



NEWSLETTER

February 2010

Knoxville, TN

AMA#594

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THIS AND THAT

Last month, I listed the high points of the last decade as I remembered them There were also some low points that I should point out.

In October, 2000, we lost one of our shining lights in Wilhelmina Chihazsz. Wil was a long time KCRC member and had been the AMA associate vice president for this area for over 10 years.

In June of 2003 we lost KCRC Emeritus member Joe Skorsky Joe was one of the charter members of the Knoxville Model Airplane Club, organized in the mid 1940's. This was a precursor of KCRC and Joe was joined in that early club by some other KCRC notables still around, like Dr. George Shacklett and Don Eiler.

In January of 2004 we lost Dr. Ben Oliver. Ben was a strong supporter of the Senior Pattern Association as well as a charter member of KCRC. Ben was the member who located and secured the Lovell Road sit when we were forced to move from the Blockhouse Valley site because we were "...disturbing some cows"..

In March of 2004, John Tudor, another charter member of the old 1940's club and another Emeritus member of KCRC passed away. John will be remembered by KCRC for his extensive study of the wind directions in 1973 which was used to align the KCRC runway.

In November of 2004, we lost yet another of our Emeritus members in Glen " Beaver " Rhyne from Clinton. I can remember Glen at the old Blockhouse Valley Road runway flying a pattern model using an Orbit radio that seemed to have some problems (or maybe the problem was in the

2010 ELECTED OFFICERS

President.....Dennis Drone
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Jeff Prosize, Karl Gerth , Phil Spelt

27mhz frequency). Glen was a great pilot and he could break and rebuild a plane faster than anyone I knew.. Ed Hartley and Doc Shacklett say Glen was a mentor for them.

Doll Thompson is another of the charter members of that old 1946 club. Doll passed away in July of 2008. He was as excited by the hobby in these last years as he was 60 years ago and an avid modeler who did some awesome work building models (he also did pretty well at fishing lures).

In August of 2008 we lost one of KCRC's younger modelers in Marc Sobolewski. Don Eiler said he didn't know Marc very well until Marc started competing (and winning) against Don in the Senior Pattern contests. Marc was a very competent flyer and builder. He bought a Cermark Javelin ARF but didn't like the blue and white color so he stripped it and recovered it in red and white so it would be different.

I hope I've remembered all that we lost in the last ten years. These men will be remembered by all who knew them.....Jim■

Went to the field on January 1st to see if anyone was braving the cold wind. Only Kay Kasimer was there flying a beautiful helicopter and doing a good job of it. A lot of guys are now flying the whirly birds. Are they easier to fly than they used to be, what with the advances in gyros and transmitters? Or are the pilots just better? Judging by what I've seen, the answer to both questions is "YES".

The 1st day of the new year was the beginning of a record setting cold wave. I think it was two

weeks of below freezing temperatures. At any rate,



Illustration 1: Here is Kay bundled up and practicing on his heli.



Illustration 2: Bill Dodge carrying his Curare to the runway for another flight.

the first day that the temperature got above forty degrees was Thursday the 14th of January. I went to the field expecting to see a mob of guys flying but

found only Bill Dodge practicing on his new Curare. Bill says that flying the pattern is not like riding a bicycle. You need to practice as often as you can because its not something you can perfect on a weeks practice before a competition. I can believe that. I took my electric Cub up for my first flight in over a month and it was almost like beginning all over.....Jim ■

ANNUAL BANQUET

Tuesday, the 12th of January was the annual banquet of KCRC where members and families gorged themselves on delicious Chinese buffet fare and installed the club officers for 2010. New (old) Vice President Gary Lindner took a few pictures of the festivities.



As you can see in the picture below, not everyone spent the time celebrating. Treasurer Joel Hebert was busy taking dues from who I think is TJ Albert for the new year. Joel does this every year and most membership renewals come on this night.



Since there was no club business, except for the introduction of the officers, there were no minutes to print this month, and since the incoming officers were the same as the outgoing officers, there wasn't much to report there either. Suffice to say that everyone got their fill of food and conversation and the goal now is to have another successful year at KCRC.....Jim

AT THE FIELD

I used to go to the field several times a week, and generally kept up with who was flying what. Lately, I haven't been able to do that. For that reason, I ask that you drop me a note on the email occasionally letting me know what's going on with you. Perhaps you have an experience to share that would be interesting to the membership..

In the meantime, maybe you'll find something helpful in the following article.....Jim

From the Middle Point RC Flyers, Murfreesboro, Tennessee Airplanes for Flying in Windy Weather by Ivan Cankov

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your

ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing.

Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even

with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!" ..■

Here are some of the activities that we normally enjoy at KCRC field and perhaps a suggestion or two.

SPA: I believe that KCRC is to host 2010s version of the Senior Pattern Association Masters Competition. This contest is always held late fall after the years results are in. That being the case, I think that KCRC could host an SPA contest in the early summer for local flyers. In fact, since we have a goodly number of enthusiastic SPA flyers in the club, why couldn't we hold a couple of events involving only one or two rounds of flying and judged by club members interested in learning to judge. ..

AMA Pattern.. The last two years has found the AMA events held on other fields. I don't know if this will change in this years event.

Float Flies.... Normally, Phil Spelt directs these events. In the past we have had one in the spring and one in the fall. Phil has done some excellent PR work in association with the Oak Ridge Marina that has resulted in an invitation to conduct an event there each year. Since we have a wonderful location with water close by, It seems a shame that we don't have more members flying off water.

PICNICS..... In times past, we have held two club events; one in the early spring/summer and one in the early/late fall. Lately the picnics, or cookouts, have been spur of the moment things where members bring out some hamburger/hotdog fixings and send out a quick note on the email list. These are fun, but having one planned early might get more folks there. Having fun fly events hasn't really worked out as well as it could. because not very many members enter them for some reason or another. ■

Let me tell you about a couple of AMA pattern

contests we had in the past. The first was held at the Lovell Road site before we moved to our present site. It was held on April 19th & 20th of 1972.

Don Bowman, then a banker and Conservation Commissioner and still a KCRC Emeritus member, was the honcho for this contest. He contacted local businesses' and got them to make donations to finance the event. Television station Channel 6 aired short 10-30 second ads about the upcoming contest and a 30 minute program on the second day of the contest promoted the hobby and the contest.. Don also persuaded then Knoxville Mayor Kyle Testerman to proclaim the weekend " Model Aviation Weekend in Knoxville ". As a result of these efforts, more than 7500 spectators showed up to watch the contest, which was a huge success..

On June 28-29th, 1975, Ed Hartley directed a pattern contest at KCRC field that was written up in a Washington DC club newsletter. DC member Joe Moltz was in this area and flew in our contest. These are excerpts from what he had to say.

" This has to be the best contest I have attended this year The whole idea of this contest was to have fun. And that's just what we had"....

" Saturday evening was one to remember. Their banquet was a little different; they served Bar-B-Q with all the fixings right there on the field. The food was prepared by the wives and/or girlfriends of the members. The cost was included in the \$8 registration. After the food came the " Backward Raffle . What is a Backward Raffle, you ask? In a normal raffle the first ticket drawn wins. In this one, the last one drawn wins. They sold 175 tickets for \$3 each. When they had drawn all but about 50 tickets they stopped for a while. Now the tickets remaining were worth more than original but none of the holders sold any. They stopped several times until only 3 tickets were left. One owner turned down a \$600 offer for his. (he should have sold. He lost)."

He ended the article by saying " I hope to make it back there again next year. " ■

I found several other events in our history that you might enjoy hearing about that I can tell you about in the future.. ■

Don't forget the club meeting on February 9th at the Church at 8000 Middlebrook Pike at 7:00PM.