



**KRCRC**

**KNOX COUNTY RADIO CONTROL**

**March, 2003      Knoxville, Tennessee      AMA Chapter 594**  
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### Club Officers

President- Jerel Zarestky  
Vice Pres- Phil Cope  
Treasurer- Joel Hebert  
Recording Sec- Mike Foley  
Sgt at Arms- Jordan Foley  
Editor- Jim Scarbrough  
Board of Directors;  
Ed Hartley  
Dennis Hunt

### From the Hangar

Jerel Zarestky

The new Flying Season is under way! At the February meeting plans and preparations for our annual pattern contest were discussed as well as a spring picnic, flea market and fun-fly. See dates and possible dates elsewhere in the newsletter.

Not everyone stayed for the program which was the showing of the Nova recording "Spies that Fly" but those who did saw an impressive array of R/C aircraft. It's amazing how our hobby/sport has become an essential part of military operations for the United States. Israel also uses UAV's in their military operations and in fact was doing so long before the US put them into routine service. Many thanks to C.D. Martin for recording this program and letting us view it.

At the next meeting, Tuesday, March 11th at Dean Hill Recreation Center, our program will be a presentation on measuring and setting the decalage of an airplane during the building process by our resident expert Dennis Hunt. Dennis always brings a world of knowledge and experience to these presentations and will again, I'm sure, provide a wealth of information.

If you've paid your dues you should get the new gate combination with this newsletter. Please, PLEASE be sure to spin the tumbler on the lock after opening the gate. Several times last year I found the combination displayed proudly on the lock at the end of the flying day, ( Ed. note: And the lock won't lock unless you spin off the combination.)

The program for the April meeting is still up for discussion. One of the most requested topics is covering a model with iron-on fabric. We've had a request for a survey of pattern aircraft, engine choices, setup and trimming. All ideas will be considered so please let me or Phil Cope know your preferences.

**See you at the field!**



### NOTICE

**The combination to the lock on the field gate is changing as of the 1st day of March as dictated by club rules covering dues. The new combination is to be found in the upper left corner of the address label of the envelope this newsletter came in. keep it**

I am so depressed. My doctor refused to write me a prescription for Viagra. He said it would be like putting a new flagpole on an old building. :-)

### Notice

Another bonus for attending the meeting is that Gene Waters is planning to bring a recently completed model of the DeHavilland Beaver. It is a model kitted by Dennis Hunt and is complete with floats. The model is a large one; I have seen Dennis's prototype and it is a very impressive float model. Gene built this model for a friend who owns the full size version and has duplicated his plane.

Gene has departed from his usual P-51 and WW2 heavy metal model construction, and tacked this job. All of you know how much effort Gene puts into fulfilling scale demands, and I expect that this one should be impressive, to say the least!

Elsewhere in the newsletter is a description of another model built by Bob Stewart that is supposed to be at the meeting also, so plan to attend.....

### KCRC Calendar of Spring Events

May 10th.... First Flea-Feed-Fun event of 2003 is tentatively scheduled for this date. The agenda is for the same type event we had in October of 2002. Unload your junk in the AM, Eat at noon, and Fun Fly in the PM. More information in the next newsletter.

May 31st and June 1st.... KCRC Senior Pattern Association contest to be held at KCRC field. At this time, the plan is that flying will start at 9AM. Sign-in will begin at 8AM. this is a sanctioned event that will count toward Master's points.

The *Society of Antique Modelers* will be holding contests again this year at the Rockwood airport. They are sponsored by KCRC. Dates will be posted here as soon as I know.

# This'n That

Went to the field on Friday, January 31st. Temperature was in the upper 30s and no appreciable wind. I didn't really expect anyone to be there, but was pleasantly surprised to find "Bud" Weisser, Sang Cho and Mike Foley already there. Mike hadn't charged his support equipment batteries and only got in one flight, but we all got in some stick time. Sang had his new Christmas P-51 there but only taxied it around for awhile. He flew his Easy Sport to warm up. Bud has what looks like an AirCorp cardboard wing and tail structure on an aluminum body and it flew very well. Dropped like a rock when the power was off, however, due to high wing loading. Randy Tomlinson came up a little later and joined us. Randy is cutting the mustard with an Avistar. It looks to me like he has mastered the art of landing. He shot a dozen or more touch and go's on his first flight! Showing off, I think. How come his landings don't bounce like mine?



John Heard got there later and took a picture of a cool bunch of cats.

It is March already and you can occasionally feel a touch of spring in the air. This means it won't be long until it's contest time again in Tennessee! An SPA contest is looming on the edge of June and you guys better start getting your act together and pulling some practice time if you intend to improve on last years performance. KCRC members came out in force last year and took home quite a bit of the hardware.

I mentioned recently that I intend to get in on one of the float flies in 2003 and I ordered a pair of the Great Planes floats for .60 size models to put on my .60 J-3 Cub. The floats ( from Tower ) arrived 2 days after I placed my order and I was pleased with the kit. I wasn't pleased that they did not include any plans; The instruction book covered everything reasonably well, but an exploded view of the construction would have helped. The dye cutting was excellent and the wood seemed to be all balsa and lite



ply. The density of the balsa was high and there should not be a problem with strength. The kit came with all the wood and hardware required to complete the floats and mount them to a model. There's

even a water rudder and pushrod material. I've included

some pictures to show how they are going together . The pieces went together very well, and soon I was ready to decide what



the finish. Whether or not to fiberglass. On the prototype, they just covered them with Monocote, doubling up on the seams, and said they were happy with the results, so I decided to try that also. The second picture shows the seams covered with Ultracote on one of the units. I will cover over the whole unit now with Ultracote. I will report on the progress in the April issue.

One thing I've discovered; the fumes from CA glue are not as friendly as I thought they were. I had a physical the other day and the doctor told me I'd better take a little better care of my lungs because you only get one set. My little workshop doesn't have all that much air in it to start with, and when these cold winter days require that I close the door and turn the heat on, the fumes tend to build up. I don't have much of a sense of smell, and I didn't realise how bad it was. Anyhow, what I've been building up to is to advise you to either provide plenty of ventilation, or get yourself some protection, which is what it says on the glue bottle. I went to Home Depot and found a respirator that provides protection against fumes from solvents and glues and paints. They comply with OSHA regulations and have replaceable filters. They are fairly comfortable ( at least as comfortable as something this big hanging on your face can be ), and seem to do a pretty good job. The one I got is called AOSafety with R51A Chemical cartridges and cost ~ \$30. You can probably get away with a good paper mask for particles in the air from sanding jobs, but if you can smell a vapor from something you're working with, you might need a good respirator, or turn up the air flow on your ventilator. I haven't tried it, but an electric fan blowing across your work area might help...

# At The Field

Had an opportunity to talk with fellow OFFA buddy Robert Stewart the other day. He didn't get in much time at the field in 2002 because he said he just didn't feel good. He has been on a diet for a while and he says he is feeling great now and looking forward to getting some stick time. Bob has a bunch of good flying models, and he says he is finishing up on his winter project. A "Jerry's Big Boy", which I think was designed by Jerry Smith after his national funfly champion. I've seen the ads on this model and it looks like it would be a good one. Bob is going to power it with a Saito 1.8, which should be a bunch more than needed. He went all the way to the Joe Nall Fly-in last May to get the kit, and while there, he aquired the engine to put on it from one of our own KCRC members.

The model has an 80" wingspan which qualifies it as a giant. It is marketed by Morris Inc who supplies most of the stunters that are so popular at KCRC field. Bob says he has made a couple of minor changes; He increased the size of the ailerons and has split them so that half of the aileron can be used as flaps, similar to the Ultra Stick from Hangar 9. He is using Hobbico Hi-Torq servos with metal gears; one for each function. Two for flaps, two for ailerons, one each for elevator and rudder, and a standard servo on the throttle. It is covered with Monocote and is black and gold with some chrome trim. Sounds like a beauty!

Bob said he was off to California for a little business trip and would miss the February meeting, but he intends to bring it for the MoM contest in March.

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Speaking of the MoM contest, I entered my recently completed Freedom 20 at the February meeting where it proceeded to come in second ( out of two ), losing to Mike Rogers big beautiful Eliminator. I decided to see if it would fly and took it to the field and cranked up the new HB .20 for the first time. It does require a bit of break-in running and I am a little nervous about the single screw holding the muffler on. Bob Helsel said he had an engine like it and he had trouble with that screw. I didn't use anything on the threads to keep it from backing out ( because I have to remove the muffler to get the cowl off to get to the engine ) and it loosened up a couple of times while running the engine. Another thing I don't like about the engine is the fact that the prop shaft is very short and you can't get a spinner on it. The engine does run very well and seems to have plenty of power. Unfortunately, on this day I had the nose gear wired up backwards so I didn't try to fly it ( which means it will make at least two trips to the field ).

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My neighbor was bitten by a rabid dog! I went to see how he was doing and found him scribbling frantically on a piece of paper. I told him that rabies could be cured and he didn't need to be making out a Will. He said, " Will? What Will? I'm making out a list of all the people I want to bite".

( Ed. note: Sorry 'bout that. I just had to get it in:-)

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The next meeting of the KCRC will be at the Deane Hills Recreation Center on Morrell Rd. It will be on Tuesday, March 11th, 2003 at 7:00 PM. Don't forget that the lock combination is changed....

## Minutes from February Meeting

The February 11, 2003 meeting of the Knox County Radio Control Society was held at the Deane Hill Recreation Center in Knoxville Tennessee. There were 34 members present. The meeting started at 6:50pm. President Jerel Zarestky welcomed all members and guests to the meeting. The meeting minutes from the January meeting were passed as read in the newsletter. Joel Hebert presented the Treasury report.

## Old Business

The first order of old business was the announcement of a SPA pattern contest, which will be held on the weekend of May 31, June 1, 2003. Dennis Hunt said time is running short; you need to get your plane ready and to start practicing the maneuvers. Remember.... anybody can enter with any airplane in Novice class. If you plan on flying in any of the other categories, you must be a member of the S.P.A. This will be a Senior Pattern Association approved contest and points earned will go towards the Masters in Cullman, Alabama.

The next order of business was the sound rule. At the next meeting, a committee will be formed and we will start checking the planes to see if they meet the sound rule, and the sticker handed out to be put on your plane, once it passes the check.

The next order of business was the programs that we have after the normal Club meeting. The program for this month was a video tape of a NOVA special called "Spies that fly". In March, Dennis Hunt will present a program on the building process / decalage (setting the incidence of the wing and stabilizer). We need ideas for programs to be presented. If you have an idea, please tell Jerel or Phil.

The next order of business was the changing of the combination on the lock on the gate. It was announced that the combination will be changed on March 1, 2003. Dues for the 2003 Club year were due by the end of the meeting. After that, a late fee of \$10 applies. A member raised the question that since he downloads the newsletter off the website ([www.rcpattern.com/](http://www.rcpattern.com/) <<http://www.rcpattern.com/>>), how is going to get the combination to the lock on the gate? The combination for the lock will not be posted on the website. Each member that paid their dues for this year will be getting the newsletter mailed to them, and the new combination will be on the address label.

## NEW BUSINESS

The first order of new business, a question was asked when we (the Club) were going to get some more fuel. Gene Waters asked if there was any interest in getting another barrel of fuel, either now or in the near future. There were plenty of people that needed fuel. A sign up sheet was passed around. If you need fuel, please contact Gene and let him know. Gene requested that you save your gallon jugs when they are empty. They are hard to find.

( Minutes continued )

The next order of business was the trainer that was purchased from Ben Dickmann. The question was: "What are we going to do with it?" One suggestion was is that we keep it and use it to train or to give people that come out to the field a "taste" of what its like to fly an R/C plane. In order to do that, someone would have to be in charge of transporting the plane back and forth to the field, maintaining the plane (repair, etc....) and storage. No one wanted to do that. Another suggestion was to raffle it off at a Club function, like an air show or a flea market. Chris Luck said that the Civil Air Patrol might be interested in it. He said he would check with them.

The next order of business was the announcement of a contest given by the Society of Antique Modelers (S.A.M.) to be held at the Rockwood airport. K.C.R.C. is the sponsor for the event and if you'd like to help or participate in the event, please let George Shacklett know. It was also announced that there will be 3 contests held this year.

Mike Foley said he received an e-mail from Carl Weisser, who said there was a friend of his that had an interest in K.C.R.C participating in the air show that is being held at McGhee - Tyson Air Base, featuring the Blue Angels, by having a static display of some of our planes in one of the hangars. The show is being held on April 26 and 27, 2003. A question was asked if there was any interest in the Club members doing something like that, and they said yes. Mike said he would get in touch with his contact and get some more information and report back to the Club at the next meeting.

The next order of business was the name tags. Carl Gerth said he had some for members that ordered them. They are: Raymond Curd, Bob Dilworth, Richard J. Boget, Greg Tinker, Tom Lindquist and Jack Halburnt. Please contact Karl so you may pick up your name tag.

The next order of business was the question of the Club having a fun fly. Was there any interest? You bet! There was a spirited discussion among the members present about having a flea market / fun fly and picnic. Several dates were looked at, mainly in the month of May. It was decided that this would be discussed at the next meeting, and a notice posted in the newsletter. A question was also asked about when the next float fly was going to be. It was noted that we'll have to discuss that with Jerry Goss and Fred Heddleson.

It was noted that Joe Nall is being held on May 14 thru 17, 2003.

### ***CRASH OF THE MONTH***

There were several entries for crash of the month. Larry Roberts was first up to tell the group about his mishap with his MegaTech Airstrike plane. Larry told the tale of how John Gluck had never flown one of the Airstrikes, and thought it wasn't a very good choice for a trainer aircraft, that is, until he flew Larry's. Larry said that John put the plane through its paces and really wrung it out. Larry was out at the field about a week later and was telling Phil Cope about John wringing out his plane. So Phil took the plane out and proceeded to give it a good wringing out too. When Phil finished, he handed the transmitter back to Larry. Larry aid he figured that if Phil and John could fly his Airstrike that way, he could too! He said he made some low passes to set up to land and missed the approach. He said he started doing some low altitude stunting about 10 feet off the ground. Larry said he "zigged" when he should have "zagged"; the plane stalled, rolled over and went in nose first off the edge of the runway. Larry said he had time to set the transmitter down before the plane crashed. The plane was totaled.

Next up was Mike Foley. He told the group about his misadventure with his SIG Four Star 120. Mike said he and Phil had flown the plane 3 weeks earlier during its "shake down" flight and they noticed a "glitch" during the flight. Mike said he noticed that when the plane was set out on the runway with the engine running, the Hobbico Voltwatch would "go crazy" for a second and then show the correct voltage. Both Phil and Mike were puzzled why the plane continued to glitch in flight. After much thought, Mike decided to disconnect the voltwatch from the receiver. To

his surprise, it seemed to resolve the problem. Mike flew the plane again, and it flew without a problem. Three weeks later, Mike brought the plane back out to the field, figuring he'd do a little Sunday flying with his 4 Star. He fueled the plane, fired the 120 up, taxied out and took off. No problems! He flew the plane for about 6 or 8 minutes and the plane was out over the trees off of the left hand side of the field, when the plane climbed, then dove, then banked to the left. Mike fed in some right aileron, but the plane didn't respond. It continued to roll to the left and he heard the throttle go wide open. The plane disappeared behind the trees and crashed in a clearing about 30 yards from a line of trees. When he found the plane, it was demolished from the canopy forward. The engine was buried in the ground past the firewall. He dug the engine out of the ground and collected all the parts, thanks to help from Larry Roberts and another person. As it turned out, Ed Hartley said he had a problem with a bad switch in his Viper. He said the switch "looked" good but when he hooked up an analog voltmeter to the switch and moved the wires, the needle would swing wildly. Ed said he noticed the plane "acted funny" during the range check too. Ed said I may have had a bad switch. Could be.....!

Next, Jamie Evans told about his mid air with Phil on January 1, 2003. Jamie said he was hovering his Morris the Knife off the edge of runway center, when Phil's Knife was doing an aileron roll from one side of the field to the other. Phil's Knife cut the tail feathers off of Jamie's Knife. Phil was able to land his Knife with no problem. Jamie's plane wasn't so lucky, it went into the ground nose first. Phil offered his Knife to replace Jamie's but Jamie refused. The first mid air of the season.....!

A vote was taken and Jamie Evans won a bottle of CA for the Crash of the Month.

### ***MODEL OF THE MONTH***

Next up was the Model of the Month. There were 2 contenders for this event. Jim Scarbrough showed off his latest addition to his fleet. It is Goldberg Freedom 20, a Dave Patrick design, with a 55 inch wingspan covered in Ultracote. The plane is powered by an HB 20 two stroke, which he hasn't started yet, he can't get a spinner on the shaft because the shaft is less than an inch long. He said he's looking forward to flying it, if we ever get a pretty day to fly! Someone asked how much does it weigh? Jim's reply was about 3 pounds. Great looking plane Jim!

Next up was Mike Rogers. He showed off his latest plane, which he calls "son of weed eater". He said "momma don't know it, but when she goes to crank up the weed wacker, there ain't a motor in it!" That drew a laugh from the group. Mike bought the kit in Cookeville when they had their last swap meet. He said it didn't look that big in the box. He said the plane weighs about 14 pounds, has a 31cc weed wacker motor on it with electronic ignition swinging an 18 X 6 prop. He said it flies great! It has a wingspan of 7 1/2 feet with an 18 chord. He said the wing is sheeted with 1/16 sheeting on the leading edge. The wing is covered in Mica Film to add strength. The plane is painted with latex house paint and Rustoleum. Mighty pretty plane..... and BIG!

A vote was taken and Mike Rogers won a gallon of fuel.

After a short break, this months program was started, which was the viewing of the NOVA program "*Spies that fly*".

The meeting adjourned at 7:59pm

Michael J. Foley, Recording Secretary

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### **NOTICE**

**Another reminder that the Sound Committee will be getting together as soon as the weather begins acting decently. As you recall, a rule was put into effect in the fall of 2002 that ALL planes would be tested for the noise level of their engines, and for those who passed, a sticker would be awarded and posted on the plane saying that the noise level of that model was within the limits. A series of time periods will be announced when you can bring your model to KCRC field and get it tested.**