

TCRC

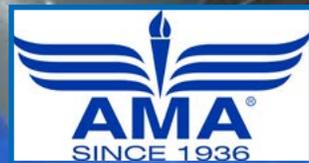


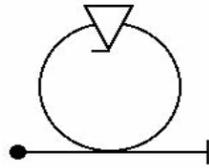
Triple Creek Radio Control Aviation Club

July 2014
Issue 18

Safety
First!

Kawasaki KI-48
Stats and photos





Editors Note

By Keith Hall

Good heavens!! It is incredibly HOT! Greg's article this month mentions the safety of being in the heat. It is one of those problems that can creep up on you.

A group of us visited the TRAC field for their Big Birds event. All through the event I kept thinking, "These are not Big Birds!" But then I remembered I hadn't attended a Big Bird event in YEARS! Back when .90's and 1.20's were HUGE engines. Now with Gas engines the planes have gotten even bigger, making the older planes that were once big, now are not as impressive in size. But it was still fun to attend and watch the flying. I have to say I sometimes...and I say sometimes, I get to feeling cocky about my flying skills. Then I attend an event like this and I leave feeling that I need to do a whole lot more practicing. Ugh!

You also need to check out the newest information involving congress' decision involving our hobby. Go to the AMA website and catch up. These could have devastating results for us. Even the Experimental Aircraft Association is getting involved. The AMA is asking for your help in the way of a write in. Take a minute to read about it. <http://amablog.modelaircraft.org/amagov/2014/06/26/ama-member-communications-to-faa-interpervive-rule/>

We have some events coming up. August 16th we have the National Model Aviation day. We are planning on having all types of RC aircraft there. We are going to need some help. I will be sending an email out to all the members asking to help with some part of the event. Then in October we will have WattFest and our Heli Classic. These are two BIG events for the club and we will also need help with them. I hope you will put at least one of them on your calendar to attend. Greg has been working very hard all year long promoting and planning for Wattfest. We are expecting a great turnout and all of the events will all be a lot of fun!

See you at the events!

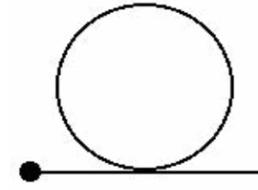
Be safe and see you at the field.

Keith

Nice sunset at the field.
Great shot Greg!



In the Loop



The TCRC guys hangin out at the TRAC Big Birds event. Greg Karpey, Wes Neil, Steve Sciuga, Bob Marasco and his son Tommy relaxin' in the green chair.



Joe Hernandez with his F7F Bearcat. Beautiful Plane!



Keith and Leo working on that #%* C-17

Greg Karpey Safety Officer Safety First!

Halfway through the Year! 2014 is half over... and seems to be flying by... (no pun intended).

Up to this point, the year has been a safe one at Triple Creek... other than bloody noses, tripping over field boxes, and splinters in the fingers — the safety scene has been mostly uneventful. However this is no time to let our guard down.

Keep being vigilant when you are working around running or armed airplanes — be aware of what others around you are doing and let them know if you see something that is not right. Keep your eyes on the sky to watch out for runaway aircraft and be sure to sound off to others around you if you see a hazardous situation developing.

It will be no news to anyone who has been out to the club lately that this year has been HOT, HOT, HOT! And by the calendar the hottest parts of the year are still ahead of us. At the last club meeting Keith Hall brought up the warning about dehydration in our climate, and it is worth repeating here... Bring a supply of water or sports drinks of some sort with you and keep yourself hydrated.

Even if you think you are drinking enough fluids you likely are not. If you are feeling thirsty... you are already dehydrated. If you spend the day at the club and feel out of sorts afterwards, it likely means you did not replace enough fluids. In my case, my hands and limbs start to cramp up signaling I failed to maintain proper hydration.

We as a club are still having issues with pilots flying past the east boundaries. I have heard excuses such as “the wind pushed me over there”, or “The sun was in my eyes”. Sorry fellow flyers — we are supposed to be qualified, safe, pilots. You should be able to counter steer for the wind and insure you do not fly in such a manner that you are blinded by the sun. If you cannot do that then you must consider not flying under breezy conditions or to wait until the sun is in a position that will not be directly behind your airborne model.

I recently observed an individual who was outside the fly zone and became disoriented. The aircraft missed crashing into the cow pasture to our east by less than 6 feet of altitude. Unfortunately by the time the pilot was able to fully recover and fly back to the field he

was a third of the way to the horse ranch. Of course, the airplane was nitro powered so it was not like it was a stealth flight and could have gone unnoticed. Observe the no fly areas!

We seem to be getting more interest in glider operations. You may see a Hi Start (bungee) or a winch set up to assist with launches. When setting up bungees or winches in sure they are oriented in such a manner that the falling lines and parachutes do not land on the runway. It would be best to have someone retrieve the launch lines while you are flying. The Safety Cart can be utilized for that purpose.

Be aware of the slower flyers when gliders are airborne. Both glider and powered flyers need to watch for other aircraft in the vicinity and not create a hazardous situation. Utilize a spotter if needed.

Know your limits.... and fly within those limitations!

See you at the field. Have Fun, Fly Safe and Be Careful Out there!

AVOID DEHYDRATION, HEAT EXHAUSTION AND HEAT STROKE

SYMPTOMS OF DEHYDRATION

- Decreased Productivity
- Increase in work-related accidents
- Decrease cognitive performance
- Decreased Visual Motor Tracking
- Reduced Short Term Memory
- Reduced Attention
- Dizziness
- Inability to remain stable standing
- Headaches
- Muscle Cramps
- Weakness
- Fatigue

SYMPTOMS OF HEAT EXHAUSTION

- Confusion
- Dark-colored urine (a sign of dehydration)
- Dizziness
- Fainting
- Fatigue
- Headache
- Muscle Cramps
- Nausea
- Pale or flushed skin
- Heavy or Profuse Sweating
- Rapid Heartbeat

Giving Back

When I first discovered Triple Creek I was just getting back into R/C and really couldn't fly very well at all (some would say I still can't fly). At that time there were several club members that flew large scale planes and flew them well. It would be an understatement to say that I was intimidated. I could barely fly and these guys were tearing up the skies with 40 percenters. Even the lingo they used was foreign to me. They seemed to talk in a whole different language. They said things like; "my 9257 has 46 ounces of torque" and "my BEC is set for high voltage". There was talk of differential ailerons and all up weight. All of this was way over my head. These guys were all great pilots and I was barely able to take off and every landing was more of a controlled crash.

A few very helpful members showed me the ropes and helped me to set up my aircraft and radio. Soon I was learning the language that they were speaking and was feeling less intimidated, as I was in the beginning. With many hours of actual stick time and just as many on the simulator I was able to improve a bit. Fast forward to today and I still think most of my landings look like a controlled crash, but I am no longer intimidated.

Consider what it feels like to be a new member and not knowing anyone at the field. Were you intimidated or anxious when you first joined, like I was? Did you think that "those guys are fantastic pilots and I can barely get my plane off the ground". Were there times that you didn't fly because the "big boys" were flying? Did it seem that there was a clique and you weren't in it? It sure seemed that way to me. I stuck it out and eventually learned to fly good enough to be able to land and take off without too much difficulty.

About a year ago I started to teach others to fly. I get great satisfaction when one of my students gets signed off on their solo. So why am I telling you all of this? Because sometimes we forget that we were once the new guy and what that feels like.

When new people show up at the club they are wide eyed, anxious and intimidated. It is the job of each of us to welcome new people to the club and do our best to help them learn and improve their skills. Give it a try you might even make a friend along the way."

Steve "Dr. Dyslexia" Sciuga

AMA Member Communications to FAA Interpretive Rule



On Monday, June 23rd, the Federal Aviation Administration (FAA) released an Interpretive Rule in which it presented FAA's interpretation of the "Special Rule for Model Aircraft" established by Congress in the FAA modernization and Reform Act of 2012. The Academy has reviewed the rule and is extremely disappointed and troubled by the approach the FAA has chosen to take in regards to this issue

In its Press Release the FAA stated it was, "issuing the notice to provide clear guidance to model operators on the "do's and don'ts" of flying safely in accordance with the Act and to answer many of the questions it has received regarding the scope and application of the rules." It also stated, "(this) guidance comes after recent incidents involving the reckless use of unmanned model aircraft near airports and involving large crowds of people." It's important to note that very few of these cases have been factually documented and not a single incident was shown to involve a member of the AMA or to be connected in any way to modeling operations conducted under the auspices of the special rule.

In AMA's response to the rule it was pointed out that, "The FAA interpretive rule effectively negates Congress' intentions, and is contrary to the law. Section 336(a) of the Public Law states that, 'the Federal Aviation Administration may not promulgate any rule or regulation regarding a model aircraft...', this interpretive rule specifically addresses model aircraft, effectively establishes rules that model aircraft were not previously subject to and is in direct violation of the congressional mandate in the 2012 FAA reauthorization bill."

AMA has voiced its opposition to FAA's action and will pursue all available recourse to dissuade enactment of this rule. It's important that every AMA member becomes involved in the effort.

The first step is to respond to the public comment period established in the notice. Look for a follow-up email from AMA with information on how to respond to the FAA notice. This is your opportunity to express your views and to comment on various aspects of the Interpretive Rule. It's important for the Administration to know that this rule significantly impacts the entire aeromodeling community and that this community is resolute and committed to protecting the hobby. In this case silence IS NOT golden.

Please alert your friends, family members and fellow modelers regarding this issue.

Kawasaki Ki-48

A Slow Program

In 1937, the Imperial Japanese Army air force issued a requirement for a high-performance light bomber. Kawasaki developed the Ki-48 as a mid-wing monoplane with an internal bomb bay, and the first of four prototypes flew in July 1939. After considerable development to overcome teething

problems, the Ki-48-I was ordered into production as the Army Type 99 Twin-Engine Light Bomber Model 1A that entered service in the fall of 1940. Over China it proved itself fast enough to evade most fighter interception.

Rapid Obsolescence

Experience in World War II against better fighters soon showed that protection as well as speed was required. Allied pilots found what they called the Lily to be comparatively easy prey, and the Japanese responded with the Ki-48-II offering greater power and, more importantly, self-sealing fuel tanks and armor protection. This type entered service in the spring of 1942, but was completely outclassed by Allied fighter development. The type was declared obsolete in October 1944, and many were expended in kamikaze attacks. Total production was 1,977 aircraft.

Principal user

Japan

The XF7C-I prototype was distinguishable by its through-axle main landing gear unit and the spinner that was omitted from F7C-I production aircraft.



TECHNICAL DATA

Type: Kawasaki Ki-48-IIb four-seat light bomber with dive bombing capability.

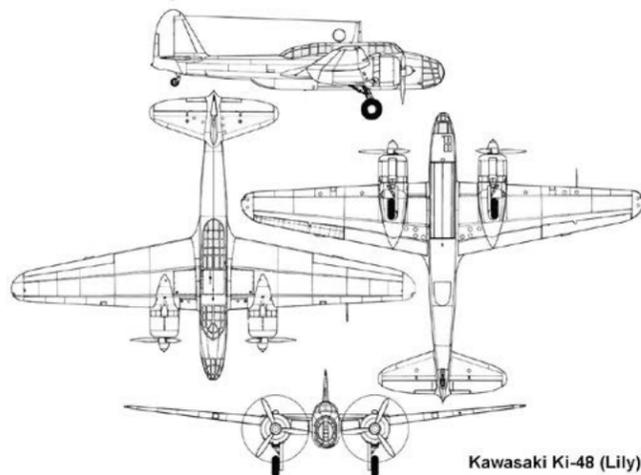
Engine: two 1,150-hp (858kW) Nakajima Ha-115 radial piston engines

Performance: maximum speed 314 mph (515 km/h) at 18,375 ft (5,600 m); climb to 16,405 ft (5,000 m) in 8 minutes 30 seconds, service ceiling 33,135 ft, (10,100 m); range 1,491 miles (2,400 km).

Weights: empty 10,031 lb (4,550 kg); maximum take-off 14,881 lb (6,750 kg)

Dimensions: Span 57 ft 3 in (17.45 m), length 41 ft 10 in (12.7500m); height 12 ft 5.5 in (3.80 m); wing area 430.57 sq. ft (40.00 m²).

Armament: three 0.303-in (7.7-mm) trainable machine guns and up to 882 lb (400 kg) of bombs.



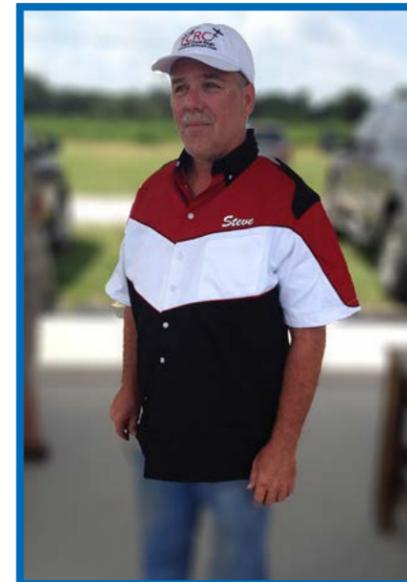
New Club Tee Shirts and hats are now available! We are taking orders for event shirts! Below are photos of the event shirt. We also have two choices of hats. White and designed with embroidered logo. Besides the model... they are great shirts.

Tee shirts \$20.00 (add \$1.50 for 2XL and each add. XL)

Event Shirts \$55.00

White Hats \$23.00

Design Hat \$25.00



**Next club Meeting:
Saturday July 12, 2014
10:00 am At the field**