



Newsletter

Knoxville TN Nov 2012 AMA #594

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THIS AND THAT

► The big issue in this month and next month will be the selection of club officers for next year. Please give this a priority in your thinking and lets continue to vote in good people to keep the club moving forward.

► Seems to me that there has been less club activity this year than normal. Both Float Flies were canceled because of the lack of a recovery boat. Now that a boat and trailer has been donated to the club, the next problem will be a vehicle with a tow capability.

Actually, there never has been a lot of float activity in spite of the great sites we have available for that purpose. There are about seven members who enjoy float flying that attend each event we have. Perhaps this is normal, I don't know. I have never tried it because I figure I'll lose a plane if I do. Maybe everyone else thinks the same way.

The pattern contests we host each year has the same problem. There are eight or nine members who compete in them and a few members who contribute help in running the contests. The Stik combat games also attract about ten members and the helicopter events get a bunch. Come to think of it, the members who fly in these activities are not usually the same guys, so that makes about thirty or forty members who actually compete at something, leaving about fifty or sixty of us just fooling around having fun. That's not so bad, is it?

► **Speaking of helicopters; don't forget the 3rd Annual Helicopter Fly-in on November 3rd & 4th. Landing fee on Saturday, Open flying on Sunday. A raffle will include a new BNF Blade 130X, 30% heli fuel, tee shirts, hats and several other items. Raffle tickets are \$1 each, 12 for \$10 or 25 for \$20. Lunch for spectators will be \$5 on November 3rd. We're grilling hamburgers and hotdogs!!**

For more info, Contact Tim Cox,
tim.cox@jacobs.com .

► John Heard sent me a picture of the results of some combat activity recently. Poor old Don Eiler suffered severely from a beating. Here's what Don says about it;

"I had gotten up high and had shut off the motor and was gliding back down. Coming straight

2012 Elected officers

President.. ...Phil Spelt...chuenkan@comcast.net
V Pres..... Larry Hayes.....lhayes@bellsouth.net
Secretary.....John Bobrek.....John@bobrek.net
Treasurer.....Joel Hebert..hebertjj@comcast.net
Safety Coord.. Jim Maines.....uersted@aol.com

Board of Directors

Jeff Prosise.....jeffpro@wintellect.com
Randy Philipps...randy@accesssolutionsinc.com
Dennis Drone.....dendrone@aol.com
Historian...June Cope...philipcope@bellsouth.net

toward me. I have no idea where Randy Philipps came from but he took off half the left wing and all the



Illustration 1: Don carrying his trash back to the flight line. Picture by John Heard

stab. Needless to say, I instantly had a 500 sq. in. lawn dart. I went down in the field and recovered all the debris where my Stick hit the ground. Got back to the pits and Randy gave me half the stab which was stuck in his LG. Realized then that the other half of the stab was missing. Found it about 100 ft. away from where my Stick hit the ground. That was where the aircraft collision occurred. The planes hit pretty high up and my Lawn Stick "flew" in a graceful arc to the ground! Big fun - more so for the spectators. That was the original fuselage tube and plastic parts from maybe 2005. All the other parts had been replaced at least once. The final wing was one that Mark Sobolewski's Dad had given me. Randy was very apologetic, but he was like me - never saw it ".

OCTOBER 13th, 2012, FUNFLY

An absolutely beautiful day! Sun and just a slight breeze, along with 60's degree temperatures made this an ideal day for getting out and enjoying some fun flying

and good food. A little competition to spice up the flying and good conversations with friends made it great.

There was a good turnout for the FunFly. I didn't count but I'd say there was fifty or so guys there to take advantage of the food and the events. Bill Leonard sent me the results of the competition:

" Spot Landing

Phil Cope won the nitro category flying a Dynaflyte *Butterfly* powered by an OS 20. Phil's landing was measured at 6' 4" from the landing target.

Second in the nitro category was Craig Dieter flying a Great Planes *Big Stick 60* (13' 10"). Third in the nitro category was Jim Maines flying a Hanger 9 *Saratoga* (19' 2").

Bill Leonard won the electric category flying a GP ElectriFly *Super Sportster*. Bill's landing was measured at 1' 3" from the target.

Second was young Matthew Hayden flying a tiny Hobby Zone *RTF Champ* (wingspan 20"). Matthew landed 2' 0" from the target.



Illustration 2: Matthew Hayden, youngest pilot, smallest plane. A winner. Picture by Bill Tucker.

Third in the electric category was Sid Tibbs flying a GWS *Slow Stick* (6' 11").

Two Minute Touch & Go Landings

Phil Cope (Dynaflyte *Butterfly*) was the nitro and overall winner with ten takeoff and landing cycles in two minutes.

Craig Dieter (Great Planes *Big Stick 60*) was second in nitro and second overall with nine cycles.

Joel Hebert (GWS *Slow Stick*) was first in electric and third overall with 8 cycles. Bill Tucker took some photos of the events.....Bill “

► Unfortunately, the fun at the Funfly was dampened by the accident suffered by old friend John

Heard when he fell into one of the setup tables.

Apparently the damage was not quite as bad as it looked. There was a lot of blood from cuts on his head but prompt action by members standing by helped.



Craig Dieter had this to say;

"In regards to John's incident at the field today. I am a certified first responder thru the American Red Cross. I heard Mike Miller say " John's down! ". There were already 3 people around him by the time I saw what was happening. I watched what they were doing and they did everything properly, up to and including the call for the ambulance. They kept John stable and quiet and did not move him much. In hitting his head like he did, what else may have been injured? His neck, broken bones, what else?? Thankfully John is now at home and is on the way to recovery.

I heard several people say that we should have put John in a car and drove him to the hospital. KEEP IN MIND, whoever drives a person to a hospital IS RESPONSIBLE FOR THAT PERSON. If something drastic happens on the drive, the driver of the vehicle is liable. Finger cuts from a prop are one thing, falling and hitting your head like John did is another. As far as I am concerned, all was done properly.Craig “

SAFETY FIRST

Greetings to all. I have to report an unfortunate incident at our Fun Fly on October 13. Our friend and fellow flyer John Heard fell, hit his head and needed 25 stitches to a cut to his face. All flying fields, whether they are having an event like a fun fly, or even just every day flying, pose a trip hazard. I do not think there is a flyer at any field that does not have at least one box, can or plane etc. placed around on the ground. Most of the time these items are under a bench or out of the walk way. At other times they are in the walk way in front of the bench. I ask that all be more aware of where they place these items. A fall for any person regardless of age is a serious thing. Especially in an area like our field where a head injury is a real possibility. Please be safe... .

Jim Maines, Safety Coordinator.

The following was copied from the AMA Insider Winter Aircraft Storage Tips

With the weather turning colder, many of us will

be storing our airplanes for the season. Here are some tips that will make a happy aircraft and a happy flier come next spring.

The engine

When you finish flying for the day, you should always get the unburned fuel out of the engine. Do this by pulling off the fuel feed from the carburetor, attaching the glow driver, and flipping the propeller. The engine may run a little, or it may just pop. When there are no more pops, all the fuel is gone. Next, make sure all the fuel is out of the tank. You would not believe the green, slimy crud that grows inside a tank with fuel left in it!

After removal from the airplane, the outside of the engine should be cleaned off. Block the carburetor inlet and the exhaust outlet with some wadded up paper towel. Grab an old toothbrush and some engine cleaner (Formula 409, Fantastic, Windex, Comet, etc.) and scrub the engine. When everything is clean, wipe it down with a rag.

Oiling the inside of the engine comes next. Use Marvel Mystery Oil or plain automatic transmission fluid for this. For two-stroke engines, squirt some oil into the exhaust outlet, then remove the glow plug and squirt some into the combustion chamber. For four-stroke engines, squirt oil into the crankcase vent and for the top end, remove the glow plug and lubricate the valve train by squirting oil into the combustion chamber.

Use your electric starter to turn the engine over for a second or two. This will distribute the oil throughout the inside of the engine (including the front bearings). Be sure to lubricate the carburetor too so it doesn't get stuck. Put the glow plug back on and wrap your engine in a clean cotton rag. This will allow it to breathe over the winter. Don't put it in a plastic bag because it could trap moisture and cause rust and corrosion.

The airframe

Build some more wing racks, if needed, and store your wings on them. Don't stack them in a pile or lean them in a corner. You'll end up with warped wings. Hang the fuselage somewhere up out of the way.

The radio

Once a month, charge your system overnight. Keep a log book to record when you do this. Once every two months, after you finish the overnight charge, use a ESV, battery cyler, or just run the system for 1½ to 2 hours. Charge the system overnight again. Don't store the radio in a place where it will get too cold, such as an unheated garage.

—**First State R/C Club, Hockessin, Delaware** ■
(Editors note Most modelers have a routine they go through after flying. Some are meticulous in cleaning up and some just throw everything in the trunk of the car and go home. Electric flying sure makes cleanup easy!

KCRC NOTAMS

By Phil Spelt

November, 2012

The Saturday of our recent KCRC FunFly dawned as a bright, sunny day, and promised to be a

day of fun and comradery at the field. Little did I know, as I loaded up several planes, including my SPA competition plane, the Curare. After unloading and assembling the Tucano, I turned on the transmitter to change to that plane – lo and behold, the wheel that makes all changes was broken! That meant the Tx was stuck on the last plane I had flown, the Curare in Chattanooga at the SPA Masters contest, since all the planes I had brought were on that Tx. OK, so there are worse things than having to fly an event-winning pattern plane.

So, I assembled the Curare and checked out all the control surface operations, especially checking to make sure I had plugged in both ailerons – the flap function worked, which I always do on the first flight of a day. I fueled up the plane, started the engine, and put the plane on the runway. Takeoff was perfect – a contest “10” straight down the runway with a nice even liftoff and turn to the right out over the flying area. I did my standard 360-degree circle and flew back across the field, parallel to the runway. Out at the right end, I did a maneuver called the Top Hat for a turnaround, and came back across the field to do a 4-point roll. This is a new maneuver for us in the 2013 SPA schedule, but I have done it many times before, so no problem, right?

I came across the field from right to left and did a quarter-roll to knife-edge. With a little rudder, the plane tracked straight. Another quarter-roll and I was inverted, with a little down-elevator to keep it there. All was going as planned, so I started another quarter roll to opposite knife-edge, and that's where the second part of the day's troubles started! The plane began rolling hard to the right, so much so that I could not control the flight path. Somehow, I fought the plane up so it was higher than the tall trees on the left of the field, just across the road -- the trees into which the plane was rolling at top speed. What happened next is a very fuzzy blur. The plane went over those tall trees, and then dropped down behind them, out of sight. I was ready to throw up my hands (literally) and get ready to go look for the remains of my Curare, but I didn't want to lose that plane!

Just before the plane disappeared behind the trees, looking to find one of the shorter trees behind them, I discovered that by holding full left aileron and full left rudder (I had already put in full left aileron trim) I could keep the plane “flying” fairly straight. I held left rudder and aileron, went to full throttle, and pulled up elevator. After about six-and-a-half weeks, there came the Curare up from behind the trees! It was showing a slight turn to the LEFT, so I could back off the full rudder slightly and still have a modicum of control over the flight path. The plane came around in a long right-hand turn heading back to the east end of the field, from which I could land into the wind. I had yelled for Phil Cope to come over to “help” – but it turned out there was nothing he could do, with my Tx firmly fastened to my tray, except provide moral support. And, Goodness knows, my morals need all the support they can get!

The first time I came in “over the fence”, I was

too high and realized I still had the high-idle on – too high and too fast. I nursed the Curare around for another go, and with the idle back to low and better attitude, the plane came over the end of the runway, flying along the runway, but crabbed way to the left due to the rudder input. Somehow, the plane ended up on the runway, on its wheels, and rolled off the side into the grass, where it flipped over on its back. WHEW, it was on the ground with only, at most, minor damage. I had taken only two or three steps away from the stand where I send down the Tx, when a couple of people asked me “Why did it do that?” or “What happened?” ‘Course, I hadn’t seen the plane, nor had a chance to evaluate what had happened. The end of the story is that the right aileron servo had gone bad in the middle of the flight, with the right aileron up about 35 or 40 degrees, causing the severe right rolling. Examination of the plane showed there was absolutely no damage, not even a tip of the propeller hurt! So, the Curare lives to compete again (with a pair of new aileron servos), and the Tx will go back to the manufacturer for a repair. I sure am glad I didn’t give up on that plane – I wouldn’t have a story if I had. On the other hand, I might have won the glue for crash of the month. I’d rather have the plane.....Phil ■

October Minutes

Joel Hebert’s presented the Treasurer’s report which was approved. The minutes from the last meeting, as published in the newsletter, were also approved.

Club Safety Officer, Jim Maines, presented the safety tip to clear the runway promptly after you retrieve your plane when flying with others. Not only is this good for safety, but it is good manners for others that may be waiting to land.

President Phil Spelt reported that the Mud Run and cross country run events went well. There is some damage to the field that is still being reviewed but nothing near as serious as last year’s damage.

Old Business

Fun Fly October 13th – Reminder that the fun fly is this Saturday. Hot dog and hamburgers are free. The event starts at 9AM and contests start at 10. The events will include a spot landing contest and how many landings you can do in two minutes. This is also a swap meet. Bring the family.. this is a family friendly event.

Heli Fun Fly Nov 3-4th Just a reminder to save the date for the Heli Fun Fly. Even if you do not fly helicopters, this event is really something to see. Amazing pilots were on display and this event is sure to get bigger every year.

Float Fly Oct 27th – Since this is an away

game weekend, it may be the opportune time to have the float fly. This would be held at the boat dock out below the field. If plans work out, a notice email will be sent to all members giving them as much advance notice as possible.

New Business

Senior Pattern Association (SPA) competition in May next year. We need to schedule the event early or the available weekends will be consumed by other events. The members agreed on the weekend of May 18-19th 2013. Phil will act as the competition coordinator.

Crash of the Month

Jim Maines had a Hangar 9 T-28 that was just flying great. On the third flight, as he started a turn at the bottom of a loop, he found he didn’t have enough speed. It tip stalled and then that is when Jim completed a lovely and memorable lawn dart into the ground maneuver. As you can see by the photo, Jim is not deterred in the slightest. If you don’t crash them.. you’re not trying hard enough!

Model of the Month

We had three very worthy contestants this month and the voting was very close. So close.. we had to do a recount.

Contestant 1: Ed Dumas brought in his second Phase 3 F-16. The power system is from Dan’s Wicked RC. The only control surfaces are the elevator which also acts as the ailerons. Polyethylene on the belly protects it from runway landings. He said it was kind of tricky finding the zero point on the elevators and he had a very close call on the first flight. Model master acrylic was used to paint the plane in Israeli desert colors. He bought a blank decal sheet from the hobby shop which he printed the images on using his home printer. After he finished painting, he did a coat of flat model master acrylic over the entire thing. He says it goes 80-90mph.

Contestant 2: Craig Deiter presented his “work in progress” short kit by Pat Triddle (PatsCustom-models.com). You get the main pieces, but everything else you have to provide for yourself. This is the Piper pacer (tail dragger version) with ailerons and flaps. It weights 13oz and has a 28mm 920kv electric motor. It will have an AUW of 23oz with power system and lipo. Craig uses Elmer’s white glue.. “but NOT the School Glue”. He thins it down about 50%. The next step is to cover it with synthetic tissue called Cover Light which is similar to Monokote but different.

Contestant 3: WINNER! Bob Helsel's 1938 Cloud King came with a lot of sticks and not much else. This kit was sold in the early 90's by B&M Models. It has a .48 O.S. 4-stroke motor. Unlike the plans Craig presented, these plans were not easy to follow and required a miter sander for just about all the joints. As for flying it, it goes up and floats around all day; a real lawn chair flyer.

Welcome to KCRC new Members!

John Lewis is new in town from Maryland. He likes to fly both helis and planes.

Lynn Sheely gained interest in RC from a good friend in college. He's hoping that he'll find the time to get deeper into the hobby in his approaching retirement.

Minutes and pictures by John Bobrek, KCRC Secretary ■

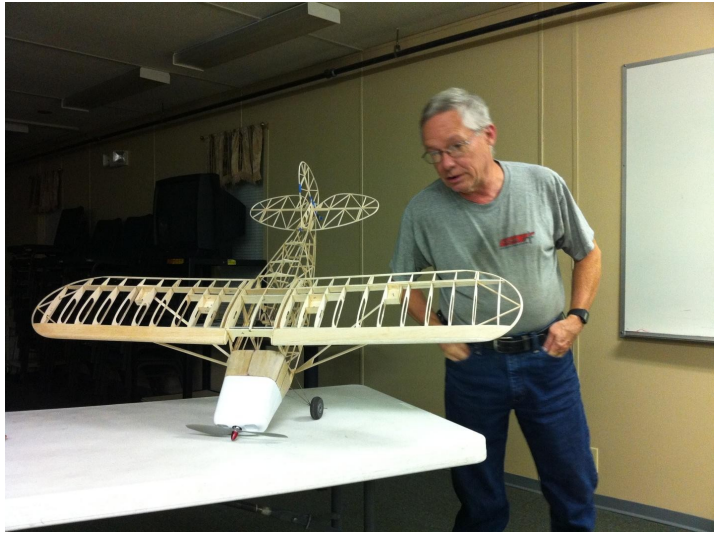


Illustration 5: Craig Dieter's meticulous work on display.



Illustration 3: Jim Maines seems pretty happy after losing his model.



Illustration 6: Bob Helsel's winning Cloud King. A beauty

A Little More of This and That

Randy Philipps sent me this picture of several of the Kombat Krew sitting around relaxing after a morning of deadly combat. Not sure if this is the same day that Dandy Don suffered his near fatal crash, but every body here looks like they had a good time.



Illustration 4: Ed Dumas and his beauty..

