

KCRC NEWSLETTER

AUGUST 2007

Meeting-Tuesday
August 14th
7:00pm, at the FIELD!



KNOX COUNTY RADIO CONTROL

PROPWASH



PHIL SPELT, KCRC PRESIDENT

Last month, we examined the first of three transmitter suspension techniques – the “Natural” approach, holding it in your hands. This month the old Neck-Strap is the topic.

Many pilots use neck straps when they fly – probably second behind just hands. The neck strap serves to take the weight of the Tx off your hands and arms, and uses the major muscles of the upper back and neck to do the supporting. Thus, it corrects one of the major problems I listed last month, where the hands must both support and manipulate the Tx sticks.

One major drawback with straps is that the Tx can still swing around and tip and/or turn around the central axis of the Tx. I was chatting recently with a fellow KCRC'er who flies the new spread spectrum (SS) radio, using a strap. He indicated that the Tx tends to swing the antenna up into his chest while flying. This is because the SS Tx has a much shorter antenna than the 72 MHz Tx's do, so the antenna is not there to balance the battery in the bottom of the Tx. There are adaptors to move the clip point for the strap toward the bottom of the Tx, and he said some pilots are opening up the case and gluing lead into the top of the case for balance.

People who use straps have several ways of steadying the Tx. I have seen pilots holding the Tx as they would without a strap, thereby steadying it and using their thumbs to twiddle the stick. This does relieve the pilot from supporting the Tx's weight, but still has the other drawbacks listed last month. Others, with larger hands than mine, rest their wrists on the sides of the Tx, extending the middle fingers around the top of the Tx, and using the index finger and thumbs for stick control. This will provide finer control of stick movements, and probably result in smoother flights. Strap users could try this modification with very little change in flight habits.

The other major problem with straps is a real safety concern. The strap MUST be put out of the way when leaning over to start an engine or to carry a running airplane to and from the runway. It is easy to imagine what would happen if the clip on the end of the strap were to meet a rapidly spinning propeller. Some pilots tuck the strap into their shirts, others swing them over their backs when working on the engine. Of course, they can also be removed between flights, and will be so if left clipped to the Tx.

Next month we will look at Tx trays.

Meanwhile, this is the Wingman turning final...pfs

MINUTES: JULY MEETING

The July 2007 KCRC Meeting was called to order by president Phil Spelt.

The minutes were approved as printed in the news letter.

The treasurer's report by Joel Hebert, showed an ending balance of \$1,575.06 and was approved.

old business

The Senior Pattern Contest is eight weeks away and we are looking for help. Jim Scarborough and Joel Hebert volunteered. We will need a few more folks. If you are interested in flying, please check out the SPA site at <http://www.seniorpattern.com>

For those who would like to get the latest KCRC happenings, please go to <http://www.rcpattern.com/kcrc/kcrca.htm>

new business

The Marine Corps Mud Run is scheduled for August 25th. (editor's note; a Float-Fly was discussed for this date but. the next KCRC Float-Fly will probably not be until October)

...Ed Hartley, Secretary. (report and pictures to follow)



Beautiful static display model of the Boeing 777 built by Gene and Keith Waters.

CALENDAR OF EVENTS

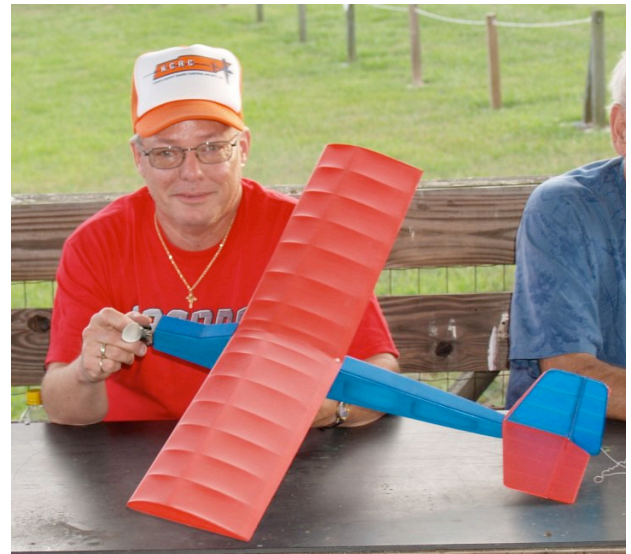
25-Aug.....Marines Mud-Run No flying at KCRC
possible Float-Fly date

12-13-Sep....SAM Old-Timer @ TERC

15-16-Sep....KCRC SPA Masters



Jim Scarbrough's Great Planes Fokker D.VII.



Craig Dieter won Model of the Month.

SPA CONTEST RESULTS: NOVICE WINNERS AT ASHVILLE

NOVICE WINNERS



Phil Spelt's electric pattern biplane.



Luke Armitage won the Crash of the Month (mid-air).

LESSONS LEARNED BY JEFF PROSISE

I love warbirds—especially warbirds with retracts. I normally use air retracts because they tend to be more dependable (and require less maintenance) than mechanical retracts. But if something goes wrong with an air retract system during flight, you'll end up belly-landing your plane unless your retracts are of the air-up, spring-down variety. I learned that lesson the hard way a couple of years ago, and also learned something about the proper installation of air systems.

I had recently installed a set of Robart retracts and a Robart air system in my favorite warbird. The retracts performed flawlessly for about a half dozen flights. I was therefore surprised when during the next flight, I flipped a switch on the radio to let the gear down and nothing happened.

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AT THE FIELD



Don Eiler and Mike Miller perfecting the pattern.



Joe Milam enjoys while Steve Davis looks on.



Charles Wilson, Phil Cope and Steve Davis preping Steve's plan built Morris Knife.



Joe Milam "poses" his Saito 100 powered Edge 540 for Steve Davis.



Bud Weisser's Long EZ.



Doll Thompson's DC3 on final approach.

LESSONS LEARNED (CONTINUED)

I toggled the switch back and forth a few times hoping to see gear come down, but it was not to be. I ended up belly-landing in the grass beside the runway. Luckily, the plane suffered little to no damage.

A post-flight inspection revealed the cause of the problem. The air bottle had rattled loose from its cradle and rotated, creating a kink in the air line that shut off the air pressure. Spring-loaded gear would have come down immediately, but with conventional retracts, no air pressure with the wheels up in the belly means no gear for landing.

The take-away is simple: when you install an air retract system, make sure the air bottle is secured so that it can't move or rotate. Make sure the air valve is secured, too, because if it moves with the servo arm, you won't be able to actuate the valve. Proper care and attention at present can avert unnecessary belly landings later!

If you have a "Lessons Learned" idea for this column, please write it up or pass it on to Jeff or me (Jerel)....and we'll make you famous!

FOR SALE / WANT TO BUY

For Sale:

- Giant scale Hangar 9 PT-19, all servos and Enya R-120 engine. Well used but a good flyer. No radio.....\$320
- Sig Kadet Senior, all servos, MDS .46 engine (not quite broken in), Hitec Focus SS 3 channel radio and charger.....\$250

If seriously interested, send me an email. I can bring them to the field. Jim Scarbrough, scarbj1@yahoo.com

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