



Newsletter

Knoxville TN Mar 2016 AMA #594

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THIS'N THAT

► How did you spend the time during the “ blizzard of 2016 “ in January?

We (the valley around Knoxville and south) got off pretty easy compared to areas around us, especially north and east of us. I have a niece and her family living near Baltimore who were buried in 30 inches of the white stuff. They had a devil of a time moving around! The roads around my area were mostly cleared after a couple days so there was never a big problem for those of us who didn't have to go to work or school. I remember those days when I did have to brave the slick roads and I rejoiced!!

Some of us however had a rare opportunity to do something a bit different. I got this note from KCRC Emeritus member Jerel Zarestky.

“ Jim, You asked for winter flying activities to report on in the newsletter..... This qualifies for winter and flying! I've had these skis for more years than I care to say. They were used on my Aeromaster which is no more, so I now have them mounted on the 1/4 scale Cub.



I missed the snow last year but this year I was ready and got in a couple of takeoffs and landings before the snow got too sticky. I've now obtained some Teflon contact paper to remedy that problem.

The Cub looks almost as good on skis as it does on floats! The OS 1.60 4-stroke twin starts fairly easy even in the cold. Everything radio wise worked perfectly and although it was a lot of work wrestling an awkward 16 lb, 100" span airplane in cold weather clothes and in the snow, it was great fun and very rewarding.



The photos show some of my takeoff and landing tracks...the ski tracks, not the boot tracks! ;-)...Jerel “

Thanks, Jerel. Glad to see you're still adventurous enough to get out in the snow. I dearly love those Cubs! I remember we used to have a Cub Day at the field occasionally

As for me, I turned on the heat in my workshop and spent the time working on the newsletter and the second Benny's Boxcar I had started some time back..

► The new FAA regulation says that your

registration number must be displayed on your model so that it can be easily read without tools. I ordered some Computer Grafix adhesive backed printable transparent



plastic sheets from Amazon and printed the number on it as large as I could get it all on one line. I used Arial font, 88 size. I used bold style and it is very readable. This is on the 50" wing of my Topnotch PT-19... The nice thing is you can print it in color or fancy fonts. Probably be easy to print logos or perhaps your own design patterns and they'll look like regular decals.

Since the efforts noted above, I have printed another sheet in landscape mode and gone to font size 96 and bold. Characters are much larger and looks better Possibilities are endless.

► Incidentally, I got a note from L.A. Johnston with some info on the FAA regulations and it looks to me like we'll have to carry the little card document (that you'll have to print yourself) showing our registration as well as posting the number on the model. Sounds like the old Citizens band license requirement from the sixties all over again. ..

► Looking at my recent AMA magazine, I saw some ads for drones with the FPV function. Don't know how I feel about flying a model by looking through the windshield. I know it seems like you're sitting in the model but you lose a lot of visibility around you. Not sure how safe that is. It allows you to fly off out of sight and return but that doesn't seem like model flying to me. Guess I'm old fashioned. I like to watch my model as it flies around doing what I tell it.. I can also see what's going on around me.

The way technology is going, pretty soon we won't even need a pilot. We can sit at home reading the paper and just send the model to the field.

► Got a note some time back from L.A. Johnston with a short article from George White. entitled

“ BREAKING THE WAX PAPER HABIT “

“ Those of us who might be called “ mature “ started our model building by covering the plan/ building board with good old wax paper. I think most of us have understood that the stuff has its drawbacks and many of us moved on to the “ modern “ technology called “Saran Wrap “. This stuff works OK for some things but I've

found it a bit on the creepy-crawly side. Recently, Buzz Trabbic, owner of Rock Top Models told me I should try using “ parchment paper “. Not being competent in the kitchen, I didn't understand what he was talking about until my friendly wife pulled a box labeled Reynolds Parchment Paper out of the pantry. Voila !! Its the stuff your roommate uses to place on cookie sheets to prevent sticking. Nothing sticks to the stuff, even white glue, and it looks like tracing paper. Try it, you'll like it. “

I haven't tried the parchment paper yet but I'm about to run out of the clear window covering plastic I've been using so maybe I'll give it a try.

► Here's a picture that Randy Philipps sent me (also some time back).. It's a picture of Steve Jones holding a model that traveled a circuitous path getting to him. The model kit came from Phil Cope. The building was started by Larry Hayes but finished by Phil and the finished model was turned over to Steve.. I'm sure that the model is the Flair kit (small size) of the “ Hannibal “. I built the large 90 inch size back in the 90's. It was a great model. An easy flier and a pretty easy build considering the size.



Steve looks pretty happy with this one.....Jim ■

KCRC Meeting Minutes – February 9, 2016

President Ralph Holder called the meeting to order at 7:00 pm at Fellowship Church on Middlebrook Pike. There were 17 members in attendance. One new member was present, Ray Bacon. Ray flies quad copters and wants to fly helicopters. We welcomed him and look forward to flying with him soon!

Ralph Holder recognized the new officers for 2016. Rick Thompson is the new Safety Officer and Ed Dumas is the new secretary. John Basalone will be the field coordinator, and everyone else will remain the same as last year. Ralph also noted he forgot to mention at the January banquet that Brad Butzbach was one of the trainers in 2015 that taught student pilots to fly.

The treasurer's report was given by Joel Hebert and approved by unanimous voice vote.

Ed Dumas gave a report on the new FAA

registration procedure and went over the most frequently asked questions regarding FAA registration. First, you can choose to register your aircraft with the FAA or not and the AMA is currently recommending that all members register with the FAA. If not, you face potentially large penalties if you fly after February 19, 2016. That said, things such as AMA insurance, the 400 foot rule, large aircraft, club trainers, buddy boxes, etc., will still apply even if you don't register with the FAA, assuming you don't violate the AMA safety code!

Lawfully following the AMA safety code protects members and the FAA recognizes this.

Another way to look at it is that your AMA insurance is still good if you don't register with the FAA and you fly legally and lawfully. But, you risk large penalties from the FAA if caught flying an unregistered model for whatever reason. And, the AMA insurance will be null and void if you are operating in an illegal or unlawful manner or if the FAA levies civil or criminal penalties against you for whatever reason. The bottom line is I believe it is safer to be registered with the FAA and fly in such a way that the AMA safety code and their insurance work for you, not against you.

Also, Ed talked to Chad Budreau of the AMA and he clarified some questions that our members had regarding the placement of the FAA registration number on their models. First, the owners' AMA number and the FAA numbers are required to be on every model. The FAA number can be inside, outside, or wherever as long as it is accessible without the use of tools. For example, under a hatch that has a spring latch would be fine. He also said that the FAA has agreed in spirit to allow only AMA numbers to be displayed on the aircraft, but technical and political issues are preventing that at this time. The FAA has also clarified to local law enforcement not to go out and police folks who are flying models without good reason, such as an accident. In case you find yourself confronted by a law enforcement officer, however, please be courteous, cordial, and NOT confrontational! Comply with the officers' request, show any applicable paperwork (e.g. FAA registration certificate, AMA card, etc.), get their name and badge number, and then contact the AMA immediately afterward! The AMA considers this a clear violation of Section 336 and will pursue legal action. For more details, please contact Ed Dumas.

The future of the frequency control board was discussed. Rick Thompson researched the need for a frequency control board and reported that it isn't necessarily required given the low number of KCRC

fliers who use non-2.4 GHz radios. It was agreed that some kind of plan is needed, and a poll of all members will be taken to find out how many use non 2.4GHz radios are in use and whether there are any frequency conflicts that may necessitate the use of a frequency control system.

Joel Hebert and Ralph Holder discussed the 2016 budget. Thanks were made to John Basalone for his continued mowing of the field. His efforts (and those who help him) save the club several thousand dollars per year and make it possible to keep the club operating comfortably in the black. The porta-potty cost has increased and options were discussed to reduce that annual expenditure. Joel will look into having the potty serviced twice per month instead of once every week in the winter. The members in attendance then voted unanimously by voice to accept the 2016 club budget.

Ralph Holder discussed several projects that the club will work on in 2016. The first is to repair the driveway. It was noted that larger gravel will be needed to keep from washing away in rain, and Joel Hebert suggested the possibility of using a French drain to help control water flow. Second, maintenance to the flight line shelter was discussed, including painting the exposed wood rafters on the west end, adding a gutter to the north side to prevent water from dripping onto transmitters and airplanes, and adding a sloped roof over the west end to protect the electrical outlets. Third, was a proposal to remove the old frequency control board. Fourth, a helicopter pad will be created in the grass adjacent to the helicopter safety fence to give helicopters a better place to take-off and land than they have now. Ideas for pad materials were discussed, including the use of several 4'x4' concrete air conditioner pads arranged to create an 8'x8' pad. John Walkling offered one of his old 4'x4' air conditioner pads to use. Randy Phillips commented that the projects should be started ASAP. John Walkling commented that 4 downspouts will be needed on the flight line shelter gutter.

Old Business: None

New Business:

It was suggested that the club advertise for new members, perhaps at the local hobby shop.

Alan Valeo gave a presentation on Anderson Power Pole connectors and their proper use. These are universal connectors that have seen widespread use in

model aircraft lately. Alan noted that it is important to follow a consistent convention with respect to color and orientation of connectors when polarity is of concern.

Model of the Month:

Steve Jones showed his Matt Chapman Eagle, a



scale aerobatic model of a modified CAP aircraft flown by aerobatic pilot Matt Chapman. It was purchased from Tower Hobbies' scratch and dent sale and uses a .72 4-stroke engine. Steve uses a Lemon receiver with gyro stabilization and telemetry module.

John Walkling showed a 43 year-old Barracuda



sailplane that he recently converted to electric power. He machined a motor extension to drive the folding propeller and noted that it has its original Monokote! John also showed a Sig Astro Hog that was recently completed.



John Walkling won the MoM prize for his Sig Astro Hog.

Crash of the Month: None

Allan Valeo noted that he would like to thank the person who put his charger in the lockbox after he left it at the field last month. The Good Samaritan was John Partridge.

Also, Ralph Holder asked the next person that would be at the field to unplug the refrigerator and leave the door open. The electricity doesn't need to be used in the winter.

The meeting was adjourned at 8:15 pm.
Respectfully submitted, Ed Dumas, KCRC Secretary.



Illustration 1: Tools used in Alan Valeo's presentation.

► The following is reprinted from an AMA email notice about their ongoing dialog with the FAA.

While the AMA continues to address registration legally and through Congress, members are being asked to register with the FAA. Pilots do not register their aircraft, they register as a pilot and place their registration number in all of their aircraft.

For decades, the AMA has had a tremendous safety record. For this reason, and based on the protections from Section 336 that we helped pass into law, we do not believe that our 188,000 members should be subject to the UAS registration rule. Section 336 is part of the 2012 FAA Modernization and Reform Act in which Congress recognized the effectiveness of community-based safety guidelines and exempted recreational/hobbyists from any new regulations.

The AMA is working with Congress and looking at legal options to address registration. On a parallel path, we are advocating on behalf of our members directly with the FAA to find a solution. On January 15 Rich Hanson, Bob Brown, Gary Fitch, Chad Budreau, and AMA's legal counsel conducted a meeting with the FAA. During the visit the AMA discussed several issues impacting the modeling community including registration. We brought a list of our members' concerns and asked the FAA for a clarification or a resolution to our concerns.

We raised multiple questions around the guidelines pilots must agree to during the registration process, such as the requirement to stay below 400 feet. The FAA acknowledged that AMA members should continue to follow AMA's community-based safety code. We also discussed and the FAA confirmed that the language on the FAA registration site is a guideline, not regulation. This guideline is not directed at the AMA community but rather, it is a simplified set of safety guidelines geared to the general public.

We specifically addressed the 400 foot altitude limitation and explained how under appropriate circumstances some modeling activity necessarily occurs above 400' and other activity occurs at altitude to protect modelers and spectators on the ground. The FAA understands that this community flies higher than the guideline and acknowledged that AMA pilots can abide by their own safety code which is proven to provide safe aeromodelling operations

We also raised concerns with the FAA about a possibly stricter registration process for large model airplanes over 55 pounds such as requiring an "N" number. The FAA acknowledged these concerns and we discussed possible ways to revise the large model aircraft registration process going forward.

In addition, we discussed the numerous affiliate AMA members, non-US citizen or non-US resident competitors, and citizens who are currently away from the states who have not been able to register on the FAA site. The registration site so far has not accepted foreign applications, foreign addresses or foreign IP addresses. The FAA shares our concern about this and is working on a solution, which is expected in early February.

Many of our members have raised concerns about the privacy and security of the federal registration database. While we know that the database will be searchable by federal registration number, we do not know yet what additional information will be publicly available. We expressed strong concerns with the release of personal information, especially the personal data of AMA's youth members. We will continue to press the FAA to safeguard the security of our members' personal information. We understand there are AMA members who do not have a computer or do not want to submit a credit card during the application process. We discussed with the FAA the use of a paper application, which currently is only available at local FAA Flight Standards District Offices (FSDO). To make these paper applications easier to obtain, AMA is working to acquire these documents, which we can send to members who request them. As for members who are willing to register online, but cannot or do not want to submit credit card information, the FAA has agreed to accept gift credit cards such as Visa or Mastercard.

For those clubs that own a model aircraft as an organization and not as an individual, we requested clarification as to how to register the model. We concluded that those models should be registered under the registration of one of the club leaders. To protect that club leader who voluntarily placed his number in or on the club aircraft, the member should have a written document from the club indicating he or she should not be held responsible and is simply providing a registration number on behalf of the club.

Finally, there is confusion around whether

members register themselves or their aircraft.

Members register themselves and place their number in or on their aircraft.

At the end of our meeting with the FAA, we invited FAA representatives to join the AMA leadership at a nearby flying site to showcase firsthand AMA's safety protocols, demonstrate club camaraderie and mentoring, and provide the opportunity for the FAA to speak with AMA members in-person.

► Found this picture and thought you might like to see it again.



This is a picture of the KCRC Kombat Klub at the John Heard Memorial Meet last year. From left to right is Don Eiler, Sid Tibbs, Craig Dieter, Alan Valeo, Carroll Jernigan and Larry Weston. Kneeling is Randy Philipps. The models are the very affordable GWS Stick and they tow 30 foot streamers behind. This group started meeting on Sunday mornings several years ago and having a great deal of fun trying to cut the streamers of the other guys model. Rules were pretty simple. Crank it up and go fly. The guys were always conscious of the AMA safety rules and I don't recall anytime when there was a problem. Lots of dings on wings and tail planes, broken props, etc, etc. but no blood. Just good old competition, lots of laughs and fun.

I guess they'll soon start getting ready for another season. You're welcome to come out and join them.

► Speaking of seasons, it will soon be springtime and another season of growing grass. I kinda dread it because I generally have to mow my weeds every five days or so.

The mowing at KCRC field use to be done by volunteers who brought their own mowers up, but has been the most expensive item in our budget in the last few years when we started hiring it done. Last year we

again had some volunteers who kept it done for free (except for the sweat and strain). John Baselone and president Ralph Holder organized things and kept everything neat and clean. If you haven't expressed your gratitude, please do so. You could offer to help out also as I'm sure any help would be appreciated. If you do help out, please let me know. I'll pass out some " ATTABOYS "

► Here is what I've been doing during the cold days of December. January and February. This is my second Benny's Boxcar.



The model is pretty big with a wingspan of 72 inches Right at 40 oz dry wt with a Hobby King 3532-1700 700 watt motor, 54 amp ESC and a 10" prop. I had this motor on the first Boxcar but with a 12" prop and it got very hot, so I may have to go to a 8" prop.

Look at that long tail moment! This is typical of the old free flight models. The lifting stab makes up for most of the tail heaviness. I test flew number one at my church soccer field and the CG on it was at about 60% of the chord of the wing. I was apprehensive at first because I normally try to get the CG to about 30% but the model did just fine. I was very pleased with the slow graceful glide. I was also pleased with the rudder and elevator response. I'm beginning to think I'll get back to the field when the weather warms up.

► Guys, as you can see from this issue, I am having trouble filling the pages of the newsletter with things that might interest you. The only way to keep a club newsletter going is for the members of the club to contribute things that interest them because the things that interest a particular member is interesting to other members also. If you have a project going, send me some pictures and info so we can share it

I know that some of you are involved with projects because I saw it on Facebook before I got aggravated at all the crap on Facebook and stopped bothering with it...

In the meantime, the sun is out and it's almost springtime and Snoopy and I are dancingJim ■