



TIGER TALES

THE NEWSLETTER OF THE NH FLYING TIGERS RC CLUB

SEPTEMBER 2024

From Your President:

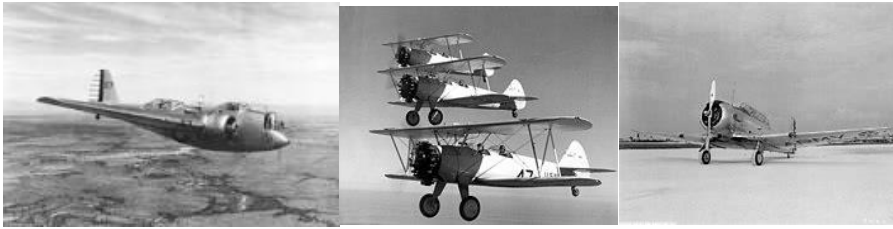
Here we are approaching the fall season. Personally, my flying time has been limited. However, I have plenty of planes to fly and learned a few maneuvers that I'll continue to practice until the snow flies. Electric powered flying is fun and convenient. But it's that smell of nitro or gas with an engine roaring that captures me the most. During our August meeting club members decided to hold our club picnic on Saturday, October 5th at the field starting at 10AM. This is a club only event; invite your friends and families to attend. The club will provide food and beverages. Any side dish donations are greatly appreciated! We meet families, eat, fly, eat, fly, and rinse/repeat until the day is done. Monthly meetings will be held at the Marion Gerrish Community Center, Derry NH. 7pm, starting in October, on the last Wednesday of each month.

Paul Pazolt

From Your Vice President:

On September 18th, the U.S. Air Force celebrated its 77th birthday. It got me thinking about all of us that love to fly warbirds from a bygone era and what we love about them. Certainly aircraft like the graceful Mustang, Corsair, and Lightning were beautiful and elegant designs, but they also harkening back to one of our nation's finest hours. A time before social influencers, when so many answered the call to look beyond themselves and do something for the greater good. If you'll indulge me, I would like to pass on a story that I grew up with that stays with me today.

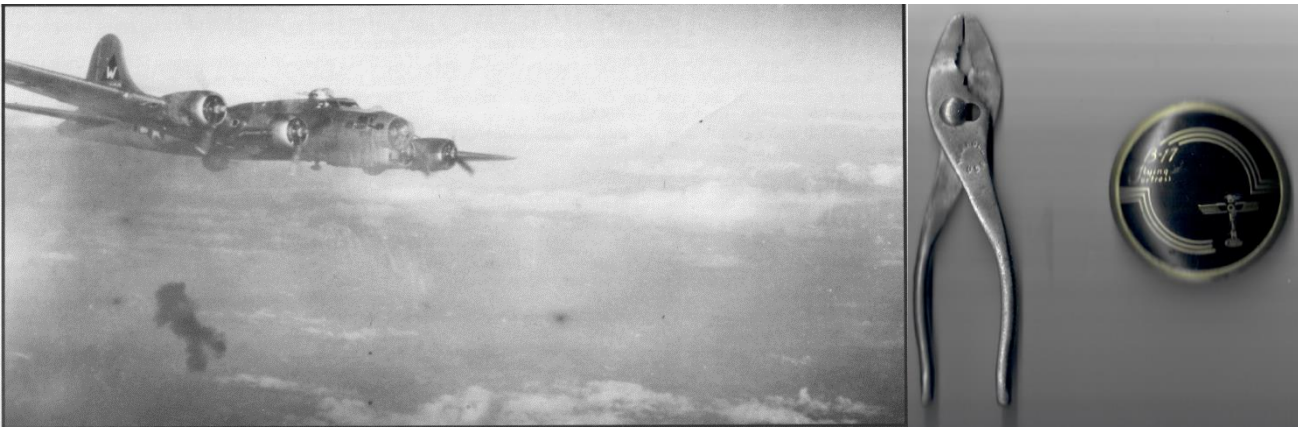
My father was one of 5 children that grew up in the midst of the great depression. His parents ran a small restaurant in Redwood, NY near Alexandria Bay, NY famous for Boldt's Castle. Many days he would go missing only to be found curled up with the dog under a table. Having no means to go to college, he enlisted in the Army Air Corps on his 18th birthday in 1940. Of his siblings his older sister would become an army nurse, his older brother an infantry officer and his younger sister a radio operator with the WASPs. After basic training he would go on to radio school and become a radio operator in the Martin B-10, the first all metal bomber, at Scott Field in Illinois.



After the war broke out, there was a desperate need for pilots, so in 1942 the Army Air Corpse adopted the flying sergeants program where enlisted servicemen without a college education were permitted to apply for flight school. My father applied and was accepted. He transferred to Americus Georgia where he trained in PT-17 Stermans, BT-13 Vultee Vibrators (at least that's what he called them because they shook so badly), and finally AT-6s. At the conclusion of flight training, he was commissioned as a 2nd lieutenant and transferred to Sebring Florida for B-17 training. In the spring of 1944, at the ripe old age of 22, he was given a crew and sent across the Atlantic to join the fight in Europe as a member of the 603rd squadron of the 398th Bomb Group of the 8th Air Force stationed in Nuthampsted, England.



My father repeatedly commented on how impressed he was when his navigator, Lt. Cheshire, was able to get them to the coast of Ireland within 10 minutes of their ETA with nothing but a sextant and the stars. The stock B-17 had no means of electronic navigation. In the world of GPS and Waze I wonder if that would even be possible today? Which brings me to my story. On 21 Nov 1944, my father's 9th mission of 35, the crew set out in N7T, the "Bad Penny" for Merseburg, Germany. The crew named the airplane the "Bad Penny" because the bad penny always comes back as the saying goes. Unfortunately, on that day it wouldn't be the case. Merseburg, with its Leuna Oil Refinery, was one of the most heavily defended targets in Germany surrounded by over 400 anti-aircraft 88mm flak guns. By the end of the day, German radio claimed "We got them all" referring to the B-17s with the Triangle W on their tails from the 603rd squadron that had gotten separated from their fighter escort (side note, the EAA B-17 Aluminum Overcast was painted in honor of the 398th with the Triangle W). When Lt. Warren Johnson approached the commanding officer, Col. Frank Hunter, after leading a 3 ship formation back to base, the Colonel inquired "Where are the rest?" to which Johnson answered, "There are no rest."



Within minutes of entering the ring of fire around Merseburg, my fathers airplane took a direct hit to the no. 1 engine as seen in the picture above taken by the waist gunner on Lt. Johnson's airplane. Continuing on to the target, his aircraft took additional hits damaging the flaps, wing, and destroying the ball turret. The damage also jammed the bomb rack and forced the use of a .50 caliber machine by the flight engineer not to defend the airplane, but to let loose the bombs from the bomb bay. Coming off the target the "Bad Penny" took another direct hit, this time to the No. 2 engine, which would seal her fate as that engine wouldn't feather leaving a

windmilling prop. Unable to keep up with the formation the "Bad Penny" descended into the clouds.

On board the crew started taking apart everything that could be taken apart with the only tool they had, a pair of pliers. Guns, ammo, radios, and seats were some of the ballast deposited across the German countryside while my father and his co pilot Iz Rovinsky fought to keep the stricken aircraft in flight. With the two engines on one side failed and a windmilling propeller combined with the other engines running at war emergency power it took all the power my father and Iz had to keep the rudder fully deflected and the airplane from entering a spin. This battle would go on for 3 hours while the airplane continued its decent and the crew prayed to not encounter a member of the Luftwaffe given their unarmed state.

Finally, after getting the crew as far as she could take them, the battered "Bad Penny" touched down in a farmer's field near the french town of Coulommiers (postcard above) 30 miles southeast of Paris. Before leaving the "Bad Penny" behind my father removed the horn button (picture above) that has adorned the yoke of Boeing aircraft all the way up to the B-52. Evading German forces my father and his crew made it back to allied lines.

My father and his crew would go on to fly the remaining 35 missions and return to the states where they would go their separate ways. My father's co-pilot Iz Rovinsky would go on to be a Hollywood producer producing such shows as "The Jefferson's" and "Three's Company" under the stage name Michael Ross. Others would return to farms and businesses. My father would go to college under the GI Bill, but continue to serve in the National Guard until the 1970s ending his career flying F-100s.



Growing up I always knew it was November 21st, as on that day every year my father's crew would call the house one by one and remember that day in 1944 and to remember all those that

didn't make it back that day. The picture of my father and his remaining crew above was taken in 2003 at the 398th Bomb Group reunion 2 years before my father passed away. Some of the longer term member may remember my father when he joined me at the field to take a turn flying my Cub. His final project was the 1/4 scale Fleet biplane that I bring out once in while on a nice day. Every so often I look at the yoke button and the pliers after a bad day and realize life isn't so bad and think back to the sacrifices so many had to make. Of a total of 350,000 airmen in the Mighty 8th, 26,000 were killed in action or roughly 7.42% as compared to the regular army that lost 2.25%, a truly dangerous job. So, I encourage you to fly those warbirds and when you do, admire their beauty but also think of all the folks that had to put themselves in harms way to get the job done and keep us free.

Thanks, John

Field Marshal's Report:

We had a mini-dam busting operation on 7-September. The most important dam up by tires too had already been knocked down by someone else! So we did not spend much time there and instead tore down the various dams that were just upstream from the culvert. These dams look like they might have been made over the summer. The end result is that the water levels in the swamp are as low as they can get and we will be in excellent shape for the winter and next spring. Meanwhile the field is in excellent condition so please continue to enjoy whatever nice weather we have left!

Mike

Training Update:

It wasn't last year's rain or previous years' wind that stifled training this year; it was a record number of 90+ degrees days that was a challenge. Well, that and a limited number of students. We pretty much met our goal for having two instructors at each regularly scheduled training time but now that the daylight hours are growing short, we're going to end this year's regular training sessions. As usual, that's not to say there'll be no further training. Whether a student or an older pilot just seeking a little help, members are welcome to contact an instructor and set up a mutually agreeable time to meet at the field. Plus, even though the end of the season looms, October offers some beautiful flying conditions and one or more instructors are almost guaranteed to be at the field on a nice afternoon. So don't let the remaining days go to waste.

Paul Lockwood, Training Coordinator

NH Flying Tigers RC Club – Monthly Meeting Minutes August 31, 2024

Meeting Start: 2:07PM

1. Secretary's Report

In Lieu of the secretary report, a motion was made and accepted to accept July 2024 minutes as published in the August 2024 newsletter.

2. Treasurer's Report

The August Treasurer's report was read and accepted. We have a balance of \$2,300.00, with all critical expenses paid for.

3. Field Marshall Report – Mike

Dam busting party will be held on September 7th. We also need to clear out the culvert grate and fill in some potholes around the pit area. For tractor tires have been refilled. Other items including the berm, bulletin board, bridge at the field centerline will be addressed next year. A fall work party will not be required, other than keeping an eye on the beaver dam

4. Training Report- Paul L.

Paul was not present at the meeting. We have a few students who have signed up but have not participated recently. Tom is very close to solo!

5. Safety Report – Paul P.

Just a reminder to make sure all aircraft are properly marked, and remember to conduct pre-flight checklists while in your pit area. Always reach out to club members with questions or a second set of eyes.

6. New Members – Welcome to NHFT!

- Scott McCormack
- Art Breault

7. Old and New Business

Meetings will begin at Marion Gerrish Community Center starting on the last Wednesday of October. John Lavery suggested holding some advanced flight training next year for those who

would like to progress with maneuvers. Paul Pazolt suggested having two fun flies next year. The updated club handbook is scheduled for review before year end.

Meeting adjourned: 2:25P

Upcoming Dates to Remember	Club Officers
<p>Newsletter submissions deadline October 23rd</p> <p>Next Meeting September 28th at the Field. 2:00 pm.</p> <p>See the Calendar at our website for up to date activity information: www.nhflyingtigers.com</p>	<p>President: Paul Pazolt Vice President: John Stevens Secretary: Rich Kieley. Treasurer: Pat Clark Field Marshal, B. St.: Mike Miller Safety Officer: Paul Pazolt Training Coordinator: Paul Lockwood Event Coordinator: Paul Pazolt & Mike Miller Webmaster: John Lavery Newsletter Editor: Will Widgren</p> <p>Send all correspondence to: The New Hampshire Flying Tigers R/C Club P.O. Box 99 Derry, NH 03038-0099</p>