



Newsletter

Knoxville TN Nov 2014 AMA #594

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THIS'N THAT

► I have been enjoying the holiday seasons for 86 years and they have been a huge source of very pleasant memories. I had a fair sized family and **Thanksgiving** and **Christmas** was always an excuse to get together. When I was in the service in the forties, I was stationed at Wright-Patterson in Dayton, Ohio, and fortunate to be close enough to get home for most all holidays. Those were good memories but the best are the ones from my childhood days and growing up in a small rural town in the south.

► The mention of Wright-Pat reminds me that the early jet planes were just beginning to come into the base for testing. I don't remember who produced it, but I bought a kit of one of the early jet planes and it used a CO2 cartridge for the engine. After building it, I put in a cartridge and tested it between the barracks. It was more like a rocket than a jet and it flew like a rocket. Right into the side of the barracks building. There wasn't much left to mourn over but the pleasure was in the building anyhow.

► Talking about **those memories was just to say I hope you all have a great Thanksgiving celebration at your house.....Jim**

► Do You Want To Learn CAD?

I have found some free 2D (2 dimensional) computer-aided design and drafting (CADD) software that some of you might be interested in. It is called DraftSight CAD Software and a free version is available from Dassault Systems who are the developer of Catia and Solidworks which are very powerful 3D applications used worldwide. This is not bootlegged software. This is a legitimate download and you register your authorized copy of DraftSight

KCRC meetings will be at Fellowship Church on Middlebrook Pike for the winter. November meeting will be on Nov 11th. 7:00 PM in room 601.

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

with the developer. You can download the free version (there are some paid versions) of DraftSight at <http://www.solidworks.com/>. Go to

Home>Products>Free Cad Tools to find the download button. I have briefly looked at it and it appears to be a full functioning CAD program and it opens Autocad type of drawing files (.DWG and .DXF). There is also a

DraftSight Resource Center on the website with video tutorials, tips and tricks, and other helpful resources to learn how to create your designs. Also, and best of all, you can export your drawings to .PDF format which means you can easily print your drawings on your printer at home or at your local office

supply retailer. Check with your local office supply retailer to see what the largest plot they can make. The service I use can plot up to E size (34" x 44") which is about right for model airplane designs. If you never have used CADD before you will be a bit overwhelmed at first. There are a lot of menus, toolbars and icons on the screen but just take it step by step. At home I use AutoCAD LT for working on my projects and professionally I do 3D modeling for an engineering company. A last note on this topic is Draftsight will run on older PCs (Windows XP 32-bit) but you really do need at least 2 megabytes of RAM for any CAD software to run well. A strong graphics card and a 22 inch monitor is also a big plus for doing CAD but you probably do not need to upgrade your machine for doing 2D CAD. I'll be glad to try to answer general questions you may have about using CAD but please understand that some specific issues can prove difficult to resolve without actually seeing your screen.**Dan Toombs**

Ed note::: Thanks, Dan, for the info. I had the old original ModelCad program and tried a few times to master it but I didn't have the patience to get very far. I did manage to learn how to scale wing ribs for a

tapered wing and used it mostly for that..

► **Harriman RC club had their Warbird fly-in** on a recent weekend and it must have been a blast! KCRCer **Steve Jones** took a bunch of pictures and posted them on the KCRC website. Check them out.

According to the pictures, at least three ultralite planes were there. Here is a picture of one of them. Don't know who they are but they were having a high old time.



Steve also got a picture of one model that looks suspiciously like my old **Hangar 9 PT-19**. It was one of their early ARFs and very heavy. I flew it with an old Enya 1.20 four stroke. Slow but fairly scale speed. **Phil Spelt** was redoing it last I heard.



► **It doesn't happen** very often, but every once in a while somebody has a malfunction (or pilot error) and dumps his beautiful creation into **Melton Hill Lake**. I've done it a couple times and I'll bet that most every member who has spent much time flying at the field has done it too.

I remember one time when a certain heart surgeon saw his model drop out of the northwest sky. He took off to find it and as soon as I landed my model I went to help him. I got to the parking lot in the park and saw his clothing piled up by the launch ramp and his head bobbing along in the water as he swam toward his model about 100 yards out in the lake. I watched and waited with my heart in my mouth till he got back to the launch ramp because I'm not

sure I could have helped him if he got in trouble.

Randy Philipps sent a photo of the group effort that occurs when a KCRC flyer has a problem and Phil Cope describes the activity going on...



“ That is me, **Rick Thompson**, and **John Basalone** dragging the boat. **Eddie Smith** carries his plane that I recovered. Eddie got disoriented and went into the water. The engine went to the bottom of the lake. Everyone at the field jumped in to help. The boat was loaded on a members trailer and hauled to the lake. **Craig Dieter** and others went through the woods to see if they could recover the plane using my rope. He called me and said the plane was located but we needed the boat. Several members carried the boat to the water and I literally went up the creek without a paddle. The plane had drifted under tree limbs several feet from the shore. It was around the bend enough that it wasn't visible from the boat launch. I was able to get the plane into the boat and started back with my 1"x6" paddle board. I pulled in before I reached the boat launch and our group hauled the boat back to the trailer. The only water in the boat came from loading the plane. The plane's radio started responding as it dried out ”.....**Phil Cope** ■

Sorry to hear that Margaret Hunt had passed away. Margaret was the wife of Emeritus member Dennis Hunt. Our condolences go out to Dennis and his family.

Minutes of the KCRC Club Meeting

October 11, 2014

President Phil Cope called the meeting to order at 10:00am at the flying field. A new

member introduced himself, **Errol Lyons**.

Treasurer Joel Hebert presented the Treasurer's Report, which was approved unanimously. During discussion of the report, **Secretary Phil Spelt** reminded the Club of the request to fertilize the field for hay next spring, and urged that we conserve treasury funds for that expense.

Minutes of the September Club meeting were approved as presented in the October NewsLetter.

There was no Old Business.

Under New Business, President Cope reported that he saw a man using our pavilion to photograph the parking lot and field area south of the pavilion. His purpose was for installing solar panels in that area. The best **Phil Cope** could remember, the man was working for a company called **Anseco**. **Phil Spelt** is tasked to discuss this development with **Knox County Parks and Recreation Commissioner Doug Bataille**. **Phil Spelt** will call him Monday to see what he knows, and report to **President Cope** afterwards.

Phil Spelt presented the 2015 Senior Pattern Association pattern contest for KCRC to hold on the weekend of May 15 & 16, 2015. He requested that the Club approve that event for that weekend, and made a motion to that effect. The motion passed unanimously.

Phil Cope reported on a demonstration that he and **Joel Hebert** had done at the **Tennessee School for the Deaf**. They received a nice certificate, signed by the STEM students in the class. The liaison for the event was **Lisa Tackett**, and she was given a KCRC membership for the rest of this year.

There were no entries for **Model of the Month**.

Several mishaps were described for **Crash of the Month**: **Bill Dodge** described the August crash of his **Ultimate Kaos** at the Chattanooga contest, but he was not eligible, having won COM previously this year. **Steve Jones** told of his motor glider going into the water treatment plant; and several folks described **Eddie Smith's** foray into **Melton Hill Lake**. The KCRC boat donated by **Tim Cox** was used for the first time to rescue Eddie's plane, and **Phil Cope** reported that, as the water drained from the fuselage, the radio came back to life and the servos were moving.

Finally, **Phil Spelt** described the demise of his "**Ed Hartley Curare**" at the **Cullman, AL, SPA**

Masters' contest this month. Since **Steve Jones** withdrew his glider accident, **Phil Spelt** won the glue for Crash of the Month by default. He was able to buy another partially-finished **Curare** from its original builder, so the glue he won will be used to finish the new **Curare**.

Carroll Jernigan showed the members a Fox .40 glow engine that he had converted to "electric" – that is, he had removed all the internal workings and mounted a strong electric motor behind the Fox 40. The motor turned a shaft in the Fox engine which drives a propeller, so, although the power is electric, it appears that the Fox is actually running the propeller. **Carroll** plans to use this on an antique airplane.

Respectfully submitted, Phil Spelt, Secretary
(Editors note::: I've never read it but I wonder what our lease says about our rights concerning the field. Wonder what the solar panels are intended to power.)...■

Society of Antique Modelers



Illustration 1: KCRC Emeritus member and SAM Hall of Famer George Shacklett and his Flamingo in Muncie..

The **SAM Champs** for 2014 were held at the **AMA National Flying Site in Muncie IN** on September 15-20. There were 107 contestants, in both RC and Free Flight. The Champs are held in Nevada on alternate years. Usually the members east of the Mississippi are at Muncie and the far western members attend in Nevada. There were some contestants from Europe. Some from the US go to Europe for their contests.

In the RC section, there are about 20 events plus 8 electric events. All have limited engine runs generally about 35 seconds or fuel allotment limitation. They are scored on total time in the air—climb & glide.

Obviously knowing when to launch into thermals and "reading the air" when you are up there contribute a lot to winning. Some events are much more popular than others. Electric flyers are increasing in number. Different gas events are designated glow or antique ignition engines. There are a couple of events for Brown Jr. engines, which Bill Brown started in the 1930's. Some Browns are original. All models must be on the SAM approved list ((1936-1950 designs). Also engines must be on the approved SAM list.

The Tennessee Valley SAM Chapter 43 was well represented in Muncie. I think we had 8, maybe 10 members there. Some placed in the winners circle. We may have been the chapter with a high number from one club---won't know number of TN winners till later. Our chapter membership is scattered all over East Tennessee, so we don't have frequent gatherings, but when we do it's good fun.

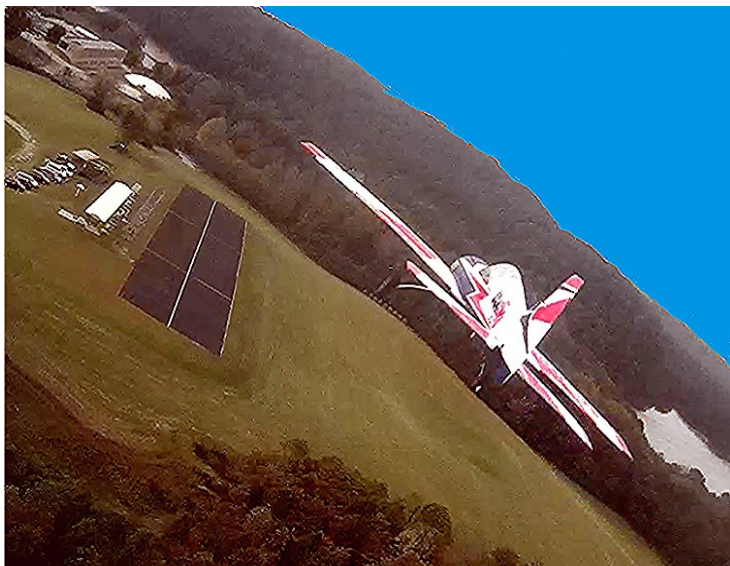
I think SAM would be of interest to a lot more flyers if they could see some of the activity. Some of us who can't fly aerobatics anymore (in my case never could) find it fun to fly our climb & glide airplanes. The models are inherently stable, so you don't have to respond within a Nano second to an equilibrium disturbance. Many find the shape and beauty of the old models of interest plus the fact that they are beautiful in the air. I will be glad to put anyone interested in touch with a SAM member who can get them started.

.....George Shacklett

Editors note:::Thanks, George, for keeping us up on SAM activities. I'm surprised more KCRC members don't participate.. I'm surprised I never tried cause I love those old models.....

MORE THIS'N THAT

► **Frank Allemand** sent a great picture ripped from a video that Eric Thompson made of Frank's Yak on approach to KCRC's runway. This is what it would



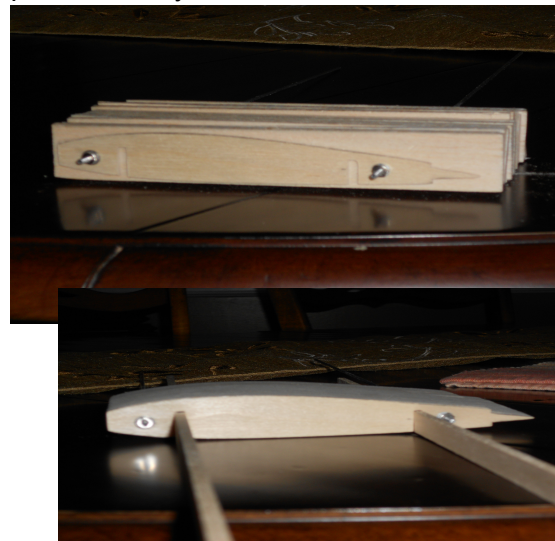
look like on a gun camera if you were flying a WWII fighter on the tail of another plane. The video can be seen at

http://youtu.be/wfWHTpg0_C8

► **I'm sure that all you builders have ways to ease doing certain things. Allan Veleo sent me this one. How about some more tips to help make things easie for guys who are starting out in building.r**

Thanks, Allan. This will help somebody.....

"How do you make 50 identical wing ribs for a scratch build project. Of course if a wing has a constant chord it's easy. Just sandwich a bunch of balsa pieces in between two plywood templates, and then use a micro plane, razor saw, needle file, and sanding block to remove the unwanted material. The hardware used in this cae was a pair of 2/26 pushrods backed with a couple of 1/16" wheel collars. I found that I could get too much pressure on the balsa blanks If I wasn't careful. The friction of the balsa balnks was more that enough to hold things straight with only gentle pressure on the hardware. I did three sets of these sandwiches to get my 50 wing ribs and I had a hard time telling which ribs came from which set. One photo has the blanks up for carving the other has a finished carving with the spars inserterd to verify the fit. The most important thing is to get the two plywood templates exactly the same.



I don't think the the airplane for this set will make the club meeting in November but it will be seen sometime this Winter, reasonable health and low water cooperating. I will say that it's being built from a set of kit plans from a bygone manufacturer and it's a scale model of a vintage airplane that captures my imagination. What else, huh.Allan "

When you guys send me pictures or write ups on things you find interesting, it sure makes my job easier and a better and more interesting newsletter. Please keep them coming.....Jim