



AMA #1256

2012 Club Officers

President: Chet Thayer

VP: Ron Becker

Treasurer: John Gardiner

Secretary: Mike Hunter

Editor: Tim Mihalski

District IV AVP: John Kirchstein

Volume 39 Issue 3



Established 1973 - An AMA Gold Leader Club

<http://www.firststaterc.org>



MARCH 2012

UNOFFICIAL FEBRUARY MEETING MINUTES

Members in Attendance: John Gardiner, Joe Berry, Steve Johnson, Mike Hunter, Ron Becker, Elliot Smith, Carl Carasino, Mike Sobieski, John Kirchstein

Show and Tells:

Joe Berry reported that the Flying King he brought in to last month's meeting made its maiden flight this past weekend.

Steve Johnson brought in a number of glossy, colored brochures that invite the reader to "Come Fly with us."

MINUTES:

Call to Order:

- Vice President Ron Becker called the meeting to order at 7:32 P.M.

Reading of the Minutes:

- Mike Hunter summarized the minutes from the January meeting. The January minutes were then accepted as summarized.

COMMITTEE Reports:

Treasury Report: John Gardiner reported that as of 1-31-2012, the club had cash in checking of \$xx.xx. This compares to \$xx.xx as of January 31, 2011 and \$xx.xx as of December 2011. As 1-31-2012 the club had reserve funds in a savings account of \$xx.xx. This compares to \$xx.xx as of January 31, 2011 and \$xx.xx as of December 31, 2011

Dues collected for 2012 total \$xx.xx. The Club currently has 21 regular and 14 senior members. Membership for 2011 was 23 regular and 16 senior members. A membership recap follows below.

Receipts for the one month of 2012 total \$xx.xx. 98.7% of the receipts are from dues assessment.

Disbursement for the one month of 2012 total \$xx.xx. They were \$19.00 for copies of gate key, \$64.46 for the spring fun fly, \$100 to Stahl Post for use of the meeting facility, \$25.00 for Delaware Corporation fees, and \$12.76 for postage.

Following is a membership update for 2012:

The following members have been dropped for 2012:

- Ronald L. Ables Jr.
- Jerry Dolbow
- William Mull
- Henry J. Rome
- Mark Rome
- Mathew Rome

MINUTES CONTINUED...

Mike Rosen

James Scully

6 of these were dues paying members, 2 were junior members.

The following members were added to our membership for 2012:

William C. McKibben

Justin Richert

1 member is a dues paying member the other is a junior member.

Several of the dropped members were known prior to the preparation of the 2012 budget which is why the 2012 actual membership is close to the 2011 budget membership.

- **Safety Report:** There was no safety report.
- **Field Report:** There was no field report. However, planning for the upcoming Field Day (April 7th) will occur during March's meeting. Some items to consider are putting up more PVC barriers and filling in around the drain in the center of the northern part of the runway.

OLD Business

There was no old business.

New Business

- **FAA Model Aviation Update:** John Kirchstein gave us an update on the new FAA regulation regarding unmanned aircraft operating in the federal airspace. There had been concerns that these new regulation might severely impact the RC model flying community. John reported that the regulation appear to have given model aviation a well define space and that regulations do not appear to put a severe restriction on our operations. The basic rules appear to be unchanged the most significant are:

- Models need to 55 lbs or under
- Models can only be operated within visual site
- Models must be operated below 400 ft above the ground
- Flying sites need to be outside a five mile radius of an airport. If not the flying site needs to work out an arrangement with the airport. Detail on this regulation has not been finalized. John believes that our site in outside the 5 mile

MINUTES CONTINUED...

arc. However, Lums Pond appears to with a five mile arc of Summit.

- **Trainer Pilots:** John Gardiner wanted to confirm the number of Pilot Trainers so that he could apply for their training insurance. The following members will be pilot trainers for 2012:

Ron Becker, Chet Thayer, Joe Berry, Pat McCauley, Dave McCluney and Carl Carasino

Adjournment

The meeting adjourned at 8:25 pm.



Respectfully Submitted,
Mike Hunter
Secretary
First State R/C Club



March 2 nd	Thomas McNulty
March 10 th	Jack Springer
March 10 th	Carl Witt, Jr.



IN MEMORIAM:



First State R/C Club Member
George Shertenlieb

We will all miss George's camaraderie.



AREA EVENTS



The events listed, as well as others, can be found at your AMA's Contest Calendar Site on the WWW: go to URL:

<http://www.modelaircraft.org/events/calendar.aspx> or the IMAA site at <http://www.fly-ima.org/ima/events/index.html>

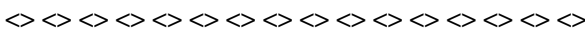
Others listed are from club newsletters or flyers

32ND ANNUAL RC FLEA MARKET

3/10/2012 -- Lebanon, PA (E)

Site: Lebanon Expo. Larry Leiphart CD PH: 717-412-8579 Email: info@cpaa.us. Visit: www.cpaa.us. Over 600 indoor table spaces are available in 41,000 sq ft. Aisle space \$13 ea, wall space \$20 ea. General admission is \$7 (8:30AM), advance gen adm tickets are available. First time renters e-mail or call CD before ordering spaces.

Sponsor: CENTRAL PENN AEROMODELERS



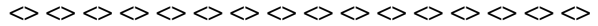
AREA EVENTS



TRI COUNTY WINGSNAPPERS SWAP MEET

3/24/2012 -- Hamburg, PA (E)

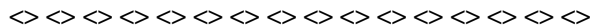
Site: Hamburg Field House. Michael Renzi CD PH: 610-779-5818 Email: mrenz66@yahoo.com. Visit: www.tcws.org. Doors open at 6AM for vendors, 8AM for the public. Admission \$5. Sponsor: TRI COUNTY WING SNAPPERS INC



PINE VARREN MODELERS RC CLUB ANNUAL FLEA MARKET/AUCTION

4/21/2012 -- Barnegat, NJ (E)

Site: Barnegat Recreation Center. Richard Bombardier CD PH: 856-266-1903 Email: rlbomber@comcast.net. Visit: www.pbm1727.org. Flea market from 10AM to 2PM followed by an auction til 4PM. Tables \$7 in advance, \$10 at the door. Admission \$3 per person, food and beverages available. Sponsor: PINE BARREN MODELERS



FEBRUARY'S MYSTERY AIRCRAFT

M.D.450 Ouragan ('Hurricane')



The Ouragan (Hurricane) was France's first post WW II fighter. Of the 350 built only a handful survive. In addition to the Armee de l'Air escadres, 75 Ouragans were operated to good effect by the Israeli Air Force which used them in the close support role, while over 100 were flown by the Indian Air Force, and known in their service as the Toofani (the Indian word for Hurricane). They were eventually replaced in the Armee de l'Air by the Mystere IVA.

The Dassault MD.450 "Ouragan" (meaning "Hurricane") became France's first home-grown operational, jet-powered, military combat fighter, eventually being produced in several hundred examples during her active tenure. While not a wholly exceptional "fighter" when compared to her contemporaries, the type served particularly well in the fighter-bomber role and saw extensive combat actions with India, El Salvador and Israel. Though she was eventually superseded by improved platforms,

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her impact on the re-established French aviation industry was permanent and gave rise to the respected Dassault name.

France in Post-War Europe

At the end of World War 2, France found itself a decimated and occupied country, bereft of its aviation industry since the opening days of the German invasion some years before. While other nations - particularly Britain, the Soviet Union and the United States - all evolved their aviation industries to replace their piston-powered fighters with new-fangled jets, France struggled through a post-war period of staleness, often resorting to outright purchases of new or used (yet proven) foreign equipment to number her front-line inventories.

Ouragan Origins



One of those leading the charge to bring back the forgotten French aviation industry was Marcel Dassault. Dassault began private development of a single-seat, jet-powered fighter aircraft in November of 1947. The jet was highly utilitarian in nature with seemingly little to recommend herself but she proved a viable product nonetheless. The design was submitted to the French government for consideration and further development was encouraged. The product took on the designation of MD.450 (the "MD" portion of the designation attributed to its designer, "Marcel Dassault"). Three prototypes were ordered in late 1947 with construction beginning in the spring of 1948 at Saint-Cloud. The selected powerplant became the Rolls-Royce "Nene" 102 turbojet engine, a centrifugal-flow system used primarily in the British Hawker Sea Hawk and Supermarine Attacker though eventually replaced by Rolls-Royce by the improved "Avon" series turbojet. The first MD.450 prototype (MD.450-01) was made airborne on February 28th, 1949 - though lacking major components such as armament and pressurization - under the designation nickname of "Ouragan". Initial performance proved impressive and development pressed on.

The second prototype, MD.450-02, was later delivered (this time with cockpit pressurization) and proved equally promising. Development completed with the MD.450-03 prototype, this fitted with a Hispano-Suiza Nene 104 (a license-produced Rolls-Royce). The third prototype was additionally used in gun trials to find proper armament for the Ouragan airframe.

In late August of 1949, 15 pre-production systems were ordered for service by the French Air Force. The initial order was later cut to a dozen systems. With the contract in place by 1949, production began and went on to include 150 production-level MD.450s. The initial 12 pre-production models were delivered and utilized by the French Air Force for a series of tests to

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validate various engine and weapons configurations. Over the years, some 200 more MD.450s would be ordered from Dassault, officially emblazing the jet fighter in post-war French aviation lore. The first production MD.450 went airborne on December 5th, 1951, and the Ouragan officially entered service with the "L'Armee de l'Air" (French Air Force) in 1952, replacing the stable of aged De Havilland "Vampires" of British origin.

In service, the Ouragan found a special place in the heart of French pilots, flying with a certain level of national pride in their indigenous jet-powered designs. The Ouragan was noted as a good flyer and could handle herself adequately against her contemporaries elsewhere when in the hands of a trained airman. If the airframe maintained a disadvantage, it was that the system could jump into a spin when attempting the tightest of turns. As dogfighting with cannons required such turns, this particular "tick" was of note.

Ouragan Marks

The initial Ouragan production model became the MD.450A. These were fitted with the Nene 102 series engine and some 50 examples were ultimately delivered. The A-model series served well but were eventually superseded by the definitive MD.450B.

The MD.450B model series featured some modifications but - greatest of these - was the inclusion of the Hispano-Suiza Nene 104B series turbojet engines, license-produced versions of their British counterparts. These new powerplants proved lighter in overall weight and offered up better thrust output, both key qualities benefitting the Ouragan design. Of note with this mark was also the revision of the forward landing gear door covering the nose leg. The original four-piece system was replaced by a simpler two-piece unit after it was shown that the firing of the cannons could regularly damage the more complicated offering.



The rest of the Ouragan marks were generally contained to a few production examples or prototype/modified "one-offs". This included the MD.450R dedicated reconnaissance variant of which only one was ever produced. Similarly, only a single prototype existed of the MD.450-30L which attempted to field the Ouragan with a SNECMA Atar 101B-series engine. The intakes were also relocated to the sides of the fuselage and original armament was replaced by a pair of 30mm DEFA cannons. In 1954, four Ouragans were also converted to "rough-field" operations (to be used in Algeria) by the addition of a brake parachute, low pressure tires and undercarriage fairings. Two of these Ouragans were reverted back to their original forms after the project was cancelled in 1958.

Ouragan Walk-Around

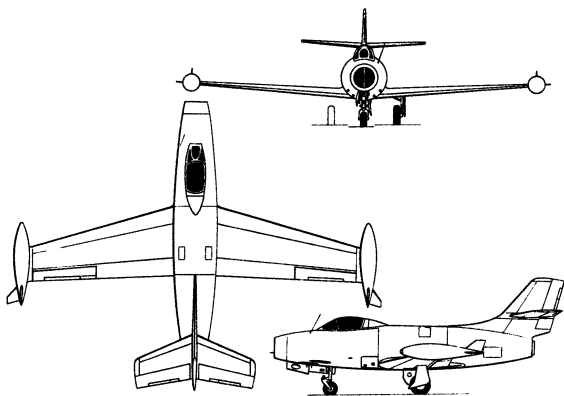
Design of the Ouragan was fairly straight-forward. She fitted low-mounted, slightly swept wings along a cylindrical fuselage.

FEBRUARY'S RC MYSTERY AIRCRAFT

The engine, buried within the fuselage, was aspirated by a split, single-opening, circular nose-mounted intake. The cockpit was held just aft of the intake under a blister-style canopy with light framing and a raised rear section. Wings were fitted amidships and sported greater sweep along the leading edges with lesser sweep along the trailing edges. There was slightly noticeable dihedral across both wing assemblies. Wingtip fuel tanks helped to increase range from the thirsty turbojet engine - a common fixture among 1950s-era fighter aircraft. The empennage tapered off smoothly and mounted a vertical tail fin with mid-mounted stabilizers. The engine exhausted at the extreme rear through a circular ring just under the vertical tail fin. Airbrakes were located along the lower sides of the empennage. The undercarriage was of a powered tricycle variety, featuring two main single-wheeled landing gear legs and a single-wheeled nose landing gear leg. All were gully retractable with the nose leg retracting forwards ahead of the cockpit floor and the main legs retracting inwards under each wing towards the fuselage centerline.

Propulsion

Power (for the MD.450B model) was derived from a single Hispano-Suiza "Nene" 104B series turbojet engine (a license-built Rolls-Royce powerplant) delivering upwards of 5,070lbs of thrust. Performance specifications included a maximum speed of 584 miles per hour with a service ceiling of about 49,210 feet and a rate-of-climb equal to 7,480 feet per minute. Range was limited to 620 miles.



Armament

Standard armament centered around 4 x 20mm Hispano-Suiza HS.404 series cannons. The battery was held underneath the forward fuselage and each gun managed approximately 125 rounds each. The four-gun assembly was arranged in a staggered formation with the internal set of cannons held slightly forward of the out pair.

Key to the success of the Ouragan lay in its multi-role capability - predominantly as that of a fighter-bomber. As such, the type could field rockets and conventional drop bombs (including napalm) as needed. Standard fixtures included individually-mounted 16 x 105mm (4.1-inch) Brandt T-10 air-to-surface unguided rockets. These could be replaced by 2 x Matra rocket-launching pods, each fielding 18 x SNEB 68mm explosive rockets. Conventional drop bombs ran the gamut of 500lbs to 1,000lb bombs (the latter mounted one to a wing) and deadly napalm types - up to 5,000lbs of external stores could be managed across four hardpoints. Additionally, ordnance could be replaced by external drop tanks for increased range, suitable for combat air

FEBRUARY'S RC MYSTERY AIRCRAFT

patrols or reconnaissance sorties where bombs were of little use and cannons reigned.

It is of note that French pilots regarded the Ouragan as a stable platform for both cannon and rockets, owing well to her strong history of use as a fighter-bomber.

Combat History

India flew their Ouragans as the Toofani ("Hurricane") and used them in anger in a variety of limited actions. In 1961, Toofanis were used in the fighter-bomber role against Diu, a Portuguese-held colony, until ultimately occupied by the Indian military in December of that year. Similarly, Toofanis were used in the ground strike role against anti-government forces within her national borders. The type proved useful in the reconnaissance role and was used as such during the Sino-Indian War with China in 1962. Toofanis operated with the burgeoning Indian Air Force as front-line systems until being replaced by the newer French Dassault Mystere IVA beginning in 1957. All active Toofanis were then retired by 1965.



El Salvador obtained Ouragans from Israel from 1973 to 1978 in an attempt to modernize its outdated air force. These Ouragans featured heavily in the Salvadorian Civil War spanning from 1980 to 1992, primarily as fighter-bombers against communist forces (known as FMLN). Ouragans were eventually dropped from heavy use by the end of the conflict, replaced by the excellent Cessna A-37 "Dragonfly" from America.

The Israelis perhaps got the most from their Ouragans in terms of combat action and success. Beginning in 1956, IAF Ouragans were engaged against Egyptian forces and claimed several Egyptian De Havilland Vampire to their name. While Egypt also fielded the excellent Mikoyan-Gurevich MiG-15 "Fagot" jet-powered fighters, Egyptian pilots rarely understood the power inherent in their Soviet systems. Performance of MiG-15s generally outclassed that of the French rival but Israeli pilot prowess enabled their Ouragans to outshine their adversaries in most respects. Israel was also keen in the fighter-bomber qualities of the Ouragan and did not shy away from bombing strikes or rocket attacks - the latter leading to the capture of the Egyptian destroyer, Ibrahim-el-Awal. More combat followed in the 1967 Six Day War until the type was relegated to advanced jet training for future generation of Israeli fighter pilots.

Patrouille de France

The Ouragan became the standard mount of the "Patrouille de France" - France's aerobatic team - from 1954 to 1957. This made her the first French-made equipment in such service.

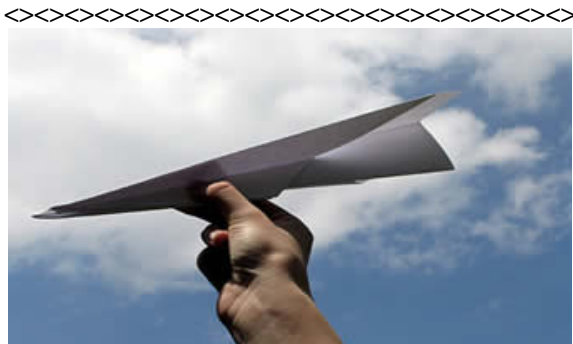
Closure

The Ouragan was replaced in French Air Force service by the Dassault Mystere IV by 1961.

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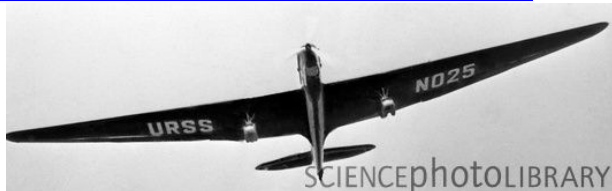
http://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=807





Simple Flying...

MARCH'S MYSTERY AIRCRAFT



Some great photos...



Tips and Tricks



How's your NiCad's?

The NiCad batteries that we use in our Transmitters and Aircraft wear out with time. If you have a battery pack that is more than 3 years old you should be keeping a close check on it by cycling every month. If it is 5 years old or older you should replace it and be sure to properly dispose of the old cells. So - how do we tell the age of our batteries? Most Futaba battery packs and individual Sanyo battery cells (which most OEM radio manufactures use) have a 2 letter date code stamped somewhere on the pack or cell. The first letter of the code is the year of manufacture and the second letter is the month of manufacture. 1996 = "A", 1997 = "B", 1998 = "C", 1999 = "D", 2000 = "E", etc. January = "A", February = "B", March = "C", etc. So - if you have a battery or pack with a date code of "CB" it was manufactured in February of 1998 - probably still OK but keep a close check on it. The pack in my 8UAF transmitter was "ZF" or June of 1995 so I replaced it. I found one pack with a date code of "WC" which translates to 1992 - replace that one without question.

Happy flying

Ted Brindle

Any Old Bikes Lying Around?

A good thing to use for pushrods are bicycle spokes. You can find old used wheels for next to nothing and take out the spokes. They are threaded and come in different sizes.

Littlewing

Remedy for A Scratched Canopy Scratched canopies?

There's a great product made by Meguiar Co. Their clear plastic cleaner... it works... and polishes your canopy at the same time... The product is sold by NAPA auto parts stores..... Meguiar's inc. Irvine ca. 92713 USA.... I hope you try this, I was truly amazed...

Happy flying

Chris Allen



Until next month,

Tim Mihalski, Editor

My E-Mail Address:

MIHALSKI@COMCAST.NET

MARCH'S RC MYSTERY AIRCRAFT



A mystery RC aircraft for you to ponder... you can read all about this mystery ship in April's issue of Contact...

IMPORTANT REMINDERS...

Monday 07:30 P.M. 03/19/12 Club Meeting @ Stahl American Legion Post

Saturday 09:00 A.M. 04/07/12 Club Spring Field Cleanup Day

Saturday 09:00 A.M. 04/14/12 Club Spring Field Cleanup Day (Raindate)

Monday 07:30 P.M. 04/16/12 Club Meeting @ Stahl American Legion Post

Saturday 11:00A.M. 05/12/12 Friends of Bellanca (FOB) Open House – First State Indoor Flying

Saturday 10:00 A.M. 05/19/12 Fuel/Electric Fun Fly at Field.-Contact: Frank Donnelly

Monday 07:30 P.M. 05/21/12 Club Meeting @ Stahl American Legion Post

Saturday 11:00A.M. 05/26/12 Friends of Bellanca (FOB) Open House – First State Indoor Flying

Saturday 10:00 A.M. 05/26/12 Fuel/Electric Fun Fly at Field. (Raindate)-Contact: Frank Donnelly



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