

KCRC NEWSLETTER 2008

Banquet/Meeting; Tuesday, 8-Jan-2008, 6:00 pm, at the Super China Buffet, Oak Ridge



KNOX COUNTY RADIO CONTROL

PROPWASH

January • 2008

PHIL SPELT KCRC PRESIDENT

HAPPY NEW YEAR to my fellow KCRC Members!!! It is hard to believe we are entering another year, especially since it is my 5th as your PIO. 2008 will be a year of some change for KCRC.

The primary item of concern is that safety practices at our field seem to have largely disappeared on weekends. Among the most egregious practice is flying of nitro airplanes over the field south of the parking area. This area is restricted to SMALL electric planes (i.e., park flyers). There are other things going on, also, such as high-speed, low-level passes down the runway.

In examining our Bylaws and the AMA recommendations for a safe R/C field, I find that our Bylaws are not in compliance with AMA recommendations. Therefore we will need to amend them this year. I will be appointing a committee to oversee this activity early this year.

Here is what our Bylaws have to say about our elected officers:

ARTICLE II, OFFICERS

- The officers of the Club shall consist of:
 - President
 - Vice President
 - Secretary
 - Treasurer
 - Sergeant at Arms/Safety OfficerThe term of office for elected officers shall be to serve for one (1) year.
- The Sergeant at Arms shall maintain order at all meetings. In addition she/he shall appoint deputies for the maintenance of order at the field concerning spectator and member safety. she/he has the authority to stop reckless and unsafe flying.

These requirements do not capture the full sense of what the AMA asked us to do when they required a true "Safety Officer":

Section 4. Safety Coordinator

To promote increased safety awareness on the part of all members, improve the public perception of modeling as a safe and desirable sport, and provide a means by which important safety information can be shared between clubs. AMA chartered clubs will be required to establish the position of Safety Coordinator. This person will act as a communications liaison between the club and AMA Headquarters to ensure

timely distribution of safety related material. The Club Safety Coordinator must have E-mail access.

Since the preceding is quoted directly from the AMA web site, we should have been in compliance for the past two years, and we have not been. To give Bill Walters his credit, he did not know these requirements, nor did I. We will address these issues at the February meeting, but I see no recourse but to revise our Bylaws to be in compliance, and I expect to begin that process in February. We must be done within a month, or so, in order to be ready for the new flying "season".

Meanwhile, this is The Wingman, turning final...

CALENDAR OF EVENTS

8-Jan-2008.....Annual KCRC Banquet at the Super China Buffet in Oak Ridge.

17-18 May-2008....SPA contest at KCRC

23-24 Aug-2008....KCRC AMA contest (location to be determined)

MINUTES: DECEMBER MEETING

- The meeting was called to order by Craig Dieter in the absence of Phil Spelt.

- The minutes and treasurers report were approved.

old business

The January dinner will be at the Super China Buffet in Oak Ridge January 8, 2008, 6:00pm.

new business

The pattern Contest was approved for August 23-24 2008, Scott Anderson CD. There was a discussion about the location being our field or Harriman. We don't know at this time.

The SPA contest is May 17-18 2008 at our field with the CD scott Anderson.

The dues were passed and are now annually \$60 per member, \$72 family and students at \$30.

2008 officers elected:

President:	Phil Spelt
Vice president:	Craig Dieter
Secretary:	Jim Scarborough/Ed Hartley
Treasurer:	Joel Hebert
Field Marshall:	Bill Walters

...cont.->

Board of Directors: Jeff Prorise
Gene Waters
Dennis Drone.



Gene Waters showed a very old and beautiful B-26 display model not previously entered in a *Model of the Month* contest.

cies. You have to pay attention on the setup. The software on the transmitter is an upgraded version of the 8303 radio.



Raymond Curd with his Morris the Knife; this model has been around for a while and goes through periods of popularity at the field every so often. I'm building a new one myself.



Steve Bayless showed a model called the "Revolver" and won the *Model of the month*. He also won *Crash of the Month*.



Here is Matthew Conser with one of the best flying electrics I've ever seen. It comes from Reid Models I think he said. The knife edge is very good and power seems very high judging from the vertical. It goes up like a rocket!

above photos by Ed Hartley

AT THE FIELD JIM SCARBROUGH

(The following report from Jim tells of some flying activities at KCRC a couple of months ago. Due to a great deal of recent "newsworthy" activity I didn't get it into the newsletter...until now. ed.)

I made a rare trip to the field on Halloween day and found a few guys there. I thought you might need some pictures for the newsletter.

John Heard and Don Eiler were there as was Warren Oliver trying out his new 9303 SS radio. He seemed very happy with it. If I didn't have so much invested in about eight flight packs on FM, I might get one. I bought a JR 7202 recently so I could fly all the packs on one radio. So far I am very pleased with it. I can also understand how you could crash a plane with it when you have models on several different frequen-



This last picture is of Gregg Janiak and his "Avistar".

Gregg has rejoined the club after a period of absence. He was a member a couple of years ago and had to drop out for a while. Matt Conser checked out his Avistar and flight trimmed it. Gregg then flew several times with confidence.

.....Jim

MODEL TECHNIQUE

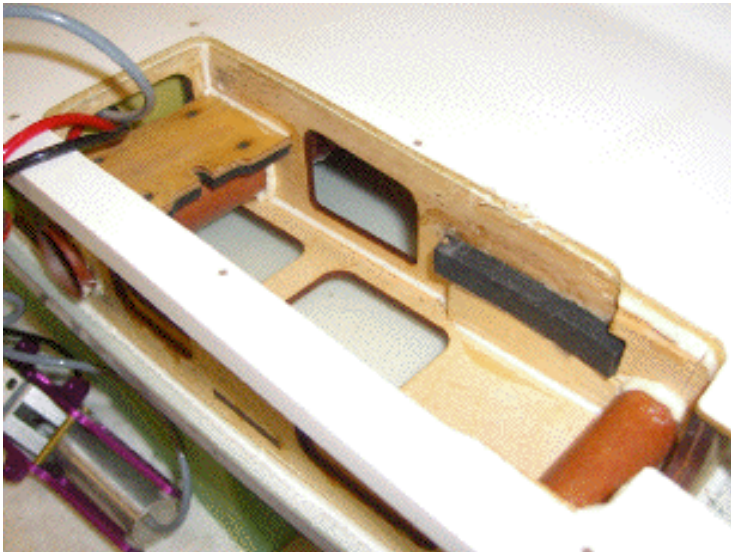
RETRACT FLEX MOUNTS

JEFF PROSISE

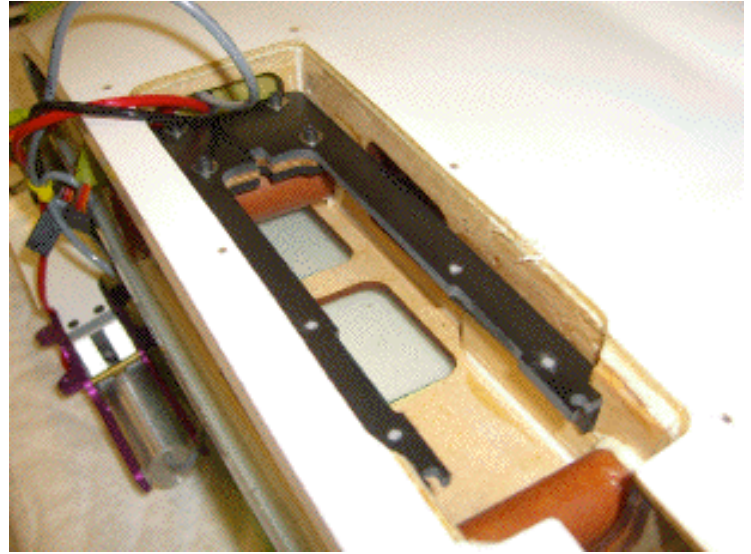
Anyone who uses retractable gear in their models knows what a pain they can be. They bend, break, crack, and tear out, sometimes even when your landing wasn't all that bad. Probably 50% of time I've spent doing repairs at the field has been attributable to retracts. But I love them and can't do without them, especially on warbirds.

I can't count the number of times I've bent a strut or torn a retract out of the wing, taking part of the wing with it. Guys that fly Bob Violett Models (BVM) jets, however, hardly ever have either happen, even if they slam a jet onto the runway. The reason is flex mounts. Rather than bolt directly onto retract rails in the wing, BVM retracts bolt onto a carbon fiber mounting plate called a flex mount. One end of the flex mount bolts onto a wooden mounting plate at the front of the retract bay. The other end slides into a slot at the back of the retract bay with strips of rubber providing a shock absorber between the flex mount and the mounting rails. The retracts bolt onto this end in holes tapped for 4-40 screws. If a jet lands hard, the carbon fiber flex mount breaks before the retract bends or the wing suffers damage. It's a lot easier to replace a flex mount than it is to buy a new set of retracts or repair a wing.

The pictures below show the design of the retract bays in BVM BobCats.



First, here's what the bay looks like with the gear and flex mount removed. On the right side of the picture, you can see one of the rubber shocks that the flex mount rests on. (There's one just like it on the opposite side, but that one is hidden from view.) At the other end is a wooden mounting plate for the fixed end of the flex mount.



Here's how the retract bay looks after the flex mount is installed. On the right, you can see the four tapped holes for the screws that hold the retract. You can also see how the flex mount is captured in a slot formed by the rubber shocks and a wooden rail.



Finally, here's the bay with the retract installed. You can see more clearly here how the end of the flex mount fits between the rubber shock and the wooden rail.

Again, the goal of this design is to break an inexpensive (and easy to replace) piece of carbon fiber rather than a retract or wing when the retract comes under excessive stress. When I saw this my first thought was "Wow, I'm going to have to try this in a warbird someday."

Just how well do flex mounts work? They saved a jet for me recently when I had to execute an emergency landing with a full load of fuel. The jet skidded off the end of the runway with the brakes locked and went 20 feet through the dirt and grass sideways. I expected to find a mess under the wing, but was pleasantly surprised to see that the only thing broken was one flex mount. The landing gear and wing were fine, and after 15 minutes in the workshop back home, the jet was ready to fly again.

**YOU DON'T NEED A PATTERN SHIP
TO FLY PATTERN!!!**

MIKE MILLER SPA-308

Well the last day of the year in East Tennessee was great - sunny and mid 50's, wind SSW at 10-so flying I went -- got to see something I have never seen before a SPA plane that is not popular at all and it did the expert maneuvers really well even with a breeze. Figure M with 1/2 rolls - Top Hat - SSSLLLLLOOOWWW RRROOOLLLL-- 8 point roll- - I guess it just goes to show ya the saying "it ain't the plane it's the pilot" is true.

Photo by Gary Lindner;



FOR SALE / WANT TO BUY

For Sale: NIB World Models Groovy 50 ARF pattern ship, 50 sized. Asking \$135.00 1 - NIB Futaba R319DPS 9 Channel, 1024 PCM Synthesized receiver on 72mhz. Asking \$140.00 1 - Test flown only Futaba R319DPS 9 Channel, 1024 PCM Synthesized receiver on 72mhz. Asking \$125.00 Mach 1, needs to be re-finished, mostly stripped now. Fixed Gear. Asking \$40.00, Ed Miller, 865-824-9429. Ed Miller, 865-824-9429, edbon85@tds.net

For Sale: Morris Hobbies Balsa Nova, 80" span. Will sell ready to fly (just add receiver) with YS120AC, tuned exhaust, 4 - Futaba 9202 coreless (ailerons and elevator) and 9252 Digital rudder servo, or stripped (plane only) or any way in between. Asking \$165 stripped and depending on what parts you want the price goes up. Never crashed or damaged, great flyer, weighs 10 3/4lbs ready to fly. IMAA legal 80" wingspan. Ed Miller, 865-824-9429, edbon85@tds.net

For Sale: Giant Scale Planes **Giles 3D** 49" span, YS.72 4-stroke (low time on both), excellent 3D plane/ sport flyer, ready to fly with Futaba 9204 coreless ball bearing servos, \$50 airframe only, \$120 w/ servos, \$285 w/ engine, Jerel Zarestky 482-7953, jerzee4@comcast.net.



WANTED!!!!

1. Names of any KCRC members not getting the newsletter...If you know someone that's not, get me his name and email address.
2. Material for the newsletter!!! Club happenings, modeling tips, Lessons Learned, etc.

.....the editor

**AMA Chapter 594 Knoxville Tennessee
2008 KCRC Officers**

President: Phil Spelt, 435-1476, chuenkan@comcast.net
V P; Craig Dieter,(423)420-9646,cdieter@charter.net
Secty; Jim Scarbrough, 986-3857 scarbj1@yahoo.com
/Ed Hartley, 966-244, roho3@rcpattern.com
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Safety;B.Walters, 406-3246,williamwalters1@comcast.net

Board of Directors

Jeff Prosize, 675-7220, jeffpro@wintellect.com
Gene Waters, 483-9698, ehwaters.1@juno.com
Dennis Drone, 482-7953, jdendrone@aol.com

other club positions

Historian; June Cope, 694-8687
Webmaster; Phil Spelt, 435-1471, www.kcrctn.com
Newsletter; J. Zarestky, 482-7953, jerzee4@comcast.net