



Newsletter

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THIS'N THAT

► There are changes in the wind as the FAA has entered into managing model flying in a big way. Every flier who controls his model from the ground has to register himself as a pilot and post his registration number on his model so it can be seen and the pilot identified. The registration process is easy and I think most everybody has gotten the word and registered, although the AMA has hinted that AMA members might hold off registering (the deadline is February 19th) until the AMA's lawsuit has been resolved. I realize that the people who intend to fly their models in a reckless manner are probably not going to post their ID on the model, but at least it gives the FAA some teeth if they catch them. Sorta like passing the law against murder. It's not going to stop it but it might slow it down.

► As I understand it, the FAA has closed down a bunch of clubs around the DC area. All this has come about because some fliers (probably not members of any of those clubs) have flown their drone in an irresponsible way and caused some anxiety for pilots in commercial aircraft when they flew too close to them. Modelers have been flying RC models since the sixties and never raised any problems, although there have been times when the envelope has been pushed pretty hard. Seems like some folks just have to see how far they can go before everybody has to pay the piper. I'm sure the responsible fliers in the Washington area who have been flying safely all these years are pretty aggravated..

► We KCRCTNers didn't have a regular meeting in January since that is the month we always have a banquet and install the new officers. This has been the custom since the club was organized in 1973. I don't remember if we did it in the previous ETRC, but I kinda suspect we did. There is a bit of a writeup included along with some pictures.

► Got a note from L.A. Johnston in Nashville about the weight of covering film. That ties in to the SAM building program. He says;

"I found one of the charts I have on the weight of various covering materials. All weights are in oz per sq ft.

One thing to remind you of is that a 730 square

inch wing actually has 1460 square inches of surface to cover!!! Now that is 10.13 sq ft of covering, so the weight build up can be significant. Of course the same is true for all the surfaces covered, the wing, stab, vertical, and fuselage, although the fuselage has 4 surfaces to be covered.

- Ultracote transparent lite .129
- colored transparent Monokote .187
- opaque colored Monokote .247
- white super Coverite .266
- Polyspan with 6 coats of clear dope + trim .333

The Ultracote transparent lite is one of the easiest films I have ever found to work with, so not only is it nice and lite, it is so easy to work with I hate to use any thing else. Also of note is that opaque colored Ultracote is almost exactly the same weight as the opaque colored Monokote, so don't look to save any weight that way!!!.....L.A.."

► What glue do you use when building with balsa? I think most every builder has a favorite. The CA glue is awesome with its speed and holdability but The fumes works on my lungs. Not sure about the odorless but suspect that it also might bother my COPD. I still use it a bit but try always to have a breeze across my face. I use to use Duco and the other versions of that type of glue but it also has fumes, although they're not as tough on me as the CA .I now use mostly Titebond. It's non toxic and has good holdability but requires some time for curing. There are several versions of the aliphatic glue and I think most of them work very well. I've tried Gorilla and like its strength but the first edition expanded and would squeeze out of a joint requiring sanding. It did sand pretty well. I think they have an improved version out now that does better. I have a bottle but haven't tried it yet. A lot depends on the kind of flying you do. I don't put a lot of stress on my airframes now so I am comfortable with the Titebond.

► Do you get the impression that I'm kind of

rambling? I guess I am. Since there's not much activity at the field at this time (either that or nobody is telling me about it), I'm struggling for things to write about. How about helping me out?

► Got a note from Daniel Toombs telling about his ongoing scratch building. Look at the picture and marvel at the shop layout! Wish mine looked like that!

“ Jim. I have been doing a some kit cutting down in my basement shop. The attached photo shows a jig I made to cut the proper taper for the trailing edge for a Gentle Lady glider that I am scratch building from the original RCM plans.



The simple jig is made from a couple pieces of scrap lumber that has been cut and glued together to achieve the correct angle to turn out a T.E. that is 3/16" x 15/16" x 1/16" as called out on the plans. The trick to doing a machine operation like this is to mount on the machine spindle what is called a conical disk sander. An ordinary disk sander is perfectly flat and I use it all the time. But the conical sander has a four degree cone to it and what you do is tilt the work table four degrees to square it back up. Now think about this. What happens now when you pass your stock by the conical disk sander you are now cutting on a perfectly straight vertical line, not a flat surface like a regular disk sander. I first cut some 1" wide strips of balsa from some 1/4" thick stock and pinned each piece individually to the jig letting a little bit of balsa to hang over and run the jig along the table saw fence and shave off just enough to true up the edge. Flip the piece over and set back 15/16" and pass thru again. Now I have an absolutely straight length of 1/4" x 15/16" blank. Repeat for the remainder pieces. Now I take three small pieces of double-sided scotch tape and affix a single strip of balsa that was just trued up to the jig. The double-sided tape really does have excellent holding power. I tend to make about three or four passes thru the conical sander removing just a little bit

of balsa at a time. Now I have some trailing edges that are perfectly straight and flat with just the right taper. One other thing I did that was easy to do was to pre-notch the T.E.'s 1/6" for the ribs as per the plans. I did this operation before cutting the taper and used a Zona saw with the Zona miter box.



The big stack of balsa on my work bench is being set aside to later build a Kwik Fly Mk 3. For downloadable plans from defunct magazines and other out-of -production kits go to www.outerzone.co.uk.com and look around. There is a ton of stuff. A lot of models from years ago that you guys will remember....Dan “

I had to get rid of my wood working tools, all but the drill press, the band saw and the router. Figured they weren't taking up that much room and I still use them making models. I make my trailing edge stock the old fashioned way; If I'm in a hurry I plane it, otherwise I order online from somebody..

► And this from Bill Leonard;

“ Jim,

Attached is a photo of my new sport/pattern model. It is the **Super Taiji EP** ARF by The World Models (twmrc.com).



It utilizes balsa/plywood construction which turns out to have a fairly light wing loading (490 in² wing, 3.8 lb. weight, 17 oz./ft² wing loading). The motor included in the deluxe ARF is about equivalent to a sport 40 nitro. I first bought the cheaper version of the ARF but later decided the best way to power it was to buy the motor kit. Larry Hayes did at least ½ the labor on this ARF. A big part of the labor

was decrypting the brief instructions. It has not flown yet but I expect it to groove well but be responsive...Bill “

Guys, I really enjoy seeing your new babies. Keep them coming and include as much information as you can. It helps tremendously.....Jim ■.

► Got some good pictures from Jeff Prosis taken at the 2016 KCRC Banquet. Some fine looking modelers;



A pretty good turnout. I use to make all the banquets and as I recall, there would be 65 people (plus or minus ~5) at each one. Ralph Holder tells me there were slightly over forty at this one.. There's a few modelers here that I saw at most all of them. A loyal group of dedicated hobbyists.

Back over the years, we've had these feeds at a lot of different establishments. In the last couple of decades, there were a few at steak houses on Kingston Pike, a

spaghetti place on Parkside drive one snowy Tuesday that was short handed and ran out of food, chinese buffets in Oak Ridge, and this one. They all had one thing in common; a lot of fun. The food was a bonus. I remember one at an Oak Ridge chinese place. Fred Heddleson was sitting across from me. The waitresses served the food and Fred kept waiting for his. Everybody finished eating, the meeting was conducted, and the bills came, Fred was served his bill but he never got his food. He was still arguing when I left.. ■



Illustration 1: John Walkling's restored glider..

STATE OF THE UNION

by Ralph Holder, KCRC president

This past year we lost two Emeritus members, June Cope and John Heard. I would like to take a moment of silence in their honor.

I would like to introduce your officers for 2016. Ralph Colon, VP; Joel Hebert, treasurer; Ed Dumas, secretary; Executive Board members are Phil Cope, Randy Philipps and Jeff Prosise. Safety Officer to be announced at a later time. The only change being Phil Spelt, who felt that he could not give the time necessary to continue as secretary. As you know, Phil has given this club many years of service. I think the club needs to give Phil a round of applause.

I want to thank everyone for a great year of 2015. We had a lot of fun and an enjoyable time. I highlighted in the January newsletter all of our accomplishments this past year.

I would like to recognize and personally thank John Basalone for the time and effort that he has given our club.

We need to thank Jim Scarbrough for an outstanding monthly club newsletter. Michael Catlin for setting up a club Facebook page and Jeff Prosise, our webmaster.

I would also like to thank Frank Allemand and Phil Cope, our club trainers for their time and dedication.

I think I have said enough; At this time, I would like to ask Phil Spelt to address our members and discuss the latest AMA communications on the FAA UAV pilot registration.

Adjourn. ■

This just in..

After recommending that AMA members hold off on registering at the FAA for flying their models, and just before the free registration deadline, a communique from the AMA to all members came out. The lead line is printed below.

“ AMA members are now required by regulation to register their aircraft with the FAA to avoid federal enforcement and potential penalties. All Radio Control modelers must register aircraft weighing greater than 0.55 pounds online no later than February 19, 2016. The registration fee is \$5. However, FAA is offering free registration when registering on or before midnight EST on January 21. Online registration can be accomplished on the FAA webpage at, RegisterMyUAS.faa.gov. Several AMA staff members and AMA leaders have been working with legal counsel and the FAA to find a solution for our members on the registration rule. To date, FAA has agreed in principle to several proposed initiatives that will help ease this process for our members in the future. Visit modelaircraft.org/gov to learn more. “

Hope the members not on internet got the word in time to save \$5.

The first commandment is “Thou shalt not tempt thy government entity.” I was pretty sure the AMA would not be able to sway the members of the FAA sub committee to follow recommendations not made by the sub committee themselves. In fact, I guess I'm a bit surprised that we're even allowed to continue flying our models at all since the simplest solution would be to ban flying all model aircraft. The AMA might have some influence with an elected official because of the votes the AMA might control, but an appointed official doesn't worry about things like that.... ■

A BIT MORE THIS’N THAT

Since there were no Minutes from the January meeting, the newsletter is a bit short this year.

The next meeting will be Tuesday, February 9th at the church on Middlebrook Pike. If possible, please attend since plans will be made for the upcoming year. A calendar of events must be started and dates estimated.

I suppose that we will have the annual SPA contest as usual. There has been a downturn of members participating in this event in the past couple of years. We use to regularly have seven to ten members competing.

The float events are popular among the members who participate. I think that several more would enjoy the activity if they would give it a try. It was something that I always thought would be fun but I couldn't build a model that I thought wouldn't sink.

A push for another building project and possibly a SAM type event would be popular, I think. George Shacklett and L.A. Johnston are planning on demonstrations and maybe building seminars in the springtime. I have enjoyed building a oldtime free flight type model over the winter and look forward to giving it a try when the weather gets better.

Speaking of weather, I remember in past days that there was no such thing as bad weather. I've played golf and flown models in every kind of weather and had a ball doing it. It seems that getting old makes wusses out of some of us.

Well, I've run out of things to talk about so I'll sign off for this one. Please keep me in mind when you get something interesting to talk about or a new model. Always looking for things to write about.

Till next time.....Jim ■

