



KNOX COUNTY RADIO CONTROL

NEWSLETTER

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Knoxville, TN

AMA#594

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HAPPY NEW YEAR

Can you believe that we are starting a new decade ? Time flies when you're having fun!!...

Don't forget the annual KCR C Banquet to be held at 6:30PM at the Super China Buffet in Oak Ridge on January 12th. New (old) officers will be introduced..■

Since there isn't a great deal of activity clubwise this month, I thought I'd try to spark your interest in some summertime fun by reprinting this article from the November issue of the AMA Insider which was reprinted from the Eugene Prop Spinners newsletter from Eugene, Oregon

Float Flying:

a guide to setting up and flying techniques by Chuck Hocking

It has been said that one has not really fully enjoyed RC flying until you have experienced the thrills and spills of float flying. Hopefully the following information will be of assistance to you. Remember these are only presented as guidelines.

Motor and Propeller: Select a motor that has sufficient power to get the airplane up on step and to gain necessary speed for proper liftoff. Remember it takes more power to lift off of water. Never use a wooden propeller on a float plane; there is a possibility that it will shatter when coming in contact with water.

Types of Floats: There are four basic types of floats, float kits (which you must build and do not include mounting hardware), fiberglass, combination glass

2010 ELECTED OFFICERS

President.....DennisDrone
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Vice President.....Gary Lindner
Email...lindner2@bellsouth.net

Secretary.....Donald Eiler
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Treasurer.....Joel Hebert
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BOARD OF DIRECTORS

Jeff Prosize, Karl Gerth , Phil Spelt

and wood, and foam (not recommended).¹

Float Length: Guideline—length should be approximately 75% of body measured from back of engine thrust plate to end of vertical stabilizer, plus or minus one to three inches is okay. Too long can add too much weight; too short will not support the airplane and not enough float in front of propeller. Two inches is good.

Tread Width: Guideline—tread width should be about 25% of wingspan. The wider the width, the more stable on water. Closer together gives a more scale look, but will tip over easy in a crosswind. When it does that, you are done for the day.

Step vs. CG: Guideline—generally speaking, the step or the center of a V-shaped step should be in line with the CG of the airplane. I have found that 1/2 inch either way causes no problem.

Incidence: Critical—incidence must be about 1.5 positive degrees when the top of the floats are level. More than that will cause a premature takeoff before necessary speed is reached. Less than that and the airplane will probably not lift off. You will now have a high-speed boat with wings on it. You will need a Robart Incidence meter to do the job correctly. This is the most important step in setting up your floats.

Alignment: Critical—in the final assembly be sure both floats are parallel with each other and parallel with the center line or thrust line of the airplane.

Rudder: Guideline—I feel, if possible, a servo-type

¹ There was a separate article attached concerning foam float construction that is included on page 3.Jim

rudder is the best choice. It gives a more positive type action and is trouble free, especially if you will be going back and forth between floats and wheels. If, however, you will be setting up your airplane for float flying only, then an extra rudder horn and cable will work just fine.

I hope this information will be of assistance to you in setting up and enjoying your airplane. ■

MINUTES, DECEMBER 2009

President Dennis Drone called the meeting to order at 7:00 PM on Tuesday, December 8 at the Fellowship Church. There were 20 members present.

Minutes for the November meeting were approved as printed in the December Newsletter.

OFFICERS' REPORTS

The Treasurer's Report was given by Joel Hebert and approved. A copy of the report is available from Joel or the officers.

There were no other officers' reports.

OLD BUSINESS

Dennis Drone reported that he has all of the supplies needed to finish the additional electric service for RVs. along the fence. He will try it get it installed in the next week or two. It will be a 30 amp. Service.

Phil Spelt reported that arrangements had been completed for the Annual KCRC Year End banquet. It will be at the Super China Buffet, on Illinois Ave. in Oak Ridge, Jan. 12 from 6:30 to 9:00. The cost will be \$10:00 not including tip.

Dennis Drone reported that he had received a renewal notice for three subscriptions to Model Aviation for the AMA Gold leadership award. There was some discussion about whether to change the recipient schools. Currently they are going to the two middle schools and one high school in Oak Ridge. A motion was made and approved to add three additional schools. They would be Hardin Valley Academy, Bearden High, and Farragut High. The cost would be an addition thirty-six dollars a year.

Election of 2010 officers

President - Dennis Drone

Vice President - Gary Lindner

Secretary - Don Eiler

Treasurer - Joel Hebert

Board Members - Jeff Prosize and Karl Gerth.

Phil Spelt will continue on the Board as past President.

The new changes to the By-Laws relating to field safety that were included on the ballot were approved (Ed note: unanimously).

A motion was made, seconded, and approved to continue the same dues that were in place last year.

NEW BUSINESS

None.

OTHER

Three new members or visitors introduced themselves: Paul Barber, Larry Lunsford and Greg Bean

MODEL OF THE MONTH



Bill Dodge displayed his new Curare. It looked very nice. Bill was the winner.

CRASH OF THE MONTH

Bill Dodge described how he dead-sticked his old Curare. Came in too hot and cart-wheeled it in the grass trying to abort to the southeast section of the field.

Jeff Prosize won COM with his description of how he dead-sticked his Corsair. He tip-

stalled it and crashed on the runway. He noted that the wing always had a warp in it and he had always had to have a lot of aileron trim to compensate. He expects that when repairs are made the warp will be gone. We will see?

The meeting was adjourned at 8:00 PM.

PROGRAM

Matt Conser presented a great program on electric motors and batteries.



Minutes were taken by Karl Gerth and edited and submitted by Don Eiler, KCRC Secretary (absent from the meeting with a terrible code in da node). ■

This is a picture of Matt's daughter Ashley, who accompanied him to the meeting. She was seen



giving him a “ thumbs up “ during his program.

Pictures by Gary Lindner

FOAM FLOAT MAKING:

From AMA Insider's Technical Editor Ed McCollough:

Chuck Hocking, of the Lakeland R/C Club Inc., Oconomowoc, Wisconsin, wrote a primer on float flying that we are putting in the Insider. Of his many points, the one that needs a “second opinion” at the beginning is what he wrote about foam floats, “... foam (not recommended).”

As it happens, one of my clubs out here (The SkyKnights) has run an annual float-fly that started back in the 1970s or before, depending on which “old timer” is talking. Sometime along about the 1980s, the big guns from RCModeler showed up to do a spread about our float-fly. At that event, they were introduced to a foam-based float that made all kinds of airplanes practical and even competitive during the events. They published the article about us and they also did a separate piece about what they called “Hansen's Floats.”

Just cutting some foam floats out and attaching them to an airplane won't do you a lot of good, but a little work and they can be the best ones for multi-event meets.

The first thing you do, after you've cut the blanks out of foam, is to split the float lengthwise down the middle. Next, use one float half to mark two outlines (one for each float) on some lightweight plywood or thin laminate. Cut holes in the plywood but leave the area around the step solid.

At this point you can simply epoxy the lightweight plywood to one float half and then epoxy the other float half to make one float. But, to have a much better float it needs a tad more work.

Before you epoxy the float halves and plywood together, decide what kind of attachment (and where you want the attachment) you want to use to fasten the floats to your aircraft. Small lengths of hardwood blocks, like maple engine bearers at the appropriate fastening point, can be epoxied to the plywood and foam removed from the float-half so all will fit together. A dowel can be split, for the same purpose. The bottom of the float needs to be covered and MonoKote is not recommended!

Aircraft grade ply, say 1/64th-inch thick, can be epoxied to the bottom of the float. Or, heavier ply can be used on the front of the float bottom; how heavy depends on the type of beach you fly from. Then the bottom could be covered with 3/4 oz. fiberglass cloth and epoxied on. The entire float can be finished with any or all of the above. Epoxy paint is obviously the best, if you want to paint the floats. Why all the epoxy? It's basically waterproof and “hot stuff” isn't. ■

From the President's Corner

Thank you to everyone for making 2009 a wonderful year. I am looking forward to 2010 for round two as your President. I hope January 12th finds as many of you as possible at our annual banquet. I'll see each and everyone of you soon and have a blessed holiday season!

Dennis Drone KCRC President 2009-2010

THIS AND THAT

Since this is the end of the decade from 2000 to 2010, I thought it might be a good time to kind of sum up some of the KCRC happenings of the last ten years. I'm doing this off the top of my head, so hopefully I'm getting all the important things in..

Joe Bolinsky started the decade in 2000 as President of KCRC, with Joe Parrott as VP. C.D. Martin was secretary and Chris Field was Treasurer. In 2001, Joe was reelected and Phil Spelt became VP, Mike Foley was Secretary and Chris Field was Treasurer. Jerel Zarestky became President in 2002 with Phil Spelt as VP, Mike Foley as secretary and Joel Hebert became Treasurer.. Jerel was reelected in 2003 with Phil Cope as VP., Mike as secretary and Joel as treasurer. In 2004, Phil Spelt became President, David Dabbs became VP, and Mike and Joel were reelected. In 2005 Phil, Joel and Mike were reelected and Gary Lindner became VP.. In 2006, Craig Dieter became VP, and I became secretary. In 2007 the only change was Ed Hartley replaced me as secretary and Jerel Zarestky started doing the newsletter. In 2008 there were no changes except I helped Ed as secretary.; In 2009 there were several changes as Dennis Drone became president, Gary Lindner became VP, Don Eiler became secretary and I started doing the newsletter again. Joel remains a fixture at Treasurer because he's so good..

This decade has been a pretty good one for KCRC. In the fall of 2001 we increased the size of our pavilion. According to the September newsletter we had spent close to \$1000 on the expansion. Plus a lot of sweat effort by club members.

Looking back through the newsletters, I saw that the club lease was renewed in 2002 for 10 years with a ten year option. Which means we have a couple years before exercising the option.in 2012. One thing that KCRC is thankful for is our relationship with the Knox County Park and Recreation Department. They have been very good to us.

We had our last airshow in September of 2002. Mike Foley was the ramrod of that and according to the newsletter, it was a success. One memory I have is

John Heard releasing from his Cub a cargo of tiny parachutes with numbers on them for kids prizes and watching them catch a thermal and all disappear into the big blue yonder with a multitude of kids racing around hoping that they'd come down. We also had our first Float Fly in May of 2002. Jerry Goss was the leader of that event and it too was a success.

In 2004 we built the pit cover. This was a monumental undertaking for the club. Because of the talent and skill of the club membership, we got it done very economically, with a total cost of about \$2000 and a lot of sweat effort by the membership. We were helped by a grant from Knox County Parks and Recreation Dept. My favorite memory of that undertaking was seeing 70 something year old Gene Waters climbing around like a monkey putting the roof on. Larry Roberts built us the setup tables in 2004 that we're still using..

KCRC has hosted an SPA pattern contest every year of the decade, which included hosting the SPA Masters in 2007. KCRC field also hosted an AMA pattern contest every year except the last couple when the CD felt that some participants didn't like our trees.

This decade has seen a huge increase in electric models. In 1999 there were a few guys at KCRC flying small light models powered by batteries, but the last ten years has seen an explosion in battery technology and motor design. With the advent of LiPo batteries and brushless motors, there is no limit to the size of models that can fly successfully with electric power. Huge pattern models now are common place, as is scale and sport, and the end is not in sight.

Just this past year saw the first ever turbine powered jet take off and land on KCRC runway. Jeff Prosis showed us it could be done.

There has been a big jump in helicopter flying at KCRC field during the last ten years. Jerel Zarestky was pretty much alone in 1999 but with the improvements in design and electronics, there is now a big bunch of guys taking it up.

There were a few Emeritus memberships awarded during the last ten years. Dennis Hunt, Gene Waters, Bill Dodge, Harry Hogan, and George Campbell were given recognition for their service to the club over the years..

I don't know what the next decade will bring, but I'm looking forward to it. In the meantime, cover up and keep warm until springtime. Better yet, build a set of floats or work on your new model for next year or you could patch up an old one 'cause the suns gonna shine again sometime.....Jim ■