



The R/C Spinner

Volume 07 Issue 2 Feb 15, 2007

See it on the Web @ WWW.BARKS.US/

Next Meeting

Our March monthly meeting will be held at the Idaho Pizza Company at 6840 Glenwood and corner of State St., on Mar 15, 2007. The meeting will begin at 7:30 PM.

Next Board Meeting

The April Board meeting will be held at the HobbyTown meeting room at the HobbyTown USA on Cole Road beginning at 6:30 PM on Apr. 11, 2007. Club members are always welcome. Our thanks to HobbyTown USA.

President and Board

The board and officers are discussing many great new things for our club. These will be discussed at club meetings within the next few months. Some of the topics include scheduled maintenance days and the possibility of a training program. Also a committee was formed to review our current bylaws and make suggestions on additions and changes. These topics will be brought up throughout the next few months.

Included at the end of this newsletter are a few pages of information on preflight inspections and tools needed to fly. Just as quick reminder as spring rushes in and we rush out to the field.

Swap Meet News

This year we had a huge turnout for the swap meet, with 40 participants almost 4,200 was exchanged. The club did very well again making a total of 537.00 in donations. Thank you to all sellers and buyers as we had a successful swap meet.

We welcome all members to come participate in club meetings.

Welcome to New Members

David Street, Kenneth Welch, Doug Turner

February Fun Fly

The February Fun Fly was held on a rainy and somewhat windy day. If the fun fly had been held that Saturday it would have been perfect, however we are a bunch of die hards and we stuck through the wind and cold.

- Event 1 – Carrier Landing –
1st Place Chris Ingram
- Event 2 – Faithful Indian Guide
1st Place Tom Farmer
- Event 3 – Climb and Glide
1st Place Brian D.
- Event 4 – Bomb Drop
1st Place Mike Ingram

Mike Ingram, Chris Ingram, and Keith Adams all received coupons for HobbyTown.

Other News

B.A.R.K.S. membership cards are available in the mail box at the field.

Did You Know?

Futaba Full-Range Spread-Spectrum System

Champaign IL—Futaba introduced its new FASST (Futaba Advanced Spread Spectrum Technology) aircraft system at E-Fest in Champaign, Illinois, February 10, 2007. This is Futaba's first release of an aircraft system following its successful release of a surface module and receiver for its popular 3PK surface transmitter. The Futaba FASST system uses FHSS (frequency hopping spread spectrum).

Approximately 15 FASST systems were in operation during E-Fest. All operated at the same time as many other spread spectrum systems with no difficulty.

The new system is based on Futaba's popular 6EX transmitter. AMA has one of these systems and we are now learning about and testing the system. As in the past we will update the membership on this new system and the technology employed in it both on the AMA Web site and in *Model Aviation*. Look for an article in the near future.

As we have said many times in the recent past, this is an exciting year for radio control!

—[Steve Kaluf](#)
Technical Director

From AMA Website

Lockheed C-130 Hercules

C-130 Hercules Lands on U.S.S. Forrestal



When one reviews the encyclopedic range of accomplishments by the C-130 Hercules and its valiant aircrews over the years, surely one of the most astounding took place in October 1963 when the U.S. Navy decided to try to land a Hercules on an aircraft carrier. Was it possible? Who would believe that the big, four-engine C-130 with its bulky fuselage and 132-foot wing span could land on the deck of a carrier?

Not only was it possible, it was done in moderately rough seas 500 miles out in the North Atlantic off the coast of Boston. In so doing, the airplane became the largest and heaviest aircraft to ever land on an aircraft carrier, a record that stands to this day.

When Lt. James H. Flatley III was told about his new assignment, he thought somebody was pulling his leg. "Operate a C-130 off an aircraft carrier? Somebody's got to be kidding," he said. But they weren't kidding. In fact, the Chief of Naval Operations himself had ordered a feasibility study on operating the big propjet aboard the Norfolk-based [U.S.S. Forrestal](#) (CVA-59). The Navy was trying to find out whether they could use the Hercules as a "Super COD" - a "Carrier Onboard Delivery" aircraft. The airplane then used for such tasks was the Grumman C-1 Trader, a twin piston-engine bird with a limited payload capacity and 300-mile range. If an aircraft carrier is operating in mid-ocean, it has no "onboard delivery" system to fall back on and must come nearer land before taking aboard even urgently needed items. The Hercules was stable and reliable, with a long cruising range and capable of carrying large payloads.



The aircraft, a KC-130F refueler transport (BuNo 149798), on loan from the U.S. Marines, was delivered on 8 October. Lockheed's only modifications to the original plane included installing a smaller nose-landing gear orifice, an improved anti-skid braking system, and removal of the underwing refueling pods. "The big worry was whether we could meet the maximum sink rate of nine feet per second," Flatley said. As it turned out, the Navy was amazed to find they were able to better this mark by a substantial margin.

In addition to Flatley, the crew consisted of Lt.Cmdr. W.W. Stovall, copilot; ADR-1 E.F. Brennan, flight engineer; and Lockheed engineering flight test pilot Ted H. Limmer, Jr. The initial sea-born

landings on 30 October 1963 were made into a 40-knot wind. Altogether, the crew successfully negotiated 29 touch-and-go landings, 21 unarrested full-stop landings, and 21 unassisted takeoffs at gross weights of 85,000 pounds up to 121,000 pounds. At 85,000 pounds, the KC-130F came to a complete stop within 267 feet, about twice the aircraft's wing span! The Navy was delighted to discover that even with a maximum payload, the plane used only 745 feet for takeoff and 460 feet for landing roll. The short landing roll resulted from close coordination between Flatley and Jerry Daugherty, the carrier's landing signal officer. Daugherty, later to become a captain and assigned to the Naval Air Systems Command, gave Flatley an engine "chop" while still three or four feet off the deck.



Lockheed's Ted Limmer, who checked out fighter pilot Flatley in the C-130, stayed on for some of the initial touch-and-go and full-stop landings. "The last landing I participated in, we touched down about 150 feet from the end, stopped in 270 feet more and launched from that position, using what was left of the deck. We still had a couple hundred feet left when we lifted off. Admiral Brown was flabbergasted."

The plane's wingspan cleared the Forrestal's flight deck "island" control tower by just under 15 feet as the plane roared down the deck on a specially painted line. Lockheed's chief engineer, Art E. Flock was aboard to observe the testing. "The sea was pretty big that day. I was up on the captain's bridge. I watched a man on the ship's bow as that bow must have gone up and down 30 feet." The speed of the ship was increased 10 knots to reduce yaw motion and to reduce wind direction. Thus, when the plane landed, it had a 40 to 50 knot wind on the nose. "That airplane stopped right opposite the captain's bridge," recalled Flock. "There was cheering and laughing. There on the side of the fuselage, a big sign had been painted on that said, "LOOK MA, NO HOOK."

From the accumulated test data, the Navy concluded that with the C-130 Hercules, it would be possible to lift 25,000 pounds of cargo 2,500 miles and land it on a carrier. Even so, the idea was considered a bit too risky for the C-130 and the Navy elected to use a smaller COD aircraft. For his effort, the Navy awarded Flatley the Distinguished Flying Cross.

Excerpts from Herk: Hero of the Skies, by Joseph Earl Dabney, Airlines Publications and Sales, Ltd., 1979.

From http://www.theaviationzone.com/factsheets/c130_forrestal.asp

Calendar of Events

Meeting	Date	Time	Location	Event Lead	Contact #
Mar Board Meeting	3/08/07	7:00 PM	HobbyTown – Cole & Ustick	Karl Watts	938-1738
Mar Club Meeting	3/15/07	7:30 PM	Idaho Pizza on Glenwood	Tom Farmer	938-1738
Mar Fun Fly	3/17/07	10:30 AM	BARKS Field	Dallas Craven	
Apr Board Meeting	4/11/07	6:30 PM	HobbyTown – Cole & Ustick	Karl Watts	938-1738
Apr Club Meeting	4/19/07	7:30 PM	Idaho Pizza on Fairview	Karl Watts	938-1738
Apr Fun Fly	4/22/07	10:30 AM	BARKS Field	Lynn street	
May Board Meeting	5/9/07	6:30 PM	HobbyTown – Cole & Ustick	Karl Watts	
May Club Meeting			Idaho Pizza on Glenwood	Karl Watts	
May Fun Fly			BARKS Field	Tom Farmer	

Club Officers

President	Karl Watts	938-1738	Karlwatt@sarmc.org
Vice President	Tom Farmer	859-2610	Racefein@msn.com
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Treasurer	Dallas Cravens	322-8315	dallascravens@bc.com
Secretary	Ed Heitzeberg	343-1437	eheitzeb@cableone.net
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Librarian	James Spencer	321-7873	jspencer@spencerdomains.com
Directors	Keith Adams	861-7006	Kmadams47@msn.com
	Jerry Kent		
	Ken Iley		
	Don Erwin		

2007 Fun Fly Schedule and CDs

March	Dallas Craven	Saturday	3/17/2007	10:30 AM
April	Lynn Street	Sunday	4/22/2007	10:30 AM
May	Tom Farmer	Saturday	5/19/2007	10:30 AM
June	Ken Iley	Sunday	6/24/2007	10:30 AM
July	Keith Adams	Saturday	7/21/2007	10:30 AM
August	Chris Ingram	Sunday	8/19/2007	10:30 AM
September	Karl Watts	Saturday	9/22/2007	10:30 AM
October	Don Irwin	Sunday	10/21/2007	10:30 AM
November	Jerry Kent	Saturday	11/17/2007	10:30 AM

The RC Spinner
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 P.O. Box 8685
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Swap meet is Feb 15, 2007, at the Idaho Pizza Company at 6840 Glenwood,
 corner of State St., 6:30 PM. **Support your local hobby shop!**