R/C Sportflyer
May, 2005

Next Meeting at 1st Baptist Church, Grandview – Thursday, May 5 at *6:45 p.m.*

Club Officers

President
Dave Klaus
1502 Copeland Court
Greenwood, Mo 64034-9207
816-537-6023

Vice President
Dennis Tschirhart
216 SW Yost Ave
Lee's Summit MO 64081-1718
816-524-0917

Treasurer
George Wright
4408 E 137 Street
Grandview, Mo 64030-2831
816-763-1283

Secretary and Newsletter Editor
Walt Calkins
720 East 72 Terrace
Kansas City Mo 64131

Internet address: Walt.Calkins@mail.sprint.com
Send newsletter information and items for sale or wanted to the newsletter editor. He's almost always home after 9:00 PM or call his work number,

Club Web Site: www.rcsportflyers.com

The Radio Control Sport Flyers fly from Stamm Field, located near the south-east corner of Longview Park, operated by the Jackson County Parks Department. For information about the Parks department, visit their web site at: http://www.jacksongov.org/rec.shtml For the calendar of parks events: http://www.jacksongov.org/rec_ce.shtml

---

Minutes of the April 7, 2005 Meeting

There were 15 members and one visitor, Dennis Albers, at the meeting. Dennis joined the club at the meeting.
Minutes of the previous meeting were approved.
George Wright gave a report of our finances. Report was approved.
Jimmy Cianciolo attended the meeting. Jimmy is the AMA Associate VP for our area. He discussed his role with the AMA and offered any assistance we might need in working with the AMA.

Show Team Sponsorship: At the last meeting we passed a motion to vote this month on sponsoring the Heart of America Show Team. After an extensive discussion **a motion was made and passed** to donate $250 to the team. This was with the understanding that individual club members could/would donate to the club to offset the donation. By the end of the meeting, members had donated $205 to the club. Donations are still welcome.

Newsletter Quiz: John Urton was first to answer the question of how many club meetings Tuba Tom had attended. He even beat out Tom in answering. I'm sure Tom was still in shock from his experience at the last meeting. However, Scott got the answer to the other question, knowing that the longest runway at Edwards AFB (4/22) is over 15,000 feet long and 300 feet wide. Stay tuned for next month.

Field: The field has been rolled, but hasn't been mowed since being rolled. Claude sharpened the mower blade, thanks Claude. Bernie let us know that the Parks Dept. will no longer have combination locks for the gates. It seems there was a problem at another park site and the Parks Dept. decided they had to go back to the rangers unlocking the gates.

Fertilizer: A motion was made and passed to buy fertilizer for the field.

Delta Darts: The Boy Scout event planned for Saturday April 9th has been cancelled. The Scout leader said the boys are starting to get into things like Saturday soccer games. We still plan to do the event, but will have to work out the schedule.

Thank yous: We received a "thank you" letter from the 49ers for the starter stands at the field. A number of them fly at Stamm field and they appreciated our work.

Also, a thank you to Dennis for the new signs at the field about flight training. That helps get the word to those that come to the field and stay on the parking lot side of the fence and don't ask about what we're doing.

Club Fly: We have a tradition of having a club fun fly on the Saturday following the meeting. It's spring, so Dave Klaus will be bringing a BBQ grill to the field. Bring whatever food and airplane you want and come on out. Or, just come on out and see what everyone else brought.

Club Flyer: Dave will also be e-mailing the club flyer to those of us with e-mail. Print a few and give to visitors at the field or whoever else might be interested.

Raffle Prize: The $20 gift certificate to Hobby Haven was won by non other than Dennis T….and he didn't even buy a ticket! Check with Scott for an explanation of how that happened.

Calendar of Events – Models

May 5	RCSF Club Meeting – at the church
May 7	RCSF Club Fun Fly
May 7	49th Jumbo Fun Fly
June 2	RCSF Club Meeting – at Stamm field
June 4	RCSF Fun Fly
June 11	Cubs over Bluegrass, Lexington KY, www.thecubden.org
June 18-19	SIG 31st Annual Father's Day Fun-Fly, SIG Field, Montezuma, IA ph: 641-623-5154, mail@sigmfg.com
July 9	49th Military Fly-In
Aug 27	49th Jumbo Jamboree
Sept 24	RCSF Club Picnic
Oct 1	49th Jumbo Fly What You Bring Fly-In

Calendar of Events – Full Scale

June 26	Antique/Classic Fly-In, Gardner airport
July 16, 17	Commemorative (Confederate) Air Force Open House, New Century Airport
July 25-31	EAA Annual Fly-In, Airshow & etc., Oshkosh, Wisconsin
8/30-9/5	National Antique Airplane Fly-In, Blakesburg, Iowa

This is the second installment of an article from the avweb website. It's about one of the "old guys" (John Deakin) that gets a chance to be an "instructor" at the Test Pilot School at Edwards AFB. John does a great job of telling the story, so I won't do more than give the proper credits. Again, it's from Avweb, http://www.avweb.com/articles/pelperch/pelp0061.html – Enjoy, Walt

Pelican's Perch - Test Pilot School (continued) by John Deakin

The Briefing

Monday was to consist of a most-of-the-morning briefing. This is some briefing! Two of the school's IPs (Instructor Pilots), and two of us ragtag civilians. They use a really neat touch-screen on the wall, perhaps five feet wide and four feet high, driven by Windows. I immediately began trying to figure some way of strapping one to the belly of our T-6 for the trip home. Surely, they wouldn't miss just one, for all the briefing rooms had them!

But, back to the briefing. The first part of it concerned the airspace "owned" by the test center. There is a lot of it, with many different functions, and some truly bizarre flight patterns. There are a couple of supersonic corridors, approach patterns for lifting-body aircraft, "Spin" areas (yes, for spinning aircraft), Space Shuttle patterns for modified T-38s, modified Gulfstreams, and, oh yes, the occasional real shuttle "drops in."

Numerous areas are for air-to-air work and test, air-to-ground practice, and close-air support, sometimes with real ammunition. All these go "hot" and "cold" unpredictably, and everyone needs to stay heads-up, as many areas overlap, or have an effect on other areas. My feeble brain was soon reeling with areas that could be hot from the surface to 60,000 feet, some others from 11,000 feet and up, with us flying around below, some corridors, some square, some round, some just odd shapes.

To cut the clutter, I reflexively started paying attention to only those areas of immediate interest to me, and I once whined, "Do we really need to know about that?" The young IP (They're all young, even the colonels!) looked at me with pity, and said, "Well, if you're on downwind or base for the long runway, and a lifting-body aircraft comes over the base at "high key" (25,000 feet) and makes one tight, steep 180 turn to the runway in under 60 seconds, wouldn't you like to have an idea where to look, and where to go to get out of the way?"

Hmm, point taken. I sat up, started paying more attention, and said, "Would you mind repeating everything after 'Good Morning'?" He thought I was joking!

The perspective is very different. These kids (hey, at my age, I reserve the right to call 'em all "kids",) learned to fly in T-38s; few have ever been in an airplane with a piston engine, and, essentially, none have time in taildraggers. It's a whole new world to them. The concept of time and distance in a T-6 is totally alien. A working "box" of airspace for them might routinely be 100 miles or more long, 50 miles wide, and 40,000 feet deep, and they'll go from one place to another at 500

knots and more. End up your airwork 60 miles from base, and you're only a few minutes away, and just right for a descent. At one point I said something like, "Where's a nice little area about 10 miles in diameter, maybe five miles from the base, from the surface (at 2,300 feet) up to maybe 8,000 feet?" They looked at me as if I was from Mars. As I said, it's all in the perspective.

Even the traffic patterns are complicated. Most patterns are on the south side of the main runway, probably to stay away from the main base facilities and housing areas. The "South Base" runway (6/24) is located roughly one-half mile south of the main runway, "only" 7,000 feet long, and is not quite parallel to the main runway. It is not controlled at all, and all traffic there remains at and below 2,800 feet. For the main base (runway 4/22), the lowest pattern for the slowest movers (like us) is at 3,300 feet, and jets are at 3,800 feet. For those entering or re-entering the pattern, 4,300 feet is the norm. I was less interested in the exact altitudes, and more interested in just staying out of everyone's way!

Straight-in approaches are usually made on the extended centerline of the main runway, but this is not a good idea in the T-6, with a 105-knot approach speed. Or even "pushing" it at 140 knots, for an F-15 or F-22 will overtake very quickly, and no one around Eddie quite has the perspective of a really slow-mover.

There is also a "Flyby" line, which got my immediate interest. It is dead parallel to the main runway, and close to the main ramp and tower, with a very prominent black line painted for several miles out into the dry lake! What a great way to show off the T-6, with a thundering, 140-knot low pass at 10 feet! Alas, they're ready for weenies like me, and very sternly said, "You MAY NOT fly over the flyby line! YOU MAY NOT ALLOW your trainees to fly the flyby line, even if they are colonels!" Shot down, again!

Turns out it is for calibrating the pitot-static system on aircraft in flight.

Still, it sounded like fun, and surely they wouldn't mind just one pass? Seemed like the instructor was reading my mind, though. "The last guys that were here got tower approval, and flew the flyby, but they got into serious trouble." I didn't ask what the punishment was. Scratch the low flyby.

Then we got into the planned maneuvers, and they too were briefed in exhausting detail. Each flight was to be two airplanes taking off together, about half an hour of formation work, half an hour of solo maneuvering, and half an hour in the pattern for the test pilots. Test engineers (non-pilots) were to get a bit longer in the air, and were not allowed to fly below 300 feet, so they only got to see one landing.

Formation Flying

The briefer fixed me with a steely gaze and asked, "What's your takeoff protocol for a two-ship?"

"Oh, we'll taxi onto the runway, lead takes the downwind side, number two takes the other side, lead takes off, and when there's daylight beneath the wheels, number two starts rolling."

Silence.

Then, "What's the interval, in seconds?"

I sorta grin, and say, "No timing, just daylight."

"How about hand signals, or radio calls?"

"None, just go."

This was a novel concept, but we got by that.

Then we discussed power settings (manifold pressure and RPM were alien concepts), and then climb speeds. One T-6 is marked in knots, one in miles per hour, but the briefer finally heard, "105 knots."

"105 knots for a climb speed? Are you serious?"

"Well, we can climb slower, but I like 105 for engine cooling."

He only choked a little on that, then, "How long do you maintain 105?"

"To cruise altitude."

I think that's when he started losing it; he was never quite the same after that.

"Ok, after we get to cruising altitude, we'll start the formation work ..."

"Uh, maybe you want to do some of the formation stuff during the climb, as soon as we join up?"

"Why?"

"Well, it's a very hot day, and we'll probably only get about 500 feet per minute or less to 8,000 feet, so that's 10 minutes of climb wasted, and you could get the formation stuff done for at least one airplane during that."

"500 feet per minute is the best you can do?" (Weak voice.)

"Well, if it was a cool day, we could do a little better."

So we talked about formation. Military pilots are accustomed to moving the thrust lever(s) from idle to full afterburner during joins, and they have those great speed brakes that allow them to come booming into position, snatch the thrust lever to idle, pop the boards, stop all relative motion, then retract them, one shot of afterburner, and done, they're "in."

I knew this would be a problem, so I told them, "You cannot come back to idle in flight, it's hard on the main bearings and other parts of this old engine, and there are no speed brakes of any kind. At 8,000 feet you can go to full throttle if you need it, but mostly you'll have to use geometry and anticipation to get into formation, and to move around while in formation. Small movements of the throttle, please, well in advance."

Then we talked about "advanced rejoins." These have elements of ACM (Air Combat Maneuvering), but are a little more fixed, as the primary purpose is to evaluate how well the airplane does relative other airplanes. This is normally done at 500 knots or more.

The briefer seemed to shake off the business of a 105-knot, 500-fpm climb, and said, "OK, for advanced rejoins, first we move out to line abreast, about 3,000 feet apart, then the lead designates a shooter and a target, and calls 'turn out.' Both airplanes turn 30 degrees away, then when the lead thinks there's enough room, he calls 'turn in.'"

My hand went up, and he got that sick look again.

I said, "Due to the low speed, may I suggest we just turn out for a few seconds, then let the IP call the turn in? You'll save a ton of time, that way?" We finally settled on 1,000 feet apart, line abreast to start, then turn out, then turn in. In the end, we all agreed that was still "too much" for the low-speed aircraft.

He continued, "Each aircraft passes the other on the right, or 'left to left,' and on passing abeam, the fight is on."

He had my full, undivided attention, now!

"You mean we're going to turn and fly at each other, nose-to-nose?"

"Yes."

"Okay, we can do that, but I want to know exactly what your protocol for that is. I can tell you right now, I'm the chicken, let's not play that game! Who's the shooter, who's the target, and which side do we use to pass?"

But they were way ahead of me, and the "left-to-left" is well-established, along with calling the shooter. With that settled, I went back to my usual semi-stuperous state.

Working In The Vertical

"OK, when the two airplanes pass, the target has his choice, he can either do a 360 in the vertical, or either direction horizontally ..."

I'm sorry, I got a case of the giggles; I just couldn't help it.

He patiently waited for me to get control of myself, and I was finally able to say, "Ahh, you do know this airplane won't do a loop from level, cruising flight?"

From the look on his face, you could tell that he just assumed every airplane in existence would do that little trick with ease. It took a little convincing that we'd really need to dive at full power for a few seconds, build the speed from 140 knots to 160 knots (180 in the mph airplane), and then be pretty careful to get through a loop without pulling too much at the top and spinning out of it.

(The airplane is placarded, "No Intentional Spins," but I figure unintentional ones are OK.)

"OK, OK, scratch the vertical, then, we'll just do the horizontal." But you could tell he didn't really believe it. Can't loop from level flight? Who ever heard of such a thing!

"Look, you're welcome to try anything, vertical up, vertical down; just don't pull over 4g positive, and not less than 0g ..."

"WHAT? You mean we can't do negative g?"

"Well, you can, but the engine quits because the fuel won't feed, and the engine gets starved of oil, which isn't good. You wanna glide around inverted with no engine, be my guest, but leave the canopy closed so we catch all the accumulated trash in the floorboards, I've lost some money and stuff that's probably still down there."

You could tell, he was learning some very new concepts, but what the heck, that's why we were there!

Anyway, the idea was for the "target" to do 360 turns in any direction or plane, while the "shooter" maneuvered for the "kill." The "target" was not supposed to do anything but change the direction of the circle.

(In all fairness here, all this was not just the fellow who did our Monday briefing; it's a composite of the reactions from everyone, including those in that briefing, in individual briefings, and in a "T-6 Academics" class I gave late Monday, as well as in the airplane.)

The briefing had taken a little longer than I think they'd expected, so we moved on to the solo maneuvers. These went normally, except it was hard to get across that we'd have to dive a bit to pick up speed to do most anything. Airwork was to consist of normal and aggravated stalls in various configurations, loops, aileron and barrel rolls, and hammerheads, after which we'd "roll in" on a ground target, and do some "low-level" work. My interest was up again. Then they set a hard deck of 500 feet. I whined piteously about that, saying that was only for fast movers, but it did no good at all. Others mentioned 300 feet for test engineers, and 200 feet for pilots, but I went back to sleep.

I did warn, "Be sure to do all the stuff you want to do at altitude first, because you won't want to climb back up there."

"Why not?"

"Remember that 500 foot-per-minute climb?"

"But can't you use energy to get back up to altitude?"

"Yeah, for about 500 feet, then you're back to slogging your way back up to altitude, on a hot day."

(I don't even want to know how far above 100 ºF the temperature was, and the T-6 has a thin firewall with no insulation. With that hot, desert sun beating down, the black glare shield is hot enough to raise an instant blister. Not to mention the hot NOMEX flight suit and gloves, and flight helmet. The next person who tells me, "But, it's a dry heat," is gonna get a knuckle sandwich.)

It's funny; most civilians think the T-6 is really a hot, high-performance airplane, even after they fly it. It's amazing how the perspective changes when you learn to fly in a twin-engine, Mach 2.0 trainer, capable of a 15,000-fpm climb -- with one engine out!

(Yeah, I hinted about a ride in one, but after the Navy Sub incident, that is reserved for politicians and movie stars. Maybe that'll lighten up one day. I sure hope I live long enough.)

(Continued next month)

Next month will begin with the preflight and will complete the article. To finish up the page, here's a little blurb about a creative way to get flying sites and use land most people wouldn't want. This is from The Washington Post (www.washingtonpost.com), April 4, 2005. (Only part of the article)

Model Planes May Soar at Former Superfund Sites

By Cindy Skrzycki
Tuesday, April 5, 2005; Page E01

What comes to mind when you hear the word Superfund? Nasty, abandoned toxic waste dumps? An underfunded federal cleanup program? Real estate that can't be given away?

For fliers of model airplanes, the image is one of wide open spaces, perfect for sending up a scaled replica of the Curtis P-40 or the P-47 Thunderbolt. So the **Academy of Model Aeronautics** signed an agreement with the **Environmental Protection Agency** in February to use cleaned-up Superfund sites for flying planes.

"You can appreciate that having a place to fly is the heartbeat of model aviation. The academy is on cloud nine that we have this potential," said **Joseph Beshar**, flying sites coordinator for the Muncie, Ind.-based group, which has 170,000 members.

Beshar, who is 81 and owns a dozen models, said he was looking for old, covered landfills for the academy's clubs to use when he heard about the EPA's Superfund Redevelopment Program.

The agreement stipulates that EPA will identify potential sites that fit the group's needs and help make the arrangements for use. In return for free use of the land, the model plane clubs will mow the grass, mend fences, and generally maintain the sites.

The agency began the redevelopment program in 1999 and now has about 300 sites that are cleaned up and ready to be reused or in reuse. For example, it has an agreement with the **U.S. Soccer Foundation** to use sites for playing fields.