

The Careflight helicopter visited the field, Kevin Einstein's story inside.

MEETINGS MEETINGS MEETINGS MEETINGS MEETINGS

The next meeting will be held on Tuesday, 10th August 2004 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. This will be our annual TRASH & TREASURE night, so bring along all your pre-loved goodies to sell.

FROM THE SECRETARY'S DESK

The annual key/fee process took place at the AGM and 70 members renewed their membership and enjoyed a range of hot and cold snacks. 62 signed the attendance sheets and about 53 stayed for the business of the night... The President gave his report stating that this past year was an easy year as there were really only one issue...

In his retiring report as Treasurer, Stan Begg reported that the records were still with the auditor and that we had between 9 and 10 thousand dollars in the bank. Copies of the 2003 Financial Report were circulated.

Table with columns for office positions and names. President: Colin Simpson; Vice President: Chris Hebbard; Hon Secretary: Brian Porman; Treasurer: Grant Furrer; Committee: Kerry Smith, George Ward; Comp Co-ord: George Atkinson; Editor: Tom Wolf.

The meeting was informed that the Website is the most recent update of the Competition rules, there are also on the Website along with the 2004-05 fees structure. The 'For Sale' advertising feature has had some remarkable successes during the year with most models displayed being sold.

COLUMN 9.9

Column 8 of the Sydney Morning Herald of 22.6.04 reports: "Seen on Sunday in Collins Road, St Ives, by reader Rob Davids: a man blowing leaves from his driveway using a hand-held model aeroplane."

ONE DAY YOUR GONNA GET CAUGHT WITH YOUR PANTS DOWN

Security forces were on full alert on 5th June at the WRCS airfield before, when a reinactment of the D Day landings performed by the entropic Saturday flyers went tragically wrong. Whilst performing a bombing run emulating the famous "Dambusters", Peter Sharpe's new aircraft had to ditch in the field.

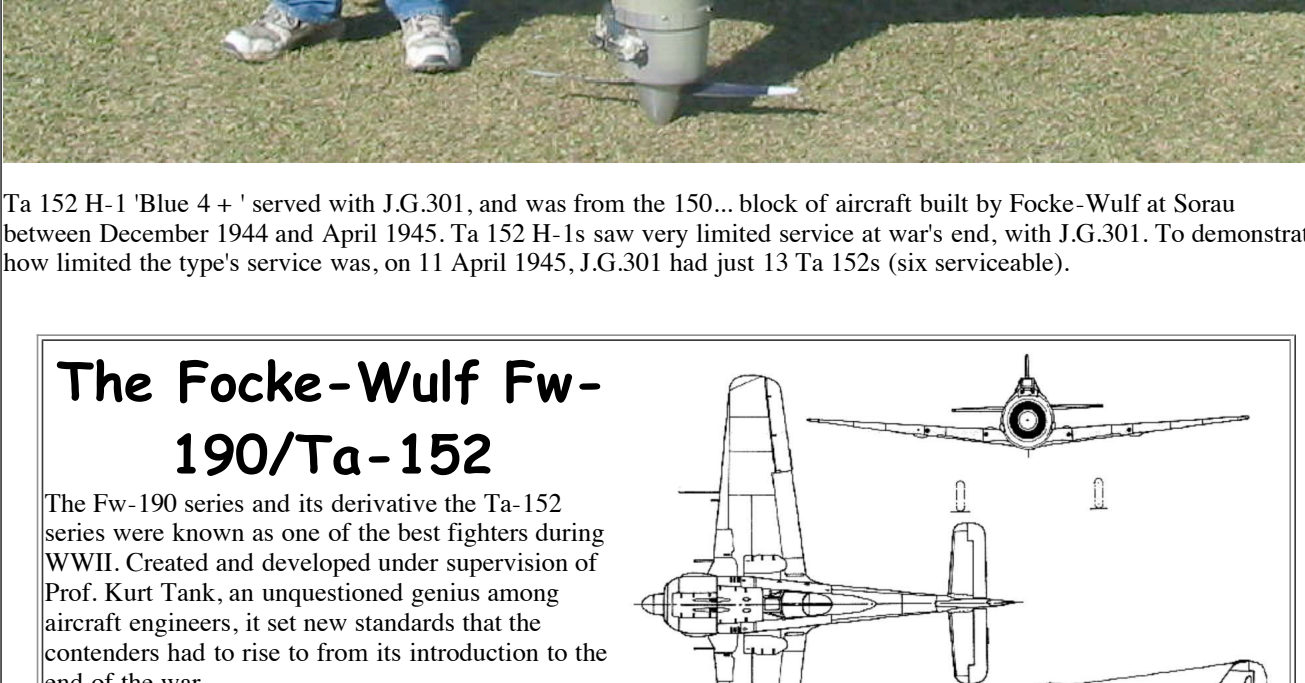
The rescue team headed by Peter commanded an inflatable boat of dubious probity together with copious amounts of duct tape and bungee cord. Captain Peter threw caution and the wind, strapped the jockey strap and singlet, and braved the jibes, rude comments from the enemy, copious reeds, mud and the yabbered down dock aircraft.

CAREFLIGHT ALERT!

On Sunday 23 May, flying was suspended around 3pm as several ambulances parked at the top of the road to the field. An ambulance drove down and a paramedic informed that a girl flipped off her bike about 200m north-east of the pits and broke her ankles, ouch!

The paramedic then said they're sending a Careflight BK-117 Helix to which her out to the ambulance. This one would be sent to hospital and found out she's in terrible pain. No-one was hurt, maybe they needed the heli for other emergencies or some other reason.

FROM THE WORKSHOP (1)



The latest addition to the Tom Sparkes hangar is to be a Ta-152H powered by a Zenos 62 being built for the Warbirds races at Adelaide. The construction is quite advanced and was first shown off as a static display at the recent Scale Day in May.

The shape just exudes speed and Tom has great hopes and expectations with this model.

Ta 152 H-1 Blue 4 + served with J.G.301, and was from the 150... block of aircraft built by Focke-Wulf at Sorau between December 1944 and April 1945. 152 H's is a very good service at war's end, manufactured with J.G.301. To demonstrate how limited the type's service was, on 11 April 1945, J.G.301 had just 13 Ta 152s (six serviceable).

The Focke-Wulf Fw-190/Ta-152

The Fw-190 series and its derivative the Ta-152 series were known as one of the best fighters during WWII. Created and developed under supervision of Prof. Kurt Tank, an unquestioned genius among aircraft engineers, it set new standards that the contenders had to rise to from its introduction to the end of the war.

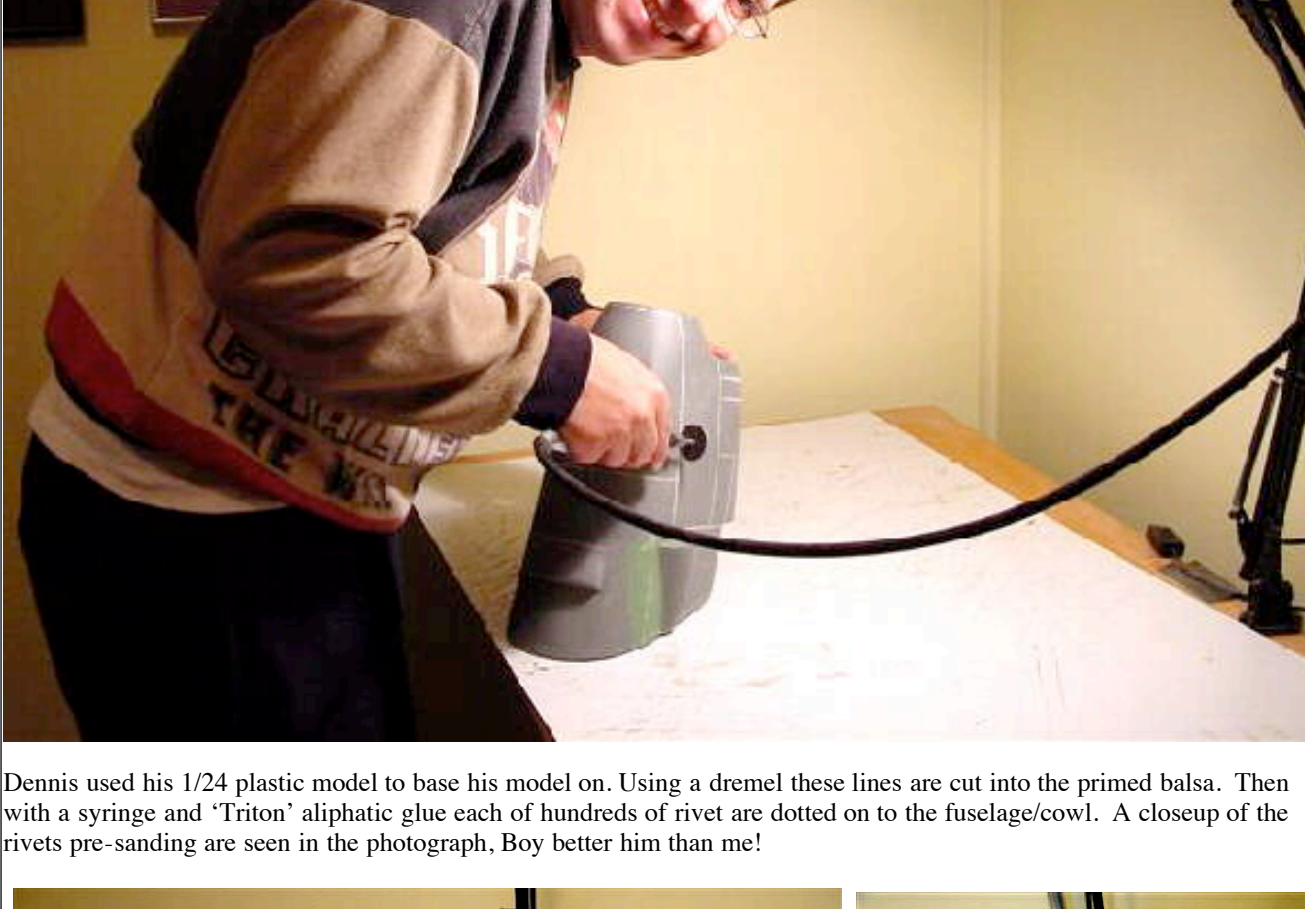
Produced in a run of more than 20 000 copies of all versions, the Fw-190 is the most prolific of all German fighters. Its success was due to a number of factors, including the Junkers Juno 213 and in the spring of 1942 development began, with a prototype based on modifications of Fw-190A fighters, the first of six flying in March 1942.

Under the supervision of Prof. Tank and engineer Rudolf Blaser, the Fw-190A (Anton), a relatively small fighter of compact construction powered by a BMW radial air-cooled engine was developed. The two main, modern, liquid-cooled, in-line engines produced (ie Junkers and Daimler-Benz) could not, in the near future, produce a sufficient number of engines for all the airborne producers' needs.

Although the BMW radial engine was very powerful, as well as very rugged, it was not a good choice for combat, and in any case they were too few to have any influence on the course of the war. Those that did see action were often used as "top cover" for airfields operating the Messerschmitt Me-262 jet fighter, whose poor acceleration made it highly vulnerable during landings.

Tank continued to tweak the inline-powered designs, resulting in the 'Ta-152' series, with work along this line began in late 1942. The 'Ta' stood for 'Tank', in honor of his contributions to the Reich. The Ta-152H was, as its name suggests, intended for the high-altitude interceptor role. It featured a modified fuselage as well as extended wings with a span of 14.5 metres (47 feet 7 inches), and a Juno 213E engine with a three-speed supercharger and 1 400 kW (1 880 HP). It was armed with an MK-108 cannon firing through the propeller spinner and an MG-151/20 cannon in each wing, and was fitted with a centerline stores rack.

FROM THE [STUKA] WORKSHOP (Part 2)



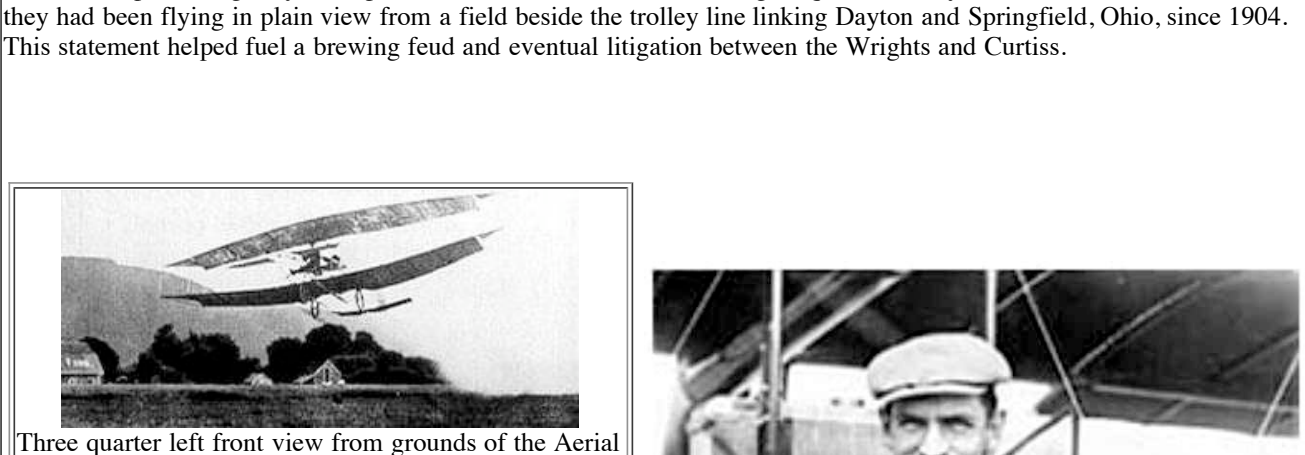
Using 10mm wide strips of 4mm [5/32] balsa and 5mm wide strips for the tight bits and by constantly checking alignment with a steel straight edge and 'come-again' removing corrective alignment strips from the fuselage the splicing was kept straight. Wherever bending occurred, Haing-Bauer 'cloudy' aluminium was brushed on to the strips so allowing bending without splitting.

Because there is a curved surface at some places the edges between the strips in some places required more lightweight 'Spakfilla' than desirable. So next time I will attempt to shape the strips edges to better fit.

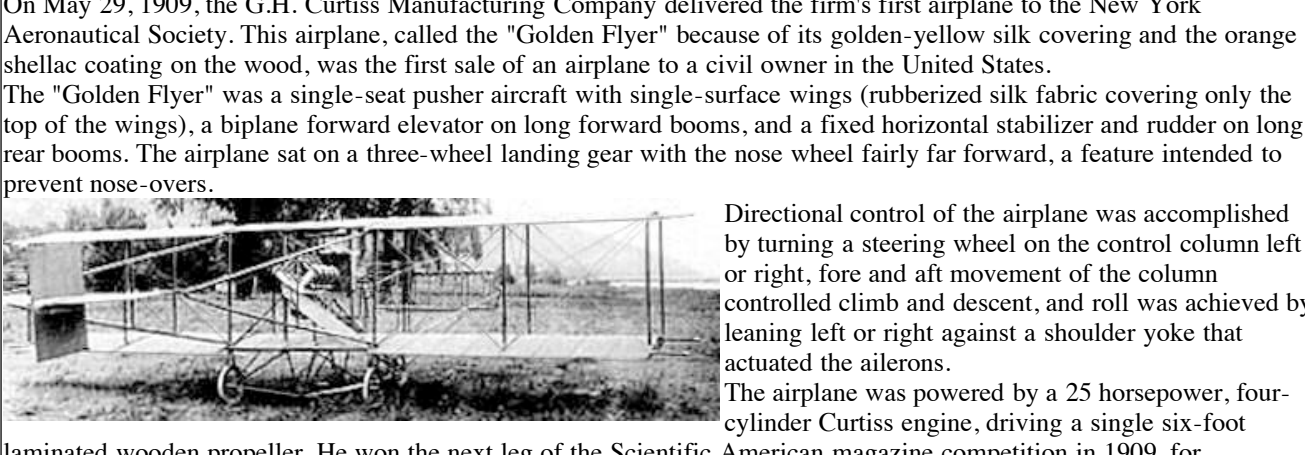
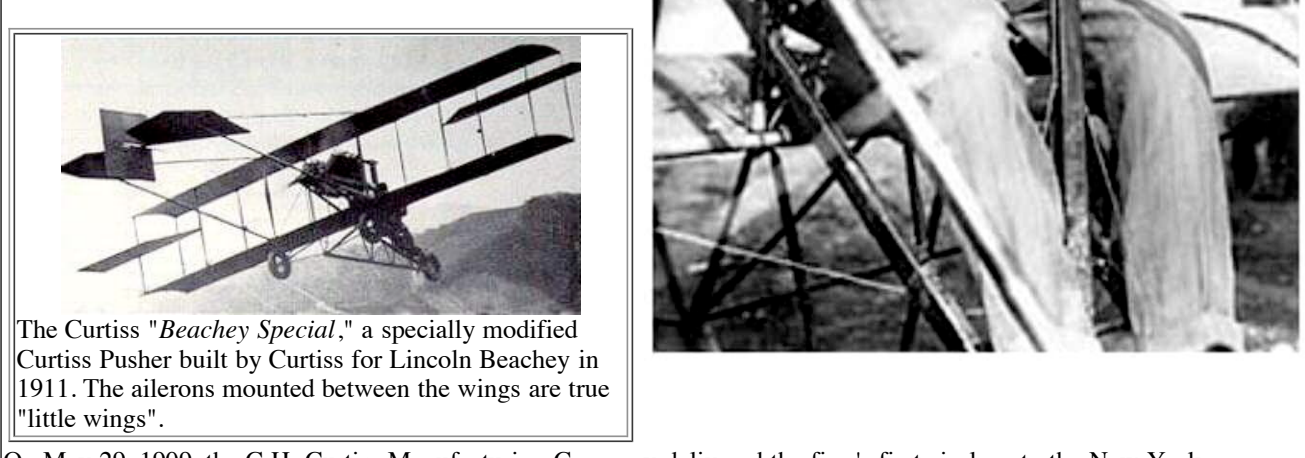
Whereas the fuselage is built by the traditional method of building from the inside out, this time because Grant does the final sanding even though Dennis & BP maintain that their final presentation is immaculate!

So quickly did this part go that I forgot to take any photographs before handing on to Grant who primed and prepared the surface to mould standard before handing on to Dennis for detailing. Meanwhile Dennis had detailed the cowl.

The cowl and fuselage are held by Styfo indicating the size of the model. Dennis then prepared the cowl for marking by calyping off panel lines and niches.



Dennis used his 1/24 plastic mould to base his model on. Using a dremel these lines are cut into the primed balsa. Then with a vinyl and "Triton" dielectric glue each of hundreds of rivets are dotted on to the fuselage/cowl. A closeup of the rivets pre-sanding are seen in the photograph. Boy better him than me!



Grant is an enthusiastic supporter of the 'Triton' glue as well as all we are now. This easily sands, does not soften and clog sandpaper and claims to be 30% better bond than PVA'S. What is more it is Aussie, manufactured in Victoria, (tel: 09 584 6977). We purchased ours at Miter 10.

Power choices have been made. Dennis and Grant are going to use RCV four stroke 0.90's. Brian has gone the much cheaper route with a Magnum 0.91 two stroke. The RCV's will look very scale like with large 3 blade props.

One of the jobs we weren't looking forward to was making a canopy. As luck had it Peter Johnson of Model Aircraft Constructors, Nambour phone/fax (07) 5476 0650 has a comprehensive range of canopies and a J157 within 5mm of our size resulted in three @ \$24 each arriving at Sydney. Of course we have an opening canopy or not, may yet result in anings!

In part 3 we will get Grant to describe the moulding method.

GLENN HAMMOND CURTISS

Glenn Hammond Curtiss was born in Hammondsport, New York, on May 21, 1878. Like the Wright brothers, he made bicycles. The Wrights continued in the bike business in Dayton, Ohio, while experimenting with their planes, but Curtiss started manufacturing engines which he built onto the bicycle and it became the motorcycle. Curtiss' need for motorcycles came to be called "the fastest man on earth" when he was clocked at 136.6 mph during a motorcycle race at Ormond Beach, Florida, in 1904. Curtiss' entrance into flying began that same year when Thomas Scott Baldwin, famous lighter-than-air devotee, asked Curtiss to make him a two-cylinder, air-cooled engine to power his airship.

The first plane Curtiss had anything to do with was "Red Wing" which was a design in 1908 for the Aerial Experiment Association, a group led by Alexander Graham Bell. Its maiden flight before a small crowd was halted by the local press as "the first public flight by an airplane in the United States." The Wrights quite correctly contended this was untrue as they had been flying in plain view from a field beside the trolley line linking Dayton and Springfield, Ohio, since 1904. This statement helped fuel a brewing feud and eventual litigation between the Wrights and Curtiss.

Three quarter left front view from grounds of the Aerial Experiment Association (AEA) Aerodrome No. 3 of the "June Bug" in flight with Glenn Curtiss at the controls, summer 1908. The triangular panels attached to the wings are Bell's original aileron concept.

Curtiss made his first flight on his 30th birthday in "White Wing", which was the first plane in America to be controlled by ailerons instead of the wing warping used by the Wrights. It was also the first plane on wheels outside Europe. The first plane Curtiss built and flew was "June Bug". In 1908, Curtiss won the first leg of the three-legged Scientific American magazine competition for being the first to fly in a straight line for more than a kilometer.

The Curtiss D-IV variant, intended for the military market, appeared in 1911. Essentially the same as the D-III model, except for increased wingspan and the addition of a passenger seat behind the pilot, the D-IV was developed to be quickly dismantled for ease in transport. This feature, incorporated in other Curtiss designs, appealed to exhibition pilots and helped Curtiss command up to 80 percent of the exhibition market.

About 12,600 of the series were built during World War I. It is the last of the series, the OX-5, that is best known. There was such a surplus of engines after World War I that they were sold at bargain prices by the government to many postwar aircraft manufacturers.

Curtiss made his last flight as a pilot in May 1930, when he flew a Curtiss Condor over the Albany New York route. He died two months later, aged 51, in the Pleasant Valley Cemetery, near the scene of his first aviation triumphs.

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