KNOX COUNTY RADIO CONTROL

Newsletter

Knoxville TN May 2016 AMA #594

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THIS'N THAT

► **The SAM demonstration is finally coming to pass. It is scheduled for May 7, starting at ~10 AM.**

I hope that all of you can get out there and support George Shacklett and L.A. Johnston who are going to a fair amount of trouble to put it on.

► **This month is the annual Senior Pattern Association contest held at KCRC field.**. Ever since its origin, it has gained in popularity and is usually well attended by SPA members from KCRC and surrounding area clubs as well as clubs from neighboring states. I never got involved in the competition but I always enjoyed helping out at the contests. In the past few years I have noticed a decline in the interest among some of the regular KCRC contestants. Could be that, like me, the spirit is willing but the flesh is weak? Eyesight and physical ability is not the same as we age. I do still see a bunch of the same faces from past contests and they seem to be as capable as ever. There is usually a good turnout in competitors and you are encouraged to give it a try. There are guys in KCRC who would welcome the chance to help turn you into a competitor. In past years a training program usually was formed to help new flyers.

In the meantime, if you can;t compete, get out there and support the contest. CD Phil Spelt will be counting on you to help out.

Illustration 1: This was the group flying in May, 2015. Beautiful planes and great flying.

► Haven't heard yet of a Float Fly scheduled. There will be a couple so get a plane ready. There's nothing as pretty in modeling as seeing a float plane taxiing out for a takeoff run. The big problem with taking off and landing on water is the possibility of creating a third dimension in the process. Instead of back and forth, you might add down. As in sinking. I built a set of floats for a big Cub a few years back, but I never had enough confidence in my water proofing to get them wet. I don't think I used to be such a wimp!

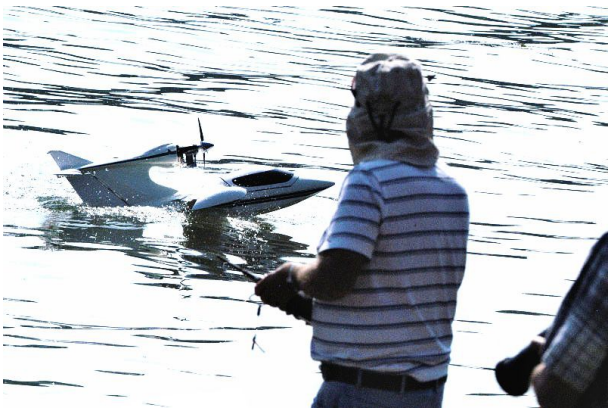
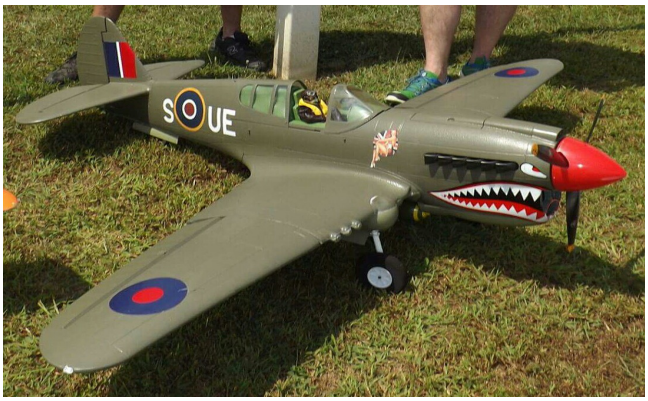


Illustration 2: Steve Jones took this last year of Phil Cope getting ready to take off

► Rick Hampton sent me a couple of pictures of his very nice giant P-40 from Banana Hobbies.. Rick is an adventurous soul. A few years back he started a huge C-130 foam project. Made pretty good progress but the difficulties kept adding up. He said he finally trashed it.

The P-40 is also foam and it's a beautiful job. The cockpit is nice and the pilot, from Warbird Pilots and with a cost almost as much as the model, is a work of art.



He also sent a picture of one of my all time favorite planes. The DeHavilland Mosquito from WW2. This was a plywood fighter bomber that doubled as a very fast night fighter and did very well at it. This is a Park Zone model and a beauty also.

Illustration 3: Dusk and a takeoff on another mission.

► **DEMISE OF THE F-14**

By Frank Allemand

As many of you know, on Wednesday morning (March 30) my F-14 Tomcat went down on the other side of the river off the east end of the runway. This was the maiden flight of the jet I had on display at the last Club meeting.

Takeoff was beautiful and climb-out seemed normal, but the plane failed to gain speed when I leveled out on downwind. Instead of getting faster, it instead started to slow down, so much so that I was afraid to do anything more than a gradual turn. That took me way out past the river. When I finally had no choice and was forced to turn a little more to get back toward the field, the plane did an accelerated stall, rolling violently opposite to the turn and then straight down.

We tried to use binoculars to find the plane, but obviously needed help to get across the river for a thorough search. John Walkling was great; he brought his boat out to the field within an hour of when we called him, and he ferried Rick Thompson, Kevin Thomas, and myself across the river. We all spent the next 4 hours diligently searching the entire area without success. It was certainly no fun struggling through the harsh steep terrain, the thick foliage and briars, and the extensive stickers. I kept turning on my transmitter hoping I might hear an engine, but no luck.

A number of club members offered to help if I wanted to try again for a "maximum effort search". We planned how to conduct this organized and extensive search with more people, also to be smarter by wearing heavier protective clothing and to bring some knives and a machete.

Because some areas were unbelievably thick and inaccessible, Rick Thompson decided to use his Quad Copter to make systematic overhead videos of the whole area. He practiced for a few hours around his house until both the pilot and the equipment were optimally in sync.

On Sunday morning (April 3) our group met for the big search. John Walkling brought back the boat, and Rick had 15 batteries for the Quad Copter. The rest of the team was Phil Cope, Craig Dieter, Roger Kroodsma, Randy Philipps, and me.

Rick made four aerial videos of the search area, three by flying out of the boat and one from flying from the top of the hill. I have never seen a Quad Copter flown out of boat before, but it worked out well. Everyone else systematically walked the entire area.

After all of our efforts, we still did not find even one sign of the wreckage. Subsequent review of all the videos has also not provided any positive results

Picture 1 is the F-14 ready for takeoff on the KCRC runway. Picture 2 is the cockpit area showing the pilot names and call signs; I think everyone knows the F-14 was the star of the Top Gun movie. Unfortunately both Goose and Maverick did not return

from this one.

Pictures 3 and 4 are from the rescue effort. Picture 3 is John Walkling and his boat, and Picture 4 is Rick getting his Quad Copter ready to shoot video.

Thanks very much to all of the individuals who helped out so much. Our club members mounted a great rescue effort and could not have done anything more....Frank Allemand

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► Anyone who has ever spent any time building a model or assembling an ARF can sympathize with Frank on this one. Such a gorgeous model !

Back in the early years when I started, there was only one AM frequency (subject to all kinds of interference and limited range) and everybody and their brother was on it. The average life of an RC model seemed to be about two flights if you were lucky. Either RC interference or equipment failure took a heavy toll on the hobby. Someone suggested doing the best job you could on construction and then paint it with mayonnaise. That way, it looked so bad you didn't mind losing it. No one did that of course. We made them as pretty as we could and held our breath each flight. One of my fellow flyers in the old ETRC club on Blockhouse Valley Road in Clinton was Beaver Rhyne. He would build a model from scratch in a weeks time, bring it out on Saturday and fly it till he crashed it, usually from radio failure. He was an outstanding pilot but the radios were not so dependable. It was a very common sight to see a flyer running down the runway holding the radio up high in a vain attempt to regain control. Truckers and their CB radios shot down a bunch of models with their “good buddy“ banter.

We can't blame the radios any more, but we can still find ways to lose them. I guess that's the price we pay for all the fun they give us..

► It's always in a bad place when a model goes down, but the east end of KCRC field is the worst of the worst. When the ground starts sloping down toward the water, it seems to go almost vertical. Heart attack steep!! The last time I went down it to retrieve a model was absolutely the last time I'll ever go down it. I didn't think I was going to get back up. I found that going parallel to the river I could reduce the slope although it made it a much longer trip and I ended up near the bottom of the hill in the parking lot, which seemed to be an easier climb back to the runway. Still climbed the same elevation but that spread it out so it didn't seem as hard. If you have to go all the way to the water, it's probably a good idea to see about catching a ride on a riverboat back.

► Saw friend David Davis from the Blount County RC club at church Sunday and asked him if he'd had any flying time lately. He said the wind had pretty much messed up his flying.

Depending on what kind of model you're flying, the wind can add some excitement to your time in the air. Some models can't handle much wind while some seem to be designed for windy days. The old time floater type are not good at wind penetration and the faster aerobatic planes excel at windy venues.

I remember one time while flying single channel galloping ghost models, the wind came up suddenly while one of our old Lenoir City group, Jim Veals, had a plane up. The model kept getting further and further away; Bill Wright, standing in the bed of a pickup truck, using binoculars and calling out instructions to the flyer; “give it left“ or “give it right“ Nothing worked and the model eventually disappeared. We fanned out in cars and went looking for it. We found a guy standing in the road a couple miles away and he said it had landed in his back yard where his family was having a cookout. They were afraid to touch it because the controls were flopping back and forth. The model suffered no damage at all which was not usually the case, and lived to fly another day. As I recall, the model was a Midwest Esquire with an Enya .15 engine on it, one of the more popular models at the time. The model was very underpowered with that engine, but flew OK in calm weather..

► Michael Catlin posted a video on the KCRC facebook page. The video was made by WBIR at the field last week of KCRC activities. Russel Bevins and Beth Haynes introduced the video and several KCRC members showed their stuff. Very nice production. These things create interest and might promote new members.

A former KCRC member, Scott Black who is now in a club in the Chicago area, liked the video and posted one of his own made at KCRC field back in 1983 by channel 26. Scott's friend, Bill Stewart, was a staff member of the TV station and in need of a feature. Scott and KCRCer Jerel Zarestski put on a show for him. ...Jim

April, 2016 Meeting Minutes

The April 2016 KCRC meeting was held at Fellowship Church, 8000 Middlebrook Pike, room 606. President Ralph Holder called the meeting to order at 7:00PM. There were 23 members in attendance.

President Holder asked for approval to the March Meeting Minutes which were approved as is by unanimous voice vote.

The March Treasurer's report was given by Treasurer Joel Hebert and was approved by unanimous voice vote.

President Holder announced that the Boy Scouts of America have invited KCRC to fly at Remote Access Medical Airport near Blaine/New Market. They would particularly like to see jets/warbirds. President Holder will be attending a Boy Scout meeting tomorrow (April 13th) and have more particulars later.

President Holder announced George Shacklett would like to have a Saturday at the field to perform a SAM demo. The date was tentatively set for May 7th.

Phil Spelt announced he needs volunteers for the SPA contest to be held the weekend of May 20th – 22nd. The field will be closed for regular flying during the contest.

Phil Spelt will communicate with the Marines in charge of the mud run and advise that for future runs they will need to coordinate with KCRC before definitively setting the date. This is to avoid possible conflicts with KCRC events. The date this year is set to be September 17th.

Jack Cooper announced he will be donating a frequency board. He will retrieve it the next time he travels to Kansas. In the meantime, John Basalone will be taking down the existing board structure and mounting that board under the shed until the new board arrives.

It was announced that Ed Dumas missed tonights meeting due to being at the field with the UTK Aerospace Engineering team. Shortly after tonight's KCRC meeting, Ed reported this via email:

"The flights went quite well today and the team is closer to having test flown all of their aircraft. But, they still have a lot of work to do tonight and will be back out tomorrow morning around 8:30-9:00 am to continue the test flights. Everyone is welcome to come out and watch, it should be interesting!"

Phil Cope gave a report on WBIR's March 24th visit to KCRC. WBIR reporter Rebecca Lebak put together a favorable 2 minute report which aired on Alive at Five at Four on Channel 10 on April 4th. Phil brought a DVD copy of the report and showed it during the meeting. A copy will be uploaded to the KCRC website if possible.

John Baselone gave a report on the gutters. The roof has been successfully trimmed, but the new gutter is not yet installed.

Allen Valeo brought attention to three field maintenance items that need attention: 1) Driveway ruts. 2) Broken receptacle covers under the flight line shed and 3) Fire ants near the flight line. John Baselone agreed to take care of the receptacle covers. Phil Spelt will contact the Marines about the possibility of using their backhoe to scrape the driveway. Ralph Colon will bring diesel fuel to combat the fire ants.

Frank Allemand gave a report about the crash of his F14 and recognized John Walkling for using his boat on 2 occasions to transport club members to the other side of the lake for the search. Unfortunately, the plane has not been found.

Crash of the month winner: Frank Allemand's F14.

Jack Cooper gave a report on his long endurance newly designed plane designated the Starburst. Flight time is 2hrs to 2:45.

Meeting was adjourned at 8:10PM

Respectfully Submitted,

Rick Thompson

Standing in for Secretary Ed Dumas

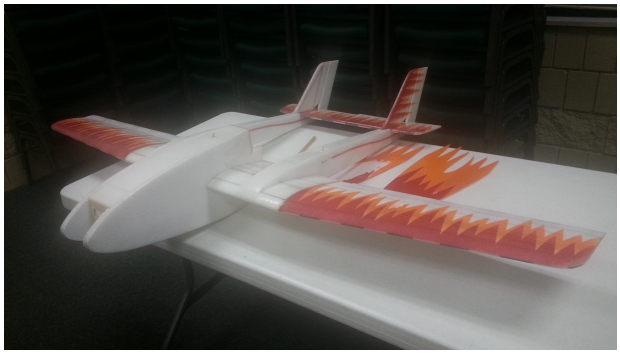
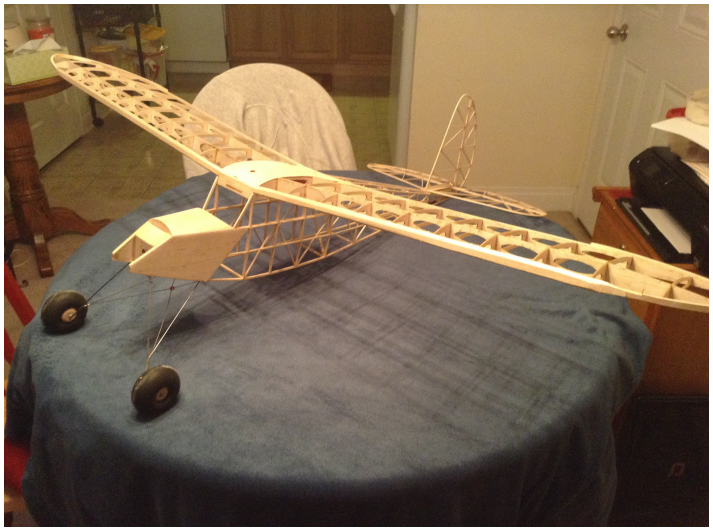


Illustration 4: Jack Cooper's Starburst

Old Timers

Got this very welcome note from Carroll Jernigan;

"Jim you mentioned at one time that you wished there was more interest in the old timers. I thought I might give it a try. I'm getting a lot of guidance from Craig Dieter on this and I think it's going pretty good so far. It is a 55 inch Quaker Flash. The plans came from Pat Tritle with a laser cut short kit from Manzano laser works. The model will be electric and I hope to keep the weight at least close to the prototype's 14 ounces. I doubt I can make that weight but I'm trying. I got the Trexler wheels because old timers just look right with Trexlers. Problem is they are heavy. I may have to have two sets of wheels, one set for show and one set for go.**.....**Carroll "



Good looking model, Carroll. Almost sure to be a good flyer. Looking forward to seeing it go.... ..

Got this interesting note from KCRC Secretary Ed Dumas about some activity at KCRC field..

Hi Jim,

Here is an article about the UT Aerospace Engineering flights at KCRC this past week. It was a lot of fun!

Some of you may have noticed the recent activity at the field involving students from UT Knoxville's Aerospace Engineering department test flying a couple of designs they have been working on for an upcoming competition.

The contest is sponsored by the American Institute of Aeronautics and Astronautics (AIAA) and is being held this year in Wichita, KS. The contest is in its 20th year and they will have 80 teams from universities all over the world that will compete.

The task this year is to design and build an aircraft that can carry a factory-sealed 32 ounce bottle of Gatorade as its payload. The design must be electric powered, can only use NiMH batteries to power both the motor and receiver, and it has to takeoff in 100 feet or less. There are no limits on motor power or the size of the vehicle...

Sounds straightforward, eh? The wrinkle is that the same team has to design and build another aircraft that is capable of carrying the first aircraft, plus its Gatorade payload, entirely inside itself. It must takeoff, climb, make a 360 degree turn, and land successfully. Again, it must use NiMH batteries and be electric powered.

The UTK team chose to use flying wing designs for both of their aircraft. The smaller one has a four foot wingspan and is made from balsa and carbon fiber and covered with Monokote. It has room for the Gatorade bottle and the batteries and was flown successfully at KCRC without the Gatorade payload. The first picture shows the smaller design with its Gatorade payload being readied for a test flight.

The second aircraft is also a flying wing with a seven foot span and is again made from balsa, carbon fiber, and Monokote covered, but the internal structure has been hollowed out enough to allow the first flying wing to fit inside. This design was flown successfully at KCRC both with and without the Gatorade bottle, but not with the smaller flying wing inside. The second photo shows the larger wing with its upper cover removed being readied for a test flight. It turned out to fly quite well and had very forgiving landing characteristics.

An interesting aspect of the testing involved the use of a third aircraft, an engineering prototype of the four foot wing, that was built from pink foam insulation board and intended to be sacrificed (if necessary) to learn how to setup the center of gravity and control neutral points and deflections. It was flown five times and several aspects of the design's idiosyncrasies were investigated. For example, the CG range on this design is very limited, and penalties for having the CG too far aft were severe. The first flight of the engineering prototype lasted about 5 seconds and was completely uncontrollable. After fixing it with Duct tape we re-balanced it and were able to fly it successfully around the patch. As we honed in on the proper CG location and elevon neutral point we found that the plane became quite easy to fly. Also, the performance with and without winglets was investigated. With no winglets the plane flew with a very pronounced "wobble" as it turned. Adding winglets that came up only 1" from the top of the wingtip changed the turning characteristics dramatically, for the better. The CG location, control throws, and winglet geometry were then transferred to the competition model and it flew great the first time.

The competition is going on in Wichita, KS during the weekend of April 16-17 so I don't have a report about how the team did as of press-time, but the team was still making modifications to their smaller aircraft as they headed out for Kansas on the Thursday morning before the competition.

For more information on the competition check out the website at:

http://www.aiaadbf.org/

It is interesting reading!.....Ed

► Just got the AMA email monthly publication and saw this tidbit of info concerning the ongoing government

fiddling with the FAA rules protecting the public from model airplanes..

Here is an excerpt ;

" ... One of the provisions would require all UAS, including model aircraft, to meet new FAA design and production standards and impose unnecessary regulation on hobbyists who often build their own models at home. This legislation also puts new requirements on model aircraft operations within 5 miles of airports, potentially jeopardizing hundreds of existing flying sites that have operated safely and harmoniously within our communities for decades. **And finally, the bill creates an unnecessary and unsubstantiated requirement for AMA members ages 13 and above to take an online FAA safety test and carry proof of passing the test when flying.** While the Senate bill is disappointing, know that we still have opportunities to shape the final legislation and we'll need your continued help and support to achieve the best possible outcome for our hobby. The more favorable House version of the FAA reauthorization bill still needs to go to a floor vote. This bill provides a clear definition of a community-based organization (CBO) and tasks the FAA with developing a process for recognizing qualifying CBOs, both long-overdue tasks for the agency. In addition, the House bill makes clear that model aircraft can be used as a teaching tool for science, technology, engineering and math (STEM), as well as aeronautics. Once the House and the Senate bills are passed, they go to a conference committee for another round of revisions and another Congressional vote. This process could take many more weeks or possibly months before being presented to the President to sign into law....".

What I saw that particularly distresses me is the high lighted phrases concerning some kind of written safety test required by AMA members (all modelers?) and the need to carry proof of passage while flying. There was also in another part of the article a rule saying that model builders must follow FAA approved design and construction methods. I have tried in the past to keep politics out of this newsletter, but I have to fuss a bit about these kind of " rules ". If there had been these rules in existence in the past, we'd still be living in the stone age. Certainly, none of the advances in aviation (or any other kind of transportation mode) would have been approved. Man has always grown in technology by experimentation and risks. Can you imagine a government agency in 1904 approving a flying vehicle? Or even a race car? Can you imagine a government safety agency approving a Sopwith Camel or the first helicopter ?

Seems to me that **our government nabobs have a whole lot more serious problems** facing them than making the world safe from model airplanes. Why not make a law against drunk driving and stop accidents on the highway?? Oh, wait! They did that, didn't they, and how did that work out?

Seems to me that a rule prohibiting flying models near an airport should be enough since no one would (should) be flying a model beyond the limits of sight. I don't know anything about the FPV models since I'm only familiar with standing on the ground and watching my model do what I tell it to. Anyone doing that is certainly not going to fly it beyond where they can see it and keep control over it.

► On a lighter note, Carroll Jernigan sent me a picture that sort of illustrates what real model airplane flying is all about.

This is Phil Cope doing what he does best. Helping another modeler get started. Kyler might be young but I'll guarantee that he is getting a huge kick out of this! He'll remember it too. Some of my favorite memories are from those days when I was learning how to build and fly model airplanes. Crashes were inevitable but part of the learning experience. I don't think I ever crashed a model that I didn't learn something that helped me to get better at it. I'll bet that Phil, as good as he is at flying and building, also remembers how much fun those early learning days were.

Incidentally, for the government folks, all my crashes were conducted safely and no animals were harmed in the process.

► **Hope to see you all at the SAM demo and the SPA contest this month.....Jim**