



## Newsletter

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### THIS'N THAT

► SAM 43 member Charles Waterston offered some thoughts on using Monokote;;

1) A hot iron can raise a really big blister on your finger. I found out It doesn't matter which finger. It works for any it touches.

2) A hot iron can burn a small or large hole in your covering in 2.6 seconds. Don't know about medium sized holes as they always seem to be either small or big.

3) Patches work really good and if you leave the iron on the patch too long, you will need a bigger patch. So my suggestion is to use a big one the first time and save the extra effort of doing it twice (or maybe three times).

4) Did you know that if you want Monokote to stick to something, it will turn loose and if you don't want it to stick... you guessed it, there is no way you will get it loose. I suggest using a no.2 xacto blade and cut only as deep into the balsa as you need to.

5) Cutting straight lines in Monokote is a waste of time. I like to "eyeball" it and then whack away the excess after you apply the covering. The excess makes great patches. See tip 3 above.

6) I found that a good heat gun can also make holes in Monokote but not your fingers. They just get really red, like you have been in the sun too long. I have found that the best time to use a heat gun is after your fingers are coated really good with CA. The CA seems to repel much of the heat.

7) Wrinkles can be a problem, but my dear sainted mother used to say "wrinkles give you character" so don't sweat it. I find that if you use the heat gun properly, the wrinkles will just disappear. My technique is to apply heat just to the point where a small hole begins to open. Then slap a big patch on that sucker and "NO MORE WRINKLES".

8) Finally , Don't worry about blood dripping onto Monokote, it wipes off with no stains left behind. I like to

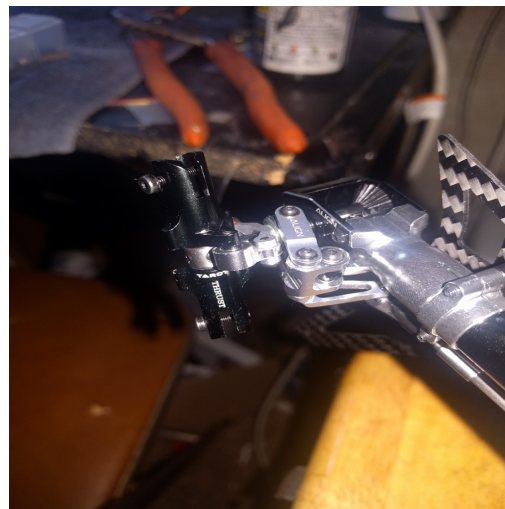
use my shirt sleeve as it is always handy, and seems to work very well unless it is already stiff and non-absorbent from wiping off too much CA. If this is the case, just change shirts before you begin covering...Charles ■

### My Winter Projects and last year reflections

by Ray Bacon

Last year marks a long list of goals I accomplished while flying at KCRCTN. I won't list them all but I'll take note of the most noteworthy ones. First off, I built my first 450 class heli which was a Tarot 450 (T-Rex 450 clone). This little bundle of confusion called a helicopter was very educational. Along the way, I made new friends and learned loads from my local flying buddies. I've had lots of close calls due to mechanical setups and configuration with the heli. There are quite a few things I did wrong that should have crashed the model. One most noteworthy incident was towards the end of the year that jump-started my winter projects.

To sum things up simply, one of the local RC heli pilots in the area told me in a paraphrase "fix your tail or



it will explode". The tail rotor assembly makes or breaks

a good flying heli literally and figuratively. My setup was in a quite questionable state after a few flights over the summer so I decided to fix that. Basically, I overhauled the whole rear-end of the heli with better parts. I also replaced the rotor head since I had an issue during reassembly. I figured it was best to replace the whole thing instead of fiddling with used and new parts in such a crucial component. I also replaced the ESC. John and I had some issues tuning my old ESC so I won't use that brand ever again. Because of the long list of issues, I've affectionately named my heli "Little Bastard" because something that can go wrong always seems to be around the corner every 20 flights or so. However, I've already got my sights on something a little more robust with a more up to date modern design when I'm ready for the next step.

Another thing I have also decided to do is set up a robust charging setup that should last me for a while. With the help of Rick I bought a strong power supply and I've done a few modifications to suit my needs. In the addition to this I'm also converting my XT60 connectors over to newer Supra-X battery connectors that are a better design and handle more power.



I have also decided to upgrade to a better transmitter. I have a Taranis and I really like the software, but as I've started to work on more complex maneuvers with my helicopter, some of the shortcomings with the radio are starting to show. I have medium sized hands and I would like to have a transmitter with much shorter gimbal throws and something a little more compact. The Taranis not a bad radio. It's just not the radio for where I'm headed with my flying. I've decided to look for a replacement. I won't share the details in this article but I just want to let the club know that I will be getting something better that fits my needs. I hope by the time everyone reads this I would have already made my decision.

The final thing I need to add is that even though I've not been out in the field much in this colder weather, I have been active in the simulator keeping up my skills. My biggest focus has been nose-in hovers both inverted and upright. I have been in this hobby for a little over a year now and I still feel like I am at the beginning. I'll keep everyone posted as I continue to try new things. If anyone has questions, feel free to ask.....Ray ■

► Longtime SAM chapter 43 member L.A. Johnston continues to offer interesting comments about his ongoing efforts. This is the latest;

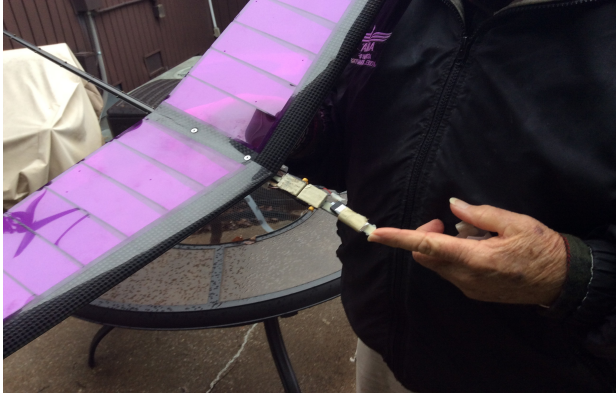
"Recently we had a good friend of mine come to the field one day to demonstrate one of the latest "DLG" (discus launch gliders. This is when you grasp a wing tip, whirl and throw the glider up as hard as you can.) gliders for us. Wow!!! It was twice as good as the ones I saw in Huntsville, but also twice as expensive. I was tempted, so in looking at alternate airplanes, I discovered a series called "mini DLG's". Lower performance, but a lot less expensive, so I picked the one I liked most, and ordered it! It's called the "Elf", and is manufactured by the same company that made a e powered airplane that I owned several years ago. Structure is absolutely beautiful



Any way, I got the airplane in, and quickly discovered that all the radio equipment I had was "too big" to fit in the fuselage! So, back to the order network! New servos, new receiver, and what I thought would be a battery pack that would fit in the fuselage Well duh! Yes, the servos would fit, and the receiver would fit, (with modifications to both), but there was no way that the 2 cell battery pack was going to fit! I quickly remembered why I quit building indoor models 45 years ago, (fit and fiddle, fit and fiddle). Finally gave up and got a 1s 180 mah pack and put it in the fuselage, and of course that moved the CG further aft than what I wanted for testing purposes, so I had to put a wad of modeling clay on the nose to start flying. As I fly and trim, I will remove clay



until the CG is back to the recommended location! All up weight (ready to fly) is 97 grams (about 3.4 oz). So far I have managed to get in about a dozen launches, because at that weight it doesn't do well in winds of much over 10 mph! One thing I have found in those launches is "I ain't as nimble as I once was" but at least I can throw it without doing any damage to my body! Most launches were pretty low altitude, but managed to work a little lift on one flight. Once trimmed and "trained" I think it will be just what I wanted for flying in my local school yards.



Here you will see the nose cone removed. The little silver thing at the end of my finger is the 1 cell 180 mah lipo that powers the whole shebang. Behind that we have the elevator, and the rudder servo. Both are Dymond B47 servos with the mounting lugs cut off so they can fit closer together. They are wrapped with masking tape and glued to the structural component of the fuselage ( a hollow carbon fiber tube that is filled with some sort of rigid foam in the forward part) behind the servos, buried under the wing, is the receiver.

The stab and rudder are both made similarly, very light foam core, about 3/32 inch thick with a carbon rod imbedded in the foam, and some sort of plastic forming the leading edge, then its covered with some sort of a very light weight mesh and bonded with a light weight epoxy, Very light and rigid. You can't see it in this picture, but the pushrods that drive the rudder, and elevator are external to the tail boom. They are both carbon fiber rods, and have wire fittings bonded to their ends that attach to the servos, and tail surfaces. The pushrod guides are also bonded to the external surface of the tail boom and that has been done for you (thank God). They are so small I could scarcely see them, and I am sure if I tried to bond them in place, I

would have glued every thing all together!

In regards to the DLG, one more thing that is funny! When you fall ( while trying to throw the thing ), and are laying on the ground frantically looking around for the glider, and you find it, your next thought is "Do I want to try to get up, or just fly it from here? ", and if you decide to just fly it while laying on the ground, it's really interesting how much different the landing approach looks from ground level than at normal "standing up" height!....L.A. ■

(Editors note):: Deceased Emeritus member Dennis Hunt has a grandson who lives near London (UK) who is an expert in this kind of RC. He gave a demonstration at KCRC a few years ago. If there's any present KCRCers involved in this, send me a note.

► Got a note from Rick Hampton on his latest scratch build;

" Here is my newest effort. A 50" span Fokker DR1. it's from a set of plans you get on line. It's made out of foam board. With Ezcoat covering put over that. I've made a lot of changes to the plane. I've got a 25 size motor in it with a 60 amp speed control, useing a 18.5 volt battery. So there's plenty of power to get it off the ground. It's taken a while to get it this far. I've done taxi testing and it seems to taxi and turn fine. Haven't had the chance try to fly yet. But I'm sure it won't be long. I'll send you more pictures a little bit later.... Rick "



► You've seen Rick's latest, so now I'm going to show you what I've been doing on some of these not-so-nice days. I told you about ordering another old timer from Bob Holman; here is what I have done so far. The Powerhouse, as designed by Sal Taibi is a pretty big model. Doc Shacklett powered his with a .99 gas ignition engine and he said it would go vertical. I can imagine; I have the main structure done and it is very light. L.A. Johnston powered his with a .46 four stroke engine and he said it made a very nice flying sport model. Both of them said the Powerhouse is not a good contest model for SAM competition because of its flying characteristics

but it is a great fun flyer, which is all I want.



I intend to cover it in transparent orange and blue film and power it with an electric outrunner. Probably a HobbyKing motor. I have a couple pretty big ones.

### **KCRC Minutes – March 14, 2017**

President Rick Thompson began the meeting at Fellowship Church in Knoxville at 7:02 p.m. Tuesday March 14. There were 21 members and one prospective member attending. KCRC added no new members.

Rick announced that Don Bowman passed away recently. He was a charter member and member emeritus, was active in obtaining the flying field for KCRC use, and was club president in 1974.

Rick thanked Jim Scarborough for production of the KCRC newsletter and encouraged members to submit materials to Jim for publication. Photographs are also appreciated.

There were no corrections to the February minutes, which were approved by unanimous voice vote. The Treasurer's report by Joel Hebert was approved by unanimous voice vote.

Last month's discussion of the fire ant problem at the field was continued. It was said that in Florida the ants are fed grits whereupon they swell up and explode. John Basalone has the lethal bait specific to fire ants and will apply it when the ants become active later this spring.

Ed Dumas reported on the progress made by the Cub Fest fun-fly committee (Ed, Craig Dieter, and Randy Philipps) since last month's discussion. The Fest will be held May 13 and be AMA sanctioned. The rain date is the next day as permitted by AMA, at no extra cost. The committee prepared a flyer that will go out electronically to RC clubs, and hardcopies will be given to local RC clubs and Hobbytown. Also, an ad will be placed in the classified events of the May

edition of the AMA Model Aviation Magazine. The landing fee will be \$5.00, and a lunch will be available for \$5.00. Brad Butzbach may invite some cub scouts and their parents to the Cub Fest, to a maximum of 50 persons.

Rick reported that JR will no longer manufacture transmitters, so buyers beware.

Brad Butzbach gave a report on the AMA requirements for certified RC flight instructors. KCRC must follow these requirements to be certain of AMA liability insurance. A non-AMA member may have one flight using a buddy box, but if KCRC registers this person with AMA, he may fly on buddy box for 60 consecutive days. To obtain AMA certification as an RC flight instructor, the applicant must submit paperwork and be approved by a KCRC officer. Treasurer Joel Hebert announced that today is the deadline for KCRC dues without an extra \$5 to \$10 fee, that the combination to the gate lock will be changed this month, and that the Fellowship Church huge yard sale will be held April 1.

The award for Crash of the Month went to Gary Swigart, who joined a fairly large group of KCRC members whose planes made contact with tree tops. No other crashes were reported.

The award for Model of the Month went to John Basalone who showed a Pilot 96-inch Decathlon having an OS 33cc gas engine with electronic ignition. The plane was built by Phil Cope after a bartering deal with John. It has a Lemon 10-channel receiver with all pins used and was maiden at Sweetwater. No other models were shown.



*Illustration 1: John Basalone and his MOM winner.*

Safety Officer Randy Philipps reported that he and Rick Thompson inspected the flying field and structures recently and found no safety problems. After the meeting was adjourned at 7:46 p.m., Rick Thompson gave a presentation on batteries, including the basics of battery nomenclature, battery specifications, compatibility of battery size with the plane's motor and ESC, charger requirements, and potential flight times.

Respectfully submitted, Roger Kroodsmas, KCRC Secretary.....--Roger ■