



Thompson Cup Bring It!!

It is on! The annual Thompson Cup race is fast approaching. Sept 16th at 1:00 pm at the flying field to be exact. The challenges, smack talking, and maybe even some wagers have already been taking place at the field and on the SIRS Forums (www.sirs.cc). So get your pylon racer out and your practice in, and show all what skills you may have. But really come out with any plane and give it a whirl.

Are you asking yourself what is the Thompson cup all about? It is really a way for club members to get together for a fun afternoon of flying and some good competition. Check out the rules on page 4 of this issue



Classic Cup: Here is a picture from the 2004 cup races. As you can see things can get pretty heated. After a mid-air Bob Hawkes (left) gets into it with Leonard Lee. Jerry Worden doesn't look too worried since they're both still smiling.

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Club Officers

President
Tom Kirk
1010 Old Farm Rd.
Bloomington, IL 61704
309-275-3649
ATKIRK24@MSN.COM

Vice President
Patrick Henson
1214 N. Oak St.
Bloomington, IL 61701
309-275-2975

Treasurer
Jim Danforth
18943 East Pioneer St.
Bloomington, IL 61704
309-665-0923
res8rf65@verizon.net

Secretary
Mike Wilson
2607 Clearwater Ave.
Bloomington, IL 61704
309-662-7455
Mmpis.wilson@insightbb.com

Newsletter Editors
Andy Cogswell
302 S. Washington
Farmer City, IL 61842
Cogs99@verizon.net

SIRS Web Page
<http://www.sirs.cc>

Club Meetings

Club meetings are held on the second Saturday of each month at the flying field in Covell, IL. Meetings begin at 7:00pm during the winter (CST) and 8:00pm during the summer (CDT).

SIRS Inc Meeting

August 12th, 2006

CALL TO ORDER:

President Tom Kirk called meeting to order at 8:10. There were 14 members present.

PREVIOUS MINUTES:

Mike Wilson read the previous minutes from the July meeting.

TREASURE'S REPORT:

Treasure Jim Danforth gave the treasure's report. Motion passed.

OLD BUSINESS:

The pilot proficiency program was discussed weather needs to be revamped.

Update AMA rules on SIRS website.

Discuss of the member only on the SIRS website.

NEW BUSINESS:

A discussion about safety was brought up at the meeting. Each member has the responsibility to make the field safe.

Thompson Cup will be Saturday September 16th at 1:00PM at the SIRS field.

There will be a cookout before the SIRS meeting while weather permits for the rest of the season. Come join us for some eats and fun.

SHOW & TELL:

Father Ric displayed his Delta 25 built from scratch.

Karl Laun displayed his scratch built Electric F15.

50/50

Stan Thompson was the winner and donated it back to the club.

The story of the “*LADY BE GOOD*”

At 2:50 p.m. on Apr. 4, 1943, 25 B-24Ds of the 376th Bomb Group took off from their AAF base at Soluch, Libya, for a high-altitude bombing attack against harbor facilities at Naples, Italy. All planes but one returned safely to Allied territory that night--the one which was missing was the **Lady Be Good**.

Almost 16 years later on Nov. 9th, 1958, several British geologists were flying over the desolate, sun-baked Libyan Desert. At approximately 400 miles south of Soluch, they spotted an aircraft on the sand. A ground party which reached the site in March 1959 discovered the plane to be a B-24D. The "Lady Be Good" had been found.

Evidence at the site indicated that the crew had become lost in the dark on return from Naples and had flown over their base and southward into the desert. As their fuel supply became depleted, the nine men aboard had bailed out but had disappeared while attempting to walk northward to civilization.

Intensive searches were made for clues as to the fate of the crew and in 1960 the remains of eight were found, one near the plane and the other seven far to the north. Five had trekked 78 miles across the tortuous sand before perishing and one had gone an amazing 109 miles. In addition, they had lived eight days rather than only two expected of men in this area with little or no water. The body of the ninth man was never found.

Numerous parts from the "Lady Be Good" were returned to the U.S. for technical study. Also, some of the parts were installed in other planes, aircraft which then experienced unexpected difficulties. A C-54 in which several autosyn transmitters were installed had propeller trouble and made a safe landing only by throwing cargo overboard. A C-47 in which a radio receiver was installed ditched in the Mediterranean, and a U.S. Army "Otter" airplane in which a "Lady Be Good" seat armrest was installed crashed in the Gulf of Sidra with 10 men aboard. No trace was ever found of any of them; one of the few pieces washed ashore was the armrest of the "Lady Be Good."

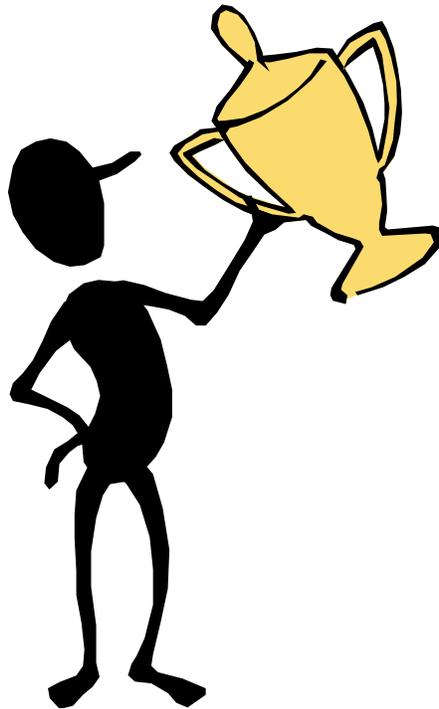


Crew of the Lady be Good from the left: 1st Lt. W.J. Hatton, Pilot; 2d Lt. R.F. Toner, Copilot; 2d Lt. D.P. Hays, Navigator; 2d Lt. J.S. Woravka, Bombardier; T/Sgt. H.J. Ripslinger, Engineer; T/Sgt. R.E. LaMotte, Radio Operator; S/Sgt. G.E. Shelly, Gunner; S/Sgt. V.L. Moore, Gunner; and S/Sgt. S.E. Adams, Gunner.

Thank you to Jerry Worden for forwarding this article.

Thompson Cup

Saturday Sept 16th, 2006



Thompson Cup Rules

The Thompson cup is an open class race.

- 1) The race is 20 min. of flying with one pit stop mandatory. The engine must stop and be restarted during this pit stop. Most laps in 20 min. wins
- 2) Heats – There will be 2-4 planes per heat trying to keep planes of equal speed and pilot skills in the same heat.
- 3) Start of Race – The pilots will be given a ready to start. Then the pilots will have 1 min. to get their engines started. The Starter/Timer will signal the start of the race after 1 min. or if all pilots are ready sooner. The 20 min. of racing starts at this point.
- 4) pilots will fly past the East pylon then fly back West The counting of laps starts will the planes cross the center of the field going east to west.
- 5) Laps – Planes must fly past each pylon. Failing to go past the pylon will result in one cut. Cuts are subtracted from the total number of laps.
- 6) Caller – Each pilot should have a Caller. The Caller's main job is safety and to help the pilot.
- 7) Safety – The Starter of each heat has total authority for safety over that heat.
- 8) Other - This race is for our club members.
- 9) Remember we need 6 people in ground support for every two pilots flying.

S T T I M H C S R E S S E M B
 R T D R I B R A W Z R T J U P
 T A T N I F I X K E A S C A T
 A H P I A M O P N I P I Z Y H
 G T U S P C P I L O T N P J C
 N A I N G K A R R A A O J U T
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AEROBATIC	
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BIPLANE	
BONANZA	
CANARD	
CANOPY	
COCKPIT	
COMBAT	
COWL	
COX	
CUB	
DIHEDRAL	
FIN GLOWPLUG	
GOLDBERG	
JUNGMEISTER	
JUG	
KIT	
LIGHTNING	
MESSERSCHMITT	
MOSQUITTO	
MUSTANG	
PILOT	
PITTS	
PROPELLOR	
RADIALRIB	
SCRATCH	
SOPWITH	
SPAN	
SPAR	
SPORT	
SUKHOI	
TAIL	
THUNDERBOLT	
TRAINER	
TRIM	
UGLYSTICK	
WARBIRD	
ZERO	

Note from the editor:

Dear Fellow members,

It is at this time I have to inform you that the October issue of the SIRS newsletter will be my last. Due to the fact that my family and I will be relocating out of the area in the near future. I must say that it has been a most enjoyable time being a member of the SIRS club for the past 5 years and being your newsletter editor for the past 3 years. I will still stay in touch with the club and try to make it to future events as well.

I know that when I took this position with the club there were some other interested people who wanted to help with the newsletter. So hope someone can volunteer and take over the duties as editor. I will definitely be available to help whoever it may be to learn how I have done things, or they may want to take a whole new direction.

Best Regards,
Andy Cogswell

S.I.R.S. Newsletter Editor
 Andy Cogswell
 302 S. Washington
 Farmer City, IL 61842

September 2006

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