



THE RED BARON'S DR1 FOKKER—1917



Bill's replica of the 1917 Fokker Tri-Plane flown by the Red Baron

Bill brings us a piece of 1917 history - the Red Baron's Fokker DR1 Tri-plane. Flown by the one and only Manfred Von Richthofen, the Tri-plane was one of only 320 DR1's ever built. The World War 1 fighter saw service only for one year and was initially grounded for a structural issue. It ruled the sky however for that year in the hands of many skilled ace pilots. In 1918 the DR1 Fokker was replaced with the Fokker D VII.



The model itself has the following specs:

Wingspan.....60.2 in
Wing Area..... 48 cm sq.
Length.....49.8 in
Engine..... 4c 0.91 cu in
Radio.....4 channels with 5 servos

The original plane weighed in around 1300 lb. and had a 9-cylinder engine of about 110 HP.

Seen in the photo above, Bill's model from www.texasrcplanes.com is sporting a JBA 15cc gas engine with the following specs:

2 Cycle Air Cooled Gasoline Engine for airplane use only
Weight: 29oz including muffler and ignition
Displacement (cc): 14.93cc
Bore and Stroke (mm): 27.8mm×24.6mm
Carburetor: Walbro WT series
RPM Range: 1800 - 13000 RPM
Ignition: Auto advanced RCEXL DC-CDI

Bill and Karl have flown the RC Fokker and report that it flies well and has good power. The one notable issue is that it seems a bit nose heavy and likes to use the prop nut as a brake to stop the plane.

If you would like to see the maiden video of the Fokker with Karl at the controls please see Ron's video on Vimeo.com. The link to the video is as follows:

<http://www.vimeo.com/24060268>

Nice plane Bill !!! Now if we could just figure out the twin synchronized guns to match the original we could really have some FUN !

UPCOMING EVENTS:

NEXT MEETING — 6/7/2011

AIRSHOW — 7/24/2011

GIANT SCALE — 6/11/2011

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BUZZARD FIELD FLY-IN



Buzzard Field Fly-In Attendance



his slow-fly model as he performed harriers, hovers, and some super slow fly-by's. Meanwhile, Karl ripped the skies wide open with his Russian Dream.... The Yak 54. As many know, Karl's Yak is powered by the DA-50 with some mods. It was exciting as usual to be focused on the Yak in a hover only to then see a waterfall, a harrier, and some knife-edge pylon racing. All-in-All everyone had a lot of fun and the field is great now that the tree trimming is completed. We thank the members of the Buzzard Flying Club for inviting us again to their beautiful flying field for a weekend of fun and fellowship.

NICE FLYING EVERYONE !!

Al Explains the details of his SR-Battery composite glider shown above. Also, Al and Henry share flying stories as they prepare to take to the flight line. Daryl was able to get some flight time in on

BUZZARD FIELD FLY-IN



The FALCO Flies Again

THE PLANE IS
MODELED AFTER
THE ITALIAN PLANE
DESIGNED BY
STELIO FRATI AS A
HIGH-
PERFORMANCE
AEROBATIC PLANE
FOR WELL-TO-DO
PILOTS.



Doc John has put his Falco design back in the game....

John is back in the action with his Falco design. The plane is modeled after the Italian Plane designed by Stelio Frati as a high-performance aerobatic plane for well-to-do pilots. There were about 100 of the Falco F8L planes handcrafted in Italy. The one you see above was handcrafted in State College, PA by John. There are very minor changes to the original and the plane looks very much to scale.

I had the opportunity to test-drive John's Falco at the field over the Memorial Day weekend.

I thought I would begin by doing some high speed taxi's to get a feel for the ground handling and such but the F8 was having none of that....



It wanted to fly!

I put in a fair amount of aileron trim to fix the wing drop from the taxi test and felt we should see just how badly she wanted to fly. Amazingly, the ground roll was quite short and the Falco leaped into the air.

After 3 laps around to work out the trims the F8 was flying hands off and smoothly passed by the flight line with no input to the controls. The next step was to start slowing the plane down to see what the low speed flight characteristics would be in preparation for a landing.

That process was suddenly rushed along by a hiccup in the engine and a stopped prop. Not knowing what the low speed handling would be I decided to land straight ahead instead of turning around to come back to the landing strip. Well, I am here to say that the Falco seems to float FOREVER as it landed nearly out of sight but very smoothly. Stay tuned for updates on what appears to be a very nice flyer as the testing continues.

NICE BUILD JOHN !!

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From the Editor



Wow, 2010 gone you say? 2011 is half way gone !! Where does the time go. Memorial Day weekend was excellent flying weather and the masses were out in full force however, the fun ended for many after the first day. It sounds like everyone was so happy to have good weather for flying that most forgot the sunblock.

As for me, I was not at the field until the next day and it was quite lonely.... Not a lot of flying that day either because the temps were up over 94 degrees. WAY TOO HOT for the tightly cowled 3W engine in my giant scale CAP.

In this issue we get a glimpse of the past with Bill's World War 1 fighter, the Fokker Tri-Plane. If you think about it, 94 years ago that plane was one of the best fighter planes available. Only 19 years after that the Academy of Model Aeronautics was founded. It is truly amazing to see the progress of technology in the relatively brief period since then.

In fact, it seems that as soon as you start to get comfortable with a plane or a technology ...The game changes all over again. Myself, I haven't flown a model or the simulator in almost a year and it was quite evident upon my return to the field. I found myself having to think about things that used to just "happen naturally." Anyway, I'm sure the rust will wear off quick with some consistent practice. For all that are just getting out to the field I would encourage you to practice as much as possible if you are anything like me.

I also see new members coming to the club which I would like to welcome aboard and encourage to get involved in the various project for the year. Perhaps most notably, our Airshow on July 24th.

See you at the Field...

Happy Flying !

Meeting Minute Highlights

(condensed version of Daryl Allen's June & July report)

Treasurer:

Al Jones reported on the treasury status and the membership approved the report.

Old Business:

The field search committee reported that several options are being reviewed. As always, members are encouraged to offer any possibilities they may be aware of at this time.

New Business:

A new membership list was handed out and can still be obtained from Al.

Members are encouraged to wear their membership name tags so new members can become familiar.

Membership was reminded about the upcoming Buzzard Fly-in.

Ron spoke about his Rare Bear and about attending a school for judging aerobatics.

There was no show and tell.

Voting took place on having an airshow this year and the vote was positive provided we could fill the needed volunteer slots.

A motion to adjourn was passed at 8:15

Complete Meeting Minutes are on the Web.

<http://www.scrs-club.com>

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Submissions:
Our club welcomes and encourages all submissions to our newsletter. Please send your articles, artwork, photography, editorials, equipment evaluations, trip reports, and other material to the editor for inclusion in upcoming issues.

c/o Editor
1318 Joanna Drive
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You may also submit materials via email to jon@ncc-bridges.com



JUNE 2011 - CLUB CALENDAR

**VISIT US
ON THE
WEB**

<http://www.scrc-club.com>

Webmaster: alniessner@psu.edu

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7 SCRC MTG	8	9	10	11 QUAKERTOWN GIANT SCALE
12	13	14	15	16	17	18 WINGSNAP- PERS
19	20	21	22	23	24	25 BERWICK OPEN FLY
26 AEROBATS	27	28	29	30		



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Postage

