



# Lismore

## Model Flying Club

### Newsletter

5 November 2013

#### **Focke-Wulf 190** (Yes, built up!)

John Roche unveiled his new Focke-Wulf 190 on a calm and sunny Wednesday.



#### **Very smart finish on Johns new model; looks a bit bare without a pilot though.**

The plane was purchased as a short kit from Wing Manufacturing in USA. John received a single-sheet plan, two wing foam cores, a cowl and a canopy. He purchased and then cut all the balsa and ply and modified the design from a 40 glow to electric, eventually settling on a Turnigy 42-50 650Kv and a 5 cell Zippy compact LiPo.

He added servoless retracts but removed them before the maiden as the wheels seemed too far under the wing to stop nose-overs. He picked the colour scheme used in the German Tunisian campaign in early 1943 but getting the colour right was difficult, requiring several coats of slightly different sand-brown paint to get that dullish, sandy look.



Neil Clifford was cajoled into piloting the maiden flight, but neither man needed to worry as the plane was not exactly scale and had a larger tail wing providing greater stability. The printed plan had a recommended C of G for a glow engine, but this proved if anything, misleading. Luckily Neil's recommended rule of thumb put the initial balance point spot on, so it lifted gently off the strip and smoothly into the blue without a touch of any trim. Remarkable.



#### **Good to see a non-Hobby King model at the field John. Well done.**

The Focke-Wulf has a 55" wingspan and weighs exactly 2000 grams. The retracts may be put back if the required wheel position can be achieved, and a spinner and pilot will finish it off. The following picture shows John taking inspiration (and lots of photos) of a FW-190 he encountered in USA last year.

A man just has to do his homework! *John Roche*



**Greg McGuiness with his 88" MX2 from Dolphin CO.RC. (little & large, or what?)**



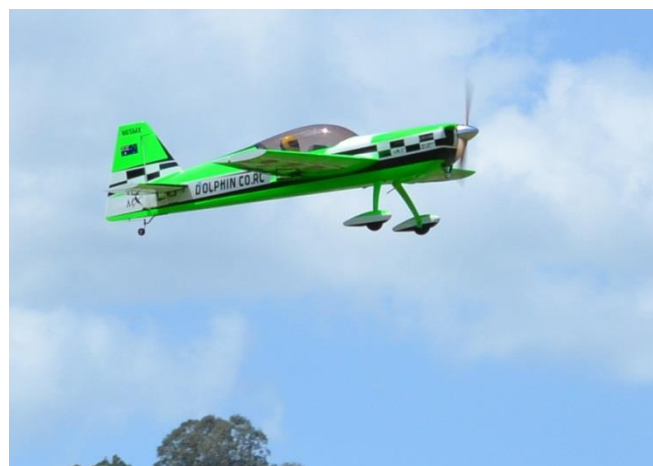
**Gary Henderson-Smith proudly displays his Cloud King, 84" span and powered by an Enya 46 four stroke motor.**



**Scott & Greg make final adjustments to the motor prior to the maiden flight.**



What an amazing flyer, it glides faster than when under power?



**No problems, it flew well and looked great in the air.**

The following article sent to me by Phil Crandon took me an age to re-format to fit our pages. It does tend to have an American slant even though it does mention some allied aircraft. The numbers involved are frightening!

## Fascinating facts about WW II -



On average, 6600 American servicemen died per MONTH, during WWII (about 220 a day). People who were not around during WW2 have no understanding of the magnitude. This gives some insight. 276,000 aircraft manufactured in the US . 43,000 planes lost overseas, including 23,000 in combat. 14,000 lost in the continental U.S. The staggering cost per aircraft in 1945 dollars

B-17	\$204,370.	P-40	\$44,892.	B-
24	\$215,516.	P-47	\$85,578.	
B-25	\$142,194.	P-51	\$51,572.	B-

26	\$192,426.	C-47	\$88,574.	B-29	\$605,360.	PT-17	\$15,052.	P-
38	\$97,147.	AT-6	\$22,952.					

From Germany 's invasion of Poland Sept. 1, 1939 until Japan 's surrender on Sept. 2, 1945 = 2,433 days. America lost an average of 170 planes per day.

A B-17 carried 2,500 gallons of high octane fuel and carried a crew of 10 airmen.

9.7 billion gallons of gasoline consumed.

108 million hours flown.

460 thousand million / 460,000,000,000 (460 Billion) rounds of aircraft ammo fired overseas. bombs 2.3

million combat flights.

299,230 aircraft used.

808,471 aircraft engines used. 799,972 propellers. 7.9 million bombs dropped overseas.

2.3 million combat flights. 299,230 aircraft used.

808,471 aircraft engines used.

799,972 propellers.

## WWII'S MOST-PRODUCED COMBAT AIRCRAFT





Messerschmitt Bf-109 30,480



Focke-Wulf Fw-190 29,001



Supermarine Spitfire 20,351



Convair B-24/PB4Y Liberator/Privateer 18,482



Hawker Hurricane 14,533



Junkers Ju-88 15,000



North American P-51 Mustang 15,875



Grumman F6F Hellcat 12,275



Republic P-47 Thunderbolt 15,686



Lockheed P-38 Lightning 10,037



Vought F4U Corsair 12,571

<http://www.vg-photo.com>



Curtiss P-40 Warhawk 13,738



Short Stirling 2,383



Boeing B-17 Flying Fortress 12,731



Messerschmitt Bf-110 6,150



North American B-25 Mitchell 9,984



Lavochkin LaGG-7 5,753



Petlyakov Pe-2 11,400



Mitsubishi A6M Zero 10,449



Boeing B-29 Superfortress 3,970

The US lost 14,903 pilots, aircrew and support personnel plus 13,873 airplanes --- inside the continental United States.

There were 52,651 aircraft accidents (6,039 involving fatalities) in 45 months.

Average 1,170 aircraft accidents per month---- nearly 40 a day.

#### **It gets worse.....**

Almost 1,000 planes disappeared en route from the US to foreign climes. But 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 in Europe) and 20,633 due to non-combat causes overseas.

In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 per cent loss rate and meant 600 empty bunks in England. In 1942-43, it was statistically impossible for bomber crews to complete the intended 25-mission tour in Europe.

Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The B-29 mission against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 per cent of the 464 dispatched from the Marianas.

On average, 6,600 American servicemen died per month during WWII, about 220 a day. Over 40,000 airmen were killed in combat and another 18,000 wounded. Some 12,000 missing men were declared dead, including those "liberated" by the Soviets but never returned. More than 41,000 were captured. Half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were 121,867.

The US forces peak strength was in 1944 with 2,372,000 personnel, nearly twice the previous year's figure. Losses were huge---but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That was not only for US Army, Navy and Marine Corps, but also for allies as diverse as Britain, Australia, China and Russia.

Our enemies took massive losses. Through much of 1944, the Luftwaffe sustained haemorrhaging of 25% of aircrews and 40 planes a month.

### **Experience Level:**

Uncle Sam sent many men to war with minimum training. Some fighter pilots entered combat in 1942 with less than 1 hour in their assigned aircraft..

The 357th Fighter Group (The Yoxford Boys) went to England in late 1943 having trained on P-39s, and then flew Mustangs. They never saw a Mustang until their first combat mission.

With the arrival of new aircraft, many units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly `em." When the famed 4th Fighter Group converted from P-47s to P-51s in Feb 44, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly 51s on the way to the target".

A future P-47 ace said, "I was sent to England to die." Many bomber crews were still learning their trade. Of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 co-pilots were less than a year out of flight school.

In WW2, safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188 and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours respectively-- a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2.

The B-29 was even worse at 40 per 100,000 hours; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to be able to stand down for mere safety reasons.

(Compare: when a \$2.1 billion B-2 crashed in 2008, the Air Force declared a two-month "safety pause").

The B-29 was no better for maintenance. Although the R3350 was known as a complicated, troublesome power-plant, only half the mechanics had previous experience with it.

### **Navigators:**

Perhaps the greatest success story concerned Navigators. The Army graduated some 50,000 during WW2. Many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet they found their way across oceans and continents without getting lost or running out of fuel - a tribute to the AAF's training.

At its height in mid-1944, the USAAF had 2.6 million people and nearly 80,000 aircraft of all types.

Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and

perhaps 200 unmanned aircraft. That's about 12% of the manpower and 7% of the airplanes of the WW2 peak.

#### SUMMATION:

Another war like that of 1939-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones, e.g. over Afghanistan and Iraq. But within our living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless.

---

## Recognition.



Yes, the Airbus A400M was last month's solution which was once again solved by James Spencer & John Morgan; though John didn't get the answer to the F35 query.

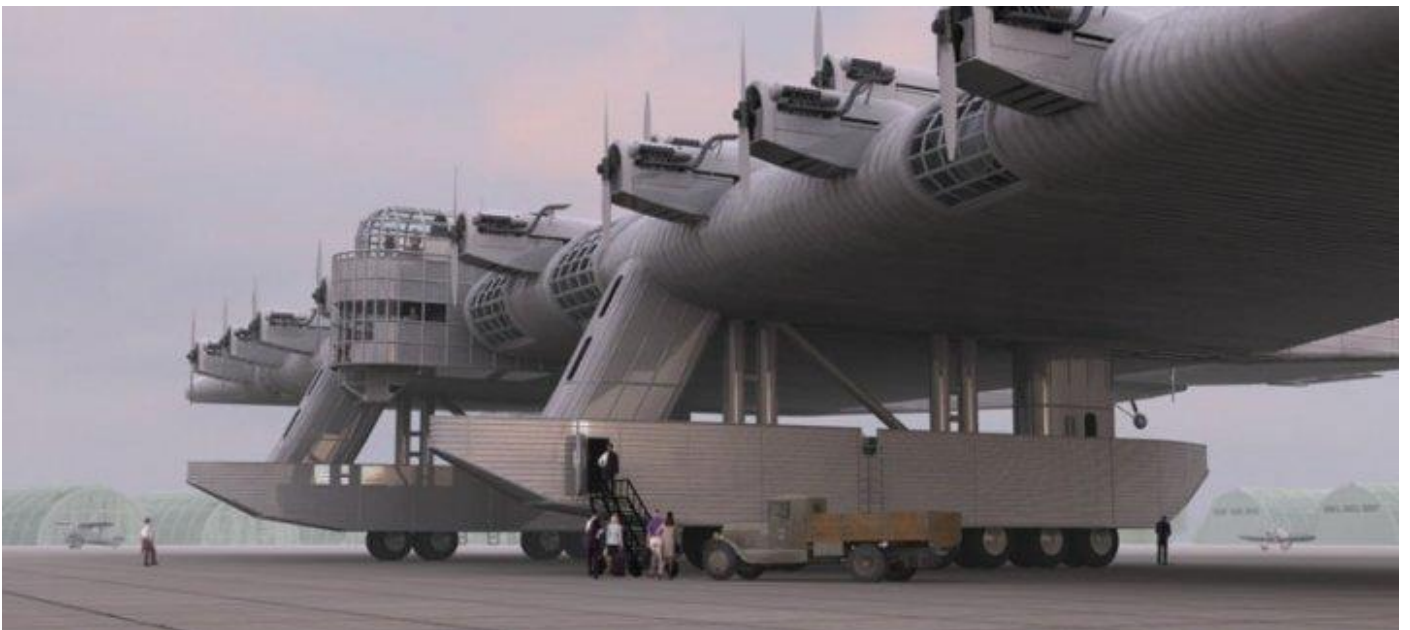
The Royal Air Force will call the F35 when it is delivered the Lightning II (2).

If only these two would give me at least 12 hours grace before leaping in with their answers I would at least have that long to sit back and gloat that perhaps this month I had them fumbling.

This link that John Morgan sent me will fill you in with all the A400 details:-

<http://www.airbusmilitary.com/Aircraft/A400M/A400MAbout.aspx>

This month's is a bit more out there, in that it is so obviously different. So have a go.



Lismore Model Flying Club Newsletter is publicized by the Lismore Model Flying Club (LMFC). The club assumes no responsibility for any information contained. Unless otherwise stated, maintenance and/or modification procedures are not "Factory Approved" and their use may void a warranty. Ideas and opinions are those of the contributors and no authentication or approval is implied by the editors, publishers or the LMFC.