



## Newsletter

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## Has Flying Gotten Boring for You?

Jim Wallen, Club Corner author, [sjwallen@tde.com](mailto:sjwallen@tde.com)

I have always advertised our sport/hobby as a good place to build and fly in a wholesome, safe environment. While I stand by my statement, I believe it is important to put it in the proper perspective.

Perhaps friends and family are higher on the importance scale than doing a perfect rolling circle or inverted spin. Leading a balanced life while making positive contributions to our society should be placed near the top of the importance scale as well. Every individual has different categories that add value and satisfaction to his or her life.

Model aviation can be the glue that helps us add value to those things we hold dear and are of the highest importance. Taking a grandchild to the flying field or club meeting might just spark an interest in the child that adds an element of bonding between the youth and grandparent.

It doesn't have to be a child. It could be a coworker or neighbor who could benefit from the new glue in the friendship. In my case, when I go to a club meeting or to a flying field, I spend a great deal of time just chatting with folks. The conversations do not have to be centered on model aviation. They could be directed to social issues as well as domestic or foreign subjects. If one keeps the conversations constructive, it can be a great relationship builder.

Model aviation, in addition to flying and building, can be the mechanism for bringing folks together and creating good relationships. Isn't it lucky for us to have a hobby like ours that gives us the power to better our lives! ..■ Editors note::From the AMA Insider archives.

## THIS'N THAT



Here is a short history of my involvement with RC. There's a Min-X Galloping Ghost tranny missing from the left end and a Kyosha 5 channel PCM plus a Sport Series 5 channel Kraft from about the middle of the line up, but I think all the rest are there from a half century of accumulating. All of them were well used and all of them were very dependable; even the CB band MAN 2-3-4 on the left. An intelligent man would have sold one before buying another but I guess I'm a pack rat. Never sold much of anything and now am covered up with junk.( But I still get a kick out of the memories and playing with the old junk ).

► Read an article in the latest AMA magazine about a hybrid model that can fly both as a plane and like a quadcopter. The secret of being able to control something like that lies in the electronic controller and the gyro. I once saw a visitor at KCRCTN field flying a quadcopter using what looked like an Ipad as his transmitter. He'd program a command in the Ipad and the quad would proceed to do it. He could set a destination and the GPS onboard the flying unit would drive the model out to that position and then on command, return to him..

I remember the old days and the difficulty of learning to fly a helicopter before the gyro became a needful piece of equipment. It was very difficult to keep control while flying the model..

What I'm driving at is that soon the pilot might not even be required. I'm not sure how I feel about all the advances in the electronic controllers. We used to have to fly the model. If you screwed up, the model crashed. Now we have electronic devices to help us recover from screwing up.

It reminds me of the work I used to do at ORNL. In the eighties I decided to learn machine language and program a simple desk top computer to run the experiment I was working on. It was fun learning and when I got it done it worked very well. But turns out my job then wasn't quite as interesting. It got a bit boring because I wasn't as much in control.. Seemed like the machine didn't even need me once it got started. The data was maybe even more accurate

using the PC but it lost something in the execution..

I guess it just goes to show what a wonderful hobby we have. What ever turns you on, we've got it!! If you just want to build, OK. If you just want to fly, OK. And if you just want to putter around with electrons, that's OK too...

► Recently, **Allan Veleo** sent me a note on one of his upcoming project. He says he will update us as he goes along.

He drew up his plans, converted them to a PDF file and had **Knox Blue Print Service** ( these folks do a good job ! ) copy them into a full size working plan for building. I'm looking forward to seeing what Allan has come up with.

► Thinking about copying the plans reminds me; when building a model, I usually cut up the kit plan in order to pin the sections on my building board. I invariably destroy those sections or make them pretty ratty during the building process. If it is a model plan you think you might need to use for making future crash repairs, or might want to scratch build in the future, or even save in order to keep a library of the kits you have built, it creates a bit of a problem. One way to solve this is to make a copy of the plans and cut the copy up.

I took a set of plans to Kinko's a few years back and they would not copy them because of fears of violating copyright laws. Seems to me that when you buy the kit, the plans are yours to do with as you want so long as you don't try to profit by them or take credit for designing them. Frankly, I don't know what you're allowed to do legally to solve this problem.. Any one care to enlighten us? I'll gladly pass on the info and give you credit for it.

► Here's a picture of **Larry Hayes'** new model.



*Illustration 1: Bill Leonard sent this pic of Larry Hayes and his new Yak 54 from Motion RC..*

A Yak 54 from FMS. 51 inch span powered by 4000 ma 4S battery.

► I really appreciate hearing from you guys and your ongoing projects. The rest of the membership also gets enjoyment out of reading about them. Please help me out by sending me pictures and info on what you are doing ( it makes the newsletter more interesting. )...■

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## KCRC Club Meeting

Minutes, September 8, 2014

President **Phil Cope** called the meeting to order at 10:00am. **President Cope** called for visitors and new members to stand and be recognized – there were none at that time, but visitors and potential members **Errol Lyons** and **Mike Worley** arrived later in the meeting.

Minutes of the August meeting were approved as presented in the September News Letter.

**Joel Hebert** gave the Treasurer's Report, which was approved by voice vote.

### OLD BUSINESS

Under Old Business, Secretary **Phil Spelt** reported on the late contact with the **Marine Reserve League about the Mud Run**, to be held on Saturday, September 13, 2014. Their explanation was that there is a new chair of the event (as happened last year, also). KCRC's hosting of that event and closing of the field to flying on that Saturday were approved by voice vote. There was some discussion of recent damage to the facility's hay production in recent years. The hay folks have asked for \$800.00 for fertilizer to make the field more productive. A suggestion was made to split that cost with them. We also discussed bush-hogging the field twice a year, vs. spending additional money on treating the field. No final decision was reached.

### NEW BUSINESS

Under New Business, President **Phil Cope** took time to thank a number of Club members who had gone above and beyond to help the Club. These people included **Ralph Holder** and **John Basalone** (benches, mowing, hauling away of 5 old benches, and installing larger charging shelves on the pit shelter uprights); a couple of others for helping rescue treed planes, and for removing obstacles to flying.

**Phil Spelt** announced the Top Novice



event at the **Alabaster, AL**, club field on September 27<sup>th</sup>. He offered flyers for anyone interested.

### Crash of the Month:

Several crashes were described, but either the "crasher" was not at the meeting or had already won for this year, so no award was given.

### Model of the Month:

Three models (one not eligible) were presented: **Phil Spelt** showed his SPA-legal J-Bipe, which was shown in the September Newsletter.

**Craig Dieter** showed his electric



**Piper Cub** built from a short kit ( Ed. Note:: A Pat Tritle kit.:Wing span 60 inches, length 38.3 inches, weight without battery is 20 ounces.Power is an E-Flight 400 with a 2S 1300 battery. This one will also have a simplified interior, including the 2 seats, instrument panel, rudder pedals and control sticks..).



*Illustration 2: Here is a picture of Ed Dumas launching his Sailaire MOM winner..*

**Ed Dumas** showed a large glider, the **SailAire** ( also shown in September's

newsletter ), which had been built by someone ( Ed note:: Frank Hensley built it. ) in 1985, and Ed had recently recovered and rebuilt it. He will enter it in a glider competition later this month in **Tullahoma**. The **SailAire** took home MoM honors.

**Meeting adjourned at 11:05am.**

**Minutes by Phil Spelt, KCRC Secretary**

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## A BIT MORE THIS'N THAT

### ► Tullahoma Soaring Contest

Hi Jim,

Here is a short report on the soaring contest at Tullahoma last weekend for the newsletter. A few pictures are here:

<http://eddumas.smugmug.com/Aviation/Tullahoma-Soaring/>



*Illustration 3: Ed and friends at Tullahoma.*

*Picture by Maria Crenshaw.*

I flew in the 43rd annual Coffee Airfoilers fall soaring contest on September 13 and 14, 2014 in Tullahoma, TN and had a great time! The contest was very laid back and easy going with only 9 contestants in attendance flying "old-fashioned" 10 minute duration on both days. Saturday was limited to sailplanes with rudder, elevator, and spoiler (RES) controls only. Sunday was unlimited and brought out the "full-house" ships. I flew an Aquila on Saturday and a Sailaire on Sunday, both RES sailplanes. The last time I flew in a contest at Tullahoma was in 2002.

This contest was a bit different than the old days, primarily due to the low turnout and the advent of 2.4 GHz radios... The old flight order is gone. They used an open winch, which allowed everyone the opportunity to fly anytime they wanted during the round, which usually lasted 1 hour. We flew one and timed one and generally got to pick the times we flew in the round, which was very nice.

Saturday was windy and overcast most of the

day. Lift was sparse and those that found enough of it to max consistently were lucky. Sunday was better, being mostly sunny with good lift nearly all day and light winds, except for the first round when low clouds left over from pre-dawn fog caused a few airplanes to disappear at the top of the launch... which made for some interesting first flights that morning! We flew six rounds on both Saturday and Sunday and finished before 3:00 pm each day. I managed either 5th or 6th on Saturday (I wasn't paying that much attention to the standings), but came in 2nd on Sunday behind Don Cleveland of Tullahoma. Another Knoxvillean, Garry Ogilvie, placed on both Saturday and Sunday and did well. Bill Jenkins won it on Saturday.

I saw several good friends during the contest, but missed a lot more that have passed away since the last time I was there. Ironically, I was the youngest flyer when I flew in my first Tullahoma contest in 1981. I continued to be the youngest (or nearly so) every year I went back, including this year. With the population dwindling and not being replaced by younger people, thermal duration contests are slowly dying away...

I don't know if Tullahoma will have another thermal duration contest, but between ALES (altitude-limited electric soaring) and a large crop of new people flying HLG (hand-launch gliders) and DLG (discus launch gliders) there will be more soaring contests for sure, albeit with newer sailplanes. My old sailplanes won't be competitive that much longer.

**The times they are a changin'...Ed Dumas** ■

## ASHEVILLE 2014

### ASHEVILLE, NC...Sept. 13 & 14, 2015 by Phil Spelt

How often have you wondered, "do the temperatures change rapidly and the winds howl at almost 3000 feet (ASL) altitude"? A unanimous YES echoes from the attendees to the annual SPA bash in Asheville, NC. This paraphrase from **Bruce Underwood**, President of the Senior Pattern Association, does a great job of summing up conditions in Asheville, NC, on the weekend of September 13<sup>th</sup> and 14<sup>th</sup>.. The elevation is for the field, not the heights of our R/C planes' flying.

Friday's practice session was nice and warm, and mostly sunny. Saturday, the first 4 (or 3 rounds depending on what class one flew), was cloudy, dark and windy! I heard one seasoned pilot say that he'd NEVER fly in these conditions at home – but fly we did.

All classes of the SPA were offered. We had 2 in B-Novice (name to change for next season), 2 Novices, 5 in Sportsman, 4 for Advanced, 4 in Expert, and 6 in

Senior Expert. These made a total of 23 pilots. The classes with fewer pilots got in all 6 rounds, whereas the rest of us only flew 5 rounds, due to excessively high winds late Saturday.

KCRCers who flew in Asheville were **Warren Oliver**, who finished 3<sup>rd</sup> in Expert, against some very experienced and talented pilots, and **Phil Spelt**, who was back on the circuit after a layoff of almost 2 full seasons due to back injury. Warren was flying an electric version of the Oliver Twist, which he designed as a pattern ship when he was 14, as I recall. In order to fly it as an electric, he did a lot of lightening of the airframe, and made a number of molds for fiberglass parts – such as cowl, canopy/turtle deck, and wing fillets. Warren has added LEDs at several points on the plane to aid visibility, and they really worked well in Saturday afternoon's darkness! Phil flew his venerable old Curare, which started out as the late Ed Hartley's backup plane. It certainly flies well enough for Phil's skills.

During the spring of 2015, Warren and Phil expect to have some SPA flying sessions with coaching at our field to introduce the "Old-Timey" Pattern flying to any who are interested in giving it a try. It really offers lots of great fun along with the thrill of competing in a pattern contest. Y'all come on out and try it – it really is great FUN!...Phil ■



*Illustration 4: Phil mentions "venerable"; This is from 2009. Phil and his Curare.*

Somewhere I have a picture of Warren and his Oliver Twist. I'll show it next time.....Jim ■