



Plane Talk

February 2016

Weeks 2 & 4 are our flying weeks,
Weeks 1 & 3 belong to the carters.

AMA Chapter 385, Jackson, Mississippi
Visit us on the web at: www.CCRCC.org

Club Officers

President: Bobby Day
Vice President: Lynn Roberts
Secretary: Wayne Squires
Treasure: Bobby Folsom
Member at Large: D. J. Powell
Safety Coordinator: Paul Koiner
Newsletter Editor: Wayne Squires
Webmaster: Kirk Sansom



Club Meetings

We meet at 7:00 PM, on the fourth Monday of each month, at the food court in the Mississippi Outlet Mall OR at the field on the fourth Saturday, depending on weather. Prior to each meeting an email will be sent out to announce the meeting place. Visitors are ALWAYS welcome.

Welcome

Spectators and friends are welcome to visit us at Hinkle Field located in Buddy Butts Park on North McRaven Road, Jackson. From I-20 west, take the Springridge Road (Exit 36) south 1½ miles to North McRaven Road, and then go east ¼ mile to park entrance. A current AMA license is required to fly at Hinkle Field. Also please be aware that some channels have experienced interference. Do not use channels 16, 17, 21, or 44 at Hinkle Field. No known problems have been reported with spread spectrum (2.4GHz).

Flight Safety Officer – Paul Koiner



New Field Safety Table by Paul Koiner

As safety coordinator I am trying to improve safety procedures at the field, I would like to see the club have several of these benches along with some safety related signs posted around. -Paul

Editor note: Paul built this new flight table for the club and has installed it at the field. Thanks Paul!

January Club Minutes

Attendees:

Bobby Day	Paul Koiner
Lynn Roberts	Jerry Bowen
Todd Jardee	Ron Fontaine
Wayne Squires	Kirk Sansom
Fred Madison	

Business

- A. James Robinson's work load has increased consequently he will not be able to serve as treasurer. Bobby Folsom agreed to assume that task for another year. Per club rules he was nominated, seconded and voted in by unanimous vote.

- B. Bush hogging has been approved and funded. Actual operation will begin as soon as the field dries out.
- C. There was some question as to a donation entry on the final report. Bobby Day took the action to contact Bobby Folsom and find more information.
- D. FAA registration is required of all flying members. Each airplane should have your number on a part of the plane that can be seen without disassembly. Remember the number is for you, not for each plane.
- E. Swap meet dates are firm, the room has been paid for and James Robinson will handle ticket sales.
- F. Many members have not yet renewed their membership. Please remember to bring your dues to the swap meet.
- G. The date for our April fly in will be April 23. The landing fee was set at \$15 and that includes lunch.

Ultra-Sport 1000 crash & Rebuild – Bobby Day



My beloved Ultra Sport as it first flew in 2006..



It had a 2300 Super Tiger motor with B&D retracts



Then a few years ago I decided to recover it as some of the covering was getting ragged. I wanted more power so I installed an O.S. FX160 with Robart retracts. I had to run a short APC16X10 for ground clearance with the retracts. A really great flying plane. It would go fast or slow, do anything you could think of, way more than what I am capable of.

But then a few months ago as I was flying, at the end of my second flight a problem occurred. I was on decent to the runway with little altitude when it suddenly dropped the nose with no stick response it went straight into the ground.

The fact that it was very wet that day and the ground was soft is the only thing that kept from totally destroying the plane. There were Lots of mud and grass. I gathered up all the pieces took it back to the bench hooked it all up. All the controls worked and the 6v.battery had 6.3v. I could only presume that I had interference, as I was using an FM receiver at the time. But later as I began to check out the battery more closely I found it would charge up good but then would lose voltage overnight. Plus it would lose voltage under load significantly. Not a good combination. Even though I check voltage before each flight the problem did not show itself.



Sickening



More Sickening

I think I want to throw up. With hundreds of flights under its belt and not a single flight problem this is the first time this plane has been down. And not it's fault.



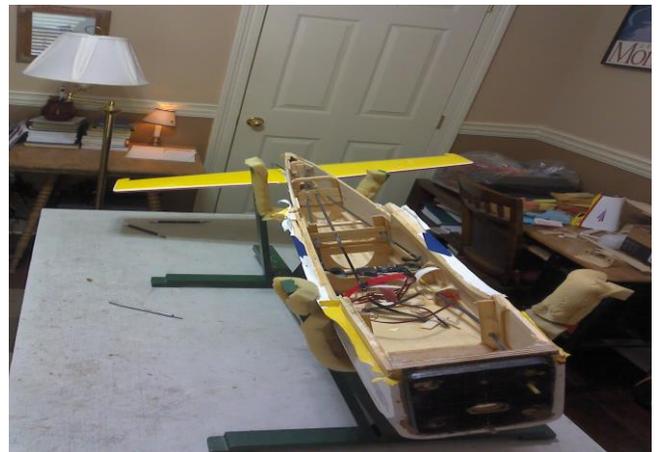
Pretty sad. The motor was buried in the mud but no damage other than the pipes broken on the Pitts muffler. I removed the motor and flushed it out with very hot water then coated it with oil inside and out. It was ok.



The wing does not look all that bad and it wasn't but you can't really tell until you get the covering off.

It hit on the right wing tip and all the shear webs on the right side were popped off. Plus the entire bottom of the plane was ripped off from under the plane. Even though in other photo's it looks like it's still on. But it is broken lose all the way.

I got it home surveyed the damage and decided it was repairable but was going to be a lot of work. I built it in the first place so I can build it again. But I decided it would be a different plane when I finished it this time. As there were a number of areas I wanted to improve.



Here it is with the bottom off. I had previously installed carbon fiber push rods but with the limited space I had with a finished plane I could not get them exactly straight. Carbon fiber pushrods have to be straight. Here now that the bottom is off this is what I am working on.



And Wala the push rods, sides and bottom is repaired and sheeting is on.



Here I am removing the retracts wing mounts



The crash broke the glue joint on the rudder so I had to break it off and reset it.



Sheeting replaced where the retracts were.



Repairs completed waiting on covering.



Finished with covering top and bottom.



Almost done.



Mostly finished but still a lot of work to do.

We say when you are 90% finished you are almost halfway.

I removed the retracts and installed a friend loaned aluminum plate and wheel pants from a Great Planes RV120. It worked perfectly. I had to engineer mounting brackets for it. I was tired of constantly straightening wheel retract struts. Plus now I can run a longer prop.



Here it is in the driveway after it's first engine run.
Ready for flight testing. 08-11-2015

Now many months later, with quite a number flights on it, flies as good as or even better than it ever has. It's hard to keep a Great Plane down....

Bobby Day 01-26-2016



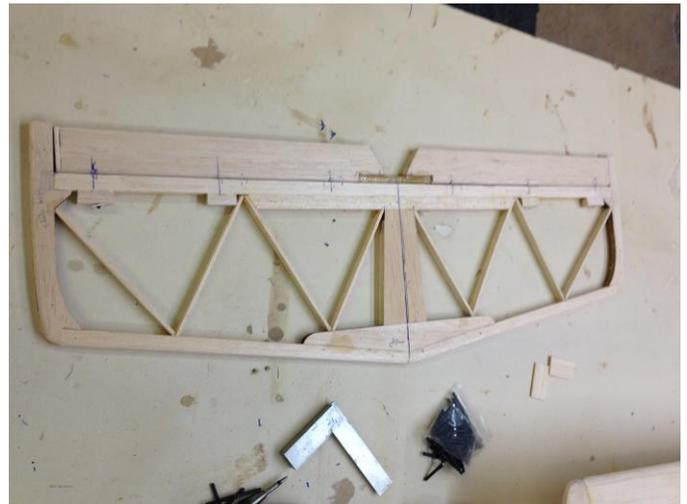
New Projects - Bobby Folsom's Goldberg Tiger II



Tiger II Wing almost ready for covering



Fuselage Assembly in Main Hanger



Tiger II Stabilizer and Elevators



James Robinson with his Machine

FAA Registration

Please don't forget that all CCRCC flyers must have a FAA registration for themselves. That number is good for all your planes. Also you will need to send Bobby Folsom your "Big Brother" number.



Federal Aviation Administration

Small UAS Certificate of Registration

CERTIFICATE HOLDER: **Charles Squires**

UAS CERTIFICATE NUMBER: **XXXXXXXXXXXX**

ISSUED: **12/22/2015** EXPIRES: **12/22/2018**

For U.S. citizens, permanent residents, and certain non-citizen U.S. corporations, this document constitutes a Certificate of Registration. For all others, this document represents a recognition of ownership.

For all holders, for all operations other than as a model aircraft under sec. 336 of Pub. L. 112-95, additional safety authority from FAA and economic authority from DOT may be required.

Safety guidelines for flying your unmanned aircraft:

- Fly below 400 feet
- Never fly near other aircraft
- Keep your UAS within visual line of sight
- Keep away from emergency responders
- Never fly over stadiums, sports events or groups of people
- Never fly under the influence of drugs or alcohol
- Never fly within 5 miles of an airport without first contacting air traffic control and airport authorities