

# WINDY FLYER

AMA Charter | Club 279 | Downers Grove, Illinois

## From the Editor

By  
Ed  
Miller



My son recently moved to beautiful Oak View California and we went to visit late in September. Of course, my first question was "Where's the nearest R/C field?"

Boy was I surprised! 10 minutes away is the home of the Ventura County Comets Flying Club located on beautiful Lake Casitas.

I drove over and luckily some Club members were flying. I introduced myself and was warmly greeted. (Something our Club needs to work on). They asked if I had an AMA card and was told if I brought a plane (I didn't, darn.) I was free to fly. That's another thing I have to look into, how do you bring a plane, your transmitter and batteries on a plane?

Their field is amazing. They

(Continued on page 2)



Woodland Aero Modeler's Flying Field at Waterfall  
Glen Forest Preserve, Lemont, Illinois

## Did You Know ?

### How AMA Insurance Works

This is a recap of an article by Ilona Maine, Club director of the AMA.

AMA doesn't determine coverage or adjust claims. AMA contracts with an independent claims adjuster known as a Third-Party Administrator (TPA), who works on behalf of the insurance company to review the specifics of each incident to determine whether coverage is applicable. Your AMA team serves as the initial liaison between you, the AMA member, and the TPA.

Understand that AMA's insurance is "excess" to any other applicable insurance coverage. Therefore, if your modeling activities cause property damage or bodily injury, you must submit a claim through any other insurance coverage you have available that would respond to this kind of claim.

(See "Did You Know?" On the next page)

have an asphalt runway, lake access for float flying, and the mountains as a back drop. No evil trees. Wow!

They fly everything except for turbines. For wayward planes that end up in the lake, they have a rescue kayak. Their dues are the same as ours, \$50, but there is an



*Home of the Ventura County Comets*

initiation fee of \$150 which is used to maintain the runway. Also, an annual park access fee of \$60. I think I've seen R/C Heaven!

Safe flying everyone.

Ed Miller

Club Secretary

Windy Flyer Editor-in-Chief

### ("Did You Know" continued)

So, when does AMA's coverage come into play? If you don't have any other insurance, AMA's coverage would be primary. This would also be if you have other liability insurance, but it doesn't provide coverage for your modeling activities.

Finally, if you are involved in a claim that exceeds the insurance limits of your other applicable coverage. AMA's liability coverage will fill in the gaps.

Examples:

1. *Say you crash your plane into someone's house and it burns down the house. Your homeowners insurance pays the claim. If your insurance denies the claim AMA's TPA would pay the claim.*
2. *In the above example, if you have no homeowners insurance, AMA's TPA would pay the claim.*
3. *Must you be at an AMA approved site to have insurance through AMA? No, coverage is not limited to flying at chartered club sites or sanctioned events.*
4. *Asking for a friend, If I crash my plane will AMA's insurance replace it? Nice try, no!*
5. *An indoor flying event is held at a local church. If damage to the floor were to occur who pays? The church's insurance would pay first, then the AMA's TPA would cover what the church's insurance doesn't cover.*
6. *If a non AMA member flies my plane and injures someone, am I still responsible? AMA's insurance covers the AMA member. If someone else is flying your plane they are responsible.*



## Woodland Aero Modelers

### *Radio Controlled Flying Club*

#### Club Officers

President/membership	Tim Mercier
Vice-President	Brad TerMatt
Executive Director	Craig McKenzie
Secretary	Ed Miller
Treasurer	John Baderman
Safety Officer	John Horwath
Chief Instructor	Craig McKenzie
Instructors	John Baderman
	Ed Miller
	Brad TerMatt
<i>Control Line</i>	Mark Romowitz
<i>Helicopter</i>	Steve Zielinski

## Calendar

#### October

1st Monthly Club meeting the VFW; starting at 7pm. **Points Night auction and raffle!**

12th SAC Club float fly, Twin Lakes, Oak Forest, 8:00am-Noon (last in 2024).

#### November

5th Monthly Club meeting at the VFW; starting at 7 pm.

28th Thanksgiving

## Minutes from the October 1st Meeting

**Meeting Called to Order:** 7:00 pm by President, Tim Mercier

**Secretary's Report:** Report read, and approved

**Treasurer's Report:** Our checking account is at \$6220, savings account \$4026, for a total of \$10,246. We approved the October 1st 2023 to September 30th, 2024 financials, actual expenditures. Treasurer will look into putting our savings into a CD. Our web hosting fee has increased. Our profit for the year was approximately \$800.

**Executive Director's Report:** Nothing new

**Chief Instructor:** We have a couple of kids who we are still training. Craig reminded everyone of the need for a spotter when training. Take the initiative, if you see an instructor with a student, volunteer to spot. Your job is simply to keep your eye on the plane and if the instructor loses it while helping the student, tell him where it is ie: 1 o'clock, 2 o'clock heading north etc.

**Safety Director:** Not present.

**New Business:** None other than approving the financials.

- We need to consider maintenance for the mower trailer.

- Jim Fox donated a spare Parkzone P-47 wing

**Old Business:**

- Mower repair was about \$388. The mower will be stored with Joe Dunovsky's daughter. We thank her.

**Announcements:**

- Mark Romanowitz mentioned the Annual Worldwide Ringmaster Fly-A-Thon. The Ringmaster is a well known control line airplane. All you need in order to participate in the Fly-A-Thon is to fly some form of a Ringmaster on the first weekend of October and report your flights to an email address which will be posted each year along with the rules before the event. Mark will be participating.
- Tim Mercier mentioned that at the picnic when opening the cabinet to take out our tents, the can of green paint was tipped upside down and consequently spilled out. If you open the cabinet remember that the tents go in wheels first. We will store the paint at someone's house in the future.
- Steve Zielinski mentioned that Sig had a whole bunch of ARFS on their shipping dock.

**Model building hints and tips:** None

**New Members:** James Wolinski was a visitor and he will join next month. We welcome him.

**Planes for Points:** Mark Romanowitz brought in his kit-bashed Ringmaster which he will fly to participate in the Ringmaster Fly-A-Thon. It runs on a LA 46 and he gets about 5 and a half minutes worth of airtime.



Mark Romanowitz and his Ringmaster

Meeting Adjourned: 8:06



## Points Night: Here's the winners!

EP 15 Super Chipmunk	Gary Watson
HP UMX Vapor Lite HP	Bob Sass
P40B Tomahawk	Joe Kleifges
P 40B Tomahawk Short Kit	Gary Watson
Flyzone Hadron	Craig McKenzie
Omega 15% 1 gal glow fuel	Brad TerMaat
Sport Cub S Indoor	Gary Watson
Cessna 182	John Baderman
Stearman Pt 17	John Baderman
Giles G 202	Brad TerMaat
\$50 Horizon Gift Certificate	Dave Ford
\$100 Horizon Gift Certificate	Ed Miller
\$10 Horizon Gift Certificate	Bill Brzostowski



Many Thanks to Tim Mercier and Brad TerMaat for making Points Night possible. Also, thanks to those who donated items to be auctioned.



Here's some planes for Points Night with Tim Mercier and Brad TerMatt doing the auction. It was a fun night with many happy new airplane owners.

## Skies of Thunder: The Deadly World War II Mission

### Over the Roof of the World

By Caroline Alexander

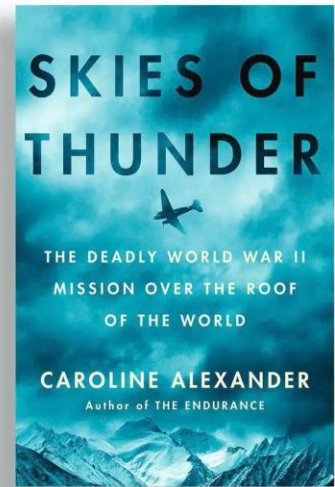
Reviewed by Rich Magin

This book, by noted non-fiction author, Caroline Alexander, delves into a little known WWII air campaign to support China and vex Japan. The operation was begun in the chaos of Japanese aggression in Southeast Asia after the bombing of Pearl Harbor and the fall of Singapore, Bangkok and Rangoon. The mission was pursued by British and American aviators working under daunting conditions of poor supply, horrible weather, and high mountain passes. It was touch and go at the start in the Spring of 1942. It eventually filled the sky with round-the-clock cargo flights delivering arms, ammunition, and aviation gas to the Chinese army and air force headed by the Flying Tigers (an American volunteer squadron) led by Colonel Claire Lee Chennault. By the end of the war, the airlift had delivered over a half million tons of critical material that kept China in the war.

My interest in this story was stimulated by the New York Times book review published in May of 2024, which displayed a chilling black and white photo of a twin-engine Curtis C-46 Commando flying the "Hump" - a series of ridges and foothills of the Himalayas - some towering up to 15,000 feet. This epic use of military transports to supply isolated allies pioneered many of the techniques that ensured the success of the Berlin airlift in 1948-1949. Success in the China-Burma-India theater of WWII, however, was slow coming and costly in terms of airplanes lost (594) and aircrew casualties (1,659). Alexander's review weaves a chronological story of the operation from official reports, personal letters, memoirs and diaries, as well as interviews with Jeff Arnott and J.V. Vineyard, two pilots who flew the Hump. She also gleans insights from the public records and private files of some of the irascible characters who led the operation, and who had to learn to work together, to defeat an army that had swept across 2000 miles of Asia, from Manchuria to Mandalay.

The book does its job by setting the stage by focusing on the daily difficulties of men waging war on the other side of the world. In the first act, Alexander describes the strategic importance of the operation. The USSR signed a Soviet-Japanese Neutrality pact in April of 1941 and Mao Tse-tung led a revolution that was fighting both the Nationalists and the Japanese. The middle scenes take place in the sky, the jungle, on the runways, and in the hangars and barracks of the six

(See review continued on the next page)



Curtis C-46 Commando

(Book review continued, by Rich Magin)

airfields hastily built in Dinjan, Assam, in the north of India, just east of Tibet. Runways that were never dry nor smooth and whose danger, the aviation novelist Ernest Gann, (author of *Fate is the Hunter*) witnessed first-hand when he recalled watching four heavily loaded planes crash during one of his first days at the base. The denouement comes in 1944 when the Japanese army makes a drive to cut the only rail line to Assam airfields at Imphal, and the American theater commander, General Joseph W. Stillwell counters with an equally desperate fight to capture Myitkyina so that a ground connection between India and China could be established. The success of the Allies and the defeat of the Japanese came on top of a record number of deliveries of material by the Air Transport Command. Alas, this success was too late to support the rapid island-hopping campaign of the US Navy that jumped across the 120 degree East Meridian to Iwo Jima and Okinawa, and thereafter the theater closed with the flash of the atomic bombs dropped on Hiroshima and Nagasaki.

Overall, this book has whetted my appetite for learning more about the men and machines (C-46, C-47, C-54 and C-87) that struggled to build an air bridge between India and China. While the three maps in Alexander's book are a good complements to the text, there are no photographs, and while there is a 19 page index, a 23 page bibliography and 53 pages of notes, there is no table of abbreviations. Nevertheless, Alexander shines a light on the whole campaign and brings into focus its historical context and its profound impact on the postwar events in Korea, Taiwan and Viet Nam - events still unresolved.



Happy Halloween!