

KCRC

Knox County Radio Control

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Online www..rcpattern.net

President's Corner

by Jerel Zarestky

The year is off to a great start with lots of events planned so far; a float-fly, a barbeque/flea-fly, and a SPA pattern contest and that's just by the first part of June! Check the calendar of events elsewhere in the newsletter for dates. I've also heard talk of a fun-fly (with some all-out competitive fun-fly events) and on some not yet decided random occasions, grilled hamburgers and hotdogs!

If you'd like to get a KCRC name badge, they are \$6.00 and are made by Terry's Tags in Oak Ridge. I'll get together names and collect money until the next meeting and then place an order. They also have an option (\$1.00 extra) that uses a strong magnet instead of a pin to attach them to your shirt or hat. The badge can be seen at the KCRC web page (look for KCRC badge) at; http://user.icx.net/~thezs/_krcr/

The sound committee is back at work on the sound issue. Nothing much was done over the winter so we were probably premature in talking about voting on a new rule so early. This is not a simple issue and the discussion is still quite lively. From the measurements taken last fall by John Heard (Oct./Nov.) about 90% of the planes at KCRC meet the present sound rule. Included in the remaining 10% are engines either very close to or over the 96 dB limit at 10 ft. Whether or not all these planes constitute a noise problem is debatable. Some obviously do, others seem pretty quiet in the air. However, everyone seems to agree that we must keep the noise at our neighbor's property line at a minimum. The question is; how do we do that without stifling variety in aircraft engine sizes and types flown at our field?

A lot of the irritation factor has to do with the frequency of the sound generated. None of our measurements include a spectrum analysis of the sound generated. This is where the debate begins. Several of the larger 4-strokes are over the 96 dB limit but are relatively less noisy than expected in the air, for example the stronger YS 1.20's and larger Saitos. Some of the high revving 2-strokes are at or just under the 96 dB limit but are quite irritating in the air, the .40's and .60's at high rpm, low pitch prop (depending on how they're muffled of course). Most of

the larger gas engines are also over the 96 dB at 10ft limit. Some of these planes, using some effort to reduce rpm's and muffler noise, are quiet in the air but still may not pass this limit. This is exactly what the IMAC Sound Task Force addressed in their sound studies and why they chose a 25' measurement distance and a higher dB level for the large gas engines. On Sat., 16-Mar-2002, a working meeting was held at the field and further measurements were made with the help of several interested club members. The goal was to shed more light on the issues discussed above. Sound pressure measurements were taken at the fence line behind the runway (the distance from the edge of the runway to the fence was measured at 435'). Sound measurements of in-flight airplanes (estimated at ~500') were taken and a couple measurements were taken with the airplane on the ground (~400'). The error on in-flight measurements is quite large (>2dB) since the sound pressure varies, of course, as the plane changes position relative to the meter. There are also factors involving the wind, exhaust direction, meter variation, etc. that make these numbers less reliable. Knox County has no specified dB limit at a property line but the City of Oak Ridge does limit noise to 57 dB, so this was approximately the number we were looking for. The results are shown in figure 1. Ground measurements were found to be only 1-2 dB different from the in-flight measurements at these large distances. Therefore, measuring the sound of an engine at the fence can be done with the plane on the ground or in the air with some degree of reliability. Using the formula to calculate the dB drop vs. distance, only works on averages (using data from 40 to 50 sound measurements) and for small distances and small changes (going from 10 ft to 20 ft, for example). This calculation fails to predict measurements at large distances (at the fence) from measurement at 10 to 25 ft. Calculation of a sound pressure at some extended distance is not possible from sound measurements at close range using the instruments and methods we have at our disposal. We could however get more sound measurements and develop an empirical method of predicting the sound pressure level

President-Jerel Zarestky
 Vice Pres- Phil Cope
 Secretary- Mike Foley
 Treasurer- Joel Hebert
 Historian- June Cope
 Sgt at Arms- Joe Bolinsky
 Editor- Jim Scarbrough

Board of Directors
 Chris Luck
 John Heard

at large distances.

The issue of irritation factor still seems unresolved in my mind and I don't see an obvious way to resolve it. This is where the matter becomes almost purely subjective and is also exactly the criterion that will be used by the new homeowner in deciding if our flying constitutes a nuisance.

We have several options for the actual sound rule;

1. Leave it where it is; 96 dB at 10 ft. (Leaves unaffected 90% of the flying at KCRC and let the bigger 4-strokes, louder 2 strokes and gassers fly at other fields.)
2. Adopt the IMAC sound rule (which drops by 2 dB/year) for the gassers (smaller engines still 96 dB at 10 ft). All the gassers checked to date have to either go to larger props (or 3-bladed props), change mufflers or both to meet even this limit. They could also be forced to fly in a flight path away from the new housing area.
3. Somehow come up with one sound level and distance for all engines. KCRC'ers; the decision is ours. Let's make it before someone does it for us.

Figure 1

subj	Db 10'	Db 25'	Db ~500'	Db ~400'
Engine Dis	on asphalt in air grass			
OS 1.2 4 stroke	95	89	57	55
	Reasonable			
3W 60cc Gas	----	95	62	61
	Too Loud			
OS .40 twin 2 st	99	91	60	----
	Too Loud			
Saito .72 4 Str	93	87	55	-----
	Quietest of group			

At The Field

Richard Bailey looks kinda proud of his new Cub, doesn't he? I think I would be, too. It is a 1/4 scale clipping version ARF by World Models (I think) and he powers it with a big 1.8 engine.



Richard was flying a Majestic (sorta like an Extra) the last time I saw him, and was having a problem with his 4 stroke power plant. It wouldn't keep running long enough to get a good flight in. I don't know if he got his problem licked, or just decided to get into the giant size models. The one he picked sure

does look like a winner! (John Heard photo)

I didn't think the winter was this cold! That's

Raymond Curd peeking out of the blanket and I think the name of his cohort is Hal Smith. They were holding Chris



Luck's big IMAC plane while Chris range checked it. Ray kept complaining about the cold, so Karen Foley got this blanket out of Mike's truck and wrapped it around Ray to keep him warm. Don't tell me we don't have some thoughtful folks around KCRC field! (Mike Foley photo)

Talked to Jerry Goss about the Float Fly to be held on May 4th (Saturday). Everything is " GO " as far as he is concerned. There will be no official competitions, but just a good time for all. He contacted the Park Commission to see if he needed to reserve the area off Guinn Road for that day but was told that there was no reservation list. Sort of " First

Come, First served ". If you haven't watched these guys flying the float planes, then you're in for a treat. They really look good. And if you want to join in, just get a model ready and show up, because here is no sign-up list.. Start at 9:00 AM.

I don't think there are very many experiences that are more satisfying than the learning period, getting to know and fly your model.



"Bud" Weisser looks like he is getting his money's worth doesn't he? That's the attraction of this hobby, I think; the satisfaction from getting the pieces all assembled, and then taking it out and " What about that, it flies !! ". At least, thats the way I see it. (Mike Foley photo)

Mike Foley sent pics of last months Model of the Month contest. Only Joel Hebert and Bill Pennell brought planes to show (Come on, you guys!). Bill does his own design and building work, and does a pretty good job of it. This one is a .72 4-stroke powered sport design he calls " Blue Bird ". Joel, on the other hand, went the ARF route with a Tower Hobbies .40 size " Kaos ".



There seems to be a bias in the voting toward the models built from scratch over the models built from a kit, and the kit-built over the ARFs. After doing an ARF or two, I'm not



sure the ARF builder is not getting a bum rap. Karen Foley says she just votes for the prettiest. Bill won the contest and a gallon of fuel to fly it

with, so it is worthwhile to bring in your model to show.....

Secretarial Report

The March 11, 2002 meeting of Knox County Radio Control Society was held at the Deane Hill Recreation Center in Knoxville, Tennessee.

President Jerel Zarestky called the meeting to order at 7pm. Joel Hebert gave the Treasury Report. The meeting minutes from the February meeting were passed as read. There were 33 members present.

Many of you may have seen some of the members out at the field wearing name tags, either on their hat or in their shirt. Jerel told the group about Terry's Tags. They manufacture name tags with the Club logo, your name and AMA number. The tags are 1 1/2" x 6" and the cost is \$6. If you want the magnetic clip instead of the regular spring pin, the cost is \$1 extra. If you'd like to order one of these tags, please see Jerel.

OLD BUSINESS

President Zarestky then asked Chris Luck about the lease renewal. Chris said he spoke with Doug Battaille about the lease. Mr. Battaille said for us to look over the old lease, pencil in any changes we want to make on the back, fax it in to him by May 1st and the legal department will get everything written up, then we can meet to sign it. A question was asked if the lease was going to be for 5 or 10 years. Chris said that the lease was originally written up for 5 years, but was changed to 10 years when it was signed last time.

President Zarestky then reminded everybody present about the some of the up coming events. One is the Float Fly that's coming up in May 4th. He said that Jerry Goss is going to get a flyer out. And the Fun Fly / Flea Market / Bar-B-Que that will be held May 18th. A question was raised if we wanted to have the Bar-B-Que catered or if Club members would pick up the food. It was decided that the Club members would pick up the food.

Dennis Hunt reported on the SPA Contest. Dennis said the contest date had been changed from the tentative May 18 / 19 to June 1st and 2nd. The application has gone forward and has been approved. Dennis requested that all the contests and events be put into the newsletter so all the members can see what contest is being flown where and see if there is going to be any conflicts with their schedule. See Dennis Hunt if you're interested in being involved or helping with the events.

President Zarestky then brought up the subject of mowing the grass at the field. John Heard said it had already been taken care of. He said that Denny Evans would be mowing the field this year. Denny said he would try to mow the field Thursday afternoon / Friday afternoon late, between 4pm to dusk, that way it would be fresh for the weekend.

John Heard also told the members present about the fence in front of the runway, about how it was getting rather worn and threadbare. He suggested that the Club replace the netting and paint the posts. A motion was made to replace the net, paint the posts at a cost of less than \$200 and to be put up by a volunteer workparty. John said he would get the materials and spread the word so we could get the job done. A vote was taken and the motion carried.

There was a discussion about the sound rule. Jerel read a rough draft of the rule that is not in consensus of everybody on the Sound Committee as a starting plan. Initial sound rule presented for discussion: All glow engine aircraft flown at KCRC must meet a 96 dB sound pressure limit (w/ 2 dB error) as measured using AMA standards. All gas powered aircraft must meet the IMAC sound pressure list for the current year with the added conditions; Take off must be at less than full power Flight path is at a diagonal to the runway, which takes the aircraft away from the water treatment plant, or flight path is up and down the river to the NE (and away from housing behind field). Full throttle must be used only when necessary. The added conditions are also recommended for all

aircraft measuring near the top of the dB limit. Points to discuss:

1. Do we allow the plus or minus 2 dB error for glow engines?
2. Is the IMAC 96/98 dB over grass/asphalt limit appropriate for our field?
3. Are the flight path conditions satisfactory?
4. Do we implement the IMAC yearly change? It was noted that there is two different ways to measure two different types of airplanes.

President Zarestky then asked each member of the Sound Committee to talk about their ideas on how we could implement any needed changes. While some of the Committee members agreed on some of the standards, some thought there should be one category for all aircraft. Some thought there should be one uniform method or standard of measuring sound level, some thought the measurements should be made on the ground, others in the air at a predetermined altitude. After the comments by each Committee member, it was recommended that several of the proposals be published in the newsletter. President Zarestky also recommended that there be more discussion about the subject; that we set some standards, such as a typical .40 size 2 stroke engine, a typical 4 stroke engine, a couple of gas powered engines; and do some more measuring by the fence and at several distances at the field.

President Zarestky made the announcement that the combination for the lock on the gate has been changed, and that the combination was sent out in last months newsletter. You'll find the combination on the label next to your name.

Model of the Month

Bill Pennell brought out another one of his original designs. He calls it a Blue Bird, an open cockpit low wing plane that carries the designation of P-4 on the tail. The plane is covered in yellow and blue Monocote. It's powered by an O.S. 70 four stroke; the wing has 800 square inches and has flaps. The plane itself weighs close to 8 pounds.

Joel Hebert brought out his latest addition to his stable, a Tower Hobbies Kaos ARF, powered by an O.S. 46FX and covered in purple and white Ultracote. He said he ordered it in late September and it came in late January. He said he has a few flights on it, and it flies really well.

Bill Pennell won the Model of the Month and a gallon of fuel. There was no crash of the month.

President Zarestky called for a short break, after which we would start the program on battery maintenance given by Ben Oliver. However he (Ben) wasn't able to make the meeting. He is going to talk to the group at a later date about the different types of batteries, such as Ni-cad, nickel metal hydride, lithium, how to care for them and how to charge them. It should be interesting! At the end of last months meeting, President Zarestky had asked that members bring in their favorite fast chargers or battery cyclers to the meeting, which quite a few did! Jerel brought out some of battery chargers that he uses to maintain his batteries, like the Smart Charger from Ace, which is the same thing as the Sirius charger. Phil Cope also brought a few of the battery chargers that he uses at the field, like the Hobbico Quick Peak battery charger. Chris Luck showed off the set up he uses, with all the adapters for charging his planes while he transports them to the field in his van. What a set up!

The meeting was adjourned at 8:58pm
Michael J. Foley, Recording Secretary

If it's true that we are here to help others, then what are the others here for?

You never really learn to swear until you start to learn to fly RC.....

Don't forget the meeting on Tuesday, April 9th, 2002, to be held at 7:00 PM at the Deane Hills Recreation Center

Overloaded with kits. Need to sell

1/4 scale Balsa USA Piper Cub. New one lists for \$ 159.95, Will sell for \$ 135.
 Bud Nosen P-51 Mustang. Huge model. Canopy and Spinner not included. Internet price \$269.99, sell for \$235.
 Pica 1/5 Scale T-28. older kit with 79in span. Beautiful kit, new list \$309.95, will sell for \$275.
 if interested, call
 C.D. Martin @ 927-4379 or cdm@utk.edu

This and That

Jerel sent me a note saying that, unless someone steps forward to take on the leadership role, our sometimes annual Airshow might not happen this year. It would be a shame because the airshow is our best chance to show off a little for the public and let them know what our hobby is all about. We still have some time if we can get a CD.

Gene Waters sent a late note saying the the new drum of fuel runs roughly in his four stroke engines. He said they tend to pre-ignite and backfire and throw the prop, but that it runs good in two strokes. If you bought fuel during March, test it carefully and don't stand in front of the prop! Call Gene at 483-9698 for further information.

Joe Parrott says his winter project Pica 1/12th scale Me-109 is about ready to fly. He said that it wasn't a lot to show for a winters work, but was all he had time for. It is covered with Superfabric and painted with the



screen printing ink he uses to such good effect, then fuel proofed with flat clear Lustrecote. Wingspan is 33", and it is powered by OS.15 FP. Should be zippy enough even for

Joe.....

Larry Weston (lweston@earthlink.net) is looking for a good flying , used .40 size highwing trainer without engine. Drop him an email if you have one.....

Calendar of Events for KCRC

- April 13-14 AMA pattern contest Harvest, Al
- April 27-28 SPA pattern Contest Cullman, Al
 SPA website at www.rcpattern.net for details.
- May 4th-- KCRC Float Fly. Access ramp off Guinn Road near Solway bridge. Flying starts at 9:00 AM. Jerry Goss for details.
- May 18th-- KCRC Flea-Fun-Fly and BBQ picnic. At KCRC field. Cost of meal \$5.00. 9:00 AM start, meal at noon. Bring your junk to sell. Visitors welcome (Bring junk and money.)
- May 17-18th SPA contest Huntsville Ala
- May 25-26 AMA pattern Nashville Tn
- June 1-2nd--- KCRC SPA contest. Details on SPA website. Starts Saturday Morning at 8:00AM
- Other events will be announced as scheduled.
- June 8-9 AMA pattern contest Cummings Ga

Later events will be announced in May issue

Got a note from an old KCRC buddy I flew with when the KCRC field was off Blockhouse Valley Rd in Clinton. Frank Hensley has held just about every office in the club at one time or another. He says he has trouble now with his eyes and can't fly anymore and needs to sell some stuff. Its a Senior Telemaster with OS FS .91 Surpass for \$425. Here is a picture he sent. His phone number is 457-5858.



A Work Day was called on March 25th to repair the safety fence. The OFFA turned out to

take care of it. The old net was taken down and the fence posts were sanded and primed. We were fortunate to have a good day to do it. The new net will be put up later. If you can find yourself in one of the pictures, then pat yourself on the back and collect two " Atta Boys "



WET & WILD

First Annual Float Fly
Saturday, May 4th Start at 9:00AM

No Landing Fee

Recovery Boat

A fun event for KCRC members

Jerry Goss, CD

Telephone # 865-376-5053

Site is off Guinn Road, 1.9 miles from highway 62.
(turn south off highway 62 onto Guinn Road ~ 400 yards West of
Tennessee Model Hobbies as you go toward Solway bridge.
Go 1.9 miles and turnright to TVA launch ramp site.
Visible from Guinn Road).

Visitors Welcome

**Current AMA card
required to fly**