



Newsletter

Knoxville TN Sept 2014 AMA #594

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THIS'N THAT

► Good grief!! Time to start school again already? Summer vacation keeps getting shorter

It's been almost seventy years since I had to worry about the first day of school but I remember it and it still sends cold chills down my spine.

► Our club treasury, although still solvent, might have a problem keeping up with expenses and I've heard talk about raising the dues again. I'm not sure how I feel about that but as a mostly inactive emeritus member, I'm reluctant to volunteer an opinion.

I don't know if there is generally less interest in model activity or if expenses are becoming a burden and keeping people out. I know that our dues are probably lower than the dues of most other clubs that are blessed with the facilities we have, but for some reason membership is down a little this year. We use to run about one hundred paying members and this year we have about eighty members and that figure includes about fifteen non paying but mostly inactive emeritus members and club officers..This is about five or six hundred dollar difference in the treasury (about six mowings)..

The members we have are very good members. Perhaps instead of raising dues, when we run short of money, we can call for a ten dollar assessment or maybe for a ten dollar donation to cover the shortfall. I think even the emeritus members would get on board for that..

► Went to the August meeting. A dreary day with a threat of rain but still pretty well attended. I counted eight new safety tables there and along with seventeen old but fairly good tables, there should be enough for the biggest crowd. We still are accepting donations to build more tables because they do age and get dilapidated. Most of the tables were holding models at the meeting, so activity at the field seems to be holding up pretty well.

**THE SEPT MEETING WILL BE SATURDAY
SEPT 6TH at 10:00AM AT THE FIELD**

2014 Elected officers

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 Prosise.....jeffpro@wintellect.com

Ralph Holder.....holderrf@charter.net

Safety Officer

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

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

When I left after the meeting, they were warming up the grill to cook up some more food.....

AUGUST MINUTES

Meeting called to order by President **Phil Cope** at 10:00 AM on August 9th, 2014 with about 25 members present.

Phil started the meeting by recognizing visitors and two new members.

Members were **Michael**

Catlin and Douglas Wylie, Sr. Welcome, guys.

Club treasurer **Joel Hebert** gave the treasury report and it was approved

Phil reiterated the appreciation voiced in his letter to the membership for the fun day he recently experienced at the field. (Letter is reprinted in this issue of the newsletter).

Phil also thanked **Rick Thompson** for the hot dogs he furnished for the cookout enjoyed by the club the previous weekend. He also thanked **John Basalone and Ralph Holder** for the pork chop and cobbler food to be enjoyed after the present meeting.



Illustration 1: Ed Dumas sent me this picture of John getting things ready.

(Ed. Note:: Is it any wonder KCRC members are gaining weight ?)

OLD BUSINESS

Safety Officer **Ralph Colon** talked about safety concerns at the field and reminded members that safety is a responsibility of each member. He also reported on changes to improve the battery charging stations in the pit area and the ongoing improvements in the safety tables. He also talked about repairing the age and weather damage in the frequency board and the pavilion..

Bill Dodge brought up a question about the use of the frequency board. Since a majority of the members now use 2,4 ghz spread spectrum radios, and don't worry about frequency interference, they are not putting their AMA cards in the freq board when they are flying. The 72 mhz radios are required to use the board to prevent interfering with someone on the same frequency. The club rules state that EVERY ONE flying put their cards in one of the slots on the board. (Ed Note::There are good reasons to do this. **The most important is to ensure that anyone flying is a member of the AMA. Guys, this is necessary because of the deal we have with the county on our lease. Every member on the flight line MUST have an up to date AMA card to prove he is covered by the AMA insurance.**

Another reason is safety. I don't know if anyone is going in the woods for a downed model any more, but leaving a card in the box is a good way to identify someone who might be wandering around in there.

Its also a good way to be reminded of the identity of someone at the field. I know I have a problem sometimes remembering names.)

NEW BUSINESS

There was no new business to be discussed at this time

MODEL OF THE MONTH

There were no entries.

CRASH OF THE MONTH

Bill Dodge brought the house down with his description of his recent adventures trying to recover from some odd behavior from his venerable kit-built Spitfire. **Bill** has been flying this model for years.

After some harrowing moments, **Bill** did recover his model with minimal damage from a tree perch on the west end of the field.

Bill won the glue.

MEETING WAS ADJOURNED AT 10:25 AM
Minutes by Phil Cope and me.

President's letter to the club

Friday, July25, was the best day I can

remember at KCRC since I arrived here in 1978. The flight line was full and new airplane tables were everywhere and filled with planes. Steve Jones had his kids with him and everyone seemed to be flying and having fun.

I have many people to thank for the current state of the field. One of my new students took it upon himself to cut the grass. John Basalone repaired the roof on the field house today. One of the panels blew off the roof in the storm Sunday night and we couldn't find the panel, but John found it when he mowed the field for the second time Monday night.

Ralph Holder is our other Volunteer. He inspired John to keep going when I was suggesting he had done enough. Ralph has sprayed the perimeter of the runway with weed killer, scraped the driveway, weed whacked around the field, trimmed the area around the gate, and arranged for the removal of much of the trash at the field. Allan Valeo, John Partridge, and others helped with the work today.

Ralph Holder has built seven new airplane tables and Carrol Jernigan has built two more and I'm sure more are being built. In the military, we learned to never volunteer, but we are in the Volunteer State and it is wonderful to see what happens when our members display this kind of spirit. ...Philip Cope , President
(Ed. Note:: Wow!! It's been a long time since I've heard of this kind of thing happening. Sounds like the old days.)

MORE OF THIS'N THAT

► Thought you might be interested in a bit of trivia.

In the last fifteen years, KCRC has had six different guys for president of the club. Joe Bolinsky ended the last century and started the new one. In 2002 Jerel Zarestki had a two year run. Phil Spelt took over in 2004 and guided the club for five years. Dennis Drone relieved Phil in 2009 for two years and Phil took over again for two years. Larry Hayes did a stint in 2013 and this years elected president was Andy Keeley but his job took him to Memphis after about three months so vice president Phil Cope is filling in. Phil Spelt is the all time champ with seven years service. At least I think he is...

► Bill Dodge's hilarious account of his Crash of the Month entry reminded me of one of my more useless crashes. Back about 1972. Top Flight kitted a Dave Platt design of the WWI SE5. It was pretty much complete scale with a fifty two or so inch wingspan. The wings airfoil was under-cambered and about ½ inch thick at the main spar. It required flying and landing wires in order for the wing to have the strength

to support the weight of the model in flight. I thought I had done a pretty good job building it and was pretty proud of it.

On a really hot summer day I took it to the field for the test flight, I spent about thirty or forty minutes putting all the wires on and getting it together. When I tested the radio, I was shocked to find the ailerons were reversed. In those days we didn't have the very nice and convenient reversing switches on the radio transmitter. You had to physically move the push rod to the other side of the servo arm. I was sweating and aggravated, so rather than taking an hour or so taking it apart and correcting the problem, I foolishly decided that I could remember that left was right and right was left so I cranked up the engine and took off. I never got the chance to try to remember because the engine sputtered and quit about 20 feet off the ground and it stalled, rolled over and crashed. One thing about those old bipes; they sure don't handle sudden stops very well..

► A couple issues back, I mentioned a PT-19 model kit I had ordered from Top Notch kits in Goodlettsville, Tennessee. It was a pretty good kit and I think it was a bargain at \$69. It was laser cut and had everything needed for completion of the model except the covering and the usual hardware. Finding some decals for dressing it up a bit was the hardest part. I



used some Coverite I had on hand plus a Turnigy motor and ESC as well as some old Expert servos for the control. The CG came up pretty close to right on the money. I think it'll fly if I ever get around to it.

► **I hope you noticed the note on page 1 about the September meeting. The Marine Mud Run will be held on Saturday, September 13th, so our meeting was moved up a week. Sure hope it doesn't rain for the Mud Run!...**

SAILING ALONG

Hi Jim, I've posted a few pictures online of some sailplane flying yesterday, 08-16-2014. Please go here and have a look:

<http://eddumas.smugmug.com/Aviation/RC-Sailplanes/>

The photos chronicle a typical flight with a couple of my gliders. All the pictures were taken by my girlfriend **Maria Crenshaw**. Some background: I fly gliders at the large field situated between US Cellular and FedEx on Murdoch Road in west Knoxville. It is the only place big enough (and reasonably close to my house) that I can set up a winch for launching gliders. Unfortunately KCRC is just too small to set up a winch and fly. My Dad and I flew gliders one time using a winch at an airshow at KCRC back in the mid 1980's and it was really tricky and tight...

The winch is made from an old Ford car starter motor that is powered by a deep-cycle marine battery and actuated with a foot switch. It has a drum with about 2000 feet of braided nylon line that is run out to the far end of the field, through a turnaround (a pulley made from the center axle of a bicycle wheel), and back to the winch. The glider is hooked to the free end of the towline and launched as shown in the pictures. I'm running the winch with my right foot, throwing the glider with my right hand, and controlling the glider with the transmitter in my left hand. You'll notice this is nearly the same technique I use to launch my Phase 3 F-16 EDF models at KCRC, sans winch!

The first glider shown is a **Craft-Air Sailable**, a design from the mid 1970's by **Tom Williams**. It has a 144 inch

wingspan and a fiberglass fuselage pod with a rolled 1/64 ply tail boom. The wings are built-up with balsa and covered with Monokote. This particular glider was originally built in the late 1970's by **Frank Hensley** of Oliver Springs. My Dad and I bought it from Frank in the mid 1980's and I flew it in competition for many years before

retiring it about 25 years ago. It has recently been completely re-built. It weighs about 4.5 lbs and has rudder, elevator, and spoiler controls. I have a few



pictures of it being launched, flying, and making a spot landing. The next glider is an **Airtronics Aquila**, (**Not shown**) a design from 1975 by **Lee Renaud** that has a 100 inch wingspan. My glider is from around 1984 and has built-up wings with a **Bob Martin** models Duralene plastic fuselage, which is not part of the original design.

The white and red glider is one of my own designs, a **Frisky II** that I designed and built in 1983

This one has a 144 inch wingspan, weighs about 5.5 lbs, and has rudder, elevator, flaps, ailerons, and spoilers. This version has foam wings with 1/16 balsa sheeting, spruce spars, a hardened 5/16" diameter wing rod, an Eppler 214 airfoil. It hasn't flown since 2002 but may very well have flown again by the time you read this...

So this is what I've been up to lately when I haven't been at KCRC... **Ed Dumas** ■

Other pictures can be seen at the web site shown..

Thank you, Ed. A really great update on what you've been up to, and those are very impressive models..

Any of you other members care to talk about what you've been doing?

By the way, I remember Frank Hensley from the old days at Blockhouse Valley Road and the Lovel Road field. Frank was a very active member in those days.

► Looking at those beautiful models Ed shows brings to mind the fact that KCRC is blessed with modelers who can instruct or advise modelers who are starting out or want to change the type of flying they're doing. We have guys who are sail plane experts, helicopter experts, aerobatic experts, jet experts.; builders and flyers of all type of flying models. Why don't we list or post the names of the experts in our club so that members or prospective members can get in touch with them for advice. A list of names on the website or posted at the pavilion or in the newsletter would be helpful and I should think create more interest. In fact, now that I think about it, why don't we



think about demonstrating some of these genre's at an air show? Since we no longer have bleachers, we could set up a schedule so people could wander around until their specialties were going on display.

► Jim, I'll send several pics of my new J-Bipe. It was designed by Joe David in 1973. The plane was kitted by RAL-VIN Industries in W. Long Branch, N.J. The wing span is 54" for the top wing. It is covered with 21st Century fabric (wings and stab) and MonoKote (fuselage) and various off-shoots of Oracover/Ultracoat on the fin and rudder, as well as much of the iron-on trim. The roundels are from Major Decals, and I cut the rest of the vinyl trim on my cutter. An O.S. Max .61 ABC engine powers it, and the guidance comes from a Spektrum DX-9 and a 9-channel receiver with a 6v NiMH battery pack and digital servos. I have run the engine, but have not flown it, yet.....**Phil Spelt**



► And another great looking model from KCRC Secretary Phil Spelt.. This one is an SPA legal pattern model that Phil plans to fly in next years SPA contest. It's a beauty, Phil, and a departure from all the look-a-like pattern jobs. I'm looking forward to seeing it fly.



Incidentally, Phil says he managed to stick his left hand in the prop while testing it. Several stitches and a bunch of pain.

Been there, done that..... ■

KCRC Executive Committee Minutes of July 15, 2014, Meeting

President Phil Cope called the meeting to order a few minutes after 7 pm, at the home of Jeff Prosis, Board member. Others in attendance, in addition to these two were: Phil Spelt, Secretary; Joel Hebert, Treasurer; Ralph Colon, Safety Officer; Bill Leonard, Board Member; and Ralph Holder, special Board member.

The central topic of concern was the posting of the KCRC Field Safety Rules, how they are to be worded and where they would be posted. After considerable discussion, we decided that the best option was to use the wording from the Club ByLaws, with an additional item covering field courtesy which would capture the essence of that topic in the ByLaws. Secretary Spelt was tasked to provide the final version of the Rules for posting, including the 10th item on field courtesy. As of this writing, those revisions to the proposed Rules have been submitted to the Executive Committee.

Ralph Colon described the future use of the Frequency Board. We agreed that it is necessary to continue to use this board, as some pilots are still flying on 72 MHz. It also provides a place for us to keep and use the 2.4 GHz pins for those who are using that frequency band. The side of the board facing the parking lot is to be used for a welcoming sign for visitors and the rules for non-flying visitors to the field. It was noted that a number of visitors are wandering up to the flight line to look at planes and ask questions. This is unsafe, and violates both the AMA and KCRC guidelines. We expect that having these things posted on the parking lot side of the frequency board will help alleviate these practices.

We discussed the cost of mowing, including the offer from ex-KCRCer Matt Conser to mow for a lower cost. We decided to stay with the Funk family as long as they want to do the field mowing. Branson is headed to college, but Tasha (Mrs.) Funk has mowed the field at times, so it appears we are still covered.

The topic of the Marines' Mud Run came up. KCRC has not been notified of the date if the event is to happen. We assumed it would, and Secretary Spelt was tasked with finding out about it. (As of this writing, we have received the insurance sheet from the issuing agency, and that is all.)

We asked Jeff Prosis to update the KCRC Membership Application, i.e. date and year.

Meeting was adjourned at 7:50pm.

Respectfully submitted,....Philip F. Spelt, Sec

NOTICE

**DON'T FORGET
THAT THE
SEPTEMBER
MEETING WILL BE
A WEEK EARLY.**

**IT WILL BE ON
SATURDAY,
SEPTEMBER 6th,
2014**

at KCRC FIELD.

10:00 AM

**Any of you guys ever read
this newsletter?**