



**Oct, 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 October will be on Tuesday, Oct 10th, 2006, at 7:00 PM at 8000 Middlebrook Pike. See page 4**

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#### **GEL CELL CARE**

A recent email contained an article by Craig LaBarge from an ARRL club newsletter; The Chester County ARES/RACES. In it he gave some good info on the care and feeding of gel cell batteries. Since many of you use gel cells for starters and glo starters, you might find his info helpful.

He says the best way to charge them is by using a fixed, well regulated constant voltage charger. He says that special attention must be paid to the exact voltage and the initial charging current.

There are two modes for charging; fast charging and float charging. There are smart chargers available commercially that switch automatically between modes. Also, the most sophisticated chargers take into account the ambient temperature and adjust the charging parameters accordingly.

In fast charging for a 12 volt battery, he says that 14.4 to 14.7 volts at 20 degrees centigrade is used. When the charging current drops to .01 times the battery amp-hour rating ( about .045 amps for a 4.5 amp-hour battery ), the battery is fully charged. He says continuing the charging at that voltage can damage the battery.

In float charging ( I guess what we call trickle charging ), The charging voltage for a 12 volt battery is maintained at 13.5 to 13.8 volts. Provided the charging source is regulated at this voltage, the battery will establish its own current level and be held in a fully charged state. Batteries can be left in the float charging mode for long periods without damage.

He says that precautions must be observed and that the ambient temperatures be taken into consideration. For temps below 68 degrees F, increase the float charging voltage by .02 volts and for fast charging by .07 volts. If the ambient temp is above 68 degrees F, reduce the voltage by the same amounts.

He says to resist the temptation to use an automotive type charger on your gel cells. Most inexpensive chargers are not well regulated or current limited. ( Ed: note; Maybe thats why I could never keep a

gel cell working since that's what I usually used ). Continuous overcharging or undercharging is very damaging to them.

Don't store your batteries in an uncharged condition and avoid exposing them to excessive heat, like leaving them in your car all day in the hot sun.

For reference, he mentions the spec sheet from " Sealed Lead-Acid Battery Chargers ", Power-Sonic Corporation, San Diego, CA. Available for download at [www.power-sonic.com](http://www.power-sonic.com) and " Sealed Lead-Acid Batteries", technical handbook from Power-Sonic Corporation, CA. Also available for download from the same website.

Perhaps you will find the above information useful. I switched to motorcycle ( or lawnmower ) batteries quite some time back. They require charging much less often and they really do have a lot of power. They also are heavy! Perhaps if I had not ruined the gel cells I used when starting out, ( probably by overcharging ), I wouldn't be straining my milk everytime I have to carry that heavy starter box to the flight line.

**Don't forget that the Society of Antique Modelers (SAM ) will be having their annual events in East Tennessee on October 10th and 11th at Rockwood airport with CD George Shacklett, KCRC Eneritus. KCRC is the sponsor for this event. On October 12th and 13th the events will be held at the Tenn Eagles field in Harriman, TN. under CD L.A. Johnson. Sponsor is Tennessee Eagles. These events are sanctioned by AMA.**

**The SAM organization is a special interest group within the AMA. In the local contests, modelers fly RC assisted old time models. The events and the competition is very low key, and the emphasis is on fun and fellowship. Contact George Shacklett at 865-525-1369 or at [shack11@bellsouth.net](mailto:shack11@bellsouth.net) for information on models and rules.**

# AT THE FIELD



Bud Weisser is at it again! Above is his "DreamPipe". A twin powered piece of plastic downspout. Bud gave specs as follows; Empty wt.:3 lbs., Useful load :1 lb., Gross wt: 4lbs., Rate of climb/2engines: 1000ft/min, Service Ceiling:5000Ft., Vne:(?) estimated 150kts, Mach.17, Stall Speed: estimated 20kts, Engines: two(2) Turbo Compound Magnum .48....

Completion Date and test flight, September 12th, 2006. ( Data above is from Bud's calculations ).

I'm certainly looking forward to the occasion.



Bill Pennell recently brought to the field another one of HIS creations. It is a pretty little delta. I'll let him tell you about it:

"Jim, I thought you might be interested in the development of the small Saito .30 powered delta model you saw at the field recently. Phil Cope was the pilot on all the flights the model has made, and its continued existence is very entirely due to his exceptional piloting

skills. After an adventurous first flight, when the model would only respond to the controls while inverted, I decided to abandon the elevated tailplane and adopt a pure delta format with "elevon" controls. The modified geometry is shown in the picture.

In this configuration, it flew satisfactorily but was difficult to land. A little tweaking of the landing gear fixed that problem and today Phil made two very succesful flights. I recognise, however, that the outcome would have been quite different without Phil's piloting skills, and I have, therefore, retired the model while it is still in one piece ". Mark Kovalcson took the photo.

## NOTICE

**Don't forget the Fall Picnic at KCRC field to be held on October 21st, 2006. As usual, club will furnish the meat and bread and utensils, and members will bring their favorite side dish or dessert. Festivities will begin around nine AM with flying. If you have something to sell or trade, you might do OK if you bring it. We will eat about noon.**

(Later data); I was present when Bud and Phil Cope made the attempts to test fly the DreamPipe shown at left. With both engines screaming, Phil could not control the hugely overtorqued beast on the ground and could not take off. After several pieces were broken off and the wreck reduced to one engine, Bud took the model off and flew. The landings were scary to say the least. Phil came in at full throttle in order to keep control and got it down in one group of connected pieces.

Below is the new, modified Dream Pipe ( some one suggested the name should be Pipe Dream ) that Bud entered in the Sept. Model of the Month contest. The plane has been changed to a single tractor Thundertiger .46 engine and an alcohol bottle full of gravel inserted into the a--, uh, rear end. Bud flew the model and I must say it is still scary. The landing was similar to a video I've seen of a Goony bird landing.

It still won the M-M contest.



## **MINUTES, SEPTEMBER 2006**

The meeting was called to order at 7:02 PM on September 12th, 2006, by President Phil Spelt. There were 18 members present ( a couple more came during the meeting ).

Minutes from the August meeting were approved as printed in the newsletter.

Treasurers report was given by Joel Hebert and approved. If you want to know the financial condition of the club, come to the meetings.

There was a question raised about member accessment to supplement dues. Ed Hartley told about that being the way that KCRC operated ( on member accessment rather than dues ) during the first few months of clubs existance. It wasn't a practical way to operate. .

Someone asked about whether or not paying for mowing was a problem. This was because of the high grass situation recently at the field. Apparently this was more a problem with weather than financial problems.

### **OFFICERS REPORTS**

There were no reports of anything pending

### **OLD BUSINESS**

There were a couple of pieces of old business to discuss.

The first item was the location of the winter meetings. As discussed last month, Deane Hills Rec Center became a problem because of overscheduling.

There were several possible locations discussed and the real solution might be an ongoing thing.

Joel told of his church giving approval to our meeting there. It is at 8000 Middlebrook Pike. We would be meeting in the kiddie section. They would furnish a rack of chairs and we would set them up and break them down after the meeting. With some prior notice, there could be visual and sound aids made available.

Scott Anderson told of the game room being built at a new location for HobbyTown. This is not available for October but might prove interesting at a later date.

A motion was made and seconded to meet at the church in October. Motion passed.

**The church at 8000 Middlebrook Pike was approved for the October meeting after much discussion. A map is enclosed in this newsletter. The time and date remains unchanged, October 10th at 7:00 PM.**

Second item of old business was the club picnic approved at the August meeting. Because of activities in surrounding clubs or other things that might interfere with a picnic, the date was not established at the August meeting.

After a prolonged discussion, a date was established. The Fall Picnic will be held at KCRC field on October 21st. An amount of up to \$100 was set for expentiture by the picnic chairman. Chairman being VP Gary Lindner by default. I can only remember one picnic

that was not a success, and that was because it was as cold as whiz.

Get in touch with Gary Lindner and let him know what you are bringing as a side dish.

Ed Hartley has ordered some KCRC caps. No price or when they will be available at this time.

A suggestion was raised about the possibility of Harriman and KCRC having a joint membership. It was decided that there would be no advantage to either club from such an arrangement.

It was noted that the Porta-Potty was in bad shape after the Marine Mud Run. That it was muddy and dirty and needed cleaning. A call will be made.

Gary Lindner mentioned that Harriman needs a head count of KCRCers planning to attend the Harriman picnic on October 7th.. They will get food based on the count. If you plan to go, get in touch with Gary Lindner. It would also be nice if you brought a side dish to go with the chicken they will furnish. Tell Gary what you are bringing.

New members were introduced. Joe Simpson is a former member of KCRC returning after a two or three year lapse. Mike and Patrick Moore are joining. They have some previous experience. All need some attention by the Instructor program.

### **CRASH OF THE MONTH**

Ed Hartley told of the mid air crash between his model and that of Phil Spelt at the Chattanooga SPA contest. Both models somehow landed and are being flown again. Phil says that the collision was so hard that it broke the carbon fiber wing tube on his model. Only about 4mm at the bottom of the tube supported the model in flight until it landed. Ed said his aluminum wing tube was bent.

Marc Sobolewski also had a mid air crash. A Cherokee model hit his model and took the tail and wing off. Marc brought the pieces with him in a cardboard box.

A lot of fun was had at Bud Weissers expense with his latest model effort.

Marc won the glue. Ed complained that his was the only crash he had in twenty years and he can't win.

### **MODEL OF THE MONTH**

Bud Weisser entered his " Dream Pipe ". The second effort (both efforts shown on page two ).

Bud won the fuel.

### **PROGRAM**

Scott Anderson, KCRC and Paramedic ( EMT ), gave a very good program covering first aid treatment of things most likely to be encountered at the field. He showed the equipment contained in the first aid box at the field, and covered nicely the things we can do to help someone in distress.

Jeff Prosis had some videos of interest including the "Flight of the DreamPipe".

Very enjoyable and useful programs that were fully appreciated. Videos were still being watched as I left at 8:30.

Minutes taken by Jim Scarbrough, KCRC Secretary



# This'n That

We will be meeting in a new place in October this year. To my knowledge, it will be the first change in the winter meeting place in over seventeen years. There were a number of years when I had dropped out, but since 1990, we have met at Deane Hills Rec Center every winter. Last year was the first time we had a problem with them, but we stood in the lobby a lot and even had the last meeting in the back yard.

On October 10th, we will meet at the Fellowship Church at 8000 Middlebrook Pike. Following is the directions sent to me by Joel Hebert.

"Here's the directions to Fellowship Church (470-9800) from their website ( [www.fefc.com](http://www.fefc.com) ):

**Heading west (to Nashville) on I-40, turn right on Gallaher View / Walker Springs.**

**Follow until you reach Middlebrook Pike.**

**Take a right onto Middlebrook Pike.**

**Fellowship is half mile on the right. We're the church with the big green roof.**

If you're coming from the field or that area, go to the east end of Hardin Valley Rd. at Pellissippi Parkway, and stay on it ( the beginning of Middlebrook ), and head toward town about 4 miles and it's on the right at 8000 Middlebrook.

We'll be in Room 413 which is on the backside of the middle wing, so go to the back to park and go in the middle wing door and the room is on the left.

Restrooms are at the far end (north) of the 400 wing and there's a coke machine in the kitchen at that end of the wing also."

I checked out the route coming from Lenoir City on I-40. Got off at the Bridgewater, Walker Springs, Gallaher View exit. This exit is a little confusing because you have to drive past a couple of traffic lights and crossroads before you get to N. Gallaher View, which is the third road, so stay in the right lane till you get there. There are three roads exiting at this same one. When you get to Gallaher Road, turn left across I-40, and it's a short drive to Middlebrook Pike. Turn right and you are close to the church.

I might just start out at the Hardin Valley exit off Pellissippi Parkway. Going north is Middlebrook Pike and its mostly four lanes to Knoxville.

Looking at the little map shows that the distance for me is about the same as Deane Hills, so it shouldn't be that big a deal.

I don't know if this place is the answer to our problem. It sure would be nice to have a place we could be comfortable and have some permanence to it. Phil Spelt says that at one time, the club met at Tennessee Model Hobbies, but that a shoplifting problem stopped that. Doc Shacklett says we met for a while at a bank conference room but that we left the place in an untidy condition and lost our welcome there. Wherever we end up, we will have to mind our manners or we will be looking again.

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**There was a one day SPA pattern contest on Saturday, September 16, 2006. It was held at the Ashville, NC, RC club field. Those guys have supported our events and so we supported theirs.**

**The KCRC group did pretty well.**

Joel Hebert was there doing his thing scorekeeping. Joel is an expert now on doing the bookwork at contests and is in demand at local area contests..

## RESULTS ARE AS FOLLOWS

**Ed Hartley and Dennis Hunt came in 2nd and 3rd respectively behind Bruce Underwood in Senior Expert.**

**Phil Spelt and Scott Anderson came in 3rd and 4th respectively in Sportsman.**

**Don Eilor, Karl Gerth, and Mike Miller came in 1st, 3rd and 7th respectively in Novice. Marc Sobolewski was entered in Novice but only got in one flight. I saw him at KCRC field on Monday after the contest working out with Scott Anderson on Marc's Chaos so I imagine that he had some mechanical problems with his engine at Ashville..**

**Gary Lindner was also there and he took some pictures.**

**The pictures are on page 5.**

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Scott Anderson &  
THUNDER PANZER

