



KNOX COUNTY RADIO CONTROL

Newsletter

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2017 Elected officers

Pres.....Rick Thompson.....jrt1953@gmail.com

V Pres.....Ed Dumas.....ed@eddumas.com

Secretary...Roger Kroodsmas...rogkroods@att.net

Treasurer.....Joel Hebert.....hebertjj@gmail.com

EXECUTIVE BOARD

Brad Butzbach.....warhwkbb@yahoo.com

John Basalone.....jrbfarm@yahoo.com

Ralph Colon.....ralphcolon865@gmail.com

Safety Officer

to be appointed by pres

THIS'N THAT

▶ Well, we're into a brand new year. I sincerely hope that the last one was good for you, and I hope this one is even better. It will mark the start of my eighty ninth and I have to say that I don't remember any that I could call really bad.. Most all are pleasant memories. I guess the bad memories don't hang around long. Thank goodness!

▶ KCRCT is into its forty third year and still doing fine. The field facilities are in very good shape and mostly keep getting better and better thanks mainly to John Basalone, Steve Jones and those helping them.. I hope the membership appreciate these efforts

▶ We install new officers this month at the banquet, which takes the place of a meeting. It is being held at the **Golden Oak restaurant in Oak Ridge on January tenth**. Most folks will probably start showing up around six and eating before the installation. I remember one banquet years ago. Fred Heddleston was sitting across from me. I don't remember what Fred ordered but he never got it..He kept waiting but the only thing he got was the bill.

▶ Because I usually like to do at least four pages of the NL, I frequently need filler in the newsletter, I decided to write the following. It is not a definitive work but only to be used as a guide. I have used these processes and they worked for me. I'm open for comments or suggestions to improve these ideas:::

Building Old Time Models From Plans

Part 1, getting started

If you are a bit adventurous and want to give it a try and you don't know where to start, then this might be a help for you. If you are just getting started in model airplane scratch building, it can be a bit daunting at first until you begin accumulating tools and other items needed. I'm assuming you already have a radio. If not, check article on page 3.

The very first thing you will need is a building board. This depends on how much room you have for building. A basement or a garage is great but not necessary. Main thing about a building board is it has to be flat. For years I used a 24" wide laminated door on saw horses. It was cheap, flat and would even take pins.

A lot of people put a ceiling tile or a sheet of cork on the door to take the pins. I now use a building board I got from Tower. It's 48" by 16" and does well. You can thumbtack your plans with a plastic sheet (wax paper is OK but not quite as good) over them to keep the glue off, build on it and slide it under the bed when you're through for the day. Your structure will be fine till the glue dries. If you're building in the house, have a vacuum cleaner handy!! If you're not living alone, you might want some ear plugs too.

The thing is that most of the tools and building aids are used over and over so it gets cheaper to build your own as time goes by. Basic tools required are scissors, a strip cutter, razor plane, Exacta knife, tee pins, sand paper and a razor saw. Using iron-on film covering is easier and less stressful. For that an iron is necessary. These will get you through most models.. You can choose what glue you want to use. CA is great but I can't take the fumes. I use it occasionally, with a fan to blow across my face. I use aliphatic glue (carpenters wood glue) on most everything because its not toxic. Some people like the styrene type glue like Duco and there are some joints that call for epoxy.. Thing is that most glues work fine and generally you can use any of it. Aliphatic is slowest to cure.

I look through the plans catalog from Bob Holman (bhplans.com) and pick something out. I picked Bob because he is very helpful and easy to deal with and has a very large set of model plans at good prices.. The catalog gives you an idea what the model looks like before buying. Some are more complicated than others. For instance, I wouldn't recommend starting with a pylon model simply because I found that mounting the pylon is a bit more daunting than a cabin type and a bit harder to cover. I would also order the laser cut parts from Bob. Then you only need worry about getting the strip stock. Bob also has laser cut aids for building both sides of a fuse at the same time which saves time and insures that the sides match. He also has laser cut gussets and other aids as well as building boards.. All of it very reasonably priced.

Part 2 next month maybe...

▶ In the last issue, L.A. Johnston told of getting a

Windlord model from another builder at the SAM Nats. Here is an update;

" A little up date on the Windlord. I now have 3 test flights done on it. Fly, make a change, fly again, make another change, you know how that goes. Flight characteristics are very interesting. Didn't get near enough down thrust in the motor, so if you launch it at high throttle, it wants to pull the nose up so hard that there is just enough down elevator to hold the nose down. Speaking of down elevator, nowhere could I find any mention of the needed amount of control surface movement! I contacted the kit manufacturer and they didn't have any idea either, so I just set them using the rules of " TLAR " (that looks about right). For the first flight, I ballasted it up a little nose heavy, and flew it. Other than the nose pitch up, it flew fine. Even managed to work a thermal for awhile!

Then the interesting thing! " Oh, lets try the spoilers "! According to the build thread, when they are on the lower surface of the wing they are called "splat"s" (combination of spoiler, and flap). Mine are actuated by the "gear" switch on the transmitter, so they are either all the way open, or closed. When I opened them, I thought " What the heck! They don't work ". There was absolutely no change in pitch angle, no sudden change in glide angle, and no noticeable change in speed! But the airplane seemed to steady out a little, and it even felt like it was in "soft" lift! I retracted them, and I noticed a little increase in speed, so, for the first landing I just retracted them and flew the airplane in to a nice smooth landing.

For the second flight, I pulled ¼ oz of lead off the nose of the airplane, and launched at just a little more than ½ throttle. Much smoother climb out and better thermal flight I left the splap's out until just before touch down, just to see if that would work, but the airplane touched down and because it was still flying pretty fast, it "skipped" a couple of times before finally stopping. That was all for that day.

Two days later, I tried again. Removed another ¼ oz of lead, used a different battery pack, and just flew it for fun. No big improvement, but felt more comfortable with the airplane. Brought it home, found and removed a few minor warps in the wing (airplane has developed wash out in the tips, and since it is a reflex airfoil in the wing, you don't need washout) added more down elevator and removed another ¼ oz of nose weight. Should be getting pretty close to final trim set up now. Been waiting on calmer weather since making those changes. Will let you know how the next few flights go.

Over all I am pleased with the way the airplane has performed. I am so enthused that I may start building another one. This one will have the spoilers on the upper surface of the wing! Will feel much safer with a noticeable change in descent when you open the spoilers! Also would help in landing approaches. My son has asked me to send pictures when I get some made, When I send them to him, I will include you in the

mailing.

One other thing. I can see that this spring, I might have real problems with hawks and buzzards! At altitude, this airplane looks so much like a hawk or buzzard that if I get in a gaggle of them, I will have a hard time figuring out which is which! We even have a few bald eagles that frequent our flying field most of the year and I've been thinking about using a color scheme with a white fuselage forward of the wing, and making the vertical stab, and rudder white also! I'll wait on that decision until I get the airplane built!!!!...L.A. ■

KCRC Minutes – December 13, 2016

V. President Ralph Colon called the meeting to order at 7:05 pm at Fellowship Church in Knoxville. There were 27 members in attendance. There were no new members.

Ralph Colon asked for corrections to the November 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.

Secretary Ed Dumas had nothing to report.

Safety officer Rick Thompson had nothing to report.

Phil Spelt reported that since KCRC is hosting the SPA Masters contest in October, 2017 KCRC will not be hosting its regular SPA contest in May, 2017.

Field coordinator John Basalone and Steve Jones are working to negotiate the best price for new gravel for the driveway.

New business:

Last month it was proposed that dues for 2017 be \$72 for individuals, \$84 for families, and \$36 for students. This dues rate was approved by unanimous voice vote.

Officer elections were held. It should be noted that there was a tie between board members Jeff Prosis and Brad Butzbach, at which point Jeff stepped aside to let Brad serve a term to add new blood to the board.

The KCRC officers for 2017 are:

President: ...Rick Thompson

Vice President:... Ed Dumas

Treasurer: ...Joel Hebert

Secretary: ...Roger Kroodsma

Board Members: John Basalone, Brad Butzbach, and (outgoing president) Ralph Colon

Congratulations to all new officers and board members!

Phil Spelt will make reservations at the Golden Oak Restaurant in Oak Ridge for the January banquet. It is scheduled for Tuesday,

January 10, 2017 at 6:00 pm.

Jeff Prosis reported that there has been no recent progress on the website, although Jerel Zaretsky is doing some work. Jeff said he will add the KCRC membership form to the website by January 1, 2017.

Model of the Month:

No MoM entries were entered this month.

Crash of the Month:

Charles Wilson won for a crash that occurred near the runway earlier this month.

The meeting was adjourned at 7:40 pm.

Respectfully submitted, Ed Dumas, KCRC Secretary....--Ed

Buying a Radio for RC?

When I started in radio control, radios were wonderful ways to actually control the way a model airplane flew. Before radios, we just trimmed the model to fly by itself and hoped for the best, but suddenly, with a radio, we were able to move the rudder from one side to the other and actually guide the model a bit.

Actually, by today's standards, the radios were very primitive. This was before transistors and, since weight was critical, the receiver was a usually a one or two tube super regenerative type design requiring two batteries (at least) and where you adjusted the receiver frequency by moving an iron slug in a coil of wire to tune the receiver to the transmitter whose frequency was crystal controlled.. As the atmospheric conditions changed, so did the receiver tuning and all too frequently, you lost control. The rudder movement control was a rubber band powered escapement that moved the rudder from center fully to the left or right, so control was limited and required a lot of practice with the transmitter button. In the very early sixties, RC enthusiasts got their exercise running down the flying field holding the transmitters aloft trying to regain control. Because this was so much fun and so many people were involved, there were a lot of effort going on toward improving things.

By the mid to late sixties (and the invention of transistors), radios were already becoming more dependable and more and more functional and carrying less weight. Now you could control rudder, elevator, ailerons, motor. More and more channels were added. Every control on an airplane could now be moved at will.

Newcomers to RC now have an almost limitless choice of radios to choose from at a huge range of costs. Everything from cheap used radios to 18 or more channel spread spectrum monster radios. Here you have to depend on how much money you have to spend. A common piece of advice is to buy the best (most functional) radio you can afford. Seems to me that almost any radio on the market today is pretty dependable. There are at least three major brands of

radio, JR, Futaba and Airtronics, and each sells an assortment of good radios with all kinds of abilities. There are other suppliers but I'm not familiar with them. I would venture a guess that they were pretty good also.

If the available money is limited, there are still choices. What kind of model do you want to fly? These choices also are almost limitless. You can choose helicopters, drones (a misnomer actually since all RC controlled models are drones), old timer free flight models, warcraft models, sport models, competition aerobatic models, etc, etc. These choices can guide your radio choice. Some old timer models fly well on three controls (rudder, elevator and motor), while a competition aerobatic model requires a computer radio to fine tune control in order to be competitive..

When I first started in RC, there were many large open areas to fly in so we just went out and flew. Now there are precious few open areas and with the crowded populated conditions, property damages have to be considered. An RC club and an AMA membership take care of both a place to fly and insurance to cover an accident but this is an added expense to consider when starting out. There;s no getting around it, radio control modeling requires a pretty good sized monetary output, so what do you do if you have to limit your expenditures! There are some who say, if you can't afford it, don't get into it, but I think its such a wonderful hobby that every one should be able to enjoy at least some aspects of it.

If you have an open area to fly in, I would recommend a membership in AMA even if you don't join a club just to get the magazine and the insurance protection. There are also ways to limit the other expenses. Most any model requires only four controls to do a good job of flying. Rudder, elevator, ailerons and motor. To do this can be done by any four channel radio manufactured since 1992. Used radios are a dime a dozen. A computer radio is nice if you have the money but they only provides more convenience. A spread spectrum (2.4ghz) radio is be desired but a 72mhz radio will do the job if you're careful not to be on the same channel as someone flying near you, and they are just as legal and dependable. A bit of advice; if you are buying used equipment, it would help to get a friend who knows RC to look at it. If there's a club around, most any member would be glad to help out. Most (some folks would say not all) Rcers are actually pretty nice people.....Jim ■

▶ Didn't have much to put in the newsletter this month, So it's a little thin on content. Usually I have some pictures but this month there was no pictures and precious little of anything else so that's it. Hope I get more next month.

▶ . Here's hoping you had a good 2016 and plenty of flying and wishing us all a better 2017.

▶ This just in...Jeff Prosis has the new website up and running. It doesn't have everything in it yet but it looks great. Check it out at www.kcrctn.com.

▶ Probably won't see you at the banquet, but you have fun.....Jim ■