ARCS News

Alamo Radio Control Society www.alamorcs.org

San Antonio, Texas AMA Charter 603 April 2020

CLUB FLYING SITE Is located just west of Macdona at 10025 Shepard Road

Notice: Due to the Coronavirus, the April 21 meeting has been cancelled. Future events on a wait-and see basis.

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Club Meetings
Held the 3rd Tuesday of each month (except Dec) 7:00 PM to 9:00 PM at
Golden Corral Buffet
9111 N. Loop 1604 W.
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Bill Busy Flying

A Message From President Bill Ponseigo

Hi to all us homebound flyers I'm not big on writing for the newsletter, but since we cannot have meetings, I'll throw some things out there.

First and foremost the field IS open!! Keep your safe distance as much as is possible. Wear a mask or gloves as you wish. I know you have heard this many times but so be it.

The field is in great shape. The paved runway, and the grass runway are near perfect... Water has been turned on by Joe. Be sure if you use it, shut it off at the side of the pavilion. The gravel road has been repaired by Joe (our landlord) ,where it was developing a pot hole. We helped defray cost of gravel and Joe was kind enough to do the work. Thanks to Joe the pond is growing in length, width, and depth. He has been working hard to increase all of the above.. Since we are stuck at home, it might be a good time to put one of our pride and joys on floats.

The jet squadron has been out in force with their dazzling displays of their flying skills. Each time I go out and see these works of art and engineering, I am impressed.... You can see on our Facebook page, great take offs and smooth as silk landings. Maybe we can see a jet on floats????).

Let us not forget our flying friends who might be in need of help in these trying times. We are so fortunate to be living in this great country and are able to pursue this hobby which we enjoy. It is up to us to do what we can to check on friends who may not be so fortunate; be they family, neighbors, or fellow flyers. Sometimes a phone call will let you know something is needed.

Here is hoping we can have a meeting in May but only time will tell.

Bill Ponseigo

Editor's Note: Since there was no meeting in March, we don't have meeting minutes. Also there was no formal Fun Fly so no photos of that nor Jim Witthauer's super write-up of Fun Fly happenings. So, you're stuck with your friendly editor's effort to fill the pages.

Fortunately there are several photos from Facebook I can "borrow." Further, our forced quarantine has given many time they didn't have to repair damaged airplanes, or build new airplanes. There are some new planes out. Finally I will tack on a note about an airplane I did not know existed, the P-75.

New Stuff I've Seen on Line

There have been several new airplanes I see have captured the interest of our sequestered members. The UMX Turbo Timber has attracted a following. This little airplane is a "mini-me" for the full size 1.5m Turbo Timber and comes complete with rudder, elevator, ailerons, flaps and lights. It even has a miniature version of the 3-blade propeller. It is a hoot to fly. One downside is you have to get new batteries and charger, or charging adapters, the connector is different from anything I've seen. Once equipped, you're in for some exciting flying. The little guy flies like the big one, it can almost be flown in your yard or in a gym.

Another recent entry in the UMX lineup is a twin-engine business jet, the Citation Longitude twin 30mm EDF bind and fly basic with SAFE. This little jet is powered by 30mm fans and 3S compatible motors and features navigation lights, ailerons, rudder, elevator and throttle. It has fixed gear including a steerable nose wheel. The gear can be easily removed for hand launching and more realistic, gear-up flight. From videos it looks pretty fast and has a high-pitched jet sound. You can look up product and flight videos by searching on line for"video, Horizon UMX Citation Longitude."

Recently I've seen a lot of interest on line about the E-Flite 1.5m Air Tractor scale replica of a crop duster. Apparently it is very aerobatic, has LED landing, navigation and strobe lights, slotted flaps and can be equipped with floats and skis. The original full-scale airplane is a Texas product used around the world for spraying, crop dusting and all around grunt work. Popular mods I've seen are the addition of working spray bars and dust dispensers on the model (which doesn't come with them). It is one of those models that begs for modification. At $239 it costs about average for an E-Flite plane this size. You can fly it on a 3S or 4S battery.

Just announced by the Motion RC guys is their new ProFly OV-10 Bronco ARF. It has an 1800mm wingspan and the airframe itself, less servos, receiver, motors, retracts and ESC, costs $469.

The balsa and plywood ARF is designed for two 42 size brushless outrunner electric motors and two 85 amp ESCs with a couple of 4S 4000 to 5000 mAh batteries and a 6-channel receiver. However it can be flown using a matched pair of internal combustion engines. It has aileron, rudder, elevator, flaps. You can buy electric 90 degree (travel) retracts for it. It takes eight 29g standard servos; 2 aileron, 2 flap, 2 rudder, 1 elevator and one nose wheel steering. It looks and flies great. Not sure it will ever be in my hanger, but if you're looking for something different, this fills the bill.

For your consideration:

Guys have posted some really neat videos on the club Facebook page. Check them out. Of note are the slow-motion video of Bill Surratt's F-15 landing in fog and the drone footage of Bill Grozdanich's B-25 by Juan. There is info about some neat building projects too. Since mandated quarantine, folks are putting more stuff on the club's Facebook.

Some Memories

The Fisher P-75 Eagle

(Information mostly from Wikipedia)

A P-75 Prototype on the ramp at Wright Field

In September, 1942 the US Army Air Forces cooperated with the Fisher Body Division of General Motors to develop a fighter with extremely high rate of climb using the most powerful liquid-cooled engine then available, the Allison V-3420. The program was cancelled after only a small number of prototypes and production aircraft had been completed. It was no longer required in its original role, could not be quickly deployed and it possessed no significant advantages over aircraft already in production.

I first heard of the P-75 while watching an interview with C. E. (Bud) Anderson, the WWII triple ace Mustang pilot who flew the P-51 named "Old Crow." He talked about the Mustang's history.

The Mustang story is often told, how it was originally ordered by the British in lieu of the P-40s they were asking North American Aviation to build for them. They were hurting for fighters and the P-40 was the most available fighter the Americans had. The Spitfires were almost hand-made and production was not as fast as that of American industry. The NAA president "Dutch" Kindelberger told the British agent they could build a newer, better fighter faster than they could tool up to build P-40s. The British agreed, almost ordering sight unseen what they called the Mustang. The result was the P-51A Mustang powered by the available Allison engine that powered the P-40. While the Mustang's performance, due to its laminar flow wing design, was much better than the P-40, the non-supercharged engine limited its performance at high altitudes. The P-51As were used for fast photo reconnaissance and ground attack. The British pilots who flew them liked how they handled. Soon a British engineer decided to put the Rolls-Royce Merlin engine in the Mustang and the character of the flying pony was vastly altered. It now had exceptional performance at high altitudes thanks to the Merlin's 2-stage supercharger and it could fly great distances with good fuel economy. Further, the Packard auto company in the U. S. was producing Merlin engines under license at a good rate so they were plentiful. All of this happened without much notice back in the 'States. In fact, according to Bud Anderson, the Army Air Corps leadership had a sort of "…not invented here" attitude toward the Mustang They ignored it for a while. When the AAF finally fielded the Merlin-engined P-51B, they assigned it, and Bud Anderson's group to the 9th Air Force in England, a ground attack outfit that flew B-26s. A squadron of Mustangs was loaned to the 9th AF for bomber escort and proved so good that the 9th AF took over all Mustang units. This led Bud Anderson to opine that wars are not won by superior planning and tactics, they're won by the ones who screw up the least.

At Wright Field in Dayton Ohio, home of the AAF test and development arm, the AAF were trying to develop a fast, high-altitude, long-range fighter to cover the bombers which were suffering heavy losses to the Luftwaffe fighters over Germany. In what seems like a kluge affair, they borrowed the tail from a Douglas A-24, the landing gear from the Vought F4U Corsair and outside wing panels from, at first a Mustang, then finally the P-40. The layout was similar to a P-39 Airarcobra with a 24-cylinder, 2,600 HP engine amidships and it had contra-rotating propellers out front. At the time General Motors was busy with several projects including mass production of several different aircraft types, including the Grumman TBF Avenger torpedo bomber. Some suggested the P-75 was meant to get GM out of having to build B-29s. Called the "Eagle" after the WWI French 75mm field artillery piece (considered a symbol of defeating the Germans) the airplane was given extensive media coverage; reporters called it a "wonder plane." The

AAF let an order for 2,500 production aircraft with the stipulation that if the first P-75A was not satisfactory the complete order may be cancelled.

Picking up with Bud Anderson again who said that one of test pilots was a fighter pilot. The XP-75 had teething problems. They miscalculated the center of mass, the engine failed to produce its expected power, there was inadequate engine cooling, high aileron forces at high speed and poor spin characteristics. The early model was a dog. They modified the tail assembly, substituted a new "bubble" canopy and a V3420-23 engine that corrected most of the deficiencies by the time the first P-75A Eagles entered flight testing in September 1944. Note, that's 2 years in development for the P-75. The Mustang was developed and rolled out in 102 days after the contract was signed.

The P-75 in the AF Museum, Dayton, Ohio

Bud Anderson said the test pilot with fighter pilot experience told the general in charge that the P-75 was not that good and said the Mustang, by this time well-developed, was not only superior but already in production. The AAF decided to limit the number of combat aircraft types and not enter into large-scale production of new types that may not be available until the war was over, and the contract was terminated. That was the end of the P-75. The six examples that were built were used to keep testing the 24-cylinder Allison engine. There is an example of the P-75 in the Air Force Museum in Dayton, Ohio today.