

Raffle Drawing: Two \$25.00 gift certificates for the Hobby Barn, 1 gallon of glow fuel and two bottles of glue.

Health and Welfare: Joe Bryant is still in pain and says he might be done with RC flying. Sorry to hear that Joe.

Roy Iley is getting better. He is currently at Villa De La Campana, room #205. He is going through rehab and improving every day. *(As of New Years Day, he is HOME!)*

Adjournment: Meeting was adjourned about 8:13 PM.

Minutes submitted by Mike McCann.

For Sale: 35% Radiocraft Extra 330 with BME 102 gas engine. Includes all servos and batteries, wing/stab bags and electric gas fueler. Does not include transmitter or receiver. About 4 years old with 100 flights. \$800 firm. I'm downsizing to smaller planes. Thanks John Thompson 520 762-8109

He's back!!! More words of wisdom from ace reporter Ken "flashy" McDaniel. CB

T-28, HOW FAST?



FACTS; 11.1 Volt BATTERY. 9.5 X 7.5 PROP. 18 AMP DRAW AT FULL THROTTLE. 200 WATTS OF OUTPUT. TACK AT 8000 RPM. ALLOW 15% FOR DRAG/PROP SLIPPAGE. I CAME UP WITH 45/46 MPH IN STILL AIR. FIGURED OUT TO 56.8 MPH AT THAT IMPOSABLE 100% EFFICIENCY. AGREE/DISAGREE?. DO THE MATH AND LET US KNOW.

KEN [AGAIN] McD.

CHUCK, BOY AT TIMES IT SURE SEEMS A LOT FASTER.

Editor's note: The following is the first of a 3-part article on the Cessna 140 (full size and model) that Russ Davis and Jeff Olmstead were invited to provide for the Newsletter. CB

THE CESSNA 140

PART 1

(HOW COME J-3 CUBS ARE CONSIDERED TO BE "CLASSICS" AND NOT CESSNA 140s?)

Russell Davis and Jeff Olmstead

At the end of WW II it was optimistically anticipated by the surviving manufacturers of small general aviation aircraft that really major good times were just ahead. After all, surely everyone who had learned to fly in the military would now want at least a small, two-place airplane of his own! And since the GI Bill

would pay for flight training, even veterans who hadn't flown before would be eager to take lessons ... and this would require flight schools to purchase large numbers of suitable, modern trainers.



And, of course, Cessna would have wanted to gain a big share of this new market. It's reasonable to assume that the Cessna people sat down together at several "think" sessions, to make decisions regarding the strategy to use in producing a modern, 2-place trainer that would be better than the surplus airplanes that would then be available, as well as the aircraft that would soon be produced by potential competitors.



First of all, they decided to go with an all-metal fuselage, tails, and control surfaces (as opposed to the pre-war type construction using metal tubes and fabric). The two-strut supported wings were to be made with an all-metal frame with two metal spars and stamped metal ribs (as opposed to wooden spars and built-up wood ribs), but with a fabric covering. The decision to retain fabric for the wings was probably based on practical matters involving manufacturing costs and the need to get quickly into the market. What ever the reason, it resulted in a lighter airplane and an attractively-shaped wing.

Bungee cord-supported landing gear were used by most of their competitors, but Cessna decided to use spring steel gear which they claimed helped to smooth out landing bounces and make ground-looping less likely. While they may not really be any better