



Newsletter

Knoxville TN Nov 2016 AMA #594

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THIS'N THAT

► November and Thanksgiving!! Wow!!!
Don't eat too much, guys, and remember all the things you need to be thankful for..



► Well, the Dallaire didn't last long. I got a bit silly playing with it. I put it down on the patio and pushed the throttle up to check the acceleration and it jumped off the patio and started flying! In an area where it didn't have room to fly. I chopped the throttle and tried to turn it away from the tree it was headed for and cart wheeled it. I didn't see any obvious damage but I'm pretty sure I cracked the wing because it folded in flight the next day when I got a chance to fly it.. Complete destruction!! Those 1/8th stringers in the fuse all gave up when it hit the ground at full speed. The fact that I wasn't too happy with the work I did on it made the mourning time very short. Now it gives me an excuse to call Bob Holman and order another something. Think I'll go back to bigger. Its easier to work with bigger sticks. (No, I didn't. Just ordered a 1/2A Lanzo Airborn from Mr. Holman.)..

► Got a note from absentee KCRC president Ralph Holder in Florida.

“ Jim;....Doing good. I have not had time to join the club or fly. We have been very involved with our home building It is scheduled to be completed 12/19/. I did

however attend a weekend Warbird fly-in, in Dunnellon, Fla., about 20 miles from On Top of the World..

A little history.... The Tri-County R/C flying field is located in Dunnellon, Florida. They lease 77 acres from the Department of Environment Protection, Office of Greenways and Trails. The runway is combination grass and asphalt. The name of the field is Rainbow R/C Airpark.

I have attached several pictures and due to the sizes will attached more on another email.

Hope all is going well with the club and yourself. John Basalone keeps me up to date on the club. I miss you guys.....Ralph “



Pretty impressive runway, Ralph, and that Fokker DVII looks almost big enough to ride in! Shades of Joe Parrott!!!

Several years ago, another KCRCer, Mel Zang,

moved to that area in Florida. Mel was a scale model man. Built some beauties!

► Got a note from **Jeff Prosis**. He and **Phil Cope** have been doing a bit of jet flying. Jeff says its been quite a while since he got to fly;

“ On a beautiful Sunday afternoon in late September, Phil Cope and Jeff Prosis made the short drive to Riley Creek airport near Kingston and, at the invitation of the full-scale pilots who fly from there, burned some Jet A. Riley Creek sits alongside the Angler’s Cove inlet on Watts Bar Lake and has a 2,600’ runway that is perfect for turbine flying. Phil flew his CT-114 Tutor, and Jeff flew his BVM BobCat. The afternoon was warm and humid, but with the sweet smell of jet fuel wafting through the air, all eyes were focused on the jets and a good time was had by all.

Phil’s Tutor is powered by a Jet Central Rabbit turbine, which produces 24 pounds of thrust at 152,000 RPM. Jeff’s BobCat is outfitted with a JetCat P100-RX, which produces 22 pounds of thrust at a top end of 152,000 RPM. Both are 100-class turbines, meaning they are nominally rated for 100 Newtons of thrust (the Newton is the metric unit of thrust; 1 Newton equals 0.225 pounds), and both feature kero-start. Until a few years ago, most model turbines started on a propane-butane mix and then transitioned to jet fuel once ignition was achieved. Modern turbines start on jet fuel and run on jet fuel, simplifying the setup and eliminating the need to scour camping stores for the proper gas mixture.

The invitation to fly was extended by Marty McKee, who flies full-scale planes from Riley Creek and is a member of the Harriman Eagles RC club. Marty flew a couple of planes of his own, including a beautiful scale Stuka that took to the air between jet flights. A big thanks to Marty and the folks at Riley Creek for hosting us, and just let us know when you want us to fly there again! “



Illustration 1: Jeff's Bobcat. Beautiful!!!



Illustration 2: And here is Phil's awesome Tutor..



Illustration 3: Jeff's Bobcat taking off (or landing).



Illustration 4: And the Tutor. Looks like a show pass with wheels down.

Great pictures. You can almost smell the exhaust fumes. **Pictures were taken by Jeff's friend Carlos Reveiz, a pro photographer.** He also took one of Marty McKee's great looking scale Stuka. One of

my all time favorite planes. For its looks, not its deeds.

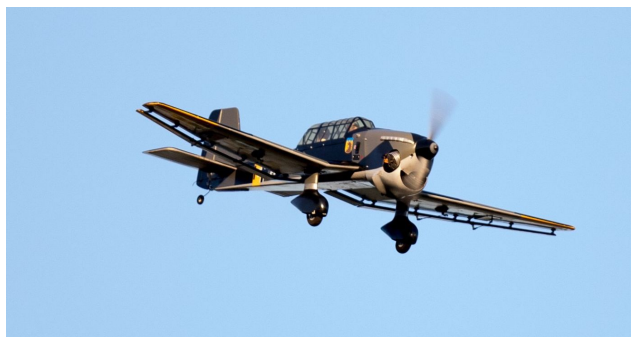


Illustration 5: Host Marty McKee's JU-87

► **L.A. Johnston and George Shacklett** went to the SAM Champs in Muncie, Indiana, and L.A. Sent me a write up;

“ This being the last champs Doc and I plan to attend, I guess the weather gods gave us one to remember!! To be short and to the point, the weather was atrocious !! The flying events run from Monday through Friday, and the weather went like this.

Monday: Windy!!!! Not any fun to fly an airplane with light wing loading when you have to hold the airplane on the ground to take off!!! 1/2 A Texaco was one of the events that was to have been flown Monday, but because of the wind they re scheduled it to Wednesday The other events with the bigger airplanes were flown, but no one maxed, Because the wind was so high, I made one flight and said “to hell with this”, and put the airplane away!!!

Tuesday: Windier !! Measured wind gusts of over 28 mph on my Velocimeter !! Even fewer flights made on Tuesday than Monday, and all those were made early Tuesday. I didn't even get an airplane out of the car!!!

Wednesday : Rain, rain, rain! Wind was not too bad, but because of the rain, visibility at altitude was very bad! Most of the time in the limited engine run events the airplanes were in the clouds before the allotted engine run time was used, so the flight times were not very good. Most of the good flight times were made by fliers who picked a hole in the clouds to get the airplane to altitude. but even then a couple of fliers had clouds move in under the airplane during the glide and they had to spin the airplane down through the clouds to keep from loosing it. Again, I didn't even get an airplane out of the car!!!

Thursday: Rain off and on, and moderate wind. At least the flying conditions were good enough that one could fly safely! Put in all my flights with my “C glow” airplane, but only maxed one time, so I was out of the running!! On the last flight in C glow, I lost the airplane in the climb, and damaged the wing during recovery. Landed the airplane safely but because of the damage to the wing, it would not be useable in the “Foxacoy” event which was scheduled for Friday!!!

Friday.. Weather was forecast to be more of the

same weather we had Thursday, and since I had damaged my Foxacoy airplane, we decided to pack it up and head for home!!!!

One of our club members, **Bob Metzger**, flew on all 5 days and won several first places! Will give you a list of those placings before your next news letter!!!

Now the really pitiful part of the story!! I took 9 airplanes with me, but because of the weather conditions I only flew 2 of them, and in the case of my “antique glow” airplane (my old Dallaire) I only put in one flight! **Doc** on the other hand took two airplanes with him; his electric powered Valkyrie, and his Dallaire with the Brown engine in it (the one that ate his finger). Because of the wind conditions we didn't even attempt to fly the Valkyrie, and when we tried to start the Brown, it would not run! We never did figure out why, and Doc is normally “Mr Ignition” when it come to the old ignition engines! He was going to fly the Dallaire in 4 different events, so that wiped him out in all of those events!! So, we didn't put in a single flight with either of his airplanes!! Talk about a disappointment!!

Jay Burkart from Ky was going to fly his new 10 ft “Fubar” electric in the electric limited motor run event, but while test flying the airplane on Sunday, he folded the wing at altitude and totaled the airplane. At least we think it was totaled, they never did find the fuselage, and only found half of the wing. Apparently while trying to get it down from altitude he dived it too hard and the pull out failed the wing joiner rod!! In the part of the wing they found, the remaining joiner rod (3/8 dia carbon rod) was sheared off! Jay and I had discussed the wing joiner technique he was using during construction, and I was concerned about his use of just a single carbon rod, but he assured me that he had used the same technique on his 12 ft Airborn airplanes with no problem, so he tried it again on the Fubar!!! I suspect that the difference in flying speed between the two designs was a contributing factor!!! Any way, the airplane was a complete loss since he never recovered any of the fuselage!!!!

Well as Porky Pig would say “ That, that, that's all folks”...L.A. “

Thanks a bunch for the write up, L.A. It was almost like being there (glad I wasn't. I've played golf in this kind of weather!).

And I hope it's not the last SAM champs you get to go to..

► The FAA sent out a directive warning against flying drones in the area of Hurricane Matthew because of the danger of interfering with aircraft flying rescue work. Can't imagine anyone flying a drone in 100MPH wind but I guess there's people who might try.

► Speaking of hurricane Matthew, I checked with new Floridian Ralph Holder and asked him about it. He said that they had some wind and rain but that he'd seen worse storms in Tennessee.

KCRC Meeting Minutes October 11, 2016

Vice President Ralph Colon called the meeting to order at 7:00 pm at the KCRC flying site. There were 22 members in attendance. There were no new members. There was one guest, Matthew Williamson who is a UAV pilot for the West Knox Utility District.

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

Treasurer Joel Hebert 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.

Phil Spelt and Phil Cope gave a report on the Marines annual Mud Run which was held on September 17, 2016. The Mud Run went very well and the field is in good shape thanks to no rain during the event. They reported that the Marines made \$60K with 1500 people in attendance. Field Coordinator John Basalone reported that the Marine Sgt. Major is going to cut a trench by the driveway for drainage next year for the Mud Run, but that it was not done this year. John also reported that the field is dry due to lack of significant rain over the past few months.

John researched the cost of gravel for the driveway and reported that 22 tons will cost \$487. This price is in line with previous gravel costs. Since there has been no rain recently and the driveway is in good shape, the gravel issue will be tabled until there is a need.

Phil Spelt reported that the Marines Mud Run is a charity event that raises money for the old Marines home and Toys for Tots. He also reported that this is KCRC's only civic function that it performs for the year and it carries a lot of weight with Doug Bataille of Knox County Parks and Recreation.

Joel Hebert will work on a preliminary 2017 budget to be presented next month.

There is no update on the status of the KCRC webpage.

Please note that the next meeting (November, 2016) will be at the Fellowship Church, 8000 Middlebrook Pike, Knoxville, near Robinson Road, not at the field!

New Business:

Phil Spelt reported that KCRC has been tapped to host the SPA Master's Pattern Contest next year. This is a big event that KCRC hosts every 7-10 years. Phil made a motion to let the club host the Master's event, which passed by unanimous voice vote. The date has been set for Sept 30-Oct 1, 2017. Phil will also check with the Marines to be sure next year's Mud Run will occur at least 2 weeks prior to the Master's contest.

Phil also made a motion to hold the normal SPA contest at KCRC in May next year, which passed by unanimous voice vote. The date has been set for May 20-21, 2017.

Matt Williamson, who is the Director of

Engineering for the West Knox Utility District, gave a short presentation on WKUD's new DJI Phantom 4 multi-rotor copter that they are using to perform aerial tank inspections at various locations around the county. Matt is a full-scale private pilot who has a Part 107 Remote Pilot-In-Command certificate and flies the P-4 for WKUD. He reported that they will be flying the P-4 this Tuesday (10-18-2016) at the WKUD water treatment facility adjacent to KCRC. He wanted to let everyone know what they are doing so that their flights will be coordinated with flying at KCRC. Several KCRC people will be observing the flights and no one thinks there will be any conflicts.

Rick Thompson reported that Randy Phillips has a few OFFA hats available for sale. No minimum age was noted to be eligible to purchase a hat...

John Basalone also reported that the refrigerator would be shut down in the coming weeks to preserve it during the winter. The refrigerator will be unplugged, cleaned out, and the doors left open for a few days so it can dry. It will then be closed for the winter.

Model of the Month:

Craig Dieter entered an ElectriFly Douglas DC-3 that he acquired from Jeff Prosise.

The DC-3 flies for 6-7 minutes using two C-20 motors from TechOne Hobby, two 10 Amp ESC's, and a 2200 3S LiPo battery pack. Craig Dieter won MoM with the DC-3.

Crash of the Month:

No crashes were reported this month. It was reported however that almost all models have been recovered from the surrounding trees around the field.

Mike Catlin has made several 3-D printed cases for the DSMX-compatible 6-channel Lemon with diversity antennas (Product code LM0034) for those that want them. Contact Mike for more information.

The meeting was adjourned at 7:45 pm.

Respectfully submitted, Ed Dumas, KCRC Secretary.



Illustration 6: Model of the Month winner; Craig Dieter.