . Meet at the east entrance 9:00
AM Bring your goodies and make
your presence known. Jeremy and
Mark we need some good support

on the Helicopter end you are the official club gurus..

From the Portland Area Sailplane Society, Gresham, Oregon

Aviation History: Charlie Brown's Story

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he had never seen an airplane in such a bad state. The tail and rear section were severely damaged and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere. Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained airplane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180°. Franz escorted and guided the stricken airplane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the control operator that the airplane had been shot down over the sea, and never told the truth to anyone. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was

found. He has never talked about the incident, not even at post war reunions.

They met in the United States at a 379th Bomber Group reunion, together with 25 people who are alive now—all because Franz never fired his guns that day. Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, British Columbia, after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years. →

*From the Ramblings newsletter,
Randolph, New Jersey*

Take More Chances—Enjoy More Crashes

By Bob Karasiewicz

As you gain in skills, you will take more chances. For instance, an outside loop with a trainer! Well, you just learned that the typical trainer will not do an outside loop (outside loop—from straight and level flight, push down; go down and around to straight, and level flight again.)

When your trainer has reached the inverted position and is trying to go up while inverted, it either won't climb or falls off to the side. The likely result is a crash. The definite result is a learning experience.

Don't give in to the temptation to blame your airplane, radio, the wind, the sun, or anything else external. The fault lies with your urge to try something new. Congratulations! You are well on your way to becoming an excellent flier.

Now, how does a beginning flier get out of a difficult situation? The answer, my friend—it depends. In the above outside loop situation, the experienced flier would stay in inverted flight and level off. Then either give up to do a half-inverted inside loop, or do a half roll to level flight. This comes with experience—experience in getting out of

tight situations. The flier who never gets into a difficult situation—that is, never takes a chance—never progresses.

Is there a general method for getting out of trouble? Yes, only one. Before you try it, think about it and think about things that can go wrong. Remember the “three mistakes high” rule. You might want to discuss your attempts with an instructor beforehand. You definitely want to discuss your new maneuvers with someone more experienced afterward. If only to brag or find out what went wrong.

Oh, one more thing. Please make sure your attempts are safely out over the field, never near the pits. →

*From the Society of Antique Modelers’
Sam Speaks newsletter*

A Health Q&A Session: Medical Insurance Explained

Q: What does HMO stand for?

A: This is actually a variation of the phrase, “hey Moe.” Its roots go back to a concept pioneered by Moe of the Three Stooges, who discovered that a patient could be made to forget the pain in his foot if he was poked hard enough in the eye.

Q: I just joined an HMO. How difficult will it be to choose the doctor I want?

A: Just slightly more difficult than choosing your parents. Your insurer will provide you with a book listing all the doctors in the plan. The doctors basically fall into two categories: those who are no longer accepting new patients, and those who will see you but are no longer participating in the plan. But don’t worry, the remaining doctor who is still in the plan and accepting new patients has an office just a half-days drive away

and a diploma from a third-world country.

Q: Do all diagnostic procedures require precertification?

A: No. Only those you need.

Q: Can I get coverage for my preexisting conditions?

A: Certainly, as long as they don’t require any treatment.

Q: What happens when I want to try alternative forms of medicine?

A: You’ll need to find alternative forms of payment.

Q: My pharmacy plan only covers generic drugs, but I need the name brand. I tried the generic medication, but it gave me a stomachache. What should I do?

A: Poke yourself in the eye.

Q: What if I’m away from home and I get sick?

A: You really shouldn’t do that ...

Q: I think I need to see a specialist, but my doctor insists he can handle my problem. Can a general practitioner really perform a heart transplant in his/her office?

A: Hard to say, but considering that all you’re risking is the \$20 co-payment, there’s no harm in giving it a shot.

Q: Will health care be different in the next decade?

A: No, but if you call right now, you might get an appointment by then.

To Your Good Health! Because, as you see, you’ll need it! →
