

KCRC NEWSLETTER

SEPTEMBER 2007

Meeting-Tuesday, September
11th,
7:00pm, at the FIELD!



PROPWASH

September 2007

PHIL SPELT, KCRC PRESIDENT

This final installment of ways to "handle" your transmitter while flying, deals with the Tx tray. The transmitter tray is a device in which the Tx rests. The tray is suspended from either the shoulders or the neck. In the case of neck suspension, a strap goes around the neck and attaches to the tray in a manner that provides fore-to-aft stability. For shoulder suspension, aluminum (usually) straps project upwards from the tray and hook over the shoulders. Either of these methods works well, in my opinion.

The primary advantage of the Tx tray is that it provides a stable platform for the Tx, thus eliminating any swing or movement of the tray about the point of attachment of the strap; and, like the strap, takes the strain of holding the Tx off the hands/arms, and uses the stronger large body muscles of the neck and/or back to support the weight of the Tx.

In addition to providing a more stable platform for the Tx, the tray has an additional benefit over the strap. Many (most?) trays provide little platforms on either side of the Tx on which the flyer can the wrists while manipulating the sticks with thumb and forefinger (Fig. 1). Thus, the arms and hands are steadied by the tray, and the use of the thumb and forefinger provides for far greater precision



Fig. 1 - Tx tray with wrist supports and neck strap.



Fig. 2 - Tx tray without wrist support. Note use of thumbs only.

in moving the Tx stick to provide just the right amount of control surface movement. Other trays, or course, do not provide the wrist support (Fig.2). Figure 3 shows a tray with all the bells and whistles.

In summary, I find the use of a tray absolutely necessary for flying high-performance planes, be they pattern, warbird or float planes. While I can fly without a tray, I find it awkward, and I do not have the precise control I have while using a tray. I am very willing to fly my trainer without a tray, but I use the tray for the other planes I fly. As I said in the first column, you must fly with the method with which you are most comfortable. However, I would urge you to try a tray for several flights, flying a plane that you are most comfortable with and whose characteristics you know. You never know, your flying may smooth out considerably.

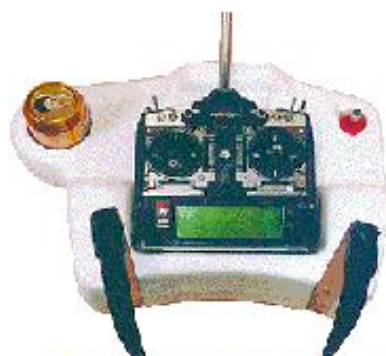


Fig. 3. Tx tray with beer holder! ;-D

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

MINUTES: AUGUST MEETING

Minutes of the August meeting.

The August meeting was called to order by Phil Spelt.

The minutes of the July meeting were approved as printed in the August newsletter.

The treasurer's report by Joel Hebert was read and approved.

Old Business;

Ed Hartley talked about the progress on preparations for the Senior Pattern contest. We have lots of great drawing prizes. Find details at:
<http://www.seniorpattern.com/preregistration/Pre2/knoxville2007SPAMasters.pdf>.

Dennis Drone and Phil Spelt spent a great deal of time working on our electrical system. Work is ongoing but power is now available in the pit shelter.

The Float Fly will tentatively be held on August 25th at home of John Hendrickson, 3321 West Gallaher Ferry Road. GPS coordinates are N35 56.121 W84 15.307. Phil Cope is running the show. Phil Spelt is the CD for the sanction. (editor; It happened! a report follows in this newsletter)

Craig Dieter made new frequency pins and will have them at the field shortly.

New Business;

Parking next to the pit shelter; Due to the damage to the grass in this area, parking will now be limited. A motion was made that one must have a Handicap plate or sticker, and/or be physically handicapped to park in the area. For the physically handicapped, you must submit your name and situation to the president and it will be placed before the board for approval. At this time the members allowed to park in this area are Doll Thompson, John Herd, Dennis Hunt and Ed Hartley. The motion passed unanimously. More in this news letter.

Financial contribution to KCRC;

Phillips & Jordan, for whom KCRC'er Dennis Drone works, financially support not-for-profit organizations in the form of grants. Dennis, on behalf of KCRC, applied for and KCRC was awarded \$750.00 by Phillips and Jordan.

Model of the month entries;

Jim Scarbrough; Proctor Antic and Luke Armitage; Daddy-O tied for first, Bill Dodge; Corsair, Steven Davis; scratch built Morris Knife, Richard Horton; ARF Ryan PT-20.

A gallon of fuel was awarded to both Jim and Luke.

Crash of the Month was won jointly by Phil Cope and George Addison for their spectacular mid-air!

Ed Hartley, secretary

(editor; what a great turnout of airplanes for *Model of the Month*! It was more like a spring meeting with all the winter building projects showing up.)

The following photos are by Ed Hartley



Bill Dodge's Top Flite Gold Edition (full kit) Corsair



Jim Scarbrough's Proctor Antic also a full kit aircraft.



Steven Davis' plan-built Morris Knife.



Richard Horton's Ryan PT-20.



Luke Armitage's Daddy-O racer.

CALENDAR OF EVENTS

12-13-Sep....SAM Old-Timer, TERC Harriman
 15-16-Sep....KCRC SPA Masters
 22-Sep.....Fly-In, House Mountain (Thompson's) tentative date
 29-Sep.....Shriners Air Show TERC Harriman, rain date 6-Oct

AT THE FIELD (LAKE)

The second KCRC Float-Fly of the year was held Saturday, Aug. 25th, again at John Hendrickson's lake-side home. Pilots attending were; Phil Spelt, Jeff Prosis, Phil Cope, Joel Hebert, Harry Cooper, Warren Oliver and Jerel Zarestky. Also in attendance were interested R/C'ers Joe Milan, Charles Wilson, Kevin Giles, Kurt Nitzsche, T.J. Albert, Dennis Drone and Don Watkins.

As before, John provided the much needed retrieval boat. It seemed like we had our share of various "difficulties" this time. Phil S. dead stuck "out" and Harry's beautiful scale Albatross had trouble getting up on the step.

Phil C. was learning the finer points of flaring his beautiful new Seawind. I struggled with a stubborn engine on my Cub that hadn't been started since the last Float-Fly and then came very close to losing the plane due to radio problems. (See **Lessons Learned** section of this newsletter)

In spite of these episodes, I think we all had a great time at a great venue!

(reported here by Jerel)

Photos to follow by Charles Wilson (cw) and Jeff Prosis (jp);

AT THE FIELD SPECIAL NOTE

A field report by our valued field maintenance crew (the guy who mows the field) says that tracks are being worn in the grass between the fence and the pit shelter at each of the spaces between posts. These depressions can be seen from the side and indicate packing of the already poor soil. Further use will lead to killing the grass and then erosion....not good!

For this reason, unless you have a medical reason (you should discuss this with KCRC board members) PLEASE DO NOT BACK YOUR VEHICLE UP TO THE PIT SHELTER! We have a pretty good stand of grass there right now, even though it's stressed due to the drought. Continued driving on it will surely lead to it turning into dirt paths.

Long time KCRC members can tell you about the trying situation to get grass to grow over the heli/electric flight area.



The flying site. (jp)



Pit area. (cw)



Harry's Albatross. (jp)



Flight line. (jp)



The Albatross...not on the step. (jp)



Peanut gallery. (jp)



Joel and his ol' reliable float plane. (jp)





Phil preping the Seawind. (cw)



Warren putting Phil's Seawind to sea. (jp)



Seawind sets out. (cw)



Coming home....one way.... (cw)



...or another. (jp)



Jerel...where he spent much of the day's flying session. (jp)



LESSONS LEARNED

JEREL ZARESTKY



Phil's phloat plane phinishes phlying. (cw)



John retrieves for Phil. (cw)



Phil explains things to his Cessna...why that "landing" was unacceptable. (cw)

I nearly lost my Cub at the float-fly Saturday. On the first flight I noticed some slight deviations in the flight path I "thought" I was sending to the airplane. It felt like a glitch but there was a lot of activity on the shore area and over the water involving other aircraft and maybe, I thought, I was just nervous. I landed the plane after only a couple of circuits of the lake in order to check the batteries "just in case". Load testing the receiver battery showed it was good and everything seemed to check out..."maybe it **was** just me". The next flight showed my first instincts about being glitched to be correct. The Cub pitched and rolled and headed for the water more than once. I moved the Tx antenna perpendicular to the line of sight to the plane and held the Tx high. I managed to get control of the plane each time before it contacted the water. After getting the Cub back under control I flew a straight line to the shore (shortest distance!). That was enough excitement for the day!

When I got home I put the landing gear on the Cub...no sense in risking a set of floats probably worth more than the airplane...and went to KCRC to see if I could reproduce the problem. Well, it showed up in spectacular fashion! I started the engine and with the throttle at full, the engine would surge from high rpm to nearly idle and back up. What the??? Did I now have a fuel draw problem? Was the Perry oscillating pump not working properly? No...I got around where I could see and saw that the throttle servo was cycling up and down...a servo problem now?

I remembered I had my PCM radio set to go to "hold" for the flight controls and the throttle servo to idle. Ah-ha! Change the fail-safe to deflected positions on all the controls and then see what happens! I programed in full aileron, rudder and elevator for the fail-safe positions and started the engine again. Eureka! All servos were going to their fail-safe position. Now, just to be sure, since I had my other Futaba Tx along, I programmed the plane into it and ran the test again; same result! It wasn't a servo and probably not the transmitter, although multiple problems are always possible! That left the receiver or some intermittent connection in the plane. At home I put another receiver in the Cub and the problem went away. Subsequent flight tests went perfectly!

Bottom line; if you have fail-safe capabilities in your radio, you can use them to debug a problem. I could have set mine to a neutral position for aileron, elevator and rudder and I wouldn't have had those near misses. The throttle would have gone to idle and I would have eventually noticed the momentary lack of response of the flight controls. Instead, the radio held whatever control I was giving at the time of signal loss, and I nearly crashed the airplane.

(If you only have FM/PPM...never mind the above.)

NEW R/C FIELD- NW KNOX COUNTY

Some progress is being made at the new site which is along side of Washington Pike, a little past Roberts Road. Fescue grass has been sowed in preparation for Bermuda being seeded for the actual runway.

Jeff Prosis is in the process of filing for and AMA sanction for the new club which will inhabit the field.

Paul Funk organized a little fly-in flying session Tuesday, Aug 28th to check out the site and get some opinions on a flight line location. Since the site will be shared with a full



Steve runs up his 40%Yak while Paul and Terry look on. Lots of open space!



Yak hovers with House Mountain in the background.



Paul makes a pass with his Decathlon



A few vehicles full of planes and helis and it starts looking like a flying field!

scale air strip, already in limited use, some careful planning is in order.

That fly-in turned out to be so much fun, even with the handful of people we got on such short notice, Paul is planning another to get a few more people out to the site. A tentative date is set for Saturday, September 22nd.

Details on membership will be decided on in the next few weeks. Since the field is privately owned by the Thompson family it will be quite a bit more expensive to fly there than at KCRC where we pay only a few dollars per year for our lease from Knox County. The ideas being discussed right now center around a 1 year membership @ \$100-\$200 with a reduced rate for signing up for 3 years.

....more to come.Jerel

FOR SALE / WANT TO BUY

For Sale:

Thundertiger Trainer .40, engine, Airtronics radio, extras, flown very little, call Joe Hanson for details, 693-8063.

For Sale:

• OS 4-stroke 26 Surpass. Like new. \$100-~~\$80~~. 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:

Kyosho .60 size Giles 202, more photos at: <http://mywebpages.comcast.net/thezs/myrc/Giles/>

Quality airframe, glass work is top notch, excellent flier, highly aerobatic, best snap-rolling plane I've had (does a great snap in vertical up-line!). Radio and engine are installed and can flight demoed.

Airframe only \$195 ~~\$150~~, w/ JR coreless ball-bearing servos, switch and battery pack \$345 ~~\$250~~, w/OS .91 Surpass

4-stroke \$450 ~~\$385~~. Jerel 482-7953, jerzee4@comcast.net



AMA Chapter 594 Knoxville Tennessee

2007 KCRC Officers

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Treasurer; Joel Hebert, 705-9618, hebertji@comcast.net

Safety;B.Walters, 406-3246,williamwalters1@comcast.net

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Dennis Hunt, 483-8373, dehunt@nxs.net

Gene Waters, 483-9698, ehwaters.1@juno.com

Jerel Zarestky, 482-7953, jerzee4@comcast.net

other club positions

Historian; June Cope, 694-8687

Webmaster; Phil Spelt, 435-1471, www.kcrcn.com

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