



## Newsletter

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## 2013 Elected officers

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## EXECUTIVE BOARD

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## Tips & Tricks

### Handy Nylon Motor Spacer Tip

I'm assembling a BITSA (bits a this and bits a that) Goldberg Cub. I was given a bag full of parts and had a partial kit, also a gift. When I'm building something like that, I try not to spend any money that I don't have to.

I needed some standoffs for my Himax 5030 (itself a half price purchase). I had some 1-inch nylon pieces from ACE, but I needed some 1/2 inches. As I was plowing around my "Nylon Salvage" bin I came across a bunch of nose-gear mounts. Bingo!

I cut off the mounting tabs and had my nylon spacers. Then I realized that the tabs could also be used (they are a little less than 1/4 inches). Since I rarely use nose gear I now have a good supply of spacers

— From Walt Thyng, *The Electric Flyers Only, Inc., Commerce Township MI*

### Checking Fuel Tanks for Leaks

Have you discovered fuel leaking from a tank in your model? There is a way to determine if the leak is curable (i.e. a loose screw in the front bung) or terminal (i.e. a split seam). If the leak is not large or obvious, this technique can help you find the problem. This is also good for checking new tanks prior to installation, and is good for all tank types. Take the tank to be tested and seal all the outlets. You can link two outlets with a single piece of fuel tube and fit a piece of blocked tube into the third. Immerse the whole tank into hot, but not boiling, water. As hot as you can stand with rubber-gloved hands is more than sufficient.

As the air in the tank expands because of the heat from the water, you will see a small stream of bubbles from the offending leak. If it is around the bung, tighten the screw until the leaks stops. If it's a split seam, throw the tank away! —Wings R/C Club, Iowa

( Editors Note:: Above tips are from the AMA Insider. If you live close to a Home Depot or Ace Hardware, you can buy nylon spacers ( stand-offs ) in 1/2 or 1 inch lengths that work very well. ...■

## THIS AND THAT

► I get one newsletter finished and start another. Maybe that's why the year seems to go by so quickly. August already, and as I sit here on the second day of July, summer has been pretty lenient on us this year. Temperatures so far have been very mild; last year on the first of July the temperature was over 100 degrees according to Todd the weather man. Now if it would just stop raining!! At this point in time, we are almost 20 inches over normal for the year!! Great for grass but not so great for flying.

► Bill Leonard's build program is winding down.. My own contribution has been lingering along as I build and correct mistakes. My biggest hangup has been deciding on a power supply. I like electric but I'm reluctant to invest any more on this model, which is not a favorite of mine. I am installing an OS .46AX and am trying to work out the cowl cutouts for the muffler and stuff.

► Why is it that some models get to you and you can't wait to finish them and then some kinda turn you off and you don't particularly care if you ever get them done. This has happened to me occasionally ever since I started building models. I usually don't buy the models I don't like, but sometimes you can find a bargain. You start building with enthusiasm and then your interest begins to turn sour as you go along, and the model suffers from lack of attention. Some guys sell the uncompleted model but I usually just finish it, crash it, and throw it away.

► The change to the Saturday meeting time was a great success as far as I am concerned. I finally got to go to a meeting and saw a bunch of my old friends that I hadn't seen in a while. The August meeting will also be held on the second Saturday and I'm looking forward to that also. I counted about 40 members there for the fun and the meeting. Lots of flying before and after.,

Bill Leonard sent me some great pictures from the meeting. Bill makes my job a little easier by contributing the pictures and notes from field activities. I wish that some others would send me something they find interesting..





*Illustration 1: Allan Valeo with his just completed RV-4 for the Build- along. Beautiful!!*



*Illustration 4: John's awesome one-eyed bug hovering over the runway.*



*Illustration 2: Carl Sten and his Cessna from a Top Flight Kit. Carl has been flying this beauty for a long time.*



*Illustration 5: Raymond Curd and Lynn Sheely discussing something over Raymond's venerable Ugly Stik.*



*Illustration 3: Dan Coombs shows off his new Intruder A beautiful model of a great pattern ship.*



*Illustration 7: Lynn likes his new version of the Old Foggy.*

John Bobrek was there with a new model. Eight motors on a frame with GPS and video facilities!

Raymond Curd was there also with his much flown Ugly Stik, as was Lynn Sheely and his latest version of the Old Foggy he brought for Show & Tell.



## ► **KCRC Safety & Courtesy Ten Commandments**

1. **Before landing. Call out to other pilots that you are landing, and then clear the runway as quickly as possible.**
2. **Before taxiing onto the runway, announce to other pilots that you are taking off. Do not walk out on the runway if someone has called out landing.**
3. **Take off in the direction of the established flight pattern. First airplane up establishes the pattern unless the wind direction changes and forces a change in the pattern. Always fly in the direction of the flight pattern even if you don't like it.**
4. **With the exception of take offs, landings, touch and goes, and show passes as described below, there is to be no flying over the runway..**
5. **Show passes over the runway are permitted only when doing so would not interfere with other pilots flying and/or other pilots waiting to fly. Show passes shall be announced by the pilot with a loud call of " Show pass ". These passes must be down the center line or further north of the center line. In any case, unless you are alone at the field, there should be no more than 2 passes in any flight.**
6. **New pilots, and pilots being trained should be given preferences in such matters as landing and taking off practice, and other models flying close enough to distract them.**
7. **All club members are responsible for seeing that safety and operating rules are followed at the flying site. This includes all members calling out violations, stopping a new flyer from flying an unsafe model, and offering help to new pilots lacking skills to fly a model.**
8. **Don't jump in between an instructor and the trainee unless asked by the instructor for help.**
9. **While someone is flying or instructing, don't lead or participate in a negative critique of the pilots performance. Wait for him to land and then provide, in private, positive and helpful criticism as appropriate to the situation.**
10. **Treat others with the respect and courtesy you wish to receive..**

**Larry Hayes, KCRC President.**

Editors note::: These are all fairly common courtesy suggestions that no one should have any trouble adhering to, but pay particular attention to

number 10. Every member in the club has a responsibility to be especially friendly and courteous to strangers and new members.

Let me tell you my experience. I was in this club from 1968 to 1974. It became KCRC in 1973. I left in 1974 to help organize a club in Lenoir City ( which folded in 1980 ). I then left RC in 1975 because I got caught up in a project at work that was pretty demanding.

When I decided to retire in 1990, I knew I was coming back to RC so I started spending some time at Tennessee Model Hobbies, bought a new radio and restored some of my old stuff. I joined KCRC through Dennis Hunt at the hobby shop, gathered up a flyable model and went to KCRC field on a Saturday before I retired to get my feet wet. There was a bunch of people there that I didn't know, but no one spoke to me or even checked to see if I had any business being there. I set up in the east end of the field neat the old outhouse to see if I could get an engine running..After a lot of false starts I did manage to get the old OS going reliably and ran out a tank of gas. Still no one paid the slightest attention to the stranger in the corner of the field. I shut the engine down, gathered up my junk and went home.

Later, I went back to KCRC field on a weekday and found CD Martin, John Heard, Sang Chois and some other old farts and it was great, but I remembered the humiliating experience from my first trip. After that I tried to made it a point to greet anyone who showed up at the field.

Please, people, pay attention to the strangers who show up at the field. they might become your best friends.

► Speaking of old friends, Bill Leonard sent this picture of old KCRCer Denny Evans, who was regaining old skills on a Morris the Knife after a few years away from RC.....Jim ■



*Illustration 8: Good to see Denny back.*

## **KCRC Meeting Notes: Saturday July 13th, 2013**

President Larry Hayes brought the meeting to order at 10:00AM. This was our first meeting at the field on Saturday morning and 38 attendees were present, which is a new record.

Joel Hebert, Treasurer, read his report which was approved as were the minutes from the last meeting.

### **Reports of Officers (President, Treasurer, Vice-President, Secretary, Board members:**

Carl Sten donated a ready to fly Avistar nitro model with two transmitters to the club. This plane will serve as a nitro trainer for new pilots more interested in nitro rather than electric airplanes. Many thanks to Carl for his generous donation!

Well deserved thanks were given to Frank Allemand for his very successful recruiting efforts ( 12 new or potential members). Five new members introduced themselves.

Lastly, Larry presented 10 Club Commandments for safe and courteous flying that will be posted in the next newsletter.(In this newsletter ).  
**Call for anything of General Interest or concern**

Try to leave the field the same or better than when you arrived. A lot of cigarette butts were recently found behind the flight line. If you smoke, bring a container for your butts that you can take home with you. Also empty drink containers are being left on the ground.

Anyone needing 15% nitro fuel for \$14/gallon should contact Bill Dodge. Larry thanked Bill and Gene Waters for time and effort they put in to handle the massive fuel drum, filter it, and put it into gallon jugs for sale to the club at cost. This saves club members a chunk of change over time and is another benefit of being a member

### **Planned Program:**

Frank Allemand gave a presentation on the membership drive and training efforts. He also went over training and use of club trainer guidelines that he and the other trainers have collaborated

Phil Cope and Bill Leonard, club build leads, gave a general status report on build progress and lessons learned. The RV-4's are further along than the Contenders. Alan Valeo gave a lot of good examples of problems he encountered in building his RV-4, and how he overcame the problems.

### **Crash of the Month**

Bill Dodge recounted how the entire rudder and fin assembly came off of his 10 dollar Ugly Stick. Amazingly, he was still able to retain some semblance of control. He landed in the tall grass and only suffered a broken prop.

Frank Allemand is this month's Crash of the

Month winner with his story of his Electro Stick. While he was flying inverted on the west side of the field, he lost orientation and into one of the tanks in the water treatment plant. The water tanks are supposed to be closed, but sure enough, his plane found the only open water tank. With the help of the staff, they were able to fish out most of the components. Thank goodness this was an electric plane and not a fuel plane that might have contaminated the water.

**Minutes by John Bobrek, KCRC Secretary. Edited by Larry Hayes, KCRC President** ■

### **Questions that a "new pilot" asked:**

Q--Who gets to use the club's planes and with whom ?

Answer: New pilots who do not have their own trainer, or the assigned Instructor believes training on the Club Trainer instead of the trainee's plane would be justified for a limited number of flights (Justifiable reasons to be determined by the instructor and approved by the KCRC Training Coordinator. A possible justification could be that the Club trainer is an easier plan to fly than the trainee's plane.);

Q--What if I have an electric trainer plane, but want to fly the Club nitro plane, or vice versa?

Answer-the trainee's Instructor can approve this type of change in coordination with the KCRC Training Coordinator. A possible justification could be the trainee's desire to evaluate flying electric versus nitro;

Q--Can a trainee change instructor, or train under more than one Instructor?

Answer-Yes, with the concurrence of the trainee's lead instructor and approval of the KCRC Training Coordinator. ....Larry Hayes ■

## **MORE THIS AND THAT**

Listening to Frank as he recounted the details of his Crash of the Month winner was very disturbing. It has been a nightmare of mine ever since I started flying RC. A model out of control is scary any time, but one that is heading for any kind of building or people is terrifying. You stand there completely helpless and you keep hoping that it finds an unoccupied area to crash. Thank goodness the radios are as dependable as they are. The main problem now is having structural problems or having a wire break from fatigue or a connection coming loose The AMA and club safety rules are written to cover most every thing but human error and that is something that is hard to anticipate. About the best you can do is emphasize the basic safety rules. Fast, low flying near people is a good thing to avoid. A model glitching into someone is very bad. Making sure your model is well north of the runway is another good one. There's not much out there to hurt if you lose it.

The best rule of all is to use common sense.....Jim ■