

# THE FLYER

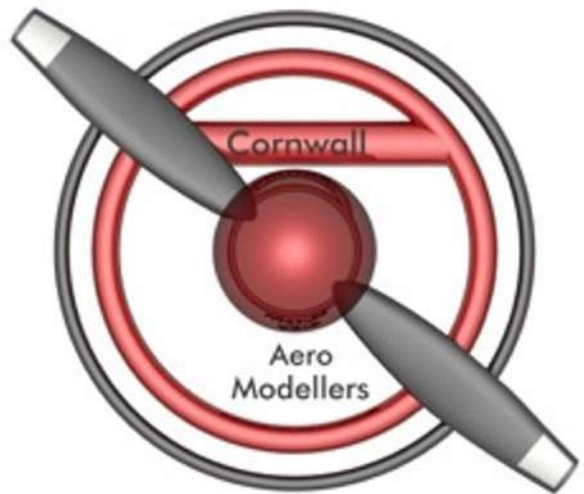
*A Monthly Newsletter*

*October 2013*

## **Executive**

President Karl Kingston  
Vice President Rick Besner  
Secretary/Treasurer Roger Bélanger  
Club Web Site Roger Bélanger  
Bulletin Editor John Curran  
Field Manager Wade Flynn  
Event coordinator Jack Dikland  
Mervyn Blizzard  
Flight Instructor Karl Kingston  
Safety officer Taylor Pratt

***Next club meeting  
November 11 at  
Minimax 605 education  
rd. cornwall***



[cornwallaeromodellers.ca](http://cornwallaeromodellers.ca)

## **Club Sponsors**

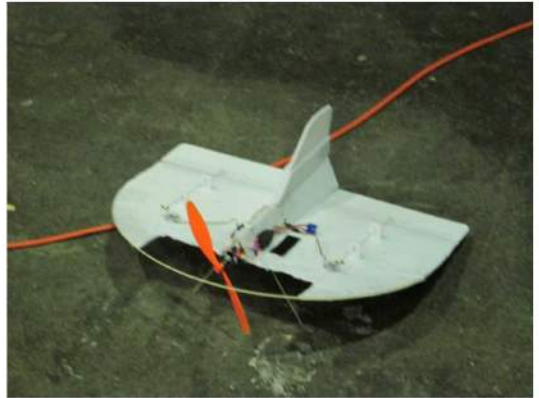
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## **Time For Winter**



# WHAT'S UP

**The indoor schedule  
is in :  
November 3 and 17  
December 8  
January 5 and 19  
February 2 and 16  
March 2 and 16**



**The Swap meet is set for November 30  
but the place is still up in the air either  
Holy Trinity school gym or the Armory.  
There will be a raffle of an indoor plane.  
There will be coffee and donuts for sale  
and Roger Belanger is doing the chili**

**The Christmas dinner is set for  
December 14 at 6 pm At the  
Legion . The price is \$20, \$18 for  
the meal and \$2 for the Gratuity  
included is 1 glass of wine. The  
Bar will also be open**



Winter Flying is almost here time to break out the skis and earmuffs and head for the field! For those of you that are brave enough to battle the elements and don't mind freezing there is a great winter awaiting you !



The Chili Fly's are starting soon Starting off With Roger Belanger on November 30 at the swap meet next is January 18 wih Ed Renaud. Followed by February 22 with Nick Matrea And finally Rick Besner in march at his house Date to be announced and weather permitting



Many thanks to Ed Renaud for Getting us an new meeting room Nominations for the executive for 2014 Will Be held at the next club Meeting on November 11



## PLANE OF THE MONTH



The essence of truth — Carl prepares to test fly his Hudson.

# Carl Bachhuber's Lockheed Hudson Mk V

Redefining giant scale

By Gerry Yarrish Photos by Carl Bachhuber and Sal Calvagna

**One well-known giant-scale enthusiast** who we can always count on to come up with new and exciting aircraft is Carl Bachhuber of Mayville, WI. He considers himself a recluse in that he spends a lot of time in the workshop and his truly amazing (and humongous) RC aircraft have come a long way in redefining the term "giant scale." Carl prides himself in designing, building, and flying giant RC aircraft that are unusual and seldom modeled (in any size), and he always delivers. Carl travels the giant-scale event circuit and shows up at some of the more popular events and meets. Most recently, Carl traveled down to the 22nd annual Warbirds Over Delaware event, where he is a regular attendee. He brought with him several of his creations, including his newest one, the Lockheed Hudson.

We caught up with Carl and chatted about his amazing twin. Here's what Carl had to say.

**We always love to see what your latest build is. Can you tell us a little about your newest creation?**

The Lockheed Hudson was an American-built, light bomber and coastal reconnaissance aircraft. It was originally produced just before WW II for the Royal Air Force

and it was primarily used as a submarine hunter and patrol aircraft by the RAE. It was also one of the first substantial aircraft contracts for Lockheed Aircraft and they started rolling out of the factory in early 1939. I picked the Hudson for my newest project because it isn't a commonly



The Lockheed Hudson shown here under construction fits Carl's workshop.



Radio switches are accessible through the entry hatch.



Carl redefines the term "giant scale." The Lockheed Hudson is the latest of Carl's many monstrous RC aircraft.

modeled airplane and it has those extraordinary flaps.

#### How did you go about building the Hudson?

As with all of my airplanes, I started by finding a good set of 3-view scale drawings and I used them to produce my working drawings from which to build. The construction is nothing fancy — I use traditional balsa, light ply, and plywood construction with formers and ribs with balsa sheathing over the top. Fiberglass cloth and resin are used with lots of primer and filler ... and lots of sanding. It is 23% scale, which gives it a wingspan of 180 inches (15 feet), and it weighs in at 105 pounds, so it does require an AMA flight waiver to perform in public, which I do have. I made all the molded parts including the windshield, nose cone, side windows, and the aft gun turret, and I made the fiberglass engine cowlings. The model is painted with ordinary household latex paint and it is done up in a RAF Coastal Command scheme. The first test flight was May 1, 2013.

#### Quick Specs

**Scale:** 23%  
**Wingspan:** 15 ft.  
**Weight:** 105 lb.  
**Power:** 100cc twin-cylinder Desert Aircraft gas engines (2)  
**Radio:** Futaba  
**Servos:** Hitec RCD  
**Retracts:** Custom-built (Bob Walker)  
**Wheels and brakes:** Sierra Giant Scale  
**Flap jack screws:** Down and Locked  
**Time to build:** Seven months

#### Tell us about your hardware.

I fly with a Futaba 12FG transmitter and I used all heavy-duty Hitec servos. The aircraft is powered by a pair of Desert Aircraft 100cc twin-cylinder engines turning 3-blade 25x10 Biola semi-scale props. It's equipped with custom retractable landing gear designed and produced by my good friend and founder of Robart Mfg., Bob Walker. I believe the tires are the

tailwheel from an ultralight airplane. Rims and brakes are from SPC Products from Sierra Giant Scale. I made the wheel covers from plastic Cool Whip covers. Being a light bomber, the model also has functional bomb bay doors and bomb-drop mechanisms.

#### What about those impressive flaps, and how does the aircraft fly?

Like I said, one of the things that attracted me to the Hudson was its big Fowler flaps. The flaps extend and retract using an electric jack screw drive system, which has a travel length

of approximately 8 1/4 inches. The actuators were produced by Down and Locked. The flaps work really well and they slow the landing speed nicely. The Hudson is an honest-flying airplane and it is fairly stable and grooves nicely. It has plenty of power with the DA engines and really is a good-flying airplane. Takeoffs require some right rudder with those twin props but once it's in the air, it's well behaved. ✈

To see other aircraft in Carl Bachhuber's collection, check out [carlb-rcplanes.com](http://carlb-rcplanes.com).

Here the Hudson is caught in a flyby with the flaps fully deployed.

