



## Newsletter

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## 2016 Elected officers

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### EXECUTIVE BOARD

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## THIS'N THAT

- September already? Can't believe how fast this year is moving along. I'll have to get the Christmas lights out pretty soon!
- Well, it finally happened. Somebody bought KCRC president Ralph Holder's house and now he's going to finish his move to Florida. Ralph is in his second term as president and he has been a good one. Along with his friend and fellow member John Baselone, they have greatly improved the condition of KCRC field. With Bill Dodge and his work on the runway, the new fencing and other work on the KCRC infrastructure, KCRC has never looked better!



Ralph is moving to Top of the World in Florida where they have a 600 foot grass runway and about 65 RC flyers to keep him company so he'll stay active. He will be missed!!

- Along with Ralph's departure, KCRC will install a new president. Another Ralph!! Ralph Colon, KCRC VP, will move up and take over the reins. Ralph conducted the meeting last month to get the practice because

Holder knew he was leaving..



Ralph Colon has been around for a good while so KCRC will continue to be in good hands.

Not sure what the procedure is for getting another VP. This happened the year before Ralph Holder's first term when our elected president moved to Memphis and VP Phil Cope took over.. Seems like we left the office open that time. Perhaps a nomination and approval by a vote at the meeting?.

- A KCRC member sent me a note concerning a discussion article in Model Airplane News about proper conduct at a flying field. He thought I might want to use it in the newsletter. I looked at the article and thought it was worthless as a guide for how to act while being a member of an RC club.

At KCRC, as with most all RC clubs, we have debated club flying rules and safety rules and field guidelines several times over the 40 plus years we've existed at our present field. Sometimes there is a bit of controversy over one or two of the proposed rules but

they get ironed out. Never heard anyone suggest that folks not actively flying, or flying in a manner they don't like, should go home and not "bother" those who do fly. Some of the responses to the MAN article did suggest that. One or two even said that those old farts who sit and talk and watch the other flyers should find another hobby.

I've been in this hobby for about seventy five years, most all of them in clubs, and enjoyed every minute of it. I enjoy sitting at the field and talking and watching the other guys fly. Since I don't see too well any more, I find it hard to fly though I still enjoy building. During the years that I've been involved in clubs, I've seen a few members ( I started to call them something else ) who seem to think that their club exists so that they can "do their thing" and anyone who wants to do a different thing should go somewhere else. It seemed like these fellows always had something up flying and nearly always wanted to do it right over the runway tying up traffic. Perhaps they did that and were asked to tone it down a bit.

Back when I started and there was only one RC channel, it was usually a long time between flights. One flight a day was not uncommon and some times you didn't even get that.. You learned patience.

Most every member of a club has a type of flying he enjoys. Some like pattern competition, some like scale and scale-like flying, some like hot dogging with 3D models, some like helicopters and quadcopters, some like old time floaters and sailplanes, some like high speed jets, etc. etc. The thing is, there's room for everybody in a club **if you follow the rules**. You might have to wait occasionally or fly in a different part of the sky, but there's room for all kinds of flying, and every member has the same right to fly and the same responsibility to follow the rules.

In a club, there are usually several different kinds of personalities and occasionally conflicts arise over different kinds of flying, but in KCRC this has rarely happened. Our rules and bylaws are endorsed by AMA and members for the most part have no trouble abiding by them. In a club all opinions have the same weight when considered and if your opinion rubs other members the wrong way, maybe you need to look at your opinion..

The main thing at any gathering of people is to "go with the flow": **Common courtesy is the oil that lubricates the friction that sometimes comes up and it makes everything move easier.**

► Seems to me that boorish behavior is becoming the norm. Watching the recent political conventions is a good example with all the booing and rancor coming

from the floor. People are behaving more and more like spoiled children and less and less like adults who are seriously concerned about the things that go on around them. Recently an umpire ejected a spectator from a baseball game for shouting obscenities.

My goodness!

► **Some of you might object to my reporting of SAM events and models; Folks, I use what I can get! I wish that KCRC members would send me a note on their new model or whats going on in their modeling world but they don't. It educates and entertains the other members to see whats going on in the club and it becomes a historical record of KCRC activities, so how about a little help?**

► The annual Tennessee SAM ( Chapter 43 ) contest was held in Cedar Hills, Tennessee and George Shacklett sent a note about it.

" The 20th SAM in Tennessee contest was held July 19,29,& 21 at Cedar Hill TN (very near Clarksville). There were 14 flyers who participated. Even though the number was small, most of the flyers were expert SAM flyers. We had contestants from Nashville, Cookeville, Rockwood, Knoxville, Ashland City, Ohio, Indiana and Illinois.

A good relaxed contest was enjoyed as well as a lot of renewed social interaction. L.A. Johnston won some events, and as usual spent a lot of time helping others. The 2 other experts won several events and a couple of perpetual Tennessee trophies Dale Hannum and Tom Boice are nationally known SAM fliers. They fought fiercely and between them won a lot as is usual for them



*Illustration 1: An impressive group of flyers. That's Doc 4<sup>th</sup> from the left. Picture sent by L.A. Johnston.*

Bob Metzger from Cookeville directed , with assistance from Tim Evans from Rockwood. Weather was in the mid 90's and Bob and Tim furnished plenty



of water with a lot of help from their wives Judy M. and Linda E. After a big dinner and social on the 2nd evening followed by another day's flying, us old heads were exhausted and headed home, but started planning for the 21st Annual....George “

► Talking about SAM, got a note from L.A. Johnston about an adventure he had recently with a new model.

“ Had another very interesting flight on the new C ignition airplane this afternoon. Launched it and was climbing out with great velocity, when suddenly I lost lateral control. Airplane pitched up and went into a loop under power, so I cut the engine, but I could not roll up right, so I continued through the loop! On exiting the bottom of the loop, I found I still had no lateral control so I could not "turn" the airplane. Leveled it out to try and assess the problem, and all was fine, except I could not turn the airplane, and it was headed for a very heavily forested area. I pulled the airplane up into a stall, and as it fell through the stall, it made a 90° turn to the left, which took it away from the trees, and back towards me. so I pushed the nose down a little to force it closer to where I was standing, but when I let up on the elevator, it pulled up into another stall, and made another 90° turn to the left! Now its flying more or less parallel to the runway, but still way too high, so I pulled two more stall/turn maneuvers and got it coming closer to me, and quite a bit lower. It was low enough that with one more stall/turn I managed to get it on a heading parallel to the run way, and low enough that I was able to land it and only broke the prop! Found that vibration had broken the pushrod between the rudder, and the servo arm, so now I'm going to have to rework all the control pushrods to ensure that doesn't happen again.....L.A.”

Seems like I've been there except I usually made it to the trees!

► **KCRC held one of its occasional Float Fly events at the east ramp on Melton Hill lake below KCRC field on Saturday, July 30<sup>th</sup>.** The lake takes its toll sometimes on errant aircraft but it pays its dues by furnishing a lovely body of water for these events and the RC clubs from around east Tennessee are always invited to come out and fly their water birds. KCRC furnishes a recovery boat for flameouts and such.

These get-together's are usually low key and informal with few competitive events scheduled and no entry fees as was this one. We only ask that participants have an AMA membership to conform with club rules..

Jeff Prosis was there and sent me a couple

pictures of some of the folks there. There are usually a pretty good assortment of models and the view of the water is especially good for this time of the year with the heat we've been having.



*Illustration 2: The always popular Cub makes a wonderful water bird ( and doesn't that water look cool! ). Charles Wilson pic.*



*Illustration 4: Some of the folks relaxing and watching.*



*Illustration 3: They get a bit wet inside sometimes. Charles Wilson pic.*

## **KCRC Meeting Minutes – August 9, 2016**

President Ralph Holder called the meeting to order at 7:00 pm at the KCRC flying site. There were 28 members in attendance, including 2 new (old) members, Denny Evans and Paul Funk. Welcome to all!

Ralph Holder thanked several people for their service to the club, including Jim Scarbrough for his work on the newsletter, Mike Catlin for his work on the KCRC Facebook page, Jeff Prosis for his work on the KCRC website, John Basalone & John Partridge for their continuing work maintaining the field through grass mowing and weed-eating, Bill Dodge for his work on the runway and all the KCRC members for their continued support of the club. The club members present, in turn, thanked Ralph for his service to the club and wished him well on his upcoming move to Florida at the end of the month. Ralph Holder asked for corrections to the June meeting minutes, which there were none. The minutes were approved by unanimous voice vote.

Joel Hebert gave the treasurer's report which was approved by unanimous voice vote.

Safety officer Rick Thompson had nothing to report.

Secretary Ed Dumas had nothing to report.

Field Coordinator John Basalone had nothing to report.

Randy Philipps reported on behalf of the Executive Committee John Basalone's continued support of the club and presented him with a Multiplex New Fun Cub XL Bind-N-Fly model.

Ralph Colon presented Ralph Holder with an engraved beer mug commemorating his service to the club as president for the past two years.

The KCRC website hosting has been transferred to GoDaddy. Phil Spelt was able to secure a deal on 10 years of hosting space, domain registration, databases, and unlimited bandwidth for \$598.80. Jeff Prosis will finalize the website in the coming weeks.

### **New Business:**

Bill Dodge reported on the Macon, GA SPA contest where he won 2<sup>nd</sup> place and David Johnson flew and crashed his plane in a tree.

Birmingham, AL in late September has cancer and may impact the ability to have the contest there. Bill offered to potentially have the contest at KCRC pending approval of the KCRC membership. After discussion, a vote was taken to authorize Phil Spelt to investigate this possibility and report back to the club.

The vote passed although there were two Nays. A concern was that the Mud Run, scheduled for September 17, together with the Masters contest the following weekend, could close the field for two weekends in September.

Mike Catlin reported he attended Robotics Revolution, a STEM (Science Technology, Engineering, and Math) event at Chilhowee Park this year that had thousands of kids in attendance. It was decided that KCRC should have a booth next year to reach out to potential members.

Rick Thompson reported that since IRS laws were changed in 2008, the club has failed to file a required e-postcard with the IRS that declares the club's tax status as a 501(c)-7 non-profit. Filing this e-postcard is required to maintain the club's non-profit status. It was decided that the club will file the e-postcard for the upcoming tax year.

Joel Hebert reported that the Float-Fly in July was a success with 10 pilots in attendance, 2 of which were from out of town clubs. KCRC wants to extend a big thanks to John Walkling for supplying and piloting the retrieval boat.

### **Model of the Month:**

Kay Kasemir won with a Multiplex Cherry electric sailplane that was scratch-built using the wreckage of an earlier aircraft that crashed about a year ago as a template. It uses a 10x8 folding prop, a 3S Li-Po battery, and is reported to climb vertically under full power. It is covered with Monokote and Hobby King's cheap covering, and has a 2 meter wingspan.

Matt Conser also competed with his Extra 300 foamie that was a Quique Somenzini design and marketed by Flex Innovations.

### **Crash of the Month:**

There were no winners this month, although Steve Jones reported on a battery that fell out of one of his planes, but the plane landed safely and wasn't considered a crash and Phil Spelt also reported on an interesting flight that ended in a non-crash.

Thanks go to Ralph Holder who brought two models, a Sky Surfer and a Stinson Reliant to raffle, which generated \$153 in proceeds to the club. Phil Cope won the Sky Surfer and Bill Combs won the Stinson Reliant.

**The meeting was adjourned at 7:47 pm.**

**Respectfully submitted, Ed Dumas, KCRC**

**Secretary.**

**Following pictures sent by Ed Dumas....**





*Illustration 5: Outgoing President Ralph Holder was presented with a monogrammed beer mug..*



*Illustration 6: John Baselone was presented with this award for his outstanding field maintenance work.*

Kay Kasemer won the Model of the Month award with his copy of a model he bought and crashed before its time. Here is his note covering the rebuild.

“ **Copy of Graupner “Cherry”**

This is basically a copy of the Graupner "Cherry", a model that I flew 20 years ago. The original had a plastic fuse, brushed motor, NiCd batteries, and would weigh about 1.9kg.

A year ago I found a new-old-stock kit on eBay. I equipped it with a brushless MVVS 3.5/1200 and 3cell LiPo (2600mAh). It flew great, but only once, because I crashed it on the first landing. Had both ailerons mixed "down" to slow down, which ended up being too slow, so it tip stalled in the final

turn. With really only the motor and one wing left after the crash, I decided to build an all wooden copy from scratch. The wing profile is Eppler E211. The wing build was a little more complicated than usual because of the undercamber and full sheeting. I put standoffs which matched the underside of the ribs on the building board, onto which I placed the lower sheeting, then added spars, ribs and finally the top sheeting.



*Illustration 7: Here is Kay with the big Cherry.*

The wingspan is 2.2m, weight with battery etc. is 1.25kg. With 10x6 prop, max current is about 30 Amp, but half throttle is usually sufficient for rather steep climbs. For landings I now put both ailerons "up". The effect is minor, but still helps..Kay “

► We've been having MOM contests for quite a few years now and a trend in voting leans toward kit built or built up models over RTFs. Not that there's any thing wrong with RTFs because an awful lot of members prefer the flying instead of building and the RTFs are now extremely well built, pretty quick to assemble and set up, they look great and fly really well.

That hasn't always been the case. We used to call them rubber ducks because the models were usually a flimsy plastic thing that required a lot of



support and the models were usually only good for one crash.. The Lanier line was a good example. The models were fairly fragile, fairly easy to build, and fairly inexpensive but they were pretty popular because they were awesome flyers. Generally they tracked like they were on rails and were very responsive. They worked well for the Novice class in pattern and a lot of beginning pattern flyers used them..

They sold a bunch of different models but I think they used the same foam core wing on most of them. The foam cores on the flying surfaces were covered with a thin plastic PVC and the only wood in the model was the bracing to keep it straight..

I flew several over the years but, unfortunately, none for very long (and it was never the models fault ).

The reason for this rambling dialogue on RTFs is to introduce the other entry in the MOM contest at the August meeting. Matt Conser entered his Quique Somenzini designed Extra 300.



*Illustration 8: Here is Matt with his good looking Extra 300. These stunters seem to get more impressive all the time.*

I asked Matt to comment about his model;

“ Will do: The model is sold by Flex Innovations and is constructed of EPO foam with internal plywood and carbon fiber reinforcements. The plane took all of 20 minutes to assemble as the motor, esc, servos and linkages were all pre-installed. I added my receiver of choice, a 3s 2100 lipo and went flying...Matt “

► There was a Senior Pattern Association contest

in Cullman, Alabama on the weekend of July 10<sup>th</sup> and a couple of KCRCers participated. Bill Dodge and David Johnson went down and tried their luck against the usual suspects.. There is a solid core of SPA fliers that have been present at just about every tournament the organization has held. Normally there would have been several more KCRCers at the contest but maybe the hot weather has slowed them down.

I read Bruce Underwood's recap of the results in the SPA website. There were fourteen flyers present at the contest. A bit down on attendance probably due to the heat. Bruce says that the contest directors had plenty of cold liquids and a free lunch which helped.

David Johnson had a bit of hard luck when the wing on his Daddy Rabbit folded at the seam during the three roll maneuver. Judging from the looks of the remains, David suffered a total loss.

Bill Dodge had a good outing placing second in Advanced and finishing just out of first place. He had a better day by winning one of the two free steak dinners given away for the evening get together at the Branding Iron restaurant.

As they say; A good time was had by all..

**It would have been good to have a picture but getting folks to contribute something to the newsletter is like pulling teeth..**

► Since I don't have any other pictures, I'll show you this one of L.A. Johnston's model he was flying in the exciting flight described in this newsletter.



*Illustration 9: L.A.'s wife took the picture.*

It is a Lanzo Racer scaled up to 900 square inches. Pretty big model! He's using this one to replace a Comet Sailplane he reduced to kit form when he took his eye off it while flying. I'll bet every RC flyer in the world has lost a model that way. Somehow they seem to move in a different direction when you're not looking.

► Well, that's about all I can squeeze out this month. Hope you have an exceptionally good month at modeling. If you do, send me some info on it.....Jim