



KNOX COUNTY RADIO CONTROL

## Newsletter

Knoxville TN July 2015 AMA #594

Editor....Jim Scarbrough..... [scarbj1@yahoo.com](mailto:scarbj1@yahoo.com)

[www,kcrctn.com](http://www,kcrctn.com)

Jeff Prorise, webmaster... [jeffpro@wintellect.com](mailto:jeffpro@wintellect.com)

### 2015 Elected officers

Pres.....Ralph Holder.....[holderrf@charter.net](mailto:holderrf@charter.net)

V. Pres.....Ralph Colon.....[ralphcolon@bellsouth.net](mailto:ralphcolon@bellsouth.net)

Secretary..Phil Spelt.....[chuenkan@comcast.net](mailto:chuenkan@comcast.net)

Treasurer...Joel Hebert.....[hebertjj@gmail.com](mailto:hebertjj@gmail.com)

### EXECUTIVE BOARD

Jeff Prorise.....[jeffpro@wintellect.com](mailto:jeffpro@wintellect.com)

Randy Philipps.....[randy@accessolutionsinc.com](mailto:randy@accessolutionsinc.com)

Phil Cope.....[philipcope@bellsouth.net](mailto:philipcope@bellsouth.net)

### Safety Officer

Ed Dumas.....[ed@eddumas.com](mailto:ed@eddumas.com)

Historian.....JuneCope.....[phillipcope@bellsouth.net](mailto:phillipcope@bellsouth.net)

## THIS'N THAT

► Thought you might like to see my latest hangar queen. This is a Balsa USA Phaeton II that has been kitted by them for about 100 years. Well, maybe not quite that long. I built my first one more than 30 years ago and flew it till it disintegrated, then built another from the plans.

It's a pretty good model for the price. Not many fifty two inch wingspan biplane kits are sold for less than \$100. The wood is diecut but they did a pretty good job. I don't like the plastic cowl sent with the kit so I bashed the front of the fuse to fit a metal radial cowl left over from an old B-25 model. Worked out pretty well.

My first two were powered by two stroke .60 glo engines but I built this one to be powered by an electric motor. A 1200 watt unit from Hobby King with a 70amp ESC. If I try to fly it, I'll probably start out with a three cell battery. I'm starting out with a 12-8 prop. Total weight less battery is five pounds and two ounces.

The covering is from Hobby King. There's enough left of the colors to do another model. The decals are from Major decals and the radio is a JR 72mhz 7 channel with servos from Hobby King.



► There's been a bit of static about folks flying over the water works. That is a real no-no, guys. A complaint from them to our landlord and we could lose the field..

Besides, with all the sky in front of you when you're standing at the safety fence, you should never have to fly back there, and if you can't keep your model in front of you, you might need some mentoring.

Those safety rules are not just to keep you safe, they're to protect the club, too.

► Also, there's been work on our bylaws to simplify a couple of old laws. They were printed out in last months newsletter so you should have seen them. Results are given in the Minutes below.

► Got a note from Phil Spelt with a picture of my old Hangar Nine PT-19 that he has restored. **He says he's going to fly it at the Warbirds event at Harriman on the 13<sup>th</sup> of June.**

I always had a soft spot in my heart for this model too.



► George Shacklett sent me a flyer on this years SAM contest. Which will be held this month.

## 19<sup>th</sup> ANNUAL SAM IN TENNESSEE

TN VALLEY SAM CHAPTER #43

JULY 21, 22, 23, 2015

SPONSOR: VOLUNTEER STATE MODEL AVIATORS

CEDAR HILL FLYING FIELD

3336 WINTERS RD.

CEDAR HILL, TN

I imagine George will be on hand since he seldom misses one of the events. He won't have a lot of company from east Tennessee unfortunately, For some reason, few people take on the complexity of the antique models

► Bill Dodge sent a note around saying the work

crew doing repair work on the runway had enjoyed as much of it as they could stand and the runway is good till next time.

Helping Bill was Ralph Holder, John Basalone, Rick Thompson, Phil Cope and Alan Valeo.

Thanks, guys. It is a hot messy job but know that you are appreciated.

▶ Joel also sent around a note saying the Chattanooga RC club is conducting pattern training on July 11<sup>th</sup>. Field is on Old Woodland Drive, Collegedale, TN.....Jim ■

## CLUB SAFETY

**By Ed Dumas, KCRC Safety Officer**

My annual trip to Joe Nall this year was a little more interesting than usual... I always try to fly on the electric line at least a few times and this year was no exception. Late on Friday afternoon the line was hopping and there were lots of folks waiting in line to fly, including me, which meant a lot of time to watch other folks fly in crowded airspace and see a bunch of crashes...

First, the importance of having a spotter was brought home when the guy flying in front of me collided with a smaller airplane hovering over the runway. Even with a spotter, he ended up in the wrong place at the wrong time. Make sure if you have a spotter that they keep you aware of what is going on around the field, particularly if there is 3-D flying and hovering going on near the runway.

The result of the airborne collision was a nose-first collision with the ground from about 50 feet. He was flying a 50" wingspan electric Extra 300 and brought the remains back to the area where I was waiting to survey the damage. As he was going through the wreckage a few minutes later, white smoke began pouring from the front of the plane as the LiPo battery caught fire! The pilot and his spotter worked without gloves for another 20-30 seconds to get the battery out of the wreckage before finally getting it into a waiting bucket of sand. Luckily someone got a sand bucket as soon as they saw the smoke and they were able to get the fire extinguished quickly after the battery was out of the plane.

The take-home lesson here is to always have a sand bucket within easy reach, along with a pair of gloves, and use your gloves to get any LiPo batteries out of the airplane IMMEDIATELY after a severe crash! Once the battery ignites it will get very hot very quickly and the chances of losing the plane go up dramatically. In this fellow's case he ended up doing a lot more damage to the fuselage trying to get the battery out after it started burning than if he had removed the battery first thing.

Looking back, everyone (including me) should have known where the sand bucket was and have

been prepared to use it immediately if necessary. This is essential wherever you're flying, especially at your home field! Also, it would be a good idea to have a pair of gloves in your flight box and practice donning them and getting your batteries out of the plane quickly if the need arise-----Ed ■

## Do's and Don't From Learning To Hot

### Wire Foam Wings ..... by Michael Catlin

- Do make the hot wire bow stiff enough.
- Do make the bow long enough.



- Don't try to hot wire wings by yourself.
- Don't use 12 Volts with 26 Ga NiChrome over 24 inches.
- Don't use 12 Volts with 26 Ga NiChrome under 6 inches.
- Do be careful when swinging the bow around the wire is nearly invisible and will catch on everything.
- Don't try hanging the bow on the wall by the wire.
- Don't try to catch the bow by the hot wire.
- Don't use shop grade 1/2 plywood for templates.
- Don't let the wire stop moving when it's cutting foam at high heat.
- Don't try covering the 1/2 ply templates with aluminum duct tape..
- Don't use Home Depot Owens Corning 2 inch foam for wing cores.
- Do use Lowes 2 inch foam for wing cores.
- Don't tell the people at Lowes what you are doing with the foam (they look at you funny).
- Do put a 25 Watt incandescent light bulb in parallel with the power transformer if using a dimmer switch.

- Don't drop the bow on the 25 Watt bulb.
- Do use enough tension on the hot wire.
- Do test the hot wire tension at full cutting heat.
- Don't try to melt the foam off the wire by turning the power full up.
- Don't break the wire.
- Do place a cloth over the wire when tensioning to keep it from flying around when it breaks.
- Don't try to attach alligator clips to the wire to get good contact.
- Do attach alligator clips to the wire attachment.
- Don't let the power wires pull the bow out of vertical when cutting blanks.
- Don't let the wire cut through the foam and onto a metal topped table when cutting blanks.
- Don't make snubber chains too long.
- Don't use aluminum flashing templates against the core foam without a spacer.
- Do provide lead in/out on the templates for the hot wire.



- Do take your time and have a checklist.
- Do make opposite hand templates.
- Don't mix up which way the templates go on the foam.
- Do weigh down the foam when cutting.
- Do keep a log book of hot wiring experiments.
- Don't expect to get it right the first time.
- Don't give up.
- Do visit <https://www.facebook.com/groups/817242841697766/> for more information.
- Do stay tuned, this will be continued.....Michael ■..

Editors note:: One of the great things about our hobby is the many different ways there is to enjoy it. Michael has worked on one of those ways learning to cut foam wing cores. A challenge but a way to make very true wings. This should be good series on foam cutting.....Jim

## KCRC Meeting, June 9, 2015

President **Ralph Holder** called the meeting to

order at 7:00pm.

There were no new members or guests present.

**Minutes** of the May meeting were unanimously approved, as presented in the June newsletter.

**Joel Hebert** presented the **Treasurer's Report**, which was also approved unanimously.

### Reports of Officers and Committees:

President Ralph Holder complimented Bill Dodge and several other KCRCers for the work on the runway patching. Bill remarked that they had been working mostly on the far side of the runway around the center, where the blacktop seems to be deteriorating more than other parts.

John Basalone received kudos for keeping the grass mowed, as did Jim Scarbrough for his continued great work on the monthly Newsletter.

President Holder called upon secretary Spelt to report on the votes for the Bylaws revisions. Ralph had obtained votes from five members who do not have internet access. Phil had received 24 email votes, and a large number of members at the meeting voted via paper ballot. The final total was 41 in favor, one opposed. Since there were 73 members at the time of the meeting, a clear majority of the Club members were in favor of revising the Bylaws as the Committee recommended. Thanks was expressed to Rick Thompson for chairing the Committee.

**Vice President Ralph Colon** announced that KCRC will host a Float Fly on July 25<sup>th</sup>, down at the point on the side without a boat dock. More details will be given as the date approaches. We will send out announcements to clubs in the greater Knox County area inviting them to join us. The question of food came up, and the Club decided there will not be any food at the Float Fly.

**KCRC Safety Officer Ed Dumas** reported watching while a lithium polymer battery burned at the recent Joe Nall event. The plane carrying the power battery had crashed, and the remains had been carried back to the pits. Shortly after being deposited on the ground, the battery burst into flames, burning or melting much of the airframe. There was discussion of providing a fire extinguisher for just such a situation at KCRC. Ed Dumas will look into it. Ed also brought up the issue of a "drone" overflying the open tanks at the water treatment plant across the road from our field.

There was no **Old Business**.

Under **New Business**, Phil Spelt reported that he and Warren Oliver had turned over \$405.00 to the KCRC Treasury from the SPA Ben Oliver Memorial Pattern Contest in May. Phil thanked the members who had contributed so much to the running of the contest. There were about seven or eight members who showed up to help with registration on Saturday morning. Phil recognized Zack Holder for running score sheets all morning, and his grandfather, Ralph, for the afternoon. Don Watkins helped a lot by organizing and getting the Subway orders for lunch and arranging them alphabetically for people to pick up.

**Model of the Month:** There were 2 entries this month. Carroll Jernigan presented a scaled down AstroHog with electric power. It was done up in 1930's military trainer colors (blue fuse and yellow wings and tail. This was a recovering, since the original had been covered with a polyester cloth covering. It had a .40-sized electric power system installed.

Bill Dodge had a Bird of Time glider he had built from a kit. It uses a .10-.15 sizes electric power system to get up to thermal-seeking altitude. Bill used some sky blue Monokote that had sat on a shelf for many years because he found out it was hard to see on a plane he was flying! He used it on the tops of the wings, where it wouldn't be seen from the ground. He uses a 2200 Mah battery in it to get the proper balance.

Both airplanes were very well done. Since Carroll had won MoM the month before, Bill won the award. No vote was taken.

There was some discussion of a crash, but nothing conclusive was presented. Meeting was adjourned about 7:35 pm.

**Respectfully submitted, Phil Spelt, Secretary** ■



*Illustration 1: Carroll and his electrified AstroHog.*



*Illustration 2: Bill and his MoM winning Bird of Time.*

**Pictures sent by Michael Catlin** \

## Harriman Warbird Fly-in

Every year, the Harriman Eagles have a warbird fly-in where they have some outstanding models show up. This year was no exception from what I hear. Ed Dumas took some pictures and here is one I borrowed. You can see the others at <http://eddumas.smugmug.com/Aviation/Harriman-War-Bird-Fly-In/>



*Illustration 3: Jeff Prosize and Phil Cope checking out Jeff's Bobcat jet before flying it..*

## First Baptist Church Cruise-In

This is the first year I also missed the Cruise-In event at Lenoir City First Baptist Church. In the past, the Harriman Eagles, along with some KCRC members and flyers from the Blount County RC club, put on a pretty good display. This year, Harriman scheduled their warbird fly-in on the same day so I don't think there was anyone from Harriman or KCRC on hand. Not to worry;; the Blount County Flyers took on the job with great success. I heard many comments about the great show they put on and how much their buddy box was enjoyed.. Also found a fellow member of the church, David Davis, is heavily involved with the BCRC club as well as is old friend Lou Cotton. David sent me this photo.

