



A Monthly Publication of Collins Model Aviators

September 2005

President's Corner – Dave Shema

Happy almost end of flying season in Iowa. I don't know where the summer went, but it sure zoomed by for me this year. There's still quite a bit of flying left before it gets cold and snowy, but the sun goes down earlier and earlier each day. Even with the talk of extending Daylight Savings Time, it won't do much to extend the sunlight to allow those after-work flying sessions some of us have become accustomed to.

With the "end" of this year's flying season, the monthly CMA build sessions will start up again in OCTOBER!!! The last meeting saw quite a few members in attendance, and a good time was had by all. It seems that I may have stirred the pot with my "doomsday" email. It was heartening to see some members show up and voice some good ideas and suggestions.

Before outlining some of the suggestions, the next announcement is IMPORTANT. With the October meeting, the nomination period begins for selecting next year's CMA officers. The November meeting marks the end of the nomination period, and elections will be held prior to the December meeting, with the new officers being announced formally at that meeting. The new slate of officers takes the reigns on January 1st.

I will again offer to run as President, but welcome other nominations as well. We'd all like to see a VP and Secretary/Treasurer candidate or two step up to the plate. I don't want this to be another "Milo" year. I'd hope that the CMA has officers who want the job, not who simply accept because no one else will.

There is still no word on the upcoming year and any funding we might get from Rockwell. There was to have been a meeting to discuss the Board bylaws this month, but as I recall, it has been rescheduled for October 8th. I will continue to monitor any progress on the Clubs and Rockwell front, and let you all know what's going on. Keep those fingers crossed that we get the funding we asked for soon, and that Rockwell is really sincere about backing the clubs and leagues as "assets".

Now, on with the suggestions that came out of the last meeting:

First and foremost, I had asked if the CMA should continue on, or be allowed to simply drop dead due to lack of interest. The overwhelming opinion was to keep it going and build it. That's encouraging. But we need HELP to build it. Real

support from Rockwell will be a good start, and advertising the club's existence on a regular basis, as well as meeting times and places is also healthy. I guess we need to take advantage of the internal Rockwell News Network and the bi-weekly Rockwell Rag.

Second, we discussed meeting times and places. Lloyd Swanson had voiced an opinion that meetings at the field didn't work all that well for the club he had recently been in, as people are more itching to fly than talk. I agree. The evidence is there for us all to see. This summer's meetings have either been non-existent, sparsely attended, or just went directly to flying. From now on, I believe we should have a monthly meeting, rain or shine, at the Main Plant Cafeteria. Period. That way, people should be more inclined to show up. We need that.

Third, the topic of the Build Sessions came up. The general consensus is that yes, we do need to continue the build sessions. BUT – we should combine them with the monthly meeting! That way you don't need to set two nights a month for club stuff, you can kill two birds with one stone and one meeting. Further, the combined meeting/build session should involve the evening "Electric Fly-ins" that Steve Plantenberg initiated last winter. Though the weather was kind of spotty, there were nights where we all had a good time out in the parking lot under the lights with small electric fare!

Fourth, the topic of "incentives" – door prizes for meeting attendees -- came up. A suggestion to have a drawing for gift certificates to local hobby shops was offered. We explained that it had been tried, and for the prize to be useful there would actually have to be something in either local hobby shop that you'd want to buy! A short discussion of the sad state of the "LHS" (local hobby shops) followed. The suggestion was expanded to "well, how about gift certificates to other places – like restaurants"? Well, that is a possibility. My offer is this: Assuming we get the \$2500 pile of \$\$\$ from Rockwell as I have asked for, for the coming year, I plan to have as a door prize, at least one decent kit a month at each meeting. This would spend about half the club funds, not counting any dues we bring in, and leave plenty in the kitty for the club charter, the additional insured certificate for the field owner (hope it's Larry Martinson again next year), updating or replacing the existing club trainers, and general club operation.

Back to the build sessions and meetings for a minute. We currently have the Main Plant Cafeteria reserved from 5 till 6 PM for the first Thursday of each month, and from 6 until 9 PM

for the second Thursday of each month. The one-hour time slot is the traditional club meeting time, the three-hour slot is the traditional Build Session time. Since we have these two time slots through the end of this year, I'm going to suggest that we keep the FIRST THURSDAY of each month meeting from 5 till 6 PM, and CONTINUE to have BUILD SESSIONS/E-Flies for the SECOND THURSDAY from 6 till 9 PM, but only until the end of this year. Beginning in January, I recommend that we drop the second Thursday build sessions in favor of a combined club meeting/build session/E-fly to be held on the FIRST THURSDAY of the month (as the usual meeting would have been held). The only question here is "should we start the meetings at 5:00 PM, then go with the build sessions/E-flies until 9 PM that night." That makes for a four-hour stint, should you decide to take the whole event in. We could have pizza delivered during the meeting for those die-hards who want to meet, build, and fly! What do you think?

Fifth: The newsletter. This has been brought up many times...publish one each month, no matter what, even if it is only announcing the time and date of the next meeting. It was suggested that we publish meeting minutes – that would be great, but we actually need to have a meeting to whose minutes we can publish! I once again begged for content, noting that it would be a lot easier to publish a NEWSletter if there were actual NEWS to print. I think you'll all be pleasantly surprised with the contribution to this month's newsletter....read on, and enjoy.

Sixth: The club flying site. Most agree on three basic facts: **1.** The sod farm is a great backup place to fly. **2.** The sod farm is far from being convenient or "user" friendly due to the huge hike to and from the parking lot, the lack of any restroom facilities on site, and the lack of any kind of permanent flight line or runway. It has been pointed out a couple of times that as the attorneys of the world get more and more power, the AMA might start wanting to have a lot more say in what your field looks like, and eventually, the sod farm won't pass muster. This is just conjecture, but a good thought to keep in mind. **3.** We need to keep the sod farm as long as Larry lets us, and be looking for a way to get a more permanent and "user friendly" site. Number three is where we see just how "dedicated" to the clubs and leagues that Rockwell is going to actually be. It will take time.

Seventh: The majority of active CMA fliers uses the new Skyhawks field on a regular basis since it is more convenient, has "facilities", a decent layout and runway, and people who actually fly there....There is nothing wrong with this. As a matter of fact, we need to grow our membership in the CMA - and encourage our members to join the Skyhawks. If we get a

large enough contingent of our CMA members active in the Skyhawks, maybe then we can pool the resources of both clubs to lobby for better recognition by the city and county types.

Eighth: I mentioned publicizing the club and its existence within Rockwell. The idea of the "Beauty Contest" came up again. This is a great way to get our fellow Rockwellers to be aware of the CMA – but the biggest stumbling point here has always been the hassle of getting our stuff in and out of the building, past the various guards in the many entrances. Maybe with the "new tone" in Rockwell with respect to clubs and leagues, this barrier could be removed more easily.

Ninth: The meeting was adjourned and we agreed that it had been a worthwhile event.

Before I close, I post this reminder: OCTOBER 6th, from 5:00 until 6:00 PM, at the Main Plant Cafeteria, is our next meeting. THIS IS THE MEETING WHERE WE START TO TAKE NOMINATIONS and VOLUNTEERS for 2006 CMA OFFICERS. Don't forget.

Thanks for listening

Dave ✈

Now, it seems that I have been begging for newsletter content. Even the hint on the club's main web page "Whoever said no news is good news never tried to publish a newsletter" has gone un-noticed.

That has changed, at least for the time being. Daryl Burns has stepped up to the plate and has provided an extremely well written, well researched, article on the Gee Bee series of racers. The Gee Bee is an odd airplane as it seems to reach out and capture the hearts of certain flyers, and when you've been grabbed by it, it just won't let you go. To many other fliers, it is just an odd looking plane, and doesn't have much curb appeal. For Daryl, it seems, he got bitten by the Gee Bee bug at an early age and is one of those people who hasn't been able to shake the bug since. So, instead of trying to fight it, he's joined them.

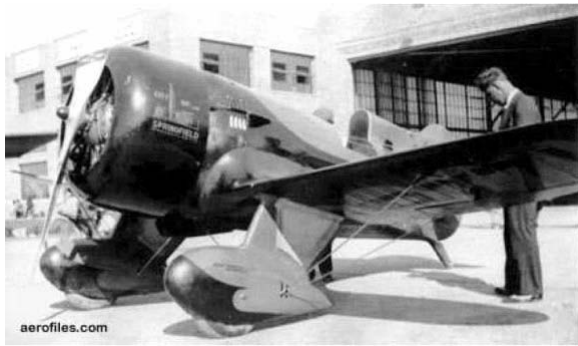
Daryl provided the following article and pictures of the Gee Bee itself, and follows up with his own scale model adventure in Gee Bee building. He promises a second article next month - a blow-by blow "how I built the Gee Bee kit" article. Read on, and stay tuned. I think you'll enjoy what is about to happen.

The Gee Bee and I – by Daryl Burns, Part 1

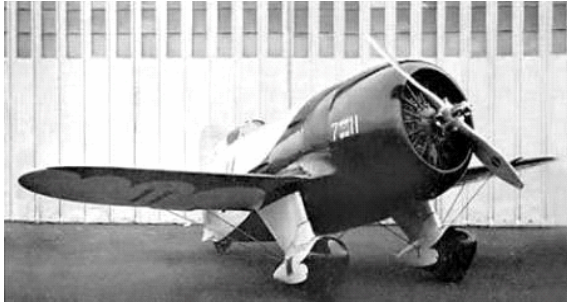
I have always loved the Gee Bee airplanes. Their inventors, the **Granville Brothers** (hence Gee Bee) and their story is truly one of the more fascinating ones in aviation. They designed and built a number of different planes but the yellow and black Z and the red and white R1 and R2 are probably the most famous (or infamous depending on whom you talk to). All of it is history now as these airplanes were destroyed in crashes not long after they were built. Even the Granville Brothers Aircraft facility, which was an old dance hall on the corner of the Springfield, Mass airport, is just a memory. The airport and dance hall have long since been replaced by, what else, a shopping mall.

Some History

The Z came out in 1931 and was a marvel of design for speed. With its small size, extensive streamlining and huge P&W Wasp rotary engine, it easily won the closed course Thompson Trophy race in September of that year. Its life was short, however, as it was totally destroyed in a horrific crash in Detroit the following December. During a run for the land plane speed record with Lowell Bayles at the controls, it is believed the gas cap, which was on the fuselage top ahead of the cockpit, came off in flight and crashed thru the windshield. In his reflex reaction, Bayles pulled back on the stick causing extreme stress on the wings. The right wing failed and the plane immediately went into high speed rolls at low altitude. It careened into the ground with a huge fireball, killing the pilot immediately.



In the following summer, the R1 and R2 appeared. These planes were identical except for the engines and cowling. With the larger Pratt & Whitney R-1340 engine (730hp), the R1 was to target the closed course Thompson Trophy race while the smaller Pratt & Whitney Wasp Jr. (530hp) engine on the R2 allowed it to carry more fuel for the Bendix cross country race. By outline the only way to tell the difference between the two is the larger diameter opening in the front of the R1 cowling. The most obvious difference is, of course, the race numbers "7" and "11" (a nod to the rather chancy business of air racing). The R1 carried # 11 while the R2 was # 7.



The R1 did win the 1932 Thompson trophy at Cleveland with Jimmy Doolittle flying but the R2 did not fare well in the Bendix from Los Angeles to Cleveland. An oil leak forced Lee Gehlbach to reduce speed and he left the canopy behind in Indianapolis so he could see. The plane and pilot were completely soaked in oil by the time they reached Cleveland.

1933 saw the demise of both racers. Due to unexpected fuel consumption in the Bendix race (New York to Los Angeles that year), Russell Thaw landed the R2 early at Indianapolis and a gear oleo strut failed causing some minor wing tip damage and he dropped out of the race. A short while later, Russ Boardman in the R1 landed, refueled and departed only to pull off the runway too quickly and lose control. Thaw watched in horror as the plane flipped over and skidded down the runway on its back. There was no fire (amazing considering the amount of gas) but Boardman never regained consciousness and died of injuries the next day.

The R2 was later repaired and flown back to Springfield. Later that year, Jimmy Haizlip was asked to take over the flying duties of the R2. While practicing landings one calm morning as its new pilot he over-controlled the slip recovery just before touchdown and promptly somersaulted the airplane down the runway. He was basically unhurt but the R2 was demolished. Its next trip was on a flatbed to the dump.

This brought the Granville Brothers chapter in aviation nearly to a close. There were a couple of attempts at racers after the R2 but bad luck continued to haunt them. In fact, Zantford Granville, the eldest brother and the leader of the group, was killed in 1934 while delivering one of their earlier airplanes to a customer. His evasive action to avoid construction workers on the runway he was approaching led to a fatal crash.

Without a doubt, of the Granville airplanes, the one most people recognize is the R2. Delmar Benjamin likely had a part in this from building and flying his R2 replica during the 1990's. He has more hours in that one airplane than all other Gee Bee pilots combined for all models. The last I heard a number, his Gee Bee had about 1100 hours on it. By contrast, the original airplane was destroyed after only 33 hours of flight time. (Unfortunately, he has since sold the plane to the Week's Aviation Museum in Florida). His choice of the R2, rather than the R1, is largely due to its Wasp Jr. engine. It is more reliable than the R-1340 of the R1 and would make for a safer airplane. It is also less costly to operate. The only structural changes were a steerable tail wheel and modern brakes. Modern radios were installed for safer air travel.

Me and My Gee Bee

As a kid, I remember looking at pictures of the "flying milk bottle" and always wanted to build a model of it. Its big round fuselage, sweeping lines of streamlining and large wheel pants that appear to be reaching forward all had an appeal to me. The airplane looks like it's going 100 mph just sitting on the ground. But, being a kid, I never really found any plans or kits and the wish remained just that.

Crank the calendar up quite a few years and Delmar Benjamin shows up with his R2 replica at Oshkosh. Watching that airplane come alive and hearing that big Pratt and Whitney just brought those pictures I had seen as a kid to life. There aren't too many sights in aviation to match the red and white Gee Bee doing a knife edge pass against a bright blue sky. The wish to build a model got rekindled.

Finally, the last straw was tossed on the camel's back. For Christmas two years ago I got the "Add-On" package for my G2 simulator that included the Gee Bee R2. That did it. I had to have a flying model.

Somewhere a few years back I built a rubber powered model of the R2. I was trying to quell the GB model wish with a small version. It worked for awhile. The model came out very well but I have never flown it. I can just see that big landing gear catching the ground on its first landing and taking the wings with them while the fuselage continues on its merry way. ***[Based on the history of the aircraft, it seems as if that would be counted as a scale landing – Dave]***. The wingspan is 24" and it's covered in two colored tissue paper and dope. The wing fillets are carved from balsa and covered with the same tissue so they would match perfectly. The wheel pants are also carved from balsa but these and the gear legs were painted with dope.



By now there are plenty of kits and plans for the Gee Bee airplanes. The internet provided a good way to find what I thought was the best one. I seemed to gravitate to the Great Planes model so I took a good look at it. As I found more photos, and knowing well what the full size looked like, I began to notice that a few "liberties" had been taken with the scale outline. In particular, the areas of the wing root and landing gear seemed to be affected the most. With all the time I spent meticulously carving balsa in these areas it sort of jumped at me. I would guess the usual method of attaching the wing on our models required a little cheating in this area especially with the extensive wing root fairings. The main gear looked wider and shorter (likely to help ground handling) and did not give the same look of speed. Being something of a perfectionist I wanted a true scale so I continued looking.

Giving in to Temptation After All Those Years

I found the Composite-ARF model and was really impressed. This model looked to be true scale and it had a lot of scale features which I thought were great. Some of these are:

- Left and right wing panels attach to the wing root stub which is part of the fuselage and has the streamlining built in.
- Landing gear assemblies are welded steel tube scale construction with functioning oleo struts. Gear attach to the wing root stubs.
- Wheel pants are attached to the moving portion of the gear (axle and lower oleo strut) and move up/down with the wheel and slide against the strut fairing. This is the way the real one does it.
- Flying and landing wires are functional and required as the wing panels only slip onto small pins at the stub. These wires are made of streamline steel material with threaded ends and are tightened up like a guitar string when assembling.
- An operating scale cockpit door for access to the radio gear inside the fuselage.
- All fiberglass - no Monokote and a very scale-like appearance.

I ended up selecting this model and was impressed even more when I got it. I dug right in but I've only been working on the model somewhat off and on. Right now is an off period mainly due to flying season. It is an ARF kit but as in the others I have put together it has taken me a lot longer than the quoted time. It's coming along pretty good though and at this point all the major assemblies are together and it looks like a Gee Bee, and a rather large one at that. The photos below were taken a couple of weeks ago and you can see some unfinished business. Here are some of the specifications of the model:

- Basic 4 channels – 2 servos for ailerons, 1 heavy duty servo each on rudder and elevator and 1 std for throttle
- 30% scale – 93" wingspan
- Front cowl opening is 10.5", aft cowl diameter is 19"
- 7" diameter tires
- 2" diameter tail wheel on a dual strut nose gear (may need something different as the tire is flattened with the weight)

Some of the items needed to finish the airframe are cockpit/canopy/windshield, left landing gear fairing tail wheel fairing and the final flying/landing wire assembly. Currently I have 0.063 music wire doing this duty but that was to get things sized up before cutting the actual streamline wire. I also do not have the cutouts in the wheel pants for these.

I have no radio gear installed yet and the engine/tank installation is still ahead. The radial is mounted but there are no

hookups. There will also need to be some structural enhancements in the firewall area if I use the radial. That engine weighs a little over 12 lbs ready to rock and roll (engine, collector ring/exhaust pipes, ignition module and ignition battery).



To be continued....stay tuned.

Daryl had this at one of the build sessions last winter. The pictures just don't do it justice by revealing how large this monster really is. It and that 5-cylinder radial engine have to be seen to be believed. When it is finished, this will certainly be a monumental effort on Daryl's part, and one beautiful scale ship. I don't know about you, but I'm looking forward to Part II.

Obituary: RC Modeler Magazine

I've heard that the venerable publication, RC Modeler Magazine, a monthly magazine that has been around for years and years and years, and was once considered to be 'THE' magazine of Radio Control Modeling, has ceased publication, and for all intents and purposes, is dead, the June 2005 issue being its last gasp. The rumors seem to be true, as my last issue was dated June 2005, and even though I renewed for this coming year, I haven't seen one since. I remember one of the first model magazines I ever picked up and read, was a 1964 issue of RCM with a picture of Ed Kazmirsky and his "Taurus" on the front cover. I was ten years old at the time, and that was 31 years ago. I liked RCM, may it rest in peace.

No fancy back page this time with events and contacts....I need to whip one of those up using a tool I have on my home PC that's friendlier than Visio ever was. Part II of *The Gee Bee and I* and a spiffy new back page... coming to a newsletter near you, next month!

Dave ✈