



AMA #1256
2007 Club Officers
 President: Ron Becker
 VP: Mike Hunter
 Treasurer: Elliott Smith
 Secretary: Tim Mihalski
 Editor: Tim Mihalski
 District IV AVP: John Kirchstein
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Official Newsletter of the
FIRST STATE R/C CLUB

Established 1973 – An AMA Gold Leader Club

<http://www.firststaterc.org>



JUNE 2007

SHOW-N-TELL

Elliott Smith told his tales of the event held at St. Michaels involving steam engines and ships, to mention a few.

Frank McFoy reviewed his Free Flight Planes model, the Flagship from 1942 plans.

June 10th is the New Garden airshow and August 15th the Thunderbirds will perform in Atlantic City.

UNOFFICIAL MAY MEETING MINUTES

VP Mike hunter called the meeting to order at 7:30pm. The reading of the minutes were waived.

Treasurer's Report:

Elliott Smith reported we have \$1438.66 in our checking account and \$709.42 in our savings account.

Joe Berry was paid \$287.40 for the weed'n'feed field treatment and the porta-pottie is now on site. Costs are \$80 per month.

Committee Reports:

Safety:

No report.

Contest Committee

No report.

Old Business:

The pursuit of a new flying field on the Delaware PVC site is now a dead issue as the property owners do not want to be exposed to any liability. President Ron Becker applied out weed'n'feed approximately two weeks ago.

New Business:

The Club fuel will be sold for \$12.50/gal, which is \$50/case. I would like to charge \$50/case until June 15. At that point we will raise the price to \$54/case or \$14/gal.

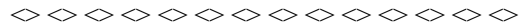
The Club grass cutting schedule is now out and was posted in last month's newsletter.

Club Member Joe Berry is having some health issues following prior surgery... we wish him well.

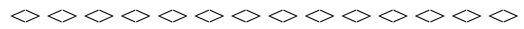
The possible attendance at the Father's Day fun Fly looks to be minimal after a show of hands at the meeting.

There were 9 Club Members in attendance. Meeting adjourned at 7:58pm.

Respectfully Submitted,
 Tim Mihalski
 Secretary
 First State R/C Club



June 2nd... Brain Pasternak
 June 14th... Frank Donnelly



MAY'S MYSTERY AIRCRAFT



Canadair CL-84 Dynavert

The Canadair CL-84 and its truncated career is less well known than another Canadian could-have-been, the Arrow. Like the Arrow, though, it's a good example of outstanding technical achievement that was judged to be in the wrong place, at the wrong time.

It was a tilt-wing aircraft, a design that gave it short take-off and landing (STOL) and vertical take-off and landing (VTOL) capabilities. When taking off or landing, the wings could rotate through 100 degrees to effectively allow the plane to become something like a helicopter. Once in flight, the wings returned to a more horizontal tilt, allowing the craft to exceed the speed that any helicopter could hope to achieve. Its tailplane or stabilizer, which would normally be fixed, automatically altered to handle trim changes that occurred while the wing tilt rotated. The CL-84 was piloted pretty much in fixed wing fashion. The

MAY'S MYSTERY AIRCRAFT

pilot sat on the left, and while there was room for a co-pilot, there was no need for a second pilot to handle vertical take-off and landing as was the case in some of the other tilt-wing crafts of the day.

A couple of test vehicle crashes marred the history of the CL-84. The prototype was destroyed in 1967 when there was a failure in the propeller differential system. In 1973, while the CL-84 was being test-flown for training and evaluation purposes at the U.S. Naval Air Test Center at Patuxent River, Maryland, a propeller gearbox failure caused the propeller to rip loose from the craft, crashing the plane. In both instances the flight crew ejected safely and remained uninjured.



Although Washington was the focus for marketing the CL-84, though initiatives were mounted toward Germany, Holland, Italy, Scandinavia, and the U.K. In the end, despite strenuous marketing effort on the part of Canadair, neither the U.S. military nor any of the others bit the hook. For many, the tilt wing concept fell between the airplane and the helicopter, and instead of embodying the best of the two, became the focus of the negative biases against both. The U.S. Navy believed it would never make a good weapons platform as a gunship, a claim strongly countered by proponents of the plane. Perhaps most importantly, great strides were being taken in developing the capabilities of the helicopter under the impetus of the Vietnam War. Sikorsky and others were increasing speeds, and while the helicopter could never travel at the speeds of a VTOL airplane, it ceased to be crippled by slowness. Interest for the tilt wing aircraft faded, and in 1974, after an 18-year struggle from its conception in 1956, the CL-84 project was cancelled.

Specifications: Canadair CL-84 Dynavert

Period: Postwar

Uses: Experimental

First Flight: 1965

Manufacturer: Canadair Ltd., Canada

Wing Span: 34 ft 8 in (10.6 m)

Length: 53 ft 7 1/2 in (16.3 m)

Height: 17 ft 1 1/2 in (5.2 m)

Weight (Empty): 8,775 lb (3,980 kg)

Weight (Gross): 14,500 lb (6,577 kg)

Cruising Speed: 309 mph (497 km/h)

Maximum Speed: 321 mph (517 km/h)

Rate of Climb: 4,200 ft (1,280 m)/min

Service Ceiling: Unknown

MAY'S MYSTERY AIRCRAFT

Canadair CL-84 Dynavert

Range: 420 mi (677 km)

Power: two Lycoming T.53 Model LTC 1K-4C, 1500 hp, turboprop engines

Source:

<http://www.exn.ca/FlightDeck/Aircraft/Milestones/cl84.cfm>

<http://www.exn.ca/flight/canadian/milestone.asp?aircraft=Canadair%20CL-84%20Dynavert&slide=61>



Canadair CL-84 Dynavert

Until next month,

Tim Mihalski, Editor

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JUNE'S MYSTERY AIRCRAFT

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



Hint:

This aircraft was to become competition for the Germans in WWII

IMPORTANT REMINDERS...

JUNE CLUB MEETING

Monday 7:30 P.M. 06/18/07@ McFoy Refrigeration Inc.

JULY/AUGUST CLUB MEETINGS

There are no Club meetings held in these months...

SEPTEMBER CLUB MEETING

Monday 7:30 P.M. 09/17/07@ McFoy Refrigeration Inc.



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