



Newsletter

Knoxville TN Dec 2013 AMA #594

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

Website..www.kcrcn.com..Jeff Prosise,webmaster



Yahoo image

*Merry Christmas to all
KCRC members and their
families. Hope you all have a
great holiday season....Jim*

THIS'N THAT

► What a great time of the year!! Christmas was the ultimate feelgood when I was a kid, and it hasn't lost much luster since I've become an old Foggy. Saw an email recently from **Frank Swartze** and he was offering for sale an old GHQ engine. Santa brought me one of those about 1940 and I spent many happy hours flipping the prop on that thing. It never showed any sign of life and it eventually disappeared. I think it cost \$5.95 and it was advertized on the back of Popular Mechanics magazine for years.

► Speaking of old timers, got an email recently from Emeritus KCRCer **George Shacklett** showing

2013 Elected officers

Pres.....Larry Hayes...lahayes65@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 Prosise.....jeffpro@wintellect.com
Phil Spelt.....chuenkan@comcast.net

Safety Officer.

Frank Allemand...frankallemand@bellsouth.net

Historian...JuneCope..phillipcope@bellsouth.net

the progress he's making on his new effort, a Flamingo. He sent some pictures of the framework and as usual the work is beautiful. George is one of my heroes. He was the first president of KCRC way back in 1973 when we became KCRC and got us started right.. He has been active in modeling for about three quarters of a century!. He does his flying the last few years in Society of Antique Modelers competition. He is a member of the SAM Hall of Fame and is the only modeler I know who has built two Goldberg Valkyries. .



Here is his latest., the wingspan is 89 inches, 1100 square inches of wing! He has installed two firewalls. One for a Brown Jr and one for a Super Cyclone so it will be eligible for two SAM events. He's building it like a museum model and figures to enter it next year in an SPA event called Concours de Elegance where models are judged on use of traditional methods. Doc won this event four years ago with a Buccaneer. Two years ago he placed second with his electric Valkyrie. I hope to furnish updates on the Flamingo as he progress's in the construction

► Got a note and pic from **Andy Keeley** about his Contender from the KCRC Build Program .He says; "The Contender now has had seven flights on it and flies great!!!! It needed very little trim to get a hands off level flight . Changing the prop from 13x6 to

12x8 helped to add some airspeed (I wonder what a 91 four stroke would be like in this plane?) but it still



Illustration 1: What a good looking model!!!

flies slow with the flap down. The flap was not needed to land this plane. Some of the things that I didn't like was the weight; flight ready it weighed 6.4 pounds which killed the vertical performance. I didn't think I could find a plane that I'd like better than my Stick, but this could be my favorite.Andy "

Thanks, Andy. Keep us up on your activities,.

► Got a note from **Dan Toombs**. He says;

" I attended, along with my wife **Judy**, the Fall Soaring contest sponsored by the Coffee Airfoilers club in Tullahoma, Tennessee, this past October 4th and 5th . The soaring contest was held specifically for Altitude Limited Electric Sailplane (ALES) which is a new AMA event and is really catching on across the country. What's unique about ALES soaring that each sailplane carries onboard an altitude limiter which cuts the motor off at 200 meters launch altitude or 30 seconds whichever comes first. The CAM limiter, which is an approved altitude limiting device for ALES competition is what most everyone used and is priced at \$49. For the event I built a Multiplex Cularis ARF glider outfitted with the a Himax 3522-0700 motor and 12x6 folding prop.



Photo by: Rich Eichel

Illustration 2: Dan, with Judy timing, looking for thermals.

The Cularis is a full house sailplane, that is, it has flaperons for roll control and the ability to set up butterfly (or called "crow") for landing. It's all foam construction and has 102 inch wingspan. The Tullahoma contest was CD'ed by **Scott Shaw** and ran by **Don and Jan Cleveland**. ALES is flown man-on-man for a 10 minute thermal duration with landing bonus added. See the AMA rules for further details. It's a real hoot to simultaneously launch with the four other pilots in your round and everybody scrambling to find that elusive thermal. It does not take a fancy or expensive glider to compete ALES. Most of the guys were flying the Parkzone Radian. Judy even timed for me as you can see in the photo. It was a well run contest by the Tullahoma club. Thanks to Scott, Don and Jan for a fun event. ..Dan Toombs "

Thank you , Dan, for the write up. Thanks to

Rich Eichel for the photo.

► Got a note from **Steve Jones** about his gorgeous Ultimate. He says he's had it for five years



Illustration 3: Looks like it's speeding even when it's just sitting....

and still hasn't flown it. It is ready for programming. however..I can't blame you for not flying it, Steve. I've also got a couple of Hangar Queens. I remember back in our old Lenoir City club when we first started, it was suggested that the model should be painted with mayonnaise when ready to fly. That way it wasn't so pretty that we cared if it crashed. I don't think anyone ever did it, though..

► Got a note from **Gary Lindner** saying that **Mike Miller** is doing well in his recovery from heart valve replacement. Hang in there, Mike. Get well soon..

► **Bill Leonard** sent in a pic of his finally finished Contender with these comments: " Well, with much help from **Larry Hayes**, the Contender is finished. **Phil Cope** helped a lot with the tuning of the control throws and checking my work on the linkages. We got a bunch of adjustments done quickly because Phil was there. An alley cat of an airplane became a docile pattern machine. I am very pleased. Thanks to Larry and Phil, it flew four or five times today and came back to my house in the same number of pieces. It is currently flying in a somewhat nose-heavy condition. The CG is about 20-21

% back from the leading edge. This means you builders do not have to try to lighten the tail structure by cutting holes in the fuse sides or holes in the tail feathers. The OS AX 46 and 55 two-cycles engines would be perfect. I will try a little lead shot in the back end one of these days. Or, a heavier servo for the elevators.....Bill “



Good looking model, Bill. From all the comments I've heard, sounds like this is a very good flying design. Bill says that he just discovered the Contender is an SPA legal plane and he intends to fly it at our spring SPA contest. Says that anyone with an urge to try out pattern flying should get in touch with **Phil Spelt** for information. If you think you might like to try it, any model is legal for the Novice class. I think I've seen just about every kind of model there is used to try the SPA Novice class, from Zimpro Vipers to Avistars..Even saw a biplane a time or two..It's not the type of plane that is successful; it's the way you fly it....

KCRC Meeting Notes – 2013/11/12

President **Larry Hayes** brought the meeting to order at 9:00PM at the Fellowship Church . The Treasurer's report was read and approved, and minutes from the September meeting were approved.

Although Safety Officer **Frank Allemant** was not in attendance, Larry thanked him for his considerable effort in improving our safety program. This is typically a thankless job and we want to let him know we appreciate it.

Three safety observations from the Safety Officer and President were discussed:

- 1-Lack of attention to the flight arrow,**
- 2-Walking out on the runway when someone else is landing or taking off,**
- 3-Restriction of flying when instructors are doing student landing practice**

Details on these observations were provided to KCRC members in an e-mail from the President and will

be included in the upcoming newsletter. The general message is the need for all flyers to not only follow the posted safety rules , but also to watch out for others, especially when going on the runway and landing. Even when we're following all the rules, surprises can happen.

Allan Veleo presented a safety advisory on electric motors. Unlike nitro or gas engines, these motors can unexpectedly go to 100 percent from a full stop. Alan mentioned just such an accident happened to him while he was working on a plane at home which resulted in several stitches. He went on to recommend that we should all keep first aid kits at home and in our car.

Bill Leonard presented the officer candidates for 2014 and made a plea for additional candidates during the meeting, mostly with little success. Consequently, the Secretary, Treasurer, and Executive positions will be filled by the sole candidates willing to serve, without the need for a vote.

Voting for the President and Vice-President positions will take place during the December meeting. Members may cast their vote at the December meeting, or by e-mail to **Bill Leonard** (bill283@gmail.com) prior to the December meeting. Members present agreed that the votes would be counted by three volunteers outside the room and the results would then be presented to the full member attendance.

2013 Officer Candidates

President – Andy Keeley and Ralph Holder

Vice President - Phil Cope, Ray Curd, and Dan Toombs

Secretary – Phil Spelt

Treasurer – Joel Hebert

Board – Jeff Prosis and Bill Leonard

The annual club banquet location was discussed and the new Chinese restaurant across the street from the Super China Buffet where we ate last year was proposed; it used to be a Denny's. No final decision was made at this time, so if you have a preference, make it known at the next meeting.

A potential indoor fly in January was discussed. A new member, **Ralph Colon**, has access to the same TAC Air Hangar that **Dennis Drone** made available. Ralph says that although they'd be glad to host us, with the understanding that the event may be cancelled right up to the time it is about to start due to weather. They're not going to pull jets out into bad weather so that we can fly indoors.

Show and Tell:

There was no model of the month, but **Lynn Sheely** did have a Show and Tell he bought from **HobbyTown USA** using a \$10 discount coupon. The HobbyZone Duet , a 3 channel plane, sells for \$59. So, for under \$50, he said he “finally found a plane he could fly.” He also claimed that even a monkey could fly it, but this hasn't yet been verified. The great thing about the small size and the stability of this plane he says is that you can fly it.



Illustration 4: Good flying Hobby Zone Duet,,,

Lost and Found:

If you've lost or found anything at the field, contact the club Secretary at kerbob@westknoxrc.com.

FOUND: If you're looking for a foamy Corsair wing with retracts, it has been found.

LOST: Sharp precision tweezers were accidentally left at the field.

Crash at the Month

Randy Philipps was flying his spitfire, and as most mid-air happen, he saw a blur of another plane just prior to impact. The next thing he knew, the wing came off the plane and his precious Spitfire died very quickly, but gracefully. It was total destruction, the OS 91 4 stroke was also damaged from the impact with a tree. It turns out that **Alan Valeo** was flying his brand new 3DX hobbies foamy and they suddenly had a mid-air. Neither of the planes were salvageable.

Ralph Holder bought a brand new P-51 ARF Mustang. Typically, he lets **Phil Cope** do the maiden flight. But, this time, he thought he'd take the maiden flight himself. While rolling down the runway, it veered to the left and flew right into the tree next to the out house. What went wrong Ralph asked? Me. The lesson learned is to let an experienced pilot help out on the maiden flight.

John Bobrek was getting his FPV plane ready for flight. This kit has a lot of pieces so it takes some time. Well, right after he threw it, he realized he forgot a step.. "Insert the wing tube." The wings folded back at 45% angles but the plane was still flying. He tried to turn it slowly back for home and that's when the wings snapped off and the plane did a nose dive from 30ft in the air. All electronics were salvaged, except for a GoPro camera which has gone to wherever GoPro's go after this world.

Bill Leonard was training Dave Cooper in wind turbulence. The student aptly came out of several tough situations.. Bill said "the trainer relaxed, and this was one of the tough situations the pilot didn't make it out of." Dave tells us that somehow the plane got inverted and he was taught that "Giving it up cures a lot of situations." "It didn't help this time", Dave said. Good news is that the plane is fixable.

The meeting was adjourned at about 8:00:
Minutes taken by John Bobrek, KCRC Secretary.

Edited by Larry Hayes KCRC President

Safety Observations

1. Lack of Attention to the Arrow:

There have been a number of instances when flyers are landing against the arrow. In general, the arrow is being ignored too often.

On several occasions I also noticed the arrow was pointing straight up in the air and not being used. Each time there were numerous club members present, most of them regular flyers who are out flying several times a week. There were also members of the Safety Committee.

As Phil Cope once mentioned, when there is little or no wind it is even more important to be using the arrow so everyone is flying the same direction.

2. Walking Out on to the Runway when Someone Else is Landing:

For a while this seemed to improve, but recently I have noticed it is becoming a problem again. First, it seems the pilots calling landing are not doing it loud enough. Sometimes there is wind or engine noise, and sometimes the other person about to walk on to the runway is too far away to hear the call. Secondly, many of the flyers walking out on the runway will call out "Runway", but don't even look. Every pilot should carefully look first for safety reasons to avoid a landing aircraft. Please note the landing pilot has the right of way. I have even seen a pilot walk on to the runway when someone was landing, and try to blame the landing pilot for not calling out "Landing " loud enough.

3. Restriction of Flying when Instructors are Doing Student Landing Practice

Some instructors do not restrict flying when doing student landing practice, and this creates a very dangerous situation that the Club specifically wants to avoid.

Even though this is clearly spelled out in the posted rules, some members of the Club decided it must be a rule that fell by the wayside, since they saw that it was so seldom followed.

Both instructors and club members have the obligation to make sure this very important safety rule is consistently enforced.

CONCLUSION:

Safety is getting lax. Many club members are not following safe practices. How about helping out? It is everyone's responsibility to enforce safe practices by pointing out problems, not just waiting for the Safety Officer to do it. If we want to have a safe club, it will take everyone's participation.....

..Larry Hayes, KCRC President

► The next meeting will be December 10th at the Middlebrook Pike Church location at 7:00 PM. It's election night, so please attend.....