



Newsletter

Knoxville TN Feb 2015 AMA #594

Editor....Jim Scarbrough..... scarbj1@yahoo.com

www,kcrctn.com

Jeff Prorise, webmaste jeffpro@wintellect.com

2014 Elected officers

Pres.....Ralp Holder.....holderrf@charter.net

V. Pres.....Ralph Colon.....ralphcolon@bellsouth.net

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

Treasurer...Joel Hebert.....hebertjj@gmail.com

EXECUTIVE BOARD

Jeff Prorise.....jeffpro@wintellect.com

Randy Philipps.....randy@accesssolutionsinc.com

Phil Cope.....philipcope@bellsouth.net

Safety Officer

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

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

THIS'N THAT

► Randy Philipps sent me a couple of pictures of some activity at KCRC on the day after Christmas, 2014.. The first shows a bunch of guys waiting for the fog to clear a bit before sending up their pride and joy..



The second shows a little while later from essentially the same location as action gets underway.



One young flyer is already up and away. Randy says the sun was bright and the temperature reasonable. The grills were fired up and hot dogs and other food

was enjoyed by a pretty good sized crowd. Hasn't been that long ago that I would have been there.

► I remember one contest a few years ago when the fog was about the same as shown here. It began to lift a bit and Mike Foley sent his beautiful Hangar 9 Cub up to find the ceiling. Unfortunately, when he found it, his model disappeared into it. Mike tried to bring his model back out but lost orientation and was looking for it in a different place from where it came out, barreling straight down. Several folks saw it when it came out and tried to point Mike at it but Mike never saw it and the model ended up wet and engineless in Melton Hill Lake. Seems like the engine is lost most every time a model goes into the water.

On another occasion, A small cloud of fog was out over the lake when Fred Heddleson took his model off. We tried to tell Fred not to go in that direction but he flew straight into the small cloud and lost his model into the lake. It's a good idea to be sure of the presence of any fog when you fly and stay out of it.,

► On New Years Day there was a nice article in the Knoxville News Sentinel about KCRC. A couple of pictures and about three quarters of a page of text. Phil Cope, Phil Spelt, John Heard and Cindy Pate were interviewed about their experiences in RC.

Good advertizing for the club.

► Dave Gee in his Safety First column in Model Aviation magazine made some good points. He was talking about extravagant rules being made to stop accidents. Certainly some rules are necessary and helpful but once we start making rules, we all tend to err on the side of absurdity.

What is the number one accident facing modelers? Sticking a finger in the spinning prop. We've been doing it since a spinning prop was installed on the first model and we still do it. You can pass a law making sticking your finger in the prop a felony but unless we eliminate spinning props, we can't stop it. There are other accidents but bloody cuts are number one.

I don't think there is any rules that can prevent

an accident of some kind happening. There will always be something that can go wrong. The most helpful rule made is that you use common sense and stay focused. Even that will not stop all accidents from happening because we simply can't stay focused over very long periods. Also, there is always a possibility of radio or servo failure, although the radios today are much more reliable than they used to be.

.Speaking of safety concerns, newly appointed KCRC Safety Officer Allan Valeo sent me a nice note saying he hopes to contribute to the newsletter each month. Here is his first one.....■

Safety At KCRC

KCRC Safety Officer Allan Valeo

January 4, 2015, at 9:07 PM

Well, I guess I've got my job cut out for me. One thing I'd like to do is put a couple of sentences together for the newsletter on "**Things that I've seen at the field that scare me.**" Here are two examples of things that I might give you. If we're together on it you'll have one every month this year. I'll never use names in this one. If people see themselves in it, all the better, but we're not going to invite big arguments. My understanding is that it's my job to teach not to police.

I saw a pilot standing directly front of an unrestrained live airplane on the runway, transmitter in hand, brain out to lunch. Thankfully nothing went wrong with his throttle finger or the planes motor circuit. I wonder how many bandages it would take to control the damage to...

One of our pilots needed to charge the battery in his plane and chose to string an extension cord (please read, tripping hazard) across the concrete walkway on the flight line to accomodate his charger. A better choice would have been to take the whole setup into the pavilion or to the outlets at the roped area west of the pavilion out of the way. Then, I wonder how much work it would have actually taken to get the battery out of the airplane in the first place.

Best regards,Allan

(Editors note:: Thanks, Allan. Good to remind members that things can (and frequently do) happen.

We had a very experienced and long time member squatting in front of his unrestrained model with an idling .90 two stroke engine when he inadvertently kicked the throttle up. The model jumped at him and when he put his hand up to protect himself, the prop removed his thumb and threw it across the runway.

I once carried a Fokker triplane with an idling engine to the runway. When I set it down, I lost my grip on the transmitter and dropped it, pushing the throttle to high motor. The Fokker did what a Fokker does best; ground looped toward my legs, I did a very energetic dance trying to keep out of the way.

Guys, you have to pay attention at all times....)

► Following is the second installment of **Phil Spelts** article on constructing an Almost-Ready-To-Fly..■

Assembling the ARF Goldberg Falcon 56 Airplane, Part two

The process of assembly should begin with a reading of the manual, so you get a concept of how the manufacturer recommends the process unfolds. If you don't read the entire manual, at least read an entire section for a sub-assembly. This is especially important if you do not have a lot of building experience. This manual for the Falcon 56 has a page and a half of introductory material with construction tips, glues, and comments about maintaining your radio gear and linkages in the plane. The final paragraph is all in very large print, and reads: Caution: Before starting, carefully go over all high stress areas with an epoxy or wood glue to confirm all areas are well glued. While they do not specify what areas are considered "high stress", some of them are the firewall, wing holding apparatus, landing gear areas, etc. Some of these areas are only encountered during assembly, such as the wing joint, tail assembly points, etc. It is also good



Illustration 1: This shows the wheel mount receptacle in the wing of the ARF Dirty Birdie, with hot-melt glue pooled in the bottom (black lines).

Fig 2.

practice to inspect the gluing the manufacturer did to the sub-assemblies. I have heard stories of guys using up 2 bottles of CA to re-glue ARFs they bought. Many ARF factories use hot-melt glue to put the airframes together, and the glue does not always end up where it is supposed to be, as seen in Fig. 2.

As an example, the second picture shows the wheel well of my Great Planes Dirty Birdie ARF after a wheel mount came out. Notice the pooled hot-melt glue in the bottom of the receptacle. That glue was doing nothing except adding weight to the plane. It is also probably the reason the wheel mount came out so easily. Some 30-minute epoxy has repaired the wheel mount, and there has been no further problem with it. While the manufacturers' hot-melt glue is better quality and strength than the craft store varieties, it is still not as good as CA and epoxy.

The fuselage of the Falcon 56 has the firewall and engine mounting beams already installed, so there is nothing the builder can do about that arrangement. The good thing is that there is a hatch cover on the top of the fuse where the fuel tank goes, so there is access to both

sides of the firewall and the nose gear mount to check the glue application.



Fig. 3 Nose section of the Falcon 56 fuselage, showing access to both sides of the firewall to check the factory glue job.

The next installment will begin the actual assembly process. I am sorry if this looks like it has become "What I know about assembling airplanes." Hopefully, the information so far will be useful to some, at least.

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 (CyanoAcrylate), Carpenter's or Wood Glue (not Elmer's white school paste!). The latter class includes glues such as Titebond, Titebond II, Elmer's Carpenter's, and Elmer's Exterior Grade Carpenter's glue.

Remember, not all glues are created equal. My choices for ARF assembly are thin and medium CA, and short-setup and long-setup epoxies. For installing canopies, there is a white glue called RC-256, which used to be RC-56. Occasionally, I will use clear GE Silicon II for canopy installation. This material also makes good fillet material around the wing saddle, to keep engine oil out of the radio compartment. Each of the glues has its own suitability for the various gluing tasks in air frame assembly, and they will be discussed in more detail as we go through the assembly process.

One other thing about gluing before we get into the assembly: manuals that come with ARFs often have summary descriptions of things like glues, hardware, etc. However, these passages usually tout that company's hardware and glues, so be aware that there may well be better options from other brands.

Hinges for control surfaces – I like to use "CA hinges" for attaching control surfaces. Several companies make them, as discussed below. They consist of a layer of plastic (mylar, often) bonded between 2 layers of mesh. This arrangement lets thin CA wick into the balsa trailing edge of the surface, and leading edge of the control, yielding an excellent hinging arrangement. Fig. 1 shows various types of hinges that

can be used for control surfaces. The left 2 hinges are installed with epoxy or thick CA glue. They require bigger slots or holes in the surfaces for mounting, and it is vital to keep glue out of the pinned area in the hinges. These types are not used in ARFs, for the most part.

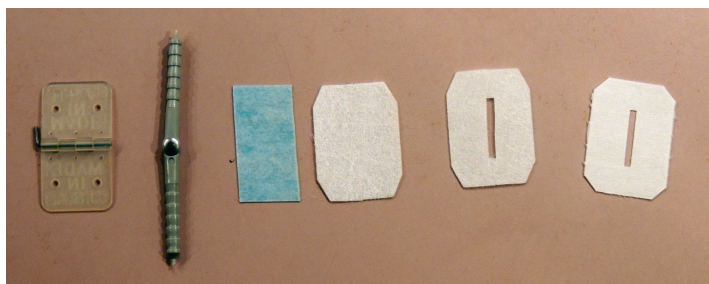


Illustration 2: Hinges used to assemble control surfaces to flying surfaces.

The second from the left is called a hinge point, and is often used to hinge flaps on larger scale airplanes. Of course, if the hinges come factory-glued, the builder has no choice about hinges. On the other hand, if they are not, as with the Falcon 56 aircraft, the builder can swap out whatever hinges are desirable. The middle hinge in fig. 1 is a Great Planes CA hinge. To its right, I have cut a slot in a GP hinge. The right-most hinge is a SonicTronics product, with a factory slot down the center. This slot serves to permit more thin CA to wick into the wood to hold the hinge in. Finally, the narrower blue hinge is a Radio South CA hinge. All these CA hinges work very well if they are properly installed. Of all the CA hinges, I prefer those made by SonicTronics, because they have a slot in the middle to help the CA wick into the balsa. In all the years of using CA hinges, I have never had one pull out or break from use. CA hinges are also a lot easier than pinned hinges to install.....Phil ■

PRESIDENTS CORNER

I hope that you all had a great holiday season. As your new President, I would like to remind everyone about the January get together at the Golden Oaks Restaurant, Tuesday, 6:30pm, January 13. We would like to see everyone, including your wives, girlfriends, family members.

For "Three Lucky Club Members", you will go home with a cash door prize. One may win enough to pay your yearly dues. Please come and enjoy fellow flyers that you may not have seen for a while and catch up with the latest.

Remember; please take the time to fill out the request for information I sent to all this past month. Bring it with you, meet and greet me and the staff personally.

Hopefully everyone has seen the great article about KCRC in the News Sentinel, January 1. It was nicely done and featured John Heard, 93 years young, still flying and Phil Cope. This was tastefully done by Rebecca Williams, a freelance writer for the Sentinel.

Hope to see you all at the gathering.

Thanks again, ...Ralph Holder, KCRC President ■

January, 2015 Banquet

Jim, Tuesday night banquet was quiet a success. I counted around 50 people present in which 11 were wife's of the members. **Phil Cope** introduced the new officers and elected board members. **Phil Spelt** had a very special award presented to **Phil Cope**. **Phil** received an Oscar for portraying a President this past year. Of course you recall **Phil** was the VP and **Andy Keeley**, after two months as our President, had to move due to his job. **Phil Spelt** can give a better description of the performance. As my first act as the new President I gave away money. We had a waffle with three door prizes, worth \$75, \$50 and \$25. **Phil Spelt** has the pictures to share with you of our night. Since I do not have a handle on all our members name, I would ask **Phil Spelt** or others to provide names and order received for the newsletter. My recollection would be **Rick Thompson, Joel Hebert and Allan Veleo. Jack Cooper** a new member to our club and owner of Leading Edge Gliders provided a hat from his company for give away as well.

Also I can't leave out **Phil Cope's** special award presented to **Steve Bayless**, in which **Phil** should provide the information.

Others please chime in on what you recall for the newsletter. All in all it was a great gathering. Look forward to this coming year...**Ralph Holder**, President ■

Editors note:: **Phil Cope** tells me that he had acquired a GP Revolver from Tower's scratch-and-dent sale quite some time back that was missing an aileron. After **Steve Bayless** had crashed his own Revolver, he gave **Phil** an aileron from the remains. **Phil** says he just returned **Steve's** aileron with interest. A brand new Revolver!.



Joel Hebert sent me details on the awards

Ralph mentioned

- The "Oscar" presented to **Phil Cope** that **Ralph** mentioned was for the great job "acting" as president that **Phil** did when **Andy** had to move to the Memphis area.
- **Joel Haebert** won the \$75 drawing, **Rick**

Thompson won the \$50 and **Raymond Curd** won the \$25.

- **Jeff Prosis** won the LEG cap
Several mentions were made about the lack of name tags. With all the new members we have, identification was a minor problem.

KCRC Annual Banquet – 2015

Oak Ridge, TN, January 13, 2015 –

The annual KCRC Banquet was held at the Golden Oak Café in Oak Ridge this evening. Folks began arriving a little after six p.m., and went through the buffet line. By about 6:45pm, the room set aside for us was quite full. Between 45 and 50 people, Club members, wives, friends and children were in attendance. While people were eating, **Phil Cope** called for attention, and introduced **Phil Spelt**, who had a special award to give out. During his interview with **Rebecca Williams**, the reporter from the Knoxville News-Sentinel, **Spelt** mentioned jokingly that **Phil Cope** had been nominated for an Oscar for his performance as Acting President in 2014. Well, **Phil S.** presented **Phil C.** with an Oscar at the banquet.

Phil Cope then introduced **Ralph Holder** as the incoming President, and **Ralph** proceeded to introduce the other officers for 2015: **Ralph Colon**, VP; **Phil Spelt**, Secretary; **Joel Hebert**, Treasurer; **Randy Philipps** and **Jeff Prosis**, BoD; and **Anthony Valeo**, Safety Officer. **Ralph H.** then held a drawing for prize money: **Raymond Curd** won \$25, **Rick Thompson** \$50, and **Joel Hebert** \$75.

Ralph Colon was introduced to talk about the Indoor Fun Fly to be held January 27th at TAC Air, and **Ralph H.** then made a plea for more active participation by Club members in the affairs of the Club – meetings, social events, and field maintenance, etc. **Phil Cope** presented yet another Great Planes Revolver to **Steve Bayless**, who sacrificed his Spitfire into the field to avoid hitting people when he had a problem with control of the plane. The Revolver came from Tower Hobbies Scratch & Dent service, and **Phil C.** had repaired the "scratches".

A good time was had by all **Phil Spelt**, Secretary ■

Editors note:: I included remarks from several members attending the banquet. The count of attendees is about normal; we always seem to have about 50-60 folks there...



All banquet pictures by Phil Spelt, KCRC Secretary