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Can someone PLEASE tell me where the summer has gone? It's August already, we have had too much rain and I have only been out to fly about 4 times. I hope some of you other club members have made more time to fly than I have and are enjoying what good days we have had. I have been in touch with the members of the club executive and we have come up with a system to better ensure a timely publication of this newsletter. In that regard I would like to repeat my invitation to all members who have something to say or interesting information to share to send it on to me. I would need to have it by the 20th of the month for publication in the following month's newsletter. That way I can include it and get a draft out to Howard so he can publish to the site near the 1st of each month.

PYLON RACING

POS	Pilot	Accumulated Points
1	Wayne Challis	76
2	Zane Mitchell	68
3	Don Mitchell	63
4	Howard Smith	62
5	Don Cavanaugh	51
6	Kevin Ward	49
7	Don Haslam	47
8	Bill Thorne	6
9	Don McCrumb	4

These are the racing stats as of July 21st, 2008

New Members

So a "how-do-you-do" and a big welcome to our new club members this year! They are:-

Tom Ayling	Mike Poulin
Gordon Cole	Ognian Kerelski
Bill Davies (associate)	Don McDougall (associate)
Paul Gallagher	Kris Pilsner
Doug Godfrey	Ed Sadok
Heather Smith	Robert Vogrinec
Ken Currell	Graham Anderson
Walter Martin	Alexander Komosa
Daniel Komosa	Doug Hamilton

That's what every club needs – new guys with new energy and new ideas -- it's hoped that you will come out to the meetings (which resume on the third Sunday of October at Durham College - 1610 Champlain Avenue in Whitby at 7:00 p.m.). We hope you can come and meet the rest of the guys, drink some coffee, and if you like, bring one of your models so we can see what you're up to.

Membership at this point stands at 60 this year.

Wednesday night training

Just a reminder that Wed nights are training nights. If you're new to flying or just want to have an instructor look over your plane before that critical maiden flight, Wed nights is the perfect time to do it. We've always got instructors on-hand to help you with whatever you need. To everyone else, don't think that just because we've nominated Wed nights as training nights that you have to stay away. Feel free to come use the field and meet the new guys at the same time. The more, the merrier.

-Howard.

Lost Models - Found Easily

Because of all the rain we've had, finding a model that inadvertently lands way out in the weeds is getting to be a real problem because the grass is so tall & thick this year - it's a real bearcat to walk around out there! In fact there's a rumor going around that the reason membership is down this year is because members have gone out into that stuff to retrieve their model and were never seen or heard from again!!!

Some time ago, Chris Bridel brought a nifty little gizmo to one of the meetings that he'd bought in the dollar store – it's a small safety alarm which emits a loud noise -- Chris is always the innovator and here's what he has to say about it:---

"Yes, that was me at the meeting with the \$1.00 plane finder. There are 2 types I have found - one is a Wellson #WD-3607 wireless door / window entry alarm that takes (2) AAA batteries and the second is a Chateau #DW-2 door & window entry alarm that is smaller and comes with hearing aid type batteries installed !! The DW-2 is smaller and lighter. I have used a spare servo glued to the side of the alarm to activate the on/off switch (from an unused channel on my TX) and have also used a limit switch (activated by full down elevator) to set off the alarm. With the limit switch setup, I also tapped 3 volts off my flight pack battery to power the alarm saving the weight of an extra servo and the alarm batteries too. The alarm is loud enough to be heard a good 150 yards away. All this for only a buck? What's the catch to all this?? The units are made in China and the soldering and overall quality of these alarms is the usual Dollar Store crap!! If you decide to try one in a plane, I would suggest padding the alarm circuit board in foam to prevent engine vibration from destroying the unit. I don't know if the alarm would work if your plane flew out-of-range and crashed hard. The alarm circuitry may not survive the impact.

Submitted by Chris Bridel

Safety Is Always a Concern

It's worth reminding the membership that if there are more than three guys flying at the field - transmitters are to be kept in the impound box unless they're the new 2.4 GHz type. Remember that it's all too easy to switch on when you're trying to adjust your model while your buddy is flying on the same frequency and the results can be dangerous.

Gate Locking Procedure

The fancy gate lock featured on the website earlier in the year is gone in favor of a locks-separated-by-chain arrangement - but I digress - the fact is that some guys are still leaving the lock dangling unlocked when the gate is open!!! - members are cautioned not to do that - never leave the lock open - because it gets stolen by the hikers or dog-walkers passing by -- It's happened several times and locks are expensive to replace!!.

President's Safety Message

I want to add to the Transmitter Impound precaution elsewhere in this issue by saying something about Prop Strikes. Being beside a flyer who stuck some fingers into a turning propeller less than a week ago prompted me to dedicate this month's sermon to this topic.

Transport Canada publishes the Propwatcher's Guide to remind seaplane pilots of the dangers of turning props, and keeping these dangers in mind will help us little plane flyers too.

Be Prepared

Before you leave your shop for today's flight, do those minor maintenance items you learned about last time you flew, so you have an airworthy plane. You will have less tinkering to do with the engine running. Also, is the pilot ready to fly? Have you had enough sleep; are you dehydrated from being out in the sun all day?

Danger - Keep Out

Remind spectators to keep their distance, with visitors behind the fence. Fewer distractions will help you keep your mind on avoiding the prop while its turning.

Let It Roll

Get in the mindset that you're not going to reach for a tool that gets loose while the prop is turning. Maintaining a sterile work environment will keep things like glow plug and starter cables and field boxes out of the vicinity of the propeller arc.

Teamwork

Brief your helper before starting the engine so each of you knows who will be holding onto the plane and the transmitter respectively. If your plane has to be held in a special way, inform your helper beforehand.

If someone offers to help when you're already carrying the running plane and transmitter, set the plane on the ground and carry out the transfer of duties in a controlled manner.

A workplace I visited a few days ago was plastered with safety posters. I guess that got me thinking too. It's important. Do your part. Have a safe summer.

John Alford

President – W.A.M

I'm not sure about ghosts, but, for sure there used to be Goblins

THE GRUMMAN GOBLIN

The American Grumman Goblin could either be seen as the ultimate in biplane design or as an underbred monoplane. It was the last biplane built by Grumman as the company moved into the age of the monoplane fighter. Leroy Randle Grumman was one the earliest American naval pilots, training at Pensacola Florida, in 1918 before joining the tiny seaplane firm of Loening Aeronautical engineering in New York. When that company was sold in 1929, Grumman mortgaged his house to begin his own company in a Long Island Garage. The onset of the depression was hardly propitious for anyone in the aircraft industry, and Grumman might have disappeared from history had he not heard that the Navy was looking for someone to design strong retractable landing wheels for its amphibious aircraft. Moving his tiny company to an empty building in Bethpage, long Island, formerly owned by the Fairchild Aircraft Corporation, Grumman not only developed the landing gear but also built a biplane to demonstrate it with. It had the traditional Grumman qualities (barrel shaped, stubby, powerful and strong) and the navy liked it enough to place an order for many more. From these, Grumman developed his first naval shipboard fighter, the F2F, in 1932. It was a single or double seat biplane with a difference----while the landing gear did not quite retract into the fuselage, it did fold up into a boxy appendage beneath the fuselage. The F2F's 770 hp Wright Cyclone allowed it a creditable 220 miles per hour and a range of 500 miles. The United States Navy bought the aircraft to equip its land based squadrons Pensacola and Anacostia. Grumman and the navy realized that the day of the biplane was over, and no matter how nimble the F2F was, it was still a biplane. Besides the navy was more interested in a monoplane called the Buffalo that was being offered by the Brewster Aeronautical Corporation.

In 1936, Canadian Car and Foundry of Fort William Ontario looked for an aircraft to build that would be within its capabilities and have some export potential. It chose the Grumman F2F, named it the **GOBLIN**, and built 57 examples before realizing that this was a mistake. The RCAF was hardly enthused by another "hand me down" biplane and had no need of a naval fighter. The company did manage to export one Goblin each to Nicaragua and Japan. In another incredible marketing feat, 40 Goblin fighters were sold to a Turkish company. When this was revealed as a front for the Spanish Republican air force, the Canadian government embargoed the sales, but by then it was too late. A few Goblins had already been shipped to the Spanish Civil War where they ended up in the air forces of both combatants. The experience of building the biplanes did however encourage Canadian Car and Foundry to design and build Canada's first indigenous fighter, the FDB-1.

Early in the Second World War, the RCAF found itself in the position of beggars unable to be choosers, and the remaining Canadian Car Goblines, nicknamed “pregnant frogs”, by the media, were taken on strength by 118 squadron at Rockcliffe Ontario. With invasion scares on the east coast, the Goblines were moved to Dartmouth, Nova Scotia, becoming in those critical days Canada’s only aerial defence on its Atlantic coast. Fortunately for the Canadian east coast, the enemy never came by air, and in 1941 the Goblines were replaced by Kittyhawks. They were passed down to 123 Army Cooperation squadron, and disposed of the following year.

As for Leroy Grumman, the F2F (Goblin) enabled his company to develop other, more successful, fighters like the Wildcat, the Avenger and the Hellcat, in time to defeat the Japanese. Grumman died in 1982 as his company diversified away from naval aircraft to executive jets. Eight years after his death, it was bought by Northrop.

A U.S. aircraft for sure, but, one with a definite Canadian Connection.



Grumman Goblin.

Best Regards to all
Bob Byrnes.