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AMA Chapter#594

Online www.rcpattern.net

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At The Field.....

Since there are a lot of newcomers to the club, It might be in order to review some of the commonsense rules that keep things flowing smoothly at the field. Most of us tend to follow some kind of ritual when we get to the field and start getting ready to fly. A good habit to get into is, the very first thing you do when you unpack your equipment, before you even take the transmitter out of its case, (or the car if you don't carry it in a case), is to check the frequency board to see if your freq pin is there. I've seen it happen where just handling the transmitter can slide the switch on, and cause some anxious moments for some poor guy who suddenly doesn't " have it"! And also turning it on out of habit to see if the controls are moving the right way is a VERY bad thing to do if you don't have the freq pin. Even if you KNOW that nobody else at the field has your frequency, you DO NOT turn on the transmitter unless you have the pin. I saw a visitors plane go down in the woods because the new arrival had a frequency that nobody in the club had. If you are sharing a frequency with another flyer, then be sure to let him know that you are sharing, and then when you are finished with your flight, take the pin to him and let him fly. Don't get careless with that transmitter. The plane you save may be your own. Another thing is just plain common courtesy. Don't crank up your engine with the prop blast aimed at another flyer or his equipment. If you are going to run your engine for an extended time for adjustments or to break it in, then take it away from the flight line if someone is flying, or wait until no one is up. A running engine close behind him can be a terrible distraction to a flyer who is a little uptight to start with.

One other thing that can cause some anxious moments is carrying your plane out to takeoff when someone else is coming in for a landing. Always call out takeoffs and landings. Sometimes when your engine is running, its hard to hear someone call out a landing, so take a careful look at where other flyers planes are before going to the runway. If you see someone getting ready to fly, offer to carry his plane out for him, then maybe he'll offer to help you on your turn. It can be dangerous trying to carry everything out to the runway at one time, and to carry an idling engine out and leave it while you go back to get your transmitter is not a good idea. A glitch can result in a high throttle situation. One time I carried my idling Triplane and transmitter out to the runway, set the plane down to takeoff, and dropped the transmitter! When I grabbed for it, I hit the throttle stick and it went to high motor. The model whirled around from the torque and started chasing its tail with me in the middle. I was dancing around trying to pick up the transmitter or push the throttle down and must have looked like some new kind of dance step! Somehow I avoided the screaming prop and injury. It is also dangerous to adjust an engine from in front of the prop. Experienced flyers seem to be the worst offenders of this common sense rule. Be sure the model is well secured before messing with a running engine.

There is always the possibility of an injury when you are participating in a hobby such as ours, so use your head and a little common sense and keep the blood flow to a minimum. And don't be a Grinch! Help make other members glad they spent all that money to join us in this hobby, because it's supposed to be FUN, isn't it?.....

This and That...

I sent an e-mail around to all the members I have an address for, asking them about their winter projects. The response was overwhelming! There are all kinds of things going on. The first installment is on page two. I just put them in the newsletter in no particular order, just as I picked them up. I hope you enjoy them.

There was some discussion at the meeting on Tuesday night about the amount of garbage people are leaving at the field. Especially cigarette butts. We used to field strip them in the service. We do not have garbage pickup so everyone is responsible for cleaning up after themselves when they leave. Parts and pieces of crashes should be taken home to dispose of, as well as cans, paper bags and broken props, etc.

March is the month when a maintenance fee of ten dollars is added to members dues if they have not been paid (making them \$55). Also there is no newsletter being mailed out to these members (so how are they going to read this?). This was done a couple of months ago to push folks into paying their dues on time. Since they are really due in December the same as their AMA dues, it is not an unreasonable request.

This is also the time that the combination on the gate lock will be changed. On March 2nd, the new combination is changed to 6706. Do not give it to outsiders.

What's Happening in our Club.....

* **John Heard** ,” You know what I'm building- The 1/4 scale Citabria. It is well on it's way, in fact, the wing panels and the center section is finished. Final sand on the fuse, then finish up on the covering- tune in the radio and a few small things. Think I'll skip the wheel pants for now. A mess but I've enjoyed it. Still have to repair the Butterfly.”

* **Al Crandall** ,” Been flying almost every weekend, so most of my spare time has been taken up repairing the things I mess up on the weekends”.

* **Bob Dilworth**, “ I've had three projects this winter. First, I finished getting my new workshop set up and functional. Second, I built a replacement for “Tweety Bird” (John Heard gave it it's name), my scratch design .15 powered, low wing aerobatic fun flyer that crashed two years ago. Tweety Bird II has a new Thunder Tiger GP.15 engine, and weighs 2 pounds 6 ounces. It flies well. The third project is a Sig Tri-Star canard, now about two thirds finished. it is also .15 powered- at the rear! I'm almost ashamed to admit it, but the Tri-Star will make 19 planes I have, all with engines and flight packs, that can be flown any day after an overnight charge. To be exact, make that 18-1/2. My “Old Timer”, with the open pushrod engine and open frame fuse, and my pusher camera plane, share the same big old wing. They all hang up for storage, covering the back wall of my garage “.

(Ed note: Wow!! And I thought I had a lot of planes!! I've seen a couple of Bob's planes that wouldn't cover a lot of wall. A Cub with a 24" wingspan and an indoor flyer.)

* **Bob Mugge**, “ Nothing going on here except for the B-17. (ED note: We did a feature a few month's back on Bob's electric B-17). We are having a hobby fair in the Rec Center in Tellico Village on Monday, January 29th from 1 till 5 PM. If anyone wants to see it, it will be there “.

* **Joe Parrott**, “ This winter I built a Heritage RC Stuka. Wingspan 59 inches, power O.S..46FX with Slimline Pitts style muffler, weight six pounds five ounces (actually lighter than what it said on the box.), radio JR with 5 servos (separate aileron servos). This was a very good kit, all laser cut and a fiberglass cowl. Everything fit nicely, and it was fun to build, and I think its going to be a good flyer, except for the problems I can foresee happening with the styrene wheel pants. Its finished in Luftwaffe 2-tone olive splinter camo, and pretty much tricked out with scale guns, pilot, gunner, etc. etc. Built the flaps, but they aren't hooked up. I don't think I'm going to need them. Test Flight?--- The first warm Saturday. (Ed note: I hope I'm there with my camera before the first flight!! The Stuka is one of those WWII jobs that is so ugly that it is beautiful! I asked Joe where he found Heritage kits and he sent the online address.

www.hometown.aol.com/wyomodels/index.htm). The second winter project is now under way. It is a 1:50 scale model of Henry Hudson's 3-masted sailing ship, The Half Moon. This is a Corel plank-on-bulkhead kit, with the hull being planked first with basswood, then Walnut and Tanganika. After about 50 hrs work, I have finished planking the hull, and am about ready to begin planking the deck”. (Ed note: Wonder what size engine he'll put on this? And whether it'll fly!).

* **Dan Bohl**, “ Basically, I am a new member. I joined last year but never made it out to fly. I used to fly in the mid 60s in Huntsville, Alabama, but haven't done any since. Was flying low wing symmetrical airfoil. Not real good on landings then. I am now retired from TVA and have just completed a HobbyStar .60 ARF with an OS FX.61 and 4 channel Futaba SkySport. Hope to get one of the established fliers to check out the aircraft and verify that I can keep it in the air. When I was flying years ago, I used aileron and elevator on separate sticks. Now have to adapt to aileron and elevator on same stick. (Ed note: You don't HAVE to do that, Dan. Ed Hartley still uses Mode I. Most flyers in the club use Mode II but you have a choice. And the club has some great instructors willing and able to help you. (At least in mode II)). I have a Top Flight Contender that I'm about ready to begin building. Also have a Quik Fli III in the closet that is about 80% built. Don't know whether to trust it staying together in the air. Built it in the early 70s using Titebond and Hobbypoxy. Any suggestions? (Ed note: Probably OK. Maybe you could go over the joints?) Also have a couple of engines from the 60s with very little runtime on them. No mufflers and no provisions for mounting one. Do you know where to get a muffler to retrofit on the engines?” (Ed. Note: Dan, there are a lot of aftermarket mufflers you can clamp on any of the old engines. You can try the hobbyshops around the area. I know that M&N Hobby Shop has some, and perhaps Tennessee Model Hobby or Hobbytown does. The main problem with the older engines is that they were designed to run without fuel tank pressure and with an open exhaust except for the idle. Some of them convert well and some don't, but they will all run after a fashion.)

* **Mike Rogers**, “ A BIGGGGG PIIIIINKKK Citabria Pro... 120 size...Named Taz....”. (Ed Note. I sent Mike an answer and asked for a little more detail than that.) “How do you describe a flying bottle of Pepto Bismol? Hmmm. It was a kit that I bought at a Flea Fli from Lou Cotton... It'll have a Saito 120...(Christmas present from the better half)... Futaba 6XA for a radio... BIG fuel tank... 1300 ma battery pack.. Circus pink with yellow and blue trim... Thanks to Hewlett Packard , will have decals of Tasmanian Devil..... Hows That??” (Ed. Note.. In this business, you take what you can get!!!)

* **Joe Bolinsky**, “ I am getting ready for the pattern contest. I bought Jim Jones old Daddy Rabbit from Ed Hartley. I have a brand new OS .91 to put in it. As you know, this plane is a contest winner from way back. I hope I can carry on it's winning tradition. I also was lucky enough to get my hands on Jim Munday's Giles 202 by Great Planes. Jim did an outstanding job building and covering it. I feel very privileged to own it. Other than those two items, I've been thinking about my goals as club president. I am thinking that this will be a relaxed type of year since we made so many major improvements last year. I really don't see anything that needs work at this time. The only area that might need some work is the pavillion. It could stand to be a bit larger with some added seating. We do run out of room during our meetings. I plan to discuss the options on that topic at the next meeting. Other than that issue, I think our facility is in pretty good shape.”

Minutes of the February Meeting

The February 13, 2001 meeting of K.C.R.C. was held at the Deane Hill Recreation Center. President Joe Bolinsky called the meeting to order at 7pm. There were 35 members who attended the meeting. The meeting minutes from the January meeting were passed. The treasury report was given by Chris Field. Chris reported that there was 91 paid members. (Editors note: Chris does not include the several Emiritus members in his total. Only the members who send a check. Our total is actually over a hundred.)

Old Business

There was a discussion about the lack of room at the banquet this year. There were a couple of places that were mentioned that we could have the banquet next year, and Joe suggested that think about that, and maybe we could find a different place where we could have the banquet that would have more room.

Someone tried to break the lock on the gate. John Heard replaced the lock at a cost of \$16.10

Joe Bolinsky showed everybody one of the tee shirts that was provided by the vendor for the club. He ran it through the wash cycle 3 times and the seam in the collar was ripped out, so Joe cancelled the order. Ed Hartley said he could get shirts and hats through the same vendor that he purchases hats for the OFFA. Joe put Ed in charge getting the shirts and hats for the Club.

New Business

There was a discussion about how to let members know if they sent their dues in late and they owe the \$10 maintenance fee. There were 2 options that were presented to the Club. Joe Parrot was asked if he could print up a letter and we could either send it with the newsletter or give them to Chris and have him send them as necessary as members send their dues into him. It was decided to give them to Chris. A question was asked if the fee applied to new members also. There is no maintenance fee for new members and the dues can be pro-rated.

So remember..... if you haven't sent your dues in yet, there is a \$10 maintenance fee in addition to the club dues, and there will be a notice sent if you still owe it.

Mike Rodgers asked if he could have the job of keeping the grass mowed at the field this year. It was noted that the gentleman that mowed the grass last year charged \$75, Mike said he would do it for \$70. A motion was put before the members, and it passed.

Joe Bolinsky suggested Mike Foley purchase a tape recorder to make it easier to keep up with the meeting minutes (and it sure does help!). A motion was put on the floor to purchase the recorder for Club use and it was passed. The Club reimbursed me for the cost of the recorder.

The Club received an invitation to participate in the Flight of Fantasy show held on May 12, 2001 at the American Museum of Science and Energy in Oak Ridge from 9am to 1pm. There will be a sign up sheet available for those who would like to participate in the show.

The Senior Pattern Association Pattern Contest is set for June 2 and 3, 2001. There will be a sign up sheet for that as well. Dennis Hunt and Ed Hartley are going to be running the event. A question was asked about if we had a P. A System for the contest, and Ed Hartley said he would talk to Dave Monroe and see about getting us one for

the contest. (Ed note: The money for purchasing a PA system was approved at an earlier meeting.). Airplanes that can be flown in the Senior Pattern Association contest: the Novice class can fly anything up to a 91 four stroke/60 two stroke, If you fly in the other classes, the plane has to be a pre-75 design with up to a .91 non super charged four stroke, or any non-shnurell ported 2 stroke. If you have any questions, contact Ed Hartley, Ben Oliver or Dennis Hunt.

There was a discussion about having a Flea Fly this year. Joe Bolinsky stated that he'd like to see some advertising done, inviting other clubs and posting flyers at the local hobby shops. Joe Parrot noted that RConline now has a new area where clubs can post club events. K.C.R.C has a site at <http://kcrc.rcclubs.com>. Be sure to check there to see what's going on in our club.

President Joe Bolinsky asked for suggestions on site improvement at the field. There was a discussion about getting the runway repaved or having someone put down hot tar on the runway. John Heard said he would get some pea gravel to put down around the flight line.

Mike Foley and Joel Cate volunteered to put sand and concrete pads down in front of the benches. Also, just a reminder... there has been a problem with cups and other trash being left at the field. If you bring it, PLEASE take it home. Please help keep the field clean.

Phil Cope reported that the Harriman Club had their election of officers and Jerel Zarestky was voted in as Vice- President and the club extended an invitation to the members of K.C.R.C to join the club for free and if anybody wanted to fly their big airplane off a huge runway, you are welcome to come out and join.

FOUND AT THE FIELD

John Heard found a muffler at the field Monday morning; it appears to be a twin exhaust pipe muffler for a gas engine. Also, Gene Waters found a O.S. 40 fourstroke, a battery, one servo and a piece of an elevator with a strip of orange monocote on it. He said the engine was frozen up. If either of these is yours, see John or Gene. President Joe Bolinsky introduced some new members to the club, Richard Bass, Jeff and Gorden Goudreau.

Brandon Hindmarsh won the Crash of the Month, and a bottle of CA. Brandon's plane flew into the "plane eating" trees off of the left-hand side of the runway.

There were two entries for the model of the month. Phil Spelt showed off his Panzer D20 with an O.S. 91 four stroke. Bill Pennell brought in one of his own designs.... He calls it the P-3; a scratch built sport plane powered by an O.S. 70 four stroke. Bill won the Model of the Month contest and a gallon of fuel.

The meeting was adjourned at 7:58pm
Michael J. Foley, Recording Secretary

This is Mike Foley's first report of the meeting minutes since being elected Recording Secretary for 2001. In fact, February was the first meeting for several new officers. Pres Joe Bolinsky and Chris Field, Treasurer, are the exceptions. I think we have elected some good officers this year and I hope you will tell them when you see them that you will volunteer your services to help in any way you can, to make this a great year for KCRC. What makes a good club become a great club is having the members pitch in and do the little jobs that have to be done. Go to the meetings and speak up if you don't like the way the club is going. The majority rules, so the vote at meetings determine the direction we're going.....

**All members are encouraged to attend the meeting at Deane Hills Rec Center on March 13, 2001, at 7:00 PM.
The "Model of the Month" contest is alive and well.**

TRIM FUNCTION	MANEUVERS	OBSERVATION	CORRECTIONS
CONTROL CENTERING	Fly general circles and random maneuvers.	Try for hands off straight and level flight.	Readjust linkages so that Transmitter trims are centered.
CONTROL THROWS	Random maneuvers.	A. Too sensitive, jerky controls. B. Not sufficient control.	If A. Change linkages to reduce throws. If B. Increase throws
ENGINE THURST ANGLE (1)	From straight flight chop throttle quickly.	A. Aircraft continues level path for short distance. B. Plane pitches nose up C. Plane pitches nose down	If A., trim is OK If B decrease down thrust If C, increases down thrust
CENTER OF GRAVITY LOGITUDINAL BALANCE	From level flight roll to 45-degree bank and neutralize controls.	A. Continues in bank for moderate distance. B. Nose pitches up C. Nose drops	If A, trim is good. If B, add nose weight If C, remove nose weight or add tail weight.
SPLIT ELEVATORS (Also yaw and CG)	Into wind, pull open loops, using only elevator. Repeat tests doing outside loops from inverted entry.	A. Wings are level throughout. B. Plane tends toward outside when right side up, and to inside when inverted. C. Plane goes in on regular loops, and out on inverted. D. Plane goes out on both types of loops. E. Plane goes in on both types of loops.	If A, trim is fine If B, add weight to right wing, or add right rudder If C, add weight to left wing or add left rudder. If D, raise right half of elevator or lower left. If E raise left half of elevator or lower right.
YAW (2)	Into wind, do open loops, using only elevator. Repeat tests doing outside loops from inverted entry	A. Wings are level throughout. B. Yaws to right in both inside and outside loops. C. Yaws to left in both inside and outside loops. D. Yaws right on insides, and left on outside loops. E. Yaws left on inside, and right on outside loops.	If A, trim is fine If B, add left rudder trim If C, add right rudder trim If D, add left aileron trim. If E, add right aileron trim.
LATERAL BALANCE	Into wind, do tight inside loops, or make straight up climbs into hammerheads. Do same from inverted entry.	A. Wings are level and plane falls to either side. B. Falls off to left in both inside and outside loops. Worsens as loops tighten. C. Falls off to right in both inside and outside loops. Worsens as loops tighten. D. Falls off in opposite direction on inside and outside loops.	If A, trim is correct. If B, add weight to right wing tip. If C, add weight to left wing tip. If D. change aileron trim. (3)
AILERON RIGGING (3)	With wings level, pull into vertical climb an neutralize controls.	A. Climb continues along same path. B. Nose tends to go to inside loop. C. Nose tends to go to outside loop.	If A, trim is correct. If B, raise both ailerons very slightly. If C, lower both ailerons very slightly.
WING INCIDENCE	Knife edge flight..	A. Model tends to veer in nose up direction B. Model tends to nose down direction.	If A, reduce wing incidence. If B, increase wing incidence.

Thought you might be interested in this article I copied from the "Gator Flyer", the newsletter of the Gainesville, Florida, RC club which is edited by Red Scholefield. Perhaps you will find the information helpful in trimming your model.

For Sale

.60 size Great Planes Cub w/ scale wheels,panel--\$150.

.60 size Great Planes float kit \$ 60.

OS FS-91 4 stroke engine, NIB \$250.

Or \$ 400 for everything.....

Erik called back and said he would prefer to sell everything at the same time.

If interested call

Erik Perry Evenings at 933-0903

I guess you noticed that there were no photos in this issue? The lack of activity at the field did not produce any recent ones that I could put in. For the guys who are braving the elements, take some pictures! Digital if possible, and email them to me. Hopefully, there will be some sunny days soon and I will come out of hibernation. I think that December 9th was the last time I flew. I've gone up to the field a couple of times, but I left pretty quick. I don't think the cold bothered me this much last year!