



Newsletter

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This'n That

► Did you notice that we are starting a brand new year? And did you notice we have a brand new slate of officers? **Can't let the 2013 officers go without saying that we really appreciate the efforts they put forth last year to keep KCRC operating smoothly. Good job, guys. Just remember, your experience can keep on benefiting the club...Hold over treasurer Joel Hebert flows on like Old Man River. I think he does a better job each year.**

► **Bill Leonard** sent me a picture of **Ralph Holder** and his Hobby People EP P-51. Forty nine inch wingspan. Is this the same plane he talked about in the November Crash of the Month contest?



Illustration 1: Great looking model, Ralph..

► I no more than get the pictures of **Bill Leonard's** good looking Contender in the newsletter than he sends another of the poor models demise:

2013 Elected officers

Pres.....Andy Keeley.....1fatdaddy@gmail.com

V Pres.....Phil Cope...philipcope@bellsouth.net.

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

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

EXECUTIVE BOARD

Bill Leonard.....bill283@gmail.com

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

Larry Hayes.....lchayes65@bellsouth.net

Safety Officer.

Frank Allemand...frankallemand@charter.net

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

" I have almost completed the grieving stages.. All planes die sometime. If you are curious as to the cause of the nose dive, here are a few words. I was

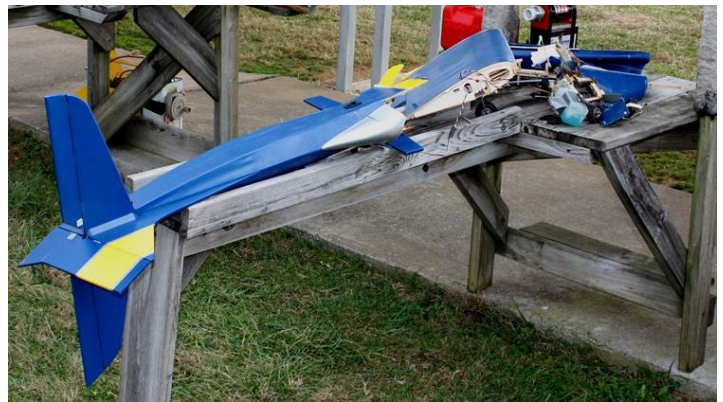


Illustration 2: Goodness gracious, Bill. I think you ought to try a different maneuver.

happily doodling all over the sky and chatting with Jim Maines. I decided to show Jim the maneuver that I was trying to practice. The maneuver was straight flight, half roll to inverted flight, five seconds of inverted flight, half roll to normal flight and straight flight out. When I did the half roll the nose dropped pretty abruptly. I stopped the roll in inverted flight but I was losing altitude rapidly. I gave what I thought was enough down elevator to lift the nose to horizontal flight but, while the descent was slowed, the ground was still getting closer. I panicked and gave full up. All would have been well if I had started this maneuver at 1,000 feet. Unfortunately I started things at 80 feet. My one-point landing was very close to vertical (90 degrees). This type of landing is very hard on the aircraft. The only good to come of such a landing is all the pieces are found in one place. The earth was soft so the front end was buried up to the firewall. The OS 72 four cycle engine looks to be OK and I plan to use it again.

For those still finishing their **Contenders**, I found the **Contender** a good flyer and very easy to land.

I avoided the dropping nose when rudder is used by using ailerons during the whole landing process. This strategy seemed to have no problems. You can test your model way up in the air to see if hard rudder control causes any unexpected results.

At the heart of the **Contender's** good flying and landing is, I think, the airfoil used in the wing. I may copy it for another airplane sometime in the future...Bill “.

(Editors note:::Most all planes eventually crash, Bill, but hopefully they last a little longer than this.)

► The following was sent to me by **Larry Hayes** a month or so back and I just didn't get it in the last issue. It is important information.

CAUTION (THIS APPLIES TO ALL R/C AIRPLANES): If, while flying, you notice an alarming or unusual sound such as a low-pitched “buzz,” this may indicate control surface *flutter*. Flutter occurs when a control surface (such as an aileron or elevator) or a flying surface (such as a wing or stab) rapidly vibrates up and down (thus causing the noise). In extreme cases, if not detected immediately, flutter can actually cause the control surface to detach or the flying surface to fail, thus causing loss of control followed by an impending crash. The best thing to do when flutter is detected is to slow the model **immediately** by reducing power, then land as soon as safely possible. Identify which surface fluttered (so the problem may be resolved) by checking all the servo grommets for deterioration or signs of vibration. Make certain all pushrod linkages are secure and free of play. If it fluttered once, under similar circumstances it will probably flutter again unless the problem is fixed. Some things which can cause flutter are; Excessive hinge gap; Not mounting control horns solidly; Poor fit of clevis pin in horn; Side-play of wire pushrods caused by large bends; Excessive free play in servo gears; Insecure servo mounting; and one of the most prevalent causes of flutter; Flying an over-powered model at excessive speeds.

Tips & Tricks

Winter Spruce Ups

With the flying season at and end for a lot of folks, its time to think about other winter activities.

While you're planning your winter build, it's also a good time to go over your old machines and repair all those things that you swore that you'd get at right away back in July. Some things to think about are:

- Repairing torn covering.
- Checking engine mounts for loose fasteners and firewalls.
- Have a plan to test and recycle your transmitter and receiver batteries once or twice.
- Stock up on propellers now while you have plenty of time to balance them.
- Clean gunk from that old engine.
- Redo the plumbing in your fuel tanks.
- Send in your transmitter or receiver for a checkup, either to the manufacturer or to a third-party vendor such as Radio South RC.

There are more things to think about, but this will

give you a good start! — **From the Wing Busters Model Airplane Club, Massachusetts...**

(Editors note::: You electric flyers should do some routine maintenance on your models also. One nice thing about the EP models; the cleanup is easy. I never did enjoy getting the gunk off glow models.) ..■

► *Bill Leonard sent me a picture of Kay Kasimir's new electric; “ I attached a photo of an airplane Kay Kasimir was flying Sunday afternoon. It's a Great Planes Piper Cub J3 with electric power. It has a 59 in. wing span, 2200-3s battery and mounted a 12-6 propeller. “*



(Editors note; I have one just like it. It was a very good kit. Well laid out and a very good flyer.)



Illustration 3: This is Bill Leonard's new good looking .60 powered Kaos that I guess he'll be using at the SPA contest since he busted up his Contender..

KCRC Meeting Notes December 10th

The meeting was called to order at 7:00pm by President **Larry Hayes**. The budget was read by Treasurer **Joel Herbert** and approved.

The motion to increase the annual dues to \$70, up \$12 dollars from the previous year, was discussed at length. Discussions included the fluctuation in mowing costs, which is our highest annual expense, non-annual expenses such as runway resurfacing, and the clubs ability to expand our amenities to include such items as a weather station. In an effort to communicate the proposed change to club members that could not attend the meeting, a motion was made to retain the \$60 annual fee for a period of two months. This motion was approved. In February, after ample time for club member notification and consideration, the topic will be resurrected and a vote taken.

Phil Spelt proposed that the Senior Pattern Association (SPA) contest date be set for May 17th, 2014. This motion was seconded and approved.

The annual KCRC banquet was motioned to be reserved at Golden Oak Grill Buffet, 401 S. Tulane Ave. Oak Ridge, TN 37830, on January 14th. 2014.

This location, which is located across the street from last year's banquet at the China #1 buffet or behind Taco Bell, has a party room available that has a 100 person capacity. Pricing details were not available at the meeting. This motion was approved.

Bill Leonard led the voting for the 2014 club officers. The votes were tallied by three volunteers. We were told that the voting was close. The 2014 KCRC Officers are:

President-Andy Keeley

Vice president- Phil Cope

Treasurer- Joel Hebert

Secretary-Phil Spelt

Executive Committee-Bill Leonard, Jeff Prosis. and outgoing President Larry Hayes

The "current administration" thanked the volunteerism of these new officer-elects and also for those that helped with the selection of the candidates and running of the election.

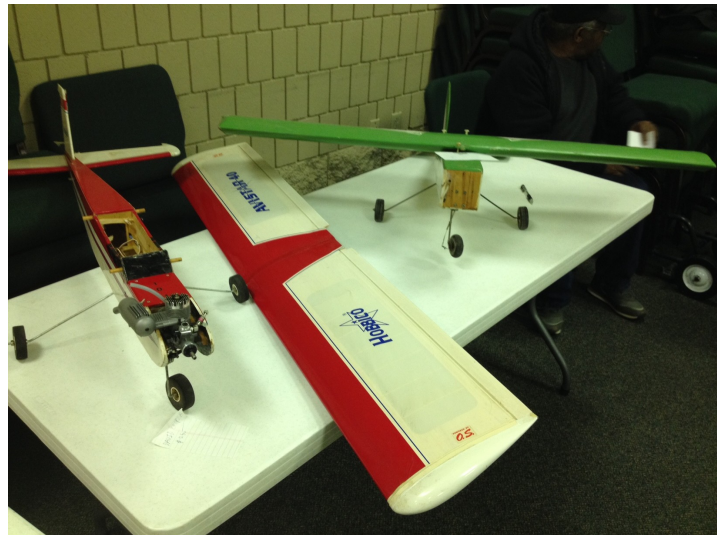
While votes were being counted, there was a silent auction for about 10 planes and a quadcopter. The auction raised a total of \$210 for the club. Many thanks to the generous benefactors who donated these items to the club.

Ralph Colon is still trying to coordinate an indoor fly in January at the TAC airplane hangar located at McGhee Tyson airport. More details will be coming soon.

President Larry Hayes adjourned the meeting at 7:47pm. Minutes taken by John Bobrek, Secretary ■

The following pictures show some of the items in the silent auction conducted at the December meeting.

These items were donated by members and former members and were much appreciated by the club.



THE WAY IT WAS

I thought you might be interested in seeing this old newspaper photo I found in the KCRC history.



SURPRISE EXHIBIT — Expecting maybe earphones and microphones, Hobby Show officials were most surprised when the East Tennessee Radio Control Society turned up with its exhibit. For these small planes are all rigged out with wireless equipment and many of them have clocked a great deal of flying time. W.C. Stoddart, 107 Tabor Rd., was in charge of the exhibit and with other members gave several demonstrations on air control of the little planes. Pictured left to right with the exhibit are John Tudor, Larry Kinderer, Bob Hobbs, Chris Stoddart and Dan Danford.

In 1967, the city of Oak Ridge held a Hobby Exposition and these fellows showed up to demonstrate

their hobby. They are members of the old East Tennessee Radio Control Society which became the Knox County Radio Control Society in 1973. The fellow on the left is **John Tudor**, the member who conducted an extensive wind direction study and laid out the runway at KCRC field. The guy next to the end on the right is **Chris Stoddard**, another ETRC member who organized the demo. Mainly I wanted you to notice the radio equipment on the table. Those transmitters look like single channel reed units. This was the year that proportional radios were becoming more common to the general RC public. They were very expensive however. The Kraft four channel retailed at about 500 1968 dollars, which would be like 3000 2012 dollars.

Something else has changed as well; look at the neckties! I remember in those days when my wife and I would go out to eat on Friday or Saturday nights, I always wore a tie and coat, and we always dressed for church. I can't remember when the leisure suits became popular, but it's been all downhill since then.

► I guess the reason I spend so much time talking about the old days is because I enjoyed them so much. When we started, there was one channel and you could only fly one model at a time. That meant that the other guys watched you fly, then you watched the other guys fly.

Also there were no ARFs and every one was a builder. That meant that your model was checked out by the other guys and you got to see what they built. It made for a lot more interaction and competition between members and less lone wolf solo flying. You generally flew as a group in order to keep control of that one channel, plus you could count on the other guys to help out when something went wrong, I think it made for closer friendships. All but one of the guys I started with in the Lenoir City club has gone on to that big airfield in the sky, but I still think of those days when we would sit under a tree shooting the bull and watching the leaves on the tree to see if any breeze was blowing and whether it was safe to fly. It didn't take a lot to blow the underpowered models away.



Kit box art from RC Universe

Illustration 4: This is the 1963 Midwest Tri-Squire that we were using successfully with Galloping Ghost. A heavy 51" span model with heavy RC gear that we flew with .15 engines. Using the Rand Actuator allowed us to operate a throttle. It was a great flyer and an easy build. Covering with silk and dope was probably the hardest job., but maybe the most fun.....Jim ■

► I have never been very interested in helicopters but since I was desperate to get a little stick time, I decided to try out a "toy" helicopter I saw at Walmart. It's a three channel (with gyro) model that sold for about \$50 (not counting sales tax).. It's a bit larger than most of the small helis I've seen, measuring about 14 inches in length, and is constructed mostly of metal rather than flimsy foam. I was surprised at the power and quick response to any stick movement. It can be flown outside if there's no wind, and it does very well in a garage. I haven't had the nerve to try it in the house yet.. The transmitter is small but feels solid and takes six AA batteries.. The heli is powered by a Li battery with an AC charger and flies for several minutes. The left stick is a spring loaded motor control and the right stick is spring loaded directional control. The rear prop is different in that it controls up and down motion of the rear of the model instead of left or right, giving forward or backward movement. I don't know what controls right and left but the response to the stick is fast and it turns very quickly..



All in all, it's a very nice package that does what you hope it'll do for a very reasonable price..

► See how desperate I'm getting for material to fill up the newsletter? Now I'm reviewing toys! What would be nice is if one of you dedicated heli pilots would send me a little monthly blurb about heli activity in the club or about the products in your field of the hobby. It would also be nice if I could count on a GWS Stik combat pilot to offer a monthly observation about your activities. I would be happy to get pictures and comment about any part of the activity at KCRC field and I think the whole club would benefit....

► Now with all that said, I think one of you KCRC members should think seriously about trying your hand at doing the newsletter. I don't think it's going to get any easier for me to get more active in the club and I don't think I'm doing as good a job as one of you who is more active at the field. I will try to keep doing it until somebody steps up...Jim ■

► **Don't forget the KCRC Banquet at the Golden Oak Grill on January 14th.**