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# The Squire Flyer

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Wednesday Night's will soon be back as Trainer Nights!

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## Winter Build & Big Show!

**D**ecided at March meeting to move this back to May 14<sup>th</sup> Meeting [day after Mother's Day!]. There will be two categories of entry - Pete will run a door raffle for ALL 'Big Show' participants and Joe will organize a voting ballot for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> for the Winter Build part. All comers [visitors and members alike] will be given a voting slip and they will choose in their individual opinion which model should get which place. All votes will be counted and three prizes awarded [no classes!]. So, this opens everything up to both bringing along your Winter Build Special[s] AND emptying your basements and attics to show your fellow members what you have. Come one, come all and see what 'gooney birds' we have!

## Aircraft Down Pilot seeks help!

**E**veryone present at our March meeting heard a request from Joe Esposito to help him find his lost model. Joe is offering a handsome reward of \$100 for the return of his White Electric lost in Allen Meadows, Wilton Soccer Field off Rt7. Joe has marked the area with yellow ribbon. Joe can be contacted on (203) 846-1048. Joe is primarily interested in retrieving the contents, radio, motor etc.

[Anyone with a few minutes to spare and in the general area, please think of Joe and see if you can help find it for him. Good luck Joe! Ed]



## Headline News!

**M**ay 20<sup>th</sup> - *Fun Fly Day*  
*Sherwood Island* -

**Warm invitation to members of ALL clubs to come along and participate - starting 9am. CD: Joe Tropea (203) 322-4738. Please pass the word. All aircraft types welcome and events will be made known only on the day!**

## Skywriters

### Silent Wings

I regret to announce the passing of Ron Rukstela of the Yankee Flyers. I was informed this evening that Ron had passed away sometime early this week [w/c

March 19<sup>th</sup> - Ed]. The services will be held Monday the 26<sup>th</sup> at 1:00 P.M at the Brooklyn Federated Church of Christ. I am planning on going if anyone else would like to go let me know.

These are all the E-Mail address that I have right now please forward this message to as many club members as possible.

I Think I can speak for all the members when I say that he will be greatly missed. He was one of the motivating forces behind the club and all we did. His passing will leave a great hole in our ranks that only time will heal - Fred Foshay

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I was shocked to receive this message from Fred Foshay of the Yankee Flyers club.

Ron was our contact with the Yankee Flyers. He has done their newsletter for years and he was at our Polar Bear Fly In last year. A number of NEDS members knew Ron, so I am forwarding this message to the club - Bob Boulais

[Information was sent out by email to draw this sad death to as many members prior to March 26<sup>th</sup> - Ed]

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## Trainer Donation

Hi Boyd I talked to Leo about this

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## Inside This Issue

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- 1 Welcome to RC letters!**
  - 2 Hiroyoshi Nishizawa - Part 2**
  - 3 Hints 'n' Tips**
  - 4 Tailhooks!**
  - 5 Diary Dates & Useful Contacts!**
-

at the last meeting and thought you could help with my search. I have a trainer and JR radio I am willing to give to the club for flight training. We would need a reliable 40-size motor, switch harness for receiver, receiver battery and the transmitter should also have a new battery. This would give the club a complete trainer set-up to use, maybe you could ask in the newsletter if anyone is willing to donate some stuff. Thanks for your help and thanks for a great newsletter, see you soon Rich Mitchell

[Thanks for your generous offer Rich - can anyone please help? - Ed]

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## Welcome to RC!

[Or at least one view - Ed]

I've read a lot of post about guys thinking about getting into RC and should they buy this and that and would it be ok to start out with a scale model of the Spruce Goose, or can I substitute the circuitry in my Sony Walkman for the receiver, etc.. I also read the replies and see some really great advice. One thing I haven't yet seen as a topic, and forgive me if I just haven't looked at the right posts, I'm new to this site, is the topic of MONEY! Beginners, make no mistakes about it, this hobby can eat you out of house and home. I can tell you more than one tail of sleeping on the couch. By FAR the cheapest things, at least in my arsenal, are the plane kits. They are nothing. It's the glues, covering, radio, paints, gas, batteries, chargers, flight boxes, tires, starters, AMA memberships, glow plugs, retract gas, little plastic man in the cockpits, yada yada yada, that will send your bank account into the subterranean flyboy blues! It's all worth it though. TRUST ME. BUT you've got to jump in with dedication. I've seen more than

one guy go out buy the farm on a way too extravagant training setup then pull a nice auger job the first day and say "F&%K This !". Don't do it to yourself. One of the most important things with anything you do is to not set yourself up for failure. In the beginning realize what you need BEFORE you get it, most importantly. Go to a local field, watch a couple time, be a spectator. Watch what the other guys are learning on (in spring there's always new people there learning). Talk to the instructors,



see what kind of gear THEY have, so yours is compatible. Then go get the trainer. Even the ARFs need some assembly, take your time read everything twice. Get just the basics in the beginning. Better to find out you don't like the hobby and only be in 300 bucks than 1500 bucks. Once you're in, take it slow. Don't expect to be moving from a high wing trainer, to a BVM turbine F86, not only will you most likely kill yourself or someone else, you trash a perfectly good turbine (which is sacrilege). Trainer kits are the number one selling model RC kits. There is a reason. Not everybody likes it. You may be too impatient to enjoy it. It takes hours of preparation for a 12-minute flight. You can wait all week to fly, go to the field, prep your plane for 30 minutes, then break a 39cent piece, and have to bag the whole thing. It happens, all the time. The engine runs great at home but

you show up to the field and it runs like Fatty Arbuckle doing the 50 yard dash, or it runs great, in fact it goes like a piano down a flight of stairs, right into the lake. I've found that flying RC is about 50% of enjoying RC. The rest is the building, the research, the friendships, and companions. The chats with the owner of the hobby shop when you go in, and the colorful stories he has. It's all about that stuff. The flying is a nice BONUS. The wads of money are required to enjoy it. My wife almost killed me last week when the Visa bill came and I'd spent 2500 bucks last month on RC stuff. The worst part is my Raptor isn't working fully, and my HPI RS4 won't run right. It's a bitch. You'll have those months when it seems everything you touch either crashes, smashes, or breaks. Every bolt either strips out or comes loose and flies off in the grass somewhere. You'll spend hours looking for it but no luck, until you mow the grass and it goes through the kitchen window. It's all ups and downs and can be very expensive. The more you expect, expect to spend more. That's my motto for RC. But hey, I'm hooked, and misery LOVES company. You think I'm joking but I'm not. Let me tell you about my last weekend with RC. It started off with my RX battery going dead in my RS4 gas car, causing it to drive off into the middle of the street, where it was immediately run over by a Jeep Cherokee. Discouraged from that I moved on the Helicopter, which surreptitiously, stalled out during an inverted hover 3ft off the ground. Lemme tell you, not even Chuck Yeager could save that. So hey, I got my head up my butt, right? Let's make it an even three. I go for the Ugly Stick and have pretty good luck until sortie number three, which ends with servo binding and a full throttle

nose dive from about 150 feet. Nice thing about that though is you don't have to worry about picking up the mess, it just sort of buries itself. Expensive weekend. BUT THATS RC!!!!

Don't let me discourage you please. It's the most fun you'll ever have with your clothes on, standing in the grass, with no money.

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I hope it doesn't sound too discouraging for the beginner. Not everyone has to spend that kind of money on RC. But for me in the beginning I would go to the hobby store, see the 15-dollar starter, and the 50-dollar starter. I'd scratch my head and grab the 15 dollar job and wonder what FOOL would spend 50\$ on a freaking starter. After a drive to the local field, a fried power panel, no flights because the cheap rubber bushing in the starter came loose DURING the high RPM cycle and flipped off into orbit with the Hubbell Space Telescope, I soon learned that the fool was the guy who spent 65\$ on two starters. Moral of the story is the expensive gear is expensive because it works well. And THAT is the key to enjoying RC. The guys who post the messages like " Geese should I spend 165\$ on the O.S. Engine or 39.95 on the SuperTiger? " my heart goes out to them. See these are the poor \*\*\*\*\*s (like me) who end up buying a 39.95 SuperTiger piece of poop, THEN the 165.00 O.S. only AFTER burning through 14 gallons of burn in fuel, and 97 hours of fiddling with the needle valve from hell, which is behind the FINGO-MINCER 2000 prop. The 210\$ solution. Am I right?

[For all those still naïve and willing to learn to fly like your editor, this set of correspondence is by way of introduction to our new series of articles on an introduction to RC modeling and the thrills experienced. First article will appear next

month in response to popular demand - enjoy Ed.]

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**"I am tired of this sort of thing called science. We have spent millions in that sort of thing for the last few years, and it is time it should be stopped," proclaimed Pennsylvania Sen. Simon Cameron in 1861 as he tried to kill funding for the Smithsonian Institution.**

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## **"The Wind Sock!" Club News - in Brief!**

 Field Open 

Bring your floats!

**O**ur March meeting opened to about 25 members - your editor didn't make a note of the count! From the cockpit came a request from pilot Leo for some crew volunteers as we need a Secretary and AMA coordinator/New Flight Plan will be drawn up for Sherwood to take into consideration last years emergency landing strips built by the State ostensibly as car and coach parking slots!/Chuck reports a bank balance of \$4,809.88 and had a detailed balance sheet available for all to see - thanks Chuck, you are doing a great job!/Joe Tropea has taken on to organize and run a Spring Fun Fly meet for Sunday May 20<sup>th</sup> - all pilots from surrounding clubs are invited - no advanced warning of flight challenges - you might like to look back at previous editions of SF to see what might be conjured up! There were two special editions with loads of ideas. All aircraft types welcome to participate

## The Squire Flyer

/Keith has kindly asked to join the Mentor Pilot flight for this season and his name has been duly added to the honor role contained within each newsletter - thanks Keith/Talking of Mentor Pilots, we have started adding their email addresses as more and more members are preferring to contact via email - Ed/Gerry will bring along some interesting VHS video covering flying at what is now called Veterans Park, Norwalk, some 30 years ago for all to see at the next meeting - Leo has a tape player and monitor/ Constitution amendment suggested - see separate article/Richie won the 50-50/Gerry advises that the SIG Company going to change how they sell fuel. In future there will be a sticker on each can worth 50¢ if this is passed to your chosen club and redeemed by the club. Gerry has 4 cases of 'Test Stuff' on order and intends to participate in this promotion. Should the fuel become popular, he will order in a full shipment. Gerry will continue to stock Wild Cat and FHS./Toby Buff[Park Ranger] has asked us for a sign to display explaining Country Squire Modelers, who we are, what we do and how to contact us and when we regularly meet - Leo will be talking to Shaun's wife Lynn who has kindly volunteered to make suitable signs. Pete reports the post is up and ready!/Pete also reports impound and pits areas flooding during exceptional high tides, hence the suggestion of bringing along your floats (and Boots)!/Joe Esposito is looking for help at our Wilton Flying Site to find and retrieve his lost electric - see separate box/An EXCELLENT 8mm movie and 35mm slide show was given by Irwin Gans on the 1965 Nationals held at Willow Grove Naval Air Station outside Philadelphia, PA. Irwin's AMA8664 number

was certainly in attendance, and it was very interesting to see the launch, 7 second timed free flight behavior in amongst Navy personnel, cars etc all seeking thermal lift afforded by the edge of the grass and runway proximity. 'Mr. Aviation' was in attendance - can anyone remind your editor of his name please? Control Line Combat and other categories were fully covered and we saw the then 'modular' Craft and Orbit steel cased transmitters. A wonder no one used to get hernias carrying them! The NATs used to be held once every four years and moved around the country from Navy base to Navy base. The Navy gave up hosting back in the 70s and the NATs are now an annual occurrence./ Pilot Pete explained his single nose and tail wheel, wing skids monoplane was a model of a Fournier FD4 powered glider. Fournier was bought out by Sportavia some while ago and it was in one of these craft that some members with gray hair might recall the daring escape of a Chekaskolvak pilot who flew across the former Iron Curtain and sought political asylum in the West [anyone got the pilot's name to hand?] The prototype's fuel consumption is approx 2gals per hour with a maximum speed 100mph/Due to a full agenda, a number of people didn't get to fully 'Show n Tell' - apologies, do please bring back your models and interesting 'parts' next month. Did I see a pair of floats? Were these in anticipation for Sherwood? If not, have a look at the FLOAT FLY schedule included within our diary - thanks to Ray Hinds/Likewise the next round of the Squire Flyer Roulette was deferred. But to avoid disappointment to all those who are participating, both Pete and George did turn in correct answers! Well done guys. Both of you mentioned you learned a great deal in the

process, especially George tracking down in which conflicts did the first aerial bombing take place. To avoid disappointment, next month please see three new questions along with all others so far issued. There is still time to enter and participate. It's 5 points for participating and additional 5 points if you get the correct answer. And there is no limit to the number of questions you can answer - except one entry per question! /For all interested in Float Flying, a schedule courtesy of Ray Hinds has been added into our Diary Dates - thanks Ray.

**Request to all members: please pass all news of fellow members and their activities along to Boyd so we can keep all up to date with happenings in the world of the Country Squire Membership.**

## Hints & Tips - Email

The following is a list of members [or recent members!] email addresses who normally receive their Squire Flyer electronically but whom we are having difficulty sending to. Members or readers who recognize either your own address or those of our colleagues, please contact either Bill Waldman or Boyd Misstear with an update and corrected address.

[dpearlstein@juno.com](mailto:dpearlstein@juno.com)  
[tomatnic@aol.com](mailto:tomatnic@aol.com)  
[jaguar1524@aol.com](mailto:jaguar1524@aol.com)  
[lfirebird2000@aol.com](mailto:lfirebird2000@aol.com)  
[rygra@aol.com](mailto:rygra@aol.com)  
[goobalie@aol.com](mailto:goobalie@aol.com)  
[cwillis188@aol.com](mailto:cwillis188@aol.com)  
[nbaboy2112](mailto:nbaboy2112) [not accepting mail with attachments or embedded images]

## The Squire Flyer

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### Keep Your Eyes on Your Model

by Chuck Hutton

Never take your eyes off your model. This is good advice, and advice I've generally tried to follow.

However, while flying at our regular old-timers contest, I didn't follow this advice, with unfortunate consequences!

After an uneventful climb to about 1500 feet with my 84-inch wingspan bomber, I felt comfortable taking my eyes off the model.

I walked back from the takeoff point to a safe area from which to fly the model. This was a big mistake, and was compounded by another mistake.

I started to fly what I thought was my model. When this model didn't respond to my transmitter commands, I assumed radio contact had been lost.

Since it turns out I was flying the wrong model, all the exaggerated control commands I was inputting to the wrong model were actually being received, and responded to, by my bomber which promptly crashed!

I'm sure, that by the time I sorted out all these details and asked for help finding my model, it was all over, which is why about eight pair of eyes couldn't find it!

We found the crashed Bomber fairly close to the flying area. So, to make a long story short, the lessons are:

1. Don't ever take your eyes off your model
2. Before you conclude you don't have it, be sure you are flying the right model

3. Don't try extreme control inputs (like lots of down elevator) while checking this out

from SAM 40 News, Joe Roose, editor

## THEN & NOW

To most of ye anyway!

.1970: Long hair.

.2000: Longing for hair.

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.1970: The perfect high.

.2000: The perfect high yield mutual fund.

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.1970: Keg.

.2000: EKG.

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.1970: Acid rock.

.2000: Acid reflux.

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.1970: Moving to California because it's cool.

.2000: Moving to California because it's warm.

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.1970: Growing pot.

.2000: Growing pot belly.

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.1970: Watching John Glenn's historic flight with your parents.

.2000: Watching John Glenn's historic flight with your children.

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.1970: Trying to look like Marlon Brando or Elizabeth Taylor.

.2000: Trying NOT to look like Marlon Brando or Elizabeth Taylor.

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.1970: Seeds and stems.

.2000: Roughage.

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.1970: Popping pills, smoking joints.

.2000: Popping joints.

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.1970: Our president's struggle with Fidel.

.2000: Our president's struggle with fidelity.

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.1970: Killer weed.

.2000: Weed killer.

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.1970: Hoping for a BMW.

.2000: Hoping for a BM.

.

.1970: The Grateful Dead.

.2000: Dr. Kevorkian.

.

.1970: Getting out to a new, hip joint.

.2000: Getting a new hip joint.

.

.1970: Rolling Stones.

.2000: Kidney stones.

.

.1970: Being called into the principal's office.

.2000: Calling the principal's office.

.

.1970: Screw the system!

.2000: Upgrade the system.

.

.1970: Peace sign.

.2000: Mercedes logo.

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.1970: Parents begging you to get your hair cut.

.2000: Children begging you to get their heads shaved.

.

.1970: Take acid.

.2000: Take antacid.

.

.1970: Passing the driver's test.

.2000: Passing the vision test.

.

.1970: "Whatever"

.2000: "Depends"

## Proposed Constitution Change!

**I**t is proposed that the quorum rule, which currently requires a minimum of \*\*\* members be present in order to hold a formal meeting, be removed. This will enable meetings to proceed at previously advertised dates/times so long as a group of 2 or more members should meet at the allotted time. Voting on this proposed amendment will take place at our next formerly constituted meeting, which is scheduled to take place April 9<sup>th</sup>.

## The Squire Flyer

Please be in attendance to express your thoughts and decide on this proposed amendment.

### Book Review

Another in our series submitted by Irwin Gans

U.S. Navy Aircraft

1921-1941 &

U.S. Marine Corp Aircraft  
1914-1959

**M**ore than 25 years after their first publication, William T. Larkin's

illustrated surveys of Navy and Marine Corps aircraft remain two of the most valuable books about these airplanes ever written. First published in 1959 and 1961, and long out of print, these two volumes have become classics eagerly sought in the rare-book market by aviation buffs worldwide. They have become the criteria against which serious aviation research is measured. With over 1,000 photographs combined, they remain the definitive record of the formative years for Navy and Marine Corps aviation.

Larkin's emphasis throughout is on squadron use, experimental and one-of-a-kind types, insignia, colors and marking schemes, technical innovations, and the service duty and tactical deployment of the various aircraft.

Published by Orion Books, a division of Crown Publishers Inc., 225 Park Avenue South, New York, NY 10003.

ISBN 0-517-56920-5.

[Following receipt of this input from Irwin {thanks Irwin}, your editor tried unsuccessfully to track down a copy either through Orion or Crown web sites. A suggestion would be to contact second-hand booksellers and try your luck that way, or through your local public library. Good hunting - Ed]

**"You will never find time for anything. If you want time, you must make it." - Charles Buxton**

## Hiroyoshi Nishizawa

This is another in our series of articles on people who have made a significant contribution to or impact on aviation in one form or other. Please send in your ideas of who we should cover in future editions of SF. The following is the second part of an article by John Guttman. The first part can be found in our March Squire Flyer. All rights respected. It is included here to further our knowledge amongst members. Enjoy! - Ed

**H**iroyoshi Nishizawa was gaunt and sickly looking, but in the cockpit of his Zero fighter he became 'the Devil.'

By Jon Guttman

Part 2 - The year is 1942.

The Tainan *Ku*. moved to Lakunai airfield on Rabaul the next day. On August 7, word arrived that U.S. Marines had landed on the island of Guadalcanal, more than 500 miles away at the lower end of the Solomon Islands chain, at 5:20 that morning. Without delay, Lt. Cmdr. Nakajima led 17 Zeros to escort 27 Mitsubishi G4M bombers of the 4th *Ku*. in an attack on the U.S. Navy task force supporting the invasion. The Japanese were met by 18 Grumman F4F-4 Wildcat fighters and 16 Douglas SBD-3 Dauntless dive bombers from the aircraft carriers *Saratoga*, *Enterprise* and *Wasp*.

Nishizawa was credited with six F4Fs in this first air battle between land-based Zeros and American carrier fighters. One of his victims was probably Lieutenant Herbert S. ("Pete") Brown of VF-5, who was attacked

by a Zero that made a full-deflection shot from about 1,500 feet overhead, shattering his canopy and wounding him in the hip and leg. Pete Brown reported that his opponent came alongside him, and after the two adversaries had looked each other over, the Japanese pilot grinned and waved.



The skill and wildness of Brown's antagonist both suggest Nishizawa's style, but for neither the first nor last time, his assumption of the F4F's demise was premature. Brown managed to make it back to his carrier, *Saratoga*. Other likely VF-5 victims of Nishizawa included Ensign Joseph R. Daly, who was shot down in flames and badly burned but parachuted to safety just off Guadalcanal, and Lt. j.g. William M. Holt, who was killed.

After a difficult fight, Sakai destroyed an F4F of VF-5 flown by Lieutenant James J. Southerland II, who was wounded but bailed out and survived. Sakai then downed an SBD-3 of *Wasp's* scouting squadron VS-71, killing Aviation Radioman 3rd Class Harry E. Elliott and wounding the pilot, Lieutenant Dudley H. Adams, who was subsequently rescued by the destroyer *Dewey*. Next, Sakai pounced on what looked like eight Wildcats--only to discover too late that they were really SBDs of VB-6 and VS-5. One of the dive bombers' .30-caliber rear guns struck Sakai in the head, temporarily blinding him.

The fight broke up and the Zeros re-formed for the return leg of their long mission. Nishizawa noticed that Sakai was missing and went into another of his mad rages. Peeling off on his own, he

searched the area, both for signs of Sakai and for more Americans to fight, presumably even if he had to ram them. Eventually, he cooled off and returned to Lakunai. Later, to everyone's amazement, the seriously wounded Sakai arrived, after an epic 560-mile flight. Nishizawa personally drove him, as quickly but as gently as possible, to the surgeon. Evacuated to Japan on August 12, Sakai lost an eye, but returned to combat in 1944 and brought his final score up to 64--the fourth-ranking Japanese ace.

Japanese claims in the August 7 air battle totaled 36 F4Fs (including seven unconfirmed) and seven SBDs. Actual American losses came to nine Wildcats and a Dauntless. Four F4F pilots (Holt, Lt. j.g. Charles A. Tabberer and Ensign Robert L. Price of VF-5, and Aviation Pilot 1st Class William J. Stephenson of VF-6) and SBD radioman Elliott were killed. American claims were more modest--seven bombers, plus five probables, and two Zeros. The Japanese actually suffered the loss of four G4Ms and another six returning to base so damaged as to be written off, along with the loss of two Tainan *Ku*. members, PO1C Mototsuna Yoshida (12 victories) and PO2C Kunimatsu Nishiura, both killed by Lt. j.g. Gordon E. Firebaugh of *Enterprise's* VF-6, just before Firebaugh himself was shot down and forced to bail out.

Sakai and Yoshida were just the first of many Japanese aces whose careers would be cut short in the course of a six-month struggle with the U.S. Army, Navy and Marine squadrons that were operating from Guadalcanal's Henderson Field. Junichi Sasai, whose official score then stood at 27, was killed by Captain Marion E. Carl of Marine fighter squadron VMF-223 on August 26. On

September 13, PO3C Kazushi Uto (19 victories), Warrant Officer Toraichi Takatsuka (16) and PO2C Susumu Matsuki (8) were killed in a wild dogfight with F4F-4s of VF-5 and VMF-223.

Nishizawa survived and adapted to the improving American aircraft and tactics. On October 5, he and eight other pilots downed a B-25 attacking Rabaul, and on the 8th he and eight comrades accounted for a torpedo bomber over Buka. During an encounter over Guadalcanal between 16 Tainan *Ku*. Zeros and eight F4F-4s of VMF-121 on October 11, Nishizawa scored the only success for either side when he forced 2nd Lt. Arthur N. Nehf to ditch his Wildcat in Lunga Channel. Nishizawa was credited with one of five F4Fs claimed by the Tainan *Ku*. during a fight with VMF-121 over Guadalcanal on October 13. The only actual Marine loss occurred when PO1C Kozaburo Yasui, PO3C Nobutaka Yanami and Seaman 1st Class Tadashi Yoneda shot up a Wildcat whose pilot, Captain Joseph J. Foss of VMF-121, succeeded in making a forced landing on Henderson Field. Nishizawa claimed another F4F on the 17th, along with a torpedo bomber shared with another pilot. He claimed an F4F in a melee with Major Leonard K. Davis' VMF-121 on October 20, but in fact neither side suffered any losses.

Toshio Ota mortally wounded Marine gunner Henry B. Hamilton of VMF-212 on October 21, for his 34th victory, but was himself shot down and killed moments later by 1st Lt. Frank C. Drury. On October 25, the career of another Tainan *Ku*. ace ended when Seaman 1st Class Keisaku Yoshimura (9 victories) fell victim to Joe Foss of VMF-121.

The JNAF underwent another reorganization on November 1, in which all units bearing names were redesignated by number. The Tainan *Ku*. thus became the 251st *Kokutai*. In the middle of the month, the group was recalled to Toyohashi air base in Japan to replace its losses. Commander Yasuna Kozono became the new commanding officer, Lt. Cmdr. Nakajima became its air officer, and new personnel were trained by a cadre of 10 surviving veterans, including Nishizawa. By the time he was withdrawn to Toyohashi, Nishizawa's total of personal and shared victories stood at about 55, but the tide of battle was turning in favor of the Americans. The last Japanese troops were evacuated from Guadalcanal on February 7, 1943. From that time on, the Allies would be permanently on the offensive in the Pacific.

While in Japan, Nishizawa visited Sakai, who was still recuperating in the Yokosuka hospital. Updating his friend on events, Nishizawa complained of his new duty as an instructor: "Saburo, can you picture me running around in a rickety old biplane, teaching some fool youngster how to bank and turn, and how to keep his pants dry?" Nishizawa also described the loss of most of their comrades to the growing might of the American forces. "It's not as you remember, Saburo," he said. "There was nothing I could do. There were just too many enemy planes, just too many." Even so, Nishizawa could not wait to return to combat. "I want a fighter under my hands again," he said. "I simply have to get back into action. Staying home in Japan is killing me."

The 251st *Ku*. returned to Rabaul on May 7, 1943, and resumed operations over New Guinea and the Solomons. Among the Zeros

known to have been flown by Nishizawa during that time was an A6M3 Type 22 with the tail code UI-105. On May 14, 32 Zeros of the 251st *Ku*. escorted 18 G4M bombers of the 751st *Ku*. on a large raid to Oro Bay, New Guinea. They were met by P-40s and new Lockheed P-38 Lightnings of the 49th Fighter Group. A confused dogfight took place, during which the Japanese claimed 13 Americans (five of them admitted to be probables), while the 49th Group claimed 11 G4M "Bettys" (Allied code term for the bombers) and 10 of their "Zeke" escorts. The actual result was that six G4Ms failed to return to their base at Kavieng, New Ireland, and four returned damaged, while the 251st *Ku*. lost no pilots at all.

The only American loss was 2nd Lt. Arthur Bauhoff, whose P-38 was downed by two A6M3s, one of which was flown by Nishizawa. Bauhoff was seen parachuting into the water, but the boat that was sent to rescue him found only a pack of frenzied sharks to hint at his fate. The 7th Squadron's P-40Ks attacked the bombers, but 1st Lt. Sheldon Brinson was thwarted by a wildly maneuvering Zeke whose pilot was clearly an old veteran, and he escaped only by diving away. That may have been the P-40 claimed that day by Nishizawa, whose fighting style was certainly consistent with Brinson's description. Another P-40K of the 7th was so shot up that its landing gear collapsed, and the plane was written off, although its pilot, 1st Lt. John Griffith, was unhurt.

The 251st and 204th *kokutais* took off on June 7 to sweep the Guadalcanal area, only to be intercepted over the Russell Islands by a mixed bag of Allied opposition--Marine F4F-4s and

Chance Vought F4U-1 Corsairs of VMF-112; P-40Fs of the 44th Squadron, 18th Fighter Group; P-38Fs of the 339th Squadron, 347th Fighter Group; and P-40E Kittyhawks of No. 15 Squadron, Royal New Zealand Air Force (RNZAF). As on May 14, both sides overclaimed--the 251st *Ku.* alone claiming 23 victories (five of which were probables), while the Allies claimed a total of 24 Zeros. Actual Allied losses were four F4Us and a P-40, along with several damaged (two of the four damaged RNZAF Kittyhawks had to crash-land on Russell Island), but miraculously, all their pilots survived. On the other hand, of the eight Zeros that were destroyed, seven of their pilots were killed, including four from the 251st *Ku.* Nishizawa's claims included his first Corsair, which may have been that of VMF-112's commander, Major Robert B. Fraser, who, after downing two Zeros for his fifth and sixth victories, was shot down himself but bailed out safely.

The main drama of the day, however, centered on POIC Masuaki Endo, who shot up a P-38 before being driven off its tail by P-40 pilot 1st Lt. Jack A. Bade of the 44th Squadron, and was later credited with the Lightning by Japanese eyewitnesses. Endo then got into a head-on gun duel with 1st Lt. Henry E. Matson of the 44th, but his Zero was set on fire by the American's six .50-caliber machine guns. In a final self-sacrificial act, Endo crashed his Zero into Matson's P-40. Matson bailed out and survived the attention of three approaching Zeros by giving them a toothy grin and waving at them, to which the Japanese responded by waving back and flying away. He was subsequently recovered by a rescue boat. Matson's P-40 was credited as the 14th victory for Endo,

whose death deprived the JNAF of yet another invaluable, experienced fighter pilot.

By mid-June, Nishizawa had added six more Allied planes to his total. After that, Japanese naval air groups completely abandoned the practice of recording personal victories, and Nishizawa's exact record became difficult to ascertain. During that time, however, his achievements were honored by a gift from the commander of the 11th Air Fleet, Vice Adm. Jinichi Kusaka--a military sword inscribed *Buko Batsugun* ("For Conspicuous Military Valor").

Nishizawa was transferred to the 253rd *Ku.* in September. He operated from Tobera, New Britain, until he was recalled to Japan a month later. At that time, Lt. Cmdr. Harutoshi Okamoto, commander of the 253rd *Ku.*, reported that Nishizawa's total score stood at 85.

Nishizawa was promoted to warrant officer in November and again served as a trainer in the Oita *Ku.*, but his performance in that role was judged barely tolerable by his superiors. He was assigned to the 201st *Ku.* in February 1944, transferring from Atsugi to defend the northern Kurile Islands against bombing raids by the U.S. Eleventh Air Force. Few opportunities to engage the enemy arose, however, and Nishizawa did not add anything to his score.

The threat of an American invasion of the Philippines grew, and 29 aircraft of *Hikotai* (detachment) 304 of the 201st *Ku.* were dispatched to Bamban airfield on the island of Luzon on October 22, 1944. On October 24, Nishizawa was with a contingent from that detachment, which was sent to Mabalacat airfield on Cebu Island.

On the following day, Nishizawa led three A6M5s, flown by Misao Sugawa, Shingo Honda and Ryoji Baba, to provide escort for five others, carrying 550-pound bombs. The volunteers piloting the bomb-armed Zeros, led by Lieutenant Yukio Seki, were to deliberately crash their planes into the American warships they encountered, preferably aircraft carriers, in the first official mission of the suicidal kamikaze, or "divine wind." Brushing aside interference from 20 Grumman F6F Hellcats, Nishizawa and his escorts claimed two of the Americans, bringing his personal score up to 87. The suicide attack was also successful--four of the five kamikazes struck their targets and sank the escort carrier *St. Lô*.

Nishizawa reported the sortie's success to Commander Nakajima after returning to base and then volunteered to take part in the next day's kamikaze mission. "It was strange," Nakajima later told Saburo Sakai, "but Nishizawa insisted that he had a premonition. He felt he would live no longer than a few days. I wouldn't let him go. A pilot of such brilliance was of more value to his country behind the controls of a fighter plane than diving into a carrier, as he begged to be permitted to do." Instead, Nishizawa's plane was armed with a 550-pound bomb and flown by Naval Air Pilot 1st Class Tomisaku Katsumata, a less experienced pilot who nevertheless dove into the escort carrier *Suwannee* off Surigao. Although the ship was not sunk, she burned for several hours--85 of her crewmen were killed, 58 were missing and 102 wounded.

Meanwhile, Nishizawa and several other pilots left Mabalacat that morning aboard a bomber to pick up some replacement Zeros at Clark Field on Luzon. Over Calapan on Mindoro Island, the

bomber transport was attacked by two Hellcats of VF-14 from the carrier *Wasp* and was shot down in flames. Nishizawa, who had believed that he could never be shot down in aerial combat, died a helpless passenger--probably the victim of Lt. j.g. Harold P. Newell, who was credited with a "Helen" (Allied code name for the Nakajima Ki.49 Donryu army bomber) northeast of Mindoro that morning.

Upon learning of Nishizawa's death, the commander of the Combined Fleet, Admiral Soemu Toyoda, honored him with a mention in an all-units bulletin and posthumously promoted him to the rank of lieutenant junior grade. Because of the confusion toward the end of the war, the publication of the bulletin was delayed and funeral services for Japan's greatest fighter pilot were not held until December 2, 1947. Nishizawa was also given the posthumous name *Bukai-in Kohan Giko Kyoshi*, a Zen Buddhist phrase that translates: "In the ocean of the military, reflective of all distinguished pilots, an honored Buddhist person."

It was not a bad epitaph for a man once known as the Devil.

John Gutman is a senior editor of Aviation History and recommends for additional reading: *Japanese Naval Aces and Fighter Units in World War II*, by Ikuhito Hata and Yasuho Izawa, translated by Don Cyril Gorham; *Samurai!* by Saburo Sakai; and *Winged Samurai: Saburo Sakai and the Zero Fighter Pilots*, by Henry Sakaida.

All rights respected - Ed.

**"Anytime you don't want something, you get it," said Calvin Coolidge. In fact, it became known as Coolidge's Law.**

## Diary Dates 2001

**T**he following selected dates you might like to make a note of in your diary. We will update as the year progresses. Happy Flying!

**Apr 1<sup>st</sup> - Daylight Savings Time Starts**

**April 6<sup>th</sup>-8<sup>th</sup> - Toledo R/C Expo**  
<http://www.toledoshow.com>

**Apr 8<sup>th</sup> - Passover and Palm Sunday**

**Apr 9<sup>th</sup> - Club Meeting - Flight Simulator Night, Intro to Flight and Gerry's video of flying at Veteran's Park some 30 years ago. Note Winter Build deferred to May meeting**

**Apr 13<sup>th</sup> - Good Friday**

**Apr 15<sup>th</sup> - Easter Sunday**

**Apr 16<sup>th</sup> - 2000 Income Tax Forms Due**

**Apr 22<sup>nd</sup> - Earth Day**

**Apr 25<sup>th</sup> - Secretaries Day**

**Apr 25<sup>th</sup>-29<sup>th</sup> - Top Gun 2001 Palm Beach Polo Stadium, West Palm Beach, FL Hotels etc Cindy Burkey @ 954 587-8491**

**Apr 28/29<sup>th</sup> - Top O'NJ RC Club Water Fun-Fly, Lisbon Capri Restaurant and Beach, Mountain Lake, Hope NJ L.80x#12 CD: Herb Kircher (908) 276-5056**

**May 7<sup>th</sup> - Full Moon**

**May 12<sup>th</sup> - Float Fly, Wolfe Park, Monroe, CT 8.30a>2.30p**

**May 13<sup>th</sup> - Mother's Day**

**May 14<sup>th</sup> - Club Meeting, Big Show & Winter Build Competition**

**May 19<sup>th</sup> - Armed Force's Day**

**May 19/20<sup>th</sup> - Float Fly Brimfield Dam, Brimfield, MA 8.00a>5.00p**

## The Squire Flyer

**May 20<sup>th</sup> - Fun Fly Day - Warm invitation to all members of ALL clubs to come along and participate - starting 9am. CD: Joe Tropea 322-4738**

**May 26/27<sup>th</sup> - Mid Atlantic Jet Rally, Fentress, VA CD Frank Rega #TBA**

**May 26/27<sup>th</sup> 11<sup>th</sup> Annual Jumbo Jamboree Giant Scale Fly-In, Assunpink Wildlife Management Area Nr. Imlaystown, NJ CD: Doug McMillan (609) 443-3175 or [www.mcrs.com](http://www.mcrs.com)**

**May 28<sup>th</sup> - Memorial Day**

**Jun 2<sup>nd</sup>/3<sup>rd</sup> - 46<sup>th</sup> Annual Aeroguidance Society Precision Aerobatics Contest, Blue Swan Airport, Sayre, PA. CD: Bob Noll (607) 754-5279**

**Jun 3<sup>rd</sup> - Float Fly Mansfield Hoplow Dam, Mansfield CT 9.00a>5.00p**

**Jun 3<sup>rd</sup> 4<sup>th</sup> - VT Heli Unlimited, Fair Haven Airport, Fair Haven VT CD Tom Puma (802) 492-2014**

**Jun 6<sup>th</sup> - Full Moon**

**June 8<sup>th</sup>-10<sup>th</sup> - Jet Meet in Canada - details to follow**

**Jun 11<sup>th</sup> - Club Meeting\* Heli Flying Demonstrations**

**Jun 14<sup>th</sup> - Flag Day**

**Jun 17<sup>th</sup> - Father's Day**

**Jun 21<sup>st</sup> - First Day of Summer and Total Eclipse of Sun!**

**Jun 23<sup>rd</sup>/24<sup>th</sup> - New England Scale Championships & US Scale Masters Qualifier, Gardner Airport, Gardner, MA - No restrictions on flying - jets welcome CD: Jack Buckley (508) 481-0955 or [newenglandscale@yahoo.com](mailto:newenglandscale@yahoo.com)**

**Jun 24/25<sup>th</sup> - 21<sup>st</sup> Annual BUC-LE Harold Weil Memorial Model Airplane Fly, Quakertown, PA CD: Walt Smakulski (610) 709-0443**

**Jun 30<sup>th</sup>/Jul 1<sup>st</sup> - Valley of the Giants, Westport Airport, NY**

CD: Scott Foster (802) 388-9961  
or [viper@together.net](mailto:viper@together.net)

Jul 2<sup>nd</sup> - Canada Day

Jul 4<sup>th</sup> - Independence Day

Jul 6-8<sup>th</sup> - Greater Cincinnati  
Jet Fly, Cincinnati, OH CD Joe  
Amato #TBA

Jul 5<sup>th</sup> - Full Moon and Partial  
Eclipse of Moon

Jul 8<sup>th</sup> - IMAA Chapter 536  
"Dawn Patrol" WWI Giant-  
Scale Fly-in @ NCRCC Flying  
Field, Green Road Sector,  
Ellington, CT CD: Paul  
Savastgano (860) 872-6303 or  
[dawnpatrol536@juno.com](mailto:dawnpatrol536@juno.com)

Jul 9<sup>th</sup> - Club Meeting\* **Field  
Flying and Demonstrations**

Jul 14/15<sup>th</sup> - Green Mountain  
Jet Rally, State Airport,  
Middlebury, VT. CD Tom  
Puma (802) 492-2014

Jul 20<sup>th</sup>/22<sup>nd</sup> - Miniature  
Warbirds return to  
Schenectady County Airport  
CD: Ron Chizek (518) 842-6823  
[days] or Roy Vaillancourt  
(631) 732-4715 or [www.esam.org](http://www.esam.org)

Jul 27/29<sup>th</sup> Michigan Jets,  
Gross Isle, MI CD ? (248) 626-  
8838

Aug 3<sup>rd</sup> - 5<sup>th</sup> - State of Maine  
Scale Shootout, Portland, ME,  
CD?, (207) 797-5196

Aug 4<sup>th</sup> - Full Moon

Aug 4<sup>th</sup> - 6<sup>th</sup> Annual Warbirds  
over PA, Model Airplane A fly-  
in, Quakertown, PA CD: Walt  
Smakulski (610) 709-0443

Aug 4<sup>th</sup> - Chapter 548, the  
Black Dirt Squadron Northeast  
IMAC 2001 contact CD: Dan  
Ellsweig (845) 496-4726 or  
[aeroplanart@aol.com](mailto:aeroplanart@aol.com)

Aug 4/5<sup>th</sup> - Missouri Valley Jet  
Scramble, Tecumseh, NE CD  
Jim Simonitch #TBA Aug 4/5<sup>th</sup>  
- Thunder over Tupper Lake,  
Municipal Park, Demars Blvd.,  
Tupper Lake, NY CD Tom  
Bickford [tjbick@northnet.org](mailto:tjbick@northnet.org)

Aug 11/12<sup>th</sup> - Long Island Scale  
Masters Qualifier, LIEx70 CD:  
Roy Vaillancourt (631) 732-  
4715

Aug 13<sup>th</sup> - Club Meeting\* **Field  
Flying and Demonstrations**

Aug 19<sup>th</sup> - National Aviation  
Day

Sep 2<sup>nd</sup> - Full Moon

Sep 3<sup>rd</sup> - Labor Day

Sep 7/9<sup>th</sup> - IMAC Fall Festival  
at The Poconos, Shawnee, PA.  
Visit [www.mini-iac.com](http://www.mini-iac.com) &  
[www.ramac.org](http://www.ramac.org) for details

Sep 8/9<sup>th</sup> - Float Fly Brimfield  
Dam, Brimfield MA  
8.00a>5.00p

Sep 8/9<sup>th</sup> - / Portland, ME CD  
Ray Labonte (207) 797-5196

Sep 8/9<sup>th</sup> - 35<sup>th</sup> Annual  
Rhinebeck Jamboree including  
Scale Model Fly-in, Old  
Rhinebeck Aerodrome, Stone  
Church Rd, Rhinebeck, NY  
Full scale airshow both days.  
(845) 752-3200 or  
[www.olldrhonebeck.org](http://www.olldrhonebeck.org)

Sep 9<sup>th</sup> - Grandparents Day

Sep 10<sup>th</sup> - Club Meeting **Model  
Building**

Sep 15/16<sup>th</sup> 2<sup>nd</sup> Annual Chapter  
548 Black Dirt Squadron Big  
Bird Fly-In CD: Tom  
Milidantri (845) 425-2082

Sep 18<sup>th</sup> - Rosh Hashanah

Sep 22<sup>nd</sup> - First Day of Autumn

Sep 23<sup>rd</sup> - Float Fly Mansfield  
Hollow, Mansfield, CT  
9.00>5.00p

Sep 27<sup>th</sup> - Yom Kippur

Oct 2<sup>nd</sup> - Full Moon

Oct 6/7<sup>th</sup> - Top O'NJ RC Club  
Water Fun-Fly, Lisbon Capri  
Restaurant and Beach,  
Mountain Lake, Hope NJ  
L80x#12 CD: Herb Kircher  
(908) 276-5056

Oct 8<sup>th</sup> - Club Meeting &  
Columbus Day **Model Building**

Oct 24<sup>th</sup> - United Nations Day

## The Squire Flyer

Oct 28<sup>th</sup> - Daylight Savings  
Time ends

Oct 31<sup>st</sup> - Halloween

Nov 1<sup>st</sup> - Full Moon

Nov 3<sup>rd</sup>/4<sup>th</sup> - Florida  
International Jet Rally, Lake  
Wales, FL CD Steve Jaworski  
(813) 752-2420

Nov 6<sup>th</sup> - Election Day

Nov 11<sup>th</sup> - Veterans Day

Nov 12<sup>th</sup> - Club Meeting

Nov 16<sup>th</sup> - First Day of  
Ramadan

Nov 22<sup>nd</sup> - Thanksgiving Day

Nov 30<sup>th</sup> - Full Moon

Dec 10<sup>th</sup> - Club Meeting &  
Chanukah

Dec 21<sup>st</sup> - First Day of Winter

Dec 25<sup>th</sup> - Christmas Day

Dec 30<sup>th</sup> - Full Moon

Dec 31<sup>st</sup> - New Year's Eve

\* These meetings are likely to be held at  
Sherwood Island, unless actually raining.

Everyone with known dates for fly meets  
etc throughout 2001 that might be of  
interest to members, do please pass them  
to Boyd as soon as possible so we can  
compile and publish a concise list to help  
one and all make our plans for this year's  
flying season. We also list some other  
dates it might be wise to remember when  
planning your flying!

## Tailhooks!

### SOME CRAZY LAWS

Submitted by Eric Davis

In Temperance, MS, you can't  
walk a dog without dressing it in  
diapers.

In St. Louis, a law on the books  
makes it illegal to park your car  
without turning off the engine.  
This was to avoid scaring horses.

In Kansas City, KS, saying the  
name "George Washington"  
without adding the phrase "blessed  
be his name," can land you with a  
fine of up to fifty cents.

In California, selling a gold piece without tooth marks in it is considered forgery.

An old statute in Flint, MI, compels dentists to offer a "slug of whiskey with no additional charge to said patient."

In Manchester, England, an ancient law declares that if a young man develops a lisp, he must be inspected by a bishop to ensure that he isn't developing homosexual tendencies.

The city of San Francisco holds a copyright on the name "San Francisco." It is illegal to manufacture any item with the name without first getting permission from the city. Since the Supreme Court upheld the copyright, San Francisco has had an annual \$300 million surplus every year.

In Raleigh, North Carolina, before a man asks for a woman's hand in marriage, he must be "inspected by all the barnyard animals on the young woman's family's property, to ensure a harmonious farm life."

Slavery is still legal in Decatur, Alabama.

In Salzburg, Germany, any child born on August 18th must be tested for possible witchcraft. This is due to a local legend that an evil warlock was born on that day in 1638.

###

## MEDICAL NEWS FLASH....!

### VIAGRA NOW AVAILABLE IN LIQUID FORM.

FDA 'today' announced the release of the wonder drug Viagra in a new, easy-to-take liquid form.

Now, when men come home from work in the evening, they can pour themselves a stiff one. [Tks Richie! Is this an April 1<sup>st</sup> or what?]

## Useful Contacts!

### Country Squire Modelers, Norwalk, CT

**T**he following is a list of useful contacts and numbers. **All phone numbers are area code 203 unless otherwise stated.**

**President:** Leo DeRosa >322-2063(H)

E-Mail: [Maverick007@aol.com](mailto:Maverick007@aol.com)

**Vice Pres.:** Joe Tropea > 322-4738

E-mail: [JMSTropea@Yahoo.com](mailto:JMSTropea@Yahoo.com)

**Secretary:** Open

**Membership:**

Brad Lewis >834-0441(O)

E-Mail: [HeritageHobbies@Worldnet.att.net](mailto:HeritageHobbies@Worldnet.att.net)

**Treasurer:** Chuck Whidden > 938-8989

E-Mail: [Chuck@Whiddensilver.com](mailto:Chuck@Whiddensilver.com)

**Newsletter Editor:** Boyd Misteear

45 Glenwood Rd., Weston CT 06883

Tel >222-7116(H) Fax >222-1913(H)

E-Mail: [Misteear@aol.com](mailto:Misteear@aol.com)

**Aerial Search:**

Morgan Kaolian > 375-3686

**Club Videos:**

Shaun Pritchard > 226-8047

**Club Web Site:**

Bill Waldman > 322-3911

E-mail: [mail@waldini.com](mailto:mail@waldini.com)

**Helicopter Clinics:**

Joe Tropea > 322-4738

Charlie Micha > 847-6786

Ray Powell >259 5073

**Stick Models:**

Bob Passerelli > 532 1692

**Electric Fly:**

Ned Bassick > 254-1149(H)

E-Mail: [bassick@tuv.com](mailto:bassick@tuv.com)

## The Squire Flyer

### Dawn Patrol:

Paul Savastino >(860) 872-6303 or

Bob Boulais >(860) 872-7900

E-mail: [DawnPatrol536@Juno.com](mailto:DawnPatrol536@Juno.com)

### New England Warbird Squadron:

Gerry Yarish > (860) 354-6273

E-Mail: [Gervarr@rcn.com](mailto:Gervarr@rcn.com)

### Float Fly:

Ray Hinds > 334-7207

E-mail: [rchinds@snet.net](mailto:rchinds@snet.net)

### Instructor/Mentor Pilots:

Leo DeRosa > 322-2063

[Maverick007@aol.com](mailto:Maverick007@aol.com)

Pete Covello > 348-0249

[pbcovello@neca.com](mailto:pbcovello@neca.com)

Julius Greenberger > 375-0694

Harvinder Kambo > (914) 533-6061

Brad Lewis > 834-0441

[HeritageHobbies@Worldnet.att.net](mailto:HeritageHobbies@Worldnet.att.net)

Charlie Micha > 847-6786

Shaun Pritchard > 226-8047

Keith Reilly > 847-9779

Joe Tropea > 322-4738

[JMSTropea@Yahoo.com](mailto:JMSTropea@Yahoo.com)

### Academy of Model Aeronautics

**AMA Club Number:** 183

**AMA Rep:**Open - contact Boyd

**AMA HQ:** (800) 435-9262

(800) I FLY AMA

**AMA Fax:** (765) 289-4248

**Membership Applications Fax:**

(765) 741-0057

**AMA E-mail Membership:**  
Cpierce@ModelAircraft.org

<http://www.modelaircraft.org>

**NATIONAL MODEL AVIATION  
MUSEUM & LEE RENAUD  
MEMORIAL LIBRARY:**

(765) 289-4236

*Spring is Here!  
No more 'Cabin  
Fever' you guys!*

## Next Meeting: Monday April 9th

at our normal location in East Norwalk Public Library basement, Van Zant Street, starting at 7.30pm.

### Featuring

**‘Flight Simulators’**, a very basic **‘Introduction to Flight’** and your very own Gerry Jarvis’ video of **‘Flying 30 years ago’** at what is now known as Veterans Park, Norwalk. How many members will you recognize?

**Friendly Help and Supplies - Support our Fellow Members this Winter Building Season!**

**Gerry @ Al's Hobbies** Tel (203) 846-9932 & **Brad @ Heritage Hobbies** Tel (203) 834-0441

**Country Squire Modelers**  
**Brad Lewis**  
 c/o Heritage Hobbies  
 33 Danbury Road  
 Wilton, CT 06897



If you would like to receive your Squire Flyer in color, please contact Bill Waldman or your Editor [see Useful Contacts List in this edition for #s] and have your email address added to our distribution list. **Alternatively, visit us on-line at <http://www.CountrySquires.com> or sign-up at Gerry's or Brad's if you wish to collect your Newsletter in person each month.** This will help reduce our costs and you are likely to receive it faster than through the Mail.

The views expressed in this Newsletter do not necessarily represent the views of the Country Squire Modelers, Norwalk, CT or the Editor and are intended only for members of the Country Squire Modelers, Norwalk, CT to further the enjoyment of Model Aeronautics.

Input via e-mail or on disk would be appreciated, preferably saved as text.

**Deadline Date for May**  
**Squire Flyer input: Apr 15<sup>th</sup>**