



NEWSLETTER

August 2010

Knoxville, TN

AMA#594

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BOARD OF DIRECTORS

Jeff Prosise, Karl Gerth , Phil Spelt

From the monthly newsletter of the Mid-Missouri Radio
Control Association

Landings: Touch-and- Go, or Bounce-and-Go?

by Glynn Mount,
from the Cam Journal, Central Arizona Modelers, Inc,

"Touch-and-go" is a great way to practice landings. It's a sure way to rapidly improve your technique. Even the best of us, however, will bring one down a little too hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second, and if the second bounce doesn't break your propeller, you might be lucky enough to dribble to a stop before running off of the runway.

This type of landing often will bring an enthusiastic response from the critics sitting on the sidelines.

There are however, a couple of ways you could recover from a bad bounce and keep your dignity intact. One is to maintain "full back pressure" on the stick (i.e. full up elevator) in the hopes that there is enough flying speed to cushion the second bounce. If the bounce is more of a high-speed skip, this method works well.

The second method is to immediately apply power and return to level flight.

I've tried both methods, and a "bounce-and-go" with quick application of power will usually result

in a more positive recovery from a bad bounce. If performed with finesse, you might even make it look as though you did it on purpose.

The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try "not to land." The airplane will slow and "sink in" in spite of you, giving you a smooth transition from air to ground. ..■

A lot easier said than done!

AT THE FIELD

On Saturday, July 3rd, I went expecting to find a crowd at KCR C field; in all fairness, It was early so I guess that accounts for the low body count. Among the early birds was Joel Hebert giving buddy box help to Bill Leonard. Bill is a former member who is



getting his feet wet again. Have you noticed how old modelers keep coming back? As I mentioned last month, it's like an addiction.■

Charles Wilson was there getting some help from Phil Cope. Charles said the Cherokee lookalike he was flying was crashed recently and rebuilt by Phil. After the test flight, another problem cropped up for him with the Saito 100 he had on it.. The cam apparently had shed some teeth and the engine was



free wheeling. The cam casing looked completely dry inside when Phil opened it up. No doubt Phil can take care of that. He's about the best Saito mechanic around here. I know because he has worked on a couple of engines for me too.

To KCRC, Phil is kinda like the runway; indispensable! I don't know how many times I have had a picture or a story about someone or some project in the club that also included a small mention about how Phil had contributed to the success of the

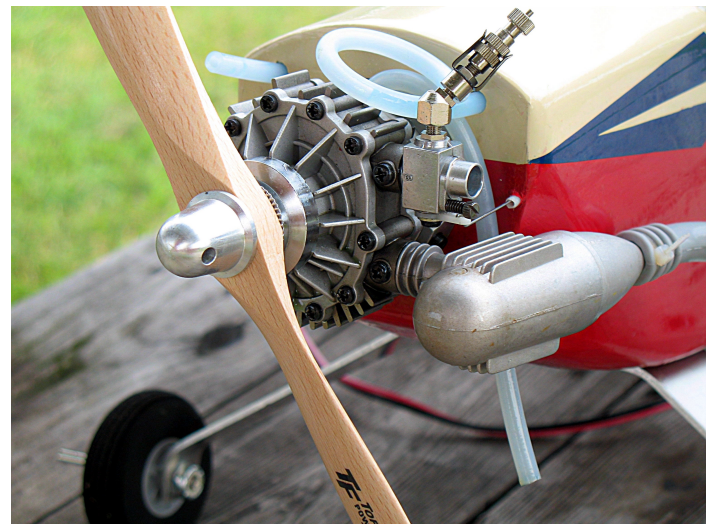


project. Like this picture taken the same day of Phil helping Raymond Curd trim out his new pattern plane. It happens so often that you don't even notice anymore. Thanks, Phil.■..

Kay-Uwe Kasemir is another of our scratch



builders. He was at the field trying out a new model he engineered and built. It reminded me a lot of the



old Goldberg Piper TriPacer models we used to see so often at the field . It just didn't have a nose wheel to complete the resemblance.. Kay does a great job on his models, especially with the covering.. The most remarkable thing was the OS Wankle engine he had on it. At .30 cubic inch displacement, it was just enough to fly the model nicely, and the sound was fascinating .■

MINUTES, JULY 2010

President Dennis Drone called the meeting to order at 7:00 PM on Tuesday, July 13 at the KCRC field. There were 20 members and one guest 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 or the other officers.

OLD BUSINESS

Phil Spelt reported that the sanction application for the Sept 25 (Sept. 26 optional) Float Fly at the Oak Ridge Marina has been submitted.

Dennis Drone reported that the lost AMA Charter renewal forms had been found at AMA HQ and we are back in AMA's good graces.

Dennis Drone reported that one of the GFCIs for the circuits under the shade shelter had been replaced. Both circuits should be live.

NEW BUSINESS

George Campbell brought a pan of his excellent peanut brittle for all to sample.

Dennis Hunt made a suggestion that sides be added to the pavilion to make it more weatherproof. Dennis Drone is to consider appointing a committee to investigate possibilities.

Tim Cox made a motion to have a Helicopter Fly-In/Fun Fly on Oct. 23 with Scott Anderson as CD. The motion was seconded and approved, with details to be worked out by Tim and Scott.

Bill Leonard is a new member attending his first meeting. Bill has been dabbling in model aviation since right after the Wright brothers.

VISITORS

Cleve Porter is planning on acting on a life-long interest in model aviation.

MODEL OF THE MONTH

Kay-Uwe Kasemir won MOM with his scratch-built semi-scale DeHavilland Beaver. Kay showed the plans for the model – at least

for the profile view of the fuselage. The round windows are a special feature. The model is powered by the OS Wankel 0.30 cu. In. engine. Kay reports that the engine produces the power of a .40 recip. engine and uses the fuel of a 1.20 engine. Dennis Hunt displayed his Angel S electric mini-F3D pattern ARF, designed by Sebastiano Silvestri. At the time of the club meeting the model had been flown twice with very good performance.

CRASH OF THE MONTH

Ed Hartley related the demise of his fast Curare at the bottom of the first half of a Figure M while practicing recently. Control was lost and fail-safe did not activate. The model impacted the trees on the east side of the road to the park with the debris field extending well across the road.

The meeting was adjourned at 7:50 PM. Minutes submitted by Don Eiler, KCRC Secretary.■



Illustration 1: Dennis Hunt's F3D Electric (see minutes for details)

These three pictures courtesy of Gary Lindner. Thanks, Gary.....



Illustration 2: Kay-Uwe's Model of the Month winner



Illustration 3: Ed Hartley hiding behind the picture of his award winner (see minutes for details).

THIS AND THAT

I am embarrassed to say that I missed the July meeting. I don't drive at night so I miss a lot of the winter meetings on Middlebrook Pike, but I can usually get to the meetings at the field. (**That is, unless I forget it!**). Don says in the Minutes that twenty members (about 20 %) were there. That's not very good attendance, but it seems to be the normal. . ■

SAM in Tennessee

If you have the time and want to see a

CALENDAR OF EVENTS

Aug 2nd,3rd SAM in Tennessee, Rockwood TN
CD shack11@bellsouth.net
Aug 4th,5th.. SAM in Tennessee. Harriman TN
CD gon2fly@comcast.net
Aug 21st,22nd SPA Classic Chattanooga TN CD
mike@robinsonfamily.as
September 18th,19th ...Alabaster Annual SPA
Alabaster, AL.....CD Mike Williams
jmikewilliams@bellsouth.net
October 9th,10th .. The SPA Masters
Knoxville TN CD Dennis Hunt
Oct 23rd...KCRC Helicopter Fly in details later
CD Scott Anderson scott@rcfoamy.com

different kind of flying, go to the Society of Antique Modelers contest at the Rockwood airport or the Harriman Eagle's field mentioned in the Calendar above.

Long before RC, free flight was the norm in model building and flying. Free flight is exactly what it says; you wind it up and you turn it loose. If your model flew, it was because you obeyed the rules and built and trimmed your model according to some basic aeronautical guidelines. If you did a good job, there was a excellent chance your model would fly away. To keep it from doing that, most modelers included some kind of device to spoil the trim and make it come down after a certain length of time and you hoped it would work..

Free flight models are designed differently from RC models. Most all RC models fly because of speed derived from a motor of some kind and RC controlled flight surfaces and they don't depend much on the lift from the airfoil. If it was fast enough, Phil Cope could fly one of our setup benches. Free flight models use some kind of power to get a bit of altitude, but then the flying is done dead stick by the lift from the airfoil and the balance of the model and the way you set the trim.

In true free flight, the model is on its own but it takes a lot of open land. In RC assisted free flight, a radio is used to keep the model from flying away. Since there is not enough open space in our area for true free flight, the flying is RC assisted, but it is still dead stick and the RC is used only to keep it in the immediate vicinity. Go take a look.....Jim ■