



## Appreciation Dinner at Famous Dave's

Tuesday, November 10, 6:30 PM

Formerly known as 'Wive's Appreciation Dinner', the club will buy dinner for a wife, partner or significant other. We (club members) pay for our own dinners, so it's kind of a two for the price of one deal!

### Greetings everyone!

Well, it is almost November! it will be Christmas before you know it. It is has been great fall for flying. A few of us were out at the field last weekend, great weather and there was about eight of us out there, even had three Corsair planes flying in some formation! Keep flying while we can.

Next meeting is our appreciation dinner which will be November 10 at Famous Dave's on north Seventh. show up around 6:30. Who will be the next member of the year??? Show up and find out. Just like last year the club will pay for your best supporter of your habit. See you there!!

Runway update! Chase and his boss set the date for May 24 for the new runway. we need to raise \$2000 dollars between now and then to make this happen. just to put this into prospective the last bid I received was around \$9000 so I think between all of the 30 plus members we have I would think we could make this happen, let's start next meeting. This runway update will include removing the runway now and replacing it with new fine asphalt for a smooth surface and it will end up around 30 feet wide and if we can raise a little more money maybe gain 25 to 30 more feet. Once completed, we will have runway painted lines just like I always dreamed of! Lets raise some money!

One last thing, I have heard of some confrontation with the Native Americans out at the field. We are working with MSU to get a handle on this. If you talk with anyone out at the field, or talk with the Native Americans, please let them know we want to work together, let me know who we need to talk to and please give them my name and number so I can communicate with them. Please do not forget if there are people present, DO Not Fly over their sweat lodge!! Please keep in mind if we cant work together out at the field one of us will be asked to leave and it won't be the Native American group. I am to excited for the runway!

December meeting election of officers.... nominations??

see you soon,  
Destry

## Modelling Classes

In 1974, David Shema and I held model aircraft classes in the basement of a Church on the corner of S 10th and Main Street. We ran them on Sat mornings for 2-3 hours and had a contest of some sort each week. We had about 7-8 students including the two Lapinski brothers. David Lapinski now owns and runs College Exxon. His brother lives near Dallas. We had a lot of fun that summer and I still hear from some of those students.

Going back to about 1952, the guy who was the guru for our model club in Alexandria, La., ran model aircraft classes in a CYO building. It had a gymnasium where we flew small aircraft -both control line .049's and rubber powered planes. We tried to run the classes in 1974 much like those of 1952.

To me, this proves we need to pass our love of model aircraft and our skills on to the generation of modelers. We know how much fun it is and we need to have new people to get enthused about this great hobby.

Chuck Curtis

## First Drone?

While sorting some old papers recently, I found an envelope addressed to my father from a WWII buddy of his. Included was a short note concerning a reunion they'd attended in Pensacola, FL in 1990. They were US Navy aviation mechanics stationed on a South Pacific Island, who's duty it was to assemble these aircraft and prep them for their missions. More information on these drones and STAG-1 (Special Task Air Group 1) below from [www.navalaviationmuseum.org](http://www.navalaviationmuseum.org)



Stan Johnson

The world's first legitimate cruise missile, the TDR-1 was built around RCA's early television. RCA's chief scientist, Dr. Vladimir Zworykin, designed the system to be used for final guidance. Interstate Aircraft designed and manufactured the aircraft, providing both radio control and facility for a pilot so that the aircraft could be ferried to a destination. Carrying a 1,000 lb. bomb or a torpedo, and controlled from a TBM-1C Avenger control aircraft, the TDR saw action In Pacific in September 1944. Two months later it was withdrawn from combat.

In 1936, Commander Delmar Fahrney initiated research relating to naval uses for pilotless drones as anti-aircraft artillery targets. By 1941, the advent of the radar altimeter and television provided the means for an effective system. David Sarnoff of RCA offered his services to the War Department; RCA's newly developed television would be put to use in the war. RCA Chief Scientist, Dr. Vladimir Zworykin, developed a camera and receiver system that would comprise the heart of a guidance system along with gyro stabilization and a radar altimeter.

Higher priorities for strategic materials gave low priority to the project, and it was decided that the airframe be made of pressed wood over a tubular steel frame. Interstate Aircraft of El Segundo, California, was given the contract for 200 of the aircraft. The tubular steel frame was sub-contracted to Schwinn Bicycle Company, and other components were provided by the Wurlitzer Musical Instrument Company. Power plants

consisted of two non-military Lycoming flat-head 6s of 230 horsepower each. While designed as a drone, controls were provided for a pilot, the cockpit canopy was removable and a fairing would be installed for drone operation. In that way, the aircraft could be ferried to a destination manually, while remote operation would be limited to tactical employment.

The drone, designated TDR-1, was ready by late 1942, but did not see action until September 1944, when a unit designated STAG-1 deployed with 50 TDR-1s to the Russell Islands in the Southwest Pacific for evaluation and use against Japanese-held islands. During a two-month period, 50 drones were launched with 31 hits recorded on anti-aircraft sites, bridges, airfields and grounded ships. Guided by a modified TBM-1C Avenger torpedo bomber, the drone would be launched by a ground control crew, and then turned over to the TBM pilot already airborne over the field. Joined on the drone, the TBM pilot would pass control to the controller in the rear cockpit, who would then guide the drone to the target, his 5-inch TV screen receiving visual signals from the TDR's nose-mounted camera.

By October 1944, the use of the TDRs ended, the concept of precision-guided munitions deemed of lesser priority in the Pacific due to U.S. air superiority. The concept also was tried in Europe, using war-weary, explosive-laden B-17 and B-24 bombers in Projects Aphrodite and Anvil, but with little result.

**SPECIFICATIONS**

**Manufacturer:**

Interstate Aircraft

**Type:**

Radio-controlled drone

**Crew:**

0 or 1 pilot for ferry operation

**Powerplant:**

Two Lycoming O-436-2 flat-head 6 engines, 230 hp each

**Dimensions:**

Length: 37 ft., 11 in.

Wingspan: 48 ft., 11 in.



TDR-1 Edna III

**Weight:** Gross: 5,953 lb.

**Performance:** Max Speed: 140 mph  
Range: 426 miles

**Armament:** One 1,000 lb. bomb or torpedo

**Trainer**



Well, it's that time of year. I've been downsizing my fleet, and have come to realize that I probably won't have much time to do training in the near future. Therefore, I'm sending the hobby king bix3 that belongs to the club to someone who will train other folks to fly. All a person needs is a 2200 or larger 3 cell battery. I've put a ton of time through it, and we've had our fun and trained some folks. See you at dinner.

And a pic of Larry and I flying the p 47s at the soccer fields by Petra.

-Michael Hutchinson / 570-0427



**Club Officers for 2015**

President:	Destry Jacobs	581-4374
Vice President:	Mike Hutchinson	570 0427
Treasurer / Secretary:	Chuck Curtis	587-4934
Safety Officer:	Alan Beard	805- 588-9812
Events Coordinator:	Gib Curtis	586-6212
Newsletter Editor:	Stan Johnson	585-7541

Club Website: [Gallatineagles.org](http://Gallatineagles.org)

Items for newsletter: [sjohnson825@msn.com](mailto:sjohnson825@msn.com)



## Flying Times and Noise Regulations

There is **no ordinance** for **electric** powered aircraft. Fly when you want.

**Monday** through **Friday** there will be no flying **before 7:30 AM**.

**Monday** through **Friday (Summer)** there will be no flying **after 9:00 P.M.**  
Summer is defined as May-August.

**Monday** through **Friday (Winter)** there will be no flying **after sunset**. Winter is defined as September-April.

On **Saturday** and **Sunday** (all year) there will be no flying **before 9:00 A.M.**

On **Saturday** and **Sunday** there will be no flying **after 9:00 P.M.**

**Modified exhaust** systems i.e. mousse can mufflers, non-muffled tuned pipes, and open exhaust systems will **only be permitted between** the hours of **9:00 A.M.** and **6:00 P.M. Monday** through **Sunday**. If your plane can pass the AMA's 90 db @ 9 foot rule, you will be allowed to fly within the stock exhaust times.