

Cornwall Aero Modellers

NEWSLETTER

June 2016

Club Executive

President: Karl Kingston
Vice-president: Rick Besner
Treasurer: Roger Belanger
Secretary: Mike Cafferky
Field manager: open
Events: Jack Dikland & Merv Blizzard
News editor: Frank Reaume
Safety Officer: Taylor Pratt

The June meeting was held at the club field, and was well attended by some 16 members.

- The treasurer's report was presented and adopted.
- Merv B. has assembled the solar power system, which is now providing 12v power for battery charging.
- The executive notes that the club still lacks a Field Manager. It is hoped that someone will soon volunteer for this position, mostly to ensure that the field is mowed regularly.
- Nearly half of the members have not yet signed the MAAC Safety document. Extra copies are available in the clubhouse for this purpose.

- It was agreed that any new student must pass his Wings test using a .40-powered trainer.
 - The club will set up a model display at the Cornwall Airport during the Father's Day fly-in on June 19.
 - Mike C. is looking into the use of the Benson Centre for a model display, likely in the fall.
 - Members will be gearing up for the Summer Float Fly, scheduled for June 25.
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If anyone is interested in reading the AMA magazine “Model Aviation”, it is now available as a subscription through the Apple app store.

For anyone interested in r/c scale boating, the members of the Rideau Nautical modeling club who enjoy operating submarines will be at the Iroquois lock on June 25.

Here is their press release:

“The fifteenth annual Ottawa meeting of the SUBCOM, brings together model submariners from across Ontario. Plan a visit to the Iroquois Lock on June 25 to see these most complex of models as they perform various sailing maneuvers and compete against one another. “

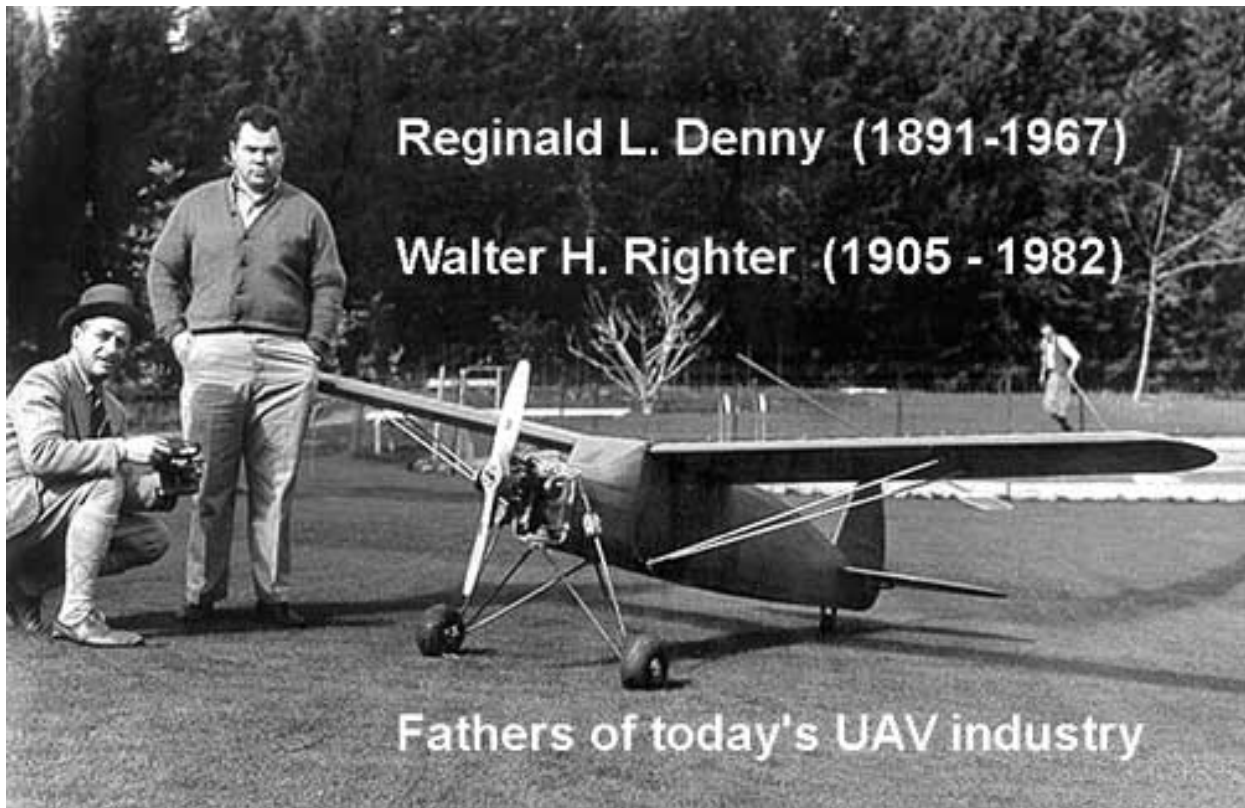
Early UAVs:

Given the current interest in drones / multicopters, it is interesting to recall that several nations such as Australia, Britain, Germany and the U.S. were attempting to develop a working Unmanned Aerial Vehicle way back in the 1930s. The U.S. experience has both a modeling background and an unexpected result.

The OQ-2 Radioplane was the first mass-produced UAV in the U.S. during the 1940s. A follow-on version, the OQ-3, became the most widely used target aircraft in US service, with over 9,400 being built during the Second World War. It was primarily used to train anti-aircraft gunners, by giving them a reasonably large target at which to fire various weapons, without endangering human life.

Reginald Denny, the movie/stage actor and ex-WW1 pilot, owned a well-known hobby shop on Hollywood Blvd. during the 1930s. He happened to meet a gifted mechanical engineer by the name of Walter Righter, who had been tinkering with a design for a model airplane engine. Denny wanted a reliable engine he could sell under his name in his hobby shop and shortly thereafter, the Righter design became the "Dennymite" model engine. Eventually, the Righter/Denny team would produce some 10,000 of these engines. The "Dennyplane", a mid 1930s pre-cursor to the "Radioplane" and powered by Righter's "Dennymite" engine, was one of the key products that brought model aviation to the masses in a post-depression, pre-war America.

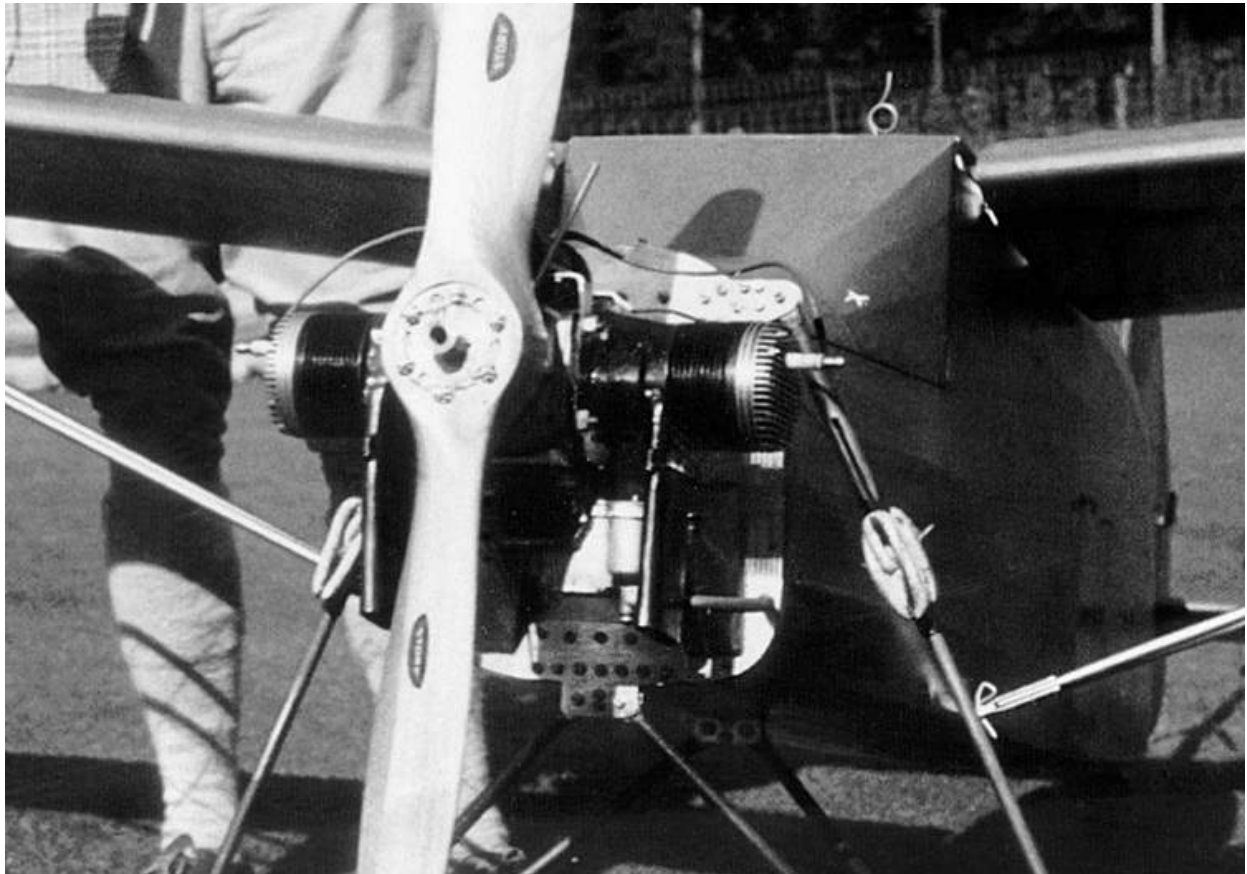
The OQ-2 was originally a radio-controlled model designed by Walter Righter. Reginald Denny purchased the design, along with its engine design, and then formed a company called Radioplane to manufacture this new model, dubbed the RP-2. The UAV was demonstrated to Army officials who were quite impressed. The model was further improved and became the RP-3, RP-4, and later the RP-5.



In 1940, the Army placed an order for 53 RP-4s, with the designation of OQ-1, the *OQ* meaning a "subscale target". This small order led to a much bigger 1941 order for the similar RP-5, which became the US Army OQ-2. The US Navy also bought the drone, designating it TDD-1, for *Target Drone, Denny, 1*. Thousands were built, manufactured in a plant at the airport in Van Nuys, adjacent to Los Angeles.

The OQ-2 was a simple aircraft design, being a high-wing monoplane with a large square fuselage. The early models had a fixed undercarriage in the usual tail-dragger configuration. Attached to the nose was a Righter O-15-1 two-cylinder two-cycle piston engine, delivering the required 6 horsepower. This provided the model aircraft with a speed of some 85 mph, and an endurance of about one hour. The UAV had a wingspan of 12 feet, was 8.5 feet in length, and had a gross weight of about 105 lbs.

Walter Righter's two-cylinder engine was a thing of beauty for its time. Here is a close-up photo of the engine, mounted on a RP-4.



One of Righter's employees, a ham radio expert named Ken Case, designed the radio control system for the model. Launching was usually performed by catapult, and the aircraft was recovered by parachute should it survive the target practice.

During the war, Radioplane manufactured nearly fifteen thousand drones. The company stayed in business until 1952, when the Northrop Corporation purchased all of its assets.

It was at the Radioplane factory on June 26, 1945 that Army photographer David Conover, working for Yank magazine, noticed a lovely young woman assembler named Norma Jeane Dougherty, whom he thought had potential as a model. She was photographed in the plant (see below), and the photos eventually led to a screen test.



Norma Jeane would soon change her name to something more suitable to Hollywood bigwigs, and go on to fame and fortune, by starring in such classic films as “Some Like It Hot”. She also won the heart of baseball superstar Joe DiMaggio, whom she married in 1954.

As one can see from the above, model airplanes had a significant impact on wartime activities, not to mention Hollywood itself. There is more to their story than just being toys for big boys.

Some of you fellows may remember the late Hal Botham, who was the station manager and announcer for many years at radio station CJET-AM in Smiths Falls. Hal also worked for a short time in the late 50s for station CKSF in Cornwall.

Some people are born for a career in radio, and Hal was one of these. His melodious tones soon made him known as the “Voice of the Valley”. What many people did not know, however, was that Hal was an avid modeler, flying with clubs in the Smith Falls and Perth area. He was often called upon to serve as the emcee at r/c flying events in eastern Ontario.

In 1987, the ORCC and the Stetson Flyers joined forces to host the Canadian Nationals at the Arnprior airport. Naturally, Hal volunteered to handle some of the announcer duties. Once the contest began, everyone was pleasantly surprised to learn that AMA Hall of Fame member Sal Taibi had decided to drive all the way from California to Arnprior, just to fly the latest version of his famous “Brooklyn Dodger”.

Hal could not pass up a chance to interview a living legend such as Sal Taibi, and managed to corner him one morning for a long discussion on modeling.

Shown below is a photo I took of Hal interviewing Sal at the '87 Nats.



Those were the days, my friends.

