

THE PLANE TRUTH

THE OFFICIAL NEWSLETTER OF
THE CIRCLE CITY FLYERS OF CORONA



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MAY HAPPENINGS AND EVENTS!

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NEXT MEETING: The next regularly scheduled meeting of the Circle City Flyers will be held on **Thursday MAY 19**, 2016 at the Corona Senior Center located on the corner of 10th and Belle St, in Corona. Bring one of your planes to show off to the club and receive a free raffle ticket.

"Maxford USA wants to bring some ARFs to offer for sale: During the evening of May 19th any CCF club member willing to pay cash for the models we bring will receive a 10% discount and Maxford USA will pay the tax. Members, check them out ...this is a quality company that has some very good air-planes.

MINUTES FROM APRIL MEETING

President Jesse Paz called the meeting to order at 7:00 p.m. at Corona Senior Center.

Ethan Marsh read the minutes for February 2016 meeting, which were approved as read.

TREASURERS REPORT ending March 31, 2016 was approved as read.

OLD BUSINESS:

Jesse thanked Jose Naverret for the new security device he had installed on the club storage shed. Three new signs have been installed at the flying field. A work party is scheduled for this Saturday April 24th to paint the rusty fence posts at the flying field starting at 12 noon. Pizza for the workers.

Club member Curt Sidles from Maxford will be the guest speaker at the May 2016 meeting.

NEW BUSINESS:

Things we need to schedule for the balance of the year: Dawn Patrol event. Swap meet at our field, with the field closed for flying in the AM. Edsel sponsored drone race. Maybe participate at next years Chino Air Show?



PRESIDENT'S MESSAGE!

Hello members I hope all is going well and you're having fun flying. We've had some good weather days lately. We have accomplished the painting of poles along the fence and repaired roof. I thank Kory for taking care of the roof and to the rest who helped paint. We even painted about half the cover posts. A thank you also goes to Wally for getting the Pizza and sodas; also to Danny for providing brushes, rags and sand paper.

We had a fun meeting with "Mr. Lucky" Ethan winning the \$75 Hobbytown gift card and Eric Nohr won the screw driver set donated by Al Bronder. Eric also showed off his new E-Flite Mustang and received a free raffle ticket. We had coffee and cookies and the mood was festive during the break. Please keep the



momentum going and attend our meetings. Once we get 20 or more attending we will add a door prize to the raffle. Show off your new plane and get a free raffle ticket.

Members I urge you to mark your calendar for the May 19th meeting. We have a presentation from one of our members who happens to work for Maxford USA. Maxford USA will be presenting their line of RC Models and answer any questions you may have concerning their products. Remember they sell Gas, Glo and Electric RC planes. They are offering 10% off and will pay the tax if you pay cash and buy one their planes at the meeting. Let me know which one you want so they can bring it. Spread the word and let's have as many members attending this presentation. Remember to use our website for schedule of club meetings, events, ads and club news; **before you ask, check our website.**

See you at the field,
Jesse

THE PLANE TRUTH is the Official Newsletter of the Circle City Flyers of Corona, CA. It is published monthly for the benefit of its members. Copies are also provided to other interested individuals, R/C Clubs and hobby stores. Current circulation is pushing 80 Portions of the Newsletter may be reproduced without the permission of the Circle City Flyers for whatever reason. Acknowledgement of the source and author of any reprinted material is appropriate. Usually the club meets on the 3rd Thursday of each month at the Corona Senior Center and at DELEO Field whenever its members are flying. Guest and potential new members are always welcome to attend club meetings and to visit the field.

MAY PLANE TRUTHS!

1. "Don't hold on to someone who's leaving, otherwise you won't meet the one who's coming."
2. If you are a gift person, it doesn't mean that you gained something. It means you have something to give back!
3. Depression is like a woman in black. If she turns up, don't shoo her away. Invite her in, offer her a seat, treat her like a guest and listen to what she wants to say.
4. A Man who has not passed through the inferno of his passions has never overcome them.
5. We may think that we fully control ourselves. However, a friend can easily reveal something about us that we have absolutely no idea about.

MINUTES CONTINUED FROM PAGE ONE

Coffee and doughnut break was hosted by Secretary Ethan Marsh.

RAFFLE:

A screw driver set was raffled off, then Ethan Marsh won the grand prize of \$75.00 gift certificate from Hobby People, -- again.

Meeting adjourned 7:45PM.

Respectfully Submitted

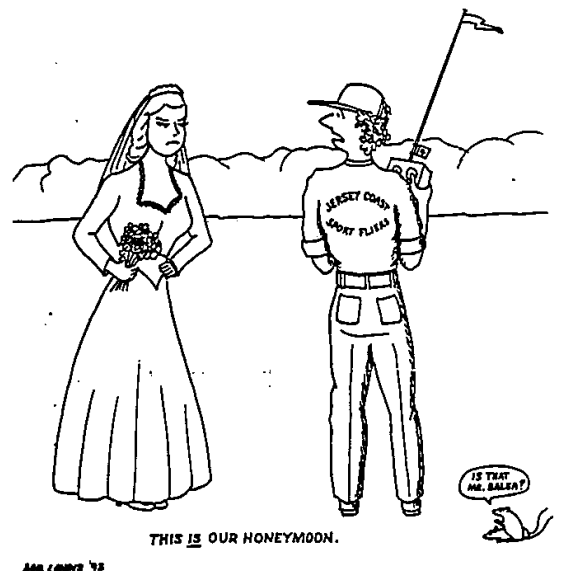
Ethan Marsh

EDITORS COLUMN

Sorry I cannot make the MAY 19th club meeting.... I will be cruising somewhere in the Mediterranean on a long overdue vacation. Just my luck too because I want to check out the Maxford USA Models.

Summer is almost here after a weird April for flying. Wind, rain, overcast...I'm really disgusted with you guys who have the skills to fly in all kinds of weather. .

TRAINERS NEEDED: We desperately need volunteers to train potential new members. A .40 size glow trainer aircraft has been donated and is in the storage shed. Receiver battery. needs to be charged. Bind and fly Contact Jesse Paz for more information.



Valor

By John L. Frisbee,
Contributing Editor

David and Goliath

Many extraordinary encounters took place in the skies of World War II but none more bizarre than this.

The Tenth Air Force in India was, throughout most of its life, the smallest of the AAF's combat air forces but with a large geographical area of responsibility and an important mission. It was responsible for helping to defend the supply line from India to China and for interdicting the Japanese supply net running from Rangoon, Burma, to the north of that country. Its heavy bomber force—consisting of a few B-24s—was the 7th Bomb Group, based at Pandaveswar, northwest of Calcutta, whence it flew very long missions to targets mostly in Burma.

On March 31, 1943, the 7th BG's 9th Bomb Squadron was dispatched to destroy a railroad bridge at Pyinmana, about halfway between Rangoon and Mandalay and near two active enemy fighter bases. The formation was led by Col. Conrad F.

Necrason, 7th BG commander. The B-24 on his right wing was piloted by 1st Lt. Lloyd Jensen whose copilot was 2d Lt. Owen J. Baggett. On that mission, Baggett was to earn a distinction believed to be unique in Air Force history.

Before reaching the target, the B-24s were attacked by fighters. Colonel Necrason was severely wounded, and Jensen's aircraft was fatally damaged. Oxygen bottles were shattered, intensifying a fire in the rear of Jensen's bomber. Nineteen-year-old Sgt. Samuel Crostic slid out of his top turret, grabbed two fire extinguishers, and fought the fire in the rear of the aircraft while standing on a catwalk over the open bomb bay. The plane still was under attack by enemy fighters, taking many hits along its fuselage. To help defend the aircraft, copilot Baggett took over the top turret until Sergeant Crostic had emptied his fire extinguishers, giving the crew time to prepare for bailout. Smoke and fumes filled the B-24. Jensen ordered the crew to bail out. With the intercom inoperative, Baggett hand-signaled the gunners to hit the silk and, nearly overcome by fumes, put on his own chute. He next remembers floating down with a good chute. He saw four more open cano-



pies before the bomber exploded. The Japanese pilots immediately began strafing the surviving crewmen, apparently killing some of them and grazing Lieutenant Baggett's arm. The pilot who had hit Baggett circled to finish him off or perhaps only to get a better look at his victim. Baggett pretended to be dead, hoping the Zero pilot would not fire again. In any event, the pilot opened his canopy and approached within feet of Baggett's chute, nose up and on the verge of a stall. Baggett, enraged by the strafing of his helpless crewmates, raised the .45 automatic concealed against his leg and fired four shots at the open cockpit. The Zero stalled and spun in.

After Baggett hit the ground, enemy pilots continued to strafe him, but he escaped by hiding behind a tree. Lieutenant Jensen and one of the gunners landed near him. All three were captured by the Burmese and turned over to the Japanese. Sergeant Crostic also survived the bailout. Baggett and Jensen were flown out of Burma in an enemy bomber and imprisoned near Singapore.

In the more than two years he was held prisoner, Owen Baggett's weight dropped from 180 pounds to ninety. He had ample time to think about his midair duel. He did not at first believe it possible that he could have shot down the enemy while swinging in his chute, but gradually pieces of the puzzle came together.

Shortly after he was imprisoned, Baggett, Jensen, and another officer were taken before a Japanese major general who was in charge of all POWs in the area and who subsequently was executed as a war criminal. Baggett appeared to be treated like a celebrity. He was offered the opportunity of and given instructions on how to do the "honorable thing"—

commit hara-kiri, a proposal he declined.

Owen Baggett may have achieved the most unusual aerial victory of the war. A few months later, Col. Harry Melton, commander of the 311th Fighter Group who had been shot down, passed through the POW camp and told Baggett that a Japanese colonel said the pilot Owen Baggett had fired at had been thrown clear of his plane when it crashed and burned. He was found dead of a single bullet in his head. Colonel Melton intended to make an official report of the incident but lost his life when the ship on which he was being taken to Japan was sunk.

Two other pieces of evidence support Baggett's account: First, no friendly fighters were in the area that could have downed the Zero pilot. Second, the incident took place at an altitude of 4,000 to 5,000 feet. The pilot could have recovered from an unintentional stall and spin. Retired Colonel Baggett, now living in San Antonio, Tex., believes he shot down the Japanese pilot, but because that judgment is based on largely indirect and circumstantial evidence, he remains reluctant to talk much about it. We think the jury no longer is out. There appears to be no reasonable doubt that Owen Baggett performed a unique act of valor, unlikely to be repeated in the history of air warfare.