

TCRC

Triple Creek Radio Control Aviation Club

May 2014

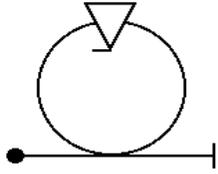
Issue 17

Lakeland SUN N FUN!

Curtis F7C SeaHawk
Stats and photos

TCRC
Warbirds event





Editors Note

By Keith Hall

Another busy month! Not only was there a club event but there were local events going on. EAA's Sun N Fun in Lakeland was a great event. If you need some inspiration or just enjoy being around airplanes, then SUN N Fun is the place to be. This is the second largest airshow in the country. A few months later is EAA's AirVenture in Oshkosh, WI. I've never been to the one in WI., but I hear it's amazing. Sun N Fun brings aerobatics through the day, this year the Blue Angels performed. Then there are all the aircraft that arrive. There is everything from aerobatic planes, seaplanes, planes from WWI and of course there are the warbirds. There is nothing like the sound of the Corsair or a P-51 starting that BIG engine. Then they put on a show where the warbirds do straffing runs. Of course, they have the pyrotechnics firing. The other part of Sun N Fun that I enjoy is walking through the hangars with all of the vendors. They have lots of freebee things to give you as you walk around. If you haven't made Sun N Fun put it on your calendar! Next years event is April 21-26, 2015.

Then there was Top Gun. It is held at the same Lakeland Linder Airport. They changed it since previous Top Gun shows. This year they have a runway for the jets and best of all the pilots and their airplanes are under tents where you are able to walk up and get a close look at the models. In the past they were all on the other side of a fence where you couldn't get close at all. Unfortunately, the event had a lot of rain to of the five days. I didn't get to make it this year because I know from the past that that area turns into a swamp after it rains. But I heard they still had a lot of flying.

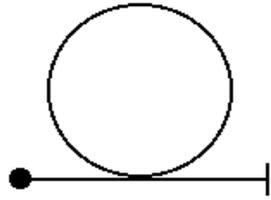
Kenny Williams has had success in catching the hogs. He even brought out some pork that he prepared. If I hadn't just eaten lunch I would have "porked out". (little pun..very little)

We are heading into the summer and it's already very hot. I have one word of warning...Be careful in the heat! If you're going to be at the field during the hot part of the day make sure to drink water and Gatorade or G2. I was at the field today and it was cloudy, but the heat still zapped me pretty good. I got to feeling very tired, my mouth was dry and I got very thirsty. I started drinking water and had a G2 but I think it was a little too late. I was pooped. So I cranked up the AC in the car and headed home. As we get older we have less tolerance for the heat. Be careful when your at the field as the dehydration can sneak up on you. Drink water and/or some type of Gatorade.

Be safe and see you at the field.

Keith

In the Loop



TCRC Warbirds Event

The Warbirds seem to always bring out the spectators, but we also had a gaggle of pilots too. The day wasn't complete until the Top Gun guys from Sarasota showed up. They flew their beautiful aircraft and the weather was perfect! Once again, you have to add this to your calendar!



In Case of Emergency — Who we gonna Call?

by Greg Karpey
TCRC Safety Officer

We all arrive at the club field with reasonable expectations that we will be leaving the club the same way we arrived. Most of us in the automobile we drove to the field.

But what if... for some reason we were unable to drive ourselves back home?

None of us are getting any younger... some of us are getting darn near elderly! And the older generation does not have a monopoly on medical emergencies or accidents.

If you had a medical issue at the field and had to be transported by ambulance... who would be notified if you were not able to make the call yourself?

The club does not have an HR department nor a computer to store emergency contact information. With most of us carrying cell phones these days the probability is high that the phone number on the club member roster rings to the phone you are carrying.

As most of us cannot foretell the future I would like to encourage ALL members to take the time to attach an emergency contact name and number to the back of your membership card.

The name can be written or typed on a paper label or plain piece of paper and stuck to the back of the card. You can then tape over the name or label with packing or cellophane tape to keep the label somewhat waterproof. Obviously for the system to work you would have to actually ensure you are wearing your membership badge at all times. But we should be doing that anyway, right?

This is merely a suggestion and no one will be checking to make sure that you do it. It is strictly voluntary. However it may be in your own best interest to have an Emergency Contact listed — just in case.

See you at the field.

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



More Warbirds from TCRC



TCRC Trainers

We now have three club trainers!

We have one electric trainer, and glow trainer and a taildragger. They don't currently have receivers or batteries in them as we are looking for donations to finish the project. All of the trainers are going to be stored in the clubhouse once it's set up...Well, that's the plan at the moment. I cut out the lettering that's on the wing that says "Triple Creek Flying School." They turned out nice and they fly really well. Ok, two of them fly nice. The taildragger is pretty heavy and we need to change out the engine. We'll get them there, it's just going to take time and planning.



NTSB judge rules FAA ban on commercial UAS/Drones unenforceable



Quad copter flown at the International Consumer Electronics Show, 1/8/2014 (AP Photo/Jae C Hong)

In a ruling late Thursday, 3/6, NTSB Administrative Law Judge Patrick Geraghty ruled that the FAA policy banning the commercial operation of unmanned aircraft is “non-binding”, hence unenforceable. The judge found that the policy wasn’t written as part of a formal rulemaking process and the FAA hadn’t complied with the requirements of the Administrative Procedures Act. The FAA policy was published in the Federal Register in 2007 and has effectively banned the operation of commercial and public use UAS in the national airspace over the past seven years.

This finding came as part of the judge’s ruling on attorney Brendan Schulman’s motion to dismiss FAA’s Order of Assessment against Raphael Pirker, aka “Trappy”. Mr. Pirker was fined \$10,000 by the FAA under 14 CFR 91.13 for allegedly operating an aircraft in a careless and reckless manner while flying a UAS through the University of Virginia campus in Charlottesville, Virginia.

This ruling effectively lifts the ban on the commercial operation of small unmanned aircraft, those aircraft that would otherwise meet the description of a model aircraft.

It’s a bit too soon to say how the FAA will respond to the ruling, or what this means to the UAS community. But, by all accounts, this is a game changer.

Curtis F7C Seahawk

A First for Curtiss

The Model 43 Seahawk was the first Curtiss fighter specifically designed for carrierborne deployment, earlier naval types having been adaptations of land based fighters. Though meeting a naval requirement for a radial-engined fighter, the Model 43 prototype was built as a private venture for a first flight in February 1927 with the 450-hp (336-kW) R-1340-B radial, but was then evaluated as the XF7C-1. The machine had unequal-span wings, the outer panels of the upper wing were swept back at a noticeable angle, the tailskid landing gear was notably sturdy, and two petrol tanks were located in the sides of the fuselage out-board of the primary structure but inside the smooth outer skinning.

Contrary employment

The prototype was tested with float alighting gear (a central main float and two underwing stabilizers), but the 17 F7C-1 production aircraft ordered by the US Navy had wheeled landing gear, though revised with tripod main units in place of the prototypes through-axle type. The aircraft also had wings of greater span, and were delivered between December 1928 and January 1929. In the event the aircraft were used from NAS Quantico, Virginia, by the US Marine Corps VF-5M land-based squadron.

Principal user

USA.

The XF7C-1 prototype was distinguishable by its through-axle main landing gear unit and the spinner that was omitted from F7C-1 production aircraft.



TECHNICAL DATA

Type: Curtiss F7C-1 Seahawk single-seat fighter.

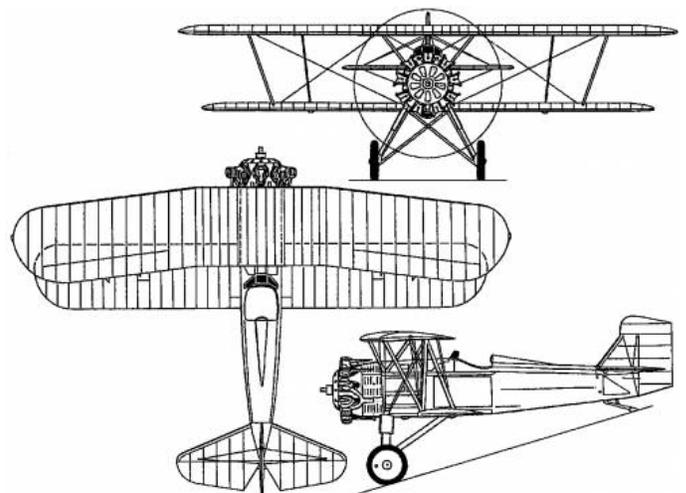
Engine: one 450-hp (336-kW) Pratt & Whitney R-1340 Wasp radial piston engine.

Performance: maximum speed 151 mph (243 km/h) at sea level, initial climb rate 1,860 ft (567 m) per minute, service ceiling 22,100 ft (6,735 m), range 330 miles (531 km).

Weights: empty 2,038 lb (924 kg); maximum take-off 2,782 lb (1,262 kg),

Dimensions: span 32 ft 8 in (9.96 m), length 22 ft 1.75 in (6.75 m); height 10 ft 4 in (3.15 m) wing area 276.00 s.. ft (25.64 m²).

Armament: two 0.3-in. (7.62mm) Machine Guns



Club Tee Shirts and hats are now available! We will soon be taking orders for special event shirts! You can see the event shirts at this next meeting or watch your email for photos.

Next club Meeting:
Saturday June 7, 2014
10:00 am At the field