



KNOX COUNTY RADIO CONTROL

KCRC Officers for 2005

President.....Phil Spelt.....Phone 435-1476  
 Email chuenkan@comcast.net  
 Vice Pres....Gary Lindner.....Phone 986-9050  
 Email lindner2@bellsouth.net  
 Secretary.....Mike Foley.....Phone 986-6153  
 Email m\_foley@bellsouth.net  
 Treasurer.....Joel Hebert.....Phone 927-1624  
 Email hebertjj@comcast.net  
 Safety Officer ..Ken Green... Phone 577-5191  
 Email kgreene86@bellsouth.net

Executive Board  
 Dennis Hunt..Phone 483-8373  
 Email dehunt@nxs.net  
 Ed Hartley..Phone 966-2445  
 Email eddie@rcpatten.com

Historian.....June Cope..... Phone 694-8687

Editor.....Jim Scarbrough.....Phone 986-3857

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 Newsletter..jimscarbrough@charter.net --- Letter available online at  
 www.rcpattern.com or contact me for direct email.

# HAPPY NEW YEAR

## Last call, 2004 boarding at gate 1

2004 was one of the better years for KCRC as far as advancing the "Wow" factor at KCRC field was concerned. After a couple of years of procrastinating, we finally got started on the cover over the pit area. A lot of members were involved in this undertaking; it started with the planning, engineering and getting plans drawn. Dennis Hunt and Anthony Wylie were instrumental in this area. Phil Spelt almost single handedly pushed approval through the various county offices, then Paul Funk came through with hauling materials and furnishing the place and equipment to fabricate the preliminary structures. Several KCRC members did the cutting and welding of the structures. After getting the pieces to the field, Harry Hogan lead the effort to paint the structures before

old wizard! Any time KCRC has a job to do, Gene is there. He climbs like a monkey and never seems to tire. For his efforts over the years, Gene was awarded Emeritus Member status.



Some how, the job was finished in time for our Memorial Day AMA Pattern Contest, and it passed muster with the contestants.

The shelter wasn't the only activity in 2004. We also hosted the two day AMA contest mention above on

Memorial Day weekend, but we also hosted the two day SPA Masters in October. It was scheduled for September but due to a couple or three hurricanes, it finally came about in



assembling. During the assembly, there was a lot of time and effort required in putting the thing together. A lot of members put in time and effort. A few members put in a lot of time and effort.....and then there was Gene Waters! A 75 year



October. Another great success according to the contestants. In addition to these activities, we also managed to have a float fly and a club picnic.

All in all, a pretty good year!!!



# AT THE FIELD

At the last ( December ) meeting, Carl Sten brought his just completed Top Flight Gold Edition Cessna 182 and entered it in the Model of the Month contest. Carl said it took him two years to finish the model, and this is the first time that he has ever spent that much time on building a model. It was apparent from the looks of the model that he had taken a great



deal of time and effort on it. It was beautiful! He had used fiberglass on the fuse and used Nelson water based paint to finish it. It was mounted with a .60 O.S. pattern two stroke. Several people expressed some trepidation at the small power plant, but Carl said that was what was

on the plans. He had not tried to fly it at meeting time, and Ed Hartley told Carl to call him when he was ready to try it out. Carl did that and Ed sent me a couple of good pictures commemerating the event. The first picture shows the stress on Carls face during the first flight, and the second picture shows that the stress was unnecessary.



Carl sent me a note about the event, " It flew fine and flies a lot like the full size airplane. You need to use coordinated rudder, elevator and aileron to make a good turn. The .60 two stroke is a bit marginal and I won't be doing any aerobatics with this 13 pound airplane. You need to keep the speed up on landing final and hold the power on until you're ready to touch down on the main gear. Once you cut the throttle, the airplane slows very quickly." Carl say a .90 or 1.20 maybe would be a better choice for power. It was evident that Carl bit off a job when he started on this one!

## Propwash

January 2005

Happy New Year to all our KCRC Members!! As Jim Scarborough has covered on the fron page, we had quite a banner year in 2004. We are poised to have another one in 2005, with 2 pattern events, 2 float fly's, a scale warbird fly-in, and other events to be scheduled. What pleases me most is that these things have come from the membership, not the elected officers.

With our AMA Gold Leader Club status, and our inclusion in the East Tennessee "Club of Clubs", I'd say KCRC is East Tennessee's leading model club.

One thing I have received several inquiries about is, "When will you have another Air Show?" I'd like to suggest we think seriously about having another public event this year, as well as participating in the Tennessee School for the Deaf Young Eagles program. Even though the TSD kids didn't "tell" us, our planes were a big hit last spring. I am proud for us to be part of the area aviatin community, and I think we will make a significant contribution in the future.

I look forward to a great year, as the Wingman turns final...Phil

### Announcing 2005, arriving at Gate 1

As Phil mentioned above, we have a tentative schedule for some events in the coming year ( and I'm already ready for spring ).

- 1... Club Banquet ...January 11th,6:00PM
- 2... Tennessee School for the Deaf Ground School . At the school April 14th, flying onthe 21st. KCRC involved in both.
- 3... Spring Float Fly, May 14th-15th, from 9 til 3 both days. Location finalized later.
- 4.. KCRC AMA Pattern.. May 28-29 Sanctioned
- 5... International Young Eagles Day at Sky Ranch. June 11th. Displays and ground school.
- 6... War Bird Fly in. June or July. Details later
- 7.. SPA Pattern Contest. September 24th
- 8... Fall Float Fly.. September x. Date later.
- 9.. Young Eagles Event October 15th
- 10.. Tennessee School for the Deaf.. October 27th and November 3rd.

Now that is a full slate of events. We will also schedule a picnic somewhere during all these dates.

## Minutes from December 14th

The December 14, 2004 meeting of the Knox County Radio Control Society was held at Deane Hill Recreation Center in Knoxville, Tennessee. The meeting was called to order by President Phil Spelt at 7pm and he welcomed all members and guests. The meeting minutes from the November meeting were passed as read in the newsletter. Joel Hebert presented the Treasury Report. There were 25 members present.

President Spelt asked if there were any reports from the Officers. Dave Dabbs reported on the float fly that is scheduled for Spring 2005. He reported that having the float fly at the Oak Ridge Marina is out of the question due to the fact that the Rowing Club has events scheduled during that time. So Dave has been busy looking at other sites in and around Knox County. One place that he found is a site at Anchor Park off of Northshore Drive. Dave said that he would talk to Doug Bataille to see if we can use the park.

Another thing that the Club is looking at is a website for the Club. Dave Dabbs said that they have been looking at a couple of different companies and we can get enough webspace for a 10 to 12 page website for less than \$10 a month. He hopes things will be finalized by the next meeting. Dave said that he and Phil will be co-webmasters. A motion was made and seconded to approve up to \$200 for the expenses of the website. A vote was taken by the members present and was approved.

It was announced that KCRC is now a member of the local area aviation group, which arranges and schedules aviation events, like the Young Eagles Day, for the youth in the East Tennessee area. A meeting was held and a master calendar is being developed, with flying related events in the Knoxville and East Tennessee area for 2005. The calendar looks like this:

- Tenn. School for the Deaf, ground school will be held at the school on the 14<sup>th</sup>, flying on the 21<sup>st</sup> ( KCRC will be involved with both ),
- The Spring float fly on May 14-15 from 9 until 3 both days.
- KCRC AMA Pattern Contest on May 28-29.
- June 11 International Young Eagles Day at Sky Ranch (with aircraft displays).
- War Bird Fly-in June or July ( details are still being worked out ).
- SPA Pattern Contest Sept. 24<sup>th</sup>.
- The Fall float fly Sept. 24,
- Young Eagles event Oct. 15<sup>th</sup>.
- Tenn. School for the Deaf on Oct 27<sup>th</sup> and Nov. 3<sup>rd</sup>.

A question was brought up if we were going to be flying at Sky Ranch or at Island Home Airport, and the answer was "no, we can't fly at Island Home and it wasn't very good to fly at Sky Ranch". President Spelt said the he would finalize the list, sent it to the Board and get it put on the website.

It was also announced that we, the Club, has now achieved Gold Leader Status with the AMA. Phil said he has the plaque and pins to give out to each member, which will be given

out at the banquet in January.

There were no reports from other Officers.

## OLD BUSINESS

The first order of business was the setting a date for the warbird fly in that is scheduled for 2005. Phil Cope said he needed to contact the Harriman Club to see if we could get a date set.

The next of business was to election of new Officers. Ballots were passed out to those who did not vote either online or by mail. It was noted that of the votes that were received before the meeting, 22 members voted online and 3 voted by mail. The votes were taken up and tabulated. The results are: President, Phil Spelt; Vice-President, Gary Lindner; Secretary, Mike Foley; Treasurer, Joel Hebert; Sergeant at Arms, Kenny Greene; Board of Directors, Ed Hartley and Dennis Hunt.

An announcement was made that the details for the banquet were set and we have reservations. The cost will be \$9 per person, which includes a tip. So mark your calendar for January 11, 2005. The banquet will be held at the Super China Buffet in Oak Ridge, TN. Be there by 6pm. Thank you Dennis!

## NEW BUSINESS

There was no new business to discuss at this meeting.

It was noted that Gene Waters was taking orders for 15% fuel. The price is \$10 a gallon. If you need some, please let Gene know.

## CRASH OF THE MONTH

There was no entry for Crash of the Month.

## MODEL OF THE MONTH

Carl Sten brought out a Top Flight Gold Edition Cessna Skylane 182. It is a sharp looking airplane. Carl said there were a lot of firsts in this kit for him, the first time he ever used water based paints, he never fibreglassed an airplane (he fibreglassed the fuselage and the stabilizer) and the first time he ever took 2 years to build a kit. The plane is powered by an OS 61 SF 2 stroke with the Top Flight in cowl muffler, has an 80 inch one piece wing and has separate servos for the rudder and nose wheel. Carl said he used Nelson water based paint, Lustercote paint and Monocote. He said the plane came out 1 pound heavier than what the plans call for. Someone asked what the plane weighs and Carl replied "13 pounds." He said he hopes to fly it soon. Outstanding job Carl!

Carl won a gallon of fuel for his effort.

The meeting was adjourned at 7:42pm.

Michael J. Foley, KCRC Secretary





# THIS 'N THAT

I guess you can see that the flow of information this month reflects the lack of activity on my part since cold weather set in. I flew all last winter so I just need to get bundled up and go out there and fly. How about you?

I've been building and flying RC models a lot longer than I want to remember, and one lesson I learned a long time ago was that you had to go faster if your model was heavier. I also learned that the wing loading was very important if you wanted to keep the model around for any length of time. Since I don't see as well now, and my reflexes aren't as instinctive as they used to be, the way my model flies is a lot more important than it used to be.

I say all that to say this; an article in the December issue of Model Aviation magazine was very informative, and cleared up a few misconception I had concerning wing loading.

For many years, I flew models mostly in the .40 to .60 size range and, by trial and error, I found that 20 to 30 oz/sq. ft. wing loading was a good weight to stay in. I built my first giant scale model a few years ago. It was a Bud Nosen 1/4 scale " Mr. Mulligan ", and the wing loading came out close to 40 oz/Sq Ft. I decided it was too heavy to fly and hung it on the ceiling of my garage and that's where it stayed for about five years. When I finally got tired of looking at it, I took it to the field and tried it out. I was very surprised to find that it flew very well! It seemed as light on the wing as any model I had flown.

Dave Harding wrote an article entitled " Scaling Laws " for the AMA magazine, and I recommend it to every one who flies model airplanes. It contains all the rules and laws that a modeler needs to ensure that he has a flyable model.

Essentially, he says that bigger models are heavier, but the wing loading can also go up, and he also shows calculations showing the power required for the increase in size.

It is a very good article and I recommend it highly.

Speaking of giant models, I see less of them than I thought I would at KCRC field. I got enamored of them when I found that they are easier to see ( for me ), and they seem to fly more slowly than the smaller models. Maybe this is an optical illusion, but they do seem slower. Most of the guys who fly the bigger models are taking them to the Tennessee Eagle's field in Harriman because there are fewer trees to reach out and grab them. I joined the Harriman club so that I could use the field, but every time I've gone over there, I have had engine problems. The last time I went I took two models that have been very dependable in the past, and then damaged them both because the engines quit after I got about 20 or 30 feet of altitude. My engines are pretty old and well used but they seem to run OK at KCRC field. I've just about decided that the air at Harriman field is short on oxygen! Just kidding, guys! Maybe what I need is some fresh fuel.

Speaking of fuel, I have seen some great flying electric models at KCRC field lately. James Vasquez has several that really are fast, and Denny Evans really puts on a show when he flies his little electric 3D model. I haven't got the loose change right now that it takes to purchase one of the very efficient brushless motors and the controller required to run it. The batteries required are the Li-Po cells that offer a fantastic power to weight ratio and they are a little expensive also. Oh, well, I always knew this hobby was expensive, but I wish the electrics had come along while I was buying all of the wet engines that are not running all that well right now!

The electric powered models have come a long way in the past three or four years. If you notice in the catalogs, an awful lot of the retail market now is made up of the little 25 to 35 inch wingspan electric models. I think that a few of the old catalog sales stores have gone all electric. That shows where the money is going.

Speaking of money, it used to be that fellows short on cash could buy and build a model kit and save some bread . Have you noticed the price on the few kits that are available on the market now? By the time you pay for the kit, and pay for the glue, covering, wheels,etc, etc,, you have more money invested in the model than if you had just gone ahead and bought one of the many very good ARFs around. And you still had to invest all that time in the building! I still enjoy building kits, but I shouldn't have to pay extra for the privilege!

Boy! I looked back at the stuff I just wrote and it looks like I'm doing an awful lot of whining! Maybe it's an after effect from the money that Christmas cost. Seems like it costs a little more on every thing this year. I never thought I'd think that automobile fuel at \$1.72 /gal was cheap! And can you believe the price on natural gas? From what I gather, the big increase in price is not due to a shortage, or any difficulty in distribution, but to a bunch of folks making money off of it in stock trading ! I guess that the folks struggling to pay heat bills or freezing to death this winter will be understanding.....

**Don't forget that the January meeting will be our annual Club Banquet. As it was last year, it will be held again at the Super China Buffet in Oak Ridge. The cost will be about \$10 and this includes tip. The banquet will be held on January 11th 2005 at 6:00 PM.**