



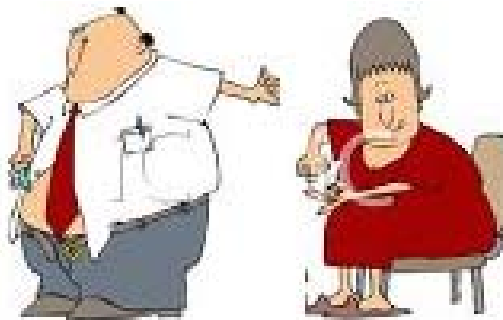
# The windsock

Edition 19 April 2010

Thanks to Steve and Ron Mac who went ahead on the Easter weekend and opened the field...so we now have no excuse to come out and FLY.

That is what happened on April 11 ...I opened the gate at 0900Hrs and had a few flights with the Gentle Mistress .... Then Steve Bob and Cory and his co pilot Pat showed up with "the Prez" pulling up the rear. Steve flew the new glider and the maiden flight was a success with a few bugs to iron out...as I left Cory and Pat pulled out a couple of every day fliers so with the bright sunny morning we all had a lot of fun...so for those who were not at the field just know that you all were missed and maybe next time.....

## Cartoon Corner



**Remember when you told me to clean up my model planes in the garage to make some room? Well, I did one better..I sold the car**

## Co pilot of the month

Your co pilot this month is Tom Shaw  
Tom has been a flyer since 1989  
....Tom is 76 years old...he is a widower with two children a boy and girl and he lives in Walkerton.  
Tom is also the guy who cuts the grass with OB  
Tom flies a telemaster with a 61 OS....he can be seen at the field almost every day morning and night.



## New Plane at the field

Pat and Cory have recovered Pat's gentle Lady and with the added flaps the "Lady" is a pure pleasure to land ...



New Member

We have a new member at the field.... **Nathan Dettwiler**

**E-mail Address:** [littledomi28@hotmail.com](mailto:littledomi28@hotmail.com) He started flying this winter in doors and now is flying nights... when he can get out to field. Nat is 16 years old and a student at JDSS. So come say Hi



Picture of the April meeting at the airport



the "round table" used for the monthly meeting...this month we had 19 members out ... and as a group the Saugeen Flyers were able to complete the club business for the month...after the meeting the club held a swap meet of airplanes and parts....all in all it was a fun night

On April 17<sup>th</sup> the apple tree was removed from the North side of the field ... and now the approach to the landing area is just a little wider  
....remembering that you still have to get from the fence line over the crop "to be" and onto the field....good luck to all



Many thanks to Eric to Eddy and to Tom Kuntz and his son Jake for lending a hand and the chain saws used to cut the tree into brush and logs.....well done guys.....

There is a new MAAC flag ordered and the old one has been repaired along with a wind directional arrow for the night side of the field.....



The 2<sup>nd</sup> in the series of  
"the 10 most famous fighter aircraft" Number 9

Fokker Dr.I



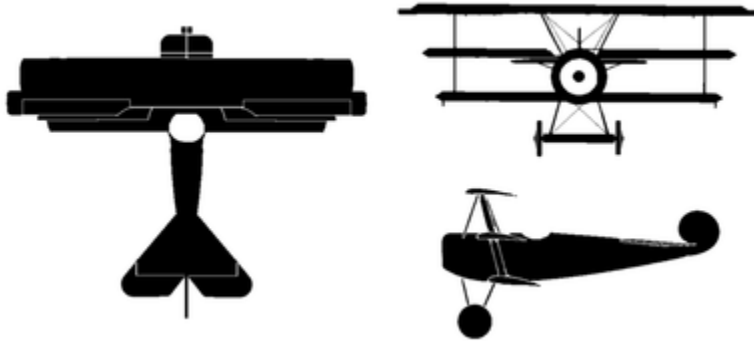
Fokker role was as a fighter plane

It as manufactured by Fokker-Flugzeugwerke and used by the German Luftstreitkräfte

The fokker's first flight was on July 5 1917 after which there was 320 Dr. I made for combat

The Dr.I saw widespread service in the spring of 1918. It became renowned as the aircraft in which Manfred von Richthofen gained his last 20 victories, and in which he was killed on 21 April 1918.

### Specifications (Dr.I)



Data from Quest for Performance<sup>[34]</sup>

### General characteristics

- Crew: One
- Length: 5.77 m (18 ft 11 in)
- Wingspan: 7.20 m (23 ft 7 in)
- Height: 2.95 m (9 ft 8 in)
- Wing area: 18.70 m<sup>2</sup> (201 ft<sup>2</sup>)
- Empty weight: 406 kg (895 lb)
- Loaded weight: 586 kg (1,292 lb)
- Powerplant: 1× Oberursel Ur.II 9-cylinder rotary engine, 82 kW (110 hp)
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- The rest is for those who need to know..
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- Zero-lift drag coefficient: 0.0323
- Drag area: 0.62 m<sup>2</sup> (6.69 ft<sup>2</sup>)
- Aspect ratio: 4.04

### Performance

- Maximum speed: 185 km/h (115 mph)
- Stall speed: 72 km/h (45 mph)
- Range: 300 km (185 mi)
- Service ceiling: 6,095 m (20,000 ft)
- Rate of climb: 5.7 m/s (1,130 ft/min)
- Lift-to-drag ratio: 8.0

Remember..



The wind is Your Friend...

This is your April windsock

Remember....May 29<sup>th</sup> is our "come out and try to fly" morning

0800 to 1200 hrs