



KNOX COUNTY RADIO CONTROL

Newsletter

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2013 Elected officers

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THIS AND THAT

► Did you notice the date above? It's **SPRINGTIME!!!**

► In the not too distant past there was a stink about a close encounter between a jumbo jet and a drone. The graphic showed a quad-copter running ahead and below the jet, which was on final approach for landing. I can't believe that anyone would knowingly endanger the lives of other people by doing something so stupid, but it's possible.

One of the safeguards of RC as we knew it in the past was that in order to be in control, we had to be looking at the model. That meant that we kept the model in close, although I do remember some " I can go higher than you " stuff that wasn't so safe.. With the quad-copter and its state of the art electronics and GPS capabilities, we can send it out of sight with a reasonable expectation that we can get it back. With TV telemetry, we can actually see where we're going. Unfortunately, its not the same as being there since the look is straight ahead instead of being aware of whats around us.

Luckily, where we are flying at KCR C is fairly safe because of its isolation, but It still requires some common sense thinking to be safe and protect our field from nasty rumors of unsafe activities.

► Rick Hampton sent me a note saying that construction on his huge C-130 was slowing down because he has to do the work outside now. The model is getting too big to work on it in his shop. That brings to mind the old story about the guy who built the beautiful boat in his basement, but then couldn't get it out. I remember a member of the old ETRC club who was the pilot for a local company. He built a full size homebuilt in his living room! Had to tear out a wall to get it out.

My workshop is eight by fifteen feet and I built a 1/4 scale Bud Nosen kit of a Mr. Mulligan in it. I was a little worried about getting it out the door after finishing it but luckily it did OK.

There are some guys in the club who do build fairly large models. Gene Waters is one. Here is a picture of a project he and his son did for McGee-Tyson airport. A display model that's not meant to fly, but just to look good. Jeff Prosize might could take it and convert it to a flying model. Wouldn't that huge thing look awesome



cruising over KCR C runway?...Jim

KCR C Meeting, March 12, 2013

President Larry Hayes called the meeting to order promptly at 7:00pm.

The February **Minutes** were accepted as printed in the March Newsletter.

Joel Hebert presented the March **Treasurer's report**, which was unanimously accepted by the members in attendance. He also presented an amended 2013 Yearly Planning Budget, which reflected increased allotments for mowing, runway repair, and fertilizing for the hay mowing this year. There was considerable discussion of the tight budget, the reasons for it, and the possibility of gaining financial ground with more members coming in and paying dues.

Jim Maines gave a **safety report**, mainly detailing safety-related repairs that are needed at the field. Repairs needed include the helicopter safety net at the east end of the pit area; several of the assembly benches along the flight line; and a cover on one of the electrical outlets in the pit shelter; and the seat and back slats in the concrete benches behind the flight line. Phil Spelt will create a materials list for the assembly benches and give it to Larry Hayes for purchase. He will assemble a work party to make the repairs. After some discussion, we decided to just make temporary repairs to the heli net.

There were no other **reports by Officers**.

Old Business

Phil Spelt reminded the Club of the SPA Ben Oliver Memorial Pattern Contest coming up on May 18th

and 19th. We will need help from the Club to host this event. The contest often contributes money to the Club treasury.

The Club gave a round of applause to Rick Hampton for his repair of an electrical fixture in the pit shelter.

The Club Picnic, scheduled for May 4th, was discussed. In light of the very tight budget for this year, the Club voted unanimously to charge a \$5.00 per person fee for lunch at the picnic. There will also be a flea market and perhaps some fun-fly events to pique people's interest.

New Business

Bill Leonard suggested a Club building project, in which members each build to a single design, decorate as desired, and bring their models to a meeting for show and tell. Phil Spelt suggested there could be one or several one-design events for these craft. Phil Cope suggested one of the Morris Hobbies designs, which are profile, thick-wing aerobatic to 3D planes, such as the Morris the Knife. It was felt that the profile, .46-sized design would be a good candidate, as it could be either glow or electric powered.

Phil Spelt related that former KCRC member Jerry McLaughlin had donated his entire R/C collection of planes and field equipment to KCRC (through Phil) to be given to folks who will get good use from them. Phil offered money for them, but Jerry was adamant that they were to be free to the Club. After some discussion, and in light of the tight budget this year, the Club decided there should be an email auction, with the funds going into the KCRC treasury. Phil is to create a listing of what is available, and members will bid by email, with the items going to the highest bidder at the close of bidding, at a date determined by Phil Spelt and Joel Hebert, who will distribute information about the auction and its progress to KCRC members. The auction is open only to active, paid-up KCRC members. It is expected that there will be many real bargains for the winners.

Ed Dumas presented estimated costs for a "real time" Field weather station that could be accessed by computer or smart phone.

Initial installation costs would be about \$900 and monthly operating cost would be about \$60. Due to budget constraints, no action will be taken at this time.

Memorial placards will be installed on the flight line shelter for deceased members Skip Dishner and Jim Clift. Phil Spelt agreed to prepare the placards and give them to Larry Hayes for installation.

Larry Hayes will call a meeting of Club Officers and the Board of Directors before the April meeting to discuss possible ways to increase Club membership and meeting attendance, and events to encourage more pilot time at the field. Club members were asked to provide their ideas on these issues and anything else of interest to the Club to any of the Officers or Board of Directors for inclusion at the proposed meeting. The results of the meeting will be presented at the April Club meeting for discussion and action.

Model of the Month

There were two MOM "contestants": Allan Valeo won with his kit-built Thomas-Morse Scout biplane. It models a late WW I American scouting plane, powered by an electric system, and is a 4-channel craft, with aileron on the top wing, only. Alan did a fantastic job



Illustration 1: Allan and his good looking Thomas-Morse Scout MOM winner.

creating this miniature masterpiece. It has yet to flex its wings in the air.

Rick Hampton presented his own creation, made from a collection of ARF components. The fuselage is a Slow Stick unit, with Spitfire wings equipped with electric retracts, a rudder from a P-51, and stab and elevators from yet another mini-ARF.



Illustration 2: Rick and his "Frankenplane".

This looked like a very flight-worthy aircraft, and it will be fun to see it fly, with retracts raised and the elliptical Spit wings.

A 550-sized electric helicopter was presented for **Show and Tell** by Mark Kovalcson.



Illustration 3: Mark shows his neat Heli.

The chopper is equipped with a GPS system and a self-righting flight control system that is able to bring the bird back to a particular spot and altitude on a signal from the pilot, or upon loss of radio signal.

Crash of the Month

Jim Maines tip-stalled his Chipmunk coming in for a landing. He admitted to two mistakes: he was too slow (hence the tip stall) and was so far out that when the stall happened, the plane went down over the bank past the far side of the runway. Jim had a photo of the carcass, and it was not pretty! Jim took home the glue – for use on another plane!

Meeting was adjourned at about 8:15pm.

Minutes and pictures taken by Phil Spelt, subbing for John Bobrek, KCRC Secretary...

Has Flying Gotten Boring for You?

by Jim Wallen (sjwallen@tde.com)

I have always advertised our sport/hobby as a good place to build and fly in a wholesome, safe environment. While I stand by my statement, I believe it is important to put it in the proper perspective.

Perhaps friends and family are higher on the importance scale than doing a perfect rolling circle or inverted spin. Leading a balanced life while making positive contributions to our society should be placed near the top of the importance scale as well. Every individual has different categories that add value and satisfaction to his or her life.

Model aviation can be the glue that helps us add value to those things we hold dear and are of the highest importance. Taking a grandchild to the flying field or club meeting might just spark an interest in the child that adds an element of bonding between the youth and

grandparent.

It doesn't have to be a child. It could be a coworker or neighbor who could benefit from the new glue in the friendship. In my case, when I go to a club meeting or to a flying field, I spend a great deal of time just chatting with folks. The conversations do not have to be centered on model aviation. They could be directed to social issues as well as domestic or foreign subjects. If one keeps the conversations constructive, it can be a great relationship builder.

Model aviation, in addition to flying and building, can be the mechanism for bringing folks together and creating good relationships. Isn't it lucky for us to have a hobby like ours that gives us the power to better our lives!.....

(Editors note:: Not just the hobby itself, which is pretty wonderful, but have you ever just noticed how restful it is to sit and talk with friends at KCRC field? What a wonderful view! Bruce Underwood, president of the SPA, calls KCRC the most scenic site in the south, and I agree with him even though I haven't seen many other sites in the south..)

Eye Safety

by Brett Ohnstad, Anoka County Radio Control Club, Inc., Minnesota

I was sitting at my workbench pondering the idea of the senses and what it would be like to live without one of them. Now I am not talking about my sense of style, or my common sense, or even my sixth sense. Rather I am thinking about the five basic senses: touch, taste, smell, hearing, and sight. Of these five senses, I would think that most people would be most set back if they lost their sight. It's not that the other senses aren't all important, but I believe that I could still drive my car if I should lose my sense of humor, granted it wouldn't be as much fun.

Although there appear to be no statistics kept on the number and types of eye injuries that occur each year in the RC community, we can use information provided by the Bureau of Labor Statistics (BLS) and OSHA to get an idea of what the risks are for the general public. The BLS states that there are several major contributors to eye injuries in the workplace, which include:

- **Flying objects.** More than half of eye injuries are caused by flying or falling objects.
- **Improper equipment operation** is responsible for more than 30% of eye injuries.
- **Contact with chemicals** causes some 20% of eye injuries.

Many injuries could have been avoided or reduced had it not been for poor choice of eye protection, improper fit, or even lack of awareness for the need for eye protection. OSHA reports that a majority of

the injuries occur with people who are not wearing eye protection or are wearing improper or poor-fitting eye protection—a statistic we would expect if eye protection is in fact working. How does this relate to the RC pilot? There are plenty of dangers at home and at the field that you should look into for eye safety.

If you work with chemicals such as glues, solvents, and fuels, you are exposed to potential chemical contact with your eyes. If you read your material safety data sheets on the particular products that you use, you will have an idea of what to do in an emergency. Working with power tools such as sanders or high-speed rotary tools are other obvious times to wear eye protection because of dust and small material that these tools can send flying into the air.

Charging batteries for your model can also pose a potential risk in that an old or damaged battery can leak, outgas, or even explode. Even testing an engine, be it gas or electric, can have the potential to damage your eyes. Tiny debris kicked up by the propeller blades could easily cause damage to the eye. Fuels can spray from the muffler. The blade could even become a projectile if it is damaged or dislodges from the model (tighten that propeller nut please).

At the field you are exposed to a wide range of potential dangers caused by the weather and by other pilots. It is all too easy for an insignificant propeller strike to result in a pebble-sized missile being launched in your direction while your focus is on your airplane. When we are flying combat the rule is that everyone needs to wear on a helmet, but safety glasses should also be worn. And don't think that indoor flying is any safer because of the smaller size and slower speed. I have seen several instances of micro helicopters, Vapors, and other featherweight models flown in close proximity to my fellow pilots with a number of unintentional head shots and body blows. Fortunately, no injuries have occurred, but I think that it would be wise to have eye protection. Again, when you are focused on your airplane, it is easy to lose track of others in your vicinity.

It's not just physical items that can damage your eyesight. When staring up into space, you have to be wary of the damage sunlight can have on your eyes. Believe it or not, you can just as easily damage your eyes on a cloudy day as you can on a sunny day. This is because a large, white cloud can bounce more of the sun's energy back to your retina than an azure sky, especially if the cloud is in direct sunlight, resulting in something akin to snow blindness. Not only do sunglasses protect against damage from light and ultraviolet rays, they can help by reducing eyestrain giving you longer, more comfortable flying times. The sunglasses can also work as your first line of defense for general eye safety.

What type of safety glasses should you use? Although wearing any kind of protection at all can be better than no protection, OSHA recommends wearing safety glasses that have passed safety testing and, as such, are labeled as Z87. These glasses are tested by

having a 1/4-inch BB shot at them at 100 mph and have had a one-pound, pointed weight dropped from four feet without breaking the lens. Prescription safety glasses only need to pass a lower level safety test to be used as safety equipment, however if they are strong enough to pass the higher test rating they are then labeled at Z87+.

Keep in mind that polycarbonate lenses are much more impact resistant than glass or plastic lenses as the latter two can shatter, however they are more prone to scratches if they do not have a scratch-resistant coating. If possible, find a set of safety glasses that also offer protection for sunlight for total eye protection.

Still don't think you need eye protection? Reread this article, but this time; try it with your eyes closed....

MORE THIS AND THAT

Last month I mentioned the rich variety of subjects for folks dabbling in other model activities. Since I have some space to fill up this month (because you guys are not sending me anything), I guess I'll expand a little on that.

Although I think that railroad modeling ranks well up on the number of folks involved, it doesn't usually use radio control so I'll skip that. Since we're mostly concerned with RC, I'll also skip static modeling of all kinds.

What does that leave? Well, there's boating, which surely does have a lot of participants, and there's automobiles and other ground movers which probably has a lot more folks involved.

In boats, there's almost as many varieties of subjects as there is in aviation. Anything that floats qualifies, and there is both building and ARFs (almost ready to float) models available in this area. Also the RC gear required can be simpler..

I've read about modelers who conduct battles with the old time sailing ships, complete with cannons firing Bbs or other missiles, there are even more folks racing sail boats and faster hydroplane type boats. You can catch sailboat racing at the Concord Yacht Club marina most summer weekends. Ask Bill Dodge about that. The concrete pond at the Worlds Fair site usually has some activity going on (or it did the last time I was there). Most any body of water is fair game, but it's recommended that you have a chase boat handy if you're on big water. The nice thing about boat and auto modeling is that you usually don't have catastrophic failure when the RC doesn't work, (although your boat might sink).

Autos are even easier to get into since you only need a little clear ground in order to operate your model. Most auto models are more in the almost ready to run category with minimal assembly required, at least what I've seen. There are both indoor and outdoor tracks for racing located around most areas, and some are very elaborate. Most playgrounds stay busy with young modelers running their cars and trucks around, but I think that, unless you can generate some kind of competitive activity, the interest begins to lag. That's why the tracks are so popular and usually very well attended.

If any of you guys know anyone in these areas of modeling, KCRC has the water and the land for including them. Lets encourage them to come on out and join us. We can use the membership.....Jim