



Newsletter

Knoxville TN Dec 2017 AMA #594

Editor....Jim Scarbrough..... scarbj1@yahoo.com

www,kcrctn.com

Jeff Prorise, webmaster... jeffpro@wintellect.com

2017 Elected officers

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

Vpres.....Ed Dumas.....ed@eddumas.com

Secretary..Roger Kroodsma.....rogkroods@att.net

Treasurer..Joel Hebert.....hebertjj@gmail.co

EXECUTIVE BOARD

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

John Baselone.....jrbfarm@yahoo.com

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

Safety Officer

Randy Philipps.....randy@accessolutionsinc.com



The very best time of the year!!! Merry Christmas to all KCRCers and their families..

THIS'N THAT

► **John Baselone** was at the recent Marine Reserve MudRun held annually at KCRC. He was surprised at the turnout. He sent a picture of our crowded parking lot .



I asked John about the big model he was building. He'd shown a bit of the structure at a Show and Tell at a recent club meeting.

He says it is a Sig Rascal with a 168 in. wing span and 120 inch fuse length. He plans to power it with a DLE 61cc gasoline engine. Here are a couple pictures.



Wow!! What a workbench full!! And what a great looking work shop!!

John says he can't wait to see it trundling down the KCRC runway. I'd like to see that myself... 📺

► **CD Phil Spelt** sent a writeup for Novembers NL of the SPA Masters held in October at KCRC. **Jimmy Russell** was co-CD and it was his first effort at this job so I asked him for his thoughts on the experience..

" **On the weekend** of October 7th, KCRC hosted the SPA 2017 Masters Contest. Phil Spelt and myself

were co-CDs at the event. This was my first attempt at being a CD. I learned a lot and look forward to helping KCRC with events in 2018.

I arrived at the field around lunch on Friday where there were several SPA'ers practicing and shooting the bull. I welcomed them and introduced myself. Saturday came and there were 19 registered contestants. 2 Novice, 5 Sportsman, 5 Advanced, 2 Expert and 4 Senior Expert. The forecast predicted 100% washout early Sunday. Hurricane Nate was threatening treacherous weather all over the Southeast. With this information we decided to try to get at least 4 rounds flown in all classes and have the awards Saturday evening. Phil was gracious enough to bow out of the contest to keep the flight lines going.

One of the funniest things I've ever seen at an SPA contest happened. Everyone was rushing to get going. Joel was getting his scoring computer set up when his faithful friend Sam couldn't resist Bill Dodge's noisy brightly colored plane idling on the runway. Sam was running circles around Dodge's plane barking, while Dodge could be heard barking back with "Get that dog off the runway!". We corralled Sam and tied him up. Bill was able to complete his flight.

There were very few moments that day where you didn't see and hear 2 airplanes flying. We had entrants from 7 states Florida, Alabama, Georgia, North Carolina, Tennessee, Kentucky, and Texas!! It was really great to have the SPA West folks show us how it's done, bigger and apparently faster in Texas. They like their maneuvers huge and fast with those 2 strokes screaming.

The hungry trees grabbed several planes. Roger Kroodsmas was as always the MVP and helped retrieve our guest's aircraft. Thanks, Roger!

Fellow KCRC'er Dave Johnson picked up 2nd in novice and closed the year 2nd in overall points. I was able to get 1st in Sportsman and win the '17 Sportsman points championship.

Sunday morning came, and as the weatherman predicted, it was raining steadily throughout the day.

This concluded the '17 SPA season. I had a lot of fun competing and practicing. I want to say Thank You to KCRC for hosting SPA events!.....Jimmy "

Great write up, Jimmy! Thanks.. ■

► I asked George Shacklett about his activities and he says he is building a Hayseed for next SAM season. It's a 75 inch wing span old timer that he plans to power with a .60 engine. He says he will cover it with some silk he came across at a bargain. Silk now sells for about \$25 a yard and is rarely used any more since

the iron on coverings are so convenient... He hopes it turns out good enough to enter next years "Concours d' Elegance". This is SAM's contest to find the best of the best at the year end Champs contest.. Doc won it a few years ago with a Flamingo.

Incidentally, Doc is a member of the SAM Hall of Fame. No small accomplishment!

► Also remembered that KRCer Dan Toombs was building a Kloud King and sent him an email. He says he has stalled on the Kloud King construction due to time restraints but hopes to get back to it. He says that when he can get to it, he has a Tower Hobbies Sport King ARF he plans for his next project.

► Got a note from old friend Don Eiler.

" Jim,,: I have seen Michael's 3-D printed Slow Stick at the field (Ed Note: Article in November NL about Michael Catton's tail wheel steering control). He's made some neat parts for it. A lot of work on the tail wheel!

Yes, I have been to the field and have flown on three occasions of late!!! We've had some beautiful weather. Mostly flying the Telemaster 40 that I bought from John Heard a few years ago. He and Chip built it back in the 1980s. Big and slow - lots of fun. I also flew the Hobby King Super Slow Stick from John's estate. Wasn't very impressed with it.

I'd like to take you up on the KCRC history document. Send me a copy.

I still have on my to-do list to go thru my 35 mm slides for KCRC photos. I went thru all the printed photos and found only two or three, all of which were low quality.

Still bowling. I had a 681 series with a 258 a few weeks ago. But too many low series to go with it. No consistency. Knees have been acting up for months. Went to doctor back in July and August. Went again last Wednesday. Things are much better now.

Happy Thanksgiving!.....Don E "

I sent Don a copy of the KCRC history and we reminisced some about the old times. What a great time it was during those learning days!! Maybe that's what I'm trying to recapture by building these old timers I've been doing lately.. ■

Sent out a query on member activity and received a couple answers.

► " Hi Jim,...I bought a new model a few weeks ago that has turned out to be rather exciting... It's a Freewing 90 mm EDF F-16 that is decked out in Thunderbird colors. I have flown it about 10 times now and it has proven to be a challenging airplane to fly and land, especially at KCRC. With some good help from

Frank Allemand I was able to get the plane successfully configured to not pitch too much when the flaps were extended, which turned out to be very different from the manufacturer's recommendations. I also have added electromagnetic brakes to the main wheels that I'm looking forward to trying at KCRC to keep the airplane from running off the end of the runway. That has been a consistent problem at KCRC, even with the best of approaches.

Which, by the way, have to be flown very carefully and at a high angle of attack to get the airplane slow enough to not float too far down the runway before touchdown. I've also found that I have to keep the power in all the way to touchdown, otherwise the plane will balloon and surely overshoot the runway. Flaps are, of course, a necessity as well to keep the speed down on approach.

The aircraft has been a lot of fun to fly... It is not for beginners by any means, but would be a fun challenge for seasoned flyers with a bit of EDF jet experience.....**Ed Dumas** “



Thanks, Ed, for sharing. The short runway at KCRC can be a problem for fast models, and that one looks fast!. I used to wonder at Gene Waters landing his heavy P-51s.

► “Hi Jim,... **Gary Swigart** here. I recently purchased a 1400 MM, 4 cell, FMS T-28 from Motion R/C.

I flew the full scale T-28 during the Vietnam War. We flew out of northern Thailand into northern Laos. Our primary mission was training Laotian student pilots. We did fly combat missions over northern Laos. Our T-28's could carry up to six bombs or rocket pods and had two 50 cal guns

The model is a real nice flyer. Pretty fast and

very stable. I did have some issues with the main landing gear. Had to replace both after 15 or so flights. Other than the gear problems I really enjoy flying the aircraft.

More info on the model by going to the Motion R/C Web Site....**Gary.**”

Thanks, Gary, and thank you for your service to the country.

Never flew a model of the T-28 myself but I do like the looks.

I never got to fly during my stint as a medic in the old Army Air Force but always had a soft spot in my heart for the PT-19. I built a couple of those and enjoyed their slow flying qualities.

► Speaking of the PT-19, also got a note from doctor **Bob Helsel** about one of his flyers...

“Jim:: Here is a photo of my Sig "Astrohog" in PT-19 color scheme.. 72" WS and 0.80 Saito Golden Knight 4 stroke. One of my best flyers. An Astrohog won the AMA nationals in the mid 1950's. I can't



remember much about the build (mid '90's), but typical Sig kit, straight forward and easy to medium building difficulty. I have one more pic from 90 degrees opposing oblique front, if you want it.....**Bob H**”

Good looking model, Bob. This Sig kit was one that I built way back in the 90's also. Sig does good kits

► **Also got a note from Ed Dumas about our weather station:(www.eddumas.com/kcrc)**

“Hi Jim,...Here's a quick article for the newsletter: I made an addition to the KCRC weather website that should help some folks. You may have already noticed the red and blue lines that have been added to the right side of the wind speed and direction graph. These lines represent the two runway directions so you can see whether the wind has been favoring taking off from the left to the right, or from the right to the left.

I've made the length of each line 45 minutes. On the large time scales (1-3 days) the lines are short and barely visible. But, switch to the 1-2 hour timescale and you'll see them laying underneath the wind speed

and direction curves. The red line represents the runway direction from left to right (50 degrees magnetic) and the blue line represents the runway direction from right to left (230 degrees magnetic). The wind direction line color is the same shade of blue it has always been, and it is easy to compare the time trend of the wind direction line to either runway direction line to see how consistent the wind has been over the past 45 minutes.

The cool thing is that the KCRC runway is oriented generally in line with the Tennessee Valley, and with the runway directions of airports such as McGhee-Tyson and Morristown. This results in less crosswind takeoffs and landings at KCRC, in general.

So, next time you are wondering which runway direction the wind is favoring just check the website!-- Ed “

Thanks, Ed. Some good information, and a useful addition to the weather station data...■.

KCRC Meeting Minutes November 14, 2017

President Rick Thompson called the meeting to order at 7:00 p.m. at the Fellowship Church in Knoxville with 27 members in attendance. One new member, Andrew Fritts, joined KCRC.

Three University of Tennessee students were visiting. They are in mechanical engineering and were looking for advice in their work on developing hybrid power systems for quadcopters. A hybrid system might use a fuel engine for power and for running a generator to charge a battery that also provided power, thus extending flight time.

There were no corrections to the October minutes, which were approved by unanimous voice vote. Joel Hebert gave his treasurer's report, which was approved by unanimous voice vote. The end-of-month balance was \$9761, and 12 gallons of fuel were left.

Rick thanked Bill Dodge for all his work on the runway, which is looking great.

NEW BUSINESS

Brad Butzbach, a current board member, announced his move to Idaho at the end of the year.

Rick discussed plans for installing starting fixtures for large-scale models near the existing cement pad at the east end of the pit area. The fixtures would likely include ground anchors and removable poles.

Rick announced, as a reminder, that the AMA memberships of 22 KCRC members are expiring at the end of the year.

Randy Philipps, representing the nominating

committee also including Ed Dumas and Jimmy Russell, announced nominees for 2018 officers and board members, requested the nomination of any others, and said that more may be added after the meeting. The nominees will be listed in the newsletter. The vote and announcement of winners will be at the December meeting.

Crash of the Month was won by new member Andrew Fritts. No other members reported crashes.

There were no entries for Model of the Month.

The meeting was adjourned at 7:20 p.m., after which Gary Swigart gave a talk and showed video of his flights as a T-28 and F4 Phantom pilot during the Vietnam War era.

**Respectfully submitted, Roger Kroodsmma,
KCRC Secretary.....--Roger**

CANDIDATES FOR 2018 OFFICES

President..... Ed Dumas.. (still looking)

Vice President... Jimmy Russell,... Paul Funk

Secretary..... Roger Kroodsmma

Rick Thompson

John Partridge

Treasurer: ... Joel Hebert..., Michael Catlain

Board:..... (Vote for two)

Jerel Zaretsky

John Basalone

Randy Philipps

► By the time you receive this issue, you will have received a ballot on email and probably already voted if you cannot attend the meeting. I hope you have given your vote some consideration and voted for the person you think will do the best job. We have been very fortunate over the years in getting folks who have done a good job, and I'm sure you've done it again.

► I always feel for the guys who get the job of finding nominees for the offices. It's like pulling teeth to get a volunteer for any of the offices, especially the office of president. When the office gets filled, it always seems that the job gets done very well, regardless of who gets the job because there's other guys to help out..

Most folks who join a club like ours are, for the most part, just looking for a place to fly. That's fine usually . But there is some responsibility for members for just keeping the place suitable for the activity. We have done a pretty good job of that for a long time, but I'd like to say that it seems like the last few years we h been more lucky in the guys doing the job. The field is in better shape than it's been for years.....Jim ■