



Newsletter

Knoxville TN Sept 2012 AMA #594
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THIS AND THAT



“ Notice the square that's printed here: This paper has been specially treated. Go ahead and breath on it. If it turns blue; see your doctor. If it turns green, see your attorney.

If it turns brown, see your clergyman. If it turns red, see your banker. If it doesn't change color at all then there's not a damn thing wrong with you and you can be at the next meeting..”

I got the above quip from the KCRC November, 1973 newsletter, and it is pretty good stuff, huh?. Sounds like there was a problem with meeting attendance even back in the first year of club existence...

- Copied the history of the formation of KCRC and its antecedents. Sent them to Jeff Prosis and he says he can fix them up and add them to the web site. Makes some interesting reading.

- Got a note from Carl Sten after he saw the picture of his Cessna in the last issue. “ **As always a great job on the newsletter. I was surprised to see a picture of my Cessna 172 Skylane in the newsletter. I still have the airplane and have recently done some work on it. I upgraded the engine from an OS-91 to an OS-120. The plane with the 91 flew very scale like but was almost under powered. The 120 makes it a much more responsive and you have better ability to get out of trouble. Anyhow, you know me as I like airplanes that are on the up-scale part of the power curve. The Cessna will now pull a loop from level flight with ease.**”

- Got a note from Dr. Bob Helsel; “ **Good newsletter. I particularly liked the old stuff, having been in the hobby since the mid seventies in South Carolina (stationed at Ft. Jackson).....I built my first transmitter, receiver, and servos from a kit made by Royal Radio/RC out of Denver. It took me 3 or 4 months to do, with working and call. In addition I built a Carl Goldberg Falcon 56 for it to control. Also spent time "breaking in" a Super Tiger .23 (G 20) to power the whole thing. I still remember that first day it flew (by somebody else) when it all came together. In this rapid reward society today, not many have the**

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patience to do that anymore, especially when it can all be gone in an instant.....Like Jan 1 1976 when doing a split "S" the Falcon's wing came off and formed a lawn dart and wing leaf floating down to earth. But I put it all back together and it flew many more times; even at KCRC. I still have it today. The good old days of R/C...I still like putting things together and fiddling around with them. Thanks for all your great effort with the Newsletters. “

Thanks for the kind words, Bob. Good memories.

- Several times I've mentioned the Blockhouse Valley field of our predecessor, the old ETRC club. The runway there was oiled dirt. About forty feet wide and maybe close to two hundred feet long (remember that a big motor back then was a .60). The east end stopped at the top of a very steep slope, I'm guessing maybe a hundred feet high. Sorta like the east end of KCRC but no trees. At the bottom of the steep slope was a flat pasture that had a housing development on the far side. The south side of the runway was kind of narrow with a bank dropping off, so we mostly flew from the north side of the runway, which was pretty flat, and we usually took off toward the slope at the east end. If the engine died we had to fight that cliff to get our model. Don Eiler writes; “**A father/son team flying there was Ben and Warren Oliver. I remember the three of us chasing an Oliver model over the hill at the east end. Karl Gerth lost a Skylark 56 off that hill. There were 5 channels in the 27 mhz CB band that were supposed to be for RC models only. But a lot of CBers thought they were clear channels for their use. They shot down a lot of model airplanes. I'm certain they got several at the Blockhouse Valley Rd. field “.... I don't think it was ever pilot error!**”

- As I mentioned, most of us flew from the north side of the runway; but member Royce Salmon usually went to the south side. He was flying the Goldberg Skylane 62 one day while I, on the north side, was flying something or other. Something caught my eye under my glasses and I looked down just in time to leap over Royce's Skylane which was landing wide.

Somehow I jumped high enough to allow the Skylane to pass under me without damage (and I didn't lose my model either!).

- Andy Keeley sent me a note;," **Jim... Just this past weekend I was in Memphis for a wedding. The best part of the trip is that I took my plane with me and met some old friends to put in some Stik time at the Memphis Prop Busters club. We all three have the Great planes Big Stik 60 and we tried some formation flying which was a lot of fun .The Prop Busters were very nice and have always welcomed me and have a great flying field. The grass runway was very forgiving for the not perfect landings and prop strikes.. ..Andy, AMA 955774 , SPA 506**



(Editors note::Thanks for sending this in., Andy, and good picture.. I don't think there has ever been a model as popular as the old Phil Kraft designed Ugly Stick. They are great flyers..)

- Jim Maines, KCRC Safety Coordinator, sends a warning ; **"During the week of August 6 I saw a very young copper head at the gate to the field. The nest, if that is what it is called, must have been near. I recommend that all members be alert to the possibility of copperhead snakes around the field access gates" Enough said!!**

- Randy Phillipps sent me a couple pictures taken on a recent Sunday. The first shows a very busy pit area. Randy says the crowd was larger than usual.



The next picture shows Craig Dieter and his hard hat. Randy says that on the previous Sunday Kombat

Kapers, one of the gladiators (no names will be mentioned, John) began flying a model other than the one his radio was in touch with. While this was happening , his model, completely on its own, tried its best to capitalize on its freedom and gain some revenge on Craig for the way he had been chopping its



tail. It made a dive that came close to accomplishing its mission. Dinging the asphalt 12 inches from its target. Craig says that **may** be the way it happened, but that he'll protect himself from now on. He says some guys will do anything to win!

- I hope you guys don't mind my reminiscing about the old days. Old men and their memories, you know. I thought you might enjoy hearing how it was in the dark ages; back when it was an accomplishment just to get the model back down in one piece. **So**, unless some of you send me something else you want me to write about, I have some thoughts from other old timers for the next issue and we'll talk about radios....Jim ■

On the Safe Side; Crocheting Doilies

by Jim Tiller, On the Safe Side Author

I heard a cute story the other day. It seems when this couple got married, the lovely young bride told her husband she had a secret. She showed him a shoe box and asked him never to look in inside. The equally young groom, smitten with his new love, agreed.

Many, many years later the couple was celebrating 50 years of marriage and the old man finally asked his wife what was in the shoebox that had been on the closet shelf all those years. She told him he could look. He fetched the box, opened it and found two crocheted doilies and \$82,500

in cash.

More than puzzled, he asked her to explain. She said, "Before we were married, my mother told me the secret to a happy marriage. She said that if I ever got angry or upset with you, instead of starting an argument, I should crochet a doily."

The man thought a moment. "I guess that's okay", he said, noting that only two doilies were in the box. "But where did all the money come from?"

"Doily sales." She quietly replied....

I received an email last month from a modeler frustrated with the loss of his large, 3-D airplane in a collision with a small, electric ARF. By his account, the collision may even have been intentional. The events that led up to the incident and resulting "safety" discussions that came up at the club meetings were, to say the least, unfortunate, and only led to further arguments among the members. It seems there was ongoing, unresolved animosity between the small model fliers and the large 3-D fliers about sharing the airspace over the center of the runway. This collision could have been avoided and it is obvious that there are safety concerns in this club.

There are many points in this story where someone could have chosen to "crochet a doily" rather than take the argument to the next level.

I hear these stories often. Some of these stories would rival the Hatfields and the McCoys. Clubs split. Pilots refuse to go to events if another person attends. Malicious "mischief" occurs between the feuding parties. I have heard it all. These become safety issues. Irresponsible or childish behavior of a few definitely affects us all and can often create an unsafe flying environment for everyone.

We all feel offended at times. And there are times it should not be ignored. I do not always turn the other cheek. But, more often than not, provoking or prolonging an argument only leads to further problems. Very often, what we perceive as an offense is simply an accident, or even more commonly, a misunderstanding between two people. Try to give the benefit of the doubt—or at least hold your anger until further evidence is uncovered. The solution is so simple, but so often almost impossible for some people to do; **Let it go.**----

...I am not a very experienced CD, but I have been part of enough sanctioned events to know a good one from a bad one. The one speech I still use as my example is a CD that said: "We enforce the AMA safety rules. If you don't know what they are, we have copies. Beyond that, the only other rule is the Golden Rule." I have found no better advice.....

The above excerpts were copied from the AMA Insider. Not all the article is reproduced, but you can find the rest in the AMA Insider. I thought this part was very appropriate for all clubs Jim Tiller hit the nail on the head...

The following info is from KCRC's jet guru, Jeff Prorise..

LESSON LEARNED-ALMOST THE HARD WAY

I had an interesting experience at Georgia Jets that almost cost me a jet. By sharing my story, I hope I can help others avoid making the same mistake I did...or at least be cognizant of it when setting up a new aircraft

and radio.

I spent the past few months doing a major overhaul of my BVM BobCat.



I replaced the P-60 turbine with a more powerful P100-RX, installed an all-new electrical system and wiring, replaced the 9-channel receiver with a 12-channel model so I could have every control surface on a separate channel, and had the gear and brakes converted from air to electric. It was like a new jet, so I decided to make the trek to Georgia Jets just in case something went wrong and I needed space to get down safely. Georgia Jets has a 1,000-foot runway in the middle of a huge field, so it's the ideal place to be when something goes wrong.

The maiden (or re-maiden) flight was successful, as were the two flights after it. The jet was balanced beautifully and required just one click of aileron and two clicks of elevator to trim out. The turbine, which had proven somewhat finicky in hot and humid air, performed flawlessly. But each time I landed, I had no steering control. On the third and final landing, the jet veered left into the hedges that double as a safety fence at Georgia Jets. As the jet went left, I applied full right rudder and full down-elevator (hoping to put pressure on the nose wheel), but the jet didn't respond. Fortunately, the damage to the jet was minor. That's not usually the case when a jet hits the hedges. I've seen it happen before, and I've seen jets pulled out of the hedges looking as if they had hit a brick wall.

Obviously I had a problem. The jet steered fine during taxi and take-off, but was completely unresponsive to steering input after landing. Interestingly, the nose gear WAS working; after landing and rolling to a stop, I could taxi the jet back to the pit area just fine.

I drove home from Georgia Jets completely baffled. The next morning, I was still baffled. Then I placed a call to BVM to see if they had ever seen anything like this with a BobCat. And that's when, with their help, I finally discovered what was wrong.

When I programmed my JR 12X radio for the reconfigured BobCat, I used the radio's servo mating function to mate the two rudder servos. (The BobCat is a twin-tail-boom jet with two rudders.) Then I used a programmable mix to mate the rudder servos to the steering servo. Unfortunately, the 12X's programmable

mix screen is both complex and cryptic, and there was a setting there that I didn't notice (and honestly had no idea what it meant). That setting reversed the rudder direction when the flap switch was in the full-down position! I was landing with the nose wheel and rudders moving in opposite directions. No wonder I had no steering control. Steering was fine during take-off because I take off with half-flaps.

JR radios have an unfortunate tendency to pair servo functions to switches on the radio by default. When you assign a servo to a channel, you often have to go in to one of the power-up screens and inhibit the switch that's assigned to that channel. Otherwise, the servo can suddenly stop working if the switch is in the wrong position. Knowing this, I always test my control surfaces with switches in various positions to make sure I hadn't missed something. But it never occurred to me check the control surfaces with the flap switch in different positions.

The moral is simple. Before you fly an aircraft on a new program, check the travel of every control surface with all the switches in all possible positions. For example, hold the elevator full-up, and then cycle every switch on the radio and make sure the elevator doesn't move.

I got lucky. Other than buy a new nose-gear strut, I only had to make cosmetic repairs. Don't put yourself in the position I found myself in. Check the control surfaces against all the switch positions before you fly...especially with today's highly programmable transmitters!.....Jeff Prorise ■

August Minutes, August 14th

President Phil Spelt called the meeting to order. Notes from previous meeting were approved and the Treasurer's report from Joel Hebert was read and approved.

Safety Coordinator Jim Maines reported that at the Cookeville Electric Fly, a speedster plane clocked at 130mph lost control and ran into a spectator who, as a result, had to be flown out by helicopter. We wish the spectator a speedy recovery. Jim reminds members that observers should be 20ft back from the flight line per AMA recommendations.

Phil Spelt reported that the lease for the KCRC field with Knox County Parks and Recreation is now good for another 10 years. As in the past, the new lease has a 60 day notice option that either party can exercise; so there is still no guarantee.

Old Business

The Float Fly was cancelled due to lack of boat. Tim and Alex Cox donated a 15ft Jon boat with trailer to the club. The club is reviewing the feasibility of rescheduling the float fly to September 22nd.

The motion to allow the Marine Mud Run event to be held at KCRC was approved on September 22nd.

The club approved Bill Dodge to use up to \$500 to continue repairing cracks in the runway.

New Business

A motion to move the club meetings from monthly to bi-monthly went to a vote. The majority of the votes were to continue meetings on a monthly basis.

A motion to reserve the Fellowship Church trailer for winter month club meetings was approved.

A motion for the KCRC field to be used for parking for school cross country runners on Sept 17th-18th at 5:30pm was approved pending their agreement for insuring KCRC. Phil Spelt said that flying of nitro planes should stop at 3:00pm on these days.

Club member Alan Veleo thanked club members for their recent help and donated a nice wind sock as a token of appreciation.

The club welcomed new members Carol Jernigan and Mark Paterick.

Model of the Month

Jim Maines brought a scale 1935 Sparrow Hawk. He's put 10 flights on it and it is very docile and easy to land. It has an O.S. 1.6 motor with a Pitts muffler made by Bisson.



Illustration 1: Gee, what a great looking model!

Picture by Jim Maines

Crash of the Month

Jerel Zarestky told us about his Aeromaster he built back in 1975. This became a utility plane for him that he used on land and water. It has pulled ribbons, banners, and was even once was on a commercial. He poured its pieces out of a box onto the table and passed around photos from the past. It met its end going straight down at full throttle with a suspected receiver failure. After 30 years, he's finally rid of it. It will be cremated in a fire and serve one last time to warm his home.

Heard at the Meeting

Larry Hayes "The nice thing about a plane you're not ready for is that you don't have to worry about it very long."

Bill Dodge "Good thing about hooking the aileron servos backwards is you don't have to walk far."

Minutes by John Bobrek, KCRC Secretary.. ■

KCRC NOTAMS

by Phil Spelt

Earlier in the month, our esteemed editor Jim Scarbrough, asked some of us to tell about our radio building experiences “back in the day.” I decided to just incorporate this material into the sporadic KCRC NOTAMS column, along with a couple of other things, this month.

First, a piece of unfinished business from last spring: We had talked about a directional arrow to indicate the takeoff/landing direction. I had great plans, and a method figured out, of how to accomplish the task – even had the piece of wood and red spray paint can picked out. Then, away pattern events and serious back trouble slowed me down. Then, Allan Valeo came to my rescue with a beautiful “real” wind sock generously donated to the Club. After some discussion, primarily with Randy Phillipps, we came up with a plan to mount the wind sock. I plan to do that this week, as well as start on the arrow. The problem with the arrow is this: on many afternoons, the wind acts like a dust devil without the dust – it changes direction often two or three times per flight. So, as soon as we set the arrow, the wind will change, and a pilot will need to pay attention to the wind, not the arrow, in choosing a direction in which to land. In any event, the arrow’s cost will be nil, and we can always take it down if it causes more confusion than it eliminates.

Second, I noticed on a couple of occasions that the lock on the open gate is left hanging open, and at times with the combination still showing on the wheels. There are two problems with that situation: one, a non-KCRCer can come along and get the combination, which reduces our security. Second, a “vandal” could come and just remove the lock for his use/purposes. I suggest that after the lock is opened, that the wheels be spun several times to eliminate the combination and the lock then be snapped back onto the last link on the chain. That way, it will be there when the past person leaves the field. BTW, if anyone has a method of removing the old lock, I would appreciate that.

Now to my radio building days. By 1977, I had been building models (mostly planes, and mostly balsa and related materials, for about 34 years. I started with the (then) 10-cent Guillows and Comet models from the dime store. By high school, I was flying control line stunt. In college, a friend and I flew the Sterling profile WW II fighters with McCoy and K&B 29 engines. In January of 1977, I decided I HAD to have a radio to start flying “the real way”. So, I sold 2 concert guitars I had, and bought a Heathkit 5-channel single-stick radio system. I came along into R/C long after the guys who built the early radios from

magazine articles and Radio Shack parts – doubt that I’d have the skill to do that! After crashing a number of trainer-type planes (there was no-one to teach me how to fly), I found a plane called a Paper Cub. It was a 45-sized 3-channel, trike gear plane made out of corrugated cardboard, with Mylar covering on it in red on white. It had an aluminum main gear and the typical nose gear system. I “built” it, put my Heathkit radio in it, along with a Fox .45 engine, and went to really learn to fly. The beauty of that plane was that a little pushing back into shape and some packing tape, and I was ready to try again, without having to spend a week rebuilding. It was with that plane that I finally soloed -- actually, all my flights were solo, but I actually got that plane up and down, and still in shape to fly again! My next radio was a Heathkit 7-channel single-stick system, which went into other planes over the next couple of years. The first plane I did any aerobatics with was the original Top Flight Contender, which has been re-released by Tower Hobbies recently.

In 1980, I met a pattern flyer from Chicago, who told me that if I wanted to fly pattern (which I did) I needed to get a dual-stick radio and fly with a transmitter tray, so I could rest my wrists on the platforms and use the “pinch” method on the sticks – index finger and thumb – to get more precise and smooth control. So, I bought and built a Heathkit 7-channel 2-stick system and got a tray (which I still have, somewhere). In those days, the Heathkit servos were copies of the Kraft items, and generally the Heathkit radios were top of the line, if build correctly. I never had a problem with any of my Heathkit equipment – it all worked right off the building board, and radio glitches were not part of the story, in my case. By the time 1986 came around, the Heathkit equipment was no longer legal, as we had started the transition to the narrow-band system that was in place on 72 MHz until the spread spectrum systems came out 7 or 8 years ago. So, when we moved from Indiana to Tennessee, I just chucked all the Heathkit stuff. ;-(I had added a couple of Kraft systems, in the meantime, so the servos still worked, but the Tx’s and Rx’s were no good. I still have a Kraft 1982 Gold Line dual-stick system that has been made legal for current regulations. It was the original system in which one could dial the channel he wanted to fly on – what we sometimes call “Dial-A-Crash”. The nice residual from building those old Heathkits is that I learned the circuitry of the digital proportional radios, so I understand what is going on inside our systems. Many thanks for “listening”...Phil ■

**See you at the September meeting
at the field. Sept. 11th...**