

# TCRC

Triple Creek Radio Control Aviation Club

Fuel In's and Outs

February 2014

Issue 14



Visiting B-17

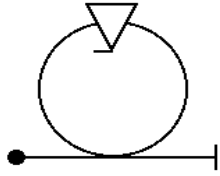
Newly Elected  
Officers



Boeing B-17 Stats and  
photos



Photo by Greg Karpey



## *Editors Note*

**By Keith Hall**

**I** can't believe January is over! I also can't believe how cold it has been! It snowed in Pensacola! WHAT? We live in Florida, it's not suppose to snow anywhere in this state. I think I'd like to do some research to see how many champion RC pilots there are, in all catgories, that are from the north. I would guess not many. It was (only) 63 degrees last weekend and I just couldn't get myself past the garage to load the truck to go fly. I felt like every bone in my body was stiff. So imagine 20 degrees. I'm sorry, no one would ever see me flying in that weather. Yes, I'm a Floridian and I love my warm weather.

So I got to thinking there must not be too many Champion RC pilots from the north because they only have a certain length of time to fly. If you can't stand the cold then how do you practice? Simulators are good but up to a point. I wonder if they have Fly-ins during the winter up north? Imagine the contests they would have. How long you can fly without your gloves. How many slide and go's you can do in a minute. How fast can you defrost your engine and start it. Helis could have Auto rotation closest to the spot where the snow has been pushed back. If you aren't close, you land in the snow, then its another contest of how fast can you find your heli in the snow. They could call it the *Frostbite Classic*. Hey! Maybe I'm on to something.

Ok, in all seriousness now. We had our Club elections and you've probably already heard from the guy that steals my stories and information for the newsletter, Steve Sciuga. He's still new, I'm still teaching him so be patient. But the results were; Gene Garand - President, John Lentis - Vice President, Steve Sciuga - Secretary, Scott Smith - Treasurer, and last but not least, Greg Karpey - Safety Officer. We are lucky to have these guys step up to steer the club. now with a little help from the rest of us we can make this an even better RC Club. This should be a great year and a whole lotta fun. Come out and fly and take advatage of our wonder facility. Until next time, Fly safe and we'll see you at the field.

### **TRIPLE CREEK RC MODEL AIRCRAFT CLUB 2014 Club Officers**



**Gene Garand - President**  
egarand@tampabay.rr.com



**John Lentis - Vice President**  
john.lentis@yahoo.com



**Scott Smith - Treasurer**  
stsmith3103@yahoo.com



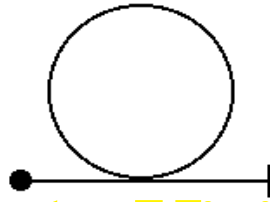
**Steve Sciuga - Secretary**  
ssciuga@tampabay.rr.com



**Greg Karpey- Safety Officer**  
gkarp521@gmail.com



*In the Loop*



## Jamie's B-17 Visits TCRC Airfield



Jamie is a past member that currently lives in Jacksonville. He came down for a visit and brought his well know B-17. Check out the Greg Karpeys photos for more pictures.

[https://picasaweb.google.com/TCRCPhotos?feat=content\\_notification](https://picasaweb.google.com/TCRCPhotos?feat=content_notification)



# *Don't Keep Secrets or What are Your Intentions Sir?*

by Greg Karpey

TCRC Safety Officer

Our club is blessed with a variety of members who fly a wide selection of aircraft types. We have slow flyers, 3D, warbirds, hotliners, helis, gliders, and quads. Our members fly gas, electric and nitro. With such a wide mixture of aircraft there are challenges when sharing our limited airspace. Following a few common sense guidelines and showing consideration for your fellow flyers will keep us all flying safer.

When taking to the runway or the airspace one must make themselves aware of the location of others already airborne and to insure your actions do not interfere with others flying or taking off. You don't pull out in front of traffic in your car and the same caution should be taken with our aircraft.

Look and see where others are in the air and loudly and clearly (in your outdoor voice) announce your intentions. The flyer on Station #1 has to be able to hear you even if you are on Station #4 and there is a nitro plane on the taxiway between you.. Likewise if you are flying and someone announces they are taking off - verbally acknowledge that you heard the announcement of their intentions. By doing so everyone is aware of what the others are doing.

When you are flying keep your eyeballs moving to remain aware of where others are in the sky and try not to infringe upon their space. If there are multiple aircraft operating and you can't keep track of where the others are - ask another flyer to be your spotter. We can all use an extra pair of eyes now and then.

Go with the flow. If everyone is taking off from east to west — that establishes the traffic pattern. With an east to west take off pattern you should not be making a low, high speed pass over the runway from west to east. That is just asking for problems. Yet, I have seen just that occur at our field. Be considerate... fly the established pattern.

All the above applies to helicopter operations as well. Many of the area clubs segregate their helicopter flyers away from the fixed-wing aircraft. Triple Creek RC does not and I think the integration of the various types of aircraft makes us a better club.

Heli pilots must announce their intentions. I have observed helis doing 3D maneuvers north of the runway then coming across the active runway and landing inches off the runway in front of an airplane. The fixed-wing pilot had announced his intention to land and had to

abort the landing and go around until the helicopter was removed from the taxiway. This is certainly not to say that fixed-wingers have priority over helis — that is certainly not the case — but all pilots need to be considerate of other aircraft.

Our members generally cooperate with each other when flying dissimilar aircraft, but I have observed some who seemingly fly without regard for their fellow flyers. I cannot recall a mid-air collision at our club during non-event flying and would like to see us keep that safety record going.

Fly with consideration to the pilots around you and we will all be safer. When you are flying don't keep your intentions secret. And most importantly, don't be the pilot that other members don't want to fly with.

Have Fun, Fly Safe, and  
Be Careful Out There!



Larry and Ron do a little preflight check



Waiting for the final ballot count.



Scott lost the elevator linkage on his maiden flight. Sorry Scott.



Gene announces the newly elected officers



This has become a popular Trainer at the field.



**Next club Meeting:**  
Saturday Feb. 1, 2014  
10:00 am At the field

## Have You Noticed the New Wind Sock?!

Our old, tattered, bird dropping spattered windsock, has recently replaced. The new bright red, custom made, wind sock is complements of Chi Chi Diaz and his talented wife.

We can thank Chi Chi's wife for more than just the windstock! Ms. Diaz also helped the club by repairing our torn safety screens and other projects along the way. Hats off to Chi Chi and his wife for their tremendous support! Chi Chi is constantly making repairs to club resources and equipment. He spends more than his share of time operating the mowers, dragging the access road, trying to even out the hog damaged areas, and much more. Much of what Chi Chi does is done behind the scenes with no formal recognition. So the next time you see Chi Chi be sure to thank he and his wife for all they have done to help the Triple Creek RC Club.



Chi Chi Diaz

# Boeing B-17

The Flying Fortress is one of the most famous airplanes ever built. The B-17 prototype first flew on July 28, 1935. Although few B-17s were in service on Dec. 7, 1941, production quickly accelerated after the U.S. entry into World War II. The aircraft served in every combat zone, but it is best known for the daylight strategic bombing of German industrial targets. Production ended in May 1945 and totaled 12,726.

In March 1944 this B-17G was assigned to the 91st Bomb Group -- "The Ragged Irregulars" -- and based at Bassingbourn, England. There its crew named it Shoo Shoo Shoo Baby, after a popular song. It flew 24 combat missions in WWII, receiving flak damage seven times. Its first mission (Frankfurt, Germany) was on March 24, 1944, and last mission (Posen, Poland) on May 29, 1944, when engine problems forced a landing in neutral Sweden where the airplane and crew were interned.

In 1968 Shoo Shoo Shoo Baby was found abandoned in France, and the French government presented the airplane to the U.S. Air Force. In July 1978 the 512th Military Airlift Wing moved it to Dover Air Force Base, Del., for restoration by the volunteers of the 512th Antique Restoration Group. After a massive 10-year job of restoration to flying condition, the aircraft was flown to the museum in October 1988.



## TECHNICAL NOTES:

**Armament:** 13 .50-cal. machine guns; normal bomb load of 6,000 lbs.

**Engines:** Four Wright Cyclone R-1820s of 1,200 hp each

**Maximum speed:** 300 mph

**Cruising speed:** 170 mph

**Range:** 1,850 miles

**Ceiling:** 35,000 ft.

**Span:** 103 ft. 10 in.

**Length:** 74 ft. 4 in.

**Height:** 19 ft. 1 in.

**Weight:** 55,000 lbs. loaded

