



NEWSLETTER

March 2010

Knoxville, TN

AMA#594

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Safety Committee...

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Historian.....June Cope

A Historical Moment

There was a wedding on the runway at KCRC field on June 5th, 1982, when June Yett and Phil Cope pledged their troth. It was a festive affair with a luncheon and champagne and many well wishers present. Bob Dilworth flew over the happy couple and dropped rice. Unfortunately, the bag holding the rice did not open and felled the groom. Just kidding. The small bag missed everyone. After the wedding Phil flew his new "Duellist" to see if the change in marital status had changed his flying ability. It didn't! Phil and June have been a boon to KCRC as an instructor who goes out of his way to help members, and June has been Historian forever...■

CALENDAR OF EVENTS

April 24th, 2010 Spring Float Fly. Details in April newsletter.

May 1st and 2nd.. Ben Oliver Memorial SPA contest..SPA membership encouraged but not required. SPA engine size limit apply.

October 9th & 10th... SPA Masters contest

September Fall Float Fly. Details later

By the time you read this, the first indoor electric fly will have occurred on February 22nd. There will be other indoor events scheduled, so keep check on the KCRC email list for sudden scheduling.

There will probably be a picnic in conjunction with the Spring Float Fly.■

WINTER PROJECT #1

2010 ELECTED OFFICERS

President.....Dennis Drone

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Vice President.....Gary Lindner

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Secretary.....Donald Eiler

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Treasurer.....Joel Hebert

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BOARD OF DIRECTORS

Jeff Prosis, Karl Gerth, Phil Spelt

The KCRC family will soon have a new member; a 1:6-scale F-16 from Skymaster and BVM. Jeff Prosis is building the jet and as of early February, it's 90% complete. Jeff's goal is to have it ready to fly at Florida Jets in early March. He then plans to present it at the March club meeting. Sometime in late February, Jeff will be bringing the jet to our field to perform trial engine runs and taxi tests.



The F-16 is powered by a JetCat P160-SX turbine, which produces 36+ pounds of thrust at 125,000 RPM and features kero-start ignition. All-up weight (dry) should be in the neighborhood of 30 pounds, so the jet should have plenty of power for fast straight-and-level flight and big verticals.

Notable features of the jet include scale landing gear designed to look and operate just like its

full-scale counterpart (including Oleo struts with air-over-oil shocks), a 9-channel JR 2.4 GHz DSM2 PowerSafe receiver system powered by dual 4000 mAh Lithium-Polymer batteries, ultra-high-torque servos capable of producing more than 400 in.-oz. of torque, operating brakes and gear doors, scale cockpit, and an all-moving tailplane. The F-16 carries more than a gallon of jet fuel divided between two Kevlar wing tanks and a 16 oz. header tank. That should allow for 6 to 7 minute flight times with normal throttle management while still leaving fuel in reserve for go-arounds.

Jeff reports that the build was relatively straightforward. He figures he has about 100 hours in it. The landing gear and gear doors were preinstalled by Skymaster, and that probably saved 20 to 30 hours of build time. Most of the build was by the book, but Jeff modified the rudder with an external linkage. The stock rudder setup uses an internal torque rod, but that design has proven susceptible to flutter and several F-16s identical to this one have crashed when the rudder separated in flight and took the vertical fin with it.

Will the F-16 ever fly at KCRC? It's a possibility, but we won't know for sure until after Jeff has flown it on longer runways to determine whether it can safely land and stop in 300 feet. Videos show that the jet is capable of high-alpha flight and will land reasonably slowly, so we can hope that the newest member of our turbine family will one day grace the air over KCRC!...■

MINUTES, FEBRUARY 2010

President Dennis Drone called the meeting to order at 7:00 PM on Tuesday, February 9 at the Fellowship Church. There were 25 members and one visitor present.

Minutes for the December meeting were approved as printed in the January Newsletter.

OFFICERS' REPORTS

The Treasurer's Report was given by Joel Hebert and approved. A copy of the report is available from Joel or the officers. Joel also reviewed the budgeted and discretionary expenditures for 2009. Budgeted expenditures tracked very well with the budget. Joel also

presented the budget for 2010, which was approved.

There were no other officers' reports.

OLD BUSINESS

Dennis Drone reported that the conduit and wire for the camper hookups has been placed in the trench and the trench filled.

Phil Spelt reported that the date for the Fall Float-Fly at the Oak Ridge Marina is Sept. 25.

NEW BUSINESS

A motion was made, seconded, and approved to hold a Spring Float-Fly and Picnic at the West Gallaher Ferry Road site. A sanction will be obtained for insurance purposes.

Phil Cope stated that there is a pond available at Sweetwater for a float-fly. He will investigate a midsummer event.

A motion was made, seconded, and approved to hold a pattern contest on May 1 and 2. It will be an open contest, although SPA engine limitations will be enforced along with AMA 2-meter requirements for the air frames. SPA maneuvers will be flown. SPA membership will not be required and the airplanes do not have to be SPA-legal. The field will be restricted to pattern practice only on Friday afternoon, April 30. Club member support for conducting the contest will be solicited at the April meeting.

Dennis Drone reported that he had received word that the Marine Corps League Mud Run will be held Sept. 11.

Dennis Hunt reminded all that the SPA Masters will be held October 9 and 10.

Dennis Drone solicited expressions of interest for the Safety Officer position as well as for members of the Safety Committee.

A motion was made, seconded, and passed to provide power for the new electric gate to Melton Hill Park from our meter.

Randy Phillips commented that the Boy Scouts at the last Hangar-Fly was a positive thing and urged the club to pursue other such activities for public service and as a mechanism to recruit new club members. Dennis Drone

reported that, as a follow-on to the Scouts visit, he had offered a jet ride to some of the Scouts for improved school grades. He's going to have several riders. Several club members reported that their grades had improved, but their ride requests were rejected.

Dennis Drone made a motion to have a vendor friend of his install a soft drink (soda to those not from around here) machine at the field. The motion was seconded and approved.

There was an expression of interest in another Hangar-Fly.

Dennis Drone made a motion to investigate obtaining IRS Non-Profit status for the club. The motion was seconded and approved. Ed Hartley will check on obtaining legal advice.

OTHER

Ron King introduced himself as a visitor and joined the club after the meeting. He's learning to fly with electric models and assistance from some of the club wattmeisters. Please make him welcome.

Ed Hartley reported that he has someone in line to mow the hay when he says that mowing is needed.

Ed has a lead on a \$27.95 helicopter. See Ed for details.

Jeff Prosise reported that Bud Weisser is at home and doing well.

Dennis Drone solicited design input for the enclosure for the new backpack fire extinguisher.

MODEL OF THE MONTH

Dan Toombs won MOM with his Autogyro of Arizona autogyro with a ST .32 engine. Dan reported that the model has some control issues. It has flown only high enough to flip over and shatter the rotor blades. Test flights will resume with better (perfect – no cross winds) weather.

Rick Hampton presented a beautiful Nieuport 17 from Power Line Hobbies. Rick related some assembly problems and an observation that the instruction manual was "lacking".



Your honorable secretary displayed a UltraFly "Furious 3D" flat-foam biplane. The model weighs 10 oz. with a 100-watt hand-me-

down motor from John Heard. One test flight in a 5-10 mph wind was very successful.

CRASH OF THE MONTH

Rick Hampton described a twofer – a new electric .40-size Cub that may have been tail heavy spun in. The other bad news was a screw protruding from the back of the firewall punctured the Li-Po battery, which ignited. But that is not all – Rick then demolished his hopped-up, twin fuselage T-28, all in the same day. Needless to say, Rick won COM.

The meeting was adjourned at 8:05 PM.

Minutes submitted by Don Eiler, KCRC

Secretary.■

WINTER PROJECTS # 5&6

I guess you're wondering why projects 5 & 6, well, I figure Dan Toombs, Don Eiler and Rick Hampton were 2,3 & 4. They obviously worked through some bad winter weather to get them ready for Show and Tell at the meeting. At any rate, I talked to Karl Gerth and he said he and Raymond Curd had been busy working on winter projects in Karl's workshop. I prevailed upon him to send me pictures so I could put it in the newsletter to show that there were some KCRC members busy getting ready for warm weather. I'm sure there are others and I would love it if you'd send me some pictures and info on what you're doing. It's easy to take a digital picture and email it to me.



The first picture is Karl's good looking new Compensator, which will be ready by April, Karl says. Karl has become totally immersed in SPA pattern and there are few, if any, contests in the southeast that he misses. Karl has been competing mostly with an

Intruder as well as a Daddy Rabbit. I think he used the Intruder all last year. He has been picking up some hardware almost every time he competes.



The next picture is Raymond Curd's beautiful Killer Chaos. Raymond is working on recovering and patching up one that he had before, and doing it in Karl's workshop. That's the reason I have a picture of it. Karl says Raymond doesn't know he is sending it to me. Hee, Hee.

Raymond hasn't jumped into SPA yet but I think it is kinda on his mind. When I think about it, KCRC has more people trying out pattern flying than ever before. I think we have about ten percent of our membership who travel to every SPA contest in the southeast. The thing is, they are not just competing, they are placing.

KCRC is hosting two SPA contests this year. The first in May and in order to get as many flyers as possible to try it out, this one does not require SPA membership, although it is encouraged. Some SPA plane restrictions also are waived so that a new model might not be required. The engine size limit is .91 four stroke or .60 2 stroke, however. What this means is that some of you guys who have been wavering on the edge might give it a try....■

THIS AND THAT

Rick Hampton won the Crash of the Month contest in February. I had intended to submit an account of my last crash but when I heard his account of losing two models, I didn't have the heart. Mine wasn't that much of a crash anyhow. I had completed a Pat Tritle kit of a Jenny. It had a wingspan of 60 inches but weighed about two ounces I think. It seemed very fragile. I looked at it and couldn't wait for warm weather so I took it out on the driveway to see if it would taxi. Lo and Behold, it took off and jumped about fifteen feet in the air. I quickly killed the motor and bashed it in. Oh, well, it gives me something to do till warm weather...■