



NEWSLETTER

August 2009

Knoxville, TN

AMA#594

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Historian..... June Cope

How Fast is Fast ???

By Scott Anderson

On July 5th Rick Hampton had a police grade radar gun at the field for those who braved the light rain showers and gray skies to do speed runs. There were planes from little foam ones to 60 size planes



Craig Dieter flying his Mustang and Rick Hampton with radar gun



Craig Dieter's Mustang put in a speed of 103.9 mph. Craig did not think the plane was that fast !!

2009 ELECTED OFFICERS

President.....Dennis Drone

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Secretary.....Donald Eiler

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BOARD OF DIRECTORS

Jeff Prorise, Karl Gerth , Phil Spelt

and it was interesting to see the speeds. The trainers came in around 70 mph and Phil Cope proved you did not need wheels when you takeoff or land as he did several passes and without the wheels, picked up another 20 mph with his Kaos. The speeds ranged from 65 mph to 120+ mph. Craig Dieter put his Mustang thru the trap and was found doing 103.9 mph.**Scott**

Don Eiler, KCRC Secretary, sent in some more information on the speed trials.

KING OF THE HILL

(Until Prorise brings his jet out again).

Phil Cope got 125 mph out of my Quickie 500. Best I could do was 120. I think my readings were closer to true level flight. He was doing his split S's closer in. I was leveling out further away from the gun. Cope took the wheels off his Kaos 40 and got about 120 out of it, if I remember right. Never thought wheels would make that much difference (30 mph?).

Charles Wilson had his Q500 and the Sportaire in the 115 range (with wheels). Craig Dieter's big Mustang was right at 100 mph. Never got a good clocking on Cody's Twist. Cope's and Randy Phillips' Kaos's were doing about 100 with the wheels on. Rick Hampton's Corsair did about 60! He's got a pretty hefty electric motor on it.

Scott Anderson, Safety Officer, was there to make sure all the fun was safe fun.

Big Fun!**Don**

(Speed trial pictures from Scott Anderson)

AND EVEN MORE SPEED by Jeff Prosis

Saturday, July 4th, 2009, was an historic day for KCRC. For the first time ever, a turbine-powered model flew at our club.

After practicing short take-offs and landings on Georgia Jets' 1,000-foot runway and verifying that my BVM BobCat can safely take off and land in 300 feet, I brought the BobCat back to KCRC. With Phil as my spotter (you NEVER fly a jet without a spotter who can take over if the pilot becomes disabled for some reason—bee stings, sweat in the eyes, or whatever), I positioned the jet at the east end of the runway. I spooled up the turbine, released the brakes, and let her rip. The take-off used about 250 feet of the runway.

After climbing out and banking over the trees to the north, I spent the next 6 or 7 minutes putting the jet through its paces: slow and fast flybys, loops, half-reverse-Cuban-8s, and humpty-bumps. Even though my BobCat weighs more than 20 pounds fully fueled and the JetCat P-60 on the back produces only 14 pounds of thrust, you can do impressive verticals if you build up momentum first. Those that witnessed the flight will attest that some of the verticals were awesome, with the jet flying straight up until it was almost out of sight.

Was I nervous? Not really...not once I got in the air. It was pure joy flying my favorite aircraft at my favorite field. The backdrop provided by the lake and mountains was beautiful. As Jeff Cody said, "seeing that jet banking out over the lake was unreal!"

The most tenuous aspect of flying a turbine at KCRC is landing it. Spot-landing a turbine is difficult because of the throttle lag. If you reduce power to idle and then discover that you're coming up short of the runway, it takes 3 to 4 seconds to get back to full power. The proper way to land a jet—especially on short fields—is to maintain a nose-up attitude on final and use the throttle, not the elevator, to control altitude and rate of descent. That way you can maintain enough power to spool up quickly if needed.

To prepare for landing, I deployed the gear and flaps and did a gear pass to make sure all was in order. I flew out over the lake at the east end of the field and performed a wide, looping left turn to line up with the runway. I had intended for this only to be a practice approach, but 10 yards or so from the runway, the jet was in perfect position and I decided to land it. The landing was near perfect except for the

fact that I pulled a little too much elevator just before



touchdown and let the jet balloon slightly. No worries: I touched down less than halfway down the runway and applied the brakes, bringing the jet to a stop with 50 to 100 feet to spare.

Randy Phillips got a short video of the flight. You can view it at <http://rcuvideos.com/video/BobCat-at-KCRC-mov>. Next time, I'll try to give everyone a heads-up so those of you that haven't seen a turbine fly can experience it first-hand. But fair warning: the sights, sounds, and smells are addictive!.....Jeff

MINUTES, JULY 2009

President Dennis Drone called the meeting to order at 7:00 PM on Tuesday, July 14 at the KCRC field. There were approximately 26 members present.

Minutes for the June meeting were approved as printed in the July Newsletter.

OFFICERS' REPORTS

The Treasurer's Report was given by Joel Hebert and approved. A copy of the report is available from Joel.

Dennis Drone reported that most of the work for the electrical refurbishment is complete. Ground fault circuit breakers have been installed. The circuits, breakers, and switches have been labeled. Signage has been posted with directions for securing the circuits when they are not in use. The 30 A. circuit for RVs has not been installed. Dennis wants to locate it about half way between the pavilion and

the Porta-John. Planning is underway to do this.

OLD BUSINESS

Fall Float Fly – Phil Spelt has submitted the sanction request. The event is scheduled for Sept. 12.

SPA Contest – Dennis Hunt reported that the contest was a huge success in all respects. There were 33 contestants and the event realized a profit for the club of approximately \$700.

NEW BUSINESS

Joel Hebert inquired about a more durable material for the memorial plaques. It was decided that the painted ones are the most practical.

Dennis Drone solicited comments on the club safety rules. Several seemingly conflicting or unacceptable rules were noted during Scott Anderson's Safety and First Aid program. Dennis requested that comments on the rules be e-mailed to him with copies to the members of the board of directors.

VISITORS

Fred Kennel requested membership tonight. Fred commutes to work in Knoxville from Nashville. He plans to do some model flying here.

Brad Brooks works at Performance Sports and Hobby on Topside Rd. Brad invited all KCRC members to visit the shop.

"Bob" was passing through and dropped in. He is interested in model aviation as well as restoring player pianos. Bob displayed a restored vacuum motor from a player piano from the 1860s.

OTHER

George Campbell passed out nice KCRC logos for new members as well as peanut brittle!

MODEL OF THE MONTH

The winner was Gary Aumaugher with a scratch-built "Stick" with a 300 watt motor. The model is based on the Slow Stick planform with the nose lengthened for balance. The model can be disassembled for transport in a suitcase.

Bill Dodge presented his latest Curare (to replace his "late" Curare). It was built from AMA plans with modifications to reduce weight. Formers and sheeting were used for the fuselage in place of balsa blocks.

CRASH OF THE MONTH

Randy Phillips won with his description of the loss and recovery of his Kaos 40. The tail surfaces failed with predictable results – lawn dart. Needless

to say the debris field was small and contained no tail surfaces. The engine broke off a wrist-size limb on a tree as the model went in. The only apparent damage to the engine was a broken needle valve bracket. Damage to the airframe was extensive.

Bill Dodge had a two-crash entry – with one aircraft (the late Curare). On Friday before the SPA contest he was practicing and it flew away to the east side of the Freels Bend area. After several hours in the heat, Bill found the model. He spent Friday night making all needed repairs (almost). A trim flight Saturday morning indicated that the repairs were successful and the plane was ready for the competition. However, in executing the outside loop portion of the Running Eight in the second round of the contest, the wing folded. Needless to say – another lawn dart.

PROGRAM

Scott Anderson, KCRC Safety Officer, reviewed the Club Safety Rules and presented an excellent First Aid overview. As mentioned above, there was concern with some of the rules as written.

The meeting adjourned at 8:35 PM.

Minutes submitted by Don Eiler, KCRC Secretary.

CALENDAR of EVENTS

August meeting at KCRC field Aug 11th, 7:00 PM

Float Fly Sept 12th Oak Ridge Marina.details later

AMA Pattern contest at House Mountain field. August 29th,30th. Scott Anderson CD

Only events scheduled at this time.....

From The Presidents Corner

Now that 99% of the electrical work is complete, its time to move on to more debate heavy material. At our next meeting, I hope that I will be able to come to the meeting with an organized list of suggested changes sent from all of you. There has been much grumbling over our field rules. Its time to open discussions at our next meeting regarding the field rules. Too often, we are stuck in the muck of petty wording that distracts our clear vision of safety and common sense. Because I am anticipating a lengthy and heated discussion, I am not planning Crash of the Month or Model of the Month. Our

bickering over field rules has gone on long enough! Plan to attend with a sack full of patience. Please prepare yourself and your neighbor for a courteous exchange of ideas. Keep your childlike tendencies locked up in a closet at home. All of our members deserve the right to speak and be heard. DO NOT PLAN TO OVER-TALK ANY CLUB MEMBER! Please extend the respect each member is entitled to.

I will bring the gavel just in case!.....

Dennis Drone KCRC President 2009

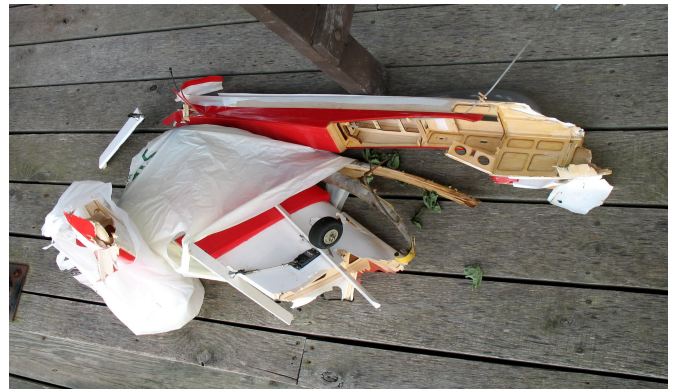
The Model of the Month

The top picture is Gary Aumaugher and his winning scratch built E-powered sport model. The next picture is Bill Dodge and his scratch built



Curare. If I'm not mistaken, this is Bill's third model from the same plans. He modifies each effort....

The Crash of the Month was won by Randy Phillips, who submitted the pieces in a bag.....



SAFETY NOTES

As most of you know, at the July meeting we had a review of the KCRC and AMA safety guidelines; again this was a review of the current rules. This quickly became a discussion on why we have certain rules and there was some confusion on other items. It is amazing that this became an issue one year after the new safety rules and By-Laws were in place. It is obvious from the questions and points being brought up that members may not have reviewed those changes in May 2008 or checked the current **Official Academy of Model Aeronautics National Model Aircraft Safety Code**, effective January 1, 2006. Also this and the AMA Membership manual can be found on the AMA website and it is your responsibility as an AMA and KCRC member to be familiar with these. As this discussion continued it was agreed that if anyone has suggestion for the rules or verbiage change, please email them to President Dennis Drone prior to the August meeting so the officers and BOD can look at these and bring them to the club.

Since this part of the meeting went longer I had to shorten and drop some of the First Aid lecture and demonstrations. If there is interest for another First Aid program please let me know and we can do a 30-45 min review again at a meeting. Remember safety is first and fun is second, there are rules in all kinds of sports and activities. Remember the CURRENT rules are to be followed until there are changes!

Remember don't go in the woods searching for a plane alone, carry a cell phone, and check for ticks.....Scott

ASHVILLE, N.C. SPA CONTEST

Looks like the KCRC contingent did OK at the Ashville SPA contest.



well at flying. All these guys take their SPA flying seriously and spend a fair amount of time practicing. Obviously, that's what it takes to be competitive in anything.



As near as I can figure from the pictures from Gary Lindner (who was there), Phil Spelt, Ed Hartley, Dennis Hunt, Warren Oliver, Mike Miller, Don Eiler, Carl Gerth and Bill Dodge were there competing in the Ashville SPA contest. Several of them are shown picking up some lumber for doing



Get out your SPA models and start practicing. Who knows, perhaps you can be successful too.....

SEE YOU AT THE FIELD.....Jim