

**KCRC
NEWSLETTER
MAY 2007**

**This month's meeting-
Tuesday, May 8th, 7:00pm
at the FIELD!**



KNOX COUNTY RADIO CONTROL

PROPWASH



PHIL SPELT, KCRC PRESIDENT

May is a busy month for KCRC. First, our Float Fly is May 12th, Saturday, from 9:00 am until people tire of flying. Dennis Drone has arranged for us to use a friend's property at the end of Gallaher Ferry Rd, off Hickory Creek Road on the back way to the KCRC field. I will post a map/photo on the web site in a few days.

Also on May 12th, beginning at 11:00 am until 7:00 pm, The "First Annual GOEXPO, sponsored in part by Knox County Parks and Recreation, will be held at Victor Ashe Park, on the northwest side just north of Oak Ridge Highway. Our VP Craig Dieter has volunteered to open our booth, and I will go over after part of the Float Fly. If anyone is willing to bring a plane and help staff the booth for a while, please contact either Craig or me right away. It is good for our relationships with Doug Bataille, the Commissioner, for us to support this effort. We will be able to fly SMALL electric helis and planes, as they have a demo area.

Then, on May 26th-27th, we have the Annual Ben Oliver Memorial Pattern Classic, with Scott Anderson CD-ing. We will need LOTS of volunteers for that event on both Saturday and Sunday. On Saturday, we need several people to help with the Registration Table. Then, when flying starts, we need people to record the scores for each maneuver as it is called by the judges, and runners to carry the score sheets to Joel at the 'puter for scoring purposes. If we have a volunteer who feels comfortable running the flight line, keeping pilots who are up next, on their toes to be ready to fly when the preceding pilot lands, that is a big help in keeping the contest running smoothly! Most of all, we need someone with a good mouth to handle the flight line and make PA announcements, letting people know who is on deck to fly. Finally, pattern pilots and wanna-be pattern pilots are most welcome to come fly and enjoy the camaraderie. If you will help us, please contact Scott Anderson or me.

Please support KCRC in this busy Month of May...
And, now, this is the Wingman turning final...pfs

MINUTES: APRIL MEETING

- April 10, 2007 meeting called to order. The minutes were approved as they appeared in the newsletter. The treasurers report showed a balance of \$2,133.36 at the close of last month.
- Phil Spelt announced the First Annual GOEXPO to be held on May 12, 2007. It was discussed, a motion made and

passed unanimously. Phil will head up the project and can use some volunteers to help and bring airplanes.

- It is unfortunate but the date for the GOEXPO is the same day as our upcoming float fly. The float fly is on for May 12. See the web site for maps and information.
- The five new airplane tables were built and are now at the field. A major thanks to STEVE DAVIS for all his excellent work on this project.
- This is our last meeting at the church until fall. THE NEXT MEETING WILL BE AT THE FIELD.
- Show and tell had Craig Dieter with a beautiful Jenny and Carl Sten with a like wise P-40. Carl won the *Model of the Month* vote.
- The meeting was adjourned.
- Scott Anderson did his usual fine presentation of medical care at the field. He answered many questions from the audience along the way. Nice job Scott.

--Ed Hartley, Recording Secretary. (the following photos are also by Ed.)



Carl Sten and his P40.



Craig Dieter and his Jenny.

MODEL TECHNIQUE

You've probably seen in the Calendar of Events, the SAM contest scheduled for September. The following is a little information on the organization and the contest itself as reported by George Shacklett.

Society of Antique Modelers

The Society of Antique Modelers is a Special Interest Group (SIG) within the AMA. There is much published history of the organization, but suffice it to say that the organization is interested in preserving old time designs from the 1930's and 40's. These were of course free flight models which most members have flown in their youth. This is not to say that younger flyers are not interested--indeed the beautiful shapes of double elliptical wings and body designs, in rubber, hand launched gliders and gas models is intriguing to many.

We don't have areas in East Tennessee for free flight models, either rubber or gas. We are tied to RC assist old timers in our local contests. I have been the CD for 11 East Tennessee contests at Rockwood Airport. For the past 2 years we have added contiguous contests at Harriman RC Park. Rockwood contests are sponsored by KCRC and of course those at Harriman are sponsored by Tennessee Eagles.

SAM was originally started in the 1960's and has changed somewhat over the years. There was originally discussions about whether to allow glow plugs. There has also been handicaps for models powered by Schnerle ported engines--I could go on into more detail, but today there exists lists of approved engines, models and several events all of which embrace old time models

Model classifications are

- **Antique**---designed, kitted or published prior to December 31, 1938
- **Old timer** --from December 31, 1942 and older

Many kits are available for these as well as plans from which you can "scratch build". There are many approved engines available in both glow and antique ignition. It should be mentioned that electrics in SAM contests are becoming more and more popular. Electric may be the way for all modeling in the future. Electric rules are still in a state of flux due to the rapid evolution of batteries, brushless motors etc...There are electric rules which will become effective in 2008.

SAM contests in East Tennessee have become very popular over the past 10 years or so. We usually attract flyers from 10 or more states. One SAM flyer comes from Boston every year. We have only one or two local flyers Hope to attract more.....I'm available to talk about it.

George Shacklett
Emeritus member KCRC
SAM 3774L
AMA L191
MECA member (Model Engine Collectors Assn)

The following safety information is from Scott Anderson;

Safety At The Field

This is a follow up to the presentation on basic First Aid and safety issues for the upcoming flying season.

Know where the First aid kit is or better yet have your own (see below). Remember to let a flying friend know if you have a diabetic issue or are allergic to bee stings. Let this person know where you keep your Epi-pen, glucose tabs or paste. This also brings up the *Vial-of-Life* program that my company has, this is a real life saver and can be placed in the car or home and provides life saving info for the paramedics. Please email me at scott@rcfoamy.com if you are interested.

Another safety reminder; when a plane goes down, please leave someone at the flight shelter with a cell phone reachable by one of the search team members. Then if there's a health issue, 911 can be called and directed to the location. This also leaves someone to watch everyone's equipment while the search party is in the woods.

On item I did not get into at the meeting is heat emergencies. Please be sure to hydrate prior to flying during hot weather. Remember; when you're, thirsty it's to late. Use water or a sports drink, mixed 50-50 with water. The body will absorb this mixture a lot better. Do not drink caffeinated beverages since they tend to dehydrate.

One of the effects of becoming overheated is heat cramps, which are muscle pains, usually in the lower extremities or abdomen.

These come on suddenly during vigorous activity. They are treated by moving to a cool place and, if not yet nauseated, slowly drinking a salt water solution or Gatorade. The cramping muscles should not be massaged.

Symptoms of heat exhaustion are headache, dizziness, nausea or even passing out. Treat by getting the person to a cool place or cool with water (but not to cold) and take nothing by mouth. Call 911.

The sufferer of heat stroke may act confused, become comatose or experience seizures. The skin becomes flushed and hot. The victim may or may not be sweating. Call 911 immediately!

CALENDAR OF EVENTS

5(6)-May	TERC Fun Fly
12-May	KCRC Spring Float-Fly
26-27-May	KCRC AMA Pattern contest
9(10)-Jun	TERC Warbird Fly-In
(both TERC events have Sunday as a rain date)	
12-13-Sep	SAM Old-Timer @ TERC
15-16-Sep	KCRC SPA Masters

At the meeting there were only two people that were certified to give CPR. We may at a future date hold a CPR class. We should have more people certified in the club, not only for fellow fliers but for family situations as well.

After a prop bite incident at the field, KCRC provided a first aid kit at the field. I have also put together a first aid kit and sold them via RCU and in person. The kit cost is \$38 and has the following items, CPR mask, roll of tape, 5x9 dressings, 4x4 dressings, kling, trauma dressings, and triangle bandages, burn gel, antiseptic wipes, this all in a blue soft pack. The kit can be customized for a diabetic or if a person wants additional items. Contact me if you would like one.

Have a safe flying season,
Scott Anderson
Paramedic
scott@rcfoamy.com

Selecting a Glow Plug

Glow plugs are typically described by a "hot" to "cold" rating which gives an indication of the intended use of the plug. Selecting a plug for your particular application is not too difficult but just a few key points to keep in mind will make this process a little easier. Cold plugs are used for more severe environments; 2-stroke tuned pipe set-ups, high nitro, high rpm and high temperature situations. Hot plugs are used in less extreme situations such as conventional muffled sport engines with normal compression and modest nitro content fuel.

If the plug temperature rating is too cold the engine will not develop its full power potential and will not idle at slower speeds without the glow plug battery. Use of a plug that is too hot will cause the engine to pre-ignite (often described as a frying egg sound), have less power or cause frequent filament failure.

Here is a listing of just a few of the available glow plugs, their temperature rating and intended uses;

ENYA

- # 3 Hot...All Enya engines such as TV & four cycle engines
- #3S Hot...All engines
- # 4 Medium hot...All Enya engines, especially those used with 10% or greater nitromethane fuel
- # 5 Medium...All Enya engines, high nitro methane fuel
- # 6 Cold...High compression engines and high nitro

OPS

RC300 Considered a very cold plug

RC250 Considered a standard cold plug.

Both are very good glow plugs for high performance/high stress applications, although they take a lot of current to light, especially the 300.

The 300 is better suited for larger engines with tuned pipes and/or high nitro fuel.

McCoy

MC-4C: 4-cycle engines

MC-55: A hot plug designed to run on low nitro.

MC-59: Like the MC-55, the MC-59 is considered a hot plug. The difference between the 55 and 59 is that the MC-59 is designed to run on fuel with a higher nitro content (low to medium nitro content) than the MC-55. Applications: Boats, planes, helicopters, and cars.

MC-8: A medium to cold plug, designed to run on fuels with a medium to high nitro content. Applications: Boats, cars, and planes.

MC-9: Considered a cold plug and is designed to run on fuels with a medium to high nitro content. Applications: Cars,

boats, ducted fan and Giant Scale planes.

MC-14: A hot plug, designed for helicopters and 4-stroke engines.

OS

- #8-Hot; Recommended for most current O.S. 2-stroke engines

- Type F-Mildly Hot; Special long-reach plug recommended exclusively for O.S. 4-stroke engines

- Type RE-Hot; Special long-reach plug designed exclusively for O.S. Wankel rotary.

- A5-Cold; Recommended for most current O.S. (and many other) 2-stroke engines particularly for 1/10th & 1/8th scale off-road car engines

- A3-Hot; Dependable O.S. quality makes A3 the most durable and longest-lasting glow plug available at an economical price

- R5-Very Cold; high-nitro fuel and high rpm engines, particularly 1/8th track racing car engines

How to choose a plug (OS engines web site); [glow plugs](#)

ROSSI

R1 Extra hot 0.8 to 2cc RB4 Hot

R2 Hot from 2 to 3.5cc RB5 Medium

R3 Medium from 3.5 to 6cc RB6 Cold

R4 Cold from 6 to 10cc RB7 Extra cold

R5 X-cold for nitro fuel & R/C RB8 Super cold

R6 Cold nitro 10 to 13cc

R7 Cold for nitro 13 to 15cc

R8 Cold for nitro 15 to 30cc GLOW HEAD FOR R15 G1 Hot

Fox

All 1. 5 Volt Plugs are Dry Cell or Ni-Cad All 2 Volt Plugs are Lead Acid Battery

Standard Short Hot 1.5 Volt, Standard Short Hot 2 Volt

Standard Long Hot 1.5 Volt, Standard Long Hot 2 Volt

Gold STD Long Plug Hot 1.5 Volt, RC Short Mildly Hot 2 Volt

Gold RC Long Hot 1.5 Volt, RC Long Mildly Hot 2 Volt

RC Short Mildly Hot 1.5 Volt

RC Long Mildly Hot 1.5 Volt

Miracle Plug Hot 1.5 Volt

Pro 8 Short Cold 1.5 Volt

Pro 8 Long Cold 1.5 Volt

Finally, when you're at a loss for what plug to use....just take whatever your flying buddy has to offer in his tool box. You just know it will be exactly what you need!

FROM THE EDITOR

There have been unsubstantiated rumors of air-planes, considerably larger than quarter scale, frequenting the KCRC field. This is of course, one of those rumors that commonly gets started by over excited aviation enthusiasts.

Scale is a relative thing; a small plane flying closer looks much larger. There is also the sound factor; some planes just sound larger because of the exhaust note. And finally, a smaller pilot figure used in the aircraft also makes the aircraft look larger than it may actually be.

So, please keep in mind the above factors before jumping to such absurd conclusions...no matter how much fun it might be! ;-)

AT THE FIELD

This month, our unofficial but prolific club photographer, Jim Scarbrough, has provided a review of the Great Planes Fokker DVII electric;

Great Planes Fokker DVII

First off, the model seems to be a very good rendition of the original. It is a fairly scale effort with outstanding looks. It comes with a good instruction manual and the kit is packed pretty well. The hatch covering the battery platform is a lite-ply frame with a thin surface that seems to be ABS. Mine was cracked and had a small piece missing but I put some plastic tape on the back side and it seemed to hold it pretty well.

About the only problem I encountered in the assembly was with the machine gun mount. It was very brittle and could not be formed to the curvature of the fuse. I made a replacement out of 3/32nd balsa and painted it with flat black acrylic paint. The appearance of the wheels and the landing gear wing is well done. I don't know how durable the gear is going to be because I'm a little concerned about the fuse mounting, but it looks great. It is mounted by four small (2x6mm) sheet metal screws into thin ply and I feel like anything but a smooth landing is going to knock it off.

The power called for was a Rimfire brushless motor and the firewall was designed around this motor. I decided to try a 400 brushed motor I had on hand rather than a brushless motor. It was an easy conversion and fit with no modifications necessary. If there is not enough power, I will change to the brushless. I used Eflite S75 servos because I had them on hand. The Hitec 55 will fit also. The model is designed for this physical size servos so it would be a major undertaking to modify for a larger size. The pushrods are very well done and are easy to install.

I needed a receiver for the model to fit my JR 631 transmitter, so away to Hobbytown I went. They had one of the Berg by Castle Creations True Digital Processing Micro-stamp 4L full range receivers so I bought one. It is a universal receiver (it does require a crystal) that will set itself to any make transmitter signal and even has a programmable fail safe. I was impressed with its cost, size and convenience and it quickly set itself to my tranny. I bought a Thunder Power LiPo battery but when I got home, the balance charging plug would not fit either of the two balancing chargers I had bought, so I took it back.

I have two chargers because the first one I bought wouldn't charge the second battery I bought. I guess this is another make battery I won't buy in the future. Seems to me like the battery makers would wake up and do a little standardizing. When I hear them talking about the reason they can't use a standard plug, I start sniffing for the odor of BS. ...

Jim Scarbrough

Jim; Be sure to give us a flight report on the Fokker! ...ed.

FOR SALE / WANT TO BUY

For Sale:

• OS 4-stroke 26 Surpass. Like new. \$100. George Shacklett 525-1369, shack11@bellsouth.net

For Sale:

• Ready to fly Superstar 40 (Hobbico), OS .46 LA (blue), Futaba 5UAP, Excellent condition, \$450;
• Super Tigre G-2300 (new in box), \$130;
• Piper J3 Cub (Sig Kit), Saito .56 Golden Knight, \$300.00;
• OS FS-26 4-Stroke w/o pump (new-in-box), \$130.00;
• OS FS-120 4-Stroke (used), \$230.00;
• Pico J-3 from GWS, plus JR QUATRO, \$250;
• E-flight Charger for J-3 battery, \$70;
Arnaldo Caiado, 966-6433, caiado@charter.net

For Sale:

P-51 with .45 engine, never flown, Fred Heddleson, 483-0702, heddlesonf@bellsouth.net.

IN COMING MONTHS

•JEFF PROSISE SHARES SOME METHODS TO MAKE THAT ARF A BETTER AIRCRAFT

•NEW R/C FIELD AND AIRSTRIP NORTHEAST OF KNOXVILLE

CLUB INPUT TO THE NEWSLETTER WAS GREAT THIS MONTH!...WE STILL INTEND GET TO THE ABOVE ITEMS IN COMING MONTHS....ED.

AMA Chapter 594 Knoxville Tennessee

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