



AMA #1256
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Volume 39 Issue 7-8-9



Official Newsletter of the
FIRST STATE R/C CLUB
Established 1973 – An AMA Gold Leader Club
<http://www.firststaterc.org> 

JULY-AUGUST-SEPTEMBER 2012

UNOFFICIAL JUNE MEETING MINUTES

Although we had a normal turn out at the field last Monday for our June monthly meeting, we actually did not hold a meeting. Several people flew, we all had pizza and we had some lively discussions.



Larry Scaggs	07/04	Ron Becker	07/06
Joe Berry	07/14	Carlos Fernandez	07/17
Bill Newton	07/17	Elliott Smith	07/17
Carl Carasino	07/27	Chet Thayer	07/30
Michael Hunter	08/18	John Gardiner	08/25
Tom Hauff	08/25	Kim Brown	08/29
Bill McKibben	09/08	Zack Rossi	09/17
Charlie Folwell	09/25		



JUNE'S MYSTERY AIRCRAFT



Abrams P-1 Explorer

National origin: United States of America
 Manufacturer: Abrams Aircraft Corporation
 Designer : Talbot Abrams
 First flight: November 1937
 Number built: 1

JUNE'S MYSTERY AIRCRAFT continued

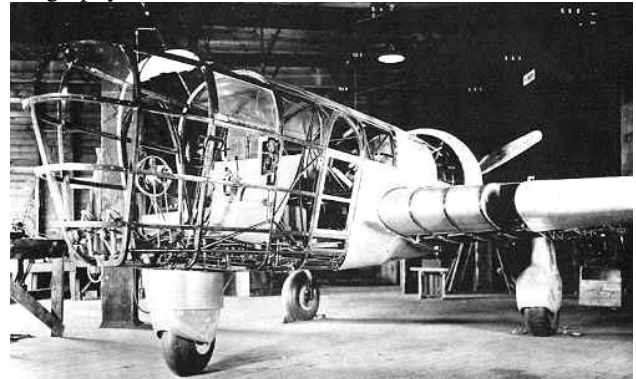
The Abrams P-1 Explorer was a United States purpose-designed aerial photography and survey aircraft that first flew in November 1937. It was designed by aerial survey pioneer Talbert Abrams to best suit his needs for a stable aircraft with excellent visibility for this kind of work. Abrams was an early aerial photographer, in World War I. He used a Curtiss Jenny post-war, forming ABC airlines. In 1923 Abrams founded Abrams Aerial Survey Company, and in 1937 Abrams Aircraft Corporation to build the specialized P-1 aircraft.

Conception

The standard single, front-engined airplane of this era created many problems for good scientific photography. They were created to be very nimble in the air and rather than stable photographic platforms. Their engines leaked oil which would flow under the aircraft and get on the camera lens. The engines were noisy and the noise flowed back into the cockpit making conversation difficult.

The designer of the Abrams P-1 Explorer conceived a plane with a wide wing span to be more stable, and with a rear engine to keep the camera clear. He wanted a delta type wing so side vision was possible. He hired engineers Kenneth Ronan and Andrew Edward Kunzul in Marshall, Michigan who drew plans and began construction in the old Page Brothers Buggy Company factory.

Ronan and Kunzul operated an aeronautical repair station at the Marshall airfield. Ronan was in the first graduating class of aeronautical engineering from the University of Michigan. Careful planning and ten months of construction produced an airplane capable of more efficient and economical aerial photography.



JUNE'S MYSTERY AIRCRAFT continued

Construction

To create the clear nose, so the pilot had unobstructed view, he called in the German company of Rohm and Haas, creators of Plexiglas. With a wooden, male model of each window pane, the Plexiglas was clamped in a frame much like a window frame. Then heated until it began to sag it was pushed down by two workers holding the frame until it was molded to the wooden model.

The Plexiglas could then be trimmed and mounted in the frame work. When the Explorer came back for restoration, it was those panels which had been heated which survived the years as clear as when new. However through some abuse during disassembly they were destroyed.

It was a low-wing metal monoplane with twin booms and a central nacelle for the pilot and camera equipment. The pod's nose section was extensively glazed in Plexiglas. The undercarriage was fixed and of tricycle configuration.

Variants

Originally powered with a 330 hp (250 kW) engine and a two-bladed propeller it was sent back to Ronan & Kunzul to increase the horsepower to 450, which required braces to be added from the wing top to the fuselage and they added a three-bladed propeller. Ted thought the increase power would bring a buyer to his airplane.

Abrams planned a pressurized version of the P-1, named the PC-4 that did not go into production.[2]

World War II interrupted Abram's work, and the single aircraft built was put into storage for the duration of the war. Obsolete by the end of the conflict, it was donated to the US National Air and Space Museum in 1948, where it remains today awaiting restoration.

Operational History

The P1 was flown with a variety of camera gear. The Abrams Instrument Corporation C-3 camera was used to produce 650 nine by nine inch photos per flight.[3]

In 1968 a number of aviation friends met for lunch including Jim Linn who worked at Abrams Aerial Survey. He mentioned the Explorer and no one in the room had heard of it except one. Ron Dietz, who was a student pilot at that time, went to his car and returned with the May issue of the Private Pilot magazine. Here was a big story with photos of the aircraft.

The idea began that perhaps it was time for Lansing to do something for Mr. Abrams, who often provided financial support when asked. Ellis Hammond, President of the Michigan Aerospace Educational Association and Ron Dietz, engineer at Oldsmobile Division of General Motors, decided to put some time and money into the project.

Having worked with the Smithsonian's National Air and Space Museum's Assistant Director Don Lopez, the aircraft was released. In January 1975 the Explorer flew for the last time. In the belly of a Michigan National Guard C130 it arrived at Capitol City Airport in Lansing.

The aircraft was moved to a state owned hangar where Dietz was in charge of careful photography before any disassembly was done. He carefully made tracings of all the lettering so they could be faithfully redone at the end of the project.

The wings were sent to Montcalm Community College where they were carefully stripped, cleaned, repainted and

JUNE'S MYSTERY AIRCRAFT continued

recovered with silver painted fabric. The instruments panels and controls were disassembled and restored by Mr. Dietz's colleagues at Oldsmobile.

The aircraft was physically moved to the Lansing Community College aviation program where I lost daily contact with it. During a visit to the airport Hammond and Dietz lamented at the lack of attention and the shortage of restoration work versus repair work on the aircraft. They agreed to cancel their support of the airplane with the Smithsonian and suggested it was best for all to have the plane returned. In 1981 the Lansing Community College truck driving school took the plane back to Silver Hill, Maryland where it is today.

Media appearances

The Marshall Chronicle of November 25, 1937 carried the story on page one. The Explorer flew the first time on November 20, 1937 from Brooke Field in Marshall.

The Quarterly Journal of the American Society of Photogrammetry said, "this new craft is so unique in design as to resemble the mythical creation of a 'Buck Rogers' space ship of the year 2040". Vol III, number 4, Oct-Dec 1937.

The airplane was in the Sunday newspaper cartoon strip of 'Smilin' Jack' in February 1941. The cigarette company Wings reproduced its image in a color trading card.

Ted tried to interest the movie industry since World War I movies were popular and he tried to interest the military. It seems the military sources simply took the idea of the clear nose and offered it to other aircraft company. The Explorer windows were the first to be formed on a compound curve in history.



Specifications

General characteristics

Crew: One, pilot

Capacity: One passenger

Length: 26 ft 6 in (8.3 m)

Wingspan: 36 ft 8 in (11.7 m)

Height: 6 ft 4 in (1.9 m)

Wing area: 200 ft² (18.58 m²)

Empty weight: 2,100 lb (1,067 kg)

Max takeoff weight: 3,400 lb (1,545 kg)

Powerplant: 1 × Wright R-975E-1 9-cylinder air-cooled radial engine, 365 hp (272 kW)



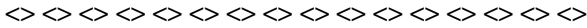
JUNE'S MYSTERY AIRCRAFT continued

Performance

Maximum speed: at 10,000 ft (3,048 m) 200 mph (322 km/h)
Cruise speed: at 10,000 ft (3,048 m) 175 mph (282 km/h)
Range: 1,400 mi (1,931 km)
Service ceiling: 20,000 ft (6,096 m)
Rate of climb: initial 1,400 ft/min (7.1 m/s)
Source: http://en.wikipedia.org/wiki/Abrams_P-1_Explorer



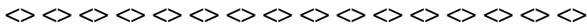
The events listed, as well as others, can be found at your AMA's Contest Calendar Site on the WWW: go to URL: <http://www.modelaircraft.org/events/calendar.aspx> or the IMAA site at <http://www.fly-ima.org/ima/events/index.html> Others listed are from club newsletters or flyers



7/11/2012 - 7/15/2012 -- Kirkwood, DE (C-Restricted) WARBIRDS OVER DELAWARE.

Site: Lums Pond State Park. David Malchione CD PH: 610-357-6649 Email: bvmjpo6@aol.com. Visit: www.delawarerc.org. Landing fee \$25, includes park fee and dinner. Reg 8AM, fly 9AM. RVs with park fee. SF GR 150'x900', food and bev Fri to Sun. Limited to giant scale military aircraft in military paint scheme. From I-95 in DE take 896S, go 6.2 miles to Rt 71, make a left, the field is on left.

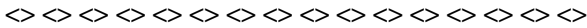
Sponsor: DELAWARE RC CLUB



7/27/2012 - 7/29/2012 -- Kirkwood, DE (C) HELIS OVER DELAWARE.

Site: Lum'S Pond State Park. Robert Chapman CD PH: 410-885-2678 Email: bobchap@verizon.net. Visit: www.delawarerc.org. Helicopter fun fly for all! A traditional east coast event with food, fun, contests and prizes.

Sponsor: DELAWARE RC CLUB



7/14/2012 -- Bridgewater, NJ (C) DAWN PATROL MULTI WINGED.

Site: North Branch Park. David Rollino CD PH: 908-273-9110 Email: djrmmr@verizon.net. Visit: www.somersetsignalsenders.org. All multi-winged aircraft welcome glow, gas, electric. Sorry no turbines. \$5 hangar fee. Food on site, raffles, prizes, 50/50, grass field, free parking.

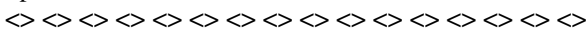
Sponsor: SOMERSET SIGNAL SENDERS



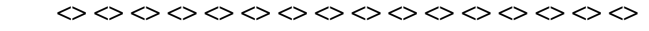
7/28/2012 - 7/29/2012 -- Quakertown, PA (C-Restricted) WARBIRDS OVER PENNSYLVANIA/JIM SIMMONS MEMORIAL.

Site: Club Field. Donald Wolfe CD PH: 610-737-0016 Email: tmdmm@comcast.net. Visit: www.buc-le.org. Field is 1000x250' smooth grass runway. Primitive RV parking, food concession, hotel lodging nearby. No landing fee. Registration 8AM, flying 9AM to 5PM Sat, 9AM to 3PM Sun. After 12 noon Sunday any size warbird allowed. Vendors welcome.

Sponsor: BUC-LE AERO SPORTSMEN



AREA EVENTS



8/16/2012 - 8/19/2012 -- Newark, DE (C) 6TH ANNUAL SILENT KNIGHTS SOARING SOCIETY AEROTOW.

Site: Big Pond Field. William Groft CD PH: 610-255-4844 Email: bill@eft-inc.com. Visit: www.rcaerotowing.com. We will primarily use electric tow planes but will have gas tow planes to tow large sailplanes. Ample lodging in the Christiana area. Saturday evening Crab Feast! Landing fee \$15 for one day, \$35 for weekend. Beautiful grass runways, great food.

Sponsor: SILENT KNIGHTS SOARING SOCIETY



8/18/2012 -- Bridgewater, NJ (C) ELECTRIC FUN FLY.

Site: North Branch Park. James Vigan CD PH: 908-334-7579 Email: jimv@airfoilz.com. Visit: www.somersetsignalsenders.org. All electrics welcome. \$5 landing fee. Food on site. Raffles, prizes, 50/50. Grass field, free parking.

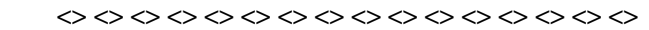
Sponsor: SOMERSET SIGNAL SENDERS



9/15/2012 - 9/16/2012 -- Newark, DE (A) FALL FLING 2012.

Site: White Clay Creek State Park. Eric Teder CD PH: 302-723-9468 Email: eric.teder@verizon.net. Visit: www.flyesl.org. Event 441(O). Two days of F3K fun at our immaculately maintained field here in northern Delaware. Sign up on website.

Sponsor: SILENT KNIGHTS SOARING SOCIETY



9/15/2012 - 9/16/2012 -- Imlaystown, NJ (C) WARBIRDS OVER JERSEY.

Site: Warren Kruse Field. Seth Hunter CD PH: 609-275-8391 Email: warbirds@mcrs.com. Visit: www.mcrs.com. EVENT WILL NOT BE HELD THIS YEAR.

Sponsor: MERCER COUNTY R C SOCIETY



July-August-September's MYSTERY AIRCRAFT



Until next month,

Tim Mihalski, Editor

My E-Mail Address:

MIHALSKI@COMCAST.NET

July-August-September's MYSTERY AIRCRAFT



A mystery aircraft for you to ponder... you can read all about this mystery ship in the October issue of *Contact*...

IMPORTANT REMINDERS...

No Club Meeting in July

Saturday 11:00A.M. 07/14/12 Friends of Bellanca (FOB) Open House – First State Indoor Flying

Saturday 11:00A.M. 07/28/12 Friends of Bellanca (FOB) Open House – First State Indoor Flying

No Club Meeting in August

Saturday 11:00A.M. 08/11/12 Friends of Bellanca (FOB) Open House – First State Indoor Flying

Saturday 11:00A.M. 08/25/12 Friends of Bellanca (FOB) Open House – First State Indoor Flying

Saturday 11:00A.M. 09/8/12 Friends of Bellanca (FOB) Open House – First State Indoor Flying

~~Saturday 10:00 A.M. 09/15/12 Club Picnic-Chair: Ron Becker~~

Monday 07:30 P.M. 09/17/12 Club Meeting @ Stahl American Legion Post

~~Saturday 10:00 A.M. 09/22/12 Club Picnic (Raindate)-Chair: Ron Becker~~

Saturday 11:00A.M. 09/22/12 Friends of Bellanca (FOB) Open House – First State Indoor Flying



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