



Newsletter

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THIS'N THAT

► I still have some pictures from the SAM demonstration presented by George "Doc" Shacklett and L.A. Johnston last month..This picture from Dan Toombs.



Here is George and former KCRC president Jeff Elliot who came to help out. Jeff is active in SAM with Doc and Steve Fleetwood, who also came to help out..



Michael Catlin sent a few also. Here is KCRC

treasurer Joel Hebert and friend enjoying the food.



Doc and L.A. Also participated in the cuisine offered by chef Charles Wilson.



This is a Texaco event flyer brought by Steve Fleetwood. I think this one may be free flight since I don't see any control surface push rods. All the demo models flown at the event were RC controlled.

Love those old timer models!...Jim ■

Lanzo Bomber

I've commented several times about my ongoing love affair with the old time models. A short time ago I ordered another plans and parts short kit from Bob Holman plans service. Bob is a very easy guy to deal with and I hope to do more business with him in the future.

This time I ordered a 790 sq in size Lanzo Bomber, a 1938 free flight model designed by Chester Lanzo which has made a comeback with SAM members and those interested in the old timer models. In fact, there was one in the SAM demo we had last month. Both Doc and L.A. Say that all size Bombers fly alike. Good.

The model features a wing (huge) mounted on a pylon. Pylons were very popular with free flight models because it raised the wing high above the fuse increasing the pendulum effect, making a very stable flight envelope.

I hope to give a bit of time in the newsletter to the construction and hopefully the flight of this model. I had never built a pylon type model before and had some questions as I went along. For instance, whether or not to plank the pylon before mounting to the fuse. I asked Bob Holman about it (by email) and he said his son liked to mount it first. I also asked L.A. And Doc about it and the consensus was the same, so that's what I did. Turns out it was OK and not as difficult as I anticipated.

Bob generally sticks a bit of something extra in the kit parts. This time it was a plywood sheet with some odd shape items laser cut in it. I didn't pay too much attention since I figured it would come up in the building. Turns out that was a huge mistake. The sheet contained ten strip mounts for constructing both sides of the fuse at one time. A real time saver and I blew the chance to try them out.



This is what it looked like before planking. The wing is mounted on a corner so the fuse will be diamond shaped. The planking was a bit of a challenge but

worked out OK, I thought.

The stabilizer mount is made by cutting off the top longeron (the one the Pylon is mounted on) at the rear and mounting the platform on the two side longerons exposed. Worked out well and seems to be square with the top of the pylon.

I'll cover more next issue...Jim ■

► I asked L.A. About a word I had heard him use in emails about flying old timers. The word was “declinage “ Here's what he said:

“ Jim, if you had taken a close look at the black and white racer I flew the other day, you would have noticed that the leading edge of the horizontal stab had been shimmed up about 3/32 of an inch!!! This was done to reduce the declinage of that airplane, which allowed me to reduce the amount of down thrust in the engine, and also improved the glide tremendously!!!! (note that last word). Airplanes in the glide with too much declinage will be very prone to just settle or sink in the glide. most of the time we tend to think we have just flown into “sink”, but if you play with the elevator trim, you often see that with a little down trim the airplane flattens out in the glide. the racer, and the bomber both share a very high lift, “high drag” airfoil, so every thing you can do to reduce the induced drag really helps.

With the newer transmitters many of the fliers will set up two flight modes!! one for power, where they will program down elevator into the throttle function, and the other set up for the best glide trims!! If the modeler is really good with programming radios, they tie it all to the throttle position so that when they go from high throttle to low throttle, it changes from one mode to the other automatically!!! I ain't that good at programming, so I tend to do it the old fashioned way and just make my normal glide trims my standard setup. and just “fly” the airplane while it is under power. After all, that is a very short period of time of the total flight! That is one of the reasons you may see my airplane come off the ground, and do a couple of quick deviations from the final climb angle I want.

If I have flown the same model several times that day, the deviations will be less and less noticeable because I am getting used to the airplane, but since I have so many airplanes, and they are all just a little different from each other, it takes me a couple of flights with each airplane to get myself dialed into that airplane!! **That is another reason that so many people like the Bomber, because they all fly the same!!!** If you trust the plans, you will end up with a good flying airplane, if you ever want to improve the performance, then you can start playing with

declinage and other things.....L.A... ■

A nice thing in this hobby is you can almost always find somebody who knows the answer to your problem.

► I asked Larry Weston about the Slo Stik Combat that a bunch of members were into last year. Since John Heard passed away, Larry says that there hasn't been much interest. It's odd how one person's enthusiasm can infect other folks. John really enjoyed the mornings spent with those small models with the long streamers tied on and his fun spread to the others and almost every Sunday morning found six to eight members tearing up the sky. Great fun.

► Reading newsletters from other clubs, I see that there is a pretty fair amount of interest in modelers racing drones. I don't think it has arrived here yet. Not sure if there's rules or a universal set format. Seems to me that if interest in some kind of flying comes along, you can make the rules the way you want for the people you get to pitch in. As long as its just local, doesn't seem like it would be a problem. Like the Stik combat mentioned above, those guys had no rules, they just flew. Sorta like the way I play golf...Jim ■

1st Baptist Cruz-in

Saturday, June 11th, 2016, saw the annual Cruz-in car show at the 1st Baptist Church in Lenoir City. This event has been held every year now for several years and there's a huge turnout. The parking lot holds several hundred cars and it seems most of the spaces were full of antique or unusual vehicles of every type from tractors, motorcycles, and cars to trucks and buses.



Every year, there has been an RC model air show to go along. KRCer Phil Cope has participated in all of them except this year. Phil Spelt and Frank

Allemand have worked a few also. It started out with the Harriman Eagles doing the honors, but the last couple of events has seen the Blount County club taking over. Friend David Davis and former KRCer Lou Cotton are members of the Blount County club and usually participate. I didn't see Lou there this year but I did see David. They really do a good job.



The flyers did an entertaining show and kept something going all the time. Probably the biggest hit was the flying lawnmower....Jim ■

Ben Oliver Memorial Pattern Contest

Phil Spelt

Knoxville, TN, May 21 & 22, 2016 – The Knox County R/C Society, Inc., held its 24th annual SPA pattern contest on the third weekend in May. With 16 initial registrants, the Ben Oliver Memorial Pattern Contest was shaping up to be a good weekend. One pilot, the only Expert entry, had to work that Saturday



Illustration 1: Some of the models competing.

so 15 participants (plus the two co-CDs, Phil Spelt and Warren Oliver) arrived to contend for the awards and season points.. The weather for Friday afternoon practice and Saturday's opening four rounds was cool,

overcast and windy. There were no practicing pilots on Friday. There was fog, in the form of low-flying clouds, hanging over the river on both sides of the runway in the morning, which delayed the start of flying. Saturday after registration and the pilots' meeting, the first round finally began about 9:55am. There were two short sprinkle delays during the morning, and the skies were ragged and windy all day.

Throughout the day, I would get an "I felt a raindrop" report or someone would come up with a handheld device showing the big storm coming over the field "in about 5 minutes." As the rounds progressed, the storms never materialized. Winds were quite gusty, but flights continued until the last of the round 4 pilots landed about 4:45 in the afternoon. Despite the windy conditions, there was only one "accident", which was due to pilot error, not winds. Phil Spelt pulled up elevator before rolling out after the 3 Reverse Outside Loops, and his battle-worn Dirty Birdy ARF engaged in "premature impact with terrain", as the Air Force calls it. Needless to say, the plane was totaled, going in at full throttle.

Thanks to the KCRC volunteers, of which there were many that weekend, and thanks to Joel Hebert's skill with our scoring computer, the day went very smoothly, thus the early finish of Saturday's 4 rounds.

The 4:45 finish left plenty of time for everyone to get ready for the Saturday night meal together. We met this year at Abuelo's Mexican Restaurant at about 7:00pm, with about 15 or 16 folks enjoying some really good Tex-Mex food and typical SPA fellowship.



Illustration 2: Some of the diners eating.

Sunday morning dawned cool, bright and sunny, as the weather forecast had predicted. The final two rounds went without a hitch, with the last plane landing about 11:30. Everyone cleaned up and packed up while Joel tallied the final standings. We gave out the place awards, with KCRCers Jimmy Russell (1st place Novice) and Dave Johnson (Novice 3rd place), Bill Dodge (Advanced 2nd place) and Warren Oliver (Senior

Expert 2nd place) representing our Club quite well.

After the awards ceremony, we held the drawing for our two prizes. Shannon Russel (Jimmy's new Bride) did the drawings for us, and was totally embarrassed when she drew Jimmy's name. Jimmy took home the Dirty Birdy kit donated by Warren; and Scott Sappington, from Marietta, GA, won the new NovaRossi R60F the Club bought for the contest.

I want to give a hearty Thank You to all the KCRC members who came out to support the contest. They helped with registration and collecting lunch money and orders (from the nearby Subway Shop). Others gathered score sheets and brought them to Joel for entry into the computer, and generally hung around to do whatever needed to be done throughout the contest. KCRC has developed a reputation for holding one of the best contests on the circuit, made possible by the generous help from the members of the Club who come out to help. If I were to start naming people, I am sure I'd leave someone out, so I won't do that. Suffice it to say, the SPA folks always enjoy coming to KCRC for our yearly contest....Phil ■

CHATTANOOGA SPA

by Daniel Toombs

Jim, Here are a few selected pictures of KCRC flyers from the SPA 25th Anniversary Contest held June 11 & 12, 2016 at the Chattanooga Radio Control Club field. We had five contestants from KCRC. In the first photo is, left to right, Jim Russell (2nd Novice), Bill Dodge (3rd Advanced), David Johnson (3rd Novice), Warren Oliver (1st Senior Expert), and Dan Toombs (1st Novice).



Illustration 3: Way to go, KCRC!!

The second photo is David Johnson flying the Novice Pattern with his fiancée Terri Rector calling.

The third picture is Jim and Shannon Russell talking with SPA President Jeff Owens. The new runway looked really good but it was difficult for those of us who didn't have much practice time to get lined up on the center line on final approach. I barely caught the far edge of the runway on several landings when you are

thinking you're pretty well centered. The Chattanooga RC club did a fabulous job getting the field ready for the contest and everyone enjoyed the hamburger cookout on Saturday. Thanks CRCC!



Illustration 4: David and Terri sharing a hobby.



Illustration 5: Jim and Shannon with SPA Pres Jeff Owens

In novice class, it was Jim Russell, David Johnson, and myself, just like at the KCRC meet a few weeks ago. We flew six (6) rounds. I edged out Jim by a mere 12 points to take first place. David Johnson took third place but he also won round six outright. Pretty good flying by the novices! I would like to encourage other KCRC pilots to give SPA competition a try. It's great fun and the coaching by the more advanced pilots will certainly make you a better flyer. Try it one time. You'll be hooked! ...Dan... ■

KCRC Meeting Minutes – June 14, 2016

President Ralph Holder called the meeting to order at 7:03 pm at the KCRC flying site. Vice president Ralph Colon ran the meeting for practice. No new members were present.

Ralph Colon asked for approval or corrections to the May meeting minutes, which were approved by unanimous voice vote.

Joel Hebert gave the treasurer's report which was approved by unanimous voice vote. Safety officer Rick Thompson asked when there is more than one plane in the air that everyone fly in the same direction, especially when taking off and landing.

Secretary Ed Dumas thanked Rick Thompson

for submitting meeting minutes for the past several meetings while Ed was out of town.

Ralph Colon noted that two events will be held at the KCRC field. First a cookout and ice cream event will be held on Saturday, June 18 starting around noon. Randy Phillips and Jarel Zaretsky will organize and Jarel will bring his ice cream machine. Charles Wilson will do the cooking. This event is open only to KCRC members and their significant others. Second, KCRC will have a float fly on either July 23 or July 30 at the East Boat Dock in Melton Lake Park, adjacent to KCRC. This event will be open to the public. Mike Catlin will promote it on Facebook and Phil Spelt will inform Knox County Parks and Recreation to check for potential conflicts.

Field Coordinator John Basalone thanked John Partridge for weed-eating and Jim Maines for donating guttering for the flight line pavilion. The cost to the club to complete the flight line guttering was only \$80 thanks to Jim's donation. The guttering still needs to be sealed. John also mentioned that members without handicapped tags are still parking and unloading models in the area adjacent to the flight pavilion and that trash is being left around the field. He asked everyone to please use the trash cans. John noted that the helicopter pad is now installed and that he has replaced the plug receptacles in the flight line stations. Rick Thompson will bypass the GFCI for the two receptacles in the center of the pavilion due to nuisance tripping. This will keep the refrigerator from shutting down every time the GFCI trips.

Phil Spelt reported on the SPA contest. He thanked the club members who cleaned the field and staffed the contest. He noted that the SPA considers KCRC a favorite spot for its contests and there was discussion about having two SPA contests in the coming years. The club's net profit from the contest was \$461. Phil also noted that several members are doing very well in pattern contests this year, including three novices that won awards at the Chattanooga event and Warren Oliver who won the Chattanooga expert event.

KCRC is considering lobbying the SPA to host the Master's event next year. Bill Dodge discussed his proposal to the SPA leadership to allow the host club to have non-SPA members fly non-SPA aircraft in order to promote the event. Ralph Holder suggested that KCRC could host an SPA-like pattern clinic to promote pattern flying. Phil Spelt agreed to head up this effort.

New Business:

Bill Dodge will work on sealing runway cracks in the coming months.

Mike Catlin will work with Frank Allamond to update a flyer to distribute to local hobby shops to promote KCRC for visitors and new flyers.

Phil Spelt asked if KCRC will do anything for

National Model Aviation Day, set for August 13, 2016. Ralph Colon said he would look into it.

The Boy Scout event set for October in Blaine is still on. Phil Cope voiced concern about flying safely at the event given the proximity of the camping and parking areas to the runway. Ralph Holder will attend a meeting and convey the club's concerns.

MODEL OF THE MONTH

None

CRASH OF THE MONTH

None, although Ralph Holder told a story about losing and regaining control of one of his models that did not end in a crash.

There was discussion about Lemon versus Orange receivers. Rick Thompson noted that Lemon receivers have slightly better specs than Orange receivers, and both have lower brownout voltages than Spectrum receivers.

Ralph Colon noted that Bill Dodge has 37 gallons of nitro fuel available for those members that would like some.

The meeting was adjourned at 7:51 pm.

Respectfully submitted, Ed Dumas, KCRC Secretary...

June 18th , 2016 Picnic

One thing the KCRC group is good at is eating. We never miss a chance to have a picnic and Saturday, June 18th was no exception. This one was just for the club and families because it gets too expensive to feed all the hungry souls who like to come to the KCRC feeds.

Jerel Zaretski brought his home made ice cream machine and Chef Charles Wilson cooked up some fare for a fine summer get together and everybody had a good time. Michael Catlin said he was surprised when he came and found two rows of cars stretching all the way to the outhouse. Nobody counted but the turnout was great.



Illustration 8: Waiting for the ice cream to freeze. Michael Catlin sent this photo.



Illustration 6: Randy Philipps sent this one of the wonder machine. Sound is impressive.



Illustration 7: In happier times. This picture was taken in December of 2003

William Edward (Bill) Pennell, age 80, of Knoxville, passed away after a long illness on Monday afternoon, June 20, 2016 at his home surrounded by his family. Bill moved from Derby, England to Greensburg, Pennsylvania in April of 1966 to work for Westinghouse. He was an employee of Westinghouse for many years before moving from Waltz Mill, Pennsylvania to Knoxville in December of 1986 to work for Martin Marietta Energy Systems until his retirement. Bill was an avid builder and designer of model air planes. He was a long time member of the Knoxville Radio Control Society and will be missed by his many friends.