

## KCRC NEWSLETTER DECEMBER 2007

Meeting-Tuesday  
December 11, 7:00pm, at  
**Fellowship Church**  
**8000 Middlebrook Pike**



### PROPWASH

December • 2007

PHIL SPELT, KCRC PRESIDENT

This month, we approach the end of another year, one in which KCRC has had a successful flying season.

We seem to do things in twos: two VERY successful Club picnics, in which numbers of people brought really good foods to supplement the Club-provided meats and drinks; two float flies, both held at the lovely home of Mr. & Mrs. John Hendrickson, and two pattern contests, the Ben Oliver Memorial AMA contest in May and the SPA Masters in October. The latter brought in over \$1100.00 to the KCRC treasury, thanks to the efforts of Ed Hartley and the generosity of Sid Austin, owner of Pyramid Hobbies in Cullman AL. The web link is not functional right now, but Ed Hartley can provide contact information - Pyramid has great prices and Sid always supports our KCRC SPA contests.

With elections coming in December, we are having trouble with recruiting candidates for office again this year, especially for President, Treasurer and Secretary - the three real working offices in the Club. While the current officers in those three slots are willing to run again, they are unopposed as of this writing, and this is not a good sign of a vibrant and fully functional Club. The Tennessee Eagles have two or even three candidates for all their slots. It is beneficial for an organization to bring in new brainpower every year or two to get new ideas and new perspectives on Club development.

Jim Scarborough is willing to run for Secretary again, but he no longer drives after dark, so Ed Hartley, our current Secretary, has agreed to fill in for those months when Jim cannot make the meetings. However, the lack of participation by members, both as candidates and in meeting attendance, does not bode well for KCRC. As with the picnics, people want the event, but don't want to help prepare for it or run it. The pattern events should be left to the pattern guys, but other events need Club members to take charge and make things happen.

While I have agreed to run for president one more time, I will not this year agree to run float flies or picnics if I am reelected. If we want to have these functions, someone (or, better, "oneS") must step forward to help.

I wish the entire Club a very Joyous Holiday Season, and a Happy New Year. Let's make 2008 an even better year for KCRC!

Meanwhile, this is The Wingman, turning final...

**Reminder of December meeting items; - election of 2008 officers, vote on club dues, plan January Banquet!**

### MINUTES: NOVEMBER MEETING

- The meeting was called to order.
- The minutes as they appeared in the newsletter, were approved.
- The Treasurer's report was read and approved.

#### old business

- The report on the Picnic/flea market/ was very positive. A lot of flying selling and great food was enjoyed by all!
- A new rope for the fence was discussed and will be taken care of.
- The proposal to be voted on in December was for dues to be \$60.00 with the usual late fee and junior/student membership is to be \$30.00.



Kevin Giles and his Model of the Month entry ME109E

#### new business

- The nomination for officers was presented and now stands as follows:  
President Phil Spelt  
Vice President Craig Dieter - Phil Cope

Treasurer Joel Hebert  
 Secretary Jin Scarborough - Ed Hartley  
 Field Marshall Bill Walters - Scott Anderson  
 Board of directors Dennis Drone, Jeff Prosize, Mike Gross,  
 Gene Waters, Dennis Hunt.

We would like to have **two nominations for each office**. We ask you to please consider running for one of the offices.

- The SPA contest was voted to be held on May 17th - 18th.
- The AMA contest was voted to be held on May 3rd - 4th.

The meeting was adjourned.

**Model of the month** entries were George Addison with his Sig Kavalier and Kevin Giles with his ME109E. Kevin won the straw poll.

Ed Hartley, secretary.



George Addison with his Sig Kavalier.

(The above pictures from the meeting are by Ed Hartley.)

## LESSONS LEARNED

JEFF PROSIZE

I nearly learned a hard lesson on a beautiful Thanksgiving-week afternoon in Chattanooga. I made a mistake that even a rookie pilot shouldn't make. And I made it with a turbine-powered jet!

I went to Chattanooga with fellow KCRC'ers Phil Cope, Charles Wilson, and Craig Dieter for an afternoon of jet flying on the Chattanooga club's 600-foot runway. We had had three successful flights and wanted to get in one or two more before calling it a day. I am religious about doing a thorough preflight on the jet before every flight—something instilled in me by my instructor—so I topped off the fuel and starter gas, checked the on-board batteries (one for the receiver and one for the ECU), checked the air in the retract and brake systems, and verified that all the control surfaces were working properly. All systems were fine, so I taxied out and took off.

After take-off, I banked to the right to bring the jet back towards us, established level flight, and retracted the gear. No sooner had I done so than my radio—a new 2.4 GHz JR X9303 that I'd just been flying for three weeks—started beeping. Not wanting to take my eyes off the jet, I asked Phil to look at my radio and find out what it was telling me. Phil's reply: "It's telling you it's at 8.7 Volts!"

With my heart racing about 200 beats per minute and visions running through my head of the jet going down and starting a fire, I dropped the gear and flaps and immediately turned toward the runway and executed a short approach. Thankfully, the battery held out long enough for me to land. The jet sustained minor damage when it skidded off the end of the runway with brakes fully engaged, but it will live to fly again. I learned that you never want to land a jet with a full load of fuel because they land FAST with the extra weight.

But the larger lesson is that despite all the precaution I took in my preflight on the jet, I failed to check the transmitter voltage. I was so used to the Futaba 9C I had flown for years (and the fact that I could fly all day on it without recharging) that it didn't even occur to me to check the transmitter battery. Evidently I hadn't charged it well enough to begin with, probably because I didn't have a JR jack for my peak charger and had used the wall charger that came with the radio instead. I got lucky this time, and have added "Check transmitter battery" in bold letters to my preflight check list.

Don't make the same mistake I did. Check that transmitter voltage before every flight! Whether you're flying an Avistar or a turbine, a plane that's not responding is literally an accident looking for a place to happen.

## CALENDAR OF EVENTS

11-December.....KCRC club meeting; vote on officers and dues & plan January banquet.

8-January 2008.....KCRC annual banquet.

## AT THE FIELD

KCRC FALL PICNIC; 3-NOV-2007

The following are a few photos taken at the very well attended picnic held at the field early in November.











## MODEL TECHNIQUE

### JEFF PROSISE

Soon after I started flying RC airplanes a few years ago, I heard that people were flying models with miniature gas-turbine engines and I knew that I'd have to check it out someday. I finally decided to bite the bullet this summer. It wasn't cheap—neither the jet itself nor the process of “getting legal” by earning an AMA turbine waiver—but without a doubt, the last few months of flying have been my most exciting since I took up this hobby.

One of the things that motivated me to fly jets was an intense curiosity about what it would be like to fly a turbine. Aside from the obvious differences, such as the fact that jets fly fast and tend to be bigger and more complex (most have brakes, for example), flying a turbine isn't all that different from flying a prop plane. Both obey the same laws of aerodynamics, and both use the same transmitter inputs. If you can fly an Avistar, you can fly a turbine trainer, too.

There are a few key differences between flying a prop plane and flying a turbine, however. One is the landing technique. Most of us land an airplane by setting up on final, chopping the throttle short of the runway, and using elevator to guide the plane in for a smooth touchdown. You can land a jet that way, but it's not advisable. Good jet pilots carry about 25% power all the way to the runway, controlling the sink rate with the throttle and using the elevator to maintain a constant nose-up attitude of 3 or 4 degrees. The nose-up attitude acts as an air brake and slows the jet to keep the landing speed manageable.

Maintaining power all the way to the runway is critical because turbines have lag time. If you bring a turbine back to idle and then discover you're coming up short of the runway,

you're hosed because it takes most turbines 2-3 seconds to spool up from idle. The spool time from 25% to 100%, however, is almost instantaneous.

Another difference between flying props and turbines is the starting procedure. You don't need a starter motor or a glow starter for a turbine; most crank up with the flip of a switch (or when the throttle stick goes to the top). You do need a fire extinguisher, because turbines occasionally suffer “hot starts.” You'll know a hot start when you see one because you'll see flames shooting out 10-20 feet behind the turbine. That's where the fire extinguisher comes in. Not just any fire extinguisher will do. Dry chemical extinguishers—the type you buy at Lowe's or Home Depot—will ruin a turbine engine. Jet pilots use CO<sub>2</sub> or Halon (or a Halon equivalent, such as Halotron) units to minimize the damage to their engines should a hot start occur.

Another difference between props and turbines is fuel. Most turbines can run on Jet A (the same jet fuel that full-scale turbines use) or a 20:1 mix of K-1 kerosene and turbine oil. Jet A and kerosene cost much less than glow fuel, but the cost savings is offset by a turbine's higher fuel consumption. My turbine—a JetCat P-60, which produces 13-14 pounds of thrust—consumes about 8 ounces of fuel a minute at full throttle. I can go to the field with a 5-gallon container of Jet A (about \$16 worth) and fly all day on it.

Next month, I'll write about the turbine itself: what all those wires are, how a turbine starts up, and more. Until then, fly safe!

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## FOR SALE / WANT TO BUY

### For Sale:

• Dennis Hunt has a BUNCH of R/C items for sale, due to his move from his factory to his garage. Please contact him at 483-8373 or email him at [zimpro@comcast.net](mailto:zimpro@comcast.net)

### Free fuel jugs;

These are nicely boxed for easy storage, 4 jugs per box. How many do you need? Jerel Zarestky, 482-7953, [jerzee4@comcast.net](mailto:jerzee4@comcast.net)

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## AMA Chapter 594 Knoxville Tennessee

### 2007 KCRC Officers

President: Phil Spelt, 435-1476, [chuenkan@comcast.net](mailto:chuenkan@comcast.net)  
 V P; Craig Dieter, (423)420-9646, [cdieter@charter.net](mailto:cdieter@charter.net)  
 Secretary; Ed Hartley, 966-244, [roho3@rcpattern.com](mailto:roho3@rcpattern.com)  
 Treasurer; Joel Hebert, 705-9618, [hebertjj@comcast.net](mailto:hebertjj@comcast.net)  
 Safety; B. Walters, 406-3246, [williamwalters1@comcast.net](mailto:williamwalters1@comcast.net)

### Board of Directors

Dennis Hunt, 483-8373, [dehunt@nxs.net](mailto:dehunt@nxs.net)  
 Gene Waters, 483-9698, [ehwaters.1@juno.com](mailto:ehwaters.1@juno.com)  
 Jerel Zarestky, 482-7953, [jerzee4@comcast.net](mailto:jerzee4@comcast.net)

### other club positions

Historian; June Cope, 694-8687  
 Webmaster; Phil Spelt, 435-1471, [www.kcrcn.com](http://www.kcrcn.com)  
 Newsletter; J. Zarestky, 482-7953, [jerzee4@comcast.net](mailto:jerzee4@comcast.net)

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