



## Newsletter

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**Because of bad weather and fear of lightning, there weren't enough KCRC members present to hold the July meeting at the field so there won't be any MINUTES in this newsletter. Issues will be put on hold until next meeting.**

## THIS AND THAT

► The Combat Derby involving GWS Slo Stiks continues to be one of the most exciting activities going at KCRC field. OFFA member John Heard ( the current chief Old Fart in the club ) keeps me up on some of their meets, the main one being the Sunday morning free-for-all. These pictures he sent me sort of



show the violent nature of the combatants. In the first one, Don Eiler gloats because his flying machine survived for another round of combat. In the foreground

is this horrifying picture of Mike Millers model being eaten by Sid Tibbs bully boy.. Actually, this occurred in



a midair collision during the previous round of combat. Sid's model on top has its prop buried and locked into the wing of Mikes model on the bottom. After spiraling to the

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ground from a couple hundred feet, they both managed to fly and fight again, which is one reason these models are used in the games. They are easy to fly and maintain, and they are very affordable ( thank goodness! )..

Here is the major core of the KCRC Kombat



Krew. From the left are Randy Phillipps, Craig Dieter, Don Eiler, Sid Tibbs, Mike Miller, and Larry Weston. Good ole John Heard took the picture. There are a few other members who attend either regularly or occasionally when their planes are healthy...Jim

## Following tips are derived from the AMA Insider Tricks & Tips

### Protecting Hinges

Petroleum jelly often has been used on pinned hinges to prevent epoxy glue from sticking to the hinge joint; however, it is difficult to get just the right amount on the hinge and to make sure the hinge is completely coated. A very cool way is to melt the petroleum jelly in a small dish such as a dessert dish (an oven-safe type, of course). Use only enough to melt to a depth of about  $\frac{1}{6}$  of an inch. Fold the hinge and dip the pinned end into the melted jelly.

Remove and touch the hinge to a paper towel to remove excess. In a couple seconds, the petroleum jelly cools and has penetrated the hinge.

You now have a completely coated hinge joint that epoxy will not stick to. —*From Gene Davis, Newsletter of the National Association of Scale Aeromodelers*

### **Convenient Clean Up**

Want a nice, neat, convenient way to clean up that airplane? Use baby wipes—those soft wipe tissues that come under various brand names and are packaged in handy plastic boxes.

The wipes must contain some kind of cleaning agent because they remove oil well and the lanolin acts like a polish. —*From the newsletter of the Western New York Sailplane and Electric Flyers...*

### **OBITUARY**

**It is with sadness I report the passing of yet another KCRC member. James G. Clift was granted Emeritus status in KCRC in November of 1978. He was a charter member of KCRC and shed much sweat in the construction of the field. He was very active in pattern in the seventies and eighties. He became a licensed full scale pilot about 1980.**

**Jim has been inactive for many years and passed away on May 26, 2012 at the age of 86.**

**Jim served in the Navy in WWII where he was awarded 3 Battle Stars.**

I remember Jim as he was in the old ETRC club on Lovell Road. He was very active and loved pattern. He mostly flew a plane called the Eyeball; a very fast streamlined midwing .60 size pattern model. As I remember it, once he lost control and buried the engine in the trunk lid of one of the members cars. Back in 1970 you sometimes lost the radio with what we called a glitch. Most radios were not quite as dependable as they are today.. George Shacklett says he remembers Jim from the old South Clinton field off Blockhouse Valley Road. One time Jim augered his plane in; Doc asked him what happened. Jim said " I gave it down instead of up!".....Jim

### **SAFETY FIRST**

**Continuation of Jim Maines June meeting presentation.**

**• AMA FLYING SITE SAFETY AND OPERATIONAL RULES/MODEL AIRCRAFT SAFETY CODE**

**• Example of Flying Site Operational Rules point #3 " Mufflers are required on all models (db limit recommended)"**

**(( Current KCRC rule is as follows;**

- 1 . The current maximum noise level of any motor shall not exceed 90db at 25 feet or 55db at our southern boundary by the fence. The meter error shall be added to these figures.**
  - 2 . A model not meeting these requirements shall not be flown after 30 days from the sound measurement until the sound level is lowered and it passes the required test.**
  - 3 . A random test of an approved model may be requested by any member who is assigned the task of sound measurements. If the model fails this test, rule number 2 shall apply**
  - 4 . The club shall provide a suitable sticker, which the member shall attach to the approved aircraft's rudder. Scale plane may have the sticker inside if desired to keep with scale markings.....))**
    - Rules for competitive meets- show db limit and process to measure sound level**
    - Community restrictions -" There currently does not exist any local restrictions "**
    - Safety officer recommendation based upon current regulations, that all pilots wishing to have their engines/motors checked for noise to notify the safety officer. The safety officer will then set up a time when the sound meter will be present and the desired measurement taken. Any other complaints of noise to be given to the safety officer and the offending plane will be checked at the best opportunity for both the safety officer and the offending plane.**
- AMA states that only 1 in 10 planes will meet the KCRC standard.-they recommend raising level from 90 to 96 over grass and 98 over concrete if club desires keeping this standard.**

### **Helicopters**

- Safety officer's comment: There is a potential problem with the helicopters flying over the east end of the runway while there are other planes in the air. Since the location of the helicopter pilot is quite a distance away from the flight line where other pilots are standing, there is the possibility that the helicopter pilot, will not hear "LANDING" called. Thus resulting in the possibility of a collision between the helicopter and the landing aircraft. Naturally if there are no other aircraft in the air then this condition does not exist. One must note that flying over the runway, whether perpendicular or parallel, is a form of the "exhibition pass", the helicopter pilot should follow the bylaws for an exhibition pass.**

**AMA has two suggestions:**

- Have flying helicopters fly a pattern the same as aircraft**
- If in a different area they say communication is**

the key for safety.

• **Even if there is no concern, stay vigilant**  
**GENERAL SAFETY PRACTICES!**

- Never attempt to retrieve a model from electric power lines
- Refrain from using repaired propellers and rotor blades or those that are cracked, nicked or unbalanced
- Stay clear of the propeller arc while running any engine or motor
- Avoid stopping engines by throwing rags or other objects in the propeller
- Refrain from using a pointed spinner, propeller fasteners, or knife edge leading edges
- Paint tips of propellers a bright color to better define the arc of propeller rotation
- Check propeller and spinner for tightness before each operation
- Learn and check for the proper grain patterns in wooden propellers to ensure strength in high-rpm operation.
- Exercise extreme caution in adjusting needle valve settings on engines. Most adjustments should be performed from behind the model, thus avoiding reaching around a spinning propeller- Do this with GLOW DRIVERS TOO!

**And above all, HAVE FUN AND KEEP SAFE...Jim Maines, KCRC Safety Coordinator** ■

## **Crash Etiquette**

***from the Long Island Radio Control Society, NY***

**While bent over your model** tweaking the needle valve, too often you hear "I ain't got it ..." followed by a low frequency thump. Usually several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state-of-the-art electronic equipment, and powered by an exquisitely machined engine is no more. The pilot, who is frequently the builder/owner, has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot's glow plug battery. Similarly, you probably shouldn't ask if he's finished with the clip.

Any equipment related reasons for the crash you hear are, by definition, reasonable. Pilot error is too rare and sensitive to suggest, so

don't say, "That's odd, I haven't had any problems on that frequency today," until at least an hour after the crash. Offer to help go look. Don't say "It sounded like it hit something solid." Note that most lost models are found and returned. Don't as if he has his name and phone number on the model, or wonder out loud if the model hit a house or a car.

If it looks like more than enough people have volunteered to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn't pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for anything worth salvaging.

Whatever you do, don't hold a postmortem on the spot. The pilot probably doesn't want to discuss;

- Battery condition
- Pilot error
- Used rubber bands
- Fuel tank capacity
- Light blue covering
- Model selection vs. pilot skills

As best you can, avoid specifics, sound supportive, and look appropriately grave. You'll want the same consideration someday....■

It has been quite some time since I've gone to look for a plane that's down and I don't think I'll look for any more. If my plane goes down, especially on the east end of the field, it can stay there. The last time I went down that hill, I didn't think I was going to get back up.....Jim

## **MORE THIS AND THAT**

► I have been happily involved in RC for well over half a century. My brother-in-law and I built what I think was the first RC controlled model in Loudon County, Tennessee in the mid '50s. A single channel RC controlled free flight model called the Seacat. He found a used Citizenship transmitter somewhere and I built a single channel super-regenerative receiver and connected it to the rudder with a homemade actuator. Surprisingly, it worked! My first store bought radio was a Min-X Galloping Ghost radio I bought in the early sixties. A single channel was used to provide proportional control to the elevator, the rudder and the



throttle through an ingeniously designed actuator made by Rand that worked like magic!.

Because I was starting a family in the fifties, there was little money left over from household expenses, therefore, my involvement sometimes was more cerebral than physical. Thank goodness for the magazines! I guess I read almost every issue of RC Modeler magazine from its inception in 1963 to its demise in 2004. In my opinion, it was the classiest RC magazine ever! The cover art was exceptional; almost always a beautiful young lady and a beautiful model airplane. One of its competitors called it a girlie magazine. I guess because of its provocative covers! It also had an abundance of great how-to articles and several construction articles in each issue. I built some of them and one called the RCM Expert, a .40 sized pattern model, was a particularly good one..

Some of the articles were very entertaining. I remember one construction article of a model called Miss Scarlett, written by a modeler from Georgia. A very funny article about the origin of the airplane ( armed with a six pound cannon ) designed to repel the Armies of Northern Aggression.

I don't do a lot of the things I used to do. I keep my hand in by doing the newsletter for the club and keeping up with whats going on in the club by emails sent mostly by club officers and friends. I make an occasional trip to the field and attend as many meetings as I can, but my flying skills stink, much like my golf game, and there's not much enjoyment in that. I still dearly love to piddle with my models;

There's an old saying;

**“ Those who can, do; those who can't, teach. “.**

I'd like to modify that somewhat by adding;

**“ Those who can, do; those who can't, teach; those who can't do or teach, read and piddle“.....**

► With the Olympic Games in full swing, I suppose many of you are glued to the TV watching. . I always spend a lot of time doing just that. The foot races remind me of the old joke about two men running as hard as they can down a dusty road. Not far behind and gaining on them is a 1500 pound grizzly bear. One guy says to the other “ I don't think we're going to be able to outrun this bear “. The other one answers “ I'm not trying to outrun the bear. I just want to stay ahead of you “.

► Jim Cliff's death leaves us with ten Emeritus members in the club. Doc Shacklett, Phil Cope, Carl Gibson, Don Bowman, Harry Hogan, George Campbell, Dennis Hunt, Bill Dodge John Heard and Gene Waters. Doc, Carl, Don and Phil were in the Emeritus groups elected in the mid seventies and early eighties. Harry and John got elected while we were building the pit cover, then came George and Dennis, Bill and Gene..

The only active members now are Bill, Gene,

Phil, John and Dennis. Doc is active in the Society of Antique Modelers. Dennis still runs the SPA contests, Gene shows up when there's work to be done, and John, Phil and Bill are frequently at the field..

, ► Just to cool you off, here is some low key action in the middle of last February. Raymond Curd, John Heard, and Don Eiler taking a break from what I'm sure was some strenuous activity. John looks comfortable, doesn't he? .Jim ■



## CALENDAR OF EVENTS

### At KCRC

**September 22<sup>nd</sup>... Float Fly**

**At Oak Ridge Marina (Tentative)**

**November 3<sup>rd</sup>-4<sup>th</sup>.. 3<sup>rd</sup> Annual Heli Fun Fly**

**Saturday for pd pilots,  
Sunday Open flyers**

### At Harriman Eagles

**August 18<sup>th</sup>.. Shriner s Annual Benefit for  
Children s Hospital**

### At House Mountain RC

**July 28<sup>th</sup>.. Cub Scout Day, 10:00-2:00**

**September 27<sup>th</sup>-30<sup>th</sup>... Tennessee Huckfest  
2012 Flying Giants**

**Take care while standing out in that hot weather and bring plenty of liquids. ( Non alcoholic type liquids, of course ).....**



► Randy Phillipps sent me some pictures from a trip that he, Phil Cope, Jeff Prorise, and Charles Wilson took on July 13<sup>th</sup> to the “**Jets Over Kentucky**” meet in Lebanon, Kentucky. Weather wasn't all that great since it was a little wet, but Randy says it was certainly exciting. He said there was so many beautiful jets that it was unbelievable, and when there was a break in the

forum.

► Since I have a little more space to fill up, how about I show you a couple of pictures to demonstrate why a lot of guys like to build models. The pride of putting something like this together out of a bunch of sticks and pieces is worth the effort.



*Illustration 1: Randy sent these pictures. Here is Jeff, Randy, Phil and Charles from left to right on an overcast day in the bluegrass country.*

weather, there would be 3 to 5 jets in the air at the same time.

As they getting ready to leave, there was a crash and an explosion somewhere in the vicinity, but they weren't able to find out anything about it. He said also that a day or two later there was a midair crash. Jeff Prorise said that the midair was on Saturday and pictures were on RCU's jet



*Illustration 3: This light weight cream puff was built by Craig Dieter. Craig loves the old stuff and builds extensively.*



*Illustration 4: This one is a kit built Top Flight Cessna built by KRCer Carl Sten. A beauty and a tough build. I know because I tried to build one.*



*Illustration 2: Randy took this in one of the hangars used to protect the classy models from the rain.*

Building models require a lot of time, effort and patience. There's also nothing wrong with assembling ARFs and RTFs. If you don't have the time or inclination, you can take pride in them too. I've done both and I must say that the ARFs I put together look better than what I build,. I don't have much patience now, but I still get a big kick out of putting a model together. Any kind of model; ARF or kit.....Jim