



KNOX COUNTY RADIO CONTROL

Newsletter

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2014 Elected officers

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

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

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EXECUTIVE BOARD.

Jeff Prosize.....jeffpro@wintellect.com

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Safety Officer.....Allan Valeo.....allan.valeo@snet.net

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THIS'N THAT

► Wow! Another year gone by. It sure has been a bad year for me as far as getting any flying in. I don't think I got a single flight (not counting my quad-copter and my small helicopter). I did get in a bit of building. I finished the little PT-19 from TopNotch Models but haven't flown it yet..

► **Ed Dumas** was the photographer for the great picture of **Jeff Prosize's** jet shown flying in the Dec issue of the newsletter. **Ed** took it at House Mountain club site along with some other great pictures. Check them out at;

<http://eddumas.smugmug.com/Aviation/huckfest-day-3/>

► **Erik Waluska** says that on several occasions lately he has found the gate lock closed but with the combination still set on the dials and the lock ready to open. Please spin the combination off the dials when you lock up. We need to be careful about locking the place when we leave in order to limit vandalism.

► **Emeritus member George Shacklett** sent me a SAM newsletter sent out by one of the west coast clubs. A great read and a lot of activity by those magnificent men and their flying machines. See it at;

<http://www.antiquemodeler.org/>

Takes a lot of open space to fly free flight but using RC, we could easily get some activity at our field. The models are sure pretty and fly great. ■ .

A SIMPLE TIP

Allan Valeo sent me another tip for you builders.

Fabricating strong curved structures

One way to make a curved outer edge for a flying surface like an elliptical wingtip, elevator or fin and rudder pair, is to warp layers of balsa strip around a form and then laminate them. The result is a curved piece that has the grain of the wood in line with the curve giving it the maximum strength possible.

First, make a paper template by tracing the outline of the inner edge of the piece.

Then, cut odd pieces of scrap balsa of the

appropriate thickness, shape them to match the curve and glue them down onto the template. Secure the form to the bench and wrap water soaked strips of balsa around the form and let them dry thoroughly. The strips will spring back a bit when they're released but when the process is repeated with glue in between the layers of laminate, the result will be a rock solid curved edge that will stand up to a lot of abuse when the glue is dry.

I like aliphatic glues like Sig Bond for this technique but most good wood glues will work well. They mimic the wetting process which seems to help. Just don't bond the first layer to the form and do use a release paper like waxed paper under the final glue-up. I used my Magna-Jig to hold things in place and did six forms in 3/16" x 1/16" strips this way in short order. Well..., relatively short order. And, finally, I have a use for those odd pieces of scrap balsa!....**Allan Valeo**.

(Editors note:: Thanks, Allan. I can vouch for this tip. I've built several models that used this method to make odd shaped forms. The rudder on a Fokker Dr1 is a perfect example. You need a strong curved outer rim for the rudder since there's a fair amount of stress on it and a solid structure doesn't look right. I built a Dave Platt designed Top Flight model of the Dr1 back in the seventies and almost every curved tip was made this way. I had pretty good luck just wiping off excess water and applying glue and laminating in one action.) ■

How do you decide what to build?

I don't know about you, but to me, it makes a big, big difference in how much pleasure I get when building models. Some people, me included, build all the model kits they manage to acquire. Coming across a good buy or somebody trading you a kit usually precedes a building session for me. However, unless something about the plane catches my fancy or it's a favorite of mine, It usually just turns into a build and the pleasure of the build is average. But if it's a plane that turns me on, it becomes a labor of love.

For example, way back in the early forties, I saw a picture of a **Westland Lysander** and I was hooked. Fifty years later, **Bob Morris** had a set of plans of the

model at one of our flea markets and I managed to get them..

It was a very difficult build but I struggled with it and finished it. I didn't think there was a prayer of a chance that it would fly because of the weight and the wing loading. It hung on the ceiling of my garage for years before I threw it away. I did however enjoy the project immensely.



Sometimes the thrill of trying something different is enough to get me going, such as the PizzaBoxTop in the picture above. This one was a winner since it was a pretty good flyer.

Recently, the club had a Contender club build. The Contender was never a favorite of mine but I built one anyhow. Always get a kick out of the building phase but still haven't flown it

Send me an email about your preferences and experiences.....Jim. ■

Knox County R/C Society, Inc.

Minutes of the December, 2014, Meeting

President Phil Cope called the meeting to order at 7:00pm. **Thelma Snyder** rose to be recognized as our guest when **Phil** asked for any guests to identify themselves.

The Minutes of the November meeting were approved by unanimous voice vote.

Treasurer Joel Hebert presented the December treasurer's Report, along with a spending summary of 2014 and a summary of cash in and out for November. The Treasurer's Report was passed unanimously.

Old Business:

President Cope recognized **Ms. Cindy Pate** for providing a feast for Club members at the field. **Cindy** is taking flying lessons from **Phil**.

Joel Hebert made a motion to raise our annual dues to \$72.00 per year for an individual member, \$84.00 for a Family membership (all living at the same address), and \$36.00 for a student membership. This motion was the result of discussion at our November meeting, as required by our ByLaws. The motion passed unanimously by hand vote.

President Cope also reported that our January

Annual Banquet has been set with the restaurant for **6:30pm on January 13th, 2015, at the Golden Oak Buffet in Oak Ridge**. All Club members and family are encouraged to attend, to start the New Year off in a festive mood.

New Business:

Ed Dumas asked for permission from the Club to fly a research hexicopter for his work at NOAA. The craft would carry various instruments aloft to assess the efficacy of this procedure to gather data on weather conditions to aid in forecasting. He assured the Club that the flights will comply fully with all the new FAA regulations, as well as the AMA and KCRC flight safety rules. He said it would in no way interfere with KCRC members' regular flying. **Secretary Phil Spelt** made a motion to permit this flying activity, seconded by **President-Elect Ralph Holder**. The motion passed by unanimous voice vote. **Phil Spelt** was tasked to write a letter of KCRC's support of this activity. As of the writing of these minutes, this letter is written.

Model of the Month:

Allan Valeo presented the only MoM candidate – a beautiful **Great Lakes Trainer** biplane.



Allan scratch-built the plane from original FlyLine plans. The airframe is covered in orange MonoKote with beautifully-done black trim. The airplane is powered by an OS .25 LA, and weighs 3.5 pounds. As the only candidate this month, Allan won the MoM "contest".

Crash of the Month:

There were several CoM's this month. **Ralph Holder** lost his new Great Planes revolver (MOM candidate from November) because the firewall separated from the rest of the airframe, pulling various other pieces with it. Check out the ARF-Assembly articles starting in this New Year's newsletter for ways to avoid this kind of thing.

Ralph Colon's electric Spitfire, by Phoenix Models, stalled into a tall tree due to a weak battery. In trying to "fly" it out of the tree, it did a dive-bomb run toward **Ralph**, causing him to "run for the hills" and the plane crashed.

Brad Butzback had a Goldberg Chipmunk flying along, and it got clipped by a **Phil Cope** student. The student's plane was totally unscratched, but the Chipmunk was totally trashed. Being the kind of instructor he is, **Phil** found a free Sig 4-Star 40 kit, which he built, equipped with a Saito 80 that had new bearings, and gave it to Brad as a replacement.

Finally, **Phil Cope's** venerable Avistar, which has trained lost of students, met its demise due to the failure of a LiFe battery powering the receiver and servos. This crash was not part of the competition. With a hand vote, **Ralph Colon's** Spitfire won the CoM by a large number of votes.

PROGRAM

The program for this month was presented by **Jack Cooper**, a new member from Kansas who manufactures airframes and RTFs of various types. A photo of one of his airfoiled foamies accompanies these minutes.



Meeting adjourned about 8:00pm.
Respectfully submitted, Philip F. Spelt,
Secretary....

Assembling an ARF By Phil Spelt

Chapter I – Getting Started

This effort will be a series of articles on how to properly assemble and prepare an ARF for flying. Even if you are an experienced builder, I hope there be something new here for you. There are often several ways to accomplish a given certain task, so if something you already do works, by all means continue to do it your way!

First a bit of background: I built my first model when I was about 6 years old – a 10-cent stick and tissue paper Guillows or Comet model from the local dime store. That was in 1943, and I have been building ever since. My building experience covers everything from airplanes to cars, rockets, boats and helicopters – not all of them R/C, of course. I have flown free-flight,

control line and radio control aircraft. I have built aircraft from ARF “kits”; balsa kits in which all parts (formers, ribs, etc.) had to be cut from printed sheet balsa; and planes which were built entirely from raw materials – making fiberglass parts, and using Styrofoam, balsa, basswood and plywood. So, I have “seen it all” and made almost all the mistakes that could be made.

Assembling an ARF is by far the easiest task to undertake – until something in the package doesn't fit, or the instructions are not adequate or accurate. Then the task suddenly becomes REALLY hard, and experience building from kits is very helpful. I expect to cover as many parts of the assembly process as I can in this series of articles. I will use the Great Planes/Carl Goldberg Falcon 56 ARF.



Illustration 1: Fig. 1. The Falcon 56 box as delivered from Tower Hobbies.

This is a shoulder-wing semi-trainer that would make a fine second airplane for someone who has recently learned to fly. It is also quite aerobatic. Shortly after I learned to fly R/C, a friend in Indiana had a Falcon 56 he built from a kit, and he “flew the wings off” that little plane. He did things with it I only wished I could do. I recently checked Tower Hobbies, and this plane is now only available as a 37” EP ARF. However, the techniques described here will work on any ARF. If you have been reluctant to tackle even an ARF, I hope you will feel confident enough to try it after reading these articles.

Selecting the ARF –

As you may already know, some manufacturers make better ARFs than others. You should check with other RCers to find out about the brand or particular ARF you are considering.



When you open the box you should check to make sure all parts that should be there, are. The Falcon 56 manual had no listing of what should be there,

so I thumbed through the manual looking at pictures to see what was included. There is a listing of things needed to complete the plane, and that will also help in knowing what should be there. Many manuals do have a listing of everything in the box, and this makes the task easier, of course

Preparing for Actual Assembly --

Once you are satisfied that you have all you should, you are ready to begin the assembly process. If you do not have on hand everything in the "Needed to Complete..." list, make sure you do have the items necessary for the step you are starting. For example, if you get to the place where you need to put a 2-piece motor mount together and fasten it to the firewall, you need to have the engine there to set the width of mount beams and drill them for the engine mounting holes. And, if you need to set the distance from the firewall to the thrust washer, to properly position a spinner relative to the fuse, you obviously need the spinner there.

Let's talk glues --

ARF manufacturers often indicate what type of glue is to be used at each gluing step. If they do not, then it is up to the builder to decide. Glues most often used for building/assembling these days include epoxy, CA (Cyanoacrilate, aka Super Glue), Carpenter's or Wood Glue (not Elmer's white school paste!), Gorilla Glue, and the exotic glues such as polyurethane or acrylic glue. Not all epoxies are created equal. Longer-setting epoxy will set to a harder, more durable bond than the short-setting epoxies such as 5-minute epoxy. Thus, for gluing in firewalls, engine mounting beams and for wing joining, a 1-hour epoxy is the preferred glue. The additional setting time also offers a better opportunity to get parts properly aligned before the glue starts to set. The same concept applies to CA glues, over a much shorter time span. Thin CA put directly on a balsa joint will allow almost no adjusting of the parts, whereas Medium and Thick CAs will offer a little more time for proper positioning of the parts. It is often handy to have a spray bottle of CA Accelerator or "Kicker" to speed the setting of the thicker CAs. Always remember, "normal" CA will dissolve most foam. In order to glue foam you should use "Foam-Safe" or odorless CA. Of course, there is also Foam-Safe Kicker, too --- how else would the manufacturers make more money?

Next month, we will begin the task of assembling this ARF...Phil Spelt...■

The following is a letter sent by Pres-elect Ralph Holder to the KCRC membership. I thought it ought to be included in the first newsletter of his term.....Jim

To: KCRC Members

A "New Year" is around the corner and as your incoming President; I would like to wish all a "Merry Christmas and Happy New Year". May your home be warm with laughter, love, and joy.

If you have not had a chance in the last 6 months to see some of the changes to your field and

its amenities, please find the time to do so. We would like to do more with everyone's help.

Speaking of "help" I am asking for input to what you would like to see our club's direction for 2015. Keep in mind that everyone's input matters. We "all can make a difference" if we put the effort forward.

A. What do you see is the 3 most important things we need to do to make our Club "better"?

B. What activities in 2015 would you like to see our club do and how often?

Keep in mind that each and every member has a vote or voice in the direction of the club. Also remember that the majority that attends the monthly meetings control the direction. So, your attendance is very important. If you want to be heard, attend the meetings.

You can return by email to me (holderrf@charter.net)

**or send it by mail to my address;
6605 Riverview Golf Dr., Loudon, Tn., 37774
or give it to me at the January banquet. Hope to see all at the banquet.**

I thank you in advance for your input and welcome all input. Please email or call me with any concerns or ideas you may have..... Ralph Holder.■



Above is the elected 2015 officers for KCRC. Top right is V-Pres elect Ralph Colon, bottom left is Sec-elect Phil Spelt, and bottom right is Tres-elect Joel Hebert. I'm sure that these fellows will do a good job in the coming year and will be installed at the banquet at the Golden Oak Buffet in Oak Ridge on January 13th.....