



NEWSLETTER

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AMA#594

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THIS AND THAT

► Got an email from Doc Shacklett showing pictures of a lot of planes from the early days. A couple brought back memories of my days at Wright-Patterson in the forties. The B-36 Peacemaker was one that was brought in for testing in 1947. It had a very distinct low rumbling sound that would rattle the windows when it came over and it seemed to come over quite frequently. Also got to see the medium and heavy flying wing bombers from Northrup. Very impressive! The flight line would usually be crowded when a new plane was coming in because the expected arrival time would somehow get around to the base personnel. Heard my first sonic boom when Chuck Yeager brought a new jet in. Not sure what jet it was but he had to bring it in on a shallow dive to get up enough speed

► Enough of reminiscing. Lets talk about models. Although I'm not getting any flying time just now, I'm having fun screwing around with my old timers. I'm redoing a 1/6 scale Bristol "Bullet" I scratch built in 1970. The plane was a WW I biplane in the Scout category, and a pretty good fighter. I built it for the first standoff scale event the old ETRC club had in 1971. I sold the model to a friend in 1974 who recently found it in his basement and offered it back to me. It was a good flyer so I stripped it and am now recovering it. Hopefully it'll look OK when I get done. I'm thinking of powering it with electric if I can figure out how to get the battery in and out.. I flew it before on one of Clarence Lee's fine Veco .45 two stroke engines. I thought about reusing that but it has no muffler

► Did you ever see a man flying? New Yorkers were shocked to see three guys flying like Superman

recently over the Hudson river. Turns out that they were six foot tall "men" made from carbon fiber material and radio controlled. They were electric powered models made to advertize a movie called "Chronical" and flown by AMA modelers. Pretty neat, huh?

► At a recent club meeting, member Julian Morrison showed a transmitter he had converted to 2.4 SS operation by a unit he got from Hobby King. He said it worked very well, so I ordered one to use in my old JR PCM10. It is much too good a radio to sit idle. The reviews in the Hobby King catalog were mostly positive. We'll see....

► Good News!

**(This was sent to me by George Shacklett...)
Congress Passes Four-Year FAA Funding Bill.**

The U.S. Senate followed the House of Representatives in passing the FAA Modernization and Reform Act, H.R. 658. *Passage of the Bill puts in place a provision aimed at protecting model aviation from burdensome regulation.*

This would never have been possible if it wasn't for the efforts and support of Senator James Inhofe (R-Okla) in introducing an amendment protecting model aviation into the Senate version of the Bill. And, it would never have been possible without you, the AMA member, in your response to AMA's call to action during last spring's Congressional Awareness campaign.

Through a vote agreeing to the joint [Conference Committee's report](#) on H.R. 658 the Senate finalized this Congressional act which will now be sent to President Obama for signature. Once

signed by the President the FAA Modernization and Reform Act of 2012 will become law.

Rusty Kennedy, Chairman, Leader Member Development Committee, Leader Member Program Coordinator

(A later note says the President signed the bill.)

► Joel Hebert sent me a picture to prove he got in some flying in February. He and Karl Gerth, Bill Leonard, Larry Hayes, Phil Cope and Raymond Curd got together for some flying. Joel's models are in the foreground.



Here Bill is checking out a well traveled U-Can-Do. Phil bought the model originally, then sold it to Raymond when a crack formed in the fuse (Phil does tend to put a lot of stress on a model). Ray got a new fuse but was not comfortable flying the stunt model, so he sold it to me, I kept it for a year but never flew it and so then I sold it to Larry, who sold it to Bill. Whew! Maybe we could make it the club mascot like Joel suggests.



Illustration 1: Ed Dumas captures some February activity at the field. Lots of pretty planes.

► Larry Phillips sent me a couple of photos made by Ed Dumas of some activity at KCRC on February 18th. Looks to me like a LOT of activity. I can't identify any modelers, but there's a lot of models on the stands..

..► When Secretary John Bobrek sent me the minutes, he asked about Tim Dishner's "**Model in a Tree Recovery Service**". I had to admit I didn't know about it, but it sure sounds like a much needed service for KCRC since we do have a tree or two. I know that Tim's dad used to be very good at it, as well as Gene Waters, who has played monkey once or twice. Need to know more about this.

Hope to see you at the field.....Jim ■

February Minutes

Motions:

- (There were no minutes from the January banquet).
- Officers Report: After David Grueser from H4H (Habitat for Humanity) presented his event plan detail with the club members, the club motioned to do an online vote so all members could be heard. There were numerous concerns discussed with team members ranging from liability concerns to field damage to lack of a backup plan.
- Joel Hebert's 'Treasurer's report' was approved. For information contact Joel or Phil Spelt.
- The club moved to set the overall 2012 budget as directly aligned with our 2011 expenditures.

Old Business

- SPA Contest this year will be May 19-20th and the field will be closed on the Friday May 18th for practice till after the award ceremony on May 20th.

New Business

The club motioned to replace the award for Model of the Month from a gallon of fuel to an equally valued gift certificate (\$13.00). This is in light of more and more club members getting involved in electrics.

Show and Tell:

Joel showed the club his [wireless buddy box system](#) from HobbyKing that he bought for \$8.00 + S&H. The system uses a 4 pole dual throw switch (4p2t) to switch between two connected receivers in the plane. The benefit of this type of system is that it is independent of the radio/receiver type which allows mixing and matching with all types of radio systems. The negative is that it is not as quick to set up at the field as a traditional wired buddy box system. Per Joel, the donut in the photo is not necessary for the system to operate.

Model of the month:

Phil Spelt showed his Phoenix Models

Tucano GP/EP (<http://www3.towerhobbies.com/cgi-bin/wti0001p?&I=LXBGZU&P=ML>). This is his second one of these. He still has some pieces from the first one which met an untimely demise due to engine problems. He put a Como 51 engine in this one and he demonstrated the retract system on the plane. This beauty has yet to have its maiden flight..

Crash of the month:

No contestants..

Meeting was adjourned.

Minutes taken by KCRC Secretary John Bobrek ■



Illustration 2: Here is Phil Spelt and his MOM entry.



Illustration 3: Here is Joel's Show and Tell. Pictures by Joel Hebert.

SAFETY FIRST

Hello to all:

A brief discussion at the meeting was on a suggestion to set up planes with electric motors without the propeller. During the discussion events of the motor running backwards, running forward, throttle set up reverse giving full throttle at throttle

off position plus other potentially dangerous situations. Unlike our glow and gas engines the electrics have several ways of going full throttle without warning.

Whether one sets up without the propeller or not, always use extreme caution during the process of setting up. One's mind may be on the set up process and disregard the hazard of an unexpected engine start up. As always be safe and stay alert**Jim Maines**
KCRC Safety Coordinator ■

KCRC NOTAMS

By Phil Spelt, KCRC

By now, most of you have probably heard that the Congress has recently passed a new FAA appropriations bill to fund that agency and provide some direction and responsibility in this age of international terrorism. You must also be aware that one of the concerns centered on control of our domestic skies with regard to unmanned aerial vehicles. A very broad definition of "unmanned aerial vehicles" would include all our aeromodeling activities, which would have severely restricted the flight paths we now enjoy (the 400-foot restriction around airports would have applied everywhere, e.g.). As the bill was passed, there is working that the FAA cannot restrict aerial activities that are represented by a national citizens' group (aka, our AMA). As a Leader Member, I have been receiving reports from the AMA Liaison Committee on their progress with the congressmen who were drawing up the bill. I know they worked very hard over the past three years to secure our current freedoms with our models. In addition, a large number of us wrote to or emailed our congressmen urging them to reign in the FAA's ability to restrict our flying. We owe these folks our sincere gratitude – we are safe...for now.

The February KCRC meeting, in which we were supposed to schedule our years Club events, was largely taken up with a request by a UT group to use our field for a spring mud run fund raiser. Your Executive Committee has spent considerable time and effort trying to deal with this issue, and in the process, we have learned a number of things we were unaware of in hosting the Marines' Mud Run. I intend to meet with Mr. Doug Bataille, Knox County Parks and Recreation Department Commissioner, to discuss what KCRC's liabilities and

responsibilities are when permitting this kind of activity on our field. I will report back to the Club as I get more information.

In light of the February meeting, our March meeting will be used to schedule our various Club events for the new season. These events have included, in the past, 2 float fly's, a helicopter event, and several fun fly/flea market/picnic events. If you are interested in any of these, or in some other type of event, be sure to attend the next meeting. We will also need to plan a work party day to get the facilities in good shape for our new season. If you are at the field, take a look around and notice what needs repair or sprucing up, etc., and bring it to the March meeting. We already have our main sign on a list, as well as the sign with our local flying rules on the back of the pavilion.....Phil ■

Following items were taken from the AMA Insider

Tips & Tricks

Hinge Installation is Critical

If you are working with an almost-ready-to-fly (ARF) aircraft or are building from a kit or scratch, you will be installing hinges. This is a critical step in model construction. If the control surface binds or has too much of a gap, your baby is going to be a dog and you will have definite control problems.

There are two basic types of hinges: the "living" hinge that is installed using CA glue and the "pinned" hinge that is put in with epoxy. There are advantages and disadvantages to using either type. I have used the living hinge for several years and like the fact that it only takes a few drops of CA to set the hinges in the control surface; however, I have had these hinges break and always seem to get the CA all over the covering, no matter how careful I am. I also have glued the control surface to the wing and tail.

Recently, I went back to pinned hinges. These hinges move with much less resistance and are more durable. I cover the hinge with lip balm before installing it with 5-minute epoxy. When the epoxy dries, the excess can easily be removed from around the hinge.

The Great Planes Slot Machine is a good investment, and it makes hinge installation much easier. Just hang on tight when you start it or you'll have a hinge slot where you probably don't want it.

Finally, after you have a control surface that moves easily and permits adequate throw, don't forget to seal the gap. It is amazing how much

difference this will make in the performance of your aircraft. A roll of clear MonoKote will seal the control surfaces of all the aircraft you have. It also keeps the hinges secure and helps prevent control surface flutter.—**Jim Bronowsky, Mid-Missouri Radio Control Association, Columbia MI** ■

Club Corner

Keep Your Site Owner in the Loop by Jim Wallen, Club Corner Author

Numerous problems could be avoided if your club owned its own flying site. Unfortunately, most clubs do not have this luxury and they are responsible to another owner. The owner could be a private individual, some governmental agency or department, a corporation or public park or airport. The list goes on and on. In any case, it is in the club's best interest to be acquainted with the owner and vice versa.

If you do not know the owner, go find out who it is. It may be a municipality. Go introduce yourself if you have not already. Attend a city council meeting while wearing your club colors. If a development company owns the property, make it a point to go visit the homeowners association and invite them and their kids for hot dogs and a buddy box session. If you are in a park, invite maintenance folks or the enforcement agency over to fly at the field and have a good time. It is in your best interests to initiate the proper introductions.

Be a good citizen for the community. Participate in mall shows. Put on flying demonstrations at the field and at the schools in the area. Give your some club some visibility. Volunteer the club to pick up part of a highway. Pick a charity and do volunteer work for it. Politicians take notice of such activities. It may pay a good dividend for your club down the road sometime.

In addition to being a good citizen, it is important that your landowner becomes aware of the good you bring to the community. Keep the owner advised of your activities. Invite the owner to a club meeting. Send a copy of your monthly newsletter.

Relationship building requires a good line of communication. Take that first step and ensure the owner looks at your club as a valued asset. You may be fixing a future problem before it even arises! ■

One last thought.

My son recently gave me a DVD of one of the greatest movies ever made; **Twelve O'Clock High** with Gregory Peck playing the base commander of an early WW II bomber base. Didn't see a naked butt or hear the F word a single time in the whole movie! Hard to believe that the movie makers could have done it so that people could understand what was going on.

I'd hate to see a HBO remake!!.....Jim ■