



## Newsletter

Knoxville TN April 2016 AMA #594  
Editor....Jim Scarbrough..... [scarbj1@yahoo.com](mailto:scarbj1@yahoo.com)  
[kcrctn.com](http://kcrctn.com)  
Jeff Prosize, webmaster... [jeffpro@wintellect.com](mailto:jeffpro@wintellect.com)

### 2016 Elected officers

Pres.....Ralph Holder.....[holderrf@charter.net](mailto:holderrf@charter.net)  
V. Pres.....Ralph Colon.....[ralphcolon@bellsouth.net](mailto:ralphcolon@bellsouth.net)  
Secretary.....Ed Dumas.....[ed@eddumas.com](mailto:ed@eddumas.com)  
Treasurer....Joel Hebert.....[hebertjj@gmail.com](mailto:hebertjj@gmail.com)

#### EXECUTIVE BOARD

Jeff Prosize.....[jeffpro@wintellect.com](mailto:jeffpro@wintellect.com)  
Randy Philipps.....[randy@accessolutionsinc.com](mailto:randy@accessolutionsinc.com)  
Phil Cope.....[philipcope@bellsouth.net](mailto:philipcope@bellsouth.net)

#### Safety Officer

Rick Thompson .....[jrt1953@gmail.com](mailto:jrt1953@gmail.com)

## THIS'N THAT

► **Springtime and the living is easy!! Time to check out the equipment and get something ready to fly..**

► Got a note from Joel Hebert, KCRC treasurer. He says that the old frequency board is to be taken down and replaced with a simpler one. Most all members now use spread spectrum radios and don't use the board so that the board maintenance is not warranted.

Back before SS radios came out, it was a club rule that all flyers would put their AMA cards in the board so that other members there could verify that the flyer was a paid up AMA member. A requirement specified in the lease with the county park commission After SS radios came out, slots were added so flyers could know that the guy who was up was a SS radio and not a threat..

Not many of us old timers still on 72 mhz. Joel is asking that all members still on 72mhz let him know who and what frequency. It would help if a note on how often its used also. Time and technology march on. You can email Joel at [hebertjj@gmail.com](mailto:hebertjj@gmail.com) with the info..

► The AMA continues its contest with the FAA on the registration requirement. The registration process is painless, cheap and unobtrusive as far as I can see. It is also the law of the land as it stands even if you don't like it..

I once had a good friend, now deceased, who raged against the law requiring wearing seat belts. He felt that the government was overstepping its bounds. He refused to wear his seat belt although he knew in his heart that it was a good thing to do. I think he hoped to get a ticket so he could fight the law in court. It was the principle, he said. Luckily he never had an accident and never got a ticket and passed away quietly in his bed at age 85. Don't know the moral of this story but it seemed relevant...

I personally think the FAA registration is useless because it won't solve the problem of preventing an accident. People will do what people always do; push the envelope. I figure the registration requirement will eventually go quietly away like the old CB license requirement did.

I registered on the second day and got it over with because I didn't want to get myself worked up over something I couldn't do anything about..

As for the privacy concerns, it seems to me the info on the registration is the same that's available from all kinds of public records, including the AMA data base...

► Along that line, just received an email from AMA; **“ We have good news to share. On Thursday, February 11, 2016, the Transportation and Infrastructure Committee in the House of Representatives passed the Aviation Innovation, Reform, and Reauthorization (AIRR) Act, which preserves and strengthens the Special Rule for Model Aircraft. The AIRR Act is a strong bill that we are proud to support, but Congress isn't done with it yet. The House of Representatives still needs to vote on the AIRR Act and the Senate still must work on its own version of the bill. AMA has been actively advocating for our members' interests on Capitol Hill, and we will continue working with Congress on additional changes that could further protect our hobby. “**

Don't really understand what that's all about but so far the law hasn't changed. Registration still required.

► I got the flyer announcing the SAM chapter 43 contest in July to be held in middle Tennessee ( more later ). I suppose Dr. George Shacklett will attend as he usually does. He and L.A. Johnston are avid members. Doc doesn't fly much anymore but L.A. Is very active. Got a note from him the other day saying he and several friends got together in one of the friends pasture field and did a bit of winter flying. One nice thing about the old free flight type models; you don't really need a runway. A sage field is an easy landing site if you don't go in headfirst. I once lost a Galloping Ghost flyaway in a big wheat field. Several of us walked the field but never found the model till the farmer harvested the crop months later. Naturally it was ruined by the weather.

► George Shacklett sent me this picture from the Oak Ridge Public Library of a 1945 model airplane club in Oak Ridge, Tn. One of the planes looks like it might have been an early RC effort. ( Yes, Virginia, they had radio back then. )

Taken at Blankenship Field in September of 1945 by J.E. Westcott. From left to right are Harry Weitz, Joe Culver, Louie Sakron, Charles Gabbard, Donald Smith

and Duke Dioguardi. I don't know any of these gentlemen but we are kindred spirits.



This reminds me of an RC contest held in a pasture field at Cedar Bluff on Kingston Pike in the early fifties. My brother-in-law heard about it and we went to see. There were three models on display. The radio that one of the modelers had looked about the size of a refrigerator and sat on the ground with a huge dipole antennae. That day it didn't work. His large model never got off the ground despite a lot of effort. One of the others had no radio, just a pretty display model and the last one was a small .049 powered model using an escapement control and a hand held Citizenship single channel radio that had several good flights and put on a good show. Sometimes simpler is better.

► Ralph Holder sent me this picture of a Super Skybolt biplane he just finished. Powered by an OS 72 four stroke. He spent a lot of time putting it together and hasn't tried flying it yet but is optimistic.



It's a beauty, Ralph, and I'll bet it'll fly..

► Got a note from KCRC secretary Ed Dumas and a picture of an ongoing work he has undertaken. I have to say that I am impressed! I love the old Piper Cubs because of their flying ability and good looks and Ed is building a scale version that is a beauty to behold!

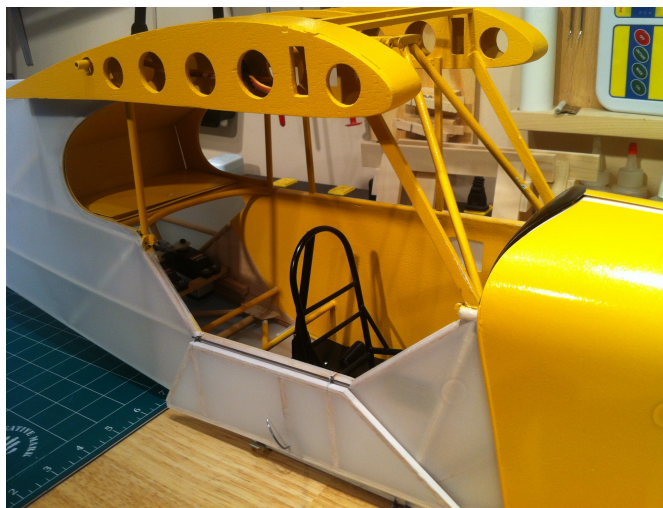
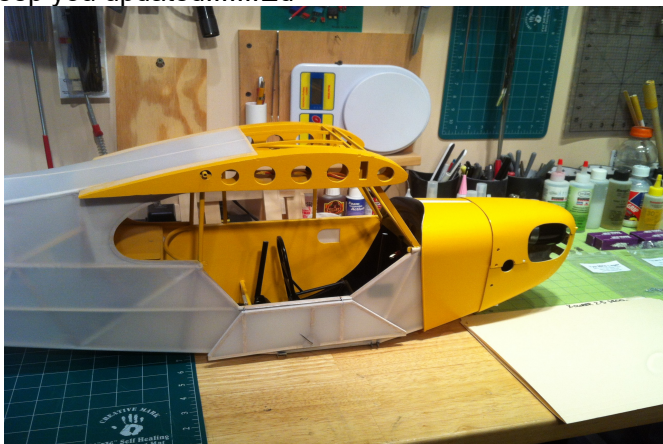
“ It is a 1/5 scale Cub, scratch built using Bob Nelitz plans that were originally drawn at 1/3 scale. I shrunk the plans by 60% to 1/5 scale so I could get it

in my car...Wingspan is 85 inches.

The project has been ongoing for several years now and will use an electric power system that is the same as what I have in my Goldberg Anniversary Edition Cub, which is 1/6 scale. It is an E-Flite Power 60 motor and a 60 Amp speed control driven by a 5S LiPo battery. I'm expecting the all-up weight to be around 7 to 8 lbs.

Structure of the landing gear and cabin truss is silver-soldered 4130 chrome-moly steel tubing, the rest of the fuselage is hardwood dowels and balsa. Wings are conventional balsa and spruce spars. Everything on the airplane is scratch-built, except for the wheel and tires, radio, motor, and battery.

Not sure when it will fly, maybe 1-2 years? I'll keep you updated!.....Ed “



All I can say is “ WOW!!!”

► Back in the sixties and seventies, there were a lot of kit makers. Most of them were good kits. VK and Top Flight had a series of kits that I built during those years that were great examples of scale models.. There was a 1/6 size WWI SE5 that didn't survive the test flight ( pilot stupidity ) and a Fokker Dr1 that had only one majestic flight but then was kept for thirty years as a hangar queen. I'm sure that the Top Flight ( I think ) 78” Piper Cub kit was designed by scale guru Dave Platt and, like the others, was a great example of kit making. I found one of these Cub kits in a hobby shop in Maryville when I returned to KCRC in 1990 after a fifteen year

hiatus, built it and powered it with a new OS .72 four stroke engine. I flew it until it became so ratty that I was ashamed to bring it to the field. I have three Cub models hanging in the garage now, two of which have never flown. I think this Cub kit later appeared as a Pica Kit. Pica returned a lot of good kits to the market, but now you can't find any of them either...Jim ■

### KCRC Meeting Minutes 3/8/2016

- The March 2016 KCRC meeting was held at Fellowship Church, 8000 Middlebrook Pike, room 606. President Ralph Holder called the meeting to order at 7:00PM. There were 22 members in attendance.
- President Holder recognized and said thanks from the club to several members for their contributions: Jim Scarbrough – Newsletter; Michael Catlin – KCRC Facebook page; Phil Cope, Frank Allmand and Brad Butzbach – Instructors; John Basalone – Grounds Maintenance.
- President Holder asked for approval or corrections to the February Meeting Minutes which were approved as is by unanimous voice vote.
- The February Treasurer's report was given by Treasurer Joel Hebert and was approved by unanimous voice vote.
- John Basalone gave a report on his research for adding a gutter on the North side of the flight line shelter. Material only cost for adding a vinyl gutter would be approximately \$262, whereas aluminum would be \$219. A general preference for aluminum was expressed. A motion was made to allocate \$400 for the project and was approved by unanimous voice vote. John Basalone and Kevin Thomas will jointly be in charge of the project.
- The possibility of adding a helicopter landing pad in the helicopter flying area was discussed and shelved for the time being.
- Repair to the driveway was discussed. Ralph Holder will contact Alan Hunt (fellow who bails hay for us) about the possibility of getting it scraped.
- Some members have expressed a desire for the club to purchase a barrel of fuel. \$800 was allocated and approved by unanimous voice vote to do so. Bill Dodge will be in charge.
- Frequency control for 72Mhz was discussed – the club's existing frequency board has deteriorated and is reaching the end of its useful life. Rick Thompson spoke to Brad Butzbach, one of our most frequent users of 72Mhz, who suggested we use a small white board under the shelter where members are required to simply write the date and channel for any 72Mhz frequencies they will be using for that day. All 72Mhz users would be required to check the board and coordinate with other users in the rare instance when a conflict exists.

- Phil Spelt announced the SPA Pattern Contest will be May 21<sup>st</sup> and 22<sup>nd</sup>. The field will be closed for general flying from Friday afternoon May 20<sup>th</sup> (so contestants may practice) until the conclusion of the contest Sunday afternoon May 22<sup>nd</sup>. Phil is the CD in charge and welcomes volunteers to help with the contest.
- KCRC will extend an open invitation for members of the Harriman RC club to fly at our field during the 3 weeks that they will lose use of their field. The invitation will be communicated by Phil Spelt who is also a member of the Harriman club.
- There were 6 entries for Model of the Month.

John Walkling – Hanger 9 P51 Mustang in Miss America colors  
 Ray Bacon – 330 Size Quad Copter  
 Steve Bayless – VQ Models Mig 3  
 Frank Allemand – F14 Tomcat  
 Randy Philipps – Phoenix Tiger Moth  
 Bill Dodge – Contender

The winner was Bill Dodge – Contender.

- There were no entries for Crash of the Month. No crashes would fess-up.

Respectfully Submitted,  
 Rick Thompson  
 Standing in for Secretary Ed Dumas due to his being out-of-town....Rick ■



*Illustration 1: Randy's Tiger Moth*



*Illustration 2: Steve's Mig*



*Illustration 3: John's P-51*



*Illustration 4: Frank's Tomcat*



*Illustration 5: Ray's quadcopter*



*Illustration 6: Bill's MoM winning Contender*

A bunch of very pretty models. Hard to pick a winner, isn't it..

► I hope you guys don't get too bored with my ramblings. I have to fill the pages with something and if you guys don't let me know what you're doing, I'll have to make stuff up.

A good newsletter passes information from member to member. That's how the hobby improves; idea sharing. You find a way to do something that is a better way to do it, you tell me, I pass the info along. That sounds simple, doesn't it?

Just expressing the joy you felt in the maiden flight of your new bird is cause for spreading the news. Everybody can share in it if you write it up. I certainly get enjoyment out of hearing about somebody getting a goody shiver out of a good flight. May cause me to want to build a model of that plane since you did well with it. .

I don't spend much time on Facebook because of the crap on it, but I see that about half the membership is signed up for the KCRC page and Michael Catlin keeps fresh stuff on there most of the time. I sure wish you guys would send me some fresh stuff occasionally.

In the meantime, I will continue to drum up old memories and gaze wistfully at my email, hoping to see an article or a note from one of you ( many of you ? ) ..

► Maybe you'll be interested in this. I saw it in the SAM Chapter 21 newsletter, who had seen it in the SAM Chapter 26 newsletter.

“ Courtesy of SAM 26 Newsletter # 303  
STILL SMALLER AIRBORNE PACKS?

The UC Berkeley Engineering Department announced they've developed a smaller more powerful single-chip microprocessor that successfully combines electronics and light waves that can interact with each other. Lighter, denser, more efficient. This was a major effort funded at least in part by DARPA (Defense Advanced Research Projects Agency). Along with Berkeley there were participants from University of Colorado at Boulder and MIT. More than 70 million transistors and 850 photonic components were packed into a 3 X 6 mm chip which communicates to the outside world using light. They used it to run a computer program. It was fabricated in a shop that mass produces high performance computer chips. If you're interested, full details were published in December in the journal Nature.

So by using lighter more efficient processor chips do we look forward to receivers and servos which weigh little more than their wires and connectors? And instead of three wires to each servo, might a single little fiber optic cable do the job? And the already small RX idle current demand could drop, although current to run the servos probably wouldn't. On second thought that means we'd probably still need servo wires to get power to them. Since I'm not necessarily a fan of the latest and greatest; if this happens I'll probably be the last kid on the block to get one.

Part of the report on this new technology was that the increasingly large amounts of electric power now used in big data centers could be greatly reduced. That leaves me thinking that it might help offset the power grid disruptions created by larger numbers of electric car charging stations. Light wave technology can't reduce the power needed to move the mass of an electric vehicle. “ ■