



Newsletter

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THIS'N THAT

► KCR C and SAM member George Shacklett sent me this; "Hi Jim. I guess I'm starting the new year by creating some controversy. I sent this Ben Buckle thing to Sam Chapter 43 members.



Frank Swartz made some comments and Dave Harding, our Eastern division SAM leader gave his thoughts to Frank. Frank is my age and is very nostalgic about the old days of modeling, but then Dave Harding is right in that the younger set is more satisfied with the newer stuff, with just a few into building. I'll copy some of the comments to you....George. "

Dave writes; "So just mulling your message and deciding whether to reply... but here goes...

You are right about the percentage of buy and fly people. Our sport RC club has about 50 members, we have two fields, one quiet and on the other, noise is allowed.

Only five of our members know how to build balsa airplanes, All the rest buy and fly. But I certainly do not call our members " just being into instant gratification". Indeed they fly sophisticated airplanes and fly up a storm whenever the weather allows and

most of them fly them extremely well. Furthermore they stick with it, steadily improving their field equipment as well as airplanes.

Our club costs about \$3000 per year to maintain, mostly field maintenance. Our membership is \$60 per year. Then there is maintenance of our website (we get most new members through it), the newsletter and AMA business. There is no way the five balsa and tissue members could afford to maintain such a club, not financially and not supporting the necessary support activities. **We are very grateful for our buy and fly members.**

By the way, I note that George's message with the decal cites ARFS, not buy and fly plastics. There again, there are those who "scratch build"; building a model designed by someone else. One might decry them too as some of us actually design our own airplanes. Then there are those at the very pinnacle of our hobby/sport who fly FAI competitions. Do you call that buy and fly, because it is.

Basically there is something magic about flying something and flying it well no matter who designed it or kitted it, ARF'd it or completely built it. I think we can all get along. .. Happy flying...., Dave Harding "

Editor's note; I guess I'll have to add my thoughts on the matter; I come from the same modeling fraternity as Frank and Doc. When we started there were no ARFs or RTFs. What we flew, we had to build.

I think building is a hobby in itself; It requires a lot of time, skill and effort and the rewards are mostly in the satisfaction that comes from actually building something. Certainly there's the same kind of satisfaction from assembling an ARF or putting together a boat or car model or a railroad layout. I've done it and the thrill is the same. I like to put things together and it doesn't much matter what it is..

The flying is a different hobby entirely because

it involves a completely different skill set that has nothing whatever to do with building or assembling.

That's the real beauty of this wonderful hobby. There's something for everyone!...Jim

► At the December meeting, President Rick Thompson nominated John Basalone for Emeritus status in KCRC. The reason being that John has been working tirelessly on the field infrastructure for the last two or three seasons, keeping the grass mowed and looking great, repairing fence and other infrastructure damage/ All without pay. As a result, the KCRC treasury has been the healthiest its ever been. The nomination was unanimously passed.



: New Emeritus member John Basalone

► Got this picture and note from Carroll Jernigan::



“ Picture is of my current project, a Lockheed "Quitestar" Y O3A. Building from a Park Flyer Plastics short kit. 78 inch wingspan. Designer said prototype model weighed in at 2 lbs, 9oz. I don't understand how he did it but if I can stay at 3 lbs or under I'll be happy. Started it on Aug 8th last year and the build has taken so long I am not sure it's fun anymore. Covering has been a real challenge, shown is the second recover and I'm still not satisfied. I like to build models of little known or unusual airplanes but my next one may be something I can slap together and go fly in a week. At least this one looks like an airplane now, a few more months---who knows....Carroll “

Carroll is a builder who is no stranger to Model of the Month winners. He has won before and if he enters this one, he might win again. Good looking model (and a big one at that)!

► **The January meeting banquet had a tough time getting started.** On the regular meeting night (second Tuesday), both President-elect and Vpres-elect were going to be out of town so it was put off til the third Tuesday. Then we had the snow storm (roughest weather we've had so fa this year), so it was put off til the forth Tuesday and successfully accomplished. John Basalone sent a note and some pictures..

“We had a very good turn out at the banquet tonight after 2 cancellations because of club officers being out of town and weather related.

We had speeches from our outgoing president Rick Thompson and incoming president Ed Dumas. Steve Bayless was one of the first members to arrive early and get down to business.John “ .



Thanks, John, for the note and the pictures. Looks like a good turn out and Steve does look like he's enjoying himself.

► Got this note from Jimmy Russell;

“ Jim, Here is the RCM Trainer 60 I'm restoring.



ESTATE PLANNING FOR MODELERS by George Shacklett

These are special "Trainers" designed by Joe Bridi in the early 70's. It was advertised as a advanced trainer due to its thick fully symmetrical airfoil and adequately sized control surfaces. Mine was part of \$50 Craigslist deal that included a framed up Sig 4 Star 40 and a couple old beat up trainer fuses.

It was straight out of the 70s. It had Orbit radio gear inside. Had an old Enya cross-scavenged .40 with the old Dubro tongue muffler. I stripped the ancient Monocote and found the structure was quite weak. I turned the wing upside down and pushed in the center. It cracked and flattened with a very gentle push. It was merely butt glued together with no glass cloth or dihedral brace. I reduced the dihedral, glassed the center,section, re-glued all the joints and put in shear webs. It's quite stiff now. Changed the tail to one like the Great Planes Trainer 60 and converted it to a taildragger. It will be powered with a OS .61 FX. I also am converting the rubber band wing hold down to a bolt on. It's starting to get covering applied. I hope to have it flying before spring.....Jimmy "

Way back in the sixties when I started RC modeling (and starting a family), I couldn't afford the money needed to buy all the new stuff I wanted so I looked for used items. Unbelievable how much stuff was out there at very cheap prices. And it's especially true now after all these years of constant improvement. As long as the radio equipment is narrow band (since 1992) or Spread Spectrum, all of it is legal, AM or FM. And the old radios are mostly dependable. AM is not recommended because it is sensitive to RF interference, but it does work (at least the last I used mine it did) and FM is very dependable.

Joe Bridi was one of the greats in designing RC models. His pattern designs are even popular today in SPA circles. There will be several at KCRC's next SPA contest, Good flyers.

Just sitting in my shop and looking around at all the modeling "stuff" I began to wonder what will happen to all of this when I have made my last flight. At age 91 you begin to think like that, but at any age, you might want to consider what your spouse might do with your models, tools and associated items. Most of us would not want non modelers to just relegate it to the junk heap. Often our heirs are not aware or interested in your "stuff".

I have several friends who have dealt with planning for disposal of their treasures. One thing which comes to mind is you can give things away to deserving modelers who you think will put items to good use. I have a friend in Florida who became unable to travel and fly in competition. He feels good about handing it this way and several have reaped benefits. . Others may want to sell items so their heirs can benefit from the money. Another idea might be to contribute acceptable items to the AMA for resale or offer items to the AMA museum. In short, there is not one protocol which fits every modeler's need.

Here might be a few suggestions which might simplify the problem for your poor spouse stuck with hundreds of item which are of no interest to him/ her personally.

1. Put in writing what the options are which seem acceptable to you(at least as you write this)
2. Add this to your will or make family aware of your desires and where a written document is.
3. No one likes this, but you should list things which might be of value, whether donated or sold. This can be a boring job for a non flying day. Include hard to find tools, saws quality hand tools and the like.
4. If donated, the organization you wish to receive it should be designated---AMA, Museum etc.
5. If you have a trusted modeler friend discuss it and ask if he would be willing to assist if needed. I have seen this work to the benefit of widows.
6. If you have collectable items (I have 40 or more ignition engines (from 1935 to 1946) whose value has declined because interested modelers have died off. However, I don't want them junked. I have a list of engines with serial #,s and operation

notes (RPM, prop and fuel used.

7. Store info in your computer if possible, but have the above mentioned documents hard copy.

8. If arrangements can be made, placing your estate at a big swap meet or collecto might be of benefit.

Again, one size doesn't fit all, but if you think ahead—depressing as it might be—you may avoid problems for those left behind to sort things out.,.,.,.,.

► A couple more pictures from John Basalone from the Banquet. Thanks, John.



► Some thoughts left over. It has been a tough month for me getting the NL out. The banquet was three weeks late. No minutes to write up but a big gap to fill getting 4 pages filled. Carroll Jernigan and Jimmy Russell came to the rescue and George Shacklett came through on a very important article on estate planning.

Something most of us just forget about. I know I have an overflow bunch of junk that just sits here and I have no idea how my poor wife will get rid of it when and if. I'm thinking that a lot of it could go to the trash barrel but somebody might make use of some.

My models for the most part are electric and have never been flown, They just hang here in the garage ready for a battery to go fly and I really think some would be good flyers.. I have a bagful of old glow motors that are mostly frozen up from dried oil and might could be loosened up with solvents or heat or thrown into the trash. .As Scarlett says, I'll think about that tomorrow.



Illustration 1: Just to show I used to fly...