

KCRC
NEWSLETTER
APRIL 2007

This month's meeting will be at the Fellowship Church, 8000 Middlebrook Pike at 7:00pm, Tuesday April 10th.



KNOX COUNTY RADIO CONTROL

Dodge a great vote of thanks for his crack-filling job done within the last year or two (I can't remember exactly when). He was out in the blistering heat (the only time to successfully fill black-top cracks) and got all the large cracks filled in.

Dennis Drone and I have set the **Spring Float-Fly for May 12th**.

Finally, I once again want to thank Jim Scarborough for his many years as Newsletter Editor. Jerel Z. has donated a small item for Jim, which he will get when I get it to a meeting where Jim is in attendance.

And, now, this is the Wingman turning final...pfs

PROPWASH

PHIL SPELT, KCRC PRESIDENT



This month's column is an oleo (potpourri) of things we need to always be aware of.

First, in March, per AMA requirements, we went over the AMA and KCRC Safety Rules. For those who weren't there, I want to cover a few things that are particularly pertinent as we begin the new flying season. These have to do with field safety, and just as importantly with COURTESY TO OTHER PILOTS.

Flying down the runway: It is against Club rules to make low-level, high-speed passes down the runway. Our rule says 40 feet beyond the outer edge of the runway, but, in effect, if you are beyond the break on the hill where it drops off into the valley beyond the runway, you are OK. Also, flying TOWARD the runway/pits at a 90-degree angle to the runway is a safety concern and is not to be done. Of course, you should know the "Zero Line" behind which there is to be NO FLYING. It runs along the inside edge of the runway, out to the west (left) to infinity, and to the east (right) to the clump of trees just over the bank, where it bends AROUND the trees and goes along the river upstream toward Solway. ALL FLYING, except for electric park-flyer type planes and helicopters is to be done on the non-pits side of that Zero Line, with no exceptions.

Courtesy to other pilots (and guests) basically involves the Golden Rule. You should avoid blasting propwash (whether oily or not) at other peoples' airplanes/pit equipment. If you need to spend a lot of time setting up an engine, please take it away from the pit area and flyers. Many people find a nearby engine scream very distracting and annoying, especially relatively inexperienced pilots.

Also, remember that only pilots and pit crew are allowed up by the pit area. This is not to be exclusive, but is a safety concern and affects the Club insurance.

Please, PLEASE keep these few things in mind as you enjoy the new season at our wonderful facility.

Secretary Ed and I were talking the other evening, noting the great shape our runway is in. It has been more than 10 years since we re-capped it, and it is holding up well. We owe Bill

MINUTES: MARCH MEETING

- The meeting was called to order promptly at 7:00PM.
- The treasurers report was given by Joel Hebert. The ending balance for February was \$1,859.36.
- Phil Spelt submitted our charter renewal to AMA. He plans to submit our leader club requirements this month.
- Under old business, the float fly was discussed and is scheduled for Saturday, April 14th. (NOTE- date revised!)
- The rules for our upcoming competition with models out of the ordinary were discussed and several new suggestions were submitted. This should be a fun event for those participating.
- Under new business, Charles Wilson made a motion to do five more airplane tables at the field with costs not to exceed \$150.00. It was seconded by Steve Davis and passed. Charles and Steve will lead the work party.
- Scott Anderson made a motion to give \$150.00 to the AMA world team for expenses. Ed Hartley moved to reduce the amount to \$100.00 and the motion passed.

CALENDAR OF EVENTS

5(6)-May	TERC Fun Fly
12-May	KCRC Spring Float-Fly
26-27-May	KCRC AMA Pattern contest
9(10)-Jun	TERC Warbird Fly-In (both TERC events have Sunday as a rain date)
12-13-Sep	SAM Old-Timer @ TERC
15-16-Sep	KCRC SPA Masters

- Phil Spelt went over the AMA safety rules as well as our club safety rules. AMA requires this each year.
- A DVD was shown on Spread "Spektrum" radio equipment. Phil had an operating system at the meeting for folks to see.
- Video pictures from Jets Over Lakeland were also shown. These were furnished by Dennis Drone.

The following photos are by Ed Hartley.



Bill Dodge with his "model of the month" winning Extra.



Scott Anderson and his electric Cub.



Controlline P51 by Mike Jennings

NOTE

What some parents won't do to get their kids to visit! I spoke with Dennis Hunt after his surgery. He was still a bit tender at that time but was feeling great. He sounded to me like he'd be back at the field before we know it. Congratulations, Dennis! ...and just ask nicer the next time you want Barry to come visit!

MODEL TECHNIQUE

The following is a reprint of an article on float-flying by esteemed former KCRC member, Jim Casey.

Float Notes

By **JIM CASEY**

I wondered once, "What would we do if we lost the field?" How would you like to fly in a HUGE field, with no obstacles, and nobody complains? Float flying is the answer. Fort Loudon lake is over a mile wide in places, and jet-skis and bass boats make so much noise that nobody even hears the airplanes. Usually, boaters stop and gape at the airshow.

Here are some tips for float flying:

1. You need a boat.
2. Really.
3. I'm not kidding.

If you fly from water, you WILL have to go get your airplane sooner or later. Chuck Cunningham mentions flying from small ponds, and retrieving by casting a tennis ball with a fishing rod. Our lakes are MUCH too big for this. I've flown from a 12' rowboat and an 18' ski boat. The rowboat is actually a little more comfortable, because it's easier to reach the plane in the water. I feel like a pontoon boat would be ideal, with the big flat deck for handling the plane. Donations cheerfully accepted.

Types of planes:

1. High-wing/shoulder wing - Pluses: they will float on their wing if cartwheeled. Minuses: easier for a crosswind to lift the upwind wing when taxiing.
2. Low wings - Pluses: more stable in a crosswind, more aerobatic. Minuses: the fuselage fills up with water if you screw up and cartwheel it. This gets your radio wet.

Floats:

If using manufactured floats, select appropriate floats. They're labeled by length and probable motor size. Rule of thumb: for dual floats, the float length should be 75-80% of the length of the fuselage, from the prop to the trailing edge of the rudder. Be sure the floats are rated for the weight of your plane. There are lots of floats on the market. I use BJ foam floats. They are hotwire-cut foam with a shallow v-bottom. They are light, sturdy, easy to mount, and can't leak. Mine are sheeted with balsa, and covered with Monokote. If you use hollow floats (balsa, fiberglass, blow molded), make provision to get the water OUT, because it WILL get in.

Attach the floats to your plane. Generally, a supplemental

landing gear is needed. For tail draggers, if you use a secondary gear the same as the primary gear, it'll be easiest to get it all together. If your plane has a tricycle gear, solder up a new nose gear from music wire. It should be T-shaped, with the crosspiece going between the floats, and a vertical up through the nose gear mount. Disable the nose wheel steering, but leave the rudder functional.

Float Rigging:

The step of the float should be located directly under the 40% mean aerodynamic chord point. Translation; about a half-inch behind the CG for most .40-.60 size models.

The nose of the floats should be a little low; the wing should be mounted about 3 degrees positive to the top of the float (usually about 1/2" higher at the front than the rear).

Be sure to get the floats parallel to the direction of travel, and to each other; (no toe-in).

Check the CG with the floats installed, and correct the CG by altering the weight of the FLOATS. This way, when you install or remove the floats, your plane will still be balanced.

Water rudder: this is nice to have; helps crosswind taxiing. It is Not Mandatory. Steer with the air rudder by giving it full travel in the desired direction, and blipping the throttle to get adequate prop blast over the rudder. If you want to design your own floats, the parameters are available. Chuck Cunningham writes in RCM about float flying frequently. Ed Westwood wrote a detailed technical paper in MA several years ago about float design. Contact me if you wish to get copies of the articles.

Flying:

It's OK to launch from the bank, if you have a site with a good view of a clear section of water. (Oak Ridge Marina, Concord Park at the tennis courts, Cowan Park pier). Or, you can launch from a boat. The biggest danger in boat launching is losing your glow-lighter if you start the motor with the plane in the water. If the Ni-Cad jumps off the glow plug, it's history. It won't float. I have caught mine twice, but nearly fell out of the boat doing it. (safety officer's note; potential hazard--lunging to catch a sinking glow-lighter, and getting prop-bit).

Takeoff:

If you're set up properly, takeoffs should be a procedure of: aim the plane into the wind, advance the throttle, watch the plane first nose up, then plane over onto the step (humping). On-plane, the water rudder should be completely out of the water. Then the plane can be flown off with gentle up elevator. Horsing the plane off with lots of up elevator is not necessary or recommended. A little bit of surface ripple helps; glassy smooth water makes it hard for the floats to break the surface tension and to get up on-step.

Flying:

Floats add some lift, and some side area ahead of the CG. Be ready for some trim changes. If your plane is properly balanced, it should still fly controllably, but it will feel different. Some airplanes need more vertical stabilizer (eg.; the sub-fins seen on Beavers and Cubs). Most any non-scale kit designed for R/C should be fine without additional modification.

Landing:

It's not tough. Floats are very forgiving. Full-stall landings are not ideal. Land as if you were going to land a tail dragger on its mains, on the longest runway you could ever want Line

up into the wind, which SHOULD be perpendicular to any waves on the surface. The speed should be just below where the plane will maintain altitude with the fuselage level. If you do it right, you'll be flying along, and then you will notice a wake coming off the floats. Don't do anything at this point but close the throttle, and the plane will slow as the water drags on the floats, until it gets slow enough to lose lift and settles into the water. Pat yourself on the back when you do this. If you drop it in a little hard, it may skip or bounce. No big deal. Taxi back to the boat, refuel, and have some more fun. Avoid landing with significant crosswind. You may catch the downwind float and cartwheel.

Have Fun. Fly Floatplanes!

FROM THE EDITOR

Here are a couple of old articles with everything you need to know for successful float building, mounting and flying;

[Cunningham on Floats RCM Apr1993](#)
[Windom on Floats MAN Aug1994](#)

Past KCRC Float-Fly photos by Jim Casey, Charles Wilson and Mike Foley:



AT THE FIELD

Pictures courtesy of Jim Scarbrough



Karl Gerth with Larry Hayes on the buddy box. This was Larry's fourth trip to the field and he is gaining confidence.



Raymond Curd getting ready to fly his U-Can-Do.



A row of planes being used for SPA practice. The Kaos is Mike Miller's, and the two Intruders belong to Don Eiler and Karl Gerth.

FOR SALE / WANT TO BUY

For Sale: Kyosho Quality Series Giles, 60 2-stroke, .90 4-stroke size, excellent condition, airframe \$175, with coreless ball bearing servos, \$285, with OS .91 4-stroke, \$420, Jerel Zarestky, 482-7953. [PICTURES](#).

IN COMING MONTHS

- JEFF PROSISE SHARES SOME METHODS TO MAKE THAT ARF A BETTER AIRCRAFT
- WHAT'S UP WITH GLOW PLUG TYPES/HEAT RANGES?
- NEW R/C FIELD AND AIRSTRIP NORTHEAST OF KNOXVILLE

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