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**October, 2004 -- Knoxville, Tennessee -- AMA Chapter 594
 Newsletter..jimscarbrough@charter.net --- Letter available online at
 www.rcpattern.com**

I welcome all items to be placed in the newsletter. Send by the 20th of the month.

**The Senior Pattern Association Masters has been postponed until October
 9th and 10th because of the threat of bad weather from Hurricane Ivan.**

MY MOST MEMORABLE & NOSTALGIC MODEL

This tale begins at the tender age of 13 wherein I had been building rubber powered 10 & 25 cent models for some time. In Memphis there was a men's haberdasher called Oak Hall, a store where my mother bought most of my clothes. It was there that I made my first transition from knickers to long pants! Interestingly, as well as unusual, was the fact that on the second floor they had a small hobby shop and the clerk was usually building a kit, and the management allowed customers to build as well. Needless to say I spent many hours hanging about. I could leave home and take the trolley to town for the magnificent sum of 7 cents, thereupon watching in awe the work of the clerk, and learning.

Having a reasonably good paper route at that time, and understanding parents, I purchased a Reginald Denny, Dennyplane Jr. kit for the huge sum of \$10.00. My first gas powered free flight airplane, complete with a spun aluminum cowling, wheels, and everything needed to complete. After completion, covering with silk and applying "banana oil" over the silk, the airplane ready to go, was a thing of beauty (in my eyes). Alas, it needed an engine! While saving every Penny, I purchased a GHQ engine for \$5.00 which had to be assembled. No one to my knowledge ever got one to do more than an occasional "POP". While terribly discouraged I continued saving from my paper route until I accumulated enough to purchase a used Brown Jr. 1/5 HP engine for less than the \$21.00 list price. After obtaining a used Austin timer I was finally ready to fly!!

The time was 1936, on a sunny and calm day, on the grounds of Southwestern University; I fired up the engine, set the timer, and launched ROG. The Dennyplane soared aloft and flew in graceful circles until the timer cut the engine, and the plane made a graceful landing not too far away. What a thrill and sense of fulfillment!! Many planes and engines followed, Zippers, Comets, control line, Dyna-jet, Mini-jets, CO2, Cyclone, Hornets, etc., but none ever gave the same thrill of that first gas powered flight. The Dennyplane Jr. was eventually retired to storage, still in good shape. Years later in 1950 while owning a raceway and hobby shop catering to radio control, I resurrected the Dennyplane Jr., and equipped it with actuators for rudder and elevator while using a Galloping Ghost radio for guidance. In a small area in the midst of Rockville, Maryland (a Washington DC bedroom community) the Dennyplane Jr. was once again airborne while under some

semblance of radio control. It was finally put to rest after a subsequent flight ended in a huge oak tree. What followed was a plethora of different aircraft, reed radios, analog & digital proportional, Orbits, Goldberg, Kraft, etc., until today's computer units.

The Dennyplane Jr. has been, and always will be remembered as being my favorite model. The thrill and sense of achievement brought about from this model launched me into a lifetime of enjoyment from building and flying models, as well as the camaraderie of fellow enthusiasts, and my interest in aviation which culminated as a combat pilot during WWII. Now, if only at age 80, I could have the eyes, ears, and physical abilities of the 15 year old who made that first gas powered flight..

Memories of .Ray Le Blanc

This is exactly the sort of thing I was looking for when I asked for your all time favorite model. Ray caught my imagination while reading the account of his favorite, and I could almost smell the banana oil he used on the silk. Unless you have "been there, done that", the next best thing is to do it vicariously through the experiences of someone else.

I also went through the pains of trying to get a GHQ engine to run. I was twelve years old in 1940, and we were having hard times in small towns across Tennessee. We were allowed to ask for one present for Christmas and my choice was the model engine advertised on the back of Popular Mechanics magazine. I had been building the ten cent stick models for a couple of years and was ready to move up. Ray said he got a POP out of his, I never even got that! I wore my finger down to a nub trying to crank that sorry thing! Dad then worked with it for a couple of months and then turned it over to a mechanic friend of his to try, and as far as I know, it never once made a POP. Even through the aggravation, I guess I got an awful lot of fun out of cranking it and expecting that "just one more crank and it's going to start". I sure wish I still had it!!!

Who's next? I know that out of the huge bunch of OFFA's we have at KCRC field, there are a bunch more stories waiting to be told.....

At the Field

The Senior Pattern Masters contest scheduled for September 18th and 19th has been postponed until October 9th and 10th. Hurricane Ivan created so much uncertainty about the weather here that it was decided that the contest was too important to be flown in such terrible conditions as was forecast...

This means that all you members who signed on to work at the contest have another couple of weeks to get ready. Also, it gives us an opportunity to enlist a few more to help out. Come on out and pitch in; it is not hard work and nobody likes to visit and shoot the bull like RC modelers. In the first picture, Ed Hartley was all ready to go with his Intruder when the word came down...



In this next picture is Chad Collier and his very nice Slo Poke. Chad is a good man to have around when things don't exactly go as they are supposed to. I recently managed to dump my Something Extra in Melton Hill Lake and good ole Chad recovered it for me by wading in

while being supported by Don Eiler and a long tree limb. I couldn't even get down the hill to where it was!

In the next picture, Hal Travis shows off the trainer



that got him through the KCRC Instructor program. I think he is the very first graduate of the program. There are many other members who

have soloed as a result of help by guys in the club, but I think he's the first since our program has been formalized. He is doing very well on his own, now.

Our Fall Float Fly was held on September 25th at the upper launch ramp on the lake at Melton Hill Park. The



day started with a lot of thick fog and it was slowly thinning out. In this picture, Phil Cope was first up with his Butterfly to try out the visibility. That's Mike Gross on his left and Denny Evans on his right helping Phil out with their comments. Mike

brought his runabout as a chase boat, just in case!

Club president Phil Spelt (I) is looking at one of the models that flew in the float fly. Ed Hartley sent the



picture and I'm not sure who it belongs to. In the next picture, Jerel Zarestky is unloading his big Cub and getting ready to

join the fun.

The bottom picture shows that not everyone is enjoying the water sports. While most of the club is down at the lake, Bill Dodge is busy filling cracks in the surface of the runway. Bill missed all the recent work days



on the pit cover, and decided to do his bit by stuffing gunk into cracks in the asphalt. A job well worth doing because we have some pretty big cracks in the runway. Some are big enough to grab the smaller wheels! Maybe we need a work day!



September Meeting Minutes

The September 14, 2004 meeting of the Knox County Radio Control Society was held at K.C.R.C. field. The meeting started at 6:59pm. President Phil Spelt welcomed all members and guests to the meeting. There were 27 members present. The meeting minutes from the August meeting were passed as read in the newsletter, with a correction by Jim Scarbrough about the voting process if you don't vote. Joel Hebert presented the Treasury Report.

OLD BUSINESS

It was reported in the last newsletter that the bleachers were being dismantled. They have since been removed from the area behind the fence and will be cut up and removed from the property. A question was asked if the shed could be used by guests, and the reply was that it could. Signs will be placed on the shed and on the fence saying no admittance beyond this point without the presence of a Club member.

The next order of business was a vote on the By-Laws by the membership. Ballots were passed out to the members present at the meeting who did not vote online or by mail. After the ballots were collected, they were counted and presented. The results were: By-Laws 33 yea votes, 2 nay votes The Rules and Regulations 20 yea votes 3 nay votes Out of the total number of votes by the membership, only 3 members voted by mail and 14 voted online. Many were disappointed in the lack of participation.

The next order of business was a short report by Dennis Hunt on the SPA Masters Contest, which was postponed from September 18th and 19th, 2004, to October 9 and 10, 2004 due to a bad weather forecast because of Hurricane Ivan. Dennis said that no sanction was needed. He did say that he needed staffing for the contest, people to help Joel with the scoring and other tasks as well. If you can help, please let Dennis know.

The next order of business was the upcoming Float Fly which will be held September 25, 2004 at the boat ramp in the park below the field. The event will start at 9am and will end at 3pm. Please note that the field will be closed during that time to prevent frequency conflicts. Phil Spelt will host the event. Get your plane ready, come out and join in the fun!

The next order of business was an announcement by Ed Hartley that the plaque should be ready shortly. It will be made of fiberglass with vinyl letters and should last anywhere from a minimum of 8 years to as long as 20 years.

The next order of business was the Gold Leader Status for the Club and the requirements to achieve it. One thing that was decided at the last meeting was to donate a subscription to the AMA magazine to one or more of the local schools. This would be accomplished with the help of several members, and the Club. However, we need to contact the school Principal and Librarian and get approval from them first. Several members said they would contact some of the schools and get permission, and report their findings at the next

meeting.

The next item of business was a reminder that we were invited to attend an EAA event at Island Home Airport for the Tennessee School for the Deaf. This event will be a static display only, and will be held on Tuesday, September 28, 2004 from 3pm until 5:30pm. It was noted that they were expecting 50 people or more to attend the event.

NEW BUSINESS

Ray LeBlanc made a motion that we, the Club, present a plaque to the Knox County Parks and Recreation Department for all their help. After a short discussion among the membership, a motion was made, seconded and passed that we present Doug Battielle with a plaque.

The next order of business was a notice that the field will be closed due to a track meet in the park on Tuesday, September 28, 2004 starting at 4pm. A notice will be posted at the field as a reminder before the event.

CRASH OF THE MONTH

There were 2 entries for Crash of the Month.

Mike Gross was the first to tell of his misfortune. About 2 weeks ago, his son was flying his PT-40 trainer, shooting some landings, when the wing separated from the rest of the plane. He said the fuselage went into the woods on the east side of the field, and the wing fluttered down somewhere on the west side of the field. They never found the plane.

John Williams told his story about his trainer's unfortunate mid-air collision with Scott Anderson's electric powered glider. John was on the buddy box with Phil Cope as the instructor, getting a little stick time. John was shooting some landings when Scott's plane and John's trainer got tangled up in flight. Scott's plane flew thru trainer's wing, which destroyed Scott's plane. John's plane made it back to the runway with the only damaged covering on one wing panel. Scott's plane was a total loss and went down in woods.

A vote was taken and Mike Gross won the glue.

MODEL OF THE MONTH

There were 2 entries this month.

The first entry was submitted by Craig Dieter. Craig showed off a SIG Antoinette electric powered airplane, which was built from a kit. Craig said it was laser cut and went together very nicely. It features pull-pull rudder and elevator. It's powered by a GWS Pico Stick electric motor and weighs 10 ounces with the battery. The plane is covered with an iron on tissue covering. A very nice looking plane!

The next model was submitted by John Williams. It was a scratch built Vickers-Wellington, powered by 2 O.S. 46 LA engines. John said was built using a 3 view from a magazine. The plane is covered in white Ultracote, weighs about 11 pounds and has an 84 inch wingspan. Someone asked if he had flown it yet, and John's reply was "no".

A vote was taken and John won the fuel.

The meeting was adjourned at 8:01pm.

Michael J. Foley, KCRC Secretary

This'n That

PROPWASH

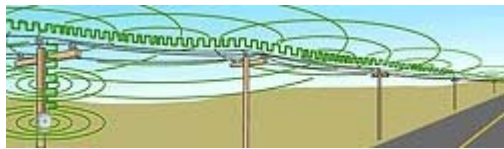
By Phil Spelt, KCRC Pres

Part 2: Continuing the series on radio interference and BPL (Broadband over Power Lines)...

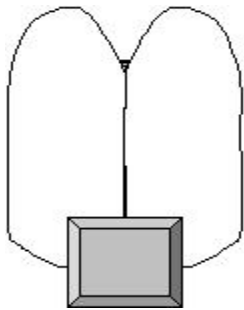
I was at the field in late August and heard someone say "... I pointed the antenna at the plane...".

I asked "Marvin" about it, and he said he had crashed 2 planes the same day by pointing the antenna at the planes while landing (he turned to face the plane).

Why this is a problem is described here, since it relates to radio transmission and interference. As I said last month,

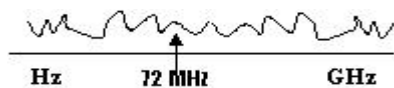


signals on wires (or tubes in the case of Tx antennas) radiate energy around themselves, as shown in this picture, which illustrates both AC current and digital signals in power lines, and the next picture is a typical Tx radiation pattern.

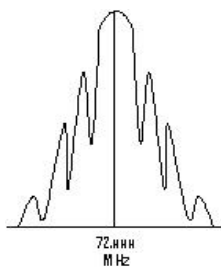


Now you see why we DON'T point the antenna at the airplane!! The antenna does not "shoot" the signal out like water from a hose. If we put these two pictures together, we can see that radiation from the power lines can conflict with the radiation from our radios - this is what the ARRL guys are concerned about, and we should be, too.

You already know that we fly on certain "channels" - frequencies assigned to us by the FCC. These frequencies (for airplanes) are in the 72 MHz range, as illustrated here:



Our transmission on a given channel looks like this:



Notice the side lobes - spurious energy radiated along with the main signal. These can also create interference, especially since our channels are spaced only 10KHz apart. This is why we have narrow-band Tx's and dual filter Rx's, to keep the interference out. It is also possible for the sidebands from two or more Tx's to get together and create 3IM (third-order

intermodulation) interference from channels which, by themselves, would not interfere with "my" channel. With the new radios, these problems are now minimized.

Other (non-R/C) frequencies that are very close to the ones we use, or are "harmonics" (like music harmony), can also interfere. We had just such a problem on a couple of channels at KCRC a few years ago when the power line along Wms. Bend Rd. was not properly grounded, a problem that Ed Hartley discovered and got fixed. The interference problem from BPL -- the digital signal in the first picture -- occurs when the BPL frequency is in "our" 72 MHz frequency range, or is a harmonic. The BPL people (such as AT&T) are working on solutions, which we will discuss in future columns. Meanwhile, this is The Wingman, turning final...

The model of the Month contest pulled some quality contestants this month! Craig Dieter entered his Antoinette electric from a Sig kit and it is a beauty. Lots of little sticks and strings to put together. It flies very well also.



John Williams brought out another one of his scratch built multi engines WWII bombers. This time it was a Wellington. John finds a three view of the model he wants to build and just starts drawing

plans. His planes usually fly well also.

Don't forget that the SPA Masters will be held on October 9th and 10th. Dennis Hunt is in dire need of members willing to help out at the contest. Because of the importance of the meet, the club can use all the help we can get, so come on out and pitch in. Call Dennis at 482-6188 if you can be there. The next club meeting will be after the contest!!

Don't forget that the meeting for October is at Deane Hills Recreation Center on Morrell Road. It is too dark at 7:00PM to meet at KCRC field. The meeting is at 7:00 PM on the second