

MEETING- 9 A.M., SATURDAY, **DECEMBER 9TH**, CAP BUILDING



THE TIMES

CAP/EAA BLDG., LEESBURG, MUN. AIRPORT

8507 Airport Boulevard, Leesburg, Florida

MEETS- 9 A.M. EACH 4TH SATURDAY

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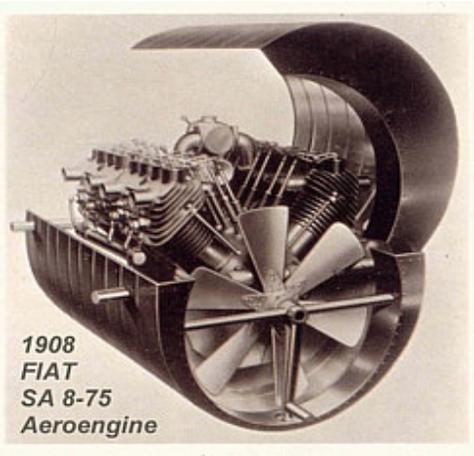
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Merry Christmas / Happy Hanukkah
DECEMBER 2006



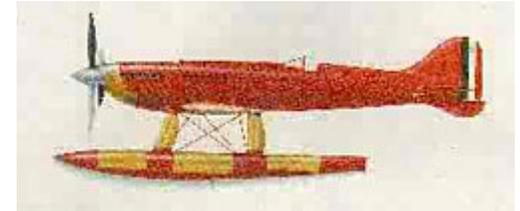
1908
FIAT
SA 8-75
Aeroengine

FIAT IN AVIATION

Fiat experience in aeronautical manufacture dates back as far as 1908 when the first Fiat aero engine was produced.

SCHNEIDER CUP RACING

The **1926** race meant that another win for the Americans would see them win the Trophy outright. The British, wishing to develop very advanced racers from Supermarine and Gloster to beat the hosts, asked for the next race to be delayed until 1927 to allow them time to build their aircraft, but this was politely refused. It was a very different story in Italy. The new Fascist leader, Benito Mussolini, promised that all the financial and material assistance required by Macchi and **Fiat** to enable them to produce an aircraft capable of beating the Americans would be provided. The hosts entered an updated version of the RC3 and a new Curtiss design, the F6C-3 Hawk with the US Navy providing the pilots. The race itself saw some very exciting flying with the two teams racing neck-and-neck to the finish with the Italians finally coming out on top to win and bring the Trophy back across the Atlantic.



For the **1927** Schneider Cup Races, Engineer Castoldi produced a derivative of the M.39, the M.52. With smaller floats, a shorter wing span, a 10 degree sweep to the wings and a more powerful **(1100 hp) Fiat AS.3 engine**, it gave Italy great hope to win the contest taking place off Venice. Alas, the crowd was disappointed when all three M.52's suffered engine problems and the race was won by the British Supermarine S.5 with another S.5 taking second place. The Fiat engine was reliable enough for short sprints and set an absolute world speed record of 479.28 km/hr (297.81 mph).

1931 Over in Italy, Macchi were hard at work on a development of the M67, the



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M72. Its Fiat-built engine was **11 feet long**, had **24 cylinders**, a capacity of over **50,000 cc (3,100 cu. ins.)** and rated at **2,850hp**. This was connected to **counter-rotating propellers** - a remarkable feature for the time. As with the previous race, one of the Italian team was killed in test flying, but the engine was also proving troublesome and the Italian team was forced to withdraw.



MODERN AIRCRAFT DESIGN AND PRODUCTION



FIAT/Aeritalia/Alenia G.222

Designed by Ing. Giuseppe Gabrielli, the Aeritalia (originally Fiat) now Alenia G.222 was conceived in four separate configurations, three of which were halted at the research project stage. Two unpressurized prototypes were built of the military transport version of which the first (MM582) made its initial flight on 18 July 1970 and the second (MM583) on 22 July 1971. The first prototype was handed over to the Italian Air Force on 21 December 1971 for operational evaluation. One airframe was completed for static and one for fatigue testing.

FIAT G.91 Y, NATO Mainstay

Eight designs submitted to the NATO competition were exhaustively examined by an AGARD (Advisory Group for Aeronautical Research and Development) commission; and finally,

on 3rd June 1955 the Fiat G.91 design was chosen as the most promising project, an immediate order for three prototypes and 27 pre-production aircraft being placed. The design was the work of a team headed by Ing. Giuseppe Gabrielli, and in overall appearance somewhat resembled a scaled-down edition of the North American F-86D "Sabre."



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DUES DUE- See **Bill Howard** at the next meeting or use the pre-addressed envelope Bill sent you recently.

NOVEMBER The business meeting probably made or matched some record for brevity in an effort to accommodate two members who had commitments and had to leave early. Similarly, and in keeping with the season, this month we had a real turkey of a surprise speaker, Eddy Torr, with an intense but brief presentation on an obscure aircraft, an excellent design buried by intrigue, vindictiveness, and better than six decades of vengeance. The Vincent Burnelli lifting-body designs of the '20s through the '40s, are examples of a good designs killed by an innocent remark.



Vince Burnelli's 1946 CBY-3 had a 20'x20'x6' cargo-passenger bay, could carry a ton more than a DC-3 with the same engines, and got 40% of its lift from the airfoil-shaped fuselage.

Refreshments- soft drinks and a generous assortment of donuts from the Bakery at Publix- compliments of Don Mina with John Weber and Charlie Schnitzlein serving as *i maestri dei caffè*, errrrr, coffee brewmasters. (This Italian "thing" happens whenever the Editor gets to going on about FIATs.) You can check out Burnelli and his planes by Googling "burnelli aircraft."

DECEMBER CAP Building at 9 AM on Saturday, the 9th of December for a convoy/motorcade/motorpool to member Garry Paxton's for a look-see at his Cozy project.

JANUARY - FANTASY OF FLIGHT This will be pre-paid reservations only group. The fee should be about twenty-five dollars. Call Bill Howard at 352.735.6347 ASAP.

FEBRUARY Our meeting will be our annual visit to see what's old and what's new at the Kimball's restoration facility in Zellwood. See examples of their fantastic restorations and products such as the radial-powered Pitts 12 with a thrust/weight ratio approaching 1:1... exceeding it in one particular model! Check out Jim and Kevin and their handiwork and products at <http://www.jimkimballenterprises.com/>

MARCH A visit to the new Orlando North residential airpark on the north side of Lake Apopka. Lou Larsen will be operating his beautiful Ford-powered Pietyenpol Aircamper from this strip.

"THIS IS YOUR CAPTAIN SPEAKING..." THE

EDITOR ON THIS 'N THAT I realize that this is the age of non-joiners. Other EAA chapters and even service clubs such as the Elks, VFW, and even the Masons are reporting difficulty in recruiting



and retaining members, so we at EAA Chapter 534 are not in an unusual situation. However, we are PILOTS, a very rare breed, indeed, amounting to less than one in 500! That's a pretty exclusive club and you'd think we would revel in the time spent and skills learned in order to become a part of it. Come on out and join us!

Can we "urge" the Leesburg into reversing the CAP/EAA/LCAA Building theft? Join BOYCOTT "THIEVES'-BURG!"

JANUARY MEETING
FANTASY OF FLIGHT
SATURDAY, JANUARY 27, 2007
CONTACT BILL HOWARD 352.735.6347