



Newsletter

Knoxville TN July 2017 AMA #594

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THIS'n THAT

► **L.A. Johnston is a long time** AMA member and a SAM Chapter 43 member who lives in middle Tennessee. I kinda consider him an honorary member of KCRC. He has visited us a couple of times and given a demo and seminar on SAM flying and has contributed quite a bit of SAM lore for the newsletter. Yesterday, I got this note from him;

“ Jim....Yesterday I got probably the biggest surprise and shock of my life!!! Don't know if you have heard about it or not, (seems like every one in the world knew about it but me) . the guys in my local club gave me an “Appreciation Day” surprise party, and was it ever!!! About 20 guys showed up, and participated in the event.

I will include pictures that Jim Harkreader took, he is our club photographer, and I suspect one of the instigators of this party!!!

They told me this has been in the planning stages for almost a year now, and I had absolutely no idea it was going to take place!!!

What happened is that a year ago several of the SAM 43 group nominated me for the SAM Hall of Fame. but the SAM committee turned the request down, so, the guys decided they would make it up to me them selves. I told them at the time that just being nominated was honor enough for me, but that apparently didn't satisfy the people who nominated me, so they decided to do this instead!!!



Put a saddle on it!!

Now, as if the party was not more than enough, they presented me with a complete “ready to fly” model of the Valkyrie that Tom Nelson (one of the premier master builders in our group) had built. I may have even participated in the build, because several times Tom asked me to come over to his place and make suggestions on how to do things on the airplane. I have flown Doc Shacklett' s Valkyries several times so I could make suggestions on the flying characteristics of the airplane. Tom also talked to Doc about various matters so every one in our group was in on the know but me!!!.....L.A.”

Wow!! What a wonderful thing for your club to do, and what an honor to be nominated for the Hall.

Doc Shacklett, KCRC Emeritus member, SAM member and himself a SAM Hall of Fame resident, was in on the nomination. ■

► **In KCRC's ongoing efforts** to be a good neighbor, we hosted another Cub Scout rocket shoot on May 22. It was too late to get it in the June issue of the newsletter, so it is included in this one. Ed Dumas sent this picture and note;



Having fun !!!

KCRC members Roger Kroodsma, John Partridge, Brad Butzbach, Phil Cope, Ed Dumas, and Rick Thompson participated in a rocket launch for Cub Scout Pack 787 on Monday evening, May 22, 2017. The Cub Scouts were from Webb School and flew about a dozen

rockets. All were successfully launched and recovered. There were airplane flight demonstrations by Brad Butzbach, Roger Kroodsma, and Ed Dumas. John Partridge flew his helicopter for the Cub Scouts as well and was a big hit... A good time was had by all!....Ed ■

► **Another SAM item**; sometime back, a picture of the damage caused by a Lipo fire circulated around the SAM sites. In the mess after the fire, Tony Stamps, SAM member from Dunlap Tennessee, found his Comet Clipper with the covering melted around the structure. After removing the destroyed covering, he decided the structure was sound so he re-covered it.



Looks like the resurrection paid off. A great looking model. ■

► **Remember the SPA contest on July 15th and 16th.** CD will be either Phil Spelt or Warren Oliver or both. Field will be closed for the contest all day on Saturday and till early afternoon on Sunday. Need for volunteers for staffing the contest. ■

► **We just passed** the 90th anniversary of one of the greatest acts of courage in an aviation history full of acts of great courage!

On Friday, May 20, 1927, a little after 7 on a rainy morning, Charles Lindbergh climbed into a cockpit measuring 36 inches wide, 32 inches long (with a bit more leg room for the rudder pedals) and 51 inches high, and sat there in an uncomfortable wicker seat until about 10:30 on Saturday night. Thirty three and a half hours flying over the Atlantic ocean with no emergency landing sites, no one to talk with to keep him awake, unable to stretch his legs, and mostly navigating by dead reckoning. He had a compass mounted behind him where, in order to see it, he had to look into a small vanity mirror stuck on with chewing gum but he had no way to correct his course for wind deviation. Even so, his navigation was only a few miles off when he crossed the coast in Ireland.

The cockpit had no windshield. Instead, there was an oil tank which served as a firewall between the pilot and the main gas tank. In order to see ahead he had to yaw the plane to look out the side window, or look into a tiny periscope. All the while hearing the roar of the Wright J-5C nine cylinder radial engine.

The Ryan airplane was loosely based on a 1926

Ryan design and incorporated the latest advances in streamlining. The wingspan had been increased by 10 feet (to 46 feet) to carry the weight of the extra fuel and used the high lift Clark Y airfoil. The plane carried 450 gallons of gas, weighing over 2700 pounds, in several gas tanks. On the morning of departure, the runway was rain soaked and muddy and the takeoff run was slowed but the heavily loaded plane managed to get airborne..



The Spirit of Saint Louis had a cruising speed of about 105 MPH and a top speed of ~ 133 MPH. The 223 HP Wright J-5C engine was considered by the designers to be the most reliable engine of the day and performed beautifully. The plane was a bit unstable but it was thought that the instability would help keep the pilot awake. The wicker seat was also designed for Lindbergh's frame and purposely made uncomfortable for the same reason.

(The numbers were derived from Wikipedia)....Jim ■

► **The First Baptist Church** in Lenoir City hosted their annual Cruise-in car show on June 10th and it was the biggest turnout since they started 13 years ago.



The Harriman Eagles RC club held displays and flight demonstrations the early years but the Blount County Model Aviators have done it the last few years.



KCRCers Phil Cope and Phil Spelt, as well as Frank Allemand and perhaps some others have participated in the past but I didn't see any KCRCers there



Pete Kiser and friend. Model flew well.

this year. I did see my old friend and former KCRCer Lou Cotton there. The guys had something flying all the time and kept the crowd entertained. ■

► Bill Leonard sent me this pictures and info.



“ Larry Hayes built this *SlowPoke 40* from a kit. It is covered with Solartex orange and yellow. The power is supplied by a Turnigy G46 and a 4000 mAh, four cell battery. Up in the air it cruises at half throttle. The prop is a 12-8 Master Airscrew. To balance correctly, the motor is moved forward by 1/2 in. spacers. A hatch in the fuse in front of the wing allows access to the battery compartment...Bill “

Thanks, Bill. A great looking model, Larry. ■



► Bill also sent this picture of Rick Thompson and Jerel Zaretsky and their new drones.

Rick sent a description of the drones.

“ Jim:::The Mavic Pro is one of DJI’s newest multi-rotors. It was the newest until 2 weeks ago when they introduced the new DJI Spark. Unlike its predecessors in the Phantom line, it folds into a very small package for easy transport. Folded, it is small enough to be carried in a purse or even a cargo pants pocket. It has a 4K camera which takes outstanding photos and videos.

Specifications are as follows:

Flying Weight... 1.62 lbs (734g)

Max. Speed (no wind) 40 mph (65 kph)

Max Flight Time 27 minutes

Max. Transmission Range 4.3 miles (US FCC compliant)

Satellite Systems: GPS/GLONASS

Video/Telemetry Downlink: Occusync

Video Recording Modes: 720p, 1080p, 2.7K, 4K

Video Formats MP4, MOV (MPEG-4 ACV/H.264)

Still Photos Max Image Size 4000x3000

All kinds of special features and Intelligent Modes:

It scans the proposed landing spot and advises the pilot if it judges the spot to be unsuitable. It also detects if there are high winds aloft and advises caution to the pilot if so.

The aircraft is even capable of flying pre-programmed completely autonomous missions while changing speed, altitude and direction and even taking photos and videos along the way. It is capable of doing so even if it loses radio contact from the ground. Upon completion, it can return to its starting point and land within an inch or two of its take-off point using the precision landing system.

Cost - \$1000; or the combo with extra batteries, carrying case and a few other accessories – \$1300. All-in-all, an impressive aircraft....Rick “

Wow! Sounds like the pilot might be superfluous. ■



KCRC Minutes – June 13, 2017

President Rick Thompson began the meeting at the KCRC Flying Field at 7:00 p.m. Tuesday June 13. There were 22 members attending and one guest. Two new members were added—Dmitry Uskov, who will be here in Tennessee just for the summer, and Paul Mareth. Also, several former members rejoined the club.

The Treasurer's report by Joel Hebert and the May minutes were approved by unanimous voice vote. There was no safety report.

Old Business

Ed Dumas reported on the Cub Fest held May 13, for which 23 people registered. The Fest included a group flight of 13 Cubs in the air simultaneously, which is a club record. A few pilots did not fly because of the breezy conditions. Some videos of the Cub Fest are available at <https://drive.google.com/drive/folders/0BywrLI3DYFALMTBSMm84Q3dQZ28?usp=gmail&ts=5917815a>. There are many pictures and videos in the folder, but the first video (Cubs From Above 1080.mp4) is the best one.

Phil Spelt reported on the Senior Pattern Association contest scheduled for Saturday and Sunday July 15 and 16 at the field. KCRC pilots are requested to limit their flying Friday afternoon if contest participants are practicing.

New Business

Rick thanked John Basalone, who does more volunteer work at the field than anyone, including mowing, building maintenance, control of fire ants, getting groceries for events, and more.

A second model rocket launch was held by another group of Cub Scouts May 22 .

May 19 a federal court struck down the FAA pilot registration requirement for recreational, non-commercial flying of all unmanned aircraft systems. So, RC pilots no longer need to register. The FAA can appeal the decision or go to Congress to request authorization to require registration.

Warren Oliver discussed member Paul Funk's recent aerobatic competition (flying a full size Pitts Special) at the International Aerobatics Club event Saturday June 10 at Rome, Georgia. He recommended going as the event is exciting and friendly, as there is no separation of spectators and competitors.

John Basalone requested that anyone who observes fire ant mounds at the field to let him know.

Other Business

Crash of the Month was won by Ed Dumas. A bad battery in his Cub caused the crash just after lift-off resulting in extensive damage, but the plane is already flying again. There was some discussion about bad balancing transistors in battery chargers.

Model of the Month went to Steve Bayless Brad Butzbach in a tie 8 to 8 vote. Steve showed a Freewing F16 with the Thunderbird color scheme, a 90mm 12-blade ducted fan, and very cool retractable landing gear and doors. Brad showed a Goldberg Super Chipmunk with a Saito 100 engine that he finished building after buying the partially built plane.

The meeting was adjourned at 7:38.

Respectfully submitted, Roger Kroodsma, KCRC Secretary.....--Roger ■



Steve's MOM entry



Brad's MOM entry

Independence Day

On July 2, 1776, the Congress secretly voted for independence from Great Britain. Two days later, on July 4, 1776, the final wording of the Declaration of Independence, mostly written by Thomas Jefferson, was approved, and the document was published. The first public reading of the Declaration of Independence was on July 8, 1776. Delegates began to sign the Declaration of Independence on August 2, 1776. In 1870, Independence Day was made an unpaid holiday for federal employees. In 1941, it became a paid holiday for them.

The first description of how Independence Day would be celebrated was in a letter from John Adams to his wife Abigail on July 3, 1776. He described "pomp and parade, with shows, games, sports, guns, bells, bonfires, and illuminations" throughout the United States. He also thought July 2nd should be the day for celebration.

Interestingly, Thomas Jefferson and John Adams, both signers of the Declaration of Independence and presidents of the United States, died on July 4, 1826 - exactly 50 years after the adoption of the declaration.

(info from timeanddate.com)

HAPPY FOURTH OF JULY at KCRC field.....