KCRC Newsletter
July 2008

Meeting; Tuesday, 8-July-2008, 7:00 pm, at the Field!

KCRC
KNOX COUNTY RADIO CONTROL

Propwash

July 2008

Phil Spelt KCRC President

The KCRC Spring Float Fly was held June 14th, at the boat ramp below the field. There were 6 pilots with several on-lookers. We flew from about 9 in the morning until almost 1 in the afternoon. Weather was great and winds were gentle all morning. Former KCRCer Jim Casey joined us from Cookeville. Other pilots were Warren Oliver (who had his brother Dan to pit for him), Phil Cope, Harry Cooper (aided by Phil C.), Joel Hebert and me. Gary Lindner has posted his photos on line, and I have submitted several of mine to the Editor with this column.

Phil C. had been working on having a retrieval boat there for us, but both "hot prospects" were too concerned about possible rain to risk their boats. We were discussing what to do, as Joel had pointed out the mandatory three rules for flying R/C from water:

1. You need a retrieval boat.
2. You REALLY need a retrieval boat.
3. You REALLY, REALLY need a retrieval boat.

(*ed; the originator of this maxim is coincidentally Jim Casey.)*

Well, fortunately, Jim Casey had brought a retrieval boat with him in his pickup. There is a picture of that boat in this issue.

We had several "incidents" that required a boat. Warren's engine quit on taxi, and there were several dead-sticks. Fortunately, a couple of guys in an electric canoe were fishing across the lake, and helped us out twice.

I had resurrected my old Kyosho Stingray Splash (see pic) that had suffered major hangar rash (actually, boat) rash at Fred Heddleson's cottage in Kingston about 5 years ago. It even had the original engine, a thoroughly worn out Super Tigre G-60. After a couple of false starts, I got the plane airborne and flew a number of circuits, including a roll or two, before the engine went dead. After casting his fishing line out to try and pull the plane in, Jim got out his electric boat and, getting between the floats and into the cross-member, Jim pushed my plane back to shore. My only regret of the day was that I didn't get my camera to take a shot of that "retrieval"!

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

Minutes: May Meeting

Minutes for June 2008

• The meeting was called to order at 7:00 PM by President Phil Spelt. There were only eleven members present. Five were Executive Board members.

• Minutes from May 2008 were approved as printed in the newsletter.
• Treasurer Joel Hebert gave treasury report. This included most of the money made at the SPA contest. The club is good shape financially.

old business

• Phil discussed the vote last month on the new bylaws. There were several more votes gathered by Joel and Phil after the meeting and the great majority of all votes were in favor of approving the 2008 revision, which has now been adopted. While talking to club members I found there were some misconceptions about the appointed committee members. Safety Committee members, as well as all appointed committee members are not part of the Executive Board, which is still made up of elected members except for the one appointed office of Safety Officer. Bill Walters will continue in that office the rest of this year.
• A short discussion was had about upcoming club events, most of which are coming up this month. The Float Fly will be held at KCRC field (upper ramp) on June 14th. Spread Spectrum encouraged.
• Warbirds at Harriman on June 28th.
• SAM events at Rockwood Airport and Harriman field.
• Our AMA contest will probably be held at Harriman field in August if enough interest is shown. More later.

Calendar of Events

19-July...Tennessee Eagles Fly-In
http://tneagles.com/index_files/Page4896.htm

26-July...House Mountain Fly-In
http://home.comcast.net/~jerzee4/HMRC/

23-24 Aug-2008....KCRC AMA contest (@Tennessee Eagles field)

new business

• Bill Dodge was approved for funds to repair cracks in the runway. All the club members owe Bill a huge debt of thanks for his tireless efforts to keep us rolling smoothly. He could probably use some help also. If you can help, give him a call.
• There was an update on several of our members who are suffering from health problems; Dennis Hunt was in the hospital during the past week. He is at home at this time.
• Marc Sobolewski is another of our members who is going through a rough time right now. He also is at home at this time.
• KCRC member Bob Morris's wife passed away. The club approved a donation to the Cancer Research Society in her

name.
All these members are active long time members and are in our prayers
There was no more new business.

Model of the month; There was only one entry this month. A Great Planes Spectra powered glider built from a kit by Bill Dodge. Bill bought the electric powered kit but is thinking of putting a .15 two stroke on it. Bill won the fuel. Unfortunately, the picture I took of Bill's Spectra was unsatisfactory..

Crash of the Month; Also only had one entry. Jeff Prosise damaged three models recently; A P-51, A B-25 and a JetCat. Some damage was minor and some major. Crashes came from several causes. Jeff got the glue.

Meeting was adjourned at 7:40 PM.

Minutes by Jim Scarbrough, secretary

At the Field
(well, the Lake anyway)

the following photos were taken by Phil Spelt at the Float-Fly.

The pilots.

Harry Cooper's J3 Cub.

Jim Casey's flying boat.

The Oliver brothers ready Warren's float plane.

Phil Spelt's resurrected Stingray...pattern on floats?

Retrieval boat!

Model Technique

Propeller Sense

From the Temple Aero Modeler's Newsletter, Temple, Texas

Never use or try to repair a damaged propeller. You may get by with it a time or two, but is the cost of a propeller worth risking injury to yourself or a friend?

If the propeller is visibly damaged, then whatever force did that could also have caused other damage that remains invisible to the naked eye. So, please when you have a damaged propeller, either use it strictly for static display purposes only, or better yet, break it clean in half before discarding to keep anyone else from using it. Don't even think about using it as a back-up spare.

There are some solid black propellers on the market, which become invisible to the naked eye once they're spinning. This is a dangerous hazard which can be remedied by simply painting the propeller tips with a bright color. You can even use the paint to help balance the propeller. You do balance your propellers don't you?

Why bother balancing a propeller? It won't hurt the engine any. This may be true, but the vibration and shaking caused by an out-of-balance propeller tends to loosen nuts, bolts, and screws, both on your engine and throughout the model. Here again, it's a simple matter of spending five to ten minutes to balance a propeller, or risk spending ten hours or more repairing or rebuilding your model. Just consider the few minutes that it takes as a sort of insurance.

When installing a propeller, always use a hard metal washer that's flat on the surface facing the propeller, in between the propeller and the propeller nut. This washer should be larger than the propeller nut too. The washer is there to give additional surface area to be tightened against. The smaller the washer area, the greater the chance of the propeller being crushed under the pressure of the tightened propeller nut.

When the propeller is crushed at the hub, it can be damaged to the point of being dangerous to use or it can become loose to such an extent that it becomes dangerous. This "crushing" action is also why it is important to recheck the tightness of the propeller nut every so often, especially with new wood propellers. In most cases, the propeller washer supplied with the engine is adequate, so don't use anything smaller. But again, never tighten the propeller nut directly against the propeller itself. You need more surface area to secure the propeller safely, plus there's a good chance that the action of twisting the nut tightly into place will tear into the propeller hub.

Propeller Markings; Nearly all propellers have some sort of identification marked on them, be it brand name, propeller size, something else, or all of the above. In addition to noting the size of the propeller, the marking also denotes the front of the propeller, and the front of the propeller always faces toward the front of the airplane. Don't make the mistake of installing a propeller backwards. You'll probably get lots of RPM from the engine, but very little thrust from the propeller.

Propeller sizes are almost always marked with at least two numbers such as 10x6. Sometimes there will be three numbers, such as 10x6-12. The first number represents the length of the propeller, or the diameter of the "disk" formed by the spinning propeller. Propellers are usually pretty accurately marked when it comes to their length/diameter.

The second number represents the pitch of the propeller, which is theoretically the distance the propeller moves forward in one complete revolution, disregarding slippage. One might think at first that the angle of the blade would be constant from hub to tip for a constant pitch propeller (one having the same pitch all along its length), but it isn't so. Remember, the farther out from the hub a given point on the propeller is, the father it travels to complete one revolution. So, the farther out from the hub a given point is on a constant pitch propeller, the smaller its angle will be.

When a propeller has a third number, such as the example of 14x6-12, it means that the pitch progresses from 6 inches near the hub, to 12 inches near the tip. This is called a progressive pitch propeller, and in this case, the angle of the blade might actually be constant from hub to tip, since the progressive pitch has more pitch near the tip than at the hub. Progressive pitch propellers, however, are commonly seen only in sizes appropriated for 1.20 size engines and larger. And, as far as I know, the verdict isn't in yet on whether they have any advantages over constant pitch propellers.

Some manufacturers of propellers are very precise. There are propellers marked with their pitch out to the second decimal point, as in 8x3.8. Don't mistake this "second number" as described above. In this example, the second number is a fraction of the first, and has in fact a pitch of 3.8.

Regretfully, the number shown on the propeller representing the pitch is not universally accurate. Some manufacturers are very good in this aspect, while others are downright terrible. In a series of tests conducted by R/C Report, it was found that in most cases, propellers have less true pitch then indicated by their markings.

Not all propellers are created equal. Much of the variations in the way they perform have to do with their shape, airfoils, and the material it's made from. If you're tweaking every last bit of power out of your engine, it's worth experimenting and finding the propeller that works best for your engine/airplane application.

Play it safe, and keep your propellers clean, tight, and balanced.

AMA Chapter 594 Knoxville Tennessee

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