



Newsletter

Knoxville TN Mar 2014 AMA #594

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Protecting yourself from hazardous materials

If we caught our kids out in the garage sniffing paint or glue, we would send them to counseling. Yet, as adults we do this and call it modeling.

Last year I read an article about a man who was working with acetone in his house. After using it, he almost collapsed. After getting out of the room and lying down, he returned to normal.

When I look at the shelves in my work room, the chemicals stored there range from Balsa Wright to 10 cans of aerosol to CyA to acetone along with a couple cases of fuel. In addition to this, I use balsa and do a lot of sanding, creating particles to clog my lungs.

In the process of repairing and maintaining our aircraft, our hands come in contact with several hazardous materials. Our body absorbs these chemicals, and consistent exposure to them can be a danger to your health.

If you dissect our hobby, it quickly becomes apparent that we often spill fuel and CyA on our hands. We sniff the paint and glue fumes and use grease and oil in our maintenance. It all gets on our hands. If you are an active modeler, you have a lot of exposure to hazardous materials.

Here is a list of a few items you may want to keep around the workshop. They should help minimize the risk of exposure to hazardous materials.

- 1) Get a fire extinguisher.
- 2) Go to an auto paint and body shop and pick up a good face mask.
- 3) Buy a small fan for ventilation.
- 4) Work in a room that is properly ventilated.
- 5) Buy a box of rubber gloves.

Our hobby is great fun, but more than the propeller deserves some serious attention to keep you from being in harm's way.

Fly safe and have fun.

from **Notam**

Bayou City Flyers

Joe Chauffe, editor

Katy TX

From 2003 AMA Insider. Still pertinent. ..■

2014 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 Prorise.....jeffpro@wintellect.com

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

Safety Officer.

Ralph Colon.....ralphcolon@bellsouth.net

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

THIS'N THAT

► Here it is March. A new springtime and a new flying season. Hope you survived the messy and cold winter we've been through without too much discomfort. I've heard it said that it was the coldest winter in a long time, and it might have been. You can't prove it by me because I didn't get out in it. I can, however, recall winters in the not too long ago, when I would always find guys at the field flying. I have pictures somewhere to prove it. I wonder when I became such a Wimp..



Illustration 1: Raymond Curd, Don Eiler and the old Fart himself, John Heard enjoying the sun...

► Speaking of March, it is known as the windy month. I've mentioned the difficulties of flying in the wind with the under powered single channel models we had in the old days, now let me expound on the fun to be had flying in the wind when you have enough power and control to handle it. Taking off or landing in a strong crosswind is very difficult and I encourage you to avoid them, but when the wind is pretty much down the runway, it is a bunch of fun to fly. It is advisable to use a plane you have a lot of confidence in to start out...

► Would you believe that the spread spectrum frequency hopping system used in transmitters that most of you guys are using was invented in 1941 by this woman and a guy named **George Anthiel** ?



I don't suppose any of you are old enough to recognize her, but in my day she was pretty well known. She was an Austrian beauty who happened to be a brain as well. Her name was **Hedwig Eva Maria Kiesler** and along with neighbor and music composer **George Anthiel** was awarded a patent in 1942 for the spread spectrum frequency hopping wireless control to be used for torpedoes.

You would probably remember her by her stage name, **Hedy Lamarr**.

► I asked **Rick Hampton** about the huge foam C-130 he was building and he says he is staying busy right now on his Hangar 9 P-47. He has stripped the covering off and is redoing it in British decor. He says he is intending to power it this time with a 50cc engine and a 20 inch prop. A bit excessive on the power but that's what a throttle is for; right? He sent me a picture of the pilot and cockpit detail and it looks pretty danged good, .



I'm anxious to see it when he gets it done.

Any of you guys have something new you're proud of? Send me a picture..... ■

KCRC Minutes, Feb 11, 2014

President **Andy Keeley** called the February, 2014 meeting to order at exactly 7:00pm.

The minutes of the December, 2013, meeting were approved by unanimous voice vote. Treasurer **Joel Hebert** presented the opening report for 2014. The details of that report are available from Joel, or one of the other KCRC officers. **Joel** also presented the proposed budget for 2014. This item generated considerable discussion about the Club's expected income versus our expenses for the year. **Frank Allemand** presented his analysis of expenses vs. income, showing that the Club would be about \$1000.00 short of meeting our expenses, assuming a membership of 60 with dues of \$60.00 per person plus modest income from other sources (Club events, e.g.). The concept of increased dues and/or recruiting more members was hashed over. One problem mentioned was that of training new members on weekends, when working members have time to fly. This discussion was deferred to future meetings for further consideration.

Secretary **Phil Spelt** reported that he would renew the Club's incorporation with the State of Tennessee.

There were no other Reports from Officers. President **Keeley** introduced **Ralph Colon** as the new Safety Officer. **Ralph** was a KCRC member several years back, and has become active in the Club once again. **Ralph**, who is the driving force behind the upcoming Indoor Fly-In at the TAC hanger, presented information about the fly-in. **The event is set for Tuesday, March 4, 2014, at the TAC hanger.** A set-up crew will be there at 5:00pm to get the premises ready, and flying will begin at 6:00pm. There was some discussion of whether or not we needed the sanction, with the consensus being that it was necessary if KCRC intended to sponsor the event. Secretary **Phil Spelt** was tasked to obtain the AMA, and AMA membership will be required to fly. There is no landing fee this year, and KCRC membership is not required.

The other item on President **Keeley's** agenda was discussion of a dues increase, to help cover our increasing costs, primarily for mowing and facility maintenance. This item was discussed along with the Treasurer's proposed budget for the year. We agreed that the increase would be introduced for discussion at a meeting later in the spring. There appeared to be general agreement that raising dues would probably be a good idea, and necessary to do. We are the least expensive of the three major clubs in the area, and we have the best facilities – paved runway, pit shelter with electricity, and pavilion.

Show and Tell:

Lynn Sheeley showed a **Dumas Barrel Chris Craft** mahogany boat model he had always wanted to own. The hull was largely finished when he bought it from **R/C Groups**. He didn't say how or if he would power it for actual running.

Model of the Month:

Three members brought models they had built (no ARFS) for the competition.

Bill Leonard showed his "This'n'That" .35-sized plane, made from parts of several planes that had met their demise. Wings are from an **Avistar**, tail from a **Slow Poke**, and wheels from another plane. The fuselage was **Bill's** own construction. It was covered in **SolarTex**, and painted yellow and purple. Power is by an **OS 35 AX**.



Illustration 2: Bill's This'n That. I'll bet it flies great.

Allen Valeo presented a lovely model of a **Cessna 172** he created from a **Pat's Custom Models** short kit. Both **Phils (Cope and Spelt)** commented on the large number of sticks used to create the fuselage. The plane was covered in white **UltraCoat Lite**, with **UltraCoat** striping of **Allen's** own design down the sides. It is powered by a **Suppo 2217** motor, which is fed by a 2S lipo battery.



Illustration 3: Alan's kit built Cessna. Good looking model.

Kevin Soucy showed his scratch-built **P-51**, done is a scale such that there are no manufactured parts in proper scale. Thus, **Kevin** had to create everything on his own, including a very scale exhaust system and pilot. Construction is foam and balsa,

painted with acrylic paint. It is propelled by a 900 watt electric system, and has operating retract gear and flaps.

In a close vote, **Kevin's P-51** won the Model of the Month, garnering **Kevin** the cash prize for **February**.



Illustration 4: Kevin's scratch built P-51. Foam and balsa. Model of the Month winner

Crash of the Month:

Allen Valeo told of his flight, the very first of the 2014 year at **KCRC**, which resulted in his "landing" in a tree. **Phil Spelt** commented that "trees in winter without leaves are hard to see...", to which the response was that Allen hit a **fir** tree! In any event, **Allen** got two bottles of CA glue, although he indicated the plane is already flying again.

Meeting adjourned at 8:05pm.

Respectfully submitted, Phil Spelt, Secretary
Included pictures by Phil also. ■

A Winter Wonderland



This was my backyard early Thursday morning after the much anticipated winter storm on Wednesday night. I can remember when the first thought would be putting ski's on a model...

MORE THIS'N'THAT

► Got an email from KCRCer and SAM member **George Shacklett** with some dope and a video about a steam powered airplane that flew in 1933. It actually seemed to have plenty of power! The plane was a conventional Travelair biplane but it was fitted with a two cylinder 150HP steam engine. The boiler was fired by fuel oil rather than petrol and it got 400 miles on 10 gallons of water.

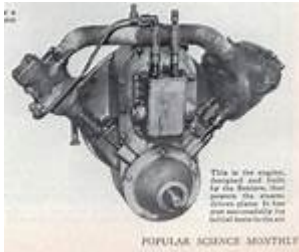


Illustration 5: These old bipes really turn me on regardless of the type of engine..

I remember in the fifties, a lot of effort and money was spent studying the feasibility of a nuclear powered airplane. There was no positive results on this, but the steam engine sure worked.. For more information and a look at the video of the early steam flight, search out Besler Brothers on your search engine..

► On another note, this might be of interest to the KCRC members who are interested in Society of Antique Modeler activities. **George Shacklett** furnished this info on a proposal by **Fred Mulholland** concerning a new SAM event using the Anderson Spitfire engine. This is what George sent me;

“ **Fred Mulholland** of Tampa FL hosts a "Winter SAM Fly" every Jan/Feb. He is an old time SAM flyer and has good contests. I just attended this year's. event There were 23 flyers, which is very good for the aging membership of SAM.

As to the event for Super Cyclone engines, Fred decided to invent an event using that engine. We already have 2 events using Ohlsson engines and Fred decided to design a similar event for the Super Cyclone.

The Super Cyclone was designed by **Mel Anderson** and was very popular in the early 1940's . It had some problems, even though it was in wide use. (fragile mounting lugs, bearing problems etc.). **Mel**

Anderson then designed a higher performance and tougher engine called the Anderson Spitfire in .60 and .65 sizes. I have an original which I purchased in 1946 when they first came out. The Spitfire is really superior and probably should not be flown in the same event as the Cyclone because the Cyclone would be outclassed big time. **Now Fred is thinking of trying an event for the Spitfire.**

These events are not official unless they catch on with the SAM membership and rules committee. They can be flown at local contests at the discretion of the contest director just to gather data etc.....George “

Thanks, George. Keep us posted.

► Noticed the proposed budget for 2014 for KCRC and that \$150 was set aside for the newsletter and printing for the year.

When I started doing the newsletter back in the 1990's, there were well over a hundred members in KCRC. The newsletter had to be composed, printed, stuffed into envelopes and mailed to each member. Just printing each issue was kind of expensive with Ink cartridges for a printer being as expensive as they were, it was cheaper to have them printed at Kinko's or another professional printer. It usually ran between twenty five and thirty five dollars for about five hundred pages. Then the paper was folded and stuffed into addressed envelopes (I could address the envelopes on my printer) and a stamp put on each. The bill to the club each month ran between seventy five and a hundred dollars with postage being the biggest nut.. Not only was the newsletter expensive, it was a lot of work. The internet came along and as members began to buy PCs, it became cheaper and cheaper until now all newsletters are sent by email and it is posted on the website. It is still a lot of work composing each month but it doesn't cost the club anything any more and the emailed copies are in color instead of black and white.. The \$150 set aside in the budget now is enough to pay for the clubs yearly flyer printing projects and other small expenses....■

KNOX COUNTY RADIO CONTROL SOCIETY

INDOOR FUN FLY

MARCH 4, 2014

6PM - 9PM

MCGEE TYSON AIRPORT
TAC HANGER

2343 W General Aviation Drive

**AMA LICENSE REQUIRED TO FLY
NO LANDING FEES**

BRING A CHAIR

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