



Newsletter

Knoxville TN July 2013 AMA #594

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THIS AND THAT

► **This is** the month for the annual Society of Antique Modelers contest that's held in Tennessee. It used to be held at the Rockwood airport and the Harriman Eagles field, but since there's not many contestants in this part of the state, it's been moved to middle Tennessee to accommodate a larger share of the membership. George Shacklett, an Emeritus member of KCRC and a member of SAM's Hall of Fame, almost always takes part in the contest and sent this info;

The 17th Annual SAM contest in Tennessee, TN Valley SAM chapter 43, will be held July 23rd,24th, and 25th, 2013, at Cedar Hill Flying Field, 3336 Winters Road, Cedar Hill TN. This is just south of Clarksville TN on I-24

CD is L.A. Johnston,

GON2FLY@COMCAST.MET

Email LA for detailsGeorge

► George sent this picture of some of his beautiful collection of Goldberg models. For an idea of the scale, the Valkyrie in the back has a ten foot span! George has been accused of being a Goldberg freak. This bunch of planes kind of supports that idea.



George says there is talk by several SAM members of installing an event for the old Super Cyclone engine that was so popular in the 1940's. The original Buccaneer was designed in 1936 and used a Brown engine, which was about the only one available at the time. Here is his



Buccaneer with a Super Cyclone engine in it. George entered this model in the the **Concours de Elegance** at the **SAM Championships** in 2008 and won first place....



George also sent this picture he took of greats Phil Kraft and Carl Goldberg at the 1972 Toledo Hobby show he attended with John Tudor, another KCRC Emeritus member..

► Bill Leonard sent me some information on the festivities held at KCRC field on Memorial Day. It was an impromptu get together with food and fun events. Here is Bill's report;

“ We don't give out prizes at our Fun Fly events so we have to publicize the winners for bragging rights. Here they are with some words about the type of event:

“Quickie” Rules:

Take-off, complete three loops, one Immelmann turn and land. Lowest time wins.

We had six entrants with four Nitro and two EP airplanes. **Craig Dieter** (EP biplane) was the overall winner with a time of 28 sec. **Phil Cope** and **Joel Hebert** tied in the Nitro category with 33 sec. The other entrants were **Larry Hayes (Nitro)**, **Bill Leonard (Nitro)** and **Warren Oliver (EP)**.

“One Minute Twirl” Rules:

Take-off, do as many 360-degree turns and loops as you can in one minute. Highest total number wins.

We had three entrants [**Warren Oliver (EP)**, **Phil Cope (Nitro)** and **Craig Dieter (EP)**] and each flew stellar flights. **Warren** did more flips and turns to get a total of 25 in one minute.

Rolling maneuvers were not allowed because the airplanes could roll faster than the judges could count. “

Thanks, Bill, for the update.....

► **Every year, the First Baptist Church** of Lenoir City has a car show in the parking lot, and every year the



and serving free food and ice cream, as well as a stage and live entertainment. It was an outstanding car show, as it is every year... ■

A Different Perspective on Safety in Our Hobby
by **Jim Wallen** (sjwallen@tde.com)

Most of the time when we talk about safety in our hobby we think about things that are associated with our aircraft and how we fly them. There are other aspects you may want to consider to make your club a safer place to fly.

Skin cancers are becoming much more commonplace. By the nature of our hobby we spend a lot of time out in the sun and subject ourselves to the damage caused by radiation when we choose to not wear sun protection products. If possible, keep sunscreen at the flying site for use by the members. Some health organizations may subsidize the cost. Slather it on when at the field and a life may be saved. Remember, cloudy weather can be just as harmful as blue skies.

Just a simple reminder: whenever possible avoid flying at the field by yourself. You may find yourself in trouble very quickly with no one around to help you.

I received an email from Stuart Carr from Crosswinds the other day and he had some pearls of wisdom about CPR at the flying field. I, for one, have experienced a couple of occasions where CPR was appropriate at the flying site. Donald Sass, an M.D. from Myrtle Beach, South Carolina, had these comments:

"As a director of anesthesia training programs in U.S. Navy and civilian hospitals, and as a retired



Harriman Eagles RC club is invited to put on a flying demonstration in the soccer fields at the rear of the parking lot.. Phil Cope, a KCRCer who also belongs to the Harriman club, usually attends with his flying skills and a couple of beautiful models. This year it was on June 8th.

Above is Phil getting ready to fly his great Tiger Moth,. Next is a picture of the club's model display and then one of the row of cars on display. In the parking lot there were four rows and all four were full of show cars, tractors and trucks. Behind me, where I was standing to take this picture, was a large area full of people cooking

anesthesiologist, I know CPR cannot be best learned simply by watching a video or seeing it performed by actors on House, M.D., or similar TV programs. CPR can be lifesaving, but the need for CPR has to be recognized quickly when it is there, procedures initiated quickly and performed properly. The final approach is not the time to think 'what do I do' especially if you are alone in the cockpit or at the field."

Donald gives thanks to Ed Eversole, himself an EMT, to Larry Falsetto, and to other members of the Executive Committee for promoting CPR training again this year. I am sure that classes can be set up to benefit your club as well. A human life saved because a club member took the initiative to set up some CPR training might well be one of life's greatest rewards...■.

The above article is from the AMA Insider and I think it is very pertinent to KCRC members. When you are at the field, far away from the nearest emergency room, you might be called upon to render aid to somebody at the field, especially during the coming hot weather months. Almost 70 years ago I was a medic in the service, and a little more recently, a member of the emergency squad at ORNL before I retired. We had first aid and CPR training every few months and this came in handy on two occasions when I felt forced to give CPR to a person having a heart attack. Unfortunately, neither of which were successful.

When you are not successful, it is a real bummer, and the success rate is very poor where professional help is not close by, but the chance that you can help someone is there, and you just feel like you have to try.

The writer also mentions that skin cancer is more prevalent now than it was in the past. Since the sun is no more hot and bright than it always was, I guess that is an indicator that more UV is getting through because the ozone layer is thinner. Either that or we are checking for cancer more than before, or maybe people just have more leisure time and are spending it in the sun with fewer clothes on.■



June 11th, 2013 KCRC Meeting Minutes

The meeting was called to order with board member Phil Spelt presiding and 26 additional attendees. Notes from the previous meeting were approved and the Treasurer's report was read and approved. One item of note in the treasurer's report was that the cost for mowing is trending higher than forecast due to the significant amount of rain we've had this season. There were no other officer reports.

Thanks to Frank Allemand for the recruiting efforts and getting the flyers done. The flyers are posted very visibly at HobbyTown USA. The club had five new members during this meeting; our efforts are working.

Warren Oliver and Phil Spelt presented the highlights of the SPA event that KCRC hosted. There were 18 flyers including two newbies. The weather was uncooperative but everyone had a really good time. There were one or two planes that went into the trees and one that landed in the lake due to accidentally turning off of the transmitter in the middle of a split S. The club moved and approved to reimburse Warren for his out of pocket event expenses.

Bill Leonard reported the highlights of the Memorial Day Food & Fun Fly. A big thanks to Charles for his excellent grilling services. Warren won with the highest number of rolls or loops in one minute with 25 or maybe more. The "Take off, do 3 loops, one immelman turn, and land" winner was Craig Dieter who did it in 28 seconds. Good crowd and good food made for an overall great time.

Ed Dumas gave us the event highlights of the Young Eagles event at Downtown Island Airport. While kids were waiting for flights in a full scale airplane. Ed volunteered to teach the ground school where he taught the fundamentals of avionics. Frank Allemand and Phil Spelt also assisted and brought a number of RC models out for the kids to see.

Phil Spelt proposed July 13th, 10:00AM and August 10th, 10:00AM (on Saturday's) as the schedule for the next two meetings. The idea is to get everyone out and build more camaraderie and it has been heard that this worked to increase participation at other clubs. Phil called the decision to a vote which was unanimously approved. We'll monitor participation at these next meetings to see if it has a positive impact on attendance.

Phil Cope and Frank Allemand discussed a half dozen points that really help to land in a safe and professional manner. Several of the points are very simple, and even by themselves, can make a dramatic improvement in your landings. A flyer with an overview of these tips was provided to all attendees.

For the Good of the Club

Bring a plastic Kroger bag with you and pick up some garbage and take it home with you. It's yours for free!

Model of the Month

– No entries.

*Illustration 1: Pretty good turnout for June meeting.
Picture by John Bobrek.*

SHOW AND TELL

Frank Allemand brought a FMS ME-109 with retractable gear for show-and-tell. FMS, Airfield, and Nitroplanes all carry the identical foam warbird model bodies; probably from the same supplier in China. What's different about them is the gear and electronics inside. FMS is generally a higher end version of the Airfield/Nitroplanes models. The tri-blade prop on this ME-109 is a bit unusual in that it is three separate blades that connect to a hub by screws.

Crash of the Month

Lynn Sheely told us about his Flite Test Old Fogie (http://flitetest.com/articles/FT_Old_Fogey). It is a scratch built foam board airplane with Hobbyking servos all the way around. What could go wrong? Well, it flew really well about 4-6 times. Then, on a subsequent flight, he lost control of his rudder. He should be able to fix it up with a few more dollars' worth of foam board.

New members:

Heddy Smith can take off and fly but Kevin is just starting out with EDF's. Can take off and land but has trouble flying at over 100mph. (Ed note:: Me too!)

- Ralph Holder and grandson Zachary both wanted to get involved in RC.
- Walter Meyer, a retiree from Hughes aircraft is building an L2 from title sheets. Started building it 7yrs ago and is continuing after a hiatus.
- Fred Rogers just started. He can also take off and fly but has only landed once

Meeting adjourned

Minutes by John Bobrek, KCRC Secretary



Illustration 2: Frank Allemand talks about his impressive ME-109. Picture by John Bobrek

NOTICE::

JULY AND AUGUST MEETINGS ARE SET FOR THE SECOND SATURDAY OF THE MONTH AT TEN O'CLOCK. THIS IS BEING DONE TO ENCOURAGE HIGHER

ATTENDANCE AT THE MONTHLY CLUB MEETINGS. PLEASE MAKE NOTE OF THE CHANGE IN THE MEETING TIME.....



Illustration 3: Frank Allemand and Phil Cope discuss ways to improve your flying. Picture by John Bobrek.

Tips & Tricks

Self-Threading Screw Hole Procedure

This is a very common procedure. You should do this whenever you make a self-threading screw hole into the wood (to help strengthen it). This works especially well for parts that need to be removable (an aileron servo holder/cover is a good example) but would cause a crash if the screws feel out or stripped loose in flight. However, now that I've seen how much better the screws hold, I do it for pretty much every screw hole I drill into wood.

You usually start with a hole drilled a couple of sizes smaller than the screw (so it will create some good threads when screwed in the first time). For example, a standard, self-tapping servo screw requires a 1/16-inch hole drilled.

- Install the part with the proper screw and barely tighten (not too tight ... don't strip it out) it.
- Loosen the screw and remove it and the part. Gain access to the newly threaded hole in the wood.
- Drop a drop or two of thin CA glue into the hole and let it wick into the wood. If you need to, you can swish the glue around the wood hole's threads with a toothpick (but be quick so the toothpick doesn't get glue inside).
- Let the glue dry completely for one hour. The idea is not to get the screw glued into the whole. The threads and surrounding wooden area will now be stronger and more like plastic.
- Reinstall the part with the original screw. Use original threads and don't cross thread.

—from the newsletter of the Flying Aero Sport Team, Brookville OH.....