KCRC
KNOX COUNTY RADIO CONTROL

Newsletter

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THIS AND THAT

► Got a picture from John Heard showing Don Eiler holding a good looking Telemaster and asked Don about it; " I had seen it setting in John's shop and had admired it. Probably remarked that I had always wanted a Senior Telemaster. He showed up at the field with it some time later (a year or two?) and offered it to me at a reasonable price. Needless to say, I had my wallet out faster than Quick Draw McGraw could draw his six-shooter.

John and Chip (his son) built it about 1985! I'm not sure of the story, but they may have never gotten the K&B .40 engine to run reliably. It has a black plastic Perry carb on it. I think the stock carb for that vintage engine would have been the metal K&B carb (it has a pressure fitting on the muffler for the carb). And I had trouble with it at first. I piddled with it and finally disconnected the pressure line and put a hot plug in it. It has run OK since then. It has flaps and about 850 sq. in. of wang. It weighs 7 pounds with about half a pound of rubber bands. It is not fast. And it has a lifting airfoil on the stab. I was perplexed by that at first, but decided that the lifting tail might prevent a nose up (zoom) tendency with added power and higher speed. A lifting tail instead of downthrust. Much more efficient. And, indeed, there is very little pitch attitude change between low throttle (just enough for level flight) and full throttle. Not much speed change either.

It's really fun to fly. Some adverse yaw, but not bad. The K&B puts out good power and uses plenty of fuel doing it. I have visions of putting a camera on it somewhere/somehow....Don "

► I really enjoy it when one of you share your projects with me. Got a note from Rick Hampton recently

Illustration 2: This shows the roughed-in tail plane.

Illustration 1: This shows how Rick is building up the fuse.

with some info on his current project. Another C-130 out of foam.. Rick has done one or two previous models of this plane but nothing like this one! This one is pushing 16 feet in span with a length of 10 feet 7 inches! He's been working on it for about 3 months now but he says its a little slow going at times because the blue prints are a little hazy on some points. He sent a couple pictures to show the progress.

He doesn't say what he's going to power it with but I'll bet it's electric.....

SHOW AND TELL

Bill Leonard sent me pictures of some of the models at the February meeting.. The first is Jim Maines winter project. Jim says this about it;

" The model is a Pacific Aeromodel ARF scale model of the Gee Bee "Y" Senior Sportster, wingspan is 82", I weighted it at 18 1/2 pounds, it is 62" long and I have a Zenoah 45cc gas engine in it. This plane, the single seater sportster, originally was made as a test bed for Lycoming engines. There were two engine sizes used on this plane. Both were radial and the first was approximately 245 hp and the second was 450 hp. The first flight was in 1931 and was used with the larger engine for racing and mainly flown by female pilots. The most notable was Florence Klingensmith at the 1933 Chicago International races where she won second place in the Women's Free For All and was killed in it while contesting for the Phillips Trophy.

This is my winter project and am planning the maiden flight at Somerset KY. …...Jim "

► Another project was shown by Lynn Sheely; Some information can be found in the meeting minutes on this " Old Fogey ". The quality of the craftsmanship is obvious and it looks like Craig Dieter might have some competition in the small model class of models. Lynn also showed the progress he's making on building a Guillow's 24" span " Champion 85 ". I've tried building one of these beauties but my clumsy old fingers can't work with the small fragile balsa without crushing it.

Lynn and his half size " Old Fogey "

► Bill says that Joel Hebert showed another of his foam board creations. This time it was a auto-gyro called the " Twin Twirl ".

Joel says " I've set it up with a common "Blue Wonder" CD rom type 1300 Kv motor, 10A ESC, 8x4

GWS prop, and 1000 mah 3S lipo. There's a Depron kit version available from LightFlite.com.". No info yet as to flight performance ".....

KCRC Minutes February 12th

President Larry Hayes brought the meeting to order at 7:00 PM on Tuesday, February 12 at the Fellowship Church location. The meeting minutes from the prior meeting were approved.

Officers' Reports

The Treasurer's report was read by Joel Hebert and approved. Joel also proposed the overall budget for 2013 based on 2012 expenses. The lawn mowing budget and the "runway and field" budget were increased due to the increase in mowings we had this last season and the need for upcoming runway repairs. Both

increases and the overall 2013 budget were motioned and approved.

Jim Maines, Safety Officer, delivered our annual safety report. Among the safety tips presented were the following:

♦ During the cold months, be careful of jackets or loose clothing getting caught in props.

♦ If a plane gets caught in a power line, don't try to get it down.

♦ Always check the tightness of your equipment.

♦ Check your prop health. On APC props, make sure your spinner is not putting stress on your prop. Ideally, the spinner shouldn't be touching the prop.

♦ Do your range checks regularly

Old Business

Phil Spelt reported that the SPA contest is scheduled for May 18-19th. Volunteers will be requested as we approach the event. Pattern practice will have priority on May 17th.

The KCRC Club picnic, fun-fly, and swap meet is tentatively scheduled for May 4th.

Rick Hampton was volunteered to replace the GFI Plug on either Line 1 or Line 2 at the field and also to cut off the unused lock on our gate chain. Rick will be reimbursed for his costs by KCRC.

Traffic right behind the flight lines is creating wear and tear on the grass and making the area muddy. It is already a rule that you have to be handicapped with a blue tag on your car to drive up behind the flight line.

The club thanked Rick Hampton for supplying the barrels and Charles Wilson for doing the work on the new club grills.

Show and Tell

Joel Hebert's Twin Twirl (http://my.pclink.com/~dfritzke/twirl.pdf) is an autogyro plane made from Dollar Tree foam board with a Blue-wonder motor.

Lynn Sheeley's Old Fogey slow flying plane was made from a PDF plan that was resized and scaled down. He's posted photos of his final product online on the forums and half the people said it won't fly and the other half said "bigger motor". It has the guts of a P51 micro airplane.

Jim Maines' ¼ scale Gee Bee Senior Sportster with a Zenoa 45 motor started out as a float flyer. The single seater version was historically known for racing and was famously flown by women between 1931-35. This is a Pacific Aeromodel which is supposed to weigh 12-13lbs AUW; it feels heavier.

Model of the Month was won by Joel Hebert by default but Joel didn't claim the fuel. He couldn't use it on the electric motors on the Twin Twirl anyhow..

Crash of the Month

Bill Dodge won this month with his tale of flying his pattern plane when during an immelman turn the engine died. On his approach, there was lots of wind down the runway. As a result, he lost lots of altitude and hit a tree with a wing. Thankfully not too much damage. It has been repaired but still not flying exactly right yet.

Larry Hayes also had a bout with the wind on final approach with his plane. The headwind was higher than anticipated and the plane rolled fast and hit hard. The crash happened in front of Randy Phillips who saw the crash and surprisingly, to both of them, the only problem with the plane was a cracked cowl.

Overheard at the Meeting

Joel Hebert **-** Recalled someone's quote **"**If you keep seeing the plane in a head on attitude.. the plane is going to hit you in your head."

Minutes by John Bobrek, KCRC Secretary ..

(Editors note: John sent almost identical pictures of Show-and-Tell but asked that I use Bill Leonards pics, which I did..)

Curing a Lean Engine Mystery

by Bob Mandeville (n1edm@comcast.net), Wingbusters Model Airplane Club, Halifax MA

This was an odd sort of problem. It began when I swapped out the Magnum .91 on my AeroWorks Edge 540 to get some run time on a new engine that I wanted to use on a new project. The new engine started okay, but when it flew, everything seemed to be off. There wasn't the power that I used to have; the high speed needle (HSN) and low speed needle were both way out of adjustment.

I reinstalled the original engine, and had the same problem. Then, just because I had it, I dropped in a third engine—to confirm that it wasn't the engine itself—with the same result. That confirmed it was the fuel system.

The key symptom was that I could not get a good pinch test from the engine. It had all the indications of a lean-running engine. Even with the HSN opened 4-5 turns, I was not getting a pinch check. During that first engine swap, the fuel system had been checked out just to be safe. Obviously, that had to be the reason, but what did I do to create this problem?

The Edge's tank was pulled again and the three-line fuel system was checked over very carefully. After about two beers, my vision suddenly cleared and I had an *aha!* moment. Look at the picture below. What do you notice about the clunks?

Like most three-line systems, this one has two clunks; one to the fill line and one to the carb line. The picture shows one clunk with a large feed hole to let lots of fuel through. The other clunk has just a slit and a small hole. Guess which one was connected to the carb inlet line? Here's a hint: it wasn't the one with the large feed hole. That clunk with the slit would be fine for feeding your .40 or .46, but there was absolutely no way that it was going to let enough fuel in to run a .91. That undersized clunk was the cause of the lean runs. The clunks were swapped and the problem vanished. The clunks had been inadvertently swapped during the

rebuild.

This is being written to give folks a heads-up if they run into the same problem somewhere down the road. A clunk is a clunk is a clunk, right? No, they're not. Ask me how I know!....

(**Editors note**::**I use to have this problem on occasion before I started flying electric. Now my problem is dead batteries.....)**

In-Flight Video on a Budget

By Eric Thompson

At some point, I believe all of us wish we had the ability to "take a ride" on one of our planes. After all, isn't it the fascination with flying that brought so many of us into this sport? One option for experiencing this is utilizing in-flight video cameras such as the Go-Pro or Contour HD. However, these cameras can cost anywhere from $200-$500, and these they require a larger more powerful plane in order to accommodate the extra weight and drag. Unwilling to drop several hundred on a camera that may not make it back (I'm a pretty new pilot), I went in search of other, cheaper options.

My search for a cheap and light weight camera eventually lead me to the 808 Keychain Camera. Though it's marketed as a spy camera, it is popularly

used as an in-flight camera. I purchased mine off of Amazon for approximately $10.78 with shipping. For the flashcard, I chose a Kingston 8 GB microSDHC Class 4 Flash Memory Card off of Amazon for 5.98 with free shipping.

In order to mount the camera to the airplane I cut a Food City Value card as shown in the photo. Then I attached some balsa strips to the sides. Rubber bands were used to attach the mount to the wing.

I took two videos with a slight change in the camera angle from the first to second video. Phil Cope flew the plane on the second flight. The YouTube links for the videos are:
http://youtu.be/GY0LdtSxwMM
http://youtu.be/1dZ0SWFH6yc

In summary, I think that the keychain camera is a great way to get in-flight video without breaking the bank. Though the video quality is certainly not up to the standards of the more expensive HD cameras, for less than $18.00 it's hard to beat. I did learn a few things from those first two flights. Slow stable flight without any tricks makes the best video of the landscape. If I was going to film aerobatics again, I would move the camera to a position that showed a little of the plane and was pointed straight ahead. In the second video, Phil performed an inverted pass about 5 feet over the runway. However, with the camera angle, it is not obvious. I hope this article will inspire some of you to try your own in-flight videos. Please feel free to contact me if you have any questions about my gear or setup..Eric

(**Editors note:: Good article, Eric. That camera is very interesting to be so inexpensive. I guess technology is passing me by; my son is sending me videos he makes with his telephone!)**

MORE THIS AND THAT

A few years ago there was a minor furor over calling RC flying a sport. The detractors maintained that to be a sport, some physical demands had to be met. I'll bet that the detractors never had to recover a model down in the woods east of the runway! Talk about physical demands!)

There's no doubt about calling modeling a craft. A very demanding craft. It takes a lot of dedication and effort to bring a model to life, and I am constantly amazed at the quality of the work done by some modelers; and can you believe the variety of subjects to choose from? Aviation, trains, buildings, autos, boats, etc. etc. I hope to expand on this subject next month....Jim