



KNOX COUNTY RADIO CONTROL

Newsletter

Knoxville TN Oct 2013 AMA #594

Editor....Jim Scarbrough..... scarbj1@yahoo.com

Website..www.kcrctn.com..Jeff Prosis,webmaster

THIS'N THAT

- Its football time in Tennessee again.

Looking forward to great things in October with a killer schedule. Good luck, Vols.

- October is one of the more beautiful times of the year, when leaves turn bright colors and the nights get a little brisker. Its also a very good time to go the field and get in a little stick time before it gets cold. Our flying site is a great place to visit in October.

- This is also the monthly meeting where we set up a nominating committee to start looking for candidates to fill next years offices. The candidates will be introduced at the November meeting and the vote will be taken at the December meeting. There has been a time or two in the past where the nominating committee was late in being set up and had to rush to get candidates, **however, our bylaws state that the nominating committee (three members) will be appointed no less than one month prior to the November meeting.**

- **Bill Leonard** sent me this picture, taken by **Billy Worthington** on his cell phone of KCR Cer **John Williams** and his latest. A scratch-built **Twin Beaver**. It's powered by two OS .46 LA engines and has a 64 " span. Most all of John's scratch builds are multi engines, and



Illustration 1: A beauty as usual, John, and I'll bet it is a sure Model of the Month winner.

2013 Elected officers

Pres.....Larry Hayes...lhayes65@bellsouth.net

V Pres....Craig Dieter.....cdieter@charter.net

Secretary..John Bobrek.....john@bobrek.net

Treasurer...Joel Hebert.....hebertjj@gmail.com

EXECUTIVE BOARD

Randy Phillips..randy@accessolutionsinc.com

Jeff Prosis.....jeffpro@wintellect.com

Phil Spelt.....chuenkan@comcast.net

Safety Officer

Frank Allemand..frankallemand@charter.net

Historian...June Cope,, philipcope@bellsouth.net

he does a great job.

- Got a note from Joel Hebert;;

"I've applied for a meeting room at Fellowship Church for Nov,Dec, Feb, Mar, Apr. The room we used last time in the modular building is no longer available (it's been subdivided into offices). We'll get room 601 which is the first room on the right when you go in the main south entrance at the back of the building(opposite Middlebrook Pike).

Joel "

Joel has been taking care of our winter meeting room for years and doing a bang-up job. Thanks, Joel...

- Also got a note and a picture from **Jim Maines** about his new babydoll. Most of the text is Jim's..



Illustration 2: Wow!! A plane this pretty has to fly prettily, doesn't it? A 1939 Macchi MC 200.

" It is an Italian fighter used by them mainly in North Africa and home defense. Its performance is similar to the American P40. It suffered from low armament and armor. Mainly the Italian pilots were not as experienced or trained as well as the British and American. The model is a Black Horse model. It has a

30cc gas engine, retracts, flaps with the covering in the new style where the decals are printed in/on the covering. The Black Horse models are very good on fit and form. This one was an ARF because I am lazy.

I had two issues, the first was changing the pneumatic retracts to electric which really made retract installation easy. The second, which I did not completely overcome, was the tail wheel assembly being a little too tight. Other than that, assembly went very well. The covering came with all decals, strips and designs embedded.

Yesterday was engine set, run and taxi test. The plane passed all with ease. If it flies and lands as well it will be a great plane.

First flight is planned at Somerset KY.**Jim Maines**".

Editors Note::One thing about it, The Italians knew how to design a pretty plane. All the Macchi designs I've seen were gorgeous, .

Thanks, Jim, for sending me this info, and be sure to let us know how the test flight goes.. I enjoy hearing about members projects. Hope some others will be forthcoming with their projects.... ■

Why join a club?

I recently read a series of comments in an AMA thread concerning the benefits or non-benefits of joining a club versus saving the money and investing it in modeling equipment. Some of the comments were interesting and some of them were just rants. It takes me back to the days when I first got into RC.

A couple of my friends had bought Min-X Galloping Ghost radios and were learning to fly. I joined them and we had a barrel of fun while the three of us made the usual mistakes and crashes as we slowly mastered the intricacies of controlled flight.

We later decided to form a club and pondered the merits of joining the AMA. This was about 1960 and most of us were struggling to make ends meet with our families. Since we were flying in a remote rural area, we decided that the club would not benefit greatly by joining the AMA.

Time passed and skills (along with financial situations) improved, as did the encroaching population and we were gradually forced away from our flying site..

A friend at work invited me to his club's field to see what they were doing. It was a large club in a neighboring city with some very active members so I visited, liked what I saw there and joined. It was a chartered AMA club and required AMA membership.

I resented at first the extra expense of membership, but slowly I began to realize the benefits. The major benefit was the relief knowing I was now

protected with liability insurance in case I screwed up.

A secondary benefit were the new friends I made. Flying by yourself is OK while you're making all those mistakes, but it's more fun when you can show off a little and see what other guys are doing.. Other benefits are having a good flying site, the monthly AMA magazine (which has become my favorite magazine), and the rules of the club concerning flying and courtesy at the field. If you think the rules are not a benefit, just visit a club that has none. I have and it can be a scary experience!!

While I was not interested in competition, I did enjoy helping out at the pattern contests and the other activities held by our club. These are sanctioned by the AMA and covered by the liability insurance..

All in all, I think I enjoy the experience much more because of the club and the AMA, and I know the people who see me fly appreciate the insurance.....Jim ■

(Editors note:: With inflation, I calculated the \$180 price of the single channel Min-X radio would cost about \$1200 in today's dollars!!!)

Club Corner

Best Flying Site in the Continental US

by Jim Wallen (sjwallen@tde.com)

The votes are in and the ballots have been cast.

Many votes were cast for **Joe Nall (Triple Tree Aerodrome)**, located in **Woodruff, South Carolina**, with its vast, well-manicured grass runways.

The more than 1,100 acres at our flying site in **Muncie, Indiana**, also gathered numerous votes.

Oshkosh, Wisconsin, had the benefit of full-scale aircraft to bolster its votes.

Several other sites were in the running, but one was singled out as the most popular among RC fliers.

That is the site in your own backyard. It may have some bumps and bruises, trees and other obstacles that interfere, but it is your home site! It is the element that acts as the glue that keeps your club together. Where else can you pour a cup of "Joe" and enjoy it with all of your friends? Where also can you organize a potluck dinner for club wives?

Your own chunk of dirt has tremendous value. Make sure you protect it. Always maintain a good relationship with the site owner or any government agency that regulates it. Your club has a diamond in its possession. Treat it accordingly.....■

Editors Note I think **Jim** has said it all very well. Every modeler who flies should be exceedingly grateful if he just has a place to go and enjoy the hobby. KCRC members should be more grateful than most. We have a gorgeous place to fly, along with a paved runway.. **Bruce Underwood**, SPA President, calls our field "**The most scenic site in the south.** ", and I agree with him 100% even though I haven't seen a lot of fields. It is most restful just to go visit, fly, sit and talk. There are

some trees that can get you if you don't watch out, but only if you are very careless, and they do contribute to the view.

Another Note The **AMA Insider**, from which I borrow frequently for this newsletter will cease publishing with the November 2013 issue. I personally will hate to see it go. There were articles of interest in every issue that contributed to my being able to put out this newsletter every month. You KCRC guys are going to have to jump in and help me out more with pictures and notes about your modeling.....Jim ■

KCRC MEETING MINUTES

September 14th, 2013

President **Larry Hayes** brought the meeting to order at 9:00AM.

Reports of Officers

(President, Treasurer, Vice-President, Secretary, Board members:

Joel Hebert, Treasurer, presented a brief budget and spending report which was approved, as were the minutes from the last meeting.

Larry Hayes reminded attendees that the Marine Mud Run would be held on Saturday September 21, 2013, and the field would be closed to flying from 4:00 pm Friday until 4:00 pm Saturday. Larry asked for volunteers to act as "Field Marshalls" to assist the Marines in controlling traffic and keeping people from walking across the runway before, during and after the mud run. AS no one was prepared to respond to the verbal request, so Larry will follow up this request with an e-mail

Randy Philipps presented an update on the planned Fun fly for October 12, 2013. Joel has sent a flyer to nearby clubs giving specifics on the Fun fly events. **Phil Cope and Bill Leonard** volunteered to help with the flying aspects of the Fun fly. Randy will be asking for additional help as needed. **No Club meeting will be held in October due to the Fun fly.**

Larry discussed the upcoming selection 2014 Officers, and the need to have a list of candidates willing to serve. **Bill Leonard and Phil Cope** are heading up the nominations committee. Anyone willing to serve or who has a candidate for nomination should contact Bill or Phil. The list of candidates will be finalized at the November meeting, and voting will take place at the December meeting.

Frank Allemand informed Club members that the Operational Safety Rules are now posted in four places at the field, and thanked all for their support of the Club safety program.

Planned Program:

Phil Cope gave a short presentation on the use or misuse of CA accelerator and thread locker on plastics. For the protection of your plane read the manufactures warnings and when in doubt conduct a

test on scrap pieces of plastic. Phil also mentioned that LustreKote is incompatible with some plastics, i.e. causing warping on canopies.

Model of the Month: None

Crash of the Month:

Crash of the Month was won by **Eddie Smith** with the tale of the 3rd or 4th crash of his **Apprentice** .

Meeting was ended at 9:25, with adjournment followed by a "Combat flying" demonstration..

Minutes by Larry Hayes, KCRC President ■

MORE THIS'N THAT

Short meeting in September and not much input from other sources leaves me a little short on items for this months newsletter, so I'll just ad lib a little more.

► The October meeting will be a Fun Fly. However, the nominating committee for getting candidates for office for 2014 will be put together before the Fun Fly and will begin its thankless task.

Please, people. If you are asked to be a candidate, give careful consideration toward your answer. The jobs are not hard and they don't require all that much work, but they do require your best efforts to do whats best for the club, and If you get elected, give it your best shot.

► Recently I mentioned that I had acquired an old Sig kit of a Piper Cub. I've been slowly trying to get it together and finally got aggravated enough to start covering it. I went through my stash of covering films to see what I had and found some film I had ordered from **Hobby King**. I've had it for some time and had never tried it so I decided this would be the time.

The roll was tightly wound and was supposedly 5 meters in length and 25 inches in width of material.

Because the roll was less than an inch in diameter, I had some serious doubts. I unwound and cut off a piece long enough to cover top and bottom of half the wing (about 40x25 inches) and began figuring out how to do the job. The backing is thin and adheres to the film a little more tightly than Monokote, but without the edge to start the separation.

Getting the backing off was solved by using two strips of electrical tape about one and a half inches long. Fold over about half an inch to give yourself a handle and stick a piece on each side at a corner of the film. Pull gently apart and the backing will separate. I was able to use the same pieces of electrical tape for several separations. **The adhesive on this film will stick to itself if you let it fold over onto itself, so be careful.**

I used the same heat setting on my iron that I had used for Monokote and it seemed to be OK My heat gun shrank the covering very nicely..

The film may have been slightly less forgiving than some more expensive covering that I've normally used but I have to say that I was absolutely pleased

with the results, and with the quantity of material and the price (about \$9), I don't think you could go wrong.. One roll did a complete 1/6 scale Cub with extra left over.

If there is a problem, it is that color selection might be a little limited. However, I think you can find most of the colors you want. They also have some patterned covering, like checkerboard..

Check it out. I think you'll like it .

► While looking through my latest issue of Model Aviation magazine, I saw an article on the electrical conversion of the PT-19 by **Charles Pipes** based on the original drawings of **Robert Somers** . A really nice looking 40" span model of a plane that I like, and a good article. A short kit is available from **Top Notch Products** at a very reasonable price..

Several years ago, **Horizon** marketed an 80" wingspan ARF of this plane, a good looking ARF but a little on the heavy side. It was more expensive than I could justify at the time, so I put aside my lust for it.

As sometimes happens, I later found one of the models at a hobby shop in a neighboring city and the owner was willing to trade the model to me for a pattern model that I had built but did not intend to fly.



I had an old, well worn Enya 1.20 four stroke engine to power it and, heavy as the model was, it still flew very scale-like. I enjoyed the model for a few years and then sold it to **Scott Anderson**. Scott later sold it to **Phil Spelt** who recently told me he is recovering it and getting the model ready for another life. I'm looking forward to seeing it again.

When I was discharged from the air force in early 1949, I was turned on by a PT-19 I saw sitting on the apron at the **Tyson-McGee** airport in **Knoxville**. I was so turned on that I applied for flight training on the GI bill..The " powers that be " turned my application down because they thought I wanted the training for recreational purposes.. It was probably a good thing.

► **This is the 40th anniversary of our association with the Knox County Parks and Recreation Department**, and they have been good years. They were very helpful and cooperative in the early years as we were getting organized and building the plant that we now enjoy. Our relationship has been smooth going and I can't recall a single instance where a problem occurred. Here's hoping that we can go another 40 years with the same good will that

we've enjoyed in the past.

► The **Marine League** held their annual Mud-Run fundraiser on September 21st. We always shut down our field and allow them to use KCRC as a parking lot and our pavilion as a registration booth.

This year we again had a problem with rain and soggy terrain. This happened a few years ago and our field was pretty much trashed. They accepted the responsibility and repaired the damage, although it did take quite some time for restoration to its original condition..

► **Joel Hebert** sent me this picture taken by **Steve Jones** of **Dan Oliver** and his new fix; it's a B-17. When you see **Dan** at the field, he usually has an air force of all kinds of models, but this one is a little different. **Joel** says he flies it really well; doing loops, rolls, etc. etc. **Joel** says they are not really scale however. At least, not like the loops and rolls he's seen real B-17s do.



► Back a few years ago, there were practically no ARFs or ready to fly models. Everything you flew was either something you drew up and built, or it was something you built from a kit. There was never a dearth of kits to build, but every so often you just felt like it was time for something different.....Jim ■

