The Carrier

EAST BAY RADIO CONTROLLERS

Summer 2025

AMA Charter 544

Wayne built a recreation of Jackie Cochrane's NX4845N Bequine. The airplane was named *Beguine* after a popular song of the time performed by Artie Shaw, Cole Porter's "Begin the Beguine." It was painted dark blue-green and the music from the song was painted in gold along the Mustang's fuselage, with the race number *7*. See full history and Wayne's build later in this Newsletter.

The Carrier
AMA Charter 544

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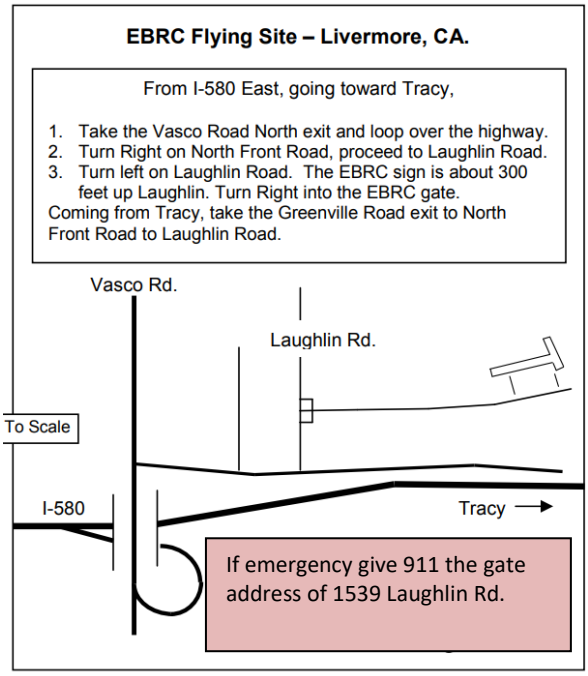

EBRC BOARD MEMBERS

EBRC Club Officers

President	Jim Middleton
Vice President	Lonnie McDavid
Treasurer	Mike Ramos
Secretary	TBD

Other appointed positions

IT Coordinator	Jim Middleton
Safety Officer	Donnie Otting
Field Marshall	TBD
Events Coordinator	TBD
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Editor's note: For submissions to the newsletter please email me at rogerlamb123@gmail.com. Usually the deadline is the 3rd or 4th week of the month prior to publication.

For maidens please send me a photo of the pilot and plane.

For listings in the For **Sale-Trade-Free-Wanted** email me (see above email) and I will put them on the website. I also welcome any submissions or article suggestions.

From the Left Seat (President's Report)

By Jim Middleton, President

A while back, Donnie wrote about the fact that you can plug an EC5 connector and an XT90 style connector together. It's a loose connection so it won't work, but I also found out that you can plug them in reversed. I'm kind of fuzzy on the good/bad concept, but in this case the results are definitely catastrophic.

On another note, JD and I have been 3D printing a number of planes with generally good results. In looking for something different, I came across one that resembles an F35 which is a VTOL (vertical take-off and land). It has no landing gear per se, just retractable struts. There is a Flight Controller that controls and transition from drone mode to forward flight and back again. See the link below if you are interested. It's an extremely complicated build and a whole new thing to learn with the flight controller. I'm done printing and construction and am moving on to wiring and initial tests.

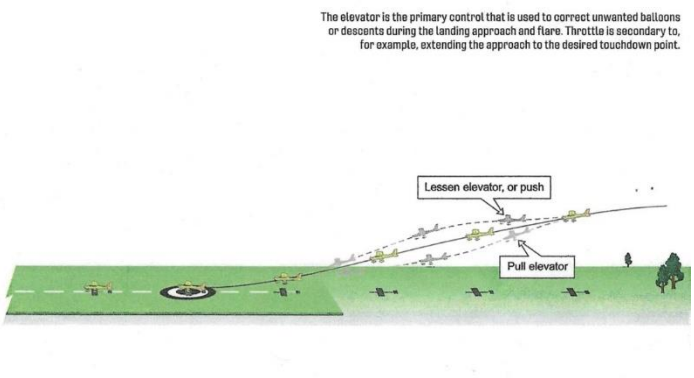
https://youtu.be/ruYhk0LHRsE?si=x_Ag5fCnXnkCHBjV

From the Right Seat (Vice-President's Report)

By Lonnie McDavid, Vice-President

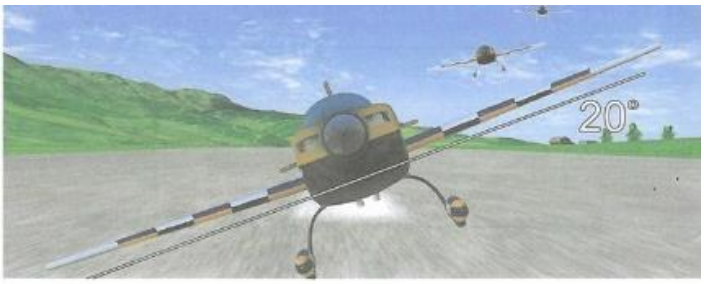
A reprint of "LEARNING FROM OTHERS' MISTAKES PART TWO"
By Dave Scott

THIS COLUMN FEATURES part two of his article from the March 2025 issue of Model Aviation that is based on his experience training a group of experienced RC pilots, in which they learned the solutions to several bad habits that trip up many pilots.



Fourth Bad Habit: One significant bad habit that the group had to overcome was the tendency to adjust the throttle in response to ballooning or descending during the landing approach, rather than promptly correcting with the elevator. The preoccupation with the throttle both allowed the deviation to grow and magnified the situation! Instead, I instructed the pilots to correct unwanted pitches up and down along the glide slope by using the elevator. As a result, they immediately began correcting unwanted altitude changes before anyone watching even noticed, prompting several onlookers to comment, "What nice flying airplane you have!" Correcting unwanted altitude changes with the elevator first also bought them more time to recognize when they did needed to adjust the throttle, extend the touchdown point, for example. This is also known as always first "fly the airplane! I'm sure some of you are thinking that there are times when the balloon is so severe that a pilot needs to apply some throttle to avoid a stall, I would say that the aim of prioritizing the elevator is not to allow anything to get to that point. I might even make the argument that adding throttle is the last thing a pilot who is losing control of the airplane should be thinking about. Regarding the fear of stalling, earlier in the week I had each pilot practice slow flight at a comfortable altitude. They discovered that their airplanes flew much slower than they thought possible. When the aircraft did stall, the stall proved mild or mushy, thus giving them time to recover. The club members said that in all of their years of flying, the slow flight exercise was the most beneficial and they wondered why no one had ever suggested trying it before. The exercise then gave them the confidence to let the airplane slow down during landing. One of the members had an airplane that did not like to fly slow. Rather than the owner becoming spooked, he stated that his confidence was boosted because, at least now, he knew what to expect.

Fifth Bad Habit: Finally, the class encountered crosswinds all week that they normally wouldn't have flown in. This exposed the ModelAviation.com flaw in their thinking. They had been told to use the rudder to steer the airplane during landing and to use the aileron to keep the wings level. That incorrect thinking resulted in several exciting go-arounds and close calls with the safety fence the first day! This advice is often born out of someone's experience of catching a wingtip and cartwheeling. Rather than thinking that banking the wing low to the ground was a bad thing, they should have been looking at why they were so far off the centerline that they ended up overreacting. What is dangerous is inputting a lot of rudder when the airplane is low and slow. Although good pilots might use a little rudder for minor course adjustments, deviations more than a few degrees require using the aileron to bank the wing back toward the centerline. Full-scale instructors, especially those who instruct in tail-draggers, teach that the ailerons are used to control drift and that rudder is used to align the fuselage with the centerline at touchdown. After I got the pilots to focus on using the ailerons to get back to the centerline, they discovered that, unlike the large amounts of rudder they were previously attempting with marginal effect, a little aileron immediately did a better job correcting the flight path.



As a rule, while landing, ailerons are used to control drift (maneuver left or right), and rudder controls where the nose is pointing. Although rudder can be used to change the flight path slightly, deviations of more than several degrees will require turning back to the centerline with aileron and elevator. In most instances, it is perfectly safe to bank the wing to realign the airplane during landing without the wingtip hitting the ground. Pilots who experience cartwheels need to diagnose why they were so far off the centerline, rather than thinking that it is risky to bank the wing when low to the ground.

A high point was on the third day, when we encountered 20-mph wind. I had been telling them that the principle effect of wind is that it tends to exaggerate mistakes that pilots can otherwise get away with in calmer conditions. By learning good fundamentals, they will not be giving the wind an opportunity to affect them as much. Therefore, the higher wind had minimal effect on their flying (other than causing the airplanes to have a higher ground speed downwind and a lower ground speed into the wind). By the end of the week, the club members were consistently performing good landings on the centerline. Nearly all had transitioned to learning basic aerobatics with higher-performance airplanes and trimming and dialing them in themselves. They would say that the highlight of the week was learning that higher-performance sport models (with semi-symmetrical or fully symmetrical wings) are not harder to fly, nor do they require special skills. Rather, they tend to be less forgiving when mistakes are made. If you're flying correctly, as evidenced by consistently good landings, even in the wind, sport models can actually prove easier and more fun to fly because of their "flying on rails" characteristics and precise handling. I should mention that a big factor in their success of transitioning to higher-performance models was first practice-flying a similar airplane on a Real Flight simulator. I assured them that while the size of the aileron and elevator inputs would most likely be a little different when flying the real thing, the techniques would be the same as what they're already flying with. It is my hope that some of you will benefit from the lessons presented here. Happy flying!

Meeting Minutes

By Roger Lamb

April 20, 2025 Meeting

Jim called to order at 9:00 AM

- Mike gave the Treasurer's report. Club is in good shape.
- Jim has fixed the tractor (belt drive came off) and has mowed a few paths to the area you don't want to have to go to.
- Donnie (Safety) said to watch for bees as they are out. Also said to be careful of holes if you have to go to the fields.
- Given the AMA's ruling that our club go fly higher (see report in Let's Get Technical) if was agreed we would keep our maximum altitude at 700 feet.
- Roger discussed the need for the Board and members to provide content for the Newsletter if it is to continue. The group agreed they wanted to keep it going.
- Jim received the Aw Shucks award for his Box Wing crash.
- Meeting was adjourned.

May 18, 2025 Meeting

No report

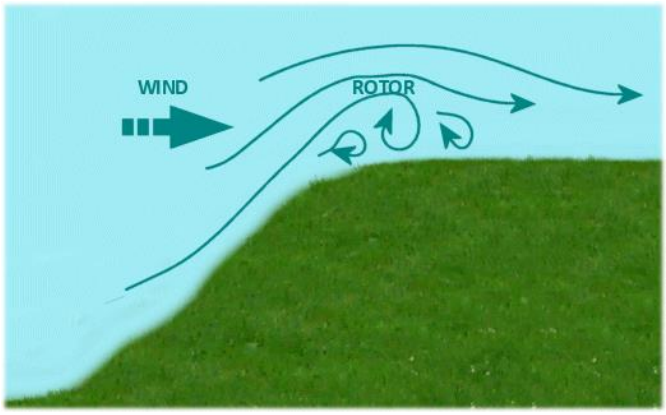
Safety:

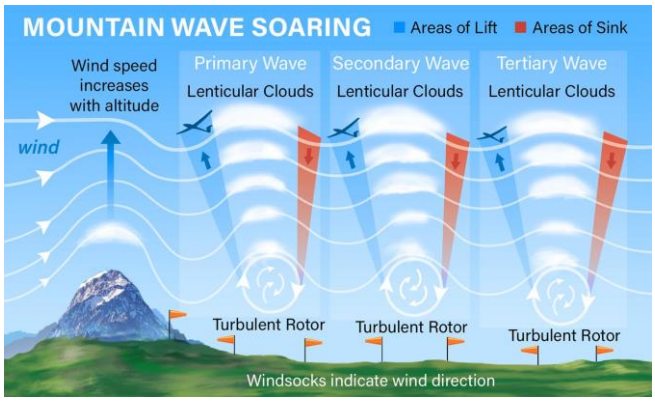
By Donnie Otting, Safety Officer

Safety Tip:

Don't fly into the invisible wind rotor during landing approach. I'll bet you have made an approach from the East and seen your plane do a strange bobble as it got close to the creek. The higher the wind speed, and the lower the approach, the harsher the effect. A high approach can lessen the bobble. The rotor will be parallel to the creek. If you fly through the rotor perpendicular to it, you will most likely experience an Up/Down bump. If you Fly through the rotor parallel to the creek, you may very well experience a severe rolling motion while too low to recover. This is what happened to me and Jim Middleton. We were Doing touch and goes in a right hand pattern. The wind was around 10 to 12 MPH right down the runway. If we had done our final approaches from further East, we would probably Still have our Kaos's. We didn't, so we don't. We were doing short approaches. That made our crosswind leg of our landing pattern parallel to the creek and to it. Next time we, or at least I, will extend the downwind leg to miss most of the rotor.

See images below for a visual images of the rotor





P.S. Jim and have replaced our Kaos planes. They are too much fun to not have one.
Be Safe.

Let's get Technical: AMA increases airspace

Article (excerpted) provided by JD Duncan

The AMA announced that it has been granted a National Authorization allowing our members at AMA club sites in Class G airspace to operate above 400 feet above ground level (AGL) for routine, day-to-day activities. Based on your (EastbayRC) location in Class G airspace, your site will have a new altitude limit of up to 700 feet or 1,200 feet AGL. This is an exciting step toward easing restrictions for our members who enjoy this great hobby. As we march forward, AMA will continue to work with Congress and the FAA to further ensure that our members across the country can enjoy the freedom of flight.

NOTE: The above is for informational purposes however the Eastbayrc club has made the decision to keep our maximum altitude at 400 feet.

The History of the Bequine

North American Aviation P-51C-5-NT 42-103757 was one of a group of 1,350 Mustangs contracted by the U.S. Army Air Corps in August 1942. It was built at North American's Dallas, Texas, plant, 25 April 1944. Its North American contract number was 103-26311. The fighter's military service history is not known.

Immediately after the close of World War II, 6 October 1945, 42-103757 was transferred to the Reconstruction Finance Corporation (a Depression-era agency of the United States government) at Searcy Field (SWO), Stillwater, Oklahoma. On 19 February 1946, it was included in a group of 475 war surplus airplanes, including heavy and medium bombers and fighters, purchased by aviator Paul Mantz of Burbank, California. On the same day, Mantz resold 464 of these airplanes to a partnership of himself, J.W. Heath and L.P Hapgood, for $70,000. 42-103757 was one of 6 North American P-51Cs in this second group.

Mantz, Heath & Hapgood sold 42-103757 to Frank J. Abel, 3101 Sherwood Lane, Wichita Falls, Texas, for $1,500.00 on 21 July 1947. Abel registered the airplane with the Civil Aeronautics Administration and it was assigned registration number NX4845N.

On 10 July 1948, Frank Abel sold the P-51 to J.D. Reed Co., Inc., an aircraft sales dealership at Hangar 8, Municipal Airport, Houston, Texas, now known as William P. Hobby Airport (HOU). The Bill of Sale reported the purchase price as "one dollar and other consideration."

During 1948–1949, 42-103757 was radically modified as an Unlimited Class air racer. The lower portion of the P-51's fuselage was removed and faired over. The radiator and engine oil cooler which had been enclosed in the Mustang's characteristic belly scoop were relocated to the wingtips. (The Air Force had experimented with a ramjet-powered P-51D, 44-63528. A Marquardt XRJ-30-MA ramjet was placed on each wingtip. The cooling pods on 42-103757 resemble these, though one source says that the cooling pods were made from modified FJ-1 Fury fuel tanks.) No reports of these modifications are found in the airplane's records with the Federal Aviation Administration, however. The airplane was named *Beguine* after a popular song of the time performed by Artie Shaw, Cole Porter's "Begin the Beguine." It was painted dark blue-green and the music from the song was painted in gold along the Mustang's fuselage, with the race number *7*.

Jackie Cochran bought the Bequine racing plane in 1949 on the insistence of Bill Odom, a young pilot, who wanted to use it in the Thompson Trophy pylon race in Cleveland. Cochran purchased NX4845N from J.D. Reed Co., Inc., for "$10.00 & Other Valuable Considerations" on 22 August 1949. He agreed to take the old number off and paint the lucky 13 in its place. Two days before the race he called her long distance to say that the plane's paint job was so beautiful that it would be a shame to ruin it repainting a number 13.

Odom had not flown in a pylon race before, but had gained fame for a number of record flights, including a 78 hour, 55 minute, 6 second around-the-world flight with co-pilot and

navigator T. Carroll Sallee in a Douglas A-26 Invader, *Reynolds Bombshell*, 12–16 April 1947. Jackie also planned to fly *Beguine* herself in the 1950 Bendix Trophy Race.

Bill Odom won the 105-mile (167 kilometer) Sohio Trophy Race with an average speed of 388.393 miles per hour (625.058 kilometers per hour).

Cochran and William P. Odom with the Sohio Race trophy

The Thompson Trophy Race on 5 September 1949 was different. Odom had qualified *Beguine* with a speed 405.565 miles per hour (652.694 kilometers per hour). At the start of the Thompson race, Odom quickly took the lead. But on the second lap, things went wrong. As it approached Pylon 4, *Beguine* rolled upside down and then crashed into a house near the airport, setting it on fire.

Air racer Steven Calhoun Beville, flying P-51D Mustang # 77 in the Thompson Race, the closest pilot to *Beguine*, said that Odom had cut inside Pylon No. 3 and was correcting toward Pylon 4 when the airplane rolled inverted.

Beville, who finished third in the race, was the closest to Odom when he got in trouble. “Bill was out too far on the third pylon,” Beville said, “and was trying to correct position too quickly. He turned over in the air and flew along on his back for a short distance, then dived right into a house.”

The Laird home at 429 West Street, Berea, Ohio, burns after the unlimited-class racer Beguine crashed into it, 5 September 1949. (Cleveland Plain Dealer)

In her autobiography, Jackie Cochran wrote, “I was in the judges’ stand handling telephone reports from the back of the stands’ pylons when the flash came through that Bill had crashed. I jumped into a helicopter that was just in front of me on the field and went out to the spot of the accident hoping that something could be done. I found the house on fire, with Bill and the plane, as well as some of the occupants, buried in the wreckage. Some news photographer snapped a picture of me standing there close by. I am in that picture the personification of abject desolation. For three days I stayed in Cleveland doing all that I could to honor Bill Odom’s memory.”

Wayne’s build story:

When Top Flite came out with their Dave Platt designed stand-off scale P-51B in the mid 70’s, I built one as the Beguine. It only lasted 1 flight as another modeler turned on his transmitter and shot me down. I’ve always wanted to do another, but other models kept getting in the way. About 2 years ago I took down 2 framed up Top Flite P-51B models from the rafters to see if they could be used. One was farther along than the other with an “A” model nose and already done with Goldberg mechanical retracts. Converting it to electric would take more work than starting with the other model. So I chose the other one for conversion.

My first one was powered by a Veco .61 with Goldberg mechanical retracts. This one will be powered by a Bad Ass BA-3530-700 electric motor with E- Flite 60-120 electric retracts. The tip tanks were framed up with balsa and fiber glassed on the original model. This one will have 3D printed tip tanks

The finished Product (See Maidens)

Maidens

Wayne's Bequine maiden. Good flight.

Roger's ME262 "Pinky" hit the fence on takeoff. Some suggested it committed suicide due to embarrassment of the paint color.

Crashes, Mid-airs and other Mishaps

Jim's Kaos after the wind rotor crash

Donnie's Kaos following the wind rotor crash. Donnie's plane fared slightly better than Jim's.