



Texas City Wings

Texas City Remote Control Club



Volume 10, Issue 4

Newsletter Web Version

April 2008

TEXAS CITY RADIO CONTROL CLUB MINUTES

David Gatling – Secretary

The following are minutes of the Texas City Radio Control Club meeting for March 27th, 2008. The meeting at the Nessler Recreation Center was called to order at 7:30pm by President Michael Grassmuck. A quorum was not met with 15 members in attendance.

Visitors: One visitor, James Fenstermacker, who joined the club.

Secretary's Report - David Gatling:

The minutes for the February 2008 meeting were accepted by the attendees as presented in the March 2008 Newsletter.

Treasurer's Report –Ray Saenz:

Ray stated that the March beginning balance was XXXXX and the ending balance is XXXXXX.

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De Havilland D.H.103 Hornet

Butch McEachern has been bringing out his version of the De Havilland Hornet, getting it ready for its maiden flight. The kit is an American Eagle 1/7th scale ,84", done in an Iraqi Air Force finish he found on a Mosquito,

Power is 2- 3W 28cc motors turning 16 X 12 props,Robart Retracts, Aerographix fiber optic isolators on the throttle leads for interference, split



flaps, all Hitec servos, adding synchronizer for throttle tuning at this time.

The exceptional operational success of the Mosquito led, in 1942. to the idea of a scaled down single seat version to be known as the Hornet and capable of meeting single engined Japanese fighters in combat among the islands of the South Pacific. Very long range had therefore to be added to normal medium altitude fighter characteristics and perfected streamlining would contribute largely to its success. To this end Rolls-Royce Ltd. closely collaborated with de Havillands and developed special Merlin power plants

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Ray reported there had been a break-in into the club field buildings with locks being cut. The club training aircraft and radio were stolen. Ray filed a report with the Texas City Police.

President’s Report – Michael Grassmuck:

Mike reviewed the field rules with the members as part of the requirements for the Gold Club. Mike also stated that the Board of Directors will be updating the field rules and guide lines in the near future.

Event’s Section Report –Mike Walther:

Mike Walther is scheduling 2 pylon races, one May 3rd and 4th and the second on Sept. 20th and 21st. Volunteers to help with the race will be needed.

The Big Bird event has yet to be scheduled. Mike Walther will contact Ken Juneau to decide on the date and who will coordinate the event.

Harvey Cappel stated that the Radio Control Static Show at the Mall of the Mainland will be held on May 17th, 10:00 – 5:00, and 18th 12:00 to 3:00. TCRCC along with Kitty Hawk and Alvin clubs will be participating. If you are interested in participating or having your model displayed, contact Harvey Cappel.

Newsletter Editor Report – Vaughn Johnson:

Mike Grassmuck acknowledged Vaughn’s efforts in getting information to the members in a timely basis.

Safety Officer’s Report – No report

Pilot Instruction – Harvey Cappel:

Harvey presented Frank Rossi with his solo certificate. Congratulations Frank!!!

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of minimum frontal area. These permitted an exceptionally sleek installation which was a feature of the mock up shown to Ministry of Aircraft Production officials at Hatfield in January 1943. Permission to build was not received until the following June when the Hornet ceased to be a



private venture and Specification F.12/43 was written round it.

Although superficially resembling the Mosquito, the Hornet was an entirely new design only identical with the earlier type in the method used for manufacturing the slim, oval section fuselage. The one piece, two spar, cantilever laminar flow mainplane was designed to high strength factors and consisted of a composite wood and metal internal structure with a stressed birch ply double upper skin and an undersurface of reinforced Alclad. The Hornet was the first type of aircraft in which wood was cemented to metal a unique method of construction only possible by using the revolutionary new Redux adhesive. Four bladed de Havilland Hydromatic airscrews driven by a Rolls-Royce Merlin 130 in the starboard nacelle and a Merlin 131 in the port were inward rotating to eliminate swing on take off and landing. Cooling was by leading edge radiators in the centre section and the aircraft represented the ultimate in airscrew driven fighter design.

Armament consisted of four 20 mm. Hispano

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Field Marshall’s Report –Walter Clemishaw:

Walter has scheduled a work day for April 5th at 8:00 am. **Volunteers are needed.** The work scheduled is as follows:

1. Repair the main gate to the field.
2. Repair entrance flooring to the concession stand.
3. Paint and repair work tables and benches.
4. Increase clearance into maintenance shed.
5. Clear culvert north of concession stand.
6. Stripe the field.

Walter stated that he needs someone to weed eat around the area periodically. He has a full mower crew.

Old Business

No old business

New Business –

A survey will be sent to the membership in the near future to get each member’s input on their interest in the club’s activities.

Show and Tell - none

Meeting was adjourned at 8:00pm.

Next member’s meeting will be at the flying field on April 26th @ 9:00 am. Breakfast will be served!!!

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cannons beneath the pilot, who sat in the extreme nose under a sliding canopy with a magnificent view in all directions.

Piloted by Geoffrey de Havilland Jr., the first prototype, *RR915*, flew from Hatfield for the first time on July 28, 1944 only 13 months after the commencement of detail designs. Calculated performance was met handsomely, maneuverability and climb were exceptional and the prototype reached 485 m.p.h., a speed probably never exceeded by any other air- screw driven aeroplane. In the first 60 days' trials by Geoffrey de Havilland and G. H. Pike, 501 hours were flown and a second prototype, *RR919*, was completed with two 200 gallon drop tanks under the wings, which gave a range of over 2,500 miles when cruising at 340 m.p.h. at 30,000 ft.

Production of the Hornet F. Mk. 1 for the R.A.F. began at Hatfield late in 1944 and the first aircraft, *PX210*, was delivered to Boscombe Down on February 28, 1945 but the war with Japan was over before any reached the Pacific. Production Hornets were only marginally slower than the prototype and one gave an unprecedented display of air to ground firing at Boscombe Down in the following August. On October 29th the Hornet was shown publicly for the first time when *PX237* attended the R.A.E. At Home. The Hornet's intended alternative role in the Pacific was photographic reconnaissance and prototypes of the P.R. Mk. 2, *PX216*, *PX220* and *PX249*, with rear fuselage mounted cameras, followed naturally. Five other P.R. Mk. 2s were produced but the rest of the order was cancelled and they were scrapped.

Hornet F. Mk. 3 aircraft, prototype *PX312*, (and batch commencing *PX289*) were equipped with wider sailplanes, larger elevator horn balances and two 200 gallon underwing tanks which could be removed for the carriage of two 1,000 lb. bombs. Internal tankage was increased from 360 to 540 gallons to give the Hornet a 40% increase in range. The public debut of the F. Mk. 3 was made by *PX366* at an exhibition organized at Farnborough in June 1946, after which the type remained in production at Hatfield until the jigs were moved to Chester late in 1948. The first

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Aircraft Static Display at Mall of the Mainland

On Saturday, May 17th and Sunday, May 18th the Mall of the Mainland is presenting a static display of RC aircraft.

If you have an aircraft or helicopter that you would like to show at the Mall, please bring it out.

The show on Saturday will run from 10:00am to 5:00pm and 12:00pm to 3:00pm on Sunday.

The Mall has invited us, Alvin and the Kittyhawkers RC clubs to the event.

Harvey suggested that even though we will be provided with an enclosed area (one of the closed retail shops) that at the close of the show on Saturday that you take your model back home and bring it the next day to avoid any opportunities of theft or damage.

Let's all try to participate and make the show a huge success.

If you have any questions about the show, please contact Harvey at 409-948-3716.

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Chester-built Hornet flew in March 1949 and at the completion of the last contract in June 1952, a total of 211 Hornets had been delivered to the R.A.F. Production F. Mk. 3s were fitted with a curved dorsal fin, later retrospectively fitted to all Hornets to improve stability at high speeds.

The first Hornet-equipped squadron was No. 64 which took part in the Victory Fly Past over London on June 8, 1946 from its base at Horsham St. Faith. No. 19 Squadron formed with Hornets at Church Fenton in the following October. Nos. 41 and 65 Squadrons were similarly equipped later, those of No. 65 being chosen to fly to Uppsala on May 20, 1948 to pay an official visit to the Swedish Air Force. They returned on the 27th after a formation flight over Stockholm. On September 15, 1949 one of two Hornets detailed to participate in Battle of Britain celebrations at Gibraltar, was flown out from Bovingdon by F/Lt. H. Peebles at an average speed of 357 565 m.p.h. to establish a British point to point record. On the return journey on September 19th, Gp. Capt. A. C. P. Carver flew to Bovingdon under strict cruise control at the tropopause in 2 hours 30 minutes 21 seconds, and landed with 15 minutes fuel left in his tanks, setting up a new record at 435.871 m.p.h.

In a near-civil capacity, Hornet F. Mk. 1 PX224 piloted by G. H. Pike came third in the High Speed Handicap Race at 343 5 m.p.h. at Lympne on August 31, 1946. Three years later PX386, a new F. Mk. 3 powered by 2,030 h.p. Merlin 133/134 engines, took part in the National Air Races at Elmdon on July 30, 1949 under the aegis of two de Havilland directors. Entered by W. E. Nixon and flown by R. W. Jamieson it was unplaced in the Kemsley Challenge Trophy Race but flown by G. H. Pike as F. T. Hearle's entry for the Air League Challenge Cup, it came second and made the fastest time of 353 m.p.h.

The R.A.F. declared all early Hornet F. Mk. 1 aircraft obsolete in 1950 but in the following year most of Fighter Command's F. Mk. 3s were dispatched to Malaya for use by the Far East Air Force. They were then equipped with underwing rails for eight rocket projectiles or racks for two 1,000 lb. bombs for highly successful attacks against jungle terrorists and were

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the last piston engined R.A.F. fighters to see active service. The final batch consisted of 93 aircraft, the last 12 of which were fitted with one F.52 vertically mounted camera under the designation Hornet F. Mk. 4. They were in effect F. Mk. 3 aircraft with the 60 gallon top fuel tank replaced by a smaller one holding 46 gallons in order to make room for the camera.

Calendar of Events

- April 26th** Meeting at TCRCC Field (Breakfast will be served)
- May 17-18** Static Aircraft Display – Mainland Mall
17th from 10:00am to 5:00pm
18th from 12:00pm to 3:00pm
- Proposed:** 2 Pylon races

Braden Clough Big Bird
June 2008

2 Fun Flies

R/C Club display at the Mall of the Mainland
May 17th, 2008

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