



Newsletter

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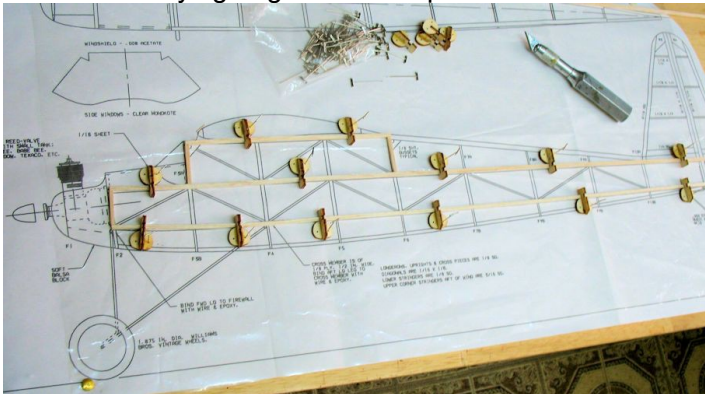
THIS'N THAT

► This is Halloween month. What else is October good for? Flying of course. The weather in October is usually the best of all months. Warm days and cool nights.

Also good for football. I'm writing this just after the huge letdown from the Appy State wrestling match so pardon me for yawning.

► October is the first of the Holiday season months with Thanksgiving and Christmas in the offing. I really do love this time of year with the anticipation of cool weather and the holidays and the good food and good cheer and good food. I don't want to forget to mention good food. .

► I'm building another Old Timer. This time it's a 1/2A size Dallaire. I ordered plans and parts from Bob Holman again. It's been a long long time since I constructed a model using 1/8th square balsa and my clumsy old fingers are needing the practice. I break a lot of the sticks trying to glue them in place.



I used to use a lot of silk and silkspan covering these fragile structures and I must say it is easier than ironing on film. To use the silk, you dampen it, drape it on the structure and paint some dope on the frame work underneath. When the silk dried, it shrank and you ended up with a smooth surface to paint, and when doped it was very tough.. The biggest problem you had was the smell from the dope fumes and the silk shrinkage pulling a warp in the structure. What you got in return for taking your time and paying attention was a beautiful model. Check out some of Craig Dieter's work

to see what you can accomplish with a bit of effort.

The bigger models with the planked fuses are strong and forgiving. It is easy to iron on film without breaking anything and the film comes in many colors and you work with no fumes to choke you up.. This is just my preference. Ask L.A. Johnston and he'll tell you that he loves the smell of working with dope. Seems to me that I used to like it also before COPD..

I'm going to power the Dallaire with a Rimfire 2830-950 outrunner, which is what Electrify calls the 400 size.. I think it is more power than the model needs but it is a motor that I have on hand. I'm also covering the model with some Hobby King film I had on hand. This is turning out worse than I anticipated. The film uses an adhesive that is not colored. The sticky is white and the film color is red. When I put the heat to it to take out the wrinkles, the red shrinks away from the edge and leaves a thin white line. Not good but I'm committed now.

► Heard from some old friends lately. Got this note from KCRCTN Sang Choi;

"Greetings from old Sang Choi:

First of all I miss everybody who used to be at the flying field in the old days. Since October in 2013, I had to stop flying because my wife had a bad car accident and needed me to take care of her. She is all recovered now.

And just like an old car, I needed new body maintenance. Had cataracts surgery in 2015 and eye lid surgery in 2016. I am still recovering but hopefully I can visit the field in October or November. I check my old flying machines from time to time and keep them ready.

I used to call John Heard as my engine doctor, I miss him very much.

I hope to see you and my friends at the field soon....Old Sang "

► Sang, John Heard, Fred Heddleson, C.D. Martin, Roy Pritchard and a bunch of others use to spend many happy hours at the field. They were a solid core of friends always ready to go fly. It was also the beginning of the OFFA (the Old Farts Flying Association. No dues and no real organization but we had fun with it.). This turned into a pretty big thing in

the club. Ed Hartley , another member of the OFFA, got hats and shirts with the logo on it. A lot of those members have now moved on to the Great Runway in the sky. Time takes its toll on all of us.

► And this note from George Shacklett:

“ Well Jim, you might want to file this as a safety article. For once I'm not writing specifically about SAM.

About 10 days ago I was running a 1937 Brown Jr., antique ignition engine. I anticipated meeting down at Harriman with LA Johnston to do some test flying to get ready for the SAM Champs in Muncie IN. We did get to Harriman and test flew, but there was an event which almost intervened.

Being 90 years old a few days ago, I don't get down on the ground on my knees to start engines as was my custom for many years. For this engine run, I set the model on a table so as to make things easier. The engine ran fine and was turning a 14/6 prop at 6500 (good for an old Brown engine). Then a BIG mistake became apparent. Apparently I had not adequately secured the model to the table. I was just standing there about to shut the engine off when it suddenly came at me . The result was a serious injury. Thank goodness it was a wooden prop.

After treatment in the emergency room, the verdict is that there is complete removal of full thickness of skin along the entire length of my little finger which exposes the extensor tendon. Healing is going to be slow and perhaps I will need some plastic surgery or skin graft. Just shows how after many years of running engines, one mistake can cause a big problem. Still hope to make it to Muncie and LA will “proxy fly” my airplanes.....George Shacklett “

I'm not sure whether you'd call this a mistake or an accident or an act of God. This type of thing has been happening to modelers since the invention of the model engine. Don't know if they are even preventable because I'll bet that every modeler who has ever flown with an engine has been cut by a prop. Don't care if you are 9 or 90.

► Heard from a former KCRCer, Anthony Stevens, who asked me to send him copies of the last couple newsletters.



He said he liked to keep up with the club activities but that he hadn't been able to access the website since it had been down. Jeff will get it back up when he has the time to work on it. Anthony says he does his flying at House Mountain now, mostly with his electric Butterfly..

Wonder how many of our old members keep up through the website? Send me a note....

► Bob Helsel sent me a picture of Emeritus member Gene Waters latest model. As usual, Gene doesn't waste anything as this model incorporates parts from several other models that have outlived their flyability.(crashed, or otherwise damaged). Gene says this might be the last model he builds. I don't believe it. Gene has been building unique models for an awful long time and I can't believe he can quit because building is addictive. The less I can do other things, the more I want to continue building..

Bob says; “ Gene's model is mostly scratch built! Wing is from a trainer except the outer portions. The horizontal & vertical tail parts are left overs from Dennis Hunt's pattern planes. The whole plane was covered with resin/fiberglass. He thinks maybe this will be the last model he builds! WS~72", Wt.=~13lbs. “.



If you want proof of Gene's buildability, take a look at the picture in our August, 2007, newsletter of the Boeing 777 he built for display at McGee Tyson airport.. An awesome achievement!!!!. ■

KCRC Meeting Minutes – September 13, 2016

Vice-president Ralph Colon called the meeting to order at 7:00 pm at the KCRC flying site. There were 19 members in attendance. There were no new members or guests.

Due to Ralph Holder's departure to Florida,

Ralph Colon is now the acting president of KCRC.

Ralph Colon asked for corrections to the August meeting minutes, which there were none. The minutes were approved by unanimous voice vote.

Treasurer Joel Hebert was not present so Ralph Colon gave the treasurer's report. It was approved by unanimous voice vote.

Safety officer Rick Thompson had nothing to report.

Secretary Ed Dumas had nothing to report.

The Marines annual Mud Run is scheduled for the weekend of September 17, 2016. John Basalone and Phil Cope will be at the field during the run to keep an eye on things, especially the refrigerator.

Field Coordinator John Basalone reported that the driveway needs additional gravel. It was decided that John will work with the farmer who bails hay to add additional gravel. It was also suggested that Phil Spelt check with the Marines to see if they might be able to help fill in the driveway with gravel after the Mud Run.

Jeff Prosis reported that the KCRC website hosting has been transferred to GoDaddy and that the bill for 10 years of hosting time has been paid in full. Jeff is in the process of building a first-class website for KCRC. The issue of storage space for member's pictures and videos was brought up and it was decided to use combinations of Facebook and YouTube to store these large files and access them with links from the main KCRC website.

Old Business:

Nothing has been reported on the potential SPA championship contest that KCRC considered hosting this year.

New Business:

Ed Dumas reported that the KCRC weather website was down for the weekend of September 10-11 due to a NOAA server fault. The problem was fixed by Monday, September 12 and this server outage did not impact the site's ability to store and archive data.

Ed Dumas volunteered to be on the nominating committee for 2017 KCRC officers with Rick Thompson and Randy Phillips to replace Ralph Holder.

It was noted that there will be a fun-fly in Ootlewah on October 1 at the CRCC flying field. It was also noted that there will be a fly-in at the Bradley County RC club field on September 24.

It was noted that the next KCRC meeting

(October 2016) will be at the field and the following five meetings will be held at Fellowship Church on Middlebrook Pike (November 2016 through March 2017).

Model of the Month:

Randy Phillips entered a Butterfly that was built by Craig Dieter. The new Butterfly was built to replace his earlier .25 4-stroke powered Butterfly that crashed while Ed Dumas was handling the controls. The new airplane is electric powered (!) and sports an orange, blue, and white color scheme.

Steve Jones showed a new gas-powered Sbach with a smoke system that was done in a Crown Royal color scheme. Steve did not compete for the MoM award.

Gene Waters showed a unique model that was a combination of pieces of 3 or 4 planes and was put together in a unique style. It has a .91 engine, weighs 13 pounds, and is called the "Last of Many." Gene did not compete for the MoM award.

Ray Bacon showed his first building effort, a Trex 450 clone with a 700 KV motor and a 6S battery that gets about 5 minutes of flying time.

Randy Phillips and Craig Dieter won MoM with the Butterfly.



Illustration 1: Oh, those beautiful Butterflies!!

Crash of the Month:

Ed Dumas reported on the crash of his new StingWing, a pusher flying wing design by Jack Cooper that came apart in the air during a high-speed pass that was estimated to be around 120 MPH. The crash was spectacular... While in level flight the motor vibrated and departed from the rear of the airplane causing the nose to pitch down, which in turn caused the wing to fail catastrophically, breaking 4 of its 6 carbon spars and opening the fuselage enough to eject

the 3 pound 5200mAh 6S LiPo battery about 50 yards from the main crash site... Prop failure is a suspected cause, but there was some thought that inadequate servo installation may have been a contributing factor.

Steve Jones mentioned an incident with one of his planes where the LiFe battery failed just after takeoff but the plane landed safely in 4-foot tall grass. While not a candidate for Crash of the Month, the moral is always charge all of your batteries before every flight!

Ed Dumas won Crash of the Month.

The meeting was adjourned at 7:51 pm.

Respectfully submitted, Ed Dumas, KCRC Secretary. ■

► **Well, I've run out of** stuff to put in this issue of the newsletter so I'll put in these pictures of the Dallaire I've just finished.



The iron on film I used was good on some bigger models where the pieces were larger, but not so good where a bunch of little pieces were used on the fuselage. As I said earlier, the color pulled away from the white adhesive and left a thin line. Not too proud of the job I did on this one but I think it will fly.



The weight of the model, ready to fly but less the

battery, was slightly under sixteen ounces. The prop shown on this view is a 7-4 wood. I think the motor will be more comfortable with a 9-6. The wheels are one and a half inch light wheels left over from a previous wreck. The LG looks long but that's what the plans showed..■

► This just in; John Basalone sent a report on the field after the Marine Mud Run over the weekend;

“ Everything went very good. Field was so dry from not having rain there was no damage at all. runway was flagged off and they had about four volunteers watching to see that auto's and people did not get near runway.

We asked the sergeant major if he could help us out with digging a new trench down the side of the driveway to prevent water from washing our road away. he told us he would gladly take care of it when they have equipment on site which I am thinking might be the next mud run..... John “ ■

► We have a long history with the Marine reserve unit in Knoxville. Way back in 1974 when KCRC was first getting set up, we had vandals driving in and tearing up the runway (this was before paving). We checked getting a ditch dug along the road to prevent cars from driving around the driveway but the cost was too much. The Marines saved us a bunch of aggravation by practicing digging a tank trap (read ditch) along the road. That stopped most of the vandals driving up to the runway.

► The SAM nationals are this week at Muncie, Indiana. George Shacklett and L.A. Johnston are planning to be there, so we'll have a report on their activities next month. Also, I'd sure like to hear from our SPA guys about their activities..

► Guys, I'm sure that you get tired of me rambling on about my efforts but it is hard to get stuff to put in the newsletter that might be interesting unless you send me pictures and information about your present (or past) activity. Everybody likes to see what you're flying and how it flies. They might be interested in getting one of the models for themselves, so your experience with a certain model is good info for the other members. (It also is a big help for me.)

I know that several of you are into the Facebook page, so I know that you are at least a little bit active, so how about letting the rest of the club in on what you're doing. Facebook is good for a conversation, I guess, but what goes in it is here today, gone tomorrow...

► **October meeting at the field.....Jim ■**