

# TCRC



Triple Creek Radio Control Aviation Club

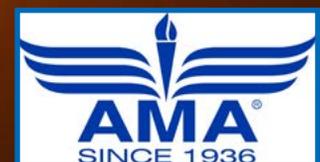
November 2014

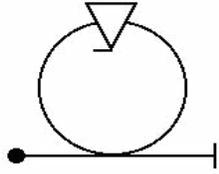
Issue 21

Wattfest 2014  
Heli Classic  
Photos

Farman HF-20  
(Reconnaissance and Observer)

Officer Nominations  
this month!





## *Editors Note*

**By Keith Hall**

**W**atfest and the Fall Heli-Classic are in the history books! And it's a nice history! Watfest was just as I predicted. It was packed with pilots and spectators alike. It really was a fun event. Both days were fun. There were planes in the air all the time. Not just one or two but four or six. If



there wasn't enough going on in front of the flight line, the helicopters and foamies were on the east end of the field as well. During all the flying the guys from UBUYADRONE.COM were putting up a quad or octocopter with a camera. They would set the quadcopter up so it was looking at the runway and pit area. Then they placed a large TV monitor in the sitting area so the spectators could watch the aircraft flying and landing from a totally different perspective. There were

all kinds of aircraft, big and small.

Steve Sciuga (AKA Mouth of the South) did an amazing job on the microphone! He never seemed to tire out. He continually informed the spectators of what was flying, about the pilots, the club, the AMA and any other tidbits he came up with. A couple of times he handed yours truly the mic while he left to grab a bite. I thought.. "Hm, I can do this" I looked up at a plane flying and went to talk about it and I couldn't think of what it was! I was blank! It was a P-51 Mustang. URGH!



Greg did a great job putting this event together! I hope he realizes he should be starting on next years event..hint, hint. There were lots of raffle prizes given away, over 70 pilots and umteen million aircraft and spectators. The kitchen crew were also UH-MAY-ZING! Wes and his wife Dawn Neal, and Bob and his wife Peggy Scher ran the kitchen. Truthfully, the ladies ran the kitchen and kept the guys busy! They offered up a great breakfast and an even better lunch! I don't ever remember going to an event where they offered a breakfast. And they ran out of food each day. No kidding..it was great!

But Wait! There's More! Two weeks later we had the Fall Classic Heli event. This is Nob Muraki's big helicopter event. It's an FAI event where the best pilots from the state come to better their point standings. Again, I have never seen or been in a club that holds two big two day events in the same months. But it didn't seem to be a problem. TCRC members came out and handled both events like

pros.

The heli event was fun as well and the kitchen was a hit as well. While the FAI pilots were flying the 3D pilots were giving the spectators a show. Justin Cook showed up at both events and as always this kid gets everyones attention. Justin is 11 years old and flies like he's been doing it for 20 years. His dad, John explained that he has to stand by Justin to keep him under control. Justin is fun to watch.

Best of all...the field looked wonderful! Mike Goodson came out with his BIG tractor and mowed



down the tall bushes. There are not enough ways to thank Mike for all he does for the club. One of these days I'm going to get a picture of this guy so everyone will recognize him. All we see is his tractor and the bushes after he's done.

As far as events we are done. But we still have the Christmas "get-together". This is really a fun time. We all get together after the club meeting and have a great meal. Then we have white elephant gift "ordeal". It is a blast! Bring a gift, good or bad, and they all get passed around, and around, and around. It gets pretty funny. Then we have a real laid back fun fly. If you haven't attended this even, I'd like to invite you to come out as my guest. If anything else, come eat and watch the antics.

This next meeting we start our officer nominations. If you are interested in running, or want a say in the functions of our club then come out and get involved. Our officers are the group that keep this club functioning and your selections have an impact on how the club works for you.

One last thing. Bay City Flyers Club had their field vandalized and robbed a couple of weeks ago. They broke into their kitchen/lounge trailer and stole most of their kitchen equipment, trashed a trainer plane, stole 6 6S 5000mAh batteries for the trainer, transmitters for the trainers, etc. They also had a large event coming up in November 12th. It is their warbirds event and it is very popular and well attended. It will be difficult without supplies. This is the second catastrophe Bay City has had to deal with. A few years ago they had their Treasurer steal nearly \$50,000 from the club. They are the largest and one of the oldest clubs in the area. We reached out as a club to offer assistance. But their members have stepped up. Until next month...

**Be safe and see you at the field.**

**Keith**



# TCRC **WATT** **FEST** 2014



# F.A.I. FALL HELICOPTER CLASSIC



## *Permanent TFRs issued*

Permanent TFRs issued for major sporting events and Disney properties

October 27... The FAA has issued three new Temporary Flight Restrictions (TFRs) creating restrictions for the airspace surrounding major sporting events and the Disney properties in Anaheim, CA and Kissimmee/Orlando, FL. The new flight restrictions permanently prohibit the operation of radio control model aircraft at any time within 3 nm (3.5 statute miles) of both the Disneyland and Disney World theme parks, and for a period of 1 hr before and 1 hr after major sporting events.

The NOTAM/TFRs read in part... commencing one hour before the scheduled time of the event until one hour after the end of the event. All aircraft operations; including parachute jumping, unmanned aircraft and remote controlled aircraft, are prohibited within a 3 nm radius from the surface up to and including 3,000' above ground level of any stadium having a seating capacity of 30,000 or more people where either a regular or post season Major League Baseball, National Football League, or NCAA Division One football game is occurring. This NOTAM also applies to NASCAR Sprint Cup, Indy Car, and Champ series races excluding qualifying and pre-race events. Flights conducted for operational purposes of any event, stadium or venue and broadcast coverage for the broadcast rights holder are authorized with an approved airspace waiver. An FAA airspace waiver does not relieve operators from obtaining all other necessary authorizations and complying with all applicable federal aviation regulations. The restrictions described above do not apply to those aircraft authorized by and in contact with ATC for operational or safety of flight purposes, Department of Defense, law enforcement, and air ambulance flight operations... Flights conducted for operational purposes of any Disneyland event and venue are authorized with an approved waiver.

Visit the AMA "FAA NOTAMs" page for more information...

<http://www.modelaircraft.org/membership/clubs/notams.aspx>

Rich Hanson

AMA Government and Regulatory Affairs

**Next club Meeting:  
Saturday Dec. 6, 2014  
10:00 am at the field**

# Farman HF-20

(Reconnaissance and Observer)

## A Henry Farman Design

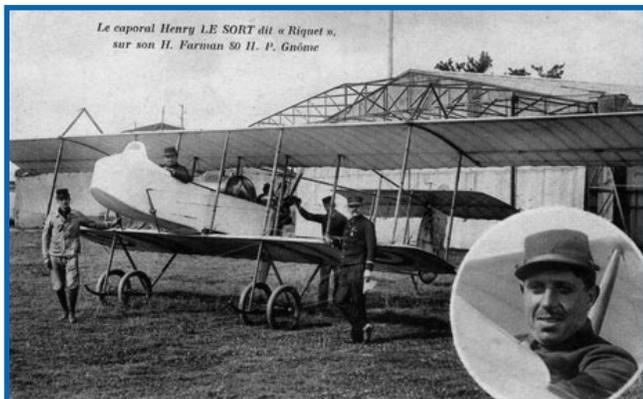
Designed by Henry in 1913 on the basis of the F-16 from which it differed in its engine and wing span, the F-20 was a wooden sesquiplane with fabric covering. Its crew was accommodated in a central nacelle on the lower wing and the tail unit was supported on booms to leave the area behind the wings free for the pusher prop. By the time the first World War broke out in August 1914, the plane was in service with Belgium and Great Britain as well as with France.

## Limited Life

Efforts were made to use the plane in an armed role, but it was so lightly powered that performance suffered to an unacceptable degree. In the unarmed reconnaissance role the HF-20 series aircraft fared slightly better, but by the middle of 1915 they were suffering such high casualties that they were relegated to the trainer role. The last variant was the more powerful HF-27 with larger equal span wings and this fared somewhat better in Africa, the Dardanelles and Mesopotamia.

## Principal Users

Belgium, France, Britain and Italy



## TECHNICAL DATA

**Type:** Farman HF-20 two-seat reconnaissance and observation airplane

**Engine:** one 80-hp (59.6 kW) Gnome 7A rotary piston engine

**Performance:** maximum speed 65 mph (105 km/h) at optimum altitude. climb to 6,560 ft (2,000m) in 22 minutes 0 seconds, service ceiling 14,765 ft (4,500 m); Endurance 3 hours 30 minutes.

**Weights:** empty 820 lb (372 kg); maximum take-off 1,440 lb (653 kg)

**Dimensions:** Span 44 ft 9.5 in (13.65 m), length 26 ft 6.75 in (8.10m); height 12 ft 0 in (3.65 m); wing area 376.75 sq. ft (35.00 m<sup>2</sup>).

**Armament:** Generally none

