



KNOX COUNTY RADIO CONTROL

## Newsletter

Knoxville TN Oct 2015 AMA #594

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### 2015 Elected officers

Pres.....Ralph Holder.....[holderrf@charter.net](mailto:holderrf@charter.net)

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Treasurer...Joel Hebert.....[hebertjj@gmail.com](mailto:hebertjj@gmail.com)

### EXECUTIVE BOARD

Jeff Prosize.....[jeffpro@wintellect.com](mailto:jeffpro@wintellect.com)

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### Safety Officer

Ed Dumas.....[ed@eddumas.com](mailto:ed@eddumas.com)

### IN MEMORY

I'm sure that all of you have heard the sad news about club historian June Cope by now. June, the wife of long time KCRCer Phil Cope, was killed in a traffic accident in Oak Ridge on August 24<sup>th</sup>.

June Yett and Phil Cope were married on the runway of KCRC on June 5<sup>th</sup>, 1982. Many KCRCers were in attendance and a good time was had by all. Phil, an Emeritus member, has been a mainstay of KCRC for many years and has devoted many, many hours to guide and help new flyers..

Although June wasn't very active as a flyer, she nevertheless contributed to KCRC by maintaining the history for many years, at least as long as I have done the newsletter..

Our condolences go out to Phil.....

It was their " Huck Fest " event which has attained a good following since its inception. Randy, Phil Cope, Rick Thompson and Jeff Prosize went to see what was going on there after sitting through several rain showers at KCRC. Randy said that House Mt had not gotten any rain at all.

He also sent a picture of Rick making one of his smooth landings at KCRC.



### THIS'N THAT

▶ Got a picture from Randy Philipps of some activities at the House Mountain RC group field.



▶ Randy also sent a picture of Jerel Zarestski. Jerel brought an ice cream maker to an impromptu hot dog event at KCRC and Jerel told how it came about. See the insert.

▶ Got a nice note from Dan Toombs; Hi Jim, I would like to respond to the excellent KCRC newsletter article about the recent SAM Championship. SAM type oldtimer airplanes is something I've always had some interest in. I started on a Kloud King model some time ago by scratch building using RCM plans. The fuselage is basically complete along with the stab and fin and I have to build the wing and then cover (in silk!) and finish. The newsletter article makes me want to revive the project and finish the model. Here is my thing on SAM. The rules seem to call out for either an antique gas engine or a diesel engine and I don't have either one. I did not know about the Fox-a-Coy event which sounds interesting since just about everybody has an old Fox 35 laying around (I have two from the early 1970's). The House Mountain site is probably the best

location in our area for SAM flying. RC sailplanes are often flown at House mountain on Friday mornings.

Anyway, great newsletter, Jim! I enjoyed Michael Caitlin's article on the XLR5 program as well....Dan .

► As you know, I've been pushing members to take a try at building a model from kit form. I contacted one of the most prolific builders I know ( Craig Dieter ) to see if he was still active at building. Here's his answer;

"Hey Jim, I got your message and YES I am still building as the attached pictures will show. The one



called Craig's Room shows my building table, YES table, with a red box Top Flite Elder under construction for a client. To the right in the same picture are a De Havilland DH-89 Rapide and a Wright Brothers 1909 Military Flyer also under construction (these are for me). Both the 1909 and DH-89 are Pat Tritle designs. You can also see several planes hanging from the ceiling. The second picture, Craig's Closet, shows mostly nitro powered



models with two or three electric powered. I like to build all types of models, from hand-launch gliders to rubber powered to electrics to nitro etc. I even have a couple of CO-2 powered models .I have also made and flown a couple of the old Jetex powered models (and have two or three still in the box). A couple of years ago, on a nasty, rainy, cold weekend, I got my model boxes out and started counting the stick-and-tissue type models. I have close to 100 of these type of kits. I like to build these smaller type models as I have a 4 acre field outside of my front door that I can fly around. I can walk out of my front door, place the model on the street, take

off and fly around and land back on the street. I still fly the bigger models at the field, mostly on Sunday's, to help other flyers and share my knowledge with others. This hobby, in my opinion, is one of the best around. You can get just as crazy as you want, (I.E. turbine powered), or stay as simple as you want (as shown in the third pic). The third pic shows Jim Walker 74 chuck-and-fetch



gliders that I still fly in my front yard. I have them trimmed to fly in a circle and catch them. SAVES WALKING (for those of us that need to fetch their nitro powered models - ME INCLUDED). I have flown all types of models over the years and will continue to do so as long as I am able. See you all at the field.

Clear Skies and Gentle Breezes....Craig " WOW!! And I thought I was a builder! Seriously, guys, if you've not tried constructing a model, you're missing one of the great facets of the hobby. When I think about it, the only modelers I know who have been active for a long time are the builders. They never get the balsa dust out of thier noses. People like me who don't fly much any more still like to build.

► Guys, I promise to get off this building kick soon. I didn't realize how much space I've given it lately. Still, it is one of my favorite subjects and the club has plans to have a couple of SAM experts tell us about a great organization dedicated to preserving the history of this wonderful hobby... ..Jim ■

## KCRC MINUTES SEPTEMBER 8, 2015 AT THE KCRC FIELD

President Ralph Holder **called the meeting to order** at 7:01 PM. 21 members were present.

Ralph noted that Phil Cope lost his wife, June, to a car accident on 8/24. Many KCRC members were at the memorial service, 8/31, and the club had flowers there. We then observed a moment of silence in honor of June.

Welcomed **new member** Roger Kroodsma to KCRC.

The August **minutes** in the newsletter were

approved.

Joel Hebert presented the **Treasurer's report** for August 2015 and it was approved.

Ralph **thanked** John Basalone for a great job maintaining the field and Ed Dumas for work on the weather station.

Announced that Ralph Colon had set a date of Oct 17 for our next **floatfly**.

Phil Cope noted that his wife, June, has been our **club historian** and he will try to get June's files to Jim Scarbrough. We will get with Jim to see if he needs help maintaining our history records.

Ralph noted that we are writing up the new **field parking rules for new signs**.

Ralph discussed raising the safety **fence** to about 5 ft high and reducing the number of openings to two 5 ft wide opening in the middle and keeping the far west opening as is.

Ralph present a **modified budget** that reallocates mowing money to PortaPotties (which are now charging tax), Utilities (which have been higher than before), and Field maintenance (to cover new fencing). The overall budget has not increase due to reduced mowing expenses. This motion **passed**.

Steve Jones won **Model of the Month** with his Precision Aerobatics Addiction XL; a beautiful 59" WS, electric plane swinging a 16" prop on a 6S battery. [http://www.precisionaerobatics.com/product\\_details.php?pid=751](http://www.precisionaerobatics.com/product_details.php?pid=751)



*Illustration 1: Picture by Ed Dumas..*

New member Roger Kroodsma put a foamy Super Sportster in the trees and won **Crash of the Month**.

Brad Butzbach suggested we get **"In Case of Emergency"** (ICE) numbers for all our members and have a list available. We'll be sending out an email for this info for those that want to participate.

Phil Cope **showed a LiPo powered glow driver** that has a 2S 5200 mah LiPo and puts out 1.4 V at up to

6 A. It has a "YS" ramped start up mode and automatic shutdown after 5 minutes. With normal use, you should only need to charge it once at the beginning of the season. It can be charged with a normal cell phone charger and comes with a USB to micro USB cable to charge from a normal USB port. It also comes with a spring loaded plunger glow plug connector. HobbyKing sells them for \$25.62 plus shipping which runs about \$11 for one due to air shipping of LiPos..

[http://www.hobbyking.com/hobbyking/store/\\_\\_66467\\_\\_Super\\_Glow\\_Driver\\_USB\\_Rechargeable\\_Glow\\_Starter.htm](http://www.hobbyking.com/hobbyking/store/__66467__Super_Glow_Driver_USB_Rechargeable_Glow_Starter.htm)

Meeting was **adjourned** at 7:50 PM.,

Respectfully submitted, Joel Hebert, acting secretary... ■

## **SAFETY REPORT**

*by Ed Dumas, KCRC Safety Officer*

As Ralph Holder mentioned at the September club meeting, we've had a number of accidents and near-misses involving loss of control of airplanes lately. This is something that everyone (both pilots and spectators) need to be aware of. As we've seen, accidents can happen any time and folks always need to be vigilant to protect themselves and their property.

One thing that we can all do to help ensure a safe flight is to perform a thorough preflight check of our aircraft before we fly, every time, to ensure that there aren't things lurking that might reach out and bite us. This may sound familiar as I've written about it before, but there is no substitute for ensuring that all control surfaces are operating in the proper direction and all have the proper amount of throw. It is also important to check that all controls (especially throttles!) are well secured and won't bind or fail under flight loads.

One thing that we used to do in the full-scale glider world that RC folks can also do is something called a positive control check. Because full-scale glider wings and tail surfaces are necessarily removable for storage and transportation, the controls are disconnected and reconnected every time a glider is disassembled and reassembled for flight. There have been countless incidents and accidents over the years that have resulted in fatalities and near-fatalities that stem from incorrectly rigged control surfaces. Particularly ailerons and elevators... I have a personal story that I'll be willing to share that involved a glider I used to own and an aileron control that was inadvertently left disconnected prior to flight. Fortunately everyone is still around today, but it could have been very different. If anyone is interested in the details I'll be glad to relate the story... Please don't hesitate to ask!

Back to the positive control check: The check involves putting some resistance on each control surface or end of the control linkage and then systematically operating the controls to ensure there are no problems with the linkages that would show up under flight loads. Simply hold your hand on the control surface or end of the linkage and wiggle the stick to be sure the linkage is solid. I feel this check is imperative to perform for any new airplane before its first flight and after any major repairs! Don't forget to perform this control check for the throttle linkage on nitro and gas powered planes as well.

Please consider performing these checks for every airplane you have. It is a good habit to get into and may save your plane and maybe more someday!...--Ed

### ► **SPEED 400 SAM Event**

by George Shacklett

The event started off as 1/2 A Texaco which required a Cox 0.49 reed valve engine.. When electric became more popular, the speed 400 event was created. the resultant guidelines are as follows



Speed 400 entries shall be gas powered old timer designs with a minimum weight of 16 oz. Thrust shall be provided by a non folding non-metal prop of any size driven by a Graupner Speed 400 6 volt or a Maxx products Promax Speed 400 6 volt motor, ( part # ACC341), permanent magnet ferrite motor without ball bearings. The battery shall be either 6 nickel chemistry cells or 2 lithium chemistry cells of any capacity. The motor run time is 180 seconds.

I left out some of the minor details, but this gives you an idea. There are lots of kits available which do well in this sort of set up. One of the problems is that the airplane is small and it can be difficult to see at higher altitudes.. After running for 180 seconds, you can restart the motor to retrieve the airplane, but in a contest, this

results in a zero. The speed 400 is a good airplane to fly around as you see fit on a Sunday afternoon—run the motor any way you wish—can fly it fast or slow –high or low—anything you want. The above rules apply only to contest competitions. Of course if you didn't want to fly it at an official contest, you could use any motor or battery combination you might choose. For Sunday afternoon sport flying as well as contest flying an electronic speed control is helpful.....George

► I've mentioned George Shacklett a lot lately. He was the first president of KCRC in 1973 when East Tennessee Radio Control became Knox County Radio Control. George was ( is ) very involved in Society of Antique Modelers and is a member of their Hall of Fame. He built what may be the first and maybe the only electric powered Goldberg Valkyrie shown below. This gorgeous model is a true classic. It has a ten foot wingspan and the wing is composed of about 1200-2000 pieces.( George says 1200, an old flyer I saw says 2000.). Only a true believer would tackle a building project like this, and can you imagine cranking up the engine and sending it up free flight?.



► All this talk about building has me chaffing to start another one. I have five models hanging in the garage that have not yet been flown ( and may never get flown ) but I like having them to look at and now I have an urge to build an old timer.

Been looking at Bob Holman Plans ( bhplans.com ) and he has plans and lazer cut parts ( ribs and formers ) for a reasonable cost, and a huge assortment of old timers and scaled for different sizes.

I just ordered one of his Benny's Boxcars. A 700 sq in wing size. \$72 for plans, lazercut parts and shipping. I'll let you know how it goes. ....Jim

## Single cylinder stationary engine powered ice cream maker

by Jerel Zarestki

I'd first seen these old stationary engines used to make ice cream on an annual bike ride across Iowa (RAGBRAI) and run by Amish kids to make money during the summer. They usually use hit-and-miss engines but we had one on our family farm in Iowa of a more modern vintage (a 1947 International Harvester model LB) and design, but still with lots of character. My dad bought it new and used it to pump water, run a grain elevator and wagon hoist until the late 50's or early 60's. After its being retired, on the occasional rainy day, my dad and I used to wheel it from the back of the machine shed to the open door and run her...just to listen to it run. After he passed away, I eventually brought the engine down here to Tennessee.

Well, you can only just listen to even such a sweet sounding engine so much, so I thought I'd put her to work and use it to make ice cream. I got a couple 1-gal ice cream makers on close out and proceeded to try to tame the 3-5 hp thumper's torque to something useable. I've only partially succeeded since I routinely have to fix, adjust or rebuild some part of it to get it to carry on.

The engine itself seems to be unstoppable. All I've done to it, other than a new spark plug, is check the oil, put water in the cooling jacket, fuel it and start it. With a little experience, a half turn flip of the flywheel is often all it takes to start her. You set the mixture with the needle valve and the rpm with the throttle.

The ice cream recipe is vintage as well, from the same era as that of the engine, by Grandma Eckel, who came to South West Iowa in a covered wagon. It contains lots of cream, eggs and sugar...not for the diabetic or lactose intolerant! It's a lot of work to bring everything together to get to the finished product but it's been a great deal of fun too.



I first made ice cream last year for the annual picnic at the Oliver Springs airport since I built the ice cream maker in my hangar there. I'd thought I'd eventually like to do it at KCRC too sometime, since that "airport" has been a big part of my life for a lot of years and especially since I consider my fellow "experienced" R/C'ers there, very dear friends. The chance and help to pull it off came rather spontaneously and quickly, so my apologies to those who didn't get word of it. If I can get my motivation up again to tackle all the fixes needed we might give it another try....but please don't hold me to it. ....Jerel ■

Editors note:: I've seen these ice cream makers powered by old John Deere one cylinder engines with the big fly wheel at various events, Good to see that International Harvester is getting some action also. Also good to see KCRC Emeritus member Jerel Zarestki getting out and about and piddling. One thing about old modelers; they never lose their interest in trying something new building this or that. I remember Joe Parrott, an old KCRCer who was one of the best scratch builders I ever saw. He got a bit burned out and dropped out of KCRC. He later sent me a picture of his latest effort. A 1/5 size railroad steam engine!!



Illustration 2: Good to the last drop!!!

► Since this is the first of a few months containing holidays, and Halloween coming up the end of this month, I guess that many of you will go Trick or Treating. I remember about 1935 in Lenoir City, we first heard about Trick or Treating so some of us kids decided to try it. None of the houses in our neighborhood we visited knew what we were talking about and ran us off. This just gave us the excuse to go back to Tricking. That's what we wanted to do anyway. You know, turning over outhouses and stuff like that.

I'm glad we've become more civilized. You folks behave yourselves now and while you're at it, get yourself a model kit and get busy .

► **Don't forget the Float Fly on October 17<sup>th</sup>. Get something ready and get out there.....Jim ■**

## **A change in wording of bylaw**

### **Flying Site Operational Rules**

#### **6. Only pilots with valid handicap parking**

**permits displayed while parking are permitted to park or drive on the grass behind (south of) the pit shelter or pit area. Access to the pit area is to be made from the west (left) end of the runway, and exiting the area at the right end, down the steep bank. Once the unloading process is completed, pilots are encouraged to move their vehicles to the normal parking area below the fence separating the flying area from the drive/parking area. The purpose of this rule is to protect the grass in the pit area and prevent development of muddy ruts or areas.**

### **ATTABOY COMMENDATIONS**

As long as I'm fussing about laziness, I might as well say something about work days. For a lot of years during the building of KCRC, most every member spent a good bit of effort working on improving the area. We built the runway and the area around it by ourselves. Every piece of the runway ( except the paving ), pavilion shade structure, taxi strip and everything else was built by the members. Volunteers kept the grass mowed and the place cleaned. Have YOU done anything to help? It might be an idea to sort of keep a record of minutes spent in promoting the good of the field; how much effort YOU are donating to the good of the club. Seems like now we pay our dues and expect others to keep things good for us.

With that in mind, I'd like to award John Baselone and Ralph Holder an ATTABOY for their work in repairing the fencing. Another ATTABOY to John Baselone for mowing. Bill Dodge has done an awful lot of work on patching the cracks in the runway and deserves at least one ATTABOY. I'm not getting to the field much anymore but I'd like for you folks doing some work there let me know so I can at least thank you.

► Phil Spelt sent a note from the Knox County Parks and Recreation Department concerning scheduled activities at Melton Hill Park that we need to be aware of.

**Sept 19 – Boy Scout Troop 129 – overnight about 19 people**

**Sept 20—Boy Scout Shooting Sports Day Event (BB gun range, archery range, crafts etc) – 100 people**

**Sept 26 – Marine Mud Run – 2000 people**

**Oct 11 -- Radio Amateur Club of Knoxville – Club picnic**

**Oct 16-18 – Boy Scout Camporee – 175+ people**

The Mud Run is the one that affects us directly although we need to watch out for folks who might be in our flight area on the other event days.. The Boy Scout Camporee will be on the day of our scheduled Float Fly, Perhaps we can arrange some demonstrations, or perhaps we'll need to adjust our date for the Float Fly..

► In my search for information on powering my future Boxcar, I asked L.A. Johnston about battery sizing for an electric motor. He says;

“ The thing that sizes the capacity of the battery is actually the weight of the airplane. For a two cell lipo pack, the capacity is 100 mah per lb of aircraft weight!!! For a 3 cell pack, it is 66 mah per lb of aircraft weight!!! Motor size is not specified, because it has to match the power available from the battery pack. Electric powered SAM airplanes have a minimum wing loading of 8 oz per sq ft, and fuel powered SAM airplanes have a wing loading of 10 oz per sq ft of wing area!!! If we assume the Boxcar has 730 square inches of wing area (plan form area), then that is 5.06 sq ft of wing area. So, for an electric powered airplane, the minimum weight would be 40.5 oz, but for a fuel powered airplane, the minimum weight would be 50 oz. So, for battery packs for electric, a 2 cell pack could have 1000 mah capacity, or a 3 cell pack could have 660 mah capacity!!! See how easy that was? And as far as amp draw is concerned, remember that for LMR (limited motor run) events, you get a 90 sec motor run, so on a 1000 mah pack, you could pull 32 amps, and for the 3 cell pack you could pull 20 amps!!! That sets the discharge capability of the battery pack!!! For a 2 cell pack, it would need to have at least a 40c discharge capability and for a 3 cell pack, you would also need at least a 40c pack!!! The suggested amp draw of the system will also tell you that you need at least a 40 amp esc. Most of the electric fliers use a separate battery pack for the receiver, but I just use a ESC with a BEC circuit in it. I think the guys in California used a 480 size electric motor in their airplanes. I don't have any idea what a 480 motor is, but I guess you could look at Turnigy motors, and see if they have a 480 motor listed. Other than that, I would break out my computer program for sizing electric power systems and see what I come up with....L.A.”

Thanks a bunch. L.A. Now if I can figure out what you said !!

► Just now got my package from Bob Holman so I'm going to be busy for a while... See you!!.....Jim ■