



Newsletter

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THIS AND THAT

Got a couple pictures to show you. Gene Waters sent me a picture of a project he and his son Keith did for the Vacation Bible School kids at his church. I don't know which one is going to test fly it, but the Citabria looks like it might fly OK with one of them in it. Is that a 4 x 8 sheet of plywood underneath it? I really don't think this is a flying model. It's like the huge display jumbo jet model Gene and Keith built for McGee Tyson airport.



KCRRC had been asked to provide display models for Gene's church to show to the kids attending the Vacation Bible School. Jeff Prosize and Bill Tucker joined Gene in responding. Below is the awesome F-16 jet model that Jeff brought. Unfortunately, no pictures were



taken of the two models Bill brought but Bill sent me this picture of Gene's other models on display..



It seems to me that another church in Oak Ridge had also asked if we would put on demos for their kids but I think this invitation got lost somewhere in the confusion.

On the very same weekend, the Harriman Eagles put on an outstanding demonstration at the First Baptist Church in Lenoir City. KCRRCer Phil Cope, who belongs to both clubs, was at the Lenoir City show and flew both his helicopter and his P-51. I think there must have been about 30-40 models at Lenoir City with a good turnout of Eagle members. Lots of good flying. The theme of the Lenoir City VBS was "Amazing Happenings in Aviation" and ended on Friday, June 15th, with skydivers landing on the soccer fields.

Bill Leonard also sent me a picture (below) of John Bobrek's new endeavor; a two meter Yak. What a good looking model! A good flyer and a good flyee!

Unfortunately, the June 2nd Float Fly was canceled because we couldn't find a recovery boat! At the June meeting, it was discussed whether or not KCRRC should buy a boat of some kind for this sort of thing. A kayak was mentioned. My first thought is that a kayak is a one passenger boat. Whether a paddler could paddle while holding on to a model might require more dexterity than is available. One of the cheap two or four



- 3 Experienced pilots that are learning new controls and assorted stunts
- 4 The flight pattern is based upon time of day, prevailing wind and weather conditions
- 5 Established flight pattern set by pilots already in the air.

Inexperienced pilots

Source : AMA Flying Site Safety and Operational Rules, KCRC Flying site Safety Rules / Flying Site Courtesy Considerations;

- Point #1 = All club members are responsible for seeing that club safety and operation rules are followed at the flying site. This includes stopping a new modeler from flying an unsafe model and helping a new pilot lacking skills to fly a model.
 - Point #2 = New pilots and pilots being trained should be given preference in such matters as landing and takeoff practice and other models flying close enough to distract them.
- FLYING SITE SAFETY AND OPERATIONAL RULES and MODEL AIRCRAFT SAFETY CODE state that;

- A. Model aircraft shall not be flown in a careless or reckless manner
- B All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of other.

Safety officer recommends, based upon current regulations, that experienced pilots offer assistance to the inexperienced pilots. Penalties for violations of the KCRC Safety Code are covered in KCRC bylaws.....Jim

(Editors note: I'd like to make a comment here..

At one of the pattern contests we had recently, it was left to the competitor to choose his flight pattern because the wind was negligible and, as usual, we were operating two flight lines. We got through the contest OK but there was a time or two when two pilots were starting their landing approach from opposite directions.

Watching models take off in both directions was very unnerving, even for the spectators, and I kept waiting for two to meet on the center line !

I think there is a definite need for a flight pattern to be set any time there are several flyers present, otherwise I think it is a recipe for disaster..)

June Minutes

By John Bobrek, KCRC Secretary ·

Vice President, Larry Hayes, brought the meeting to order. The President, Phil Spelt, is off with his wife celebrating their golden anniversary. Congrats to Phil and his wife!

Minutes from previous meeting were approved as printed in the newsletter. Joel Hebert, treasurer, gave the June treasurer's report which was approved.

John Bobrek reported that the club's metal detector is now in the field lock box. The knob on the left

passenger paddle boats might work but would require a pickup truck to haul around. No really simple solution was decided on. Randy Phillips was trying to promote a short notice float fly if a boat could be found. Actually, there's no reason a bunch of guys couldn't get together at any time to fly at the Melton Hill Lake ramp below the field. The major objection used to be that radio frequency control might be lost and cause trouble at the field, but with the spread spectrum radios, that is no longer a problem.

The following is part one of the club Safety Coordinator's presentation at the June meeting covering some very valid concerns.

SAFETY FIRST

by Jim Maines, KCRC Safety coordinator

Safety officer recommendations based upon current regulations;

Adhering to a specific flight pattern is advisable: however neither the KCRC Operational Rules, Flying site Safety Rules or the AMA Operational Rules/Model Safety Code give a ruling on this. AMA states that this is for the club to decide It is good practice to clear the runway space quickly and in a controlled manner. The club should set the standards for "a flight pattern" if one is desired

Issues that should be considered in establishing a flight pattern.

- 1 Pilot not having a goal in their flying.
(Establishing a flight plan is recommended even though it might not be attainable.)
- 2 Inexperienced pilot trying to gain experience.
(Although one should make an effort to discipline one's flying at the start of the learn phase. See point 1)

is the only knob you need. You have to keep the detector end moving side to side over the ground; holding it still over a metal object will not make it beep. Practice on something you can see on the ground first to make sure you get a sense of where and how it beeps.

Old Business

Joel reported that the SPA contest was a success and that the finances came out in the positive. There are a few nice trophies left over that can be used for future events.

Phil Cope and Jeff Prosize reported that the RC demonstrations for Central Baptist Church in Oak Ridge and Calvary Baptist Church were successful. (**Editors note:** Phil was flying on Saturday, June 9th, at the car show held at the First Baptist Church in Lenoir City. Not the Calvary Baptist Church..) Jeff brought his F-16 turbine jet to the former event and Phil reported some beautiful formation flying with three P-51's at the latter. The event was well appreciated by the kids and the hosts.

The June Float fly was canceled due to lack of boat. About 4 boats were found shortly after the event was canceled. Randy Phillips suggested an impromptu float fly and Randy and Phil Cope agreed to review possible dates.

Phil and Randy also reported that the KCRC sign at the entrance has been successfully refurbished.

New Business

A high school glider contest in Nashville is looking for volunteer judges on June 23rd and 24th.

House Mountain RC is looking for volunteers to do an RC demonstration for Bible School campers from House Mountain Church on June 11-15th. Joel forwarded the email to KCRC members.

Jim Maines, Safety Coordinator, gave a presentation on RC Safety. There was good discussion from the club on many of the topics presented. Jim stressed flying RC must not only be safe, but must be PERCEIVED as safe by all spectators.

Model of the Month

Mark Kovalcson's Henseleit TDR helicopter from Germany is what he says many consider "God's gift to helicopters". With regard to what it does, it is a bullet proof helicopter which runs off a 12s lip, is amazingly



well engineered, extremely light weight, and with a wrap around aerodynamic body. With stock setup, it can clock speeds of 136mph. The double-edged sword is that the canopy does not bode well for cooling for the internal parts. He uses a Northbridge CPU heat sink to keep temperature down. He uses a Jlog which keeps track of rpm, and current flow and Skookum unit for his flight log. The heli has a 102amp ESC.

Crash of the Month:

Andy Keely won the dubious honor this month. He was making a bomb drop pass over the runway with his Escapade when the plane started bobbling. As it started heading for the trees, he tried to roll a little and pull back on the elevator to turn away. Unfortunately, the plane rolled over and nosed in. Luckily, the damage didn't get to the power system, but will cost about \$40 for a new fuselage. Although he's not sure what caused the problem with the plane, the consensus of the club members was that he hit a wind pocket. The "KCRC wind pocket" hypothesis was then blamed by several club members for their past crashes.

Coming in second was Larry Hayes who lost an SR10 (Stinson Reliant) he bought from a friend. It wanted to nose down hard as soon as he got it in the air. He flew it around and brought it back to the runway. Unfortunately, it nosed in hard on landing. Problem was that the battery came loose from the mount and slid to the front impacting the center of gravity. ...John ■

Landings

by Bob Wilson, Franklin NC

Not wanting to be outdone by my friend Gerry Goepfert, who wrote about attaching a bubble canopy, I'm going to write about how to making a better landing with your RC model. I still occasionally draw a few haw-haws when I make three landings in one, but at my age I'm entitled. As a full-scale pilot, I learned that it was most important to enter a downwind leg, which should be more or less parallel to the runway, followed by a turn to base leg and then to final approach, all of which is known as the landing pattern.

For our models, the downwind leg should not be too high and usually 100 feet is plenty and as close in as practical. Our airport, called OTX in Franklin, North Carolina, is 400 feet of groomed Bermuda grass with an additional 100-foot over-run and we commonly land 42% gassers with no problems.

But, allow me to review some of the mistakes I see in making a landing approach. Either because of stubbornness, or embarrassment, newbies often attempt to force their airplane to land regardless, rather than performing a missed-approach and go-around, and simply try and jam the airplane into the ground. Ouch! Teach yourself that if you aren't lined up—too high, too low, or whatever—hit the throttle and make a go-around. Take an afternoon and practice nothing but repeated landings and takeoffs or touch and gos. With enough

practice, your brain will learn so that things become instinctive.

I often see pilots feed in power and grab for as much altitude as possible during a missed approach. The problem here is that they are now way above landing altitude and to get to the runway again, they have to dive, which builds up too much speed and often overshoot the runway again.

Another mistake I see often is failing to slow down during the downwind leg. In a full-scale aircraft, if you haven't already done so, this is where you want to get your flaps and gear down and start slowing for landing. The same thing applies to our model aircraft. How much power to use depends on their aircraft, but I usually cut power to roughly one half during the downwind leg and when on final, I cut it even more and then cut to idle at touchdown (assuming I haven't bounced). If you find yourself in a bad bouncing situation, feed in power and make that go-round. (My buddies will tell you I have been known to bounce pretty high but don't listen to them.) So here's my advice to the newbie:

- ▶ Make your downwind leg parallel to the runway. Keep the downwind leg as low as practical for your airport. 100 feet is good.
- ▶ Begin slowing down during the downwind leg. If you have to dive to land, you're too high and/or too fast.
- ▶ Teach yourself to automatically go around if you mess up the approach.
- ▶ Work that throttle continually during your landing, using power as needed.
- ▶ Visualize a railway track in the sky and stay on the track. Downwind, base, and final.....Bob ■

MORE THIS & THAT

In a previous issue (it doesn't seem that long ago, but I couldn't find which issue it was), we talked a little about mid-air collisions. Thankfully, they are not all that common, but they do happen on occasion. Dave Marden sent me this; "Jim, I saw a midair aboard Forrestall in the South China Sea, Vietnam. We were having air-operations one afternoon. An A-4 was in final approach but got a wave-off by " Paddles ". Instead of going out straight and banking right, The pilot veered left abruptly and flew into an A3D Sky Warrior making his final approach to the deck. The A-4 pilot managed to eject but the A3D pilot was not so lucky and was lost at sea. The A3D co-pilot was able to eject and was recovered by a destroyer escort. That is one midair I'll never forget....Dave "

I doubt that anyone could forget something like that, Dave. Thanks for sending it in. Joel Hebert sent me one also.

" Jim... The most memorable midair I almost witnessed was at the KCRC SPA contest a few years ago. There were two guys flying on the two flight lines. Apparently one of them was in his "turn around" and the other was diving from a loop. I didn't witness the

collision; I was score keeping and had my back to the point of impact toward the west end of the field, but I heard the impact and immediately turned around and saw what looked like a big confetti cannon had gone off, with bright colored little pieces fluttering down to the ground. They went looking for pieces in the woods north of the water plant and found most of the fuselage of one and only saw a piece of wing floating on the lake of the other. They also found a piece of the foam wing of one plane with some ribs and a piece of spar of the other wing stuck in the foam. In addition, they found the fuselage of another plane with a Saito 100 in it that someone had lost a few days earlier. ...Howzat, Joel "

Here is the result of a midair that happened at another SPA contest a few years ago. Ed Hartley and Phil Spelt had a midair that destroyed the end of the wing on both their Daddy Rabbits. Both were able to land safely, and both were repaired by the next contest. Don Eiler sent the pictures and the info.



On a final note, please pick up your cigarette butts (or field strip them) and any other litter you bring to the field.. It doesn't look good scattered all over, and since we don't have garbage service, it's up to you to take home what you bring. This applies also to remains of crash damage around the runway..

Also, about the time you see this, Harriman will have their Warbird Flyin on June 30th.....Jim ■