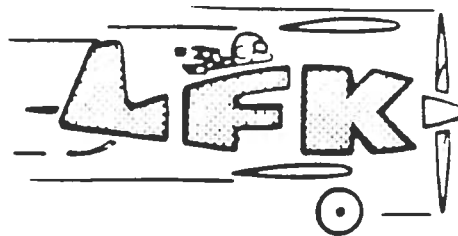


kontakt med



MEDLEMSTIDNING FÖR LINKÖPINGS FLYGKLUBB

REDAKTION: Per-Olov Jonsson tel A 013-183774 B 013-104358
REDAKTIONSKOMITTE: Lennart Angvik A 013-282069 B 013-151773
Björn Johansson A 013-117530 B 013-158831
DISTRIBUTION: Klas Olsson och Mats Jonsson
ADRESSREGISTER: Gun Lundqvist expedition

NR 4 1988

I DETTA NR

STYRELSEN HAR ORDET

- * Rapport från års-mötet
- * LFK:s organisation
- * Billig flygtid
- * Nya medlemmar

JOURTJÄNSTEN

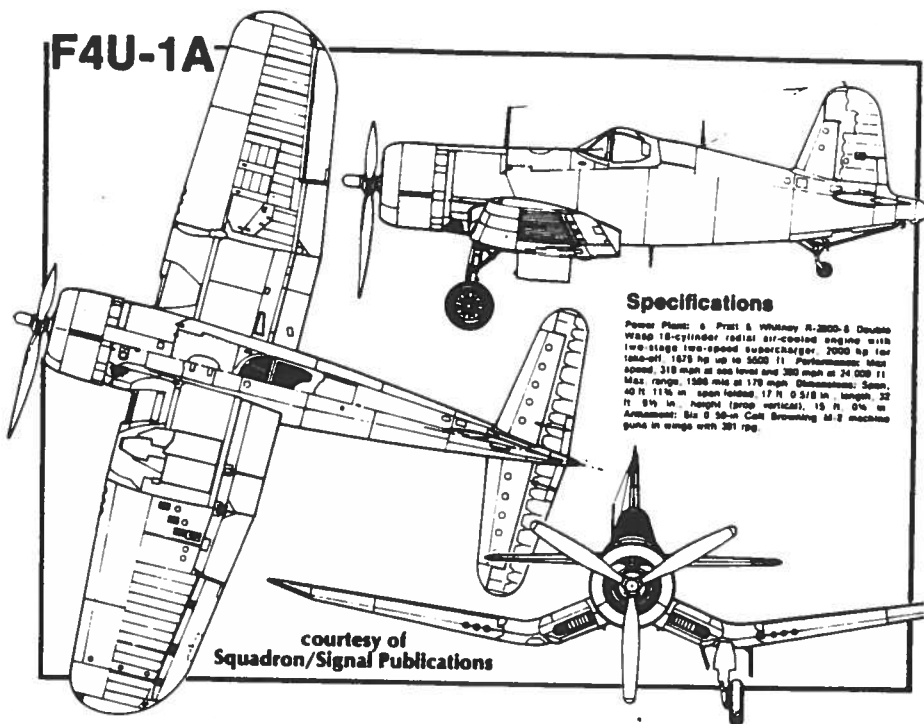
DIVERSELÄDAN

- * Besök från Gotland

"AIRCRAFT GALLERY" F4U CORSAIR

INSÄNDAREN

NÄSTA KONTAKT



Specifications

Power Plant: 6 Pratt & Whitney R-2800-8 Double Wasp 18-cylinder radial air-cooled engine with two-stage two-speed supercharger, 7000 hp (at take-off) 1675 hp up to 5500 ft. Performance: Max speed 310 mph at sea level and 380 mph at 24 000 ft. Max range 1550 mi at 170 mph. Dimensions: Span, 40 ft 11 1/2 in. open landing, 17 ft 0 5/8 in. length, 32 ft 0 1/4 in. height (top vertical), 15 ft 0 in. Armament: Six 0.50-in. Colt Browning M2 machine guns in wings with 351 rpm.

TREVLIG SEMESTER!

LINKÖPINGS FLYGKLUBB, 581 88 Linköping Tel Exp och jour 013-18 32 0
Flygchef och hangar 013-18 32 C

Postgiro 16 01 43-4 Bankgiro 120-0732

Expeditionstider: Skol- och flygchef vardagar 08.00 - 09.00

Expeditionen vardagar 08.00 - 15.00

Bokningstider: Vardagar: Exptid 08.00-15.00 jourh 17.00-mörkrets inbrott

Lör-, sön-, och helgdagar: Jourhavande 06.00-mörkrets inbrott

STYRELSEN HAR ORDET

Protokoll fört vid årsmöte i LINKÖPINGS FLYGKLUBB 1988-03-25.

Närvarande: 30-talet medlemmar.

§ 1

Hans Mennborg förklarade det 54 årsmötet öppnat och hälsade de närvarande välkomna till.

§ 2

Mötet befanns vara i laga ordning utlyst och föreslagen dagordning godkändes.

§ 3

Till ordförande för mötet valdes Hans Mennborg.

§ 4

Till justeringsmän att ordföranden justera dagens protokoll valdes Björn Johansson och Sture Axelsson.

§ 5

Tommy Bergström läste verksamhetsberättelsen och Lars-Anders Gustavsson redogjorde för beslutat och balansräkningen.

Dessa fanns tillgängliga för mötesdeltagarna.

Revisionsberättelsen lästes av Peter Andersson.

§ 6

Styrelsen beviljades ansvarfrihet för verksamhetsåret 1987.

§ 7

Noterades att inga förslag från enskild medlem hade inkommit.

§ 8

Valberedningens representant redogjorde för valberedningens förslag till styrelsemedlemmar för verksamhetsåret 1988.

Årsmötet valde enligt valberedningens förslag vilket innebär att styrelsen för 1988 får följande sammansättning:

Ordförande	Hans Mennborg	omval
Ordinarie ledamöter	Tommy Bergström	kvarvar. mandattid 1 år
	Sture Bjelkåker	omval 2 år
	Ingemar Cassel	omval 2 år
	Ulf Edlund	kvarv. mandattid 1 år
	Lars-Anders Gustavsson	nyval 2 år
	Lage Lönn	kvarv. mandattid 1 år
	Milton Mobärg	kvarv. mandattid 1 år
Suppleanter	Erik Åstrand	omval 2 år
	Dan Krook	omval 1 år
	Per-Olov Jonsson	omval 1 år
Revisorer	Björn Kullberg	omval 1 år
	Peter Andersson	omval 1 år
Revisorsuppleanter	Tomas Bendt	omval 1 år
	Håkan Jansson	omval 1 år
	Lennart Swidén	omval 1 år

§ 9

Till valberedning för 1989 års styrelse valdes:

Tage Wennström, sammankallande.
Harald Lindstrand
Magnus Tell

§ 10

Mötet valde Hans Mennborg att representera klubben vid KSAK årsmöte.

§ 11

Under punkten övriga frågor redovisade ordföranden följande:

I flygplananskaffningsfrågan har en arbetsgrupp och styrelsen engagerat sig. Man har noterat att de flygplan vi har är i bra skick.

Vid byte av flygplan kommer detta att ske succesivt. Cessna tar ej upp nytillverkning av småflygplan under det närmaste året.

Piper har återstartat nyproduktion av småflygplan.

Här i Europa verkar Socatafamiljen vara det enda alternativet för klubben.

Det första flygplan som byts är SE-GYI (udda flygplan, flygs lite och är dyr i drift).

Skolflygplanen C152 blir svåra att ersätta.

Klubbstyrelsen fick förtroendet att driva frågan vidare och besluta om köp av flygplan om och när tiden är lämplig.

MFI-9 verksamheten pågår 2 kvällar/vecka. Flygplanet blir inte flygklart under året.

Däremot borde Cuban bli flygfärdig under försommaren.

För verksamheten i övrigt gäller att preliminär budget för 1988 finns framme och skall fastställas.

Vid årsskiftet genomfördes en höjning av flygtimpriserna med 8-10%. Eventuellt kommer ytterligare en höjning att behöva genomföras, denna gång vid kommande halvårsskifte. De flygningar som behöver stimuleras är framförallt U-flygning och reseflyg.

Under utbildning finns för tillfället 40-talet elever. Endast 10 nya A-cert. skolades fram under 1987. Detta antal måste ökas under innevarande år.

IFR-skolning i egen regi fortsätter.

Flygtidsuttaget under november-februari var bra mycket beroende på IFR-skolningen.

Introduktionskurser i flygning har sålts till SAAB och FFV.

Tävlingsverksamheten under året kommer att vara omfattande bl.a. återupptages SAFARI tävlingen.

ÖSTGÖTAFLYG avser bedriva verksamheten i samma omfattning som under 1987.

SAAB avser att bygga ny hangar.

Byggstart sker eventuellt under våren. Avsikten är att hangaren skall vara i drift 1/10-88.

LFK måste räkna med att inom överskådlig tid flytta från nuvarande area.

Förhandlingar om alternativa placeringar pågår med SAAB. Oavsett vart LFK måste flytta kommer detta att kosta stora pengar.

Helgjourerna kommer att dubbelbemannas under tiden 30/4-31/8. Detta efter förslag från medlemmarna.

Icke tecknade jourer kommer att lottas ut bland de flygande medlemmarna.

§ 12

Årsmötet framförde ett varmt tack till SAAB-SCANIA AB som bl.a. genom upplåtelse av flygplatsen och en allmän positiv inställning till klubben främjar verksamheten.

Framförde ordföranden ett varmt tack för gott samarbete till Lars-Erik Arnell vilken avgått ur styrelsen.

Sören Karlsson som avgår i valberedningen tackades också.

Vidare framfördes ett tack till styrelse, anställd personal och medlemmar för gott arbete under 1987.

§ 12

Förklarade ordföranden 1988 års årsmöte avslutat.

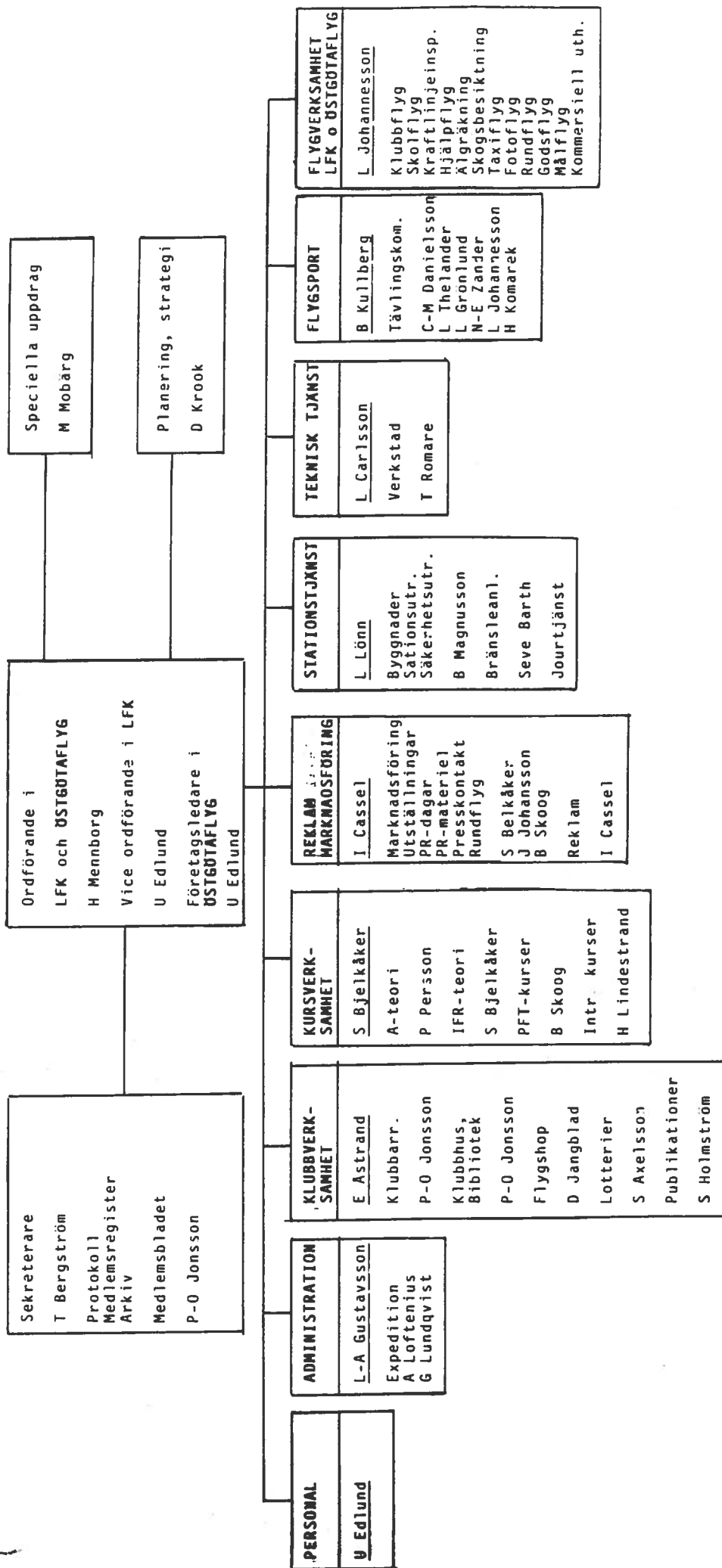
Linköping 1988-03-25

Justeras

Tommy Bergström

Hans Meenborg

ORGANISATIONSPLAN 1988 LINKÖPINGS FLYGKLUBB



BILLIG FLYGTID

Vill Du flyga SE-GYI till ett starkt reducerat pris ??

Sven-Erik Larsson ska svara för rundflygning med vår C-182 i samband med Vindälvsloppet den 25 - 30 juli. Han har emellertid inte någon möjlighet att själv flyga maskinen fram och tillbaka.

Så är Du intresserad av lite flygsemester till Västerbotten i slutet av juli till ett förmånligt flygtimpris kontakta då snarast Hans Mennborg eller någon annan i styrelsen.

NYA MEDLEMMAR

Följande nya medlemmar hälsas välkomna i klubben:

532 Hans Mörndal
181 Bengt Bryngelsson
552 Per Nordling
527 Petri Mäkinen

JOURTJÄNSTEN

Du flygande medlem i LFK som känner på Dig att inte ha tecknat för full poäng = (4) i år, har nu sista chansen att frivilligt göra en insats.

Vi har i år trots lottning misslyckats att få full täckning under semesterperioden. Skolningsverksamhet är planerad fortgå hela sommaren, så jouren måste finnas igång.

Du som i jobbet tvingats förskjuta Din semester från den ordinarie, har här ett bra tillfälle att hjälpa klubben. Har Du ej fått ihop några poäng under året så drager vi 500 kr på Ditt pilotkonto vid årsskiftet. Sådana regler har vi fastställt.

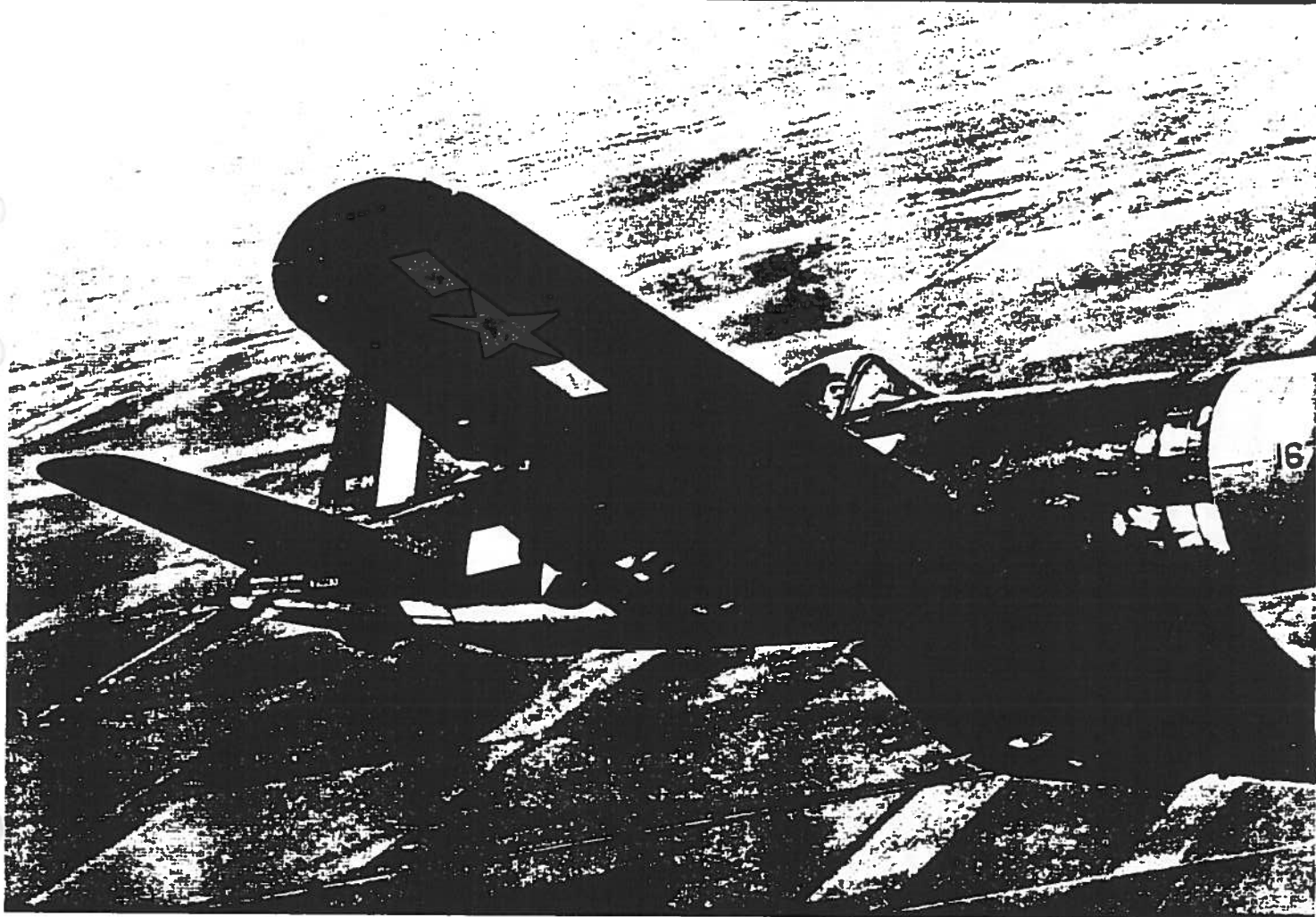
Följande jourtillfällen saknar bemanning:

18/6	EM	1 poäng
19/6	-"	-"
22/6	Kväll	-"
24/6	FM	4 poäng
24/6	EM	4 poäng
1/7	Kväll	1 poäng
8/7	-"	-"
9/7	EM	-"
18/7	Kväll	-"
19/7	-"	-"
22/7	-"	-"
23/7	FM	2 poäng
29/7	Kväll	1 poäng
30/7	FM	2 poäng
30/7	EM	1 poäng
31/7	FM	2 poäng
5/8	Kväll	1 poäng
7/8	FM	2 poäng
7/8	EM	1 poäng



F4U CORSAIR

article and photos by BUDD DAVISSON



*With a prop that big,
you just don't put the
wing anywhere.*

IT'S GETTING downright dangerous to write about an aircraft like the F4U Corsair. Hiding out there, in the bushes of America, are many cults who have studied the F4U until they know every single nut and bolt, rib stitch and rivet and they just love to pick guys like me apart. The Corsair, like the Mustang before it, has attracted so much publicity of late that we modelers are in danger of being over-Corsaired. In real life, of course, nothing could be further from the truth, since it's a rare day indeed that you

get to watch one of those big bent-wing birds come slipping down to the end of the runway with its articulated flaps hanging out a full 50 degrees like feathers on a giant falcon.

A few years back, the old Corsair was lingering in the backwater of obscurity, like a big blue dolphin in the shadow of the much sleeker and better known P-51. In fact, in the days when you could still buy a Mustang for \$20-25,000, you could buy a Corsair for under \$10,000. Nobody seemed to want the Navy's ugly duckling.

Ole Hose Nose



Then came TV's discovery of Pappy Boyington and the Black Sheep Squadron. Although the TV series seemed to have more than its share of problems (you never knew for sure whether it was going to be on or not and the network couldn't make up its mind whether anyone was watching it), one thing was certain, it never had any trouble coming up with plot twists. Old Pappy Boyington was painted as a Tom Mix in a bent-wing bird carrying three Browning .50s in each of his two holsters. America came to know

them both, Boyington and the Corsair, extremely well.

I've been fortunate to know both Boyington and the Corsair, not well maybe, but certainly well enough to know you'll never be able to separate the fact from the fiction. Both man and machine wrote their own pages of history and only they know for sure what was really happening when the gun switches were on and a Zero was stretched across the reticle of the gunsight.

You've heard the old expression before about building the smallest airplane behind the largest engine? Well, in the case of the Corsair, only half of the saying is right. At the time of its design, in 1940, the Corsair's propeller was the largest ever used on a fighter, and it was the first fighter ever to use over 2,000 hp. That's the first half of the combination. However, the airframe itself could hardly be called the smallest that could be fitted. In true American fashion, we decided to build in the strength and redundancy needed to bring our boys home.

Something else entered the design equation when they started sketching out the design: When you're swinging a prop that big, you don't just put the wing anywhere. To keep those blades from taking huge divits out of the pavement, a conventional wing design would have required landing gear legs so long the airplane would have looked like a dark blue ostrich. Hence, the inverted gull shape to the wing. By bending the wing down closer to the ground, they could keep those legs of manageable length. Not satisfied with keeping them short, they wanted to keep them aerodynamically clean, and so came the famous 90-degree rotation as they came up into the gear wells.

Another reason the Corsair's airframe was anything but dainty was that the Pratt & Whitney R-2800 with two-speed supercharger and over 2,000 hp was not something you hung on the front of the stick-and-tube fuselage covered with Japanese tissue. An engine that big swing-

ing a prop that's far to the right of humungous can make pretzels out of the normal size aluminum or steel airframe. Therefore, nothing in the Corsair could be called "normal" in size.

Fact 1. There are actually three families of Corsairs, if you think in terms of their manufacturer designations. The original Corsair was designed and built by Chance Vought and its designation was F4U (U being Chance Vought's Navy designation). The most common Corsair today was built by Goodyear and is the FG-1D (still a Corsair but this time the G stands for Goodyear). And then there was the ultra rare variation, the F3A, which was built by Brewster.

Fact 2. Like most WW II designs, the Corsair did a lot of changing through the years. The original Corsair, for instance, had a birdcage, flat-top canopy that was a little farther toward the tail and very effectively kept the pilot hidden down in a hole where he had no idea of what was going on out there in front of him. Before it went into production, the canopy was moved a little forward and some variations had a little bump on the top of the birdcage. This allowed him to move his seat to the very top so he would have at least a vague idea of where he was going. The most common Corsairs had a formed canopy that was similar to the Brit's Malcolm hood they fitted on Mustangs.

Think what it must have been like to have been a 1941 Navy pilot, getting ready to saddle up a Corsair for the first time. Bear in mind that this was a time in which the only mono-plane fighter being used on board ship was the F4F Wildcat, and biplane fighters like the F4B-4 and F3F were still active in the Navy. Compared to any of those, the Corsair was a real hoss. Compared to the Wildcat's diminutive 5,800 empty pounds, the Corsair displaced a full 8,800 pounds...more than the Wildcat weighed when fully loaded with armament and bombs. And then of course there was the go-machine

(Continued on page 84)

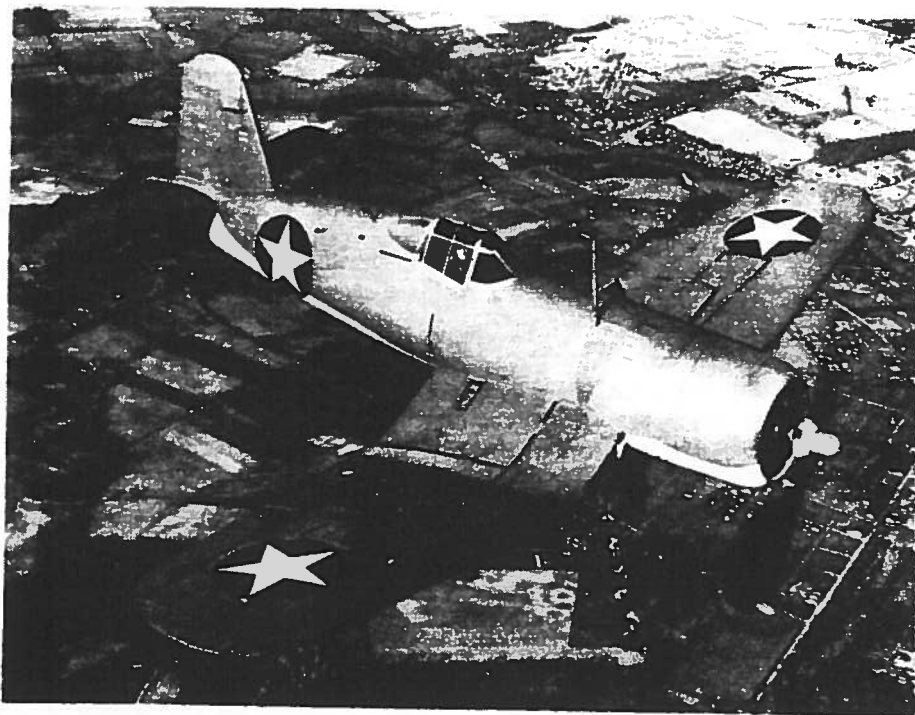
AIRCRAFT GALLERY

(Continued from page 17)

at the other end of the throttle. The Pratt & Whitney was pumping out almost twice the hp of the Wildcat (2,000 hp compared to 1,200) and the airplane seemed to be at least three times as big. Those first cadets were getting a real ride for the money. It must have been like the flight school graduates of today getting their first hop in an F-14 or 15. Let's face it, folks, when you drop the hammer on 2,000 hp, you can make the best Coney Island ride look pretty mild.

What about the cockpit? Well, after strapping in, when you look down between your legs you discover this airplane has no floor and there's enough space between the trays in which your feet rest and the belly of the airplane to carry most of your hometown and three ex-sweethearts.

Then how about the way the cockpit is laid out? Until you got up to F4U-4s, which introduced cabin floors and a military standard layout for the accessory controls, the airplane reflected the design concepts of 1940. Basically that concept said "every manufacturer for himself!" Climbing into the different fighters, you never knew for sure where anything would be mounted. For instance, the Corsair's flap handle stuck 90 degrees out of the left side of the fuselage just about at the edge of the instrument panel and moved up and down through a series of notches. Although it works perfectly fine, it's one of the only airplanes to position its



The F3A Brewster version of the Corsair, M.A.N. file photo.

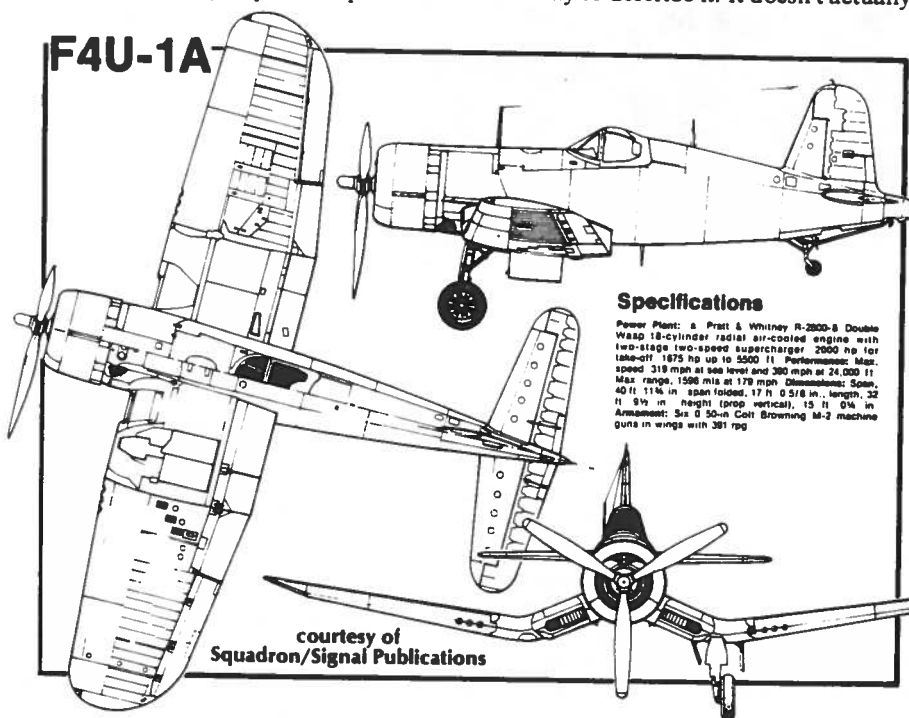
flap handle in that manner.

You hear folks talk a lot about how fast Corsairs were and how much fire power they delivered, but how many talk about how Corsairs actually feel? That big tall stick reaches out to those plywood ailerons (that's what I said—plywood) and moves those big wing panels around with almost no effort whatsoever. Smooth is a way to describe it. It doesn't actually

flick around like a Bearcat does, but has a smooth, snake-oil feel to it.

What about the cowl flaps? When was the last time a book full of Corsair statistics talked about the way the opened cowl flaps stick out 5 or 6 inches all the way around the cowling. When you turned final, if the cowl flaps were out, it made the nose at least a foot wider and it was that much harder to see around. The handbook and most instructions will tell you to close your cowl flaps on final, and some will say it's for visibility. In actuality, it's probably to keep the engine from cooling off too much, so it won't cough and spit or cook a jug if you have to give it a healthy poke to go around.

The Corsair introduced the Navy to the so-called "torque stall." I am not certain where the term actually came from, but when you stop to think about it, it is as apropos a term as any. The Corsair has so much flap and can get so slow that if your left hand gets itchy and you drop the hammer a little too hard, the propeller tries to stand still while the motor tries to turn the airplane around. Get too rambunctious with the throttle and suddenly you don't have enough of anything to keep the airplane right-side up. That's one reason why there are a lot of Corsairs on the bottom of the Great Lakes. Students training for carrier duty would drop the hammer too hard on a short final and torque roll into the drink short of the fantail.

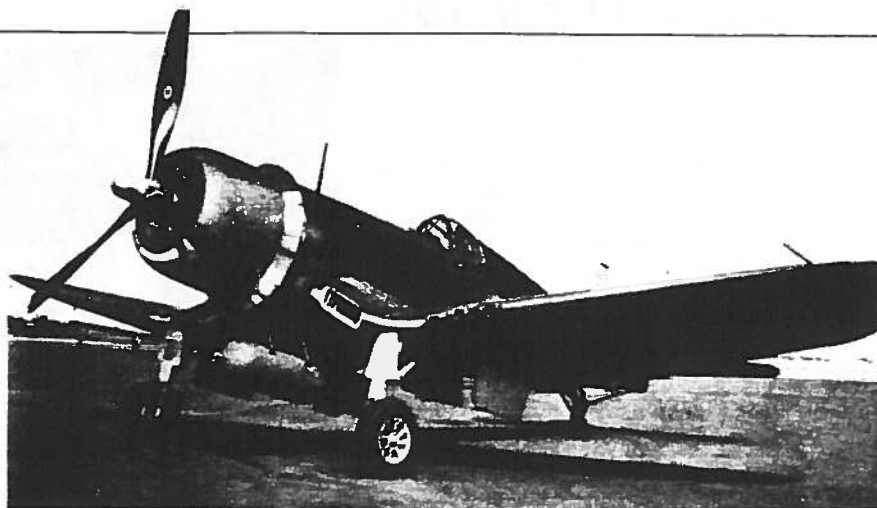


Specifications

Power Plant: a Pratt & Whitney R-2800-3 Double Wasp 18-cylinder radial air-cooled engine with two-stage two-speed supercharger. 2800 hp for take-off. 1875 hp up to 5500 ft. Performance: Max. speed 319 mph at sea level and 300 mph at 24,000 ft. Max. range, 1596 mi at 170 mph. Dimensions: Span, 40 ft 1 1/4 in. span folded, 17 ft 0 3/8 in.; length, 32 ft 8 1/2 in. height (prop vertical), 15 ft 0 1/4 in. Armament: Six 0.50-in. Colt-Browning M-2 machine guns in wings with 381 rpg.

courtesy of Squadron/Signal Publications

The Corsair was such a handful initially that it darn near didn't become a carrier airplane, even though it was designed for that purpose. When the Navy first started trying to land it on board ship, they found it to be one mean son of a gun. Besides the fact that you sat so low you couldn't see what you were doing, the airplane had this marvelous habit of bouncing every time you hit, which could be particularly interesting if you had already snagged a wire. It was probably much more interesting if the bounce caused you to miss a wire. This tendency to bounce was reportedly cured when Chance Vought went to a single action Oleo strut on the landing gear (i.e., it only absorbed shock in one direction and then stays there). Therefore, when a Corsair's sitting on the ground you should see very little of the polished strut showing, but in



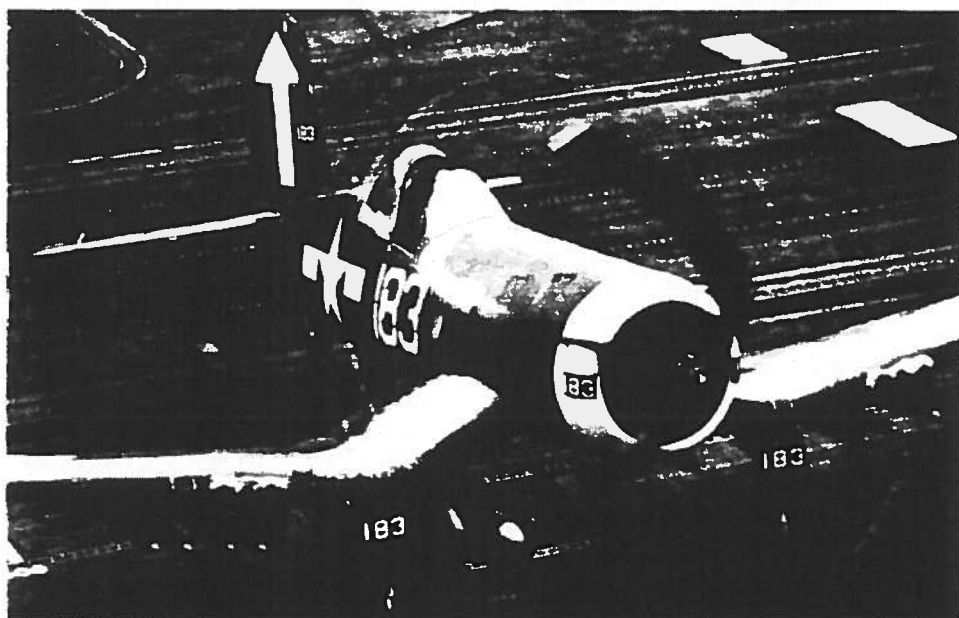
F4U-1A (18026) with Brewster rack for 1,000-pound bomb used by Navy and Marine units to wreak additional havoc. Squadron/Signal Publications photo.

the airplane was allowed to go on board ship. We all know she made hay from that point on. Of course, prior to getting her carrier-landing merit badge, the Corsair

airplanes like the -5s and -7s are much more sophisticated and a heck of a lot heavier than the earlier airplanes. In fact, the last Corsair built in December of 1952 could hardly be called a fighter. When we found ourselves in Korea, the mission of the ground attack airplane became extremely important and one of the finest airplanes to deliver rockets and napalm turned out to be the old bent-wing bird. Even though she wasn't up there mixing it up with MiGs on a regular basis, she could be seen running down the valleys chasing Communist troops back over the Yalu. These last Corsairs, the AU-1s, are very similar to the F4U-7s in that they never were intended to be dogfighters. They were meant to bring the fight down to the deck with their 20-mm cannons and multiple rocket rails and bombs.

Those who have flown both the early series and late series airplanes say the several thousand pound difference between them is noticeable in both takeoff and landing, however, the later airplanes appear to be much more stable in almost all situations, including in the rollout.

It's sad there are so few Corsairs around, because few modelers will be able to get a real feeling for scale. Because it's not until you've actually stood next to a Corsair and realized that even the footstep cut into the side of the fuselage is head high, that you know what a super machine this really was. It's only by standing next to it that you get a feeling for what a monumental step forward this airplane represented in 1940. Although it looks like a marvelous anachronism today, it proved itself to be the quintessential fighting machine and saw combat far past its prime of life. But, no airplane is forever, and it is only through the hand and eyes of the modeler that it will live on. ■



Rocket-armed F4U-1D from VF/84 aboard the USS Bunker Hill on takeoff run for Iwojima. Squadron/Signal Publications photo.

the air, you should see five or six inches where the gear has extended.

The visibility problem was solved by going to the bubble canopies. This actually may have had little to do with the landing visibility because it was standard procedure in those days to make your entire approach with your canopy back. That way, if you decided to stuff it into the Pacific, at least you could hop overboard without having to worry about getting that big piece of plexiglass open.

Although operational flying started in 1942, it was the summer of 1944 before

had been used like a broom by shore-based Marines who had been using the big bird to sweep much of the skies clear of enemy aircraft.

Today the existing Corsairs, the 12 or 15 that still fly, that is, are a mixed bag of types. Most are FG-1Ds although, several years back, close to a half-dozen F4U-5N Night Fighters were brought in from South America, nearly doubling the flying Corsair population. And then there is at least one F4U-7 that somehow never made its way to France, which was one of the only countries to fly the -7s. The later

Tider:

FM = 08.00 - 16.00

EM = 16.00 - sista flygn för dagen

Kväll = 16.45 - "-"

**Ring exp och teckna Dig om Du ej har tillfälle
personligt /Lönn.**

Lottningen för jourhavande
= 1 tim Cessna 152 utföll sålunda:

Februari	126	Alf Allard
Mars	551	Bengt Nordgren
April	172	Lars Liljegren
Maj	408	Niklas Järvstråt

Grattis!

DIVERSELÅDAN

BESÖK FRÅN GOTLAND

LFK gästades lördagen den 28 maj av två flygplan med 8 personer från Gotland. Ledare för gruppen var Krister André. Efter ankomst till SAAB-fältet besöktes slutmontering och leveranshangar för SAAB 340 under guidning av Tage Wennström. Vid LFK tog Erik Åstrand hand om gruppen och hjälpte dem att hyra cyklar samt visade vägen till Malmslätt och flygdagen. På eftermiddagen återvände en mycket nöjd grupp till Gotland i det fantastiskt fina vädret.

Vi inom LFK bör utnyttja denna kontakt med Gotland för ett besök i t.ex. Visby gamla stad för att avnjuta ett grillat får. Ulf Edlund har kontakt med Krister André

INSÄNDAREN

FÖR ÖVRIGT: VEM KAN VÄL BÄTTRE ÄN EN 11-ÅRIG GRABB BESKRIVA VERKLIGHETEN BAKOM PILOTYRKET !?!

Jag vill bli flygare då jag blir stor för det är ett roligt och lätt jobb. Därför finns det numera så många flygare. Flygarna behöver inte gå mycket i skola, de behöver bara lära sig siffrorna, för att de ska kunna läsa mätare. Jag tror att de också borde kunna läsa kartor, så att de hittar fram i fall de har kört vilse.

Flygarna bör vara modiga om en ving eller en motor faller av. De bör förbli lugna så att de ska veta vad man bör göra. Flygare bör ha goda ögon så att de kan se genom molnen, och de får inte vara rädda för blixnar eller åska, för att de är närmare dem än vi.

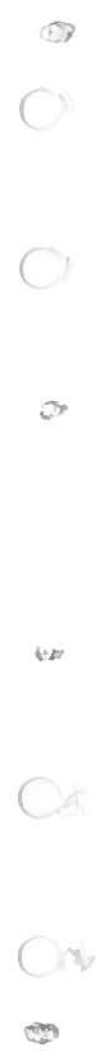
Jag tycker om lönen flygarna får. De får mera pengar än vad de hinner göra av med. Det beror på att de flesta människorna tycker att flygning är farligt med undantag av flygarna för de vet hur lätt det är.

Det finns inte mycket ddr som jag inte tycker om förutom att flickorna tycker om flygare och alla flygvärdinnor vill gifta sig med flygarna så att flygarna måste köra iväg dem, annars står de. Hoppas att jag inte blir flygsjuk. Om jag blir flygsjuk kan jag inte bli flygare och då måste jag börja arbeta.

NÄSTA KONTAKT

Preliminärt manusstopp för nästa KONTAKT är 1988-08-28.

The following table shows the results of the survey conducted in the year 1956-1957. The data is presented in a tabular format, with columns representing different categories and rows representing individual data points. The table is organized into several sections, each corresponding to a different aspect of the survey. The first section deals with the general characteristics of the respondents, including their age, sex, and occupation. The second section focuses on the specific activities and interests of the respondents, such as their preferred leisure activities and their views on various social issues. The third section provides a detailed analysis of the respondents' attitudes towards different aspects of their community and society. The final section summarizes the key findings of the survey and offers some recommendations for future research and action.



1