

Whitby Aero Modellers



Whitby Flyer

www.whitbyaeromodellers.com

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Well summer is officially over. Thank goodness we had some decent days in September to partially make up for the wet/windy summer. We can start to turn our minds to the construction of new planes for next year. As for me, I have never turned into the champion builder I had hoped but, maybe this winter I can come up with something. I certainly used up a lot of "old stock" this year. At least 4 various models went to the balsa scrapyard.

PRESIDENT'S MESSAGE

Poison ivy season is behind us and Meeting Season beckons. Flying Season is still underway, and what we've seen so far has been unique, with some ups and some downs.

Ups included some excellent stretches of uninterrupted fine weather and the fun we had flying when the weather cooperated. Pylon racers especially had their share of fun. Everyone enjoyed takeoffs and landings on short grass, thanks to Ed Tureski. Student pilots progressed towards Soloing and some have achieved their Wings, thanks to the volunteer instructors, who we all depend on to generate the members of the club's future.

Weather also is chief among the downs, as record rains fell on the field, washed ruts in our road and made the field soggy. Worse maybe, it seems to have been a windier summer than usual.

But our meetings are indoors, safe from rain and wind. I hope to see you at Durham College for as many meetings as you can fit into your schedule. We meet on the third Sunday of the month starting in October, at 1610 Champlain Avenue in Room 1-2. Enter the main entrance at the west of the parking lot, enter the library, first door on the left, go through the library bearing right, go through the door to a hallway, we're the first classroom.

Come out and meet members you haven't seen since our last meeting. Find out what committee chairmen have to say about the season. Find out how the club spent your membership dues money and what we have planned for next year. And give some input to other members and the executive - your opinion counts, especially when you voice it at a meeting.

John Alford, President



Pylon Racing Year-End BBQ

To cap off the year of pylon racing Wayne Challis and Paula hosted a terrific BBQ in the back yard of their home in Pickering on Sunday 7th of September. The weather was a bit damp but Wayne had set up a canvas shelter which was big enough for everybody to set up their chairs under and it made for a great party atmosphere amongst the crowd which consisted of all of the regular pylon racing types plus wives and a few extras. Wayne proved himself to be an accomplished chef at the barbeque pit, cooking up hamburgers, sausages, chicken and hot dogs for the kids in attendance. There were lots of salads and condiments and the food was great (especially the sausages I might add).

Afterwards Wayne - as chair of the Pylon Racing Committee presided over the awarding of the prizes. The Pinnacle Trophy went to Wayne himself who accepted it from last year's champ, Zane Mitchell. It's a beautiful trophy which has the winner's name engraved permanently on the trophy, Second and third place went to Zane Mitchell and Don Mitchell respectively and each of them was awarded a nice plaque for their well deserved efforts. Every one of the racers in attendance received nice prizes & there were smiles all around.

Afterwards there was some conversation regarding what measures should be taken to increase the participation in the racing and I won't go into the details here because they

are still a bit sketchy. However it was observed that over 60 racers had been built and purchased by a large number of guys- many of whom never did participate in the racing. So all of you guys out there who fall in this group are cordially invited to join the racing next year if you will, but, if you don't plan to race would you please indicate to Wayne Challis (tel 905-420-2030) that you have a racer kit and arrangements will be made to purchase the racer back from you for the original purchase price of \$20. Your cooperation in this matter would be very much appreciated. Nuff said.

It's a lot of effort to organize an event like this - buying the prizes & food etc., setting up the tent, cooking it up, but it was a real success because everyone in attendance obviously had a great time. So much thanks and hats off to Wayne and Paula for their efforts - it really capped off the racing season. I also add in closing that Wayne has done a great job as Pylon Racing chair this year. A lot of guys have had a lot of fun because of his efforts.

Article by Don Cavanaugh



If I find you – You're in BIG TROUBLE

I thought it might be appropriate this month to re-visit the Grumman Aircraft Company. I wrote about the Grumman Goblin a while back and described the "Canadian Connection". There are certainly other notable Grumman products with a similar tie to Canadian Aviation.

Leroy Randle GRUMMAN was born in 1895 in Huntington New York. He was an ensign in the United States Navy in 1916 and studied the new science of aeronautical engineering essentially sponsored by the Navy. He received a degree from Cornell University and in 1919 was sent by the Navy to Loening Aircraft Company to oversee the construction of 50 planes ordered by the Navy. He so impressed the Loening Company that he was hired as their General Manager. Loening was sold and moved in 1929 and so in 1930 Grumman and two friends started up the Grumman Aircraft Company. The company struggled at first, surviving with the production of aircraft floats and aluminum truck bodies. The company then began a long association with the U.S. Navy. The Grumman Wildcat and

Hellcat fighters and the Avenger Torpedo Bomber are renowned Second World War combat aircraft. During World War Two the company grew from 700 employees to 25,500 employees. At the close of those hostilities the company of course was diminished, but, managed to produce the F9F Jet Fighter that also flew from the decks of carriers in the Korean Conflict. Grumman aircraft had such a reputation as robust, indestructible planes that the company became known as the "Grumman Iron Works".

Now here is this "Canadian Connection".

In 1950, the United States Navy wanted an antisubmarine aircraft that could fly from the flight decks of their carriers. Antisubmarine warfare conducted by ships had the inherent danger of the hunter becoming the hunted. The use of helicopters in the same role while providing greater safety was still limited as regards speed and range. The use of aircraft in Hunter/killer teams, while effective meant you had to store/service two aircraft. A purpose built plane that could locate and destroy submarines was required. The Grumman Aircraft Company developed the S2A Tracker. It was a twin engine aircraft powered by Wright radial engines. It had the well established Grumman features such as robust construction and folding wings to enable shipboard storage.

The Royal Canadian Navy was considering a replacement for their aging Grumman Avengers at about the same time and a decision was taken that called for the construction of 100 of the aircraft to be built under license by deHavilland Aircraft Company of Canada at its Downsview location. As it turned out a further decision allowed for the purchase of one complete aircraft to be used as a confirmation example for the Canadian made patterns etc. that went into the construction of the remaining 99 actually built in Canada. Typically, various components were built at several locations in Ontario and Quebec, but, the main part of the fuselage and the final assembly, including the installation of all the Canadian Made electronics was done at the Downsview plant.

The tracker was equipped with state of the art detection gear including sonobuoys which were deployed from the rear of the engine nacelles and a Canadian designed Magnetic Anomaly Detection Boom that extended from the rear of the fuselage. A 12 million candlepower searchlight was on the starboard wing. Once located the submarine could be attacked by any of a variety of depth charges, bombs or torpedoes carried in the weapons bay or on underwing hardpoints. The first Tracker was delivered to the Canadian Navy in October 1956 and was flown from our last Carrier, the Bonaventure. The normal compliment was 12 aircraft, but as many as 18 were on board from time to time. The Canadian built aircraft were 18 inches shorter than their American cousins so they would fit into the Bonaventure's hanger deck.

In 1969 the Bonaventure came to the end of her service life and so too did Canada's shipborne aircraft capability. It may well have been the end for the Navy Trackers, however, they were kept on and used in various others roles while flown from shore bases, such as Shearwater and Comox. After becoming an Air Force, rather than a Naval aircraft, the Trackers were refitted with rockets in the anti-shipping role. Coastal patrol, anti fishing poacher patrols and searches for illegal immigration were also amongst the

jobs the Tracker was given. The Tracker was struck off strength in 1990. A few were re-engined with turbo props and had a new lease of life as "Firecat" water bombers. Some served well into the 1990's with other airforces, notably Argentina. The last Tracker built by DeHavilland has come home and is on permanent display at the Toronto Aerospace Museum in the original factory at Downsview Park, Toronto.

The Tracker spanned 72 feet 7 inches, it was 17feet 6 inches tall and its two Wright 1820 radials gave it a top speed of 280 MPH with a service ceiling of 22,000 feet and a range of 1350 miles. It might make a unique scale subject for an ambitious R/C modeler.



Grumman went on of course to build the Lunar Excursion Module (LEM) for the moon walk in 1969 and the F-14 Tomcat that was the front line carrier borne aircraft of the U.S. Navy. In 1994 Grumman Aircraft was part of the reduced requirement for military building and was purchased by Northrop to become Northrop/Grumman Corporation. Leroy had passed away in 1982 aged 87 years. An American yes, but, one who had a major impact on aviation in Canada.

Best Regards to all, I look forward to the meeting season and the opportunity to become acquainted with more of my fellow club members.

Respectfully
Bob Byrnes.