

Feb, 2006 ---- Knoxville, Tennessee ---- AMA Chapter 594 Newsletter.....jimscarbrough@charter.net KCRC website......www.kcrctn.com KCRC Newsletter(PDF) available on KCRC website for downloading

The meeting for February will be on Tuesday, Feb 14th, 2006, at Deane Hills Rec Center at 7:00 PM.

Building the Better ARF by Jeff Prosise

ARFs have revolutionized our hobby by allowing enthusiasts to spend less time building and more time flying. ARFs require substantially less time to build than kit planes, but they *do* require some building. (I often tell newcomers who ask what "ARF" means that it's a tease making you think that the plane is almost ready to fly.) And building an ARF properly requires some skill on the part of the builder. Here are a few building tips that can make the difference between a good ARF and a great ARF.

Include gaps between servos and hatches. Many ARFs require you to mount servo blocks on servo hatches. It's important to leave a small gap around the servo to reduce vibration. To achieve the proper gap, fold fragments of a business card in half and insert them between the servo and the mounting blocks and the servo and the hatch cover before epoxying the blocks. You'll end up with a small but uniform gap between the servo and the wood around it.

Fuel-proof firewalls. Firewalls need to be fuel-proofed before they're used, but most ARFs come with bare firewalls. Before mounting your engine, use 30-minute epoxy and an epoxy brush to coat the firewall and any other exposed wood on the front of the plane. You can thin the epoxy with alcohol to get it to flow better, or hit it with a heat gun. Better yet, use Z-Poxy PT-40 finishing resin to do the fuel-proofing. It's epoxy-based, but it flows like paint and dries in just a few hours.

Seal decals. Decals and trim tape tend to peel up at the corners after a few flights. Rather than tack them back down with thin CA, take preventative action up front by sealing decals and trim with clear Top-Flite LustreKote or a similar product. Clear LustreKote comes in gloss and flat finishes, and it doesn't yellow like MinWax finishes do. It's also fuel-proof.

Secure servo lead connections. Servo lead connections that are hidden away in wings and fuselages should be secured so they won't come apart. You can use

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plastic security clips (they come in several varieties), tape, or even dental floss. I like to use 3/8" heat-shrink tubing. It secures the connections and protects them from fuel vapors, too.

Double-check preinstalled screws and set screws. Twice I've been stung by preinstalled screws that weren't secured properly. The first time a loose set screw caused a wheel to fall off when I brought the gear down to land; the second time the screws holding the tail wheel mounting block to the rear bulkhead vibrated out. In both cases, the screws were installed at the factory without thread lock. Lesson: check preinstalled screws on ARFs and apply thread lock where needed. On a related subject, applying teflon pipe tape to the bolts that secure engine mounts to firewalls helps prevent the bolts from vibrating loose.

Use #0 screws for canopies. Many ARFs that have canopies instruct you to glue or epoxy the canopies onto the fuselage. I prefer to use #0 screws, which you can order from sources such as RtIFasteners.com. The screws add a scale look (they resemble rivets) and allow the canopy to be easily removed.

Reinforce mounting holes in cowls. Many ARFs—especially warbird ARFs—come with flimsy fiberglass cowls that attach to the fuselage with screws. To prevent the cowls from tearing out around the screws, reinforce the back of the screw holes with patches of fiberglass tape and epoxy or CA hinges and thin CA.

Hardware upgrades aren't just for computers. I dislike the inexpensive plastic hardware that comes with most ARFs. Rather than use stock control horns, I replace them with post-style Du-Bro heavy duty control horns for tighter and more durable linkages. And instead of using the wire throttle pushrods that come with most ARFs, I use flexible pushrods from Great Planes or Sullivan. Don't be afraid to throw away the hardware that comes with your ARF and replace it with better equipment. The added cost is small, but the increase in quality is immeasurable.

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From the Tri County RC Club, Butler NJ ParkZone Electric Models From Horizon Hobbies by Dr. Alexander Szemere, AVP AMA District II John Donnelly, editor

Here is some information for all of you who may be worried about the influx of park flyers and their impact on our channels—especially after the holidays. As an aside, almost all of the models sold at toy and department stores operate on the 27 and 49 MHz frequencies—far from our 72 MHz channel frequencies.

Horizon Hobbies is marketing a series of electric park-flyer-type models under the brand ParkZone. These models come complete with a radio system installed. Some models in this line operate on 72 MHz. It's possible (expected) that some who purchase these models may be operating them at places other than what we think of as traditional model flying fields. Horizon recognizes this, and in an effort to minimize the potential of radio interference they have limited the channels these models operate on to six: 17, 19, 21, 50, 52, and 54.

And another one bites the dust...

One day last week, the weather forecast called for sunshine and mild temperatures, so I charged up some batteries and went to the field. While there, a buddy brought out his brand new sport model called the Twister, an ARF by Hangar 9. He has been flying for a couple of years and has progressed quite well during this time. After everone had admired the model, he commented that he was a little anxious about the maiden flight, he fired it up and took off. As soon as he broke ground, it was very obvious that he had a major problem on his hands. the model rolled over toward the pit area and looked like a bad thing looking for a place to happen. He yelled for someone to take the sticks, but there was no one who felt qualified to prevent what was sure to happen. Someone called for him to pull the throttle back, and when the plane slowed down, he managed to put it down into an open area of the field. This time there was no damage to the model, but it was a miracle. An examination showed the ailerons to be reversed.

Why do flyers take off with controls reversed? I've done it, and I'll bet that you have done it at some time in your flying career. Probably it was on the maiden flight of a new model that had you a little uptight. Or maybe it was on a model you hadn't flown for a while with a computer tranny which has multiple models programmed in, and you take off with the wrong model programmed in. This one has happened to me.

Sometimes you do a quick test and you are standing in front of the model and the aileron on the side you pushed the stick went up, so you say OK, not thinking that things were backwards when you're looking from the front of the model.

The really big reason is that you are not paying attention. The last time you flew (which could have been a week ago) everything went great so everything should be great this time, shouldn't it? Not necessarily!

If you could develop the habit of carefully checking every thing over every time when you first set up at the field, you might still crash, but it won't be because things are backwards. Walk behind the model moving the sticks and watch where the control surfaces go. Generally at KCRC field someone will be carrying your model out to the runway with the engine running, so that is a good time to move the sticks and watch while you are walking behind him.

It is always a better than good idea to range check when you first get set up. Do it with the engine running and you might catch a loose connection before it causes a crash.

Or you can live dangerously and ignore all the above......Jim

Here are some pictures I took in the middle of January, 2006. Don Eiler and Garv Lindner getting Don's model ready for the first flight. Doll Thompson, Charlie Wilson and Skip Dishner tasting some of Charlie's home made jerky.

James Vasquez and Chang Hyun Sohn enjoying what their planes are doing. Note James's short sleeves......





MINUTES FROM JANUARY, 2006 MEETING

The meeting this month was the annual banquet for the installation of new officers and a chance to get together and talk about modeling as well as giving our wives a chance to get out and join in on an activity that everyone enjoys; eating.

Phil Spelt, outgoing president as well as incoming president, welcomed every one and introduced the new

officers, who were for the most part, the old officers. Joel Hebert returned as Treasurer, Bill Walters returned as Safety Officer, Gary Lindner returned as Vice President. Jim Scarbrough joined the group as Secretary. Mike Foley and Gene Waters joined Jerel Zarestky as Board Menbers.

There were about fifty or so in attendance . No business was discussed at this meeting......Jim



This'n That

Jeff Prosise sent me an artitcle for use in the newsletter a couple of months ago about three causes of crashes in flying RC models. A very good article. So good, in fact, that the AMA Insider, the national newsletter of the American Modelers Association, chose it to reproduce for all the AMA membership. Way to go, Jeff! I think that it honors both you and the newsletter to be so chosen. I'm not sure how many newsletters that they receive nor how many articles they get to choose from, but I can imagine that it's a lot. So congratulations.. Jeff has another article in this issue.....

Several years ago, I had a tongue-in-cheek article reproduced in the national newsletter and it showed up in club newsletters all over the country. It's still a slight ego thing for me to know that the newsletter does get read and judged in other places and by other modelers. Any of you guys in KCRC are free to send me an article on anything pertaining to the club, building, flying, reviewing models, or just about modeling in general. I can use all the help I can get to try to keep the newsletter readable, informative and interestingJim

I might remind all of you that, if you haven't paid your dues, there is a penalty for late payment added on at the end of the February meeting. It is still a bargain! If you look around at other clubs which offer the amenities that KCRC offers, you will see that less than a dollar a week is a very good price to pay.

Here are a couple more pictures of KCRC members and their wives having a good time at the Mandarin House during the January banquet. Attendance was down slightly from last year. Perhaps it was because we moved from Oak Ridge to Knoxville this time. Maybe we need to move it back......Jim









You might want to check out the KCRC website occasionally. Phil is including a page for ads, both for sale or swap. This will enable members to advertize items they no longer need or use so that someone else might find a need. This might take some pressure off of the bullitin board at the field. Just remember; the club is not liable in any of the transactions......Jim