

KNOX COUNTY RADIO CONTROL INC.

A HISTORY OF THE KNOX COUNTY RADIO CONTROL SOCIETY AND
ITS PREDECESSORS IN KNOXVILLE, OAK RIDGE, AND VICINITY

OVERVIEW

This history of the first decade of KCRC is a chronicle of a lot of fun-filled moments for the followers of a fascinating hobby. The review of each year's activities has revealed a similarity of events from one year to the next, e.g., four or more fun flys, an annual pattern contest, special exhibits at West Town Mall or elsewhere in cooperation with EAA, and very special events such as the air show that Wil Ham directed in such an outstanding manner in the summer of 1983.

This look back at our past also revealed that we have similar problems and concerns each year. Trespassing on our property by cycles and four-wheel drive vehicles and even sometimes by cars has continued to be a problem. The ditch at the northern boundary of the area has helped limit the traffic and seeding the area with roofing nails has also helped.

Every year club members have been urged to be certain that they obtain the correct frequency pin before they turn on their radio. We have some near misses every year because of failure to obey this important rule.

Every year the crack in the runway continues to grow. Various temporarily effective remedies have been tried. Hopefully a commercial paving contractor will soon correct this continuing problem if Chris Luck is successful in his negotiations for the work.

Every year a few members have left the combination showing at the entrance gate and our security has been compromised. Members are urged to spin the tumblers before leaving the gate.

On the other hand, every year some of our members have on their own initiative gone out to the field with their lawn mowers to trim around the taxi strip and service pit and to pick up litter as a matter of pride in our wonderful facility. We thank these fellows!

Every year we have been lucky to have fellows like Phil Cope, Bob Dilworth, Ed Ham, Ed Hartley, Jerry McLaughlin, Anthony Stevens, Jerel Zarestky, Ben Oliver, and others who have come out to the field on Thursday afternoons and on weekends to instruct beginners and fledgling pilots. They have given of themselves and of their time. Often they brought their planes to the field and hardly had an opportunity to get them into the air because of their helpful involvement with newcomers to our hobby. We thank you all!

No chronicle of KCRC or R/C activities in the Knoxville-Oak Ridge area would be complete without mention of the tremendously important role that Ed Ham and Bob Spore and their cohorts at Tennessee Model Hobbies have played in making it possible for our members to enjoy our hobby. Their store has been our unofficial headquarters and has served as a crossroads where frequently we find friends with similar interests and/or problems. The almost limitless number of goodies that they have procured or will order for our convenience and their ever present friendly advice and counsel have meant much to all of us. Their support of all of our club programs and activities has in many ways served as the cement that has held our club together. Thank you Ed and Bob--and Jerry and Billy!

Respectfully submitted,

Henry F. Morse, Historian
May 1984

A HISTORY OF THE KNOX COUNTY RADIO CONTROL SOCIETY AND ITS PREDECESSORS IN KNOXVILLE, OAK RIDGE, AND VICINITY

Foreword and Introduction

Man has had a long and continuing interest in flying dating from the days of Icarus, who flew into the sun, Leonardo da Vinci who made models of some very basic flying machines, and Otto Lilienthal who made many successful models on which the Wright brothers did some of their experimental work at Kitty Hawk.

It is not surprising that many of the members of KCRC share this fascination with flying. They have been into modeling since they were young children. Starting with their first kite, they advanced to their first rubber-powered balsa kit from Guillows or some other early manufacturers of kits.

Radio control flying in East Tennessee got its start by men such as John Tudor, Joe Skorski, Ed Ham, George Shacklett, Ed Hartley, and others who began with rubber-powered models and went on to the ranks of the adventurous few who had the skill and courage to build and fly free flight gasoline-powered planes.

The only method of obtaining any "control" over the flight pattern of these rubber-powered and gasoline-powered free flight models was through very precise alignment of the fixed control surfaces and an excellent understanding of aerodynamics. The early development of relatively crude but ingenious timing devices to "kill the engine" and limit the time of powered flight to a few seconds (usually 20 seconds) resulted in quite a few long flights of free flight models that were designed to climb under full power (there were no throttle controls) and glide gently back to earth in a wide descending circle or in a straight line when the engine quit. If these planes were not trimmed properly for their first flight, it was frequently their last flight. On the other hand, if they were well designed, they sometimes took off like a bird after attaining altitude before the engine quit.

Dr. George Shacklett, an Emeritus Member of KCRC and a builder of model airplanes since his first rubber-powered kit in 1934, tells about the time he launched a free flight gasoline-powered model (this was before the days of glo plugs) in Rockwood and watched it climb steeply under full power for twenty seconds before the engine quit and the plane flew into a thermal and continued to fly until it was out of sight, only to be found by hunters two days later near Oakdale. It had flown or glided without power for a distance of approximately 20 miles!!

Ed Ham, Joe Skorski, D. C. Livingston, and George Shacklett met recently to talk about the "good ole days" of modeling and

some of the early developments in radio control flying in this area. They indicated that the first efforts to go beyond powered free flight, such as that mentioned above, and to control planes by radio did not get under way until the mid 1940's. Ed Ham pointed out that one of the first men to start radio control flying in the United States was Dr. Walter Good from Bethesda, Maryland. Ed said that Dr. Good developed a transmitter, a receiver, and a control mechanism that would really work. Dr. Good first flew his "radio controlled model" in late 1939. In the early 1940's he submitted an article to one of the model airplane magazines in which he described his new radio control system. Many model plane builders began writing to him requesting schematic plans of his set-up. Some of the early members of the East Tennessee Radio Control Society were truly "on the cutting edge" of these developments in radio control flying. In 1941 D. C. Livingston (who was one of our local modelers for many years before he moved to Florida and who still visits this area occasionally) went to Washington and while there visited Walter Good in nearby Bethesda and obtained from him two sheets of pencilled sketches or schematics of the transmitter and receiver and clock-type escapement mechanism that Dr. Good had used in his first radio controlled plane. He said that when he returned to Knoxville with the plans he showed them to Jim Martin whose eyes nearly bugged out of his head as he said elatedly, "How in the world did you ever get your hands on those?!!"

"Those" plans were for a relatively crude radio transmitter which was designed to send a pulse signal to a crude receiver which energized an electro magnet which in turn activated a rubber-band-powered clock escapement that was connected to the rudder by a pushrod. This permitted the operator to change the course of the plane in flight. The "transmitter" was operated by pushing a button. One push on the button would activate the clock escapement in the plane and turn the rudder to the left, and two quick pushes on the button would turn the plane to the right. John Tudor, Ed Ham, George Shacklett, and D. C. Livingston built some of these early sets.

Another builder of one of these single pulse-escapement systems was Joe Skorski (KCRC Emeritus Member) who told me about one of his attempts at radio controlled flight. He pushed his transmitter button once to make his plane turn left, and then instead of pushing the button twice in rapid succession to make the plane turn right after he saw the left turn beginning to steepen, he mistakenly pushed the button only once and watched in horror as the plane entered into a spiral dive. This is perhaps where the expression "don't push the panic button" originated.

During the next decade many improvements were made in this pulse system and compound escapements were developed which permitted control of rudder and elevator--still using the rubber-band-powered clock-type escapement mechanisms to operate the push rods. By the mid-1950's the pulse system, combined with a mighty midget electric motor, made possible the control of rudder, elevator, and ailerons.

Mr. Dee B. Mathews, writing about radio control flying in the Old-Timer column of the January 1983 issue of Model Aviation, described R/C flying as it still was in 1950 as follows: "No commercially-available equipment in fully assembled form was marketed. Little had changed by 1950 though the Good brothers' design (and several others) was now available commercially. Rubber-driven escapements, gas tubes, and heavy dry cell batteries were still accepted standards. Receivers were constantly out of tune; as battery voltage dropped, the units had to be retuned with the aid of an ameter. Most units used iron-core-slugs for tuning. Seemingly it was impossible to fly twice in a row without sending a helper off with the transmitter (unless it was ground-based, in which case the model was moved) as we fiddled with slugs trying to get a maximum rise or drop in the meter. The voltage change opened or closed the relay, passing current to the magnet of the escapement, thereby activating its pawl and moving the rudder." (Note: George Shacklett said that during those days "If you got in one good flight in an afternoon it was great!") Dee Mathews went on to say, "My own experience in that era: a successful 90-degree turn a success, a left turn followed by a right turn was extraordinary, and actually landing the model on the original field was a source of ecstasy."

Ed Ham and George Shacklett have indicated that the real breakthrough in radio control flying came in the 1960's with the development of the Digital Proportional System. An earlier analog proportional system was developed by some of the Martin-Marietta folks, but these analog systems were very unreliable because they had very little interference rejection capabilities.

Ed reported that some of the early systems using the 27 band frequencies were very hazardous to use because of the danger of interference from CB operators on this band. He told about a ham radio operator who used to come out to the Blockhouse Valley site in south Clinton and talk on the 52 mhz frequency. This would foul up Ed's flying and he would often be "shot down" because the ham operator had a doubler in his transmitter and it was strong enough to override Ed's radio which even though it was on the 27 frequency was not sophisticated enough to reject the signals coming from another frequency. Such were the hazards of R/C flying in those days.

The modern transmitters and receivers that are available to KCRC members today have been vastly improved and have made radio control flying much safer and more enjoyable.

Some of the older radio control systems also had a rather limited range, and planes were either lost or destroyed if they got very far away from their pilot. Ed Ham avoided a near disaster one day when the plane he was flying with a friend at an abandoned airport site got out of range. His friend, seeing what had happened hollered, "Quick!-get on the hood of my car and we'll go after it!" Ed, with transmitter in hand, sat on the hood of the car while his friend drove down the runway and underneath the plane where Ed was able to gain control of it and fly it to a safe landing.

Other KCRC members had problems with range. Glenn Rhyne used to fly at the Blockhouse Valley site with an early model Bonner radio which did not have much range. The runway at the Blockhouse Valley site was on top of a hill and occasionally one of Glenn's planes would get too far away and disappear down in the valley with Glenn in hot pursuit toward the edge of the field so he could get close enough to regain control. George Shacklett said that sometimes Glenn would regain radio contact and control and other times....., too bad!!!

Fiddling with the early radio systems took a lot of patience and tender loving care and sometimes this could be quite disconcerting. George Shacklett recently recounted the story of a fellow who went to a national contest many years ago with a new single channel radio using a clock escapement for rudder control. The fellow had been practicing for weeks before the contest. On the morning that he was scheduled to fly, he worked and worked and worked to get everything ready. Then he cranked his engine, got it revved up and peaked out, and with his plane in one hand and his transmitter in the other went running down the runway to launch his plane but instead threw his transmitter into the air!!

Over the years KCRC and its predecessors have attracted people with a wide background of interests and skills. Some have been more interested in model building than in flying and have created some beautiful planes that were perfect in every detail. Others have been more interested in flying than building and would suffer through putting a kit together or building from scratch just so that they could bore holes in the sky. Still others had a keen interest in both. And therein lies a tale.....

Glenn Rhyne apparently liked to build and fly and he did both with great skill. He had turned out so many planes that he could build a new plane from scratch in just a few days. Some of his friends enjoy telling about the time Glenn totalled a Quickfly and took the pieces home in a bag only to show up at the field the next Saturday with a brand spanking new green and white Quickfly that he had completed during the week. He cranked the engine, took off, and was having a ball flying around the pattern when he decided to put the plane in a loop. Just as the plane reached the top of the loop with full throttle, the hatch cover flew off and the battery pack fell to the ground. Meantime the green and white Quickfly, with the throttle wide open and all of the controls frozen, continued to loop and loop and each loop got progressively closer to the ground until finally-----ZAP!! Glenn salvaged the battery pack. His post mortem of the accident indicated that perhaps in his haste to complete the plane he had left off the hatch catch.

Predecessors of KCRC

Prior to the organization of KCRC, the members of the East Tennessee Radio Control Society and its predecessor, the Tennessee Valley Aero Modelers Club and its predecessor, the Knoxville Model Airplane Club, had never been able to obtain a flying site that they could claim as their own for any length of time. They were forced to move from one site to another as the sites were used for commercial expansion, residential growth and development, and/or highway construction; and, in one instance, they were forced to move from the Blockhouse Valley site in south Clinton because the noise from the planes was disturbing the cows of a nearby farmer who complained to the Anderson County School Board, owner of the site. These predecessor clubs had used sites in Oak Ridge in the Robertsville School area, in the Downtown Area, and later in the eastern end of Emory Valley near the Oak Ridge Marina. Later (1965) the Blockhouse Valley site was used and finally the area in the vicinity of Lovell Road and I-40 was used until the KCRC site was obtained.

John Tudor who came to Oak Ridge in 1945 and started flying models with folks in the Knoxville area helped to organize the Knoxville Model Airplane Club. This club was founded in 1947 with Joe Skorski, Hugh Powers, Walter Taylor (deceased), Doll Thompson, Jim Martin (an associate of Dr. Good, mentioned previously), Ben Hammer, Floyd Glass, Cayce Fang, Neal Henderson, Emmet Atkins, and others whose names John Tudor could not readily recall. The members of this club were interested in all types of flying models including rubber-powered, powered free flight, control line and radio control.

Chris Van DeVenter gave me an old yellowed Souvenir Program for the First Annual Knoxville Model Airplane Club Meet sponsored by the Exchange Club and the Knoxville News-Sentinel on July 26-27, 1947. This two-day event was held at the Sutherland Avenue Airport (for the U-Control events) and at the Alcoa North Plant Field (for the Free Flight events). The Free Flight events were for both rubber-powered and gasoline-powered planes. (This was before the day of Glo-Plugs.) The program noted that the Class A Senior Division Free Flight events were to be judged by the "duration of the flight from the time it leaves the contestant's hand until it hits the ground or an obstruction. Average flight two minutes." The average flight for the Class "C" Free Flight Gasoline Powered planes was four minutes. The Exchange Club had obtained merchant sponsors for each event in the two-day program. The News-Sentinel published the Souvenir Program and each event was listed on a separate page along with an advertisement from the sponsor of that event. These programs were distributed to the public by the various merchant sponsors for several weeks before the two-day event and the meet was very well attended according to Chris Van DeVenter.

A clipping from the Oak Ridger in 1952 indicated that there were more visitors to the radio controlled model airplane exhibit at the Third Annual Hobby Show than to any other exhibit. The Hobby Show sponsored by the Oak Ridge Recreation Department was attended by over 2000 people and had exhibits of ham radios, model airplanes, and many crafts.

Members of the club used the site in downtown Oak Ridge for most of their outdoor activities. The growth and expansion of the downtown business district in Oak Ridge in the late 1950's and early 1960's made it necessary for these members to find another site for their radio control flying.

In the late 1950's, the Tennessee Valley Aero Modelers Club was organized. The first issue of its newsletter, THE TENNESSEE VALLEY AERO'S, dated August 30, 1959, reported that "the organizational meeting of the club seemed to go well and it looks like we may be able to build up a full head of steam in due time." This club was associated with the Exchange Club and met regularly with youngsters at the "Y". The club through its Youth Committee encouraged and scheduled instruction classes in all phases of model building. Joe Skorski spent a considerable amount of time teaching these youngsters. A review of some of the early newsletters of this club indicated that the Tennessee Valley Aeros had a strong and continuing interest in rubber-powered flight both indoors and outdoors as well as in powered free flight and radio control. For example, the first issue of the Tennessee Valley newsletter with Walt Taylor as editor reported, "We had a humdinger of an indoor session at the U.T. auditorium. Paul Johnson, Charlie Kabunde, Neal Henderson, and Walt had ships out.----Neal did over six minutes with a paper covered job, thereby establishing a Knoxville record." The second issue of the club newsletter had the following item: "Do any of you free flighters have a set of tree climbers available? The rumor is that one of the 'Radio Boys' is willing to pay premium prices for a good set."

The East Tennessee Radio Control Society was organized early in the 1960's. Some of the charter members of this club were John Tudor, Chris Stoddart, Larry Linderer (deceased), Bob Hobbs, Dan Danford, Glenn Rhyne, Joe Skorski, Frank Hensley, Cebert Mitchell, Floyd Hipshire, Jr., and Bill Hitch. Other early members included Don Eiler, C. D. Martin, and Dr. George Shacklett.

An article in the Oak Ridger in March 1967 (see following page) showed some of the planes and early transmitters that were being used by members of the ETRC. Note how crude the transmitters were as compared with today's models.

OAK RIDGER
March 1967

Hobby Show Is Varied, Crowded

By JUNE ADAMSON

A steady flow of visitors viewed the annual Recreation Department Hobby Show throughout the day on Saturday at Ridge Hall.

"It's impossible to say how many came to see the exhibits," said Ken Steelmon, assistant recreation director who was in charge of the show. "but we were very pleased by the crowds."

Steelmon also commented, "We were most pleased by the variety shown in the 27 entries too. Our aim is to make this annual show a real cross section of Oak Ridge hobbies."

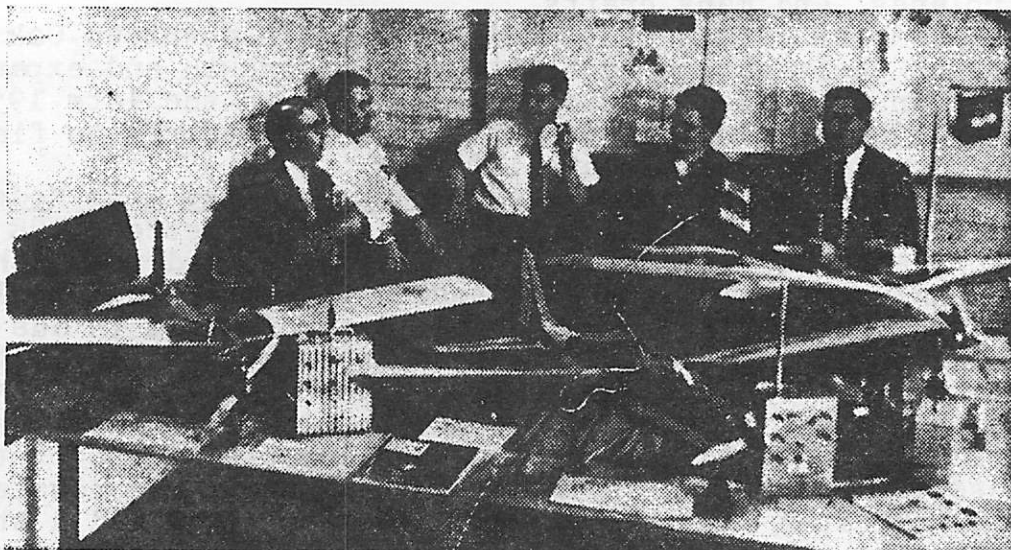
One of the exhibits attracting the most attention was the antique doll and toy collection belonging to Mr. and Mrs. Daniel R. Owsley, 133 E. Vanderbilt Dr. This couple, new to Oak Ridge, not only received a blue ribbon for the high quality of their collection, but also the greatest number of points given to any adult entry.

The highest number of points for a student entry went to David Hackett, along with a blue ribbon, for his exhibit of rocks, minerals and fossils of the United States. David, the son of Mr. and Mrs. Donald Hackett, 101 Burgess La., has long been a collector and is a regular at the Hobby Show, each year adding and enlarging and improving his display.

Another big attraction was the exhibit of astronomy literature, pictures and equipment belonging to members of the Carbide Astronomical Society. With Tom Golson in charge, various slides of the heavens were on display by this blue ribbon winner.

Another regular is Bruce M. Perry and his stamp and Christmas Seal collection. And more than 200 youngsters signed up for the stamps he was giving away. He too received a blue ribbon.

As always, the applehead dolls made by Mrs. W. H. White received a lot of attention. Mrs. White, who lives at 126 Tabor Rd., not only dries the apples, makes the heads and bodies, but dresses her dolls in keeping with the setting they represent — mainly East Ten-



SURPRISE EXHIBIT — Expecting maybe earphones and microphones, Hobby Show officials were most surprised when the East Tennessee Radio Control Society turned up with its exhibit. For these small planes are all rigged out with wireless equipment and many of them have clocked a great deal of flying time. W.C. Stoddart, 107 Tabor Rd., was in charge of the exhibit and with other members gave several demonstrations on air control of the little planes. Pictured left to right with the exhibit are John Tudor, Larry Rinderer, Bob Hobbs, Chris Stoddart and Dan Danford.

nessee, but some historical too.

A slide show was also a feature of another blue ribbon group exhibit, that of the Old Smoky Chapter of the National Railway Historical Society. Photographs and models were displayed with O. C. Yonts in charge of arrangements. Mr. Yonts' wife, Mary, won a blue ribbon for her first day editions of stamps.

Other blue ribbon winners included H. S. Corey, Dogwood Lane, Clinton, for his coin collection; C. W. Caldwell, 110 S. Tampa La., for his sculptured models; Mrs. R. L. Roark, 104 Kenwyn Rd., for her designs made in wood inlay; Pat Hackett, 101 Burgess La., for his fossil collection; R. R. Tippy for his collection of coal mine scrip and mining equipment; Mrs. J. R. Rible, 115 Pembroke Rd., for rugs, quilts and other needlework items; Herby Randolph for a home made Van de Graaf Generator; the Art Center with a display of items made for sale at its Gift Shop; W. T. Henry, 115 E. Geneva La., for his collection of antique tools; the Anderson County Radio Communications Club for its

Citizen Band Radio Equipment.

Red ribbons went to Lisa Randolph, 225 Villanova Rd., for her rock and mineral collection; Marty Yonts, 103 Wiltshire Drive and Jim Noey, 115 Oklahoma Ave., for their coin collection; Gene Wiggins for his handicraft display; Richard L. Bolt, 104 Norton Rd., for his rock collection; Jim Holt, 112 Dartmouth Rd., for his military miniatures; Anna E. Cebert, 106 Thornton Rd., for her collection of handmade and re-finished boxes of various kinds

and sizes.

White ribbon winners were Beth Scott, 111 Placer La., for her exhibit on bees; Mark Whately, 102 Regent Cr., for his collection of model cars; and Edward Kuperstock, 108 Wabash La., for his most timely display of real live Easter bunnies which he raises himself.

Judges were Mrs. Joe V. Begliutti, 138 Princeton Ave. Mrs. W. H. Bridges, manager of The Laughing Monkey, 101 Pallas Rd.; Mrs. Raby Roark, 104 Kenwyn Rd.

This group first started flying their planes in the Emory valley area near Oak Ridge Marina; however, in 1965 they had to move because of the construction of many new houses in that area. The club members then found a site which was owned by the Anderson County School Board.

This site was in Blockhouse Valley near south Clinton and was part of a twenty-five acre tract. A letter of agreement between the Anderson County Board of Education and the East Tennessee Radio Control Society dated November 17, 1965, provided that the Society could use a portion of the school property (to be approximately 50' x 200') and could also have reasonable access through the school property to the runway with the understanding that the location of the 50' x 200' runway would be decided by mutual consent of the School Superintendent, the East Tennessee Radio Control Society, and the farm lessee of the property. This Letter Agreement was signed on behalf of the club by Frank Hensley, President, and John Tudor, Secretary.

In 1970 the Anderson County School Superintendent notified members of the Society that they could no longer use this flying site in Blockhouse Valley because a farmer near the site had complained to the School Board that the noise from the airplanes was disturbing her cows.

Although the East Tennessee Radio Control Society has been active since the early 1960's, it did not officially incorporate until April 19, 1966. The official Charter of Incorporation was signed by Secretary of State Joe Carr and by John Tudor, Floyd Hipshire, Jr., William C. Stoddart, Merlin D. Danford, and Cebert Mitchell as official incorporators of the East Tennessee Radio Control Society, Inc. (The original copy of this charter is attached to the original copy of this history for the official files or archives of the KCRC.) This charter was used later as the model for the official charter of KCRC, Inc.

Soon after the loss of the Blockhouse Valley site, Ben Oliver located and was able to obtain the use of the Lovell Road site which was in the general area of the southeast corner of the intersection of Lovell Road and I-75-40. This land was owned by the Fulton-Sylphon Company. The Society developed and made good use of the site until 1973 when the property was sold and the club again had to move.

Those of us who have fairly recently joined KCRC with its nice asphalt paved runway and taxi strip and its concrete pit ramp and paved county road to the entrance gate certainly have an easy time compared with the members of the East Tennessee Radio Control Society. Before they could fly at the Lovell Road site, they had to scrape off the grass, level the area, drag the runway area smooth, and then treat it with used crankcase oil to create a smooth surface and to keep the dust down. Jim Clift, a member of the club, used to pull the drag behind his jeep. Dr. Shacklett said, "Before each meet it was imperative that we smooth out the bumps and recoil the landing strip. Otherwise the dust would be everywhere and just eat our engines up!" He said the oil would

eventually form a crust or pseudo-pavement which Ed Ham says would shed a light rain quite well. But he said a hard rain would dig out gullies and the runway would have to be repaired. "We had an awful time with the roads into the area," he said. The road from the highway into the Lovell Road site was nearly a mile long and it would wash away in the winter. Cars would get mired down up to their axels. The members had to buy tons of gravel to try to improve the road surface.

During the three years that the Lovell Road site was available, the East Tennessee Radio Control Society was very active and sponsored some outstanding events. On April 19-20, 1972, more than 7500 spectators came out to the Lovell Field site to watch the club members and visiting contestants participate in the AA Pattern contest. This event was widely publicized over television station 6 through spot announcements several days before the contest and received special television coverage during the contest. The two-day contest was given a 30-minute TV special on the second day of the event. Also, in support of the club's activities, Mayor Kyle Testerman issued a Proclamation of Model Aviation Weekend. This was probably the first two-day pattern contest ever held that was promoted by a 30-minute TV special, aired on the second day of the event so that the contestants could view their own efforts on the "tube" prior to the presentation of the trophies that night. The following copy of an article (prepared by Dr. George Shacklett) published in the December 1972 issue of Model Airplane News describes the club work that made this two-day event so successful.

All of the television and newspaper publicity about the AA Pattern contest at the Lovell Road site and the large crowd of spectators helped to create an awareness on the part of the city and county officials of the club's need for a new site because of the pending loss of the Lovell Road site.

MAN FORUM

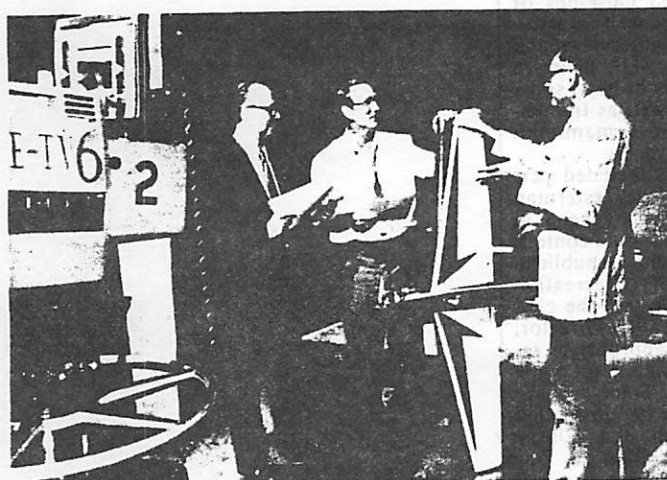
More and more exposure on TV is due solely to the efforts of those whose only interest is to have fun — one club shows how they did it! Our industry is very fortunate.



We have to agree with that banner—"modeling is greater than golf!"



TV crew hard at work: our sport needs no prepared script—it just flows.



At the studio it's relaxed, informal and very informative to viewer.



Knoxville's mayor, Kyle Testerman, hands "Model Aviation Weekend" proclamation to committee members of the Eastern Tennessee R/C Society.

● This is not the same old story about our Pattern contest. It's the story of how the East Tennessee Radio Control Society, Inc. handled the promotion of its AA Pattern event held in Knoxville August 19th and 20th. The meet was our first, perhaps the first anywhere to be promoted by a 30-minute "TV Special" aired on the second day of our contest at 2 PM with the participants viewing their own efforts on the tube before presentation of trophies.

Our club decided to promote the hobby in this area since our ranks have been fairly thin, and public interest in the "toy airplanes" has been of a rather condescending nature, to say the least. With general interest in any kind of airplanes being high, and with some close-

ups of servos working in airplanes, we really built up an audience both on TV and at our field.

Our star producer, director and general promoter for this endeavor was Don Bowman, a banker and Conservation Commissioner for Knoxville, and we felt he was a natural for the job. Don says there were several "tricks" involved in making this thing click. Here is how he did it—incidentally, at no cost to the club.

Don contacted several businesses to back the show. The first trick was to get these fine people to donate funds for the TV show. They were told that they were donating to the promotion of the hobby, that there would be no advertising and that they would receive credits only at

the beginning and end of the show. What would have been commercial breaks were filled with public service announcements. The local NBC affiliate, Channel 6, aired this as a 30-minute public service type program. There were minimal charges for studio rehearsals, video taping, talent fees and Sunday afternoon air time.

The second trick was the "promos." The term "promo" means a 10, 20 or 30 second promotional to advertise a certain TV show. Again Channel 6 was extremely liberal in airing several of these in good time spots beginning a week in advance of our show. These promos showed some good action shots of Glenn Rhynes' 10 foot Citabria and a
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Forum

(Continued from page 11)

Pattern ship in the background with announcements of the "special" entitled "Greater than Golf." On every promo promoting the TV special, date, time and place of the contest were also announced. No wonder we had 7500-plus spectators!

Now about the TV show itself. Don arranged for a professional photographer, at a set price, to shoot the film (sound and color, of course). About a week before the contest, Don filmed interviews with club members designed to be informative and educational. These dealt with construction, radio operations and comments about the pleasure of the hobby. During the Saturday flying of our event they filmed action shots most of the day. Among the more spectacular shots were Grady Howard of Salisbury, North Carolina, who hovered a Du Bro 'copter right in front of the lens, one of the most impressive demos we've seen. The films were rushed to processing and then edited.

After a happy hour and dinner, the midnight oil job began. Don took a bunch of us down to Channel 6 to watch him put the whole thing on video tape. By this time, our eyes looked like road maps, but Don managed to put it all together on tape with appropriate exchanges between himself and the interviewer. The showed close-ups of the innards of the airplane as well as a studio taxi demonstration. The interviews and action shots fitted together well, giving a general introduction to the hobby, some construction in progress, as well as tremendous action shots. This was a mammoth effort paying off in many ways.

Another of Don's "tricks" included persuading Knoxville's Mayor Kyle Testerman to proclaim "Model Aviation Weekend in Knoxville" for the dates of our contest. The Mayor, having gone to the Republican Convention, sent Max Wolfe, Recreation Department Director, to represent the city, and the county sent its Recreation Director, Howard Wells. Both made appropriate remarks to the large crowd and also made the visiting flyers welcome. Since we are looking for a new field, this has interested city and county fathers both, and a large segment of the area population in our plight.

You other clubs who need fields and general support and goodwill may want to try something like this. It is laborious but profitable. East Tennessee Radio Control Society now owns this film (it's not as complete as the TV tape) and any club interested in viewing it should contact our club at this address: East Tennessee Radio Control, Inc., 327 South Main Street, Clinton, Tennessee 37716. Knowing Don, he'll probably charge you a fee!

GEORGE SHACKLETT, E.T.R.C.S. ■

The Birth of KCRC----1973

When East Tennessee Radio Control Society was notified that it would have to move from the Lovell Road site, several club leaders including Don Bowman, Carl Gibson, Ed Hartley, Glenn Rhyne, and George Shacklett started working with Knox County Commissioners John Beeler, Jim McBee, and William C. Tallent to enlist their aid and support in providing a site at a suitable location in one of the Knox County parks. These men looked at several sites including land near Concord Park. Then Ed Hartley and his wife rode their motorcycles out to the Williams Bend area one afternoon and Ed said that after he looked at the land he knew that with adequate grading to remove the hilltop the club could develop an excellent flying field in the area. After Ed had recommended the site, our club leaders finally persuaded the County Commissioners to lease 25 acres of the Williams Bend area to the club for 19 years at an annual rental fee of only \$25.00. The lease was dated July 17, 1973. This was a major accomplishment and a turning point in the history of the club.

Dr. Shacklett served as the first president of the newly organized KCRC in what undoubtedly was the busiest year that any R/C club in this area could ever expect to have again. During this year the club members worked countless hours (with some help from a grading contractor whom they hired) in grading and smoothing the dirt runway and oiling it with crankcase oil. The club also reviewed and adopted a comprehensive set of by-laws and club rules and a set of safety standards which had to be adopted before the county officials would permit the field to be used.

The 1973 Treasurer's report shows that over \$1,200 was spent to pay for rental of a motor grader; an equipment operator to cut, fill, and grade the flying field and entrance road and to install a culvert under the road; and rock for the road. Jim Clift, Don Bowman, Ed Ham, George Shacklett, and Ed Hartley played leading roles in getting this work done and in working with other club volunteers nearly every weekend on smoothing the runway and picking up rocks. George Shacklett said that the grading contractor had to cut as much as ten feet off the top of the hill and spread the dirt at each end of the runway. The surface left by the road grader was full of rocks that members had to remove before the runway could be dragged smooth and oiled.

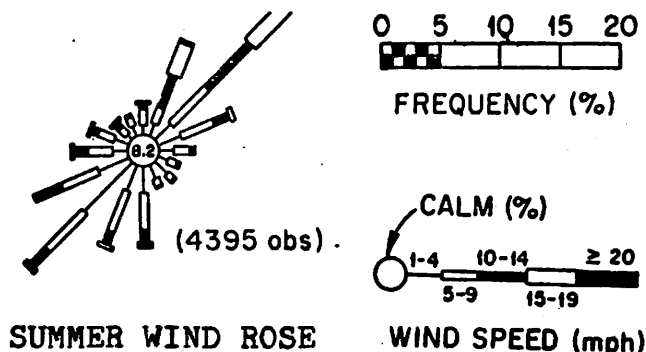
The new members of the club will be interested to know that the grading contractor did not just spit into the wind to determine which way the runway should be oriented. John Tudor prepared a study to show the annual frequency of wind direction in the vicinity of the KCRC flying field. His research showed that the winds at 70 feet AGL were more frequent at NE (21% of the time) and ENE (15% of the time) and/or at their reciprocal SW (15% of the time) and

WSE(18% of the time). John Tudor used this information to help guide the grading contractor in orienting the runway so that the wind is right down the runway approximately 69% of the time!

The table of Annual Frequency of Wind Direction and the illustration of the Summer Wind Rose which shows the direction and speed of the wind are included here as a matter of general interest to members.

Annual Frequency of Wind Direction

Wind Direction ^a	Frequency (% of time) of Area Winds at 70 ft (1951)		
	Stable	Unstable	All Observations
Calm	8	1	5
NNE	4	3	4
NE	21	15	19
ENE	15	13	14
E	2	3	3
ESE	2	2	2
SE	1	1	1
SSE	1	0	1
S	1	2	2
SSW	5	7	6
SW	15	20	16
WSW	18	21	20
W	4	6	5
WNW	1	2	1
NW	1	1	1
NNW	1	1	1
N	2	1	1



The August 1973 KCRC Flightline reproduced on the following pages contains the "President's Corner" by George Shacklett which describes the great significance of the 19-year lease to the future of R/C flying in the Knoxville area and shows pictures of the last official event of ETRC, the July 28-29 Classic Contest at the Lovell Road site.

Following these pictures is a copy of an article from the July 15, 1973 Knoxville News-Sentinel which highlighted the flying fun of Ben Oliver and his son, Warren, as active members of ETRC and told about events scheduled for the Classic Pattern Contest.

2ND ANNUAL R/C CLASSIC

SPONSORED BY

EAST TENNESSEE RADIO
CONTROL SOCIETY

AMA
SANCTION
NO. 619
AA CONTEST

SAT. & SUN., JULY 28 & 29, 1973 8:00 A.M. TO 6:00 P.M.
ET/RC FLYING FIELD JCT. I-40 & LOVELL RD., KNOXVILLE, TENN.

CLASS A PATTERN —EVENTS— CLASS D NOVICE PATTERN
CLASS B PATTERN CLASS D EXPERT PATTERN
STAND OFF SCALE

HANDSOME TROPHIES AWARDED TO 1st THREE PLACES IN EACH EVENT

ENTRY FEE \$5.00. THIS ENTITLES CONTESTANT TO ENTER ALL
FLYING EVENTS.

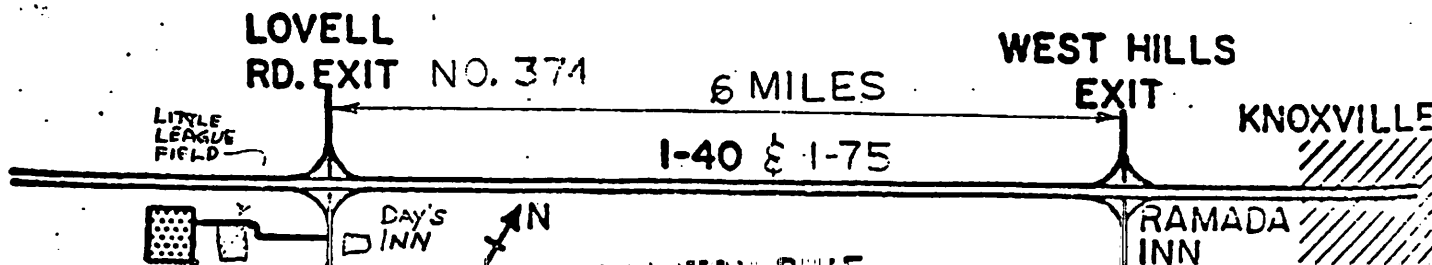
AMA & FCC LICENCES REQUIRED OF ALL CONTESTANTS.

A 1st CLASS REFRESHMENT STAND SERVING HOT SANDWICHES, COLD
DRINKS, COFFEE, ETC. WILL BE IN OPERATION BOTH DAYS.

THE "RAMADA INN", 7621 KINGSTON PIKE, KNOXVILLE, TENNESSEE,
PHONE (615) 584-9101; HAS BEEN DESIGNATED AS MEET HEAD-
QUARTERS. DON'T MISS THE BANQUET ON SATURDAY EVENING.

ALSO: A COLOR TV & RC KIT & ENGINE RAFFLED OFF.....

FOR FURTHER INFORMATION CONTACT.. DON BOWMAN, C.D., AMA 189
4723 CALUMET DR., KNOXVILLE, TENN. 37919
PH-(615) 546-0220



Model Plane Flying Fun of Father, Son

By LORETTA TOFANI

News-Sentinel Staff Writer

For father and son Ben and Warren Oliver, 4211 Holston Hills Rd., flying radio-controlled model airplanes is a hobby that doesn't end when the sun goes down, the plane stays up, or the varnish on the new Red Baron dries.

Seventeen-year-old Warren's interest in the radio-controlled planes, for example, has led him to major in aerospace engineering at UT, where he is a sophomore. He is also taking flying lessons at Downtown Island Airport and flies a man-carrying kite.

Ben Oliver, a professor in metallurgical engineering at UT, recently built an orange and white plane, complete with UT decals. A former member of the National Science Foundation. Mr. Oliver began flying the radio-controlled planes four years ago, when his interest in his son's pastime of building

and flying the planes led him to experiment for himself.

Competition July 28-29

"The usual process is for father to interest son, or son to interest father, so that they learn about the planes together, build together, travel to contests and tinker with engines together," explained Dr. George Shacklett, president of the East Tennessee Radio Control Society, the hobby club which promotes radio-controlled vehicles and sponsors the plane contests.

Although each of the Olivers builds his own planes — with one only occasionally helping the other — they do travel to the various contests together. The father-son combination have competed in such places as Huntsville, Ala.; Asheville, N. C. and Chattanooga. Warren, who worked on the hobby before his father, usually places higher than Mr. Oliver.

The competition is coming to West Knox County July 28 and

29 and is sponsored for the benefit of Boy Scouts of America. About 40 contestants from all over the Southeast will be judged on the execution of patterns that full-sized airplanes also perform: slow rolls, figure eights, outside loops, take-offs and landings. The radio-controlled planes will also be judged by their scale to real airplanes.

Practice 'for Fun'

Contestants are placed among four experience categories: A, B, D-novice and D-expert. Ben and Warren both compete in category A, where one "just tries to keep the planes away from the people," Warren said laughingly, adding that he and his father aren't "dead serious" about the planes; they practice "for fun" four to 10 hours each week.

But Warren and his father will not compete next Saturday and Sunday, since the pattern-flying contest is restricted to visitors. One of the visitors will

be Jim Whitley of Alabama, who will represent the U. S. in the world championship at Italy this September.

Fliers of radio-controlled planes in the pattern-flying contest two weeks away will receive points toward the national tournament, from which the world competing team is selected. It is usually necessary to perform well in about 15 pattern-flying contests to compete in the national tournament.

Wingspan About 6 Feet

The radio-controlled planes are usually made of maple, spruce or balsam, have hollow wings, and the same number ribs as real airplanes. With a wingspan of about six feet, they weigh seven or eight pounds, and travel at an average speed of 100 miles per hour.

The "flier" holds an eight-inch by six-inch radio control box which governs the various parts of the plane, depending on the manner in which he moves

the controls. The radio control usually costs about \$200; the airplane kit from \$15 to \$60, and the engines from \$10 to \$80.

In addition, the Olivers pay a few dollars each year for the liability insurance that the East Tennessee Radio Control Society provides, in case the planes cause property damage.

Admission 50 Cents

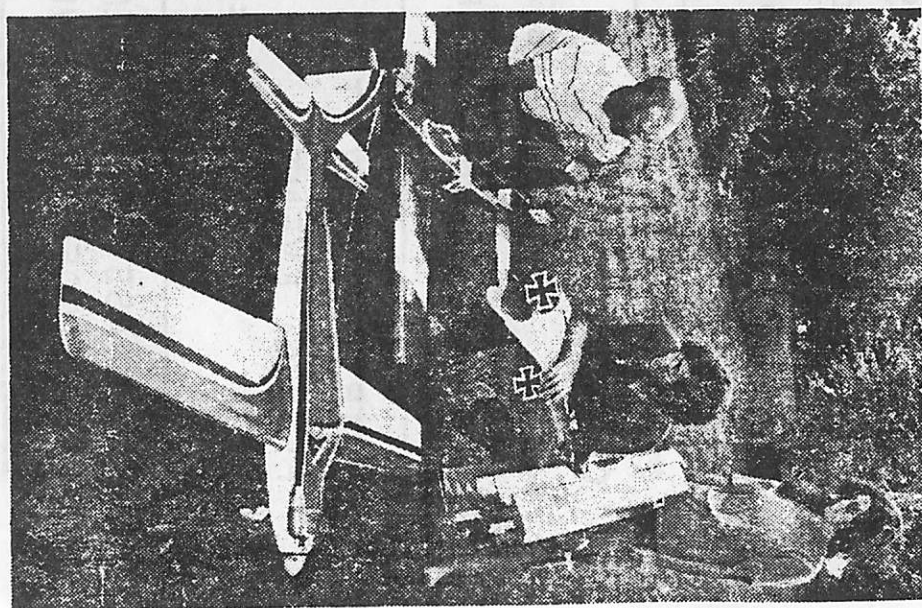
The society also enables novice fliers to keep from becoming discouraged, since expert fliers are always available to teach them the different maneuvers of taking-off and landing, according to Mr. Oliver.

In two weeks, novice and experienced fliers alike will compete in the pattern-flying contest at the flying field — Little League field on Kingston Pike, off the Lovell Rd. exit of I-40 west. The admission charge is 50 cents, and the contest will run both days from 8 a.m. to 5 p.m.

"If you like airplanes and flying, you can't spend a better two days," claims the president of the Radio Control Society. But the fascination may not end in those two days. Ask Mr. Oliver and Warren.

They Take to the Sky

Flying radio-controlled planes is the specialty of two members of the Ben Oliver family. Mr. Oliver and his son, Warren, build and fly the planes for the fun of it. Warren, 17, a aerospace engineering major at UT, is taking flying lessons and he got his father interested in the planes four year ago. From left are Mr. Oliver, Warren and Val Oliver.



The President's Corner

These are rather historic days for the club. Much has been done, and there is much more to do. By the time you receive this, much of the rough grading will have been done and soon we will be flying there. The new field has many good points to recommend it, and some defects. Let us not forget one big thing, though. IT IS OURS FOR NINETEEN YEARS... Never before in the history of some area modeling has there been such a scarcity of flying fields., and that is why I think we are in a unique position. Nobody is hoping that our friends in adjoining clubs to lose their sites, but our situation will allow us to be a big help to area flyers if a field shortage persists.

At the next club meeting you will get a copy of the by-laws which were approved last month. We have yet to write the rules and regulations to go with them, so try and be there next time. I have promised the county that we will not fly until our rules etc. are complete. We could do this in one night if we put our minds to it. also, our insurance must be on file in the court house before we fly.

The contest is over and it was a GOOD ONE. A lot of work was done and the comments from visiting flyers was near 100 % complimentary. Thanks to everyone who put out the ole sweat, and especially to the CD, judges, committee heads etc.. Also, all you guys whose wives pitched in, pass on a sweet word to them from all of us. They as usual, were essential to a lot of the activities. We will have a financial report at the next meeting.. right Gene?

PUZZLE OF THE MONTH. What would be the field fee and membership dues for this club if all the labor had to be paid for in cash????

I want you to think about the above question before next meeting. It's a time to think... we haven't set any fees yet, many members are in favor of putting some teeth into our rules to cover work details, as well as for defining just what a member's responsibility is beside just paying a small fee... Suggestions for rules invited.

Let me hear from you

George Shacklett

KC/RC
FLIGHT LINE
KNOX COUNTY RADIO CONTROL INC.

August 1973

CLASSIC CONTEST.. The ET/RC Classic contest has come and gone.. On page 2 of this news letter are some photos showing what went on. Winners of the contest are as follows..

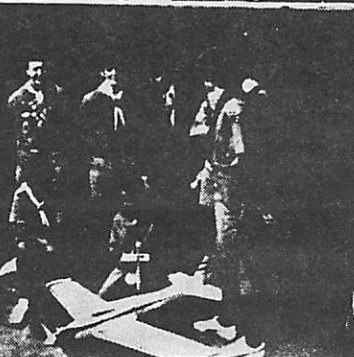
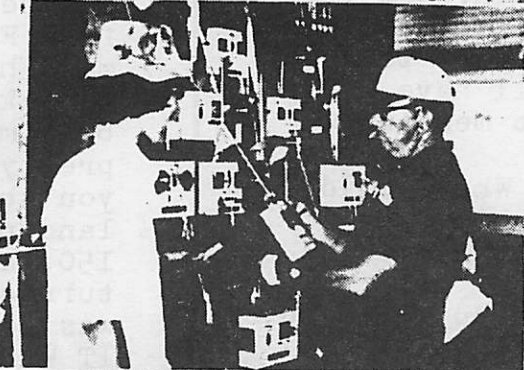
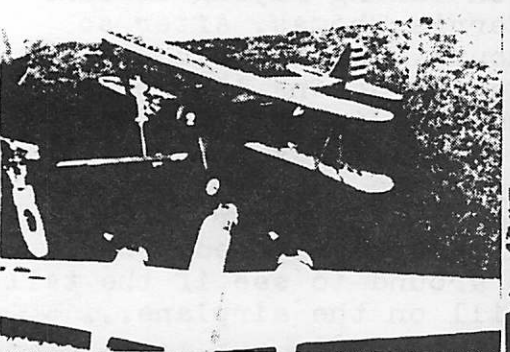
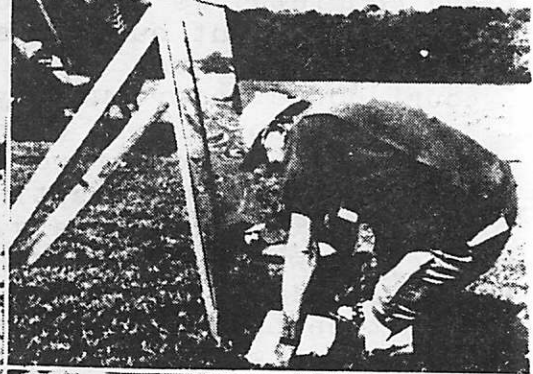
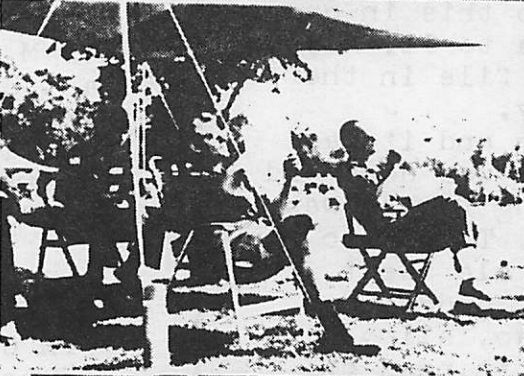
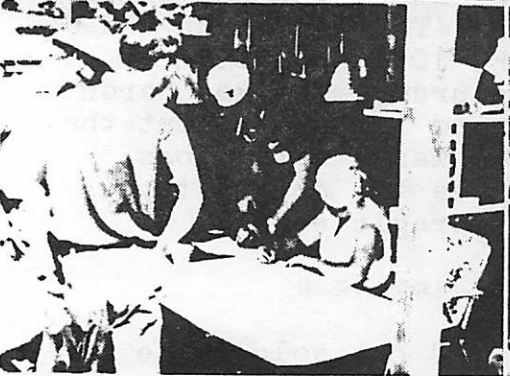
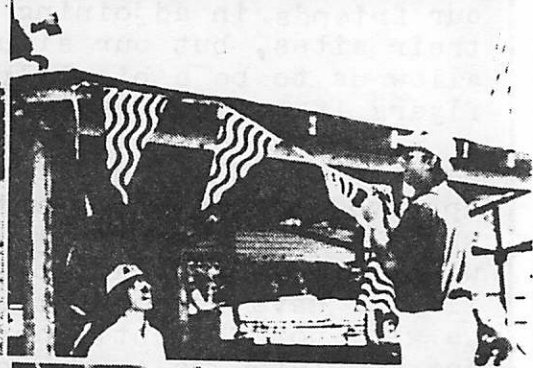
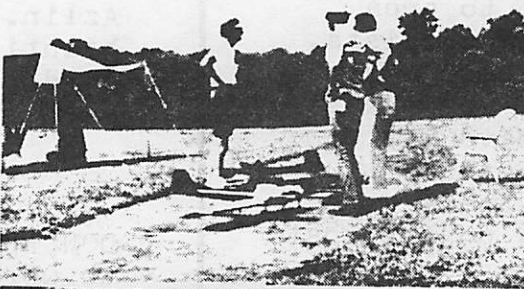
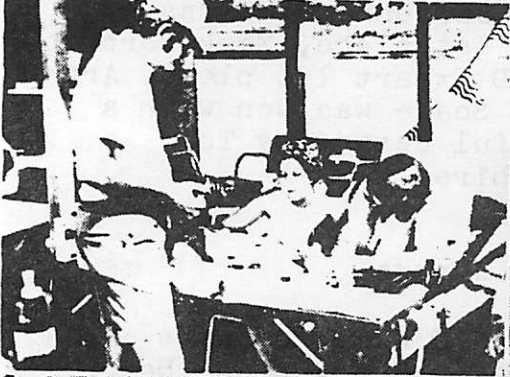
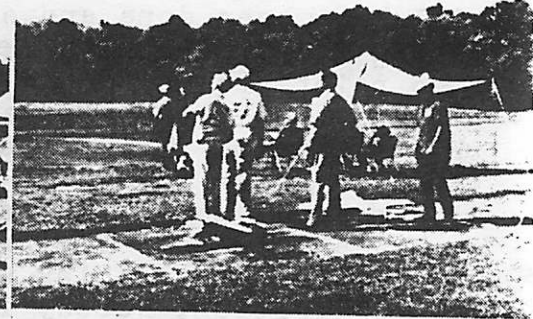
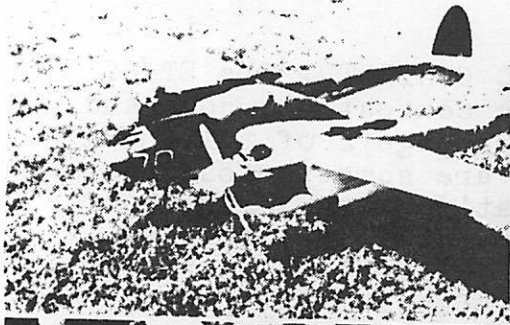
Class A 1st place, Terry Leslie. Class B 1st place, Topper Gardenhire. Class D Novice 1st place, Mark Corbett. Class D Expert 1st place, Art Azlin. Scale was won with a beautiful Cessna by Tom Gardenhire.

DON BOWMAN will not have to worry about the Red Baron any more. The red Baron and his M.E. 109 was shot down last Saturday. The Red Baron parachuted to safety, but the M.E. 109 was a total loss. Ed Ham was the only witness to this tragic event.

JIM CLIFT has soloed. He has been taking flying lessons from Ferris Thomas. After so many hours, Ferris told Jim to take the Cessna 150 around by himself. Jim says it felt pretty good... Ask Jim to tell you about the three point landing he made later in the 150. After they landed, Ferris turned around to see if the tail was still on the airplane... IT WAS

THE next meeting of the KC/RC will be September 7, 1973 at the Hamilton Bank Branch at the Western Plaza shopping center at 7.30 p.m.

KC/RC
FLIGHT LINE
KNOX COUNTY RADIO CONTROL INC.



KCRC members continued to fly at the Lovell Road site in August, September, and early October of 1973 while they worked toward getting the new flying field ready. However, the September 1973 newsletter notified all members of KCRC that "the club insurance on the Lovell Road field has been transferred to the new field. Since the new field is not ready to fly on, anyone on the Lovell Road field will be doing so at their own risk."

Apparently the new field was open for flying (with a dirt runway) by mid-October. The September 1973 newsletter announced that "If a large turnout of members is had at the two work sessions scheduled for September 29 and October 6, the field can be ready for flying on Sunday October 7, 1973."

As noted above, 1973 was a busy year and, although the club members were moving from Lovell Road to the new site and were busy constructing the new field, they also took time to have fun and enter a few contests.

The following persons were listed as

CONTEST WINNERS 1973 SEASON

Huntsville			
Class D Novice	1st		Bobby Rhyne
Nashville			
Class A	3rd		Carl Smith
Class D Novice	2nd		Bobby Rhyne
Class D Novice	3rd		Glenn Rhyne
Chattanooga			
Class A	1st		Ed Hartley
Class A	2nd		Buddy Lickliter
Class A	3rd		Carl Smith
Class B	1st		Don Bowman
Class D Novice	1st		Bobby Rhyne
Class D Novice	2nd		Glenn Rhyne
Scale	1st		Don Eilor
Tulahoma			
Class A	2nd		Ed Hartley
Courtland			
Class A	2nd		Warren Oliver

The following list includes the names of club members during 1973 when ETRC was phased out and KCRC was organized. Many of these people served on the work crews to help build the new site.

Curtis E. Bemis, Jr.	Oak Ridge	James G. Clift	Knoxville
A. C. Bogarty, Jr.	Knoxville	Thamo C. Cruise	Knoxville
David W. Bogaty	Knoxville	Donald J. Eiler	Oak Ridge
Donald F. Bowman	Knoxville	Roland Ezell	Knoxville
Joseph E. Carden	Knoxville	Carl E. Gibson	Concord

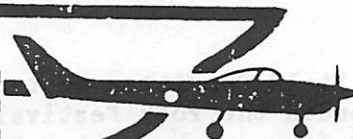
Jeffrey D. Gower	Knoxville	Warren C. Oliver	Knoxville
John C. Gower	Knoxville	James K. Ottinger	Powell
Edwin J. Ham	Oak Ridge	Cornelius J. Pinajian	Oak Ridge
Wm. E. Hartley, Sr.	Concord	John J. Pinajian	Oak Ridge
Wm. E. Hartley, Jr.	Concord	R. G. Rhyne	Clinton
Floyd Hipshire, Jr.	Knoxville	R. G. Rhyne, Jr.	Clinton
Alan F. Hitch	Knoxville	Royes Salmon	Concord
Anthony L. Hitch	Knoxville	James O. Scarbrough	Lenoir City
Billy F. Hitch	Powell	Geo. E. Shacklett, Sr.	Knoxville
Jason Hutchison	Knoxville	John R. Sheely	Oak Ridge
Larry W. Hutchison	Knoxville	Robert L. Sheely	Oak Ridge
Glen Licklitter, Jr.	Knoxville	Carl M. Smith, Jr.	Knoxville
Glen Licklitter	Knoxville	Carl M. Smith III	Knoxville
David Liles	Knoxville	John J. Tudor	Oak Ridge
C. D. Martin, Jr.	Oak Ridge	Dick Wall	Lilburn, Ga.
J. D. McCartha	Concord	Penn M. Warriner	Powell
Gene McKelvey	Concord	Samuel A. Webb, Sr.	Seymour
Wm. E. McKelvey	Concord	Samuel A. Webb, Jr.	Seymour
Ronald L. Melton	Concord	Paul T. Wooten	Knoxville
Jim R. Mikels, Sr.	Knoxville	John W. Zimprich	Knoxville
Ben F. Oliver	Knoxville		

George Shacklett closed out a very successful year in December 1973, hopefully with a feeling of tremendous pride and satisfaction for the progress the club had made under his leadership, viz., finding and leasing the Williams Bend site from Knox County, getting the site developed for flying, drafting and securing the adoption of an excellent set of By-Laws (August '73) and Safety Rules and Regulations (September '73). These two items are included in the Appendix of this report.

The October and November 1973 issues of the KCRC newsletter are reproduced on the following pages. They show the slate of new officers for 1974, contain observations from George Shacklett about the work of the club members, and reflect the good humor that was prevalent among the membership.

KC/RC

FLIGHT LINE



KNOX COUNTY RADIO CONTROL INC.

October 1973

The President's Corner

Election note; November 1973. No signs of a Watergate in the club. We've got everything on our side for the coming year, so lets get out to the November meeting and elect the slate of officers which will keep the momentum going and the club in unison during 1974.

We're expectiong great things from the work rules committee report this month. This is perhaps the biggest hurdle we have left toward the completion of the rules and regulations for KC/RC. I had a goal as president for 1973. This was to wrap up the lease with the county and get the boring and laborious job of getting the by-laws and rules settled. I thnk we can finish this job and have some fun at our meetings next year instead of the rather boring tpye meetings which dominated 1973. Maybe the program committee will have have a chance to do their thing.

There has been some question as to the excutive committee's function under the new system(also called the board of directors). This committee is composed of all officers, immediate past president, and two members elected from the membership at large. Their function is to set an agenda for club meetings and meet in emergency situations and take appropriate actions for the club's benifit. Expenditures at such meetings are limited to \$50.00.

This is another reason for considering carefully the officers to be elected in November. They make many decisions for you. It is impossible to bring up in open meeting all the minute details which must be decided upon. Therefore, the officers(especially the president) must be available most of the time and should be equiped to help make these uecisions.

I thank you for your support during the past year. Give some thought to our future problems and vote accordingly. We need strength of leadership and unified support behind our leaders.

Looking forward to the banquet...

George Shacklett.

NOMINATIONS OF OFFICERS

President.. Don Bowman
Bill Hitch

Vice-President..
Carl Gibson
Ed Ham

Recording Secretary..

Floyd Hipshire

Julian Morrison

Corresponding Secretary

Don Eilor

Bill Bean

Treasurer Gene McKelvey

Bryon Pickens

Historian..Ronnie Ezell

George Shacklett

Sargeant at Arms..

Jim Clift

Glenn Rhyne

Two members for

Excutive Board..

Carl Smith

John Tudor

Royes Salmon

Frank Hensley

George Shacklett and Glenn Rhyne say that they are going to work hard all winter and see if they can finish their B-36. George says that he is going to be the pilot and Glenn will be the mechanic. Lotsa luck.....



NEW KC/RC FLYING FIELD

PHOTO BY FERRIS THOMAS AND JIM CLIFT

The Field Committee wants to thank all the plus or minus 30 pilots that attended the rock festival Saturday, October 6. The turn out was the best ever for a work session according to one old timer.

A little different approach to smoothening the runway surface was needed on the Williams Bend field since the soil is rocky. We feel the runway is close to being in great shape and temporary finishing is a week away with the weather and everyone cooperating. For those unable to attend a Saturday work session see a member of the Field Committee for a job that can be done at your convenience. We don't want anyone to feel left out. The Lovell Road site shelter must be dismantled and brought to the new field. A privy must be built and a hole must be dug for it. Privy: A small building having a bench with holes through which the user may evacuate and usually lacking means of automatic discharge.

For those unable to stay to the end of the work session or unable to make the flying session on the following Sunday, we found the runway lacked the touch required to call it a finished product. We scraped the runway and put six barrels of oil on it but there are many small stones to be swept up, small holes to be filled, and much more oiling to be done. Some grass seeding has been done where landscaping has been done.

We had a straw vote on where to put our entrance to the field and a majority felt the speed breaker area was the best choice. The road is now graded and ditched. Mr. Glib has completed arm twisting (negotiations) for free gravel plus hauling costs. During our next general work session on October 20 we will install a culvert to keep our road from being washed away. Prior to the next work session oiling will be complete. A general sweeping with street brooms is the last step for a smooth runway.

Our man Jim Clift with close ties in the railroad business (pun intended) has a solution in mind for the gate. Some strong backs will be needed to assist him in building this tank-resistant barrier. A combination lock is planned for controlled access.

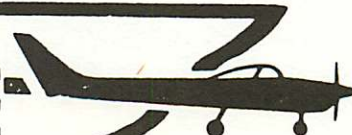
After trying it you will find our field is the best model flying field outside of some of the ex-airports now in use by some clubs. Only a little work will be needed to keep it that way.

Future dreams may include a paved runway, an alternate runway, a club house with running water and electricity, a picnic and camping area, glider and seaplane facilities. We are only limited by our imagination.



KC/RC

FLIGHT LINE



November 1973.

KNOX COUNTY RADIO CONTROL INC.

ELECTION RESULTS

President.. Don Bowman

Vice-President..

Carl Gibson

Recording Secretary..

Julian Morrison

Corresponding Secretary

Don Eilor

Treasurer Bryon Pickens

Historian..Ronnie Ezell

Sargeant at Arms..

Jim Clift

Two members for

Excutive Board..

Carl Smith

John Tudor

A.M.A. DUES ARE DUE NOW.

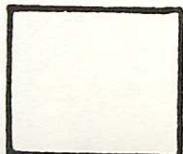
BANQUET

The banquet committee has announced that the banquet will be Sat. Dec. 15 at the Ramada Inn on Kingston Pike. The time and cost will be announced at the club meeting to be held Thursday, Dec. 6, 1973.

TEST FOR CLUB MEMBERS

At the bottom of this page, you will notice a small square. The paper in this square has been specially treated to be "breath sensitive". Go ahead, breathe on it.

If it turns blue, see your doctor. If it turns green, see your attorney, if it turns brown, see your clergyman, if it turns red, see your banker, if it turns lavender, see a psychiatrist. If it doesn't change color at all, there's not a damn thing wrong with you and there is no reason why you can't come to our next meeting.



The December meeting will be at 7:30p.m. Dec 6, at the Hamilton Bank branch at the Western Plaza Shopping Center.

PRESIDENT'S CORNER

Time out for our year end round up with the annual banquet. Hope all of you will read the announcement printed elsewhere in this issue and make your plans to come. Lets try to make it a family affair. If the entertainment is half as good as last year's it alone will be worth the ticket. Details will be announced at the next meeting by the banquet committee but I understand there will be a happy hour (with each one paying his own bar tab) and a sit down dinner to follow.

The field is coming along, the road has been built, the gate put up, and the runway has been dragged and dragged and dragged.... Maybe next year we can make plans for some sort of runway which won't require all that upkeep.. Be thinking about that and other permanent type improvements. From here on we can make it what we want, so lets make it so we can live with it comfortably for the next 19 years.

Hats off to Ed Ham for organizing the field work and all those who helped and got a lot of work done. Lets keep going till we are satisfied with it. Most everyone has done something toward this field and we have cause to be proud of the outcome.

If the gas shortage keeps up, our fliers will find it profitable to camp on the field next summer. Hope they don't ration the ole wood alcohol and castor oil or we may have to go to compacts. Ths

This article will self-destruct in case of a watergate type of investigation . I hope that I can make it through another month without a Watergate and then turn it over to that D-- - Bowman.

George Shacklett

- 1974 -

The new slate of officers for 1974 with Don Bowman as President had a busy and fun-filled year. Other officers were Carl Gibson, Vice-President; Julian Morrison, Recording Secretary; Don Eiler, Corresponding Secretary; Bryan Pickens, Treasurer; Bonnie Ezell, Historian; Jim Clift, Sergeant-at-Arms; and Carl Smith and John Tudor, Executive Board.

The major goals for the year were to continue to improve the surface of the runway and eventually to have it paved, to improve the area around the runway, and at the same time to continue to really enjoy the new site.

In order to make the necessary improvements to the runway and the flying field, the club members either volunteered to serve or were appointed to the various work parties by Don Bowman as shown below in the official club work schedule.

WORK PARTIES

Permanent Oiling and Scraping Party: Rhynes, Harleys, McKelveys, and Clifts

	<u>Coordinator</u>	<u>Grass Cutting</u>	<u>Runway</u>	<u>Road</u>
April 1-7	Julian Morrison	Bill Bean Toby Blackstock David Bogarty	Don Bowman Joe Carden	Thamo Cruise Johnny Dender
April 8-14	Ed Hartley, Sr	Don Eiler Bruce Ellison Roland Ezell	Bruce Furr Carl Gibson	Howard Gerth Hugh Grenade
April 15-21	Jim Clift	Jeff Gower John Gower David Liles	Frank Hensley Ed Ham	Floyd Hipshire Bruce Kennedy
April 22-28	Ed Ham	Alan Hitch Tony Hitch Bill Hitch	Jason Hutchison Larry Hutchison	Glen Lickliter Buddy Lickliter
April 29- May 5	Glen Rhyno	C. D. Martin Jackie McCartha Ronald Melton	Jim Mikels Julian Morrison	Ben Oliver Warren Oliver
May 6-12	Julian Morrison	James Ottinger Cornelius Pinajian John Pinajian	Bryan Pickens Bob Pannell	Royce Salmon Jim Searbrough
May 13-19	Ed Hartley, Sr	George Shacklett John Sheely Lowry Sheely	Carl Smith Buddy Smith	Bob Spore John Tudor
May 20-26	Jim Clift	Penn Harriner Paul Wooten John Simprich	Bill Bean David Bogarty	Toby Blackstock Don Bowman

Changes in the schedule may be made by mutual agreement between members.

While the Oiling and Scraping Party and the other work parties were busy improving the flying field and entrance road, Don Bowman, George Shacklett, and other club members were "working on" Commissioner John Beeler to get Knox County to pave the runway. During this time Doc Shacklett was in charge of the Clinic at the U.T. Hospital and Commissioner Beeler was in charge of the county expenditures for indigent patient care. So he and Dr. Shacklett had to meet quite often and every time Dr. Shacklett would tell Mr. Beeler how badly the club needed to have a paved runway. Finally, after considerable arm twisting as well as an indication of interest in the re-election efforts of Commissioner Beeler on the part of Don Bowman, Dr. Shacklett, and other club members, Commissioner Beeler finally agreed to send a crew of county workers out to the field to pave the runway. This was a major accomplishment while Don Bowman was club president during 1974. During this year even with all of the work on field and runway improvements by club members as well as the county, the members managed to have several successful Fun Flys and a Pattern Contest.

During the early part of 1974 the club also voted to obtain cloth patches for shirts and hats with the KCRC logo in orange and white for sale to club members. The March 1974 Newsletter reported that the patches would be available in April at a cost of \$2.50 for the shirt patch and \$1.25 for the hat patch. Note: Joe Leonard distributed the remaining patches to club members late in 1983. No more patches are available.

- 1975 -

Julian Morrison was elected President; Ed Ham, Vice-President; and Bryan Pickens, Treasurer for 1975. I was unable to find the names of the other officers for this year.

The club had been meeting at the U.T. Faculty Club. In 1975 it was finally successful in securing the use of a room in the Deane Hill Community Recreation Center as its official meeting place.

Early in the year club members completed a careful review and adoption of amendments to the by-laws. The club's attention to these seemingly mundane matters was a thankless task which was nevertheless essential to the continuing orderly operation of the club.

The club sponsored several Fun Flys during the year and had an outstandingly successful Pattern Contest on June 28-29 under the able direction of Ed Hartley. Thirty-seven contestants entered the contest. They came from Maryland, Ohio, Kentucky, Alabama, Mississippi, and Tennessee. The following reprint from a District of Columbia R/C newsletter gives a glowing account of this event.

KNOX COUNTY RC CONTEST – JUNE 28-29

by Joe Moltz

June 28-29 were the dates of the DCRC contest, and also for the contest of the Knox County (Tenn.) RC Club. Since my vacation plans had already been made, I went the the KCRC contest instead. This has to be the best contest I have attended this year. The whole idea of this contest was to have fun. And that's just what we had.

KCRC has an excellent field, compliments of Knox County. The club members graded and prepared the ground and the County paved it. The field is located in a very picturesque part of Tenn, 15 miles west of Knoxville, with the Clinch River nearby and the Smokey Mountains all around. Thanks to Jim Clift for flying me over the field for photos.

Registration was so quick and easy that all 35 contestants were through and ready to fly in 45 minutes. The score tabulation was even faster. The scores were posted by the time the planes were put away after each round. With 35 flyers, they decided to use three flight lines. There were no conflicts; the only problem was the usual unpredictable weather. The morning fog held us up until 10 am, but after it lifted, the weather was great. No wind, low humidity, and warm. Even with the delay we still got in four rounds by 5:30.

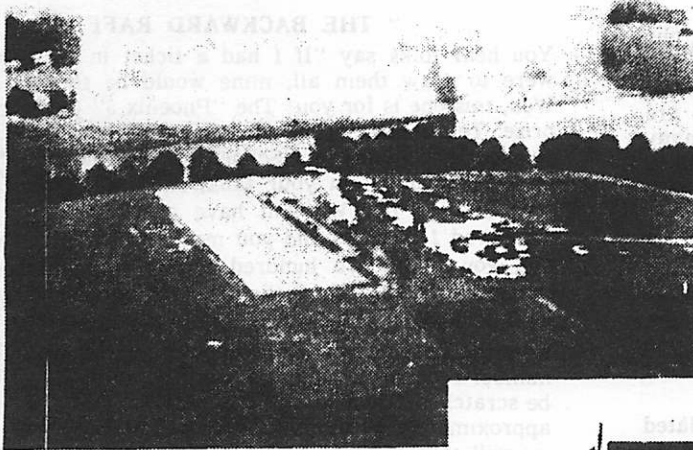
Saturday evening was one to remember. Their banquet was a little different: they served Bar-B-Q, with all the fixings right there on the field. The food was prepared by the wives and/or girl friends of the members. The cost were included in the \$8 entry fee...After the food came the Backward Raffle. What's a backward raffle, you ask? In a normal raffle the first ticket drawn wins. In this one, the last ticket drawn wins. They sold 175 tickets at \$3 each. When they had drawn all but about 50 tickets, they stopped for a while. Now the tickets remaining were worth more than they cost, but none of their owners sold any. They stopped drawing several times until only three were left. One owner turned down a \$600 offer for his (he should have sold; he lost). The winner was Mrs. Fred Watermier of Maryville, TN. The prize was a completely built and beautifully finished Phoenix 5, with Pro Line retracts and a Speed Webra installed. How about that!

The contest finished at 2 pm on Sunday after a total of 7 rounds. The awards were trophies through third and merchandise for the fourth places. The highest placing A pattern flyer using a Kraft radio was also awarded a new receiver for the set.

Winners were:

A pattern: Bob Latham, Dave Moerlein, Bill Cole, Jim Keiger.
B pattern: Topper Gardenhire, Bob McClain, Duane Sides, Joe Moltz.
D novices: Tom Gardenhire, Bruce Underwood, Jim Ray, Al Burson.
D expert: Ellis Newkirk, Jerry Black, Art Azlin.
Sport Scale: Jerry Davet, Tom Gardenhire, Jim Ray, Jerry Black.

(Continued on next page)



The Knox County Model Airpark--

and

their friendly welcome sign.

Many thanks to Ed Hartley, CD, and all the KCRC folks, who really put on a great show. I hope to make it back there again next year.



RC Planes, Equipment, Fuel

CONTINENTAL HOBBYCRAFTS



Open 10 a.m. to 9:30 p.m. Mon. thru Sat.

THE BEST NAMES IN MODEL SUPPLIES

SIG, KRAFT, GOLDBERG, KAVAN, DUBRO, STERLING, BRIDI, EK,
FUTABA, FOX, MRC, PACTRA, SULLIVAN, TOP-FLITE, DUMAS, OS
MAX, MIDWEST, ANDREWS, K&B, GUILLOW, COX.

Full Line of Handicrafts, Trains, Coins and Stamps.
ONE-STOP HOBBYSHOP FOR THE ENTIRE FAMILY

Beltway Plaza
6216 Greenbelt Road, Greenbelt, Md. 20770
Phone 474-5040

Ed Hartley distributed the following KCRC announcement of the 1975 Pattern Contest with information about all of the activities and a brief sketch about each of the judges.

POT OF GOLD

BASICALLY SPEAKING

Those of you who came to Knoxville last year know that our contest was one of the super events on The Circuit. This year should be nothing short of spectacular! We start with the most important part of any contest, our judges. All are pattern competitors and all will have spent many many hours in judging sessions before our contest date. We plan to have the most constant judging you will fly before this year or any other time.

Our trophies fall into the fantastic category. Not just for a 1st place, but for 2nd and third in all events. Our pictures do not do justice to these awards. We believe our trophies are as great if not greater than any given at any contest in the nation. Better than \$700 at list prices for the group. If you take one of these beauties home I guarantee you will not display it in the attic or closet!

We have merchandise not only from model aviation related industries but from a number of local merchants as well! As of this writing, we do not know what the dollar volume will be as the goodies are still coming in! But, to date, we have approximately \$800 and this figure does not represent the raffle goodies.

Our transmitter impound area will be as strict as ever with the added attraction of checking each transmitter electronically upon its return to impound. This will be supervised by Mr. Jim Cliff who has done such an excellent job in the past.

Our scoring will be supervised by George Schacklett and scores will be posted immediately if not sooner by his fine group of assistants. Our sport scale static judging will be by John Tudor, Glenn Ryne and Robert Holmes. All of these men are most capable and qualified to handle this most important phase of scale competition. Sport scale flying will be judged by our pattern judges.

At the end of Saturdays flying we are going to feed the contestants and their families the best meal you have eaten at a contest. It will consist of Basic "Otts" barbecue (The Best Anywhere)! along with lots of side dishes prepared by wives of our club members. Along this line free cold drinks will be furnished contestants and their families through out the contest. After the feed, music will be supplied for dancing on the runway! We will take orders for Kentucky Fried Chicken until 10:30 a.m. both Saturday and Sunday for the noon meal. Our people will pick these up and the break for lunch will start when they return.

By now you probably figure that our entry fee will be unreal! NOT SO! Same as last year, \$8.00 with an additional buck for a second event. As you can see we really want you to enjoy yourself at the KCRC contest this year.

As you know, a contest is a club function. Our club members are covering every minute detail as carefully as we can to make your visit here the most enjoyable one ever! Please except our personal invitation to come compete in this Super Event on our 270' paved runway.

CD, Ed Hartley

"PHOENIX 5"

"THE BACKWARD RAFFLE"

You hear folks say "If I had a ticket in a raffle and they were to draw them all, mine would be the last one out!" Well, this one is for you! The "Phoenix 5" pictured is the big prize. This model has been built with great care by pattern people. It contains a "Schneurle Weura" and "Pro-Line" retracts. You put in your tank, radio equipment and push-rods and go fly. We will have a large poster with slots numbered 1 thru 200 and you may purchase any number not sold you like! Two hundred is the maximum number of chances to be sold. Once the drawing starts, no other chances shall be sold.

Now the first number out becomes the "grand loser". That number receives a nice prize and the name on our board will be scratched. Then we draw in earnest, down to a point when approximately 50 numbers are still active. Thru this phase, we will take a break and allow those that are "out" to try and buy a ticket from one of those still alive. We then draw a few more numbers reducing the live ones down to approximately twenty-five. We repeat this process several more times until we are down to the final three numbers. The final three out will win a nice prize with the last number out being the winner of the "Phoenix". We will break after each number pulled during the final three. This should make the tickets left very expensive to purchase. All tickets will be drawn. A large part of the drawing will be during our Barbecue which is discussed elsewhere. I think you will like this one and the "Phoenix" with engine and retracts is certainly a prize everyone would like to win!

We want to thank the following merchants for making the "Phoenix" possible:

REUTHERS HOBBY WORLD	Nashville, Tennessee
HOUSE of HOBBYS	Knoxville, Tennessee
PRO-LINE ELECTRONICS	Phoenix, Arizona

FAMOUS QUOTES from LAST YEAR

Judge — "Hey Sutherland; what kind of manouver was that?"

Spectator — "Who's that beautiful girl with Jerry Black?"

CD — "Tell Reuther he can't change the direction of the wind!"

Klineyoung — "I know now two airplanes can't occupy the same air space at the same time."

Judge — "Someone should show Topper how to do a touch-and-go."

MC — "Tie Ole Bullet around an oak tree."

Judge — "tell 'Kinkie' he is up next."

CD — "Tell all those women to hold it down back there."

Wife — "You ought to tell those guys to knock before they come into the Porta-Jon."

Contestant — "the least Jerry could do is play that thing quietly."

Wife — "Ellen was going to call for Jim but she had diar...."

Contestant — "I believe those boys from Kingsport are going to win everything!"

Contestant — "I can't believe they served this Bar-B-Q for nothing."

Judge — "I don't care — I want to see her tattoo."

Contestant — "These guys sure know how to put on a great contest."

CD — "Thanks — Come Back!"

FLIGHT JUDGES



"Don"



"Hoot"



"Ed"



"Julian"



"Bobby"



"Carl"

Donald F. Bowman AMA 189 CD NSRCA 133

Don, our Chief Judge and Assistant CD has been flying pattern for four years and has helped with all of our contests in the past. He's taught our judging school for three years. He is affectionally know as "The Crashing M.C. From East Tennessee". He handled the PA for the "Masters" in Huntsville, Al. in 1972. We feel that experience makes all our judges well qualified.

Carl Gibson MD AMA 79232

"Hoot", as he's affectionately known, made his pattern flying debut in Courtland in 1973, and, you guessed it - he was dead last. With hard work and practice he is now one of our best pattern flyers. Remembering that he is a doctor and that he knows how the manoeuver should look, we suggest you preform your best in front of this perfectionist, or he is liable to prescribe something for those flying ill.

ED HAM AMA 43008

Ed has been a judge for all our pattern contest and you may know from past experience, he's very well qualified. He's been RC'n it for more years than he cares to remember and is a pattern competitor. He is Vice President of K.C.R.C. and one we always depend on for leadership. Cash, Whiskey, or Pretty Women will not influence the other judges, but we just don't know about Ed.

Julian Morrison AMA 88572

An Environmentalist with Union Carbide and our club President, Julian has been flying for many years. His scale B-25 will make the contest circuit this year. He is a pattern competitor and our clubs best flying teacher. "Help", is Julian's first name and we are lucky to have him as a judge.

Robert G. Rhyne, Jr. AMA 52460

Bobby's one of the South's greatest pattern flyers. He has been flying RC for thirteen of his seventeen years. He is highly qualified to judge and exemplifies maturity beyond his years. This will be his second judging year. With more wins than twice his age, Bobby knows what a 10 maneuver looks like. In front of this man, fly great and you will score great — fly poorly and you will score poorly.

Carl Smith AMA 79461 NSRCA 260

Carl has been flying for eight years and has been competing for the last four years in pattern. He is the Kraft service man in Tennessee owning Kraft Central, 7843 Ramsgate Drive, Knoxville, Tn., Telephone 693-8605. He has been a judge in all our contests. You would have to look long and hard to find a better judge or a more devoted RC man.

NOTE TO "A" PATTERN COMPETITIORS!

Carl Smith of Kraft Central, 7843 Ramsgate Road, is giving a Kraft RCVR, tuned to your transmitter, to the pilot flying Kraft that finishes highest in the A event. Kraft Central also supplies the finest service available anywhere!

K. C. R. C. AIRPORT

Our flying field is an RC'er dream. Located on 26 acres leased from the County, we are ideally situated in West Knoxville. Our 270 ft. by 70 ft. paved runway is one of the best in the south. We have electric outlets adjacent to the runway and plenty of open space with no obstructions. We are located seven miles from I-40 & I-75 and I would recommend these facilities. Days Inn (966-5801) and the Family Inns (966-5872) or you can call Don Bowman (office 546-0220, or home 584-2242) and he will be glad to make your reservations.

Ed Hartley - Contest Director AMA 2000 NSRCA 213

Ed is the Contest Director for our 4th Annual AA Pattern event. He has been flying models most of his life and is known as one of the best on engines. He took up RC some years ago and he has been competing in pattern events for three years. He has served in most all capacities in previous contests and we are proud he is our CD. Ed's flying ability is second though to his most articulate hobby - Talking - he's great but don't tell him, we can't stand much more.

- 1976 -

Royes Salmon, the Recording Secretary for 1976, reported at the end of the year, "This was a very good year for KCRC!"

Officers for 1976 were Ed Ham, President; Ed Hartley, Vice-President; Royes Salmon, Recording Secretary; John Foreman, Corresponding Secretary; Bob Spore, Treasurer; George Shacklett, Historian; and Buddy Lickliter, Sergeant-at-Arms. Don Bowman and John Tudor were elected to the Executive Committee.

In January the members voted to keep the annual dues at \$24.00 (this included \$12.00 for membership and a \$12.00 field fee) and \$1.00 for each additional family member. In fact, 1976 appears to have been a Family Membership Year. The 1976 membership list showed the following father and son or husband and wife memberships:

John Foreman and Laura Foreman
Howard Gerth and Karl Gerth
Carl Gibson and Larry Gibson
Kenneth Gottschall and Kenneth L. Gottschall
Ed Hartley and Ed Hartley, Jr.
Robert Hunt and Martin Hunt
Glenn Lickliter, Sr. and Buddy Lickliter
Ben Oliver and Warren Oliver
Glenn Rhyne and Bobby Rhyne
Carl Smith, Jr. and Carl Smith III

Early in 1976 the club voted to hold a Pattern Contest on July 10-11 and approved a budget of \$1,085 for the event. Approximately \$800 of this amount was to be spent for prizes. Julian Morrison volunteered to serve as C.D. The Pattern judges were Ed Ham and Billy Rhyne, Carl Smith and Ed Hartley, and Carl Gibson and Don Bowman. The Scale judges were Robert Holmes, Ken Gottschall, John Foreman, and Bob Spore.

The club also voted to hold the First Annual Soaring Meet for Model Gliders. This event was held in Oak Ridge on October 6 on city property located across Lafayette Drive from the City Maintenance Department. John Tudor was the C.D.

The club also scheduled several Fun Flys and an Open Pylon Race with John Foreman and his wife, Laura, in charge of these activities with everything legal from .049 to .61. A quickie 500 race was held on September 19.

During 1976 the Federal Communications Commission held several hearings in Washington to consider changes in the assignment of radio control frequencies. Ed Ham urged club members to correspond with Bill Brock and Marilyn Lloyd and other members of Congress to be certain that they understood the importance of making the FCC reserve adequate frequencies for R/C planes. Ed Ham had a response from Bill Brock promising to look into the matter.

On another FCC matter, the club's FCC license expired on January 5, 1976, and Ed Ham contacted Jerry Barber at the Twin Cities (Maryville-Alcoa) Model Airplane Club and made arrangements for KCRC

members to use the Twin Cities' license until the new KCRC license was approved. This was a big favor and our club voted to pay the Twin Cities Club \$1.00 per person for coverage under their license during this interim period. The club also voted to invite this accommodating club to participate free in the Pattern Contest.

Early in the year Ed Hartley suggested that the club consider spending approximately \$800 to purchase a riding mower so that club members could keep the field mowed. However, it was decided to ask Ben Oliver and Mike Clift to contact our neighbor, Mr. Bohannon, about his mowing the field for us. He agreed to mow the area provided we could get it fenced. We were unable to get the county to fence the area but Mr. Bohannon agreed to mow anyway.

Other special activities during 1976 included a static display of several of our planes at the Air Show at McGhee-Tyson Air Base on April 17 and a lively auction conducted by Don Bowman in March.

Bob Spore reported at the June meeting that the club has 61 paid-up members.

The continuing problems of vandalism at the field generated considerable conversation between club members and county representatives about getting a ditch dug to keep out the motorized trespassers. However, little progress was made on this matter in 1976.

- 1977 -

New officers for 1977 were:

Bob Hunt	President
Don Bowman	Vice-President
Bill Hitch	Corresponding Secretary
Joe Skorski	Recording Secretary
Bob Spore	Treasurer
Royes Salmon	Historian
Tony Ball	Sergeant-at-Arms
John Foreman and Julian Morrison	Executive Board

John Foreman sent questionnaires to all members in January to determine their interest in various club activities including a Pattern Contest, Fun Flys, Quickie 500 Races, and also to get them to list their radio frequencies. At this time the club had approximately 75 members.

The club started the year trying to get something done about the continuing problem of vandalism at the field. The ditch problem was discussed at length and the club finally obtained a letter of approval from the county for a ditch to be dug to keep out trespassers.

Such a letter from the county was necessary because of liability problems and because of the terms of our lease from the county. The club hired a lawyer who said that we would not be liable if someone fell into the ditch if the ditch was dug as least 20 feet inside our property line and the property was posted with signs.

A local contractor quoted such a high price for this work with a backhoe that the club decided to ask the Marine Reserves to dig a 'Tank Trap' type of ditch as a training exercise. Captain Taylor agreed that the Marine Reserve Unit would dig the anti-tank ditch if the club would pay the cost of the diesel fuel. The club voted to pay the marines \$200. The Marine Reserve Unit dug the ditch on June 25, 1977.

The club also asked Ed Hartley to investigate the possibility of extending and widening the taxi strip and then voted to defer this work when Ed reported how expensive it would be.

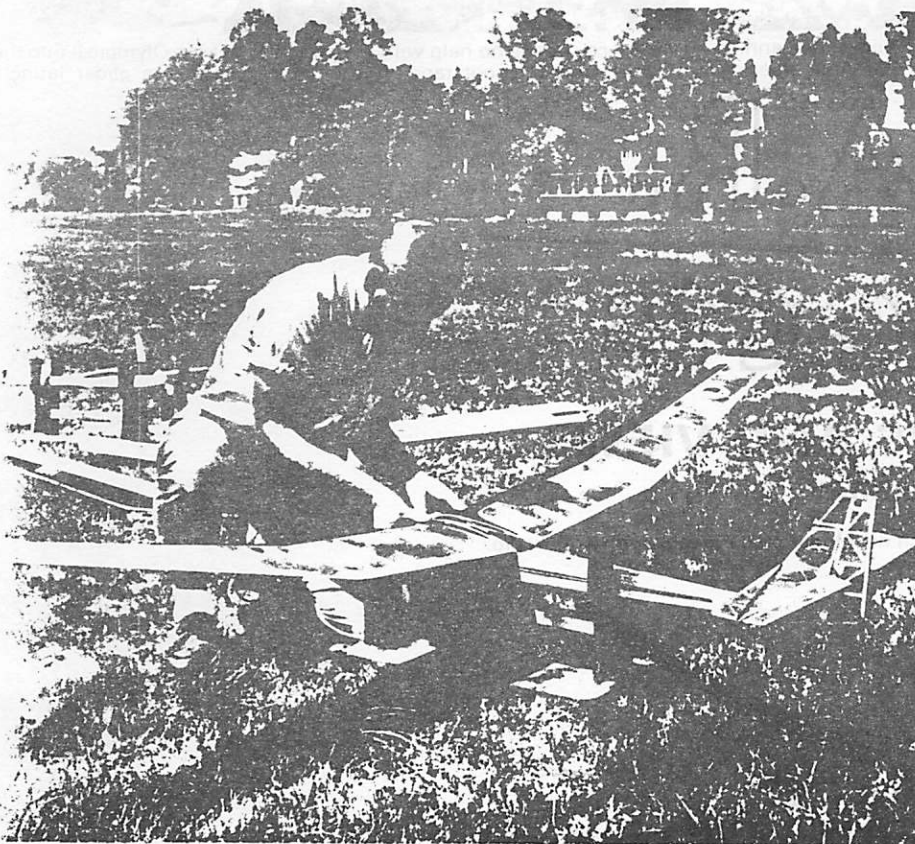
Quickie 500 Races--The club voted in April to have Quickie 500 Races on Monday evenings for the next six months. Ed Ham said these races were very popular but they gradually died out because so many volunteers were required to conduct each race. Each race required an official starter, judges at each of the three pylons to be sure that the pilots did not "cut" a pylon, and someone to count the number of laps (each race lasted 10 laps). Ed said that if a racer accidentally flew inside a pylon he had to fly an extra lap to complete the race. The pylon judges had to wear hard hats and John Tudor made a wire screen to protect the judges at the most dangerous pylon. Another reason the races were discontinued, according to Ed Ham, was the high cost of the 15cc engines for the midget races. The large tree that was recently cut down east of the out-house served as one of the pylons and it caught quite a few good planes in its day!

In February 1977 the club adopted a new Frequency Control System. This system required each member to supply his own frequency paddle (a wooden paint paddle), at least ten inches long, painted with the appropriate colors and with the frequency number, address, and name of the member. This procedure required each pilot to hang his frequency paddle on the frequency control post at the field. As soon as he finished flying he was required to remove his paddle from the post so that another pilot who had that same frequency could hang his paddle on the post and have control of that frequency. Apparently this paint paddle frequency control system was abandoned later in 1977 because the members sometimes forgot to bring their paddles to the field or forgot to remove the paddles from the post when they finished flying--a cause of some confusion.

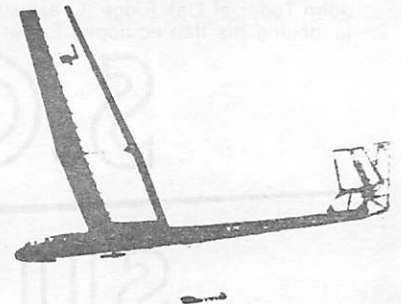
The Pattern Contest that was held in August was a real success. The club had arranged for the award of trophies instead of merchandise and also arranged for barbeque to be served free to contestants and their families on Saturday night.

The October 1977 issue of Model Airplane News carried an announcement of a newly-formed R/C soaring group in Tennessee called the Soaring Society of East Tennessee (SSET) with Dr. George Shacklett as their first president. The following photographs show three of the members of the soaring group (also KCRC members) flying their gliders in Cherokee Park (which is George Shacklett's backyard).

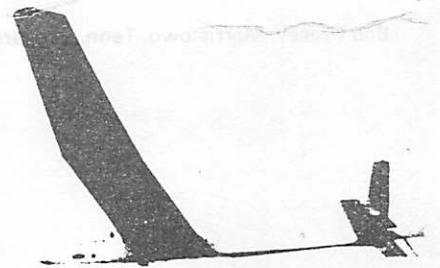
MODEL AIRPLANE NEWS • October, 1977



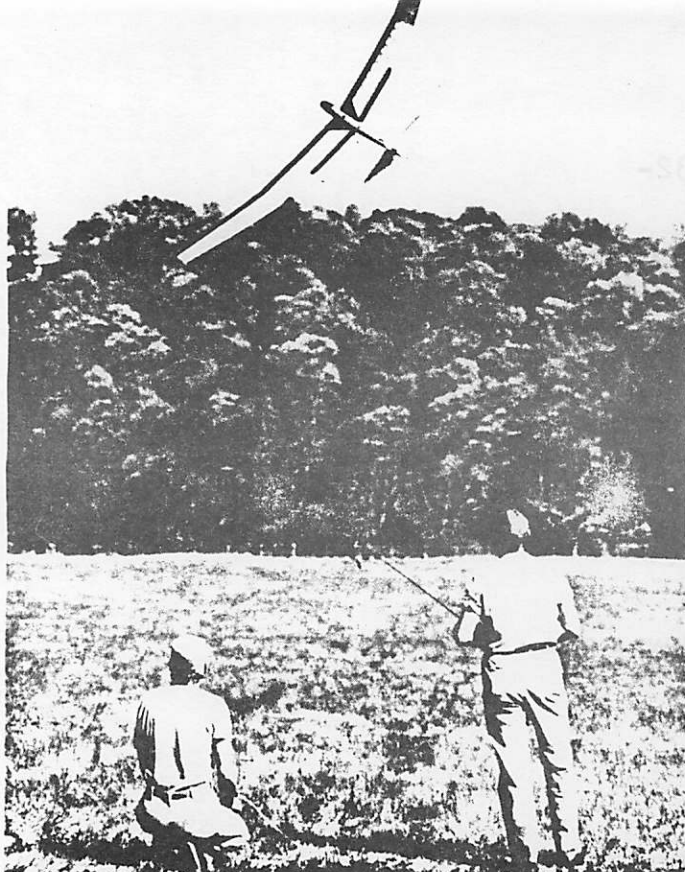
Carl Smith assembles his Windrifter for an official; other planes of his in background.



Flight photo of Carl Smith's fine Windrifter.



Bob Gracey's Paragon floats along, very stable.



John Tudor of Oak Ridge (L) assists Carl Smith of Knoxville, Tenn. in launching his flap-equipped Eaglet original. Kraft does the steering.



Bob Gracey needs no help with the winch to get his Olympic II into the air in Tennessee; outstanding shot of a nice, clean glider launch

S.O.A.R. subjects

GLIDING NEWS AND VIEWS

BY JAMES GRAY

Bob Gracey, Morristown, Tenn., prepares to launch his MonoKoted Paragon with Kraft radio.



- 1978 -

This was a very active year for the club. New officers were:

Ed Hartley	President
Bob Hunt	Vice-President
Dave Hickey	Recording Secretary
Randy Roman	Treasurer
Dick Mages	Corresponding Secretary
Martin Hunt	Sergeant-at-Arms
Royes Salmon	Historian
Ed Ham and Julian Morrison	Executive Board

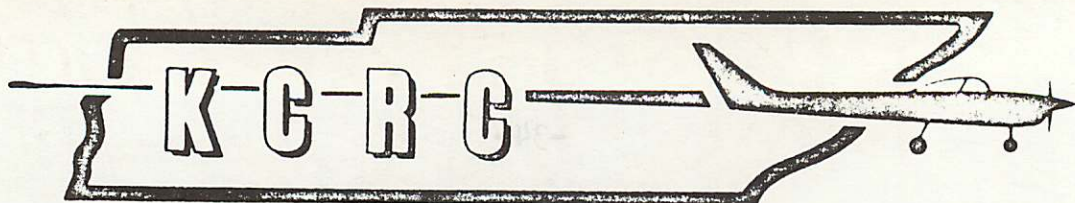
In January the club voted to hold a Fun Fly in April and a Pattern Contest in May with Bill Hitch to serve as C.D. Ed Ham and Ed Hartley served as C.D.'s for the Fun Fly that was held on April 15 and for a Second Fun Fly on June 17. The fun-filled programs for these two events are described on the next two pages followed by a copy of the July newsletter which lists winners of the events at the June Fun Fly.

Between the April and June Fun Flys, the club sponsored a very successful 7th Annual R/C Pattern Contest on May 27-28 with Bill Hitch as C.D. The club hosted a barbecue supper at the field on Saturday night for the contestants and their families.

In order to encourage beginning flyers to enter the Pattern Contest, the following rules were listed in the announcement.

To encourage beginning flyers to enter pattern competition, we are offering a simplified event.
Rules for Pre-Novice: Any flyer is eligible who has never previously entered an AMA sanctioned pattern contest. Contestant's plane must have fixed landing gear (if you have retracts, gear must stay down during entire flight). Entrants in this event will not be allowed tuned pipes on engines. KCRC members are permitted to enter this event if they meet the above rules, but are not allowed to fly in other classes.
Pattern for Pre-Novice: Take off, straight flight out, procedure turn, straight flight back, 3 inside loops, 3 rolls, immelman turn, stall turn, traffic pattern, landing perfection and spot.

The club has continued to encourage beginning flyers to enter KCRC-sponsored Pattern Contests each year since this practice was started in 1978.



KNOX COUNTY RADIO CONTROL INC.

FUN FLY! "ALL INVITED"
AMA License Required **FUN FLY!**

"Events"

1. "When You Hot - You Hot"

Airplane Must make a 360° Turn after Landing.

2. "Touch and Go!" Maximum number in three minutes.

3. "Loops, Rolls or Turns!" Maximum number in three minutes.

4. "Team Race" Explained @ The Field!

5. "Spot Landing for Above!" (Team)

6. "Tie-U-Tie" Pilot Takes off and Ties a Tie (Timed)

7. "Spot Landing for Above" (Separate Event)

8. "Take off - Stall Turn - Single Immelman - Three Loops
Three Rolls - Perfection & Spot!" 2 Classes -
+ Pre-Novice & Advanced +

9. "Carrier Landing!" 10' lanes w/4 Attempts per Flyer

10. "Chicken" 3 minute max (Fly off if Necessary)

April 15-78 @ 10:00 AM (Bring your lunch!)

April 16 @ 1:00 PM if we need a rain date!

CD Ed Ham + Ed Hartley

ALL INVITED

KC R C

AMA
LICENSE
REQUIRED

CD ED HAM - ED HARTLEY
2ND 1978 FUN FLY

1. "WHEN YOU HOT!" 'nuff said!
360° TURN BEFORE AND AFTER TAKEOFF



2. "CARRIER LANDING!"
SOMEONE STEP ON LYLE + DENNIS SAMS AIRPLANES!

3. "TOUCH AND GO" WITH 1 LOOP AND 1 ROLL IN BETWEEN!
2 MINUTES

4. "TIE-U-TIE" 360° TURN BEFORE ~~TAKEOFF~~ TAKEOFF!

5. "SPOT LANDING" WITH ABOVE

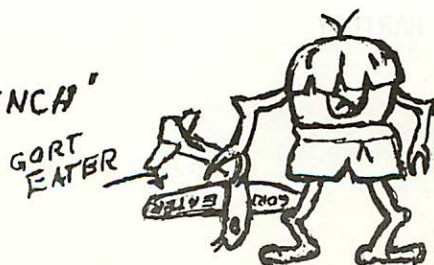
6. "CONCENTRATION" A ONE MINUTE AND THIRTY SECOND
TIMED FLIGHT FROM LIFT OFF TO TOUCHDOWN. NO TIMERS OR CALLERS!
PILOT MUST FLY A FEW TURNS DURING FLIGHT? WE WILL TELL YOU HOW MANY!

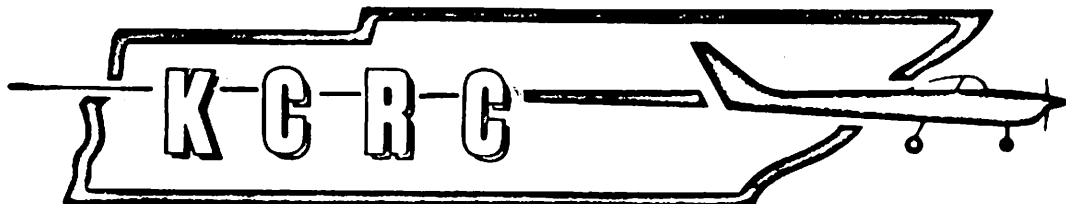
7. "SPOT LANDING" INCLUDED WITH ABOVE

8. "THE GO-GO BOUNCE" NUMBER OF TOUCH AND GO'S
DURING THREE PASSES DOWN THE RUNWAY. 'MUST BE DISTINCTIVE'

9. "1 ROLL-1 LOOP-1 TURN" TWO MINUTES

WHEN: JUNE 17 @ 10:00 AM "BRING YOUR LUNCH"
RAIN DATE THE 18TH @ 1:00 PM





KNOX COUNTY RADIO CONTROL INC.

We wish to express our appreciation to Bill Hitch for his many hours of hard work on the recent KCRC Pattern Contest. This was one of our better efforts as a club and this is a direct result of a lot of work by many members -- but especially Bill!

The June Fun Fly was held on schedule and a tip of the hat to Ed Ham and the fine crew that assisted him! It is surprising that so few members are participating in these events in respect to the interest shown. Number three will be announced shortly and we will be looking for the missing persons at this one!!!

RESULTS:

	FIRST	SECOND	THIRD	FOURTH
1 WHEN YOU HOT	D SAMS	E HARTLEY	G DOUGHERTY	W LEONARD
2 CARRIER LANDING	L SAMS	R DILWORTH	P COPE	D SAMS
3 TOUCH & GO	L SAMS	D SAMS	BILL HITCH	DICK MAGES
4 TIE-U-TIE	E HARTLEY	DICK MAGES	D SAMS	P COPE
5 SPOT LANDING	G DOUGHERTY	L SAMS	PHIL COPE	E HARTLEY
6 CONCENTRATION	B HITCH	D MAGES	E HARTLEY	L SAMS
7 SPOT LANDING	B DILWORTH	P COPE	L SAMS	G DOUGHERTY
8 GO-GO BOUNCE	E HARTLEY	G DOUGHERTY	D SAMS	P COPE
9 ROLL LOOP TURN	D SAMS	L SAMS	E HARTLEY	B HITCH
10 SPOT LANDING	P COPE	D SAMS	L SAMS	E HARTLEY

Our next club meeting will be at the field!! Bring Something To Fly!
If it should rain, the meeting will be at the United American Bank just north of Tennessee Model Hobby's. Tuned pipes will be discussed.

The display at the mall was SOMETHING ELSE! Ken Gottshall and Jullian Morris on must have made three trips each to get all of their planes transported. We did have a flyer printed telling about some of our activities and it was presented to interested parties. (ROHO GOT LOST!) I Think He Has Shown Up??

I would like to emphasize our zero line at the field. We need to pay particular attention to our safety rules before someone or someone's airplane gets hurt!

We need to give some thought to sealing the runway this year. This will probably be all the maintenance we will need at this time.

HOLD BACK PRESSURE IN THE TURNS...SEE YOU AT THE MEEDING!

ED HARTLEY

The club voted in May 1978 to designate as Emeritus Members the following persons who over the years had made exceptional contributions to KCRC and to modeling.

Don Bowman, Knoxville
Jim Cliff, Knoxville
Carl Gibson, Concord
Glenn Rhyne, Clinton
George Shacklett, Knoxville
John Tudor, Oak Ridge

The club sponsored a Scale Unlimited Contest on September 2-3 at the Montvale Airpark near Maryville with Julian Morrison as C.D. assisted by Kenneth Gottschall. The Montvale Airpark had a 3500-foot-long paved runway and was an excellent site for this very successful event. See the following announcement of this event.

Knox County Radio Control Society

Presents

SCALE UNLIMITED CONTEST

September 2-3, 1978
Knoxville, Tennessee

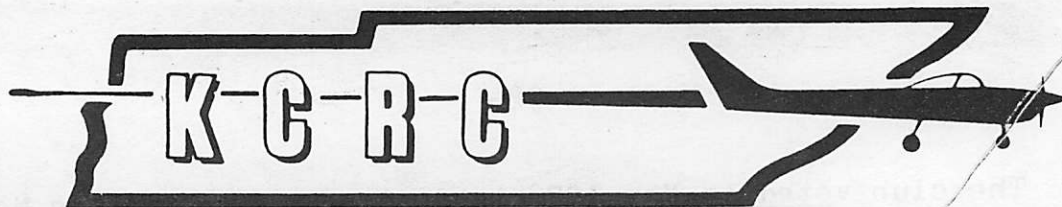
A scale contest is being held which is designed for FUN. No weight or engine displacement rules. Minimum of 5 flights per contestant. Contest will be held at the edge of the Smoky Mountains on a paved airport 40' wide and 3500' long. Pilots are welcome to fly in; space is provided for campers and motor homes. The two flying events are "Military" and "Civilian" with special awards for best 1/4 Scale Entry, Best Finish, etc. Lots of fun and surprises. Food and drinks are available at the contest.

Excellent restaurants, Smoky Mountain National Park and Gatlinburg are all less than 30 minutes from the contest site with plenty of things to do for the entire family. Send your name and address to the contest directors for more information.

Y'ALL COME!

Julian Morrison C.D.
Box 189, Tacora Hills
Clinton, TN 37716

Kenneth Gottschall
1504 Brent Drive
Knoxville, TN 37919

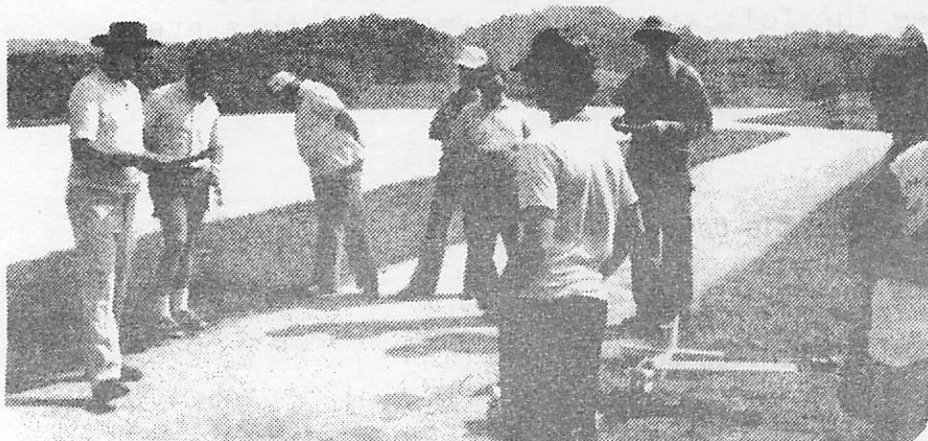


KNOX COUNTY RADIO CONTROL INC.

OUR MEETING THIS MONTH IS BACK AT THE DEANE HILL FACILITY! SEE YOU THERE...

KCRC SCALE CONTEST IS SEPTEMBER 2ND & 3RD. WE NEED ALL THE MEMBERS OUT BOTH DAYS TO HELP JULLIAN AND KEN TO RUN THIS EVENT. MAP BELOW ! ! ! !

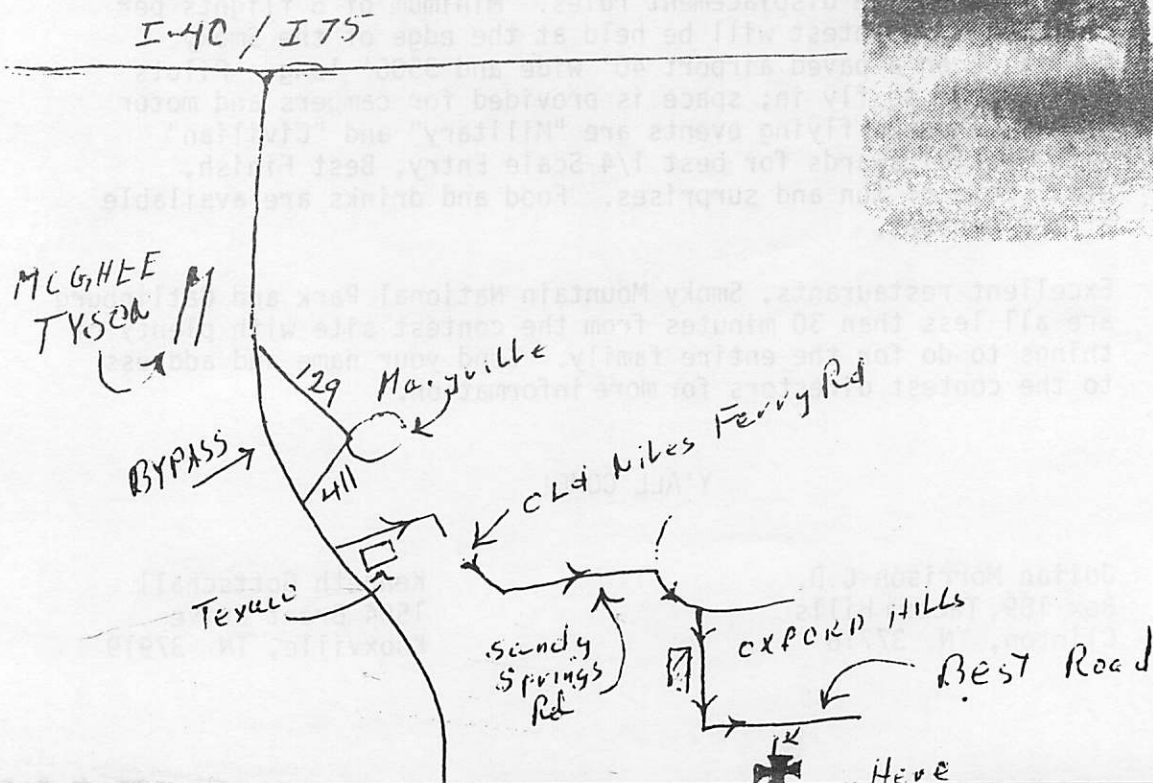
ANOTHER FUN FLY SHORTLY? MORE DETAILS AT THE NEXT MEETING. WE FOUND OUT WHAT A GORT EATER WAS AT THE LAST ONE! THATS WHAT THEY TELL ME?



ED HAM WITH THE FUN FLY INSTRUCTIONS

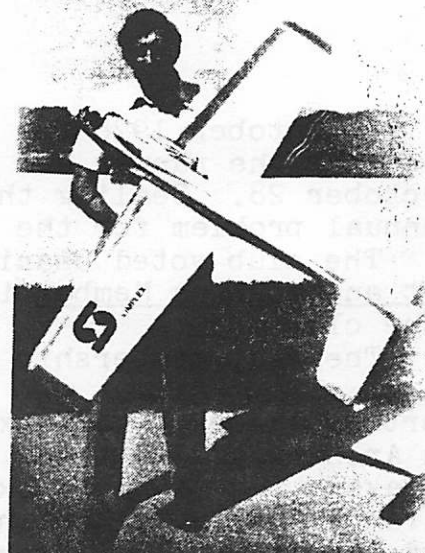


GORT EATER



At the 1978 Nationals, several members brought honors to KCRC. Bob Pannell placed eighth in Novice, Cliff Hiatt first in Advanced, and Ed Hartley second in Expert. This was an impressive showing for our club.

The Simplex Times, published by Simplex Time Recorder Company, gave special mention to Ed Hartley for his second place in Expert class and the November 1978 issue of Model Aviation showed Ed in action at the meet. (See below)



Ed Hartley, Knoxville TN, recently placed second in "Expert Aerobatic Pattern" at the 52nd National Model Airplane Championships with his Simplex Time Machine. The model is radio-controlled, weighs 7½ lbs. and flies at 130 m.p.h. (To get an idea of the size of the plane, Ed is 6'8" tall.)

Simplex Times, October 1978

RC Pattern □ Ron Van Putte

Ed Hartley is flanked by judges Dick Austin, Dorothy Spreights, and John Byrne, as he flies to a second place in Expert. His caller, Jerry Clifton, took third in Advanced.

nats '78



In October 1978 the club voted to spend \$350 for asphalt sealer for the runway and agreed for volunteers to do this work on October 28. Sealing the runway and fixing the cracks has been an annual problem for the club.

The club voted unanimously in November to designate Jim Clift an Emeritus Member in recognition of his significant services to the club.

The KCRC membership roster in May 1978 is given below.

Robert D. Adcock	Knoxville	Martin Hunt	Concord
John Arehart	Oak Ridge	Robert Johnson	Knoxville
Jim Baker	Knoxville	James E. Jones	Knoxville
William A. Ball	Clinton	Paul Klanian	Knoxville
David Bogaty	Knoxville	Glen Lickliter	Knoxville
Don Bowman	Knoxville	Buddy Lickliter	Knoxville
Jim Clift	Knoxville	Kim Lockett	Knoxville
Bob Dilworth	Concord	Roger Iuebke	Concord
George Dougherty	Corryton	Dick Mages	Knoxville
Steve Duggan	Knoxville	Paul Martin	Knoxville
Don J. Eiler	Knoxville	Jackie McBride	Oak Ridge
Roland Ezell	Knoxville	Jerry McLaughlin	Oak Ridge
Terry Fielden	Concord	Scott Montgomery	Knoxville
Carl Gibson	Concord	Eugene E. Morris	Concord
Larry Gibson	Concord	Julian Morrison	Clinton
Ken Gottschall	Knoxville	Darren Morrison	Clinton
Ken Gottschall III	Knoxville	Ben Oliver	Knoxville
Joseph L. Greene	Knoxville	Warren Oliver	Knoxville
Ed Ham	Oak Ridge	Michael Osborne	Oak Ridge
Ed Hartley	Concord	Randy Roman	Knoxville
Joel J. Hebert	Knoxville	Warren Shehorn	Knoxville
James C. Henry	Kingston	Joe Skorski	Oak Ridge
Cliff Hiatt, Jr.	Knoxville	Bob Spore	Oak Ridge
David Hickey	Concord	Ralph Staton	Oak Ridge
Alan Hickey	Concord	Wilhemina Tittsworth	Knoxville
Bill Hitch	Powell	Wayne Waltermeyer	Knoxville
Robert Holmes	Clinton	Larry Wright	?
Bob Hunt	Concord	Anthony N. Wylie	Knoxville

- 1979 -

Officers for 1979 were:

Dave Hickey	President
Julian Morrison	Vice-President
Randy Roman	Treasurer
Jim Baker	Corresponding Secretary
Will Tittsworth	Recording Secretary
Ken Gottschall	Historian
Mark Tittsworth	Sergeant-at-Arms
Jim Cliff & Ed Ham	Directors

The January meeting was a special dinner meeting at the Hungry Fisherman to honor the Emeritus Members, recognize the new officers, and present special awards to:

Dick Mages and Mark Tittsworth who tied for Most Improved Flier of the Year

George Dougherty - Murphy's Law Award

Ed Ham - Special Appreciation Award

More than 60 people including spouses and children attended the dinner meeting. The Emeritus Members were presented framed certificates by Ed Hartley. The special award to Ed Ham was made in recognition not only of his many significant contributions to the club but, especially this year, for all that he had done to instruct new pilots in the art of R/C flying.

In February the club voted to have a Pattern Contest. George Dougherty volunteered to be the C.D. and Bob Pannell volunteered as Chief Judge. The tentative dates selected were May 19-20; however, AMA advised us that these dates were already reserved for another club and that the first open dates were July 14-15. George Dougherty suggested that the date for future Pattern Contests be determined by October of the previous year to provide adequate lead time to plan and promote the contest.

Julian Morrison tried to stimulate interest in holding more Pylon Races either Quickie 500 or 1/4A races. He said he would "race anything!" President Dave Hickey appointed Randy Roman chairman of a committee to look into this and report to the club. In a subsequent interest survey, only one person indicated an interest in Quickie 500 racing.

Show and Tell at the February meeting included Dick Mages--Ugly Stick, Ralph Staton--Sail Plane, Billy Sharp--Super Kaos. Dave Hickey presented a program on use of a wing jig.

An interest survey of the membership was conducted in April and the answers from 30 members were summarized in the May 1979 newsletter as follows:

1/2 A Pylon	11	Public Demo-Static	3
Quickie 500 Pylon	1	Public Demo-Flying	6
QM Pylon	1	Scale	9
Fun Flies	25	Sport	22
Pattern contest	12	Sailplane	2

The need for additional safety rules was discussed at length in April. Ed Hartley suggested the following new safety rules:

1. Anyone who turns on his transmitter and shoots someone down will be responsible for:
 - a. replacing a comparable kit
 - b. repair of radio
 - c. repair or replacement of engine
2. Anyone who hits a plane (on the ground) behind the buffer zone, i.e., 8 feet behind the taxiway, has the same responsibilities as above--but not if you hit a plane in the buffer zone or on the taxiway.
3. Further, that should a controversy arise, it will be settled by the president, vice-president, secretary, and treasurer or by a majority of the Executive Committee. Non-compliance would mean exclusion from the club.

Further discussion of safety rules included:

1. Spectators need to stay back
2. The need to observe the zero line
3. No wind means fly right to left (to avoid the danger of take-offs and landings in both directions)
4. 15 minutes of engine dicking should be done away from the runway--but with the frequency pin
5. Everyone should be responsible for abiding by the rules

Members agreed to vote on the new safety rules at the May meeting.

In May members voted unanimously to amend the by-laws to incorporate two important safety rules as mentioned above to provide (1) if you are responsible for turning on your transmitter and causing another plane to crash, you are responsible for paying for damage caused, and (2) if you or a visitor you bring with you cause damage to a plane or equipment in the legal pit area, i.e., behind the 8-foot buffer area, you are responsible for paying for the damage.

Members had much fun at the June 3 Fun Fly with Ed Ham as C.D. Winners were:

<u>Event</u>	<u>First</u>	<u>Second</u>	<u>Third</u>	<u>Fourth</u>
Most Loops	Dick Mages	W. Rosenbalm	Dave Hickey	Phil Cope
Most Spins	Phil Cope	Norm Bolline	M. Tittsworth	W. Rosenbalm
Mixed Event (Loop, touch and go, roll, touch and go, spin, land)	Ed Hartley	Dick Mages	W. Rosenbalm	M. Tittsworth
Balloon Bust	Gene Wright	Phil Cope	Bobby Price	Ed Hartley
Bomb Drop	Bobby Price	Dick Mages	Phil Cope	M. Tittsworth
Carrier Landing	Ed Hartley	Dick Mages	M. Tittsworth	Phil Cope

The 8th Annual Pattern Contest was held July 14-15 with George Dougherty as C.D. This event was well organized and would have gone smoothly all the way through except that it rained! George had a lot of good help from many volunteers including Will Tittsworth, who was in charge of the concessions stand; Joe Skorski, in charge of the impound; Dave Hickey, in charge of judging; and many other members who helped in various ways.

The club voted in July to spend approximately \$400 for construction of an outhouse. Dave Hickey got the necessary permit from the county sanitation department and Jack Vincent and Ed Ham were responsible for getting this project completed. Ed arranged for the hole 4x4x6 to be dug at an approximate cost of \$175. Jack Vincent arranged for completion of the masonry structure at a cost of approximately \$300 which does not include a lot of items that Jack furnished. Ed refers to this important new addition to our flying field as "the house that Jack built."

- 1980 -

The January meeting was held at the Western Steer on Kingston Pike and was the annual banquet for the installation of new officers and the presentation of 1979 awards.

New officers for 1980 were:

Jim Baker	President
Jerel Zarestky	Vice-President
Joe Leonard	Treasurer
Mike Osborne	Recording Secretary
Alan Hickey	Corresponding Secretary
Bob Holmes	Historian
Robert Price	Sergeant-at-Arms
Bob Dilworth and Ed Hartley	Board of Directors

Jack Vincent and Randy Roman each received an award for outstanding service to the club. Jay Storey was the most outstanding beginner. Billy Sharp was recognized as the most improved flyer of the year and Bob Holmes won the building contest.

Jim and Cynthia Baker agreed to serve as editors of the KCRC Barnstormer for 1980--and a fine job they did!

Jim Baker appointed the following committee chairmen for 1980:
Field Committee - Bob Hunt

This year the committee had added responsibility for maintenance of the new outhouse.

Safety Committee - Dick Mages

In addition to promotion of flight safety practices, this committee was concerned with the impact of the new trailer off the west end of the runway.

Program Committee - Jim Baker

To help plan and promote programs for the year

Contest Committee - Bob Pannell

This committee was to help plan and promote fun flies.

Jim suggested that starting in February the club programs should have a KCRC product review similar to the reviews that appear in R.C. Modeler magazine. He asked Phil Cope, Dick Mages, and Jerel Zarestky to present February's program. They had each built different versions of the Andrews Aeromaster Too. Each was asked to display his plane, give his personal ratings of the quality of building materials and flying performance, any modifications involved, and recommendations for building and flying this particular craft.

At the February meeting the club voted for a new safety rule which states that flying over the runway at 100' or less shall be restricted to planes in the landing configuration. The obvious intent of this was to stop pilots from "buzzing the field" with high speed, low level passes down the runway.

A product review of the Jensen Ugly Stick was given by Dick Mages, Bob Hunt, and Rodger Luekke at the March meeting.

Bleacher repair--Will Chihasz and June Yett did a great job in repainting the bleachers!

At the April meeting the product review included an analysis of the "Quickie 500" by Ben Oliver and George Dougherty.

In May two of our members who went to Kingsport to participate in the Tri-Cities Aeromodelers Fun Fly brought back honors. Phil Cope won the Best Overall Finish by a Visitor and Wil Chihasz won First Place trophy in the Duration Event.

Billy Sharp went to the Nationals in Ohio and won the 1980 National Championship for Novice Pattern. This was a well deserved award that culminated a lot of practice on Billy's part and participation in several pattern events around the Southeast during 1980.

KCRC had several good Fun Flies during the summer and in the fall on a particularly cool, clear, calm October day we had a singularly successful Fun Fly with 22 contestants including guests from Kingsport and Crossville. Bob Pannell, C.D., came up with some novel events just as he had in the other fun flies during the summer. The top four finishers in each event at this fall Fun Fly were:

<u>Events:</u>	<u>1st Place:</u>	<u>2nd Place:</u>	<u>3rd Place:</u>	<u>4th Place:</u>
1.) Poker	Phil Cope	Billy Sharp	Ed Hartley	Don Peter
2.) Depth Perception	Jerry McLaughlin	Ron Thomas	Don Peter	Ed Hartley
3.) Kids' Stuff	Billy Sharp	Ed Hartley	Dick Mages	Jerel Zarestky
4.) Liquid Loop	Jerel Zarestky	Ed Hartley	George Daugherty	Billy Sharp
5.) Two Minute Flight	Ed Hartley	Jim Baker	Jack Vincent	Billy Sharp
6.) "Seven"	Ed Hartley	George Daugherty	Jerel Zarestky	John Arehart & Larry Falls

OVER ALL WINNERS: Ed Hartley, Billy Sharp, and Jerel Zarestky
(Lowest Total Points)

Pit Area Improvements--At the September meeting Dave Hickey agreed to work with several volunteers in obtaining and placing precast concrete squares (18") in the pit area so that pilots could have a safe place to start and test engines without ingesting dirt and trash in the engines. Dave and his crew completed the installation of these concrete slabs in October. The following year vandals moved quite a few of them.

Name Tags--The club voted in October to purchase plastic name tags with the KCRC logo for each member who wanted to buy one. Mike Osborne was given responsibility for obtaining the tags. They have been very popular with members.

Mid-air Collision--In November two 40-size planes had a mid-air over the KCRC flight field. A witness reported that Wendell Rosenbalm made a "dead stick" landing sporting only a broken prop. Phil Cope was not so lucky. His plane went out of control and crashed just short of the lake. When some boy scouts found the plane a half hour later a piece of the broken prop from Rosenbalm's plane was found imbedded in the horizontal stabilizer of Phil's plane.

Following the business meeting in December and the election of officers for the coming year, the club had a very successful auction in which Ed Hartley, our chief auctioneer, moved a lot of items from one proud owner to another.

- 1981 -

The program for 1981 got off to a great start with the annual banquet attended by 65 people at the Long Branch Restaurant on Jan. 13.

Ed Hartley thanked Jim Baker for his outstanding service as president in 1980 and announced that Jim and Cynthia had kindly agreed to continue editing and publishing the Barnstormer Newsletter for the coming year.

The new officers for 1981 were:

Ed Hartley	President
Ben Oliver	Vice-President
Billy Sharp	Corresponding Secretary
Mike Osborne	Recording Secretary
Mark Tittsworth	Sergeant-at-Arms
Henry Morse	Historian
Ed Ham and Jack Vincent	Board of Directors

Special thanks for outstanding service in 1980 went to:

Wil Chihasz and June Yett - for painting the bleachers
Joe Leonard and Jack Vincent - for their work on the
club signs

Dave Hickey and Bailey Threadgill - for the concrete pads
Jerry McLaughlin and Ben Oliver - for instructor service
Bob Pannell - for his work as contest director
Ed Ham - for getting the field area cleaned up and for
many other services

Henry Morse - for repairing cracks in runway

Ed Hartley presented an award to Jack Vincent for the Most Improved Flyer of 1980. Special congratulations went to Billy Sharp for winning first place in the Novice Pattern at the 1980 Nationals and to George Dougherty for keeping a plane in one piece for six months!

The lucky names drawn from those who presented "Show and Tell" during 1980 were Jim Baker who received a free 1981 KCRC membership and Mike Osborne, free AMA dues for 1981. Jerel Jarestky's name was drawn from among those who presented a "Monthly Program" during 1980. He received a free 1981 KCRC membership.

Ed Hartley announced that the club would have six Fun Flys as well as a Pattern Contest in 1981 with George Dougherty C.D. for the Pattern Contest and Ed Ham Director of the six Fun Flys scheduled for May 24, June 21, July 19, August 20, September 20, and October 18.

Dick Mages agreed to serve as Chairman of the Field Committee for 1981. At the February meeting he discussed the need for a cross-wind landing strip at the east end of the runway. Members thought asphalt might be too expensive and the possibility of hauling in top soil and seeding the area or having it sodded was discussed. Joe Leonard was asked to check into costs.

KCRC lost a valuable member and true friend in the untimely death of Dewey J. Burnett of Knoxville on January 24, 1981. Dewey was killed when the Aeronca Chief he was piloting crashed in a field during its landing approach to Blount County's Montvale Airpark near Maryville.

In keeping with Ed Hartley's suggestion that our programs should be concerned with "how to" topics, Billy Sharp gave an excellent presentation in February on the installation of retractable landing gear.

In March David and Danny Johnson volunteered to construct the new concrete pit-service pad and to furnish two cubic yards of concrete. The club voted to spend \$300 to cover the cost of this project which was completed in March. This major improvement provided much more adequate space for pre-flight activities. In appreciation, the club voted in April to give Danny Johnson a free 1981 KCRC membership.

To reduce the extent of illegal use of our facilities, the club in April authorized Treasurer Joe Leonard to purchase a "Dues Paid in Full" stamp with which he stamps the AMA license of all KCRC members who have paid their current dues. Persons whose AMA license is found not to be current and not properly stamped by the Treasurer will not be allowed to fly. This new rule has been helpful and has also encouraged members to pay their dues. The club lease from Knox County stipulates that those who fly must belong to the club and have a valid AMA license.

Bob Spore started a new column in the Newsletter in which he passes along news and information about new products that represent particularly good values, as well as hints on successful product use. Another special column was started in April when Mr. Al Timeter began giving advice and sharing tips about ticklish flight questions. (I never did find out who Mr. Al Timeter is but I suspect he is a close relative of Mr. Ace Propbuster who wrote a similar column in the mid-70's.)

Two excellent technical articles by Bob Dilworth in the Barnstormer are worthy of review by KCRC members who may not have seen them. In the January 1981 issue he reviewed differences between Perry and Irvine carburetors and in the July 1981 issue he wrote an article, "I Should Have Known" telling about the insidious danger of flying without periodically checking those wings that may have gotten warped in a hot car.

Emeritus Member - Joe Skorski was unanimously named at the June meeting to the honored group of Emeritus Members. Joe, a member of KCRC since its inception and of its predecessor clubs since the early days of R/C flying in this area, has made many contributions to the club over the years. This was a well deserved honor for a great fellow.

The Tenth Annual Pattern Contest which was held on July 24-25 with George Dougherty as C.D. was a real winner. The weather was perfect and the contestants and spectators had a very good time. Eighteen of the twenty-two contestants were from out of state or out of town. George Dougherty had a host of volunteers to help keep things running smoothly during this two-day event.

Because of health problems, Jim and Cynthia Baker had to stop editing and publishing the Barnstormer. Bob Spore kindly offered in November to serve as acting editor and proposed that his company pay the cost of publishing and mailing the newsletter with the understanding that each issue would contain a listing of "Specials" from Tennessee Model Hobbies. This arrangement was gladly accepted by the club and has proved to be very satisfactory.

In summary 1981 was one of the most active years in the history of the club with six fun flys, a successful pattern contest, twelve well attended monthly "how to" meetings, and a lot of flying at the field. Winners of five of the fun flys are shown on the following page. I could not find who did what at the September fun fly.

Fun Fly I--May 1981

<u>Event</u>	<u>First</u>	<u>Second</u>	<u>Third</u>	<u>Fourth</u>
When You're Hot	Hartley	Zaretsky	Cope	Dougherty
Dice Times Ten	Mages	Stevens	Zaretsky	Leonard
Spot Landings	Zaretsky	Ferris	Hartley	McLaughlin
Carrier Landings	Parker	Cope	Dougherty	Leonard
Trash Bag	Dougherty	Cope	Mages	Baker
Seven	Stevens	Zaretsky	Hartley	Dougherty

Fun Fly II--June 1981

Spot Landing	Cope	Leonard	Tittsworth	Hartley
Two Minute Fly	Robertson	Leonard	Zaretsky	Baker
Nervous Nelly	Cope	Tittsworth	Robertson	Leonard
Trash Bag	Pannel	Leonard	Baker	Cope
Carrier Landings	Cope	Zaretsky	Baker	Pannel

Fun Fly III--July 1981

Paratrooper	Cope	Hartley	Osborne	Leonard
Target	Mages	Zaretsky	Hartley	Leonard
Loop the Cup	Hartley	Leonard	Zaretsky	Mages
Puzzle	Zaretsky	Mages	Cope	Hartley
Deadstick	Cope	Leonard	Dougherty	Mages
Limbo	Dougherty	Zaretsky	Cope	Mages

Fun Fly IV--August 1981

Note: This Fun Fly had several participants from Kingsport

LeMans Start	Billy Watkins	Dennis Sams	Lyle Sams	Mages
Dead Stick	Dennis Sams	Leonard	Cope	Wayne Case, Sr.
Musical Pylon	Lyle Sams	Bill Kite	Cope	Mages
Stall Turns	Leonard	Wayne Case, Sr.	Zaretsky	Bill Kite
Mystery Event	Dougherty	Sharp	Stevens	Gene Morris

Fun Fly V--September 1981
(Results not available)

Fun Fly VI--October 1981

LeMans Start	Leonard	Cope	Zaretsky	Osborne
Dead Stick	Cope	Zaretsky	Leonard	Osborne
Las Vegas Loops	Cope	Leonard	Osborne	Zaretsky
Bomb Drop	Cope	Zaretsky	Leonard	Osborne
Musical Pylon	Cope	Osborne	Zaretsky	Leonard

- 1982 -

The January banquet meeting was held at the Cedar Bluff Western Sizzler--a fine get-together with good food and good company. Jerel Zarestky thanked Ed Hartley for all he had done as president to promote so many successful club activities during 1981. He then introduced the following officers for 1982:

Jerel Zarestky	President
Joe Skorski	Vice-President
Wil Chihasz	Recording Secretary
Chris Luck	Corresponding Secretary
Joe Leonard	Treasurer
Henry Morse	Historian
John Arehardt	Sergeant-at-Arms
Jim Baker, Bob Dilworth, George Dougherty, Mike Osborne	Board of Directors

Two members of the club received special recognition: Joe Skorski was presented a plaque in honor of his new status as an Emeritus Member and Joe Leonard was awarded a plaque for being selected Most Improved Flyer of the Year.

Static Display at West Town with EEA--Members voted in February to participate with EAA in a display at the West Town Mall. The club exhibited 15 aircraft and had volunteers to man the tables throughout most of the exhibit. Favorable comments and a lot of good publicity resulted from this event.

Ni-cads, Chargers, and Battery Packs--In March, Joe Leonard and Dick Mages treated the members to a special, helpful program about the techniques of keeping batteries in shape and understanding some of the mysteries of ni-cad behavior and the "memory" syndrome.

Engine Clean-up Procedures--At the club meeting in May, Phil Cope gave an excellent and beneficial demonstration of engine clean-up procedures and a lot of helpful hints about engine operation and maintenance.

Fun Flys--Phil Cope agreed to serve as the C.D. for six fun flys to be held on the third Sunday in each month starting in May with some basic events each time, i.e., 3 standard events, 2 variable events, and 1 mystery event. The first fun fly of the season was held on May 16 and subsequent fun flys were scheduled for June 20, July 11, August 10, and September 19.

KCRC's First Wedding--The first wedding ever performed at our field took place on June 5, 1982, when June Yett and Phil Cope said their "I do's". Many well-wishers were on hand to witness and share this special event. Champagne was broken out and a wedding

luncheon was served. Bob Dilworth flew over the newlyweds to make a "rice drop"--unfortunately the bag of rice failed to open and fortunately it missed its mark! After the wedding Phil announced that he would fly his Duellist to determine if "it" had affected his flying. He never did say whether "it" was the champagne or the change in marital status. These two have been active participants and supporters of the club for quite a few years and both have helped with various club projects. Phil has been a tremendous source of help to many newcomers to the club with his willingness to provide flight training as well as advice and counsel about aircraft trim and alignment, engine problems, and to share unstintingly the "tricks of the trade" he has learned over many successful years of building and flying model planes.



WE DID IT!



PHIL MAKES IT LEGAL



THE NEWLYWEDS



BOB POPS THE BUBBLY!

This is such a good article I thought it should be included here.

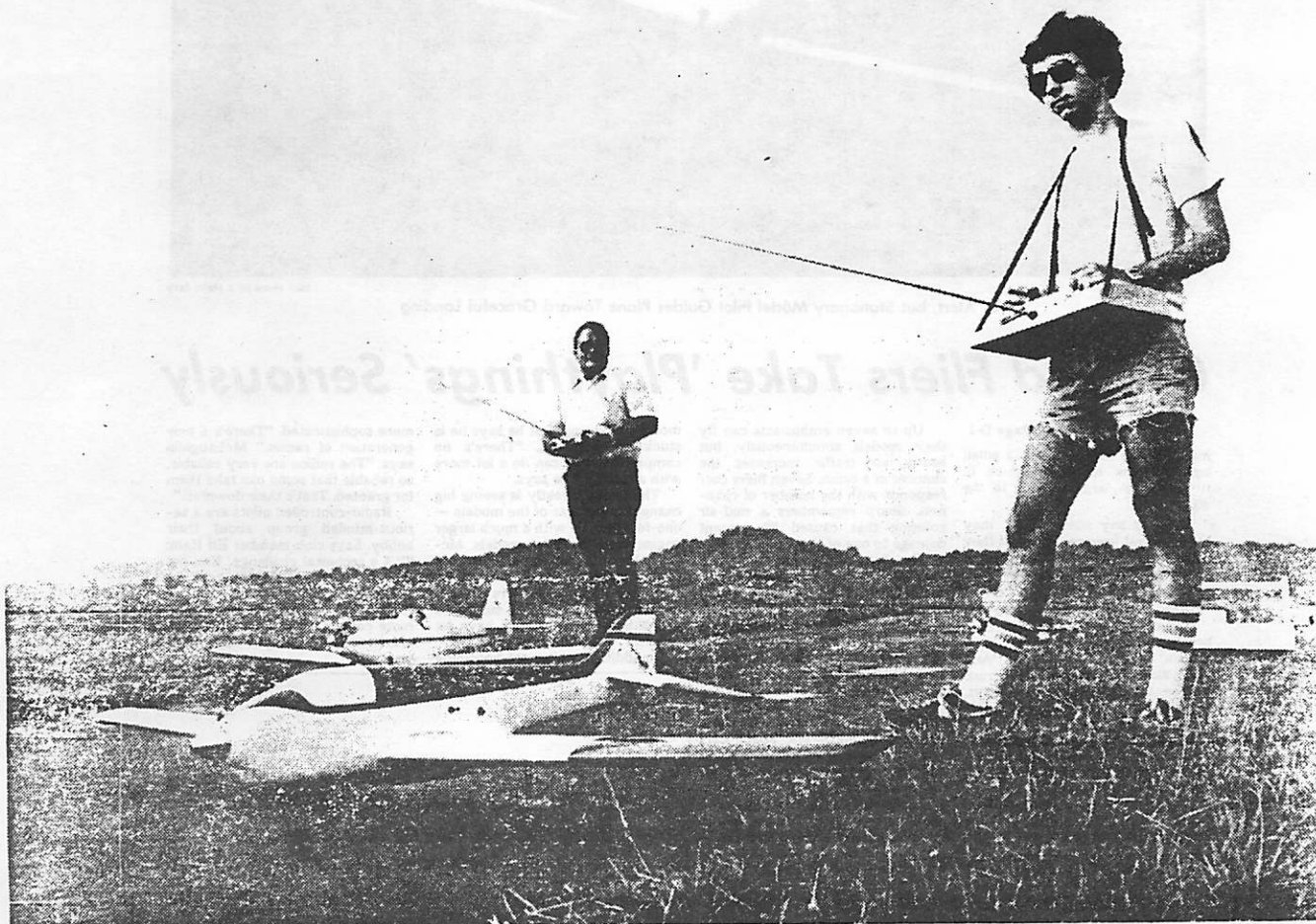


The Knoxville News-Sentinel / West

Tuesday, June 15, 1982

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News-Sentinel/WEST Phone Number 521-8133



Staff Photo by J. Miles Cory

Jerry McLaughlin, Left, and Bill Sharp Tower Over Model Airplanes as They Taxi on Runway

Models Fly Through Air With Greatest of Skill

By JANE GIBBS DuBOSE
News-Sentinel Staff Writer

The takeoff is perfect. A blue-and-white wing grasps a piece of cloud as it glides above West Knox County countryside.

The stationary model pilot is glued to his seat — literally — as the real pilot, a mobile Jerry McLaughlin, calls the shots from the ground. The eight-pound airplane races over a clump of trees, scoots close to Melton Hill Lake and tries another loop — alone, unbridled, but definitely controlled.

The plane is a model, and it is guided by a seven-channel radio and the whims of what is known in the circles as an "RC," or a radio-

control enthusiast.

Knox County Radio Control Inc. rents from Knox County a tract of land near Hardin Valley Road mostly for weekend maneuvers. The location is almost perfect for the 10-year-old club, composed mostly of men who double as real-life pilots or always wanted to.

Bill Sharp, a five-year, radio-control convert, says he invested in his first airplane because he "wasn't old enough to take real flying lessons."

Now Sharp is old enough, and he has almost completed the number of lessons necessary to get his pilot's license. "I understand the principles of airplanes and aerodynamics. I

can better understand how the model flies and how to control it in the air," Sharp said.

Sharp flies a racier model than most, designed for competition in patterns — or a set of maneuvers. Two years ago he placed first in the novice division in a national pattern contest. Last year he competed in the advanced category, and in August he will be an "expert" competitor.

A few seats have been assembled for spectators to the side of a 60-by-370-foot runway. The runway is the pride and joy of members, who no longer battle clogged engines and stalled starts on the dirt.

The hobby appeals to participants on two levels — construction of the model and the flight. It has held McLaughlin's fascination "ever since I was a little boy."

"I spend a lot of time helping other people learn how to fly. Flying is a real challenge, but it seems like the younger people are better at it," McLaughlin, an Oak Ridge resident, says. "It might have something to do with their better reflexes and eyesight."

Models are available in area hobby shops where boxes of unassembled model parts are displayed on shelves.

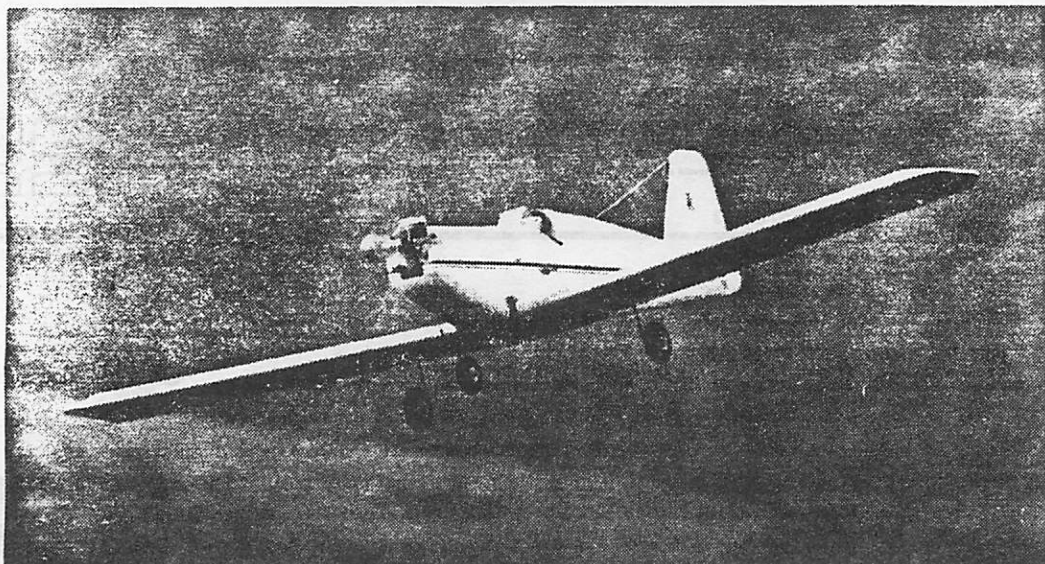
Many club members steal away for a few hours on the peaceful field

to fly when they can. Practice fuels excellence in the hobby.

For McLaughlin, controlling the planes is second nature. He handles the pre-flight with ease, attaching with rubber bands the six-pound wing onto the base of fuselage. The model holds a .6-cubic-inch engine and runs about 15 minutes on fuel.

McLaughlin's 3-year-old model holds servos, or servomechanisms, placed in the rudder, elevator, throttle and aileron, the movable part of the airplane wing. A fifth servo is placed in more advanced planes, such as Sharp's, in the landing gear.

A servomechanism is an auto-
See GROUND, Page D-3



Staff Photo by J. Miles Cory

An Alert, but Stationary Model Pilot Guides Plane Toward Graceful Landing

Ground Fliers Take 'Playthings' Seriously

Starts on Page D-1

matic device that channels a small signal to the amplifier, which in turn applies large voltage to the motor.

Experts say novice fliers may take several lessons, but until they actually operate radio controls and gauge the wind's effect on their model, they will remain novices.

How can the flight go wrong?

Structural failure. A wing may break, reports McLaughlin. Then there's mechanical failure. "And that's assuming that you don't crash it due to pilot error," he says, laughing, perhaps remembering a crash in his past.

One of the hardest adjustments for the ground pilots is remembering that the planes have no brakes. When the model completes its turns and lands on the runway, McLaughlin guides it into a clump of grass where it stops.

Up to seven enthusiasts can fly their models simultaneously, but heavy air traffic increases the chances of a crash. Seven fliers corresponds with the number of channels. Sharp remembers a mid-air collision that caused 80 percent damage to one of the models.

Generally, however, it's man against the wind, as the two match wits over the little flying machine.

The hobby is mildly expensive, depending on the type of model that is assembled. An investment for the radio and model could be as low as \$300. Sharp estimates that his competition outfit costs about \$800.

If a person does not have an inclination toward airplanes, there are model helicopters, boats, cars and jets. Helicopter flying requires additional expertise, just as it does for the real thing.

Sharp says that the other airplane pattern-flying competitors in the club have become engrossed in

model-car racing. But he says he is stuck on airplanes. "There's no comparison. You can do a lot more with airplanes," he says.

The hobby already is seeing big changes in the size of the models — one-fourth scale with a much larger engine than the older models. McLaughlin does not seem interested in the larger planes. He says more and more radio controllers are using planes that are more similar to jets although they do not have jet engines.

In addition, radios are becoming

more sophisticated. "There's a new generation of radios," McLaughlin says. "The radios are very reliable, so reliable that some can take them for granted. That's their downfall."

Radio-controlled pilots are a serious-minded group about their hobby. Says club member Ed Ham: "It's a technical challenge. You get it out of a box and then flying it is a challenge."

"There's something about remote control, seeing something operate remotely that you have made yourself."

Eleventh Annual Pattern Contest--The Pattern Contest was held on July 17-18 with George Holcomb as C.D. Quite a few volunteers helped George with the arrangements and everything at the flying field was in good shape, but for some unknown reason, only twelve people entered the contest. The club voted to use the left-over food from the concession to have a picnic at the Fun Fly that was held the week after the Pattern Contest.

Cupid Strikes Again--Another two of our favorite club members (Wil Chihasz and Ed Ham), who were brought together through their keen interest in R/C flying and the affairs of KCRC, said their vows and tied the knot on September 11, 1982. The beautiful ceremony was followed by a bubbly reception in the church courtyard with many of their KCRC friends on hand to celebrate with them. Ed and Wil have helped the club in ways almost too numerous to mention. Ed has served twice as president (1976 and 1983), as C.D. for innumerable Fun Flys and Pattern Contests, and has been involved in every major club project since it was organized. He has always taken time from his busy work schedule to help members with problems--providing construction hints, advice about engines, and giving flight instruction to many beginners (including the writer who gave him a few more grey hairs). And Wil has also served the club in an official capacity as recording secretary and as a capable volunteer worker on a wide variety of club activities and special projects.



CHECK THOSE SMILES!

Helicopters are taking off--Helicopters have struck the fancy of several KCRC'ers in the past two years. Improvements in helicopter kits have lured several of our best pilots into this new form of R/C.

Phil Cope can make a humming bird turn green with envy with the gyrations he can coax out of his copter. Ed Ham survived a mild case of shin splint and no longer has to fly his Horizon within arm's length. Wil Ham has a Heli-boy and has teamed up with Ed in this new sport. Others who have joined them and have mastered the art of vertical flight are Jerel Zarestky, Ed Hartley, and Mike Ellis.

Copter Caper, September 25-26, 1982--Ed Ham organized and served as C.D. for this Radio Controlled Helicopter Fun Fly at a private airstrip on the shores of Douglas Lake near Dandridge. The setting was a beautiful grass landing field 2000' long with ample parking and facilities for camping and picnicking nearby. This was a very successful event in spite of intermittent drizzly weather. Pilots from several states participated in the activities that are described in the announcement on the following pages.

Annual auction--There was a lively auction in December of all manner of planes, engines, kits, has-beens, and might-be's!

- 1983 -

At the December 1982 meeting the following officers were elected for 1983:

Ed Ham	President
Dick Mages	Vice-President
Wil Ham	Recording Secretary
Ben Oliver	Corresponding Secretary
Joe Leonard	Treasurer
Jerry McLaughlin	Sergeant-at-Arms
Henry Morse	Historian
Phil Cope, Bob Dilworth	Board of Directors
Ed Hartley	

COPTER CAPER

Schluter Cup

Radio Controlled Helicopter Fun-Fly



SEPTEMBER 25 & 26, 1982

CLASSES: BEGINNER, NOVICE, & EXPERT

Schluter Helicopter Cup Rules will apply. (See reverse side)

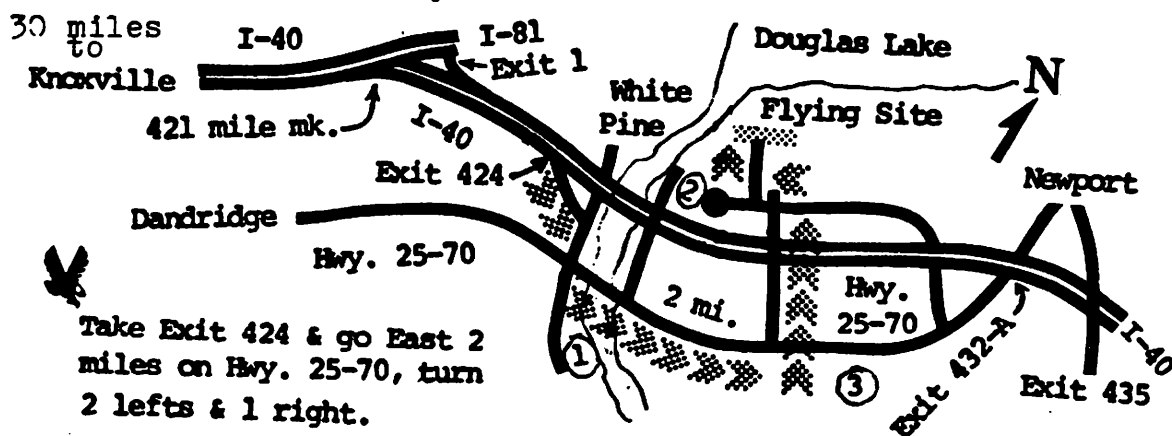
Entry Fee: \$10.00

Free Camping on site, but no facilities

Saturday evening meeting-buffet at Holiday Inn, Exit 435 off I-40, \$7.50 per person.

The site is located on a private airstrip 2,200 Ft. X 75 Ft. And is located about 30 minutes East of the World's Fair in Knoxville, and about 30 minutes from Gatlinbury-Smoky Mountains. Site location is on beautiful Douglas Lake, boating & fishing.

CONTEST DIRECTOR: Ed Ham, 2826 Arbor Place, N.E.,
Knoxville, TN 37917 CALL
Days 615/482-2900; Eves. 615/524-0554.



1. Douglas Lake Campground 397-2998; 2. Francher's Camp 397-3510
3. Elswick Motel 397-2246; Family Inns 623-6033 @ Exit 432-A
- Holiday Inn 623-8622 & Best Western 623-8713 @ Exit 435

This contest is to bring helicopter fliers together for companionship, exchange of ideas, and to participate in FUN competition. To help all who need help with their machines and to encourage improvement in flying skill by observing others.

CONTEST PROCEDURE

BEGINNER CLASS

STEP ONE: Fly from Heli-pad to base A and then to base B and then to base C, and then over pylon to base A. Helicopter must NOT touch the ground between bases. Pilot may walk with helicopter. TIME: 2 minutes.

STEP TWO: Fly from heli-pad knocking over bottles without touching ground. Then fly back to heli-pad. TIME: 2 minutes. Flight complete.

NOVICE CLASS

STEP ONE: Same as Beginner except TIME 1 minute.

STEP TWO: Fly from heli-pad through gates then back to heli-pad. Rotors must be below gates. Helicopter must NOT touch the ground at any time. Step two stops if a gate is cut or if helicopter touches ground. Pilot may walk with helicopter. TIME: 2 min.

STEP THREE: Fly from heli-pad right or left, knocking over bottles in sequence and then landing on heli-pad. Helicopter must NOT touch the ground at any time. Pilot may walk with helicopter. TIME: 2 minutes.

STEP FOUR: Fly from heli-pad and pick up large hoop, then the next hoop and then the smallest hoop. Helicopter must Not touch the ground during pick up. Pilot may walk with helicopter. TIME: 2 minutes.

STEP FIVE: Fly from heli-pad under the first ribbon, over the second ribbon and then back up under second ribbon and over first ribbon and then land on heli-pad. Pilot may walk with helicopter. Helicopter must Not cut ribbon or touch ground. TIME: 2 minutes. Flight complete.

EXPERT CLASS

Experts must stand in designated area during all flight steps. Experts fly step one through five same as Novice Class.

STEP SIX: Fly from the heli-pad and pick up sling (right or left) then fly over pond, lowering sling bucket into pond. Fill with water and fly to dump area, dump water and then land on heli-pad. Helicopter must Not touch ground. TIME: 2 min.

STEP SEVEN: Fly from heli-pad through first gate then left through second gate and then right through third gate. Now fly backwards reversing the procedure back to heli-pad. Helicopter must fly below gates and must NOT touch gates or the ground. TIME: 2 minutes.

STEP EIGHT: Fly from heli-pad and land on short pedestal and then take off and land on tall pedestal and then take off and land on heli-pad. Helicopter must be unairborne on each pedestal. TIME: 2 minutes. Flight complete.

General procedure: All helicopters must be started in start-up area and carried to event starting point. When flight is complete, stop helicopter and carry it to pit area. All events will be flown into the wind. Safety is of prime concern. Do not jeopardize your helicopter and the safety of others to complete an event. Any helicopter deemed unsafe by contest officials shall not be allowed to fly. Very erratic flight will be a cause for grounding.

Contest Director Ed Ham

2826 Arbor Place, N.E.

Knoxville, TN 37917

At the January meeting at the Western Steer on Merchants Road, Ed Ham thanked Jerel Zarestky for the fine job he had done as president during 1982. Then Ed got down to some serious business and presented special awards to:

George Holcomb - White gloves to handle his scale Pitts which he painted black
Ben Oliver - A chartreuse and fuschia ribbon so he could have his own frequency
Joe Leonard - A 25¢ glider so he would have a plane for his new .60-size engine
Anthony Stevens- A toy parachute so he would always have an extra
Phil Cope - Two chicken sticks so he could start his twin-engine plane

Obviously, the January banquet meeting was a fun-filled evening for those hardy souls who ventured out into the snow.

In February the club made two important decisions:

1. To prohibit member participation in pattern contests because attendance had been steadily decreasing since we started letting local members participate. Billy Sharp volunteered to serve as C.D. and the pattern contest was set for June 18-19.

2. To sponsor a charity air show. Wil Ham volunteered to be the C.D. The objective would be to charge admission and donate all proceeds to an appropriate charity.

It was also decided to have a winter fun fly on February 27.

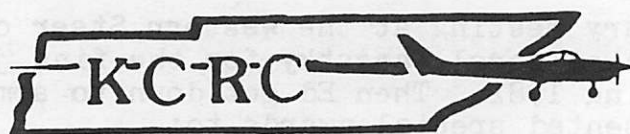
The winners were:

<u>Event</u>	<u>First</u>	<u>Second</u>	<u>Third</u>	<u>Fourth</u>
S.T.O.L.	Leonard	Hartley	Cope	Luck
Dixie Death	Leonard	Stevens	Cope	Hartley
Climb and Glide	Cope	Leonard	Stevens	Mages
Grounded Pylon	Luck	Cope	Stevens	Rhea
Sticks	Hartley	Cope	Luck	Mages

In March Mr. Jesse Dunn, Executive Director of the Easter Seal Society, met with us to discuss arrangements for the Charity Air Show. Following the meeting, Wil Ham and her committee (Ed Hartley, Phil Cope, June Cope, Jerel Zarestky, Mike Osborne, and Henry Morse) began working on plans for activities to be included in this all-day event. After looking at several possible locations for the air show, they decided to use the KCRQ flying field.

Billy Sharp and his committee were also busy planning the pattern contest which had been confirmed for June 18-19 and had been advertised in Model Aviation. See announcement on next page.

12TH ANNUAL



KNOX COUNTY RADIO CONTROL INC.

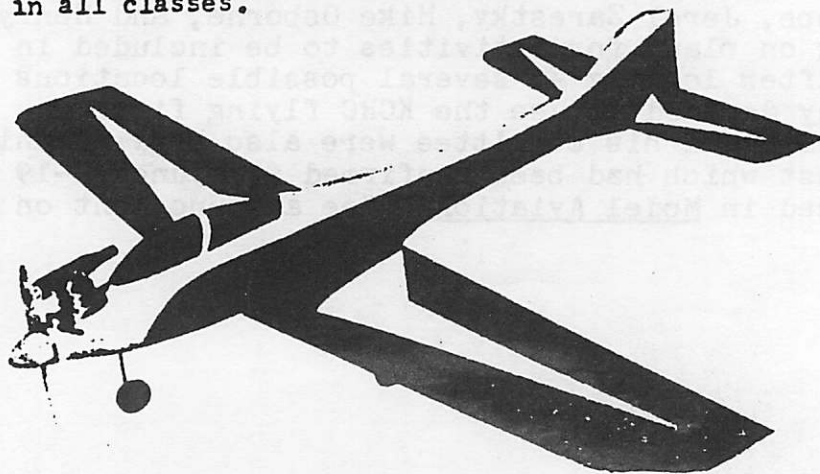
PATTERN CONTEST

* JUNE 18-19, 1983 *

KNOXVILLE, TENNESSEE

- * EVENTS: Novice, Sportsman, Advanced, Expert, and Masters.
- * SITE: 60' x 360' Paved Runway.
On site camping with limited 110V hook-up.
Concessions will be available.
- * AWARDS: Plaques for 1st, 2nd, and 3rd place in all classes.
- * JUDGING: Qualified club judges who are active pattern flyers.
- * STARTING TIME: Registration at 8:00 AM, Saturday - June 18.
Pilot's meeting at 8:45 AM.
Flying begins at 9:00 AM.
- * ENTRY FEE: \$12.00
- * CD: Billy Sharp
Rt. 11 Draper Cemetery Road
Knoxville, Tn. 37918
Home 615-922-1356 Work 615-482-2900

Current AMA and FCC licenses required. Full 1983 pattern will be flown.
1982-83 rules in all classes.



New radio frequencies--Bob Dilworth talked to the club about the newly approved R/D frequencies and warned that combinations of some of the frequencies could possibly cause interference on a particular frequency. Mike Osborne had already been a victim of such interference, and Bob suggested that we be alert to the effect on other planes when we first turn on our transmitters.

EAA-KCRC Exhibit at West Town Mall--June 11-12 our club had a very good static display at West Town in cooperation with EAA. Our displays generated a lot of favorable comments from visitors. Chris Luck had set up equipment to show Hot Stuff video tapes on The World of Modeling and our members actually worked on constructing a model which was to be raffled off at the Charity Air Show. Wil Ham made signs for the dozen or so planes the club displayed in addition to the Eaglet kit that was being constructed.

Planning for the Charity Air Show--This was a tremendous undertaking that was very capably handled by Wil Ham as Director with the aid of quite a few people. Wil reported to the group at the August meeting that the following arrangements had been completed:

1. The underground electric line to the field had to be replaced. Ed Hartley and Ed Ham completed this work the day before the Air Show. This repair work would have cost the club at least \$1,000 if done by a contractor.
2. The grounds had been mowed and trimmed.
3. Jerel Zarestky cut down the big obstructing tree near the east end of the field.
4. Ed Hartley uprooted and hauled a tree into the notorious tank ditch.
5. June Cope had begun the line-up order for the events, coordinating frequencies and type of entertainment to avoid conflict.
6. Extra insurance had been obtained to cover the liability of Knox County and the Easter Seal Society.
7. Critical events had been practiced and prompt cards had been written for the M.C. to use and for agenda coordination.
8. A parking plan had been completed.
9. A wind sock had been made for the ultralights.
10. Temporary fences were ready to be put up.
11. The radio stations had begun announcements and Channel 6 TV had interviewed Ed Ham.
12. Directional posters had been made.
13. Posters for the air show had been distributed (see next page)

All of the activities had been coordinated so well the Charity Air Show started right on schedule on August 14 and the program ran like clock work. Dick Mages did a superb job as M.C. in describing each event and in alerting the audience about upcoming events.

Before the show started, Phil Cope and Bob Dilworth entertained the crowd with planes towing "Support Easter Seals" banners over the field.

MODEL AIRCRAFT AIR SHOW

STUNTS ~ PRECISION ~ GLIDERS
BIPLANES ~ HELICOPTERS ~ SCALE
WATCH DROP
SKY DIVERS: HUMAN & RADIO CONTROL
TRY YOUR HAND VIA BUDDY BOX

Presented by
KNOX COUNTY RADIO CONTROL SOCIETY



For Benefit of
EASTER SEAL SOCIETY

1.50/person or 4.00/car
Sun Aug 14th
1:00-5:00 pm



see map on back

The Air Show was officially opened when Anthony Stevens was carried aloft in an ultralight, jumped from 4,000 feet, and guided his brightly colored parachute to a soft landing in the center of the runway! Other events included an excellent demonstration of R/C flying and basic maneuvers by Ricky Mages who no doubt inspired many watching youngsters to get into R/C.

Children in the audience were thrilled to scramble after watches dropped from planes flown by Phil Cope and Bob Dilworth. Quite a few youngsters had an opportunity to buy a ticket and try their skill at flying an R/C plane through a buddy box under the capable supervision of Jerry McLaughlin.

Other crowd-pleasers included aerobatic maneuvers by Ed Hartley and Phil Cope and a comical helicopter act in which Mike Ellis was hidden from view and flew his helicopter in a manner that made it seem to respond to specific commands of Ed Ham. In this routine, Ed had the helicopter stopping in mid-air, turning, running away, swaying to and fro, and in general delighting all who watched.

At the end of the day an Eaglet completely equipped with engine and radio donated by Tennessee Model Hobbies and a Cricket Helicopter Kit donated to Ed for the Charity Air Show by John Gorham of Gorham Model Products were raffled off.

The Air Show was attended by several hundred people and raised about \$1,000 for the Easter Seal Society. Will Ham deserves many plaudits for making this such a successful event.

A week after the Charity Air Show the club had its Annual Fun Fly Picnic and Flea Market and the following month a very successful Tennessee State Fun Fly. I believe this was the last fun fly of the year.

<u>Event</u>	<u>First</u>	<u>Second</u>	<u>Third</u>	<u>Fourth</u>
LeMans Start	Cope	Zarestky	Boatwright	Sharp
Bomb Drop	Cope	Sharp	Oliver	Sams
Precision Flight	Leonard	Zarestky	Boatwright	Sams
Roll Loop and Touch and Go	Cope	Leonard	Sharp	Sams
<u>Deadstick Spins</u>	<u>Boatwright</u>	<u>Cope</u>	<u>Sams</u>	<u>Leonard</u>
OVERALL	Cope	Boatwright	Sams	Leonard

December Election--Officers elected for 1984 were Phil Cope, President; Dick Mages, Vice-President; Anthony Stevens, Recording Secretary; Chris Luck, Treasurer; Steve Johnson, Sergeant-at-Arms; Ed Ham, Corresponding Secretary; Henry Morse, Historian; and Jerry McLaughlin, Billy Sharp, Board of Directors.

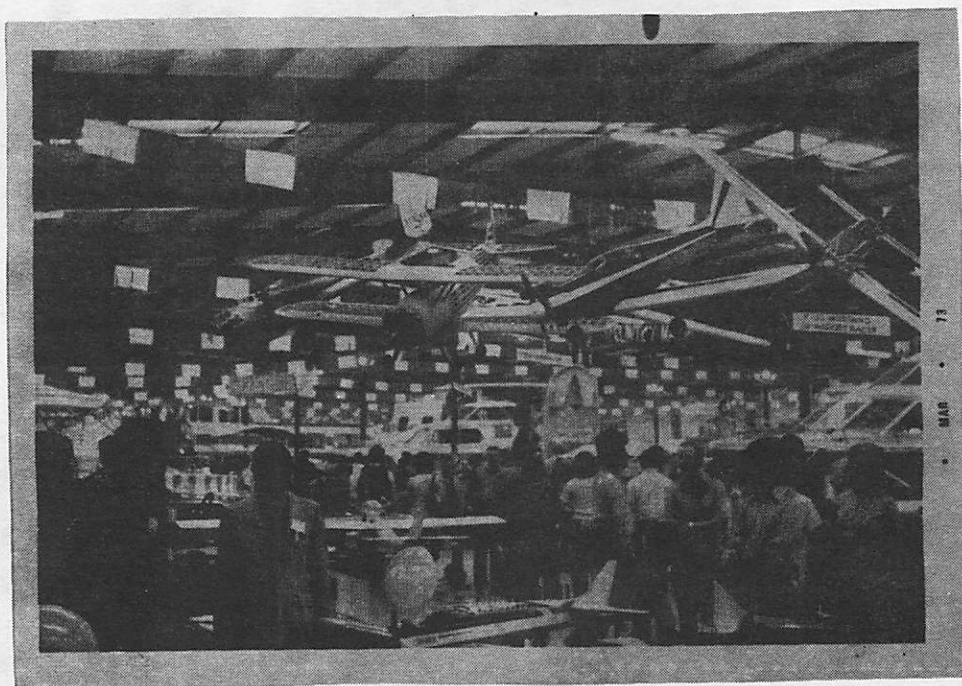
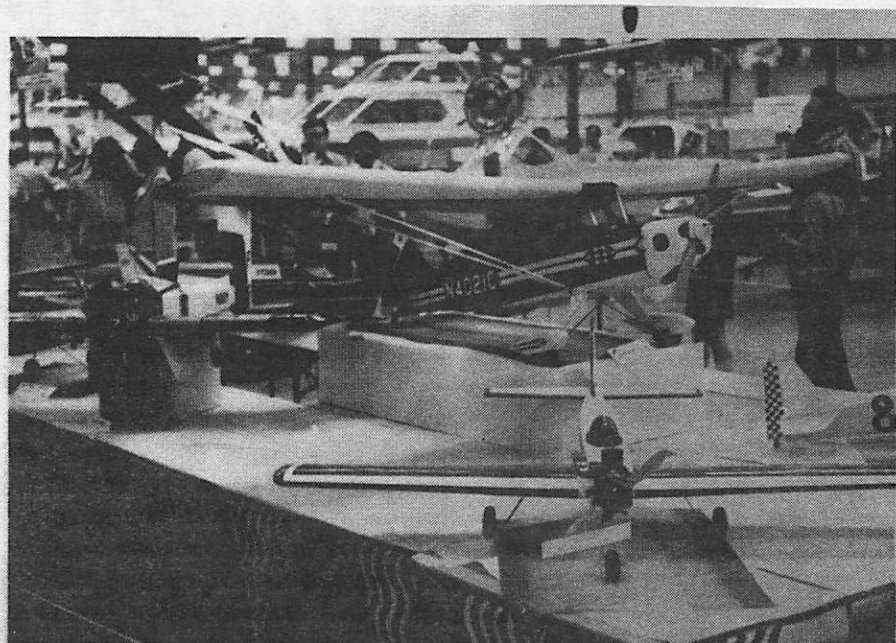
Emeritus Members--Ed Ham, Ed Hartley, and Henry Morse were made Emeritus Members in December.

**SCENES FROM YESTERYEAR
AND
RECENT YEARS**

GEORGE "DOC" SHACKLETT--KCRC'S FIRST PRESIDENT



SCENES FROM 1973 ETRC STATIC DISPLAY AT SPORTSMAN'S SHOW
CHERRY STREET TOBACCO WAREHOUSE



SCENES FROM KCRC PATTERN CONTEST 1974





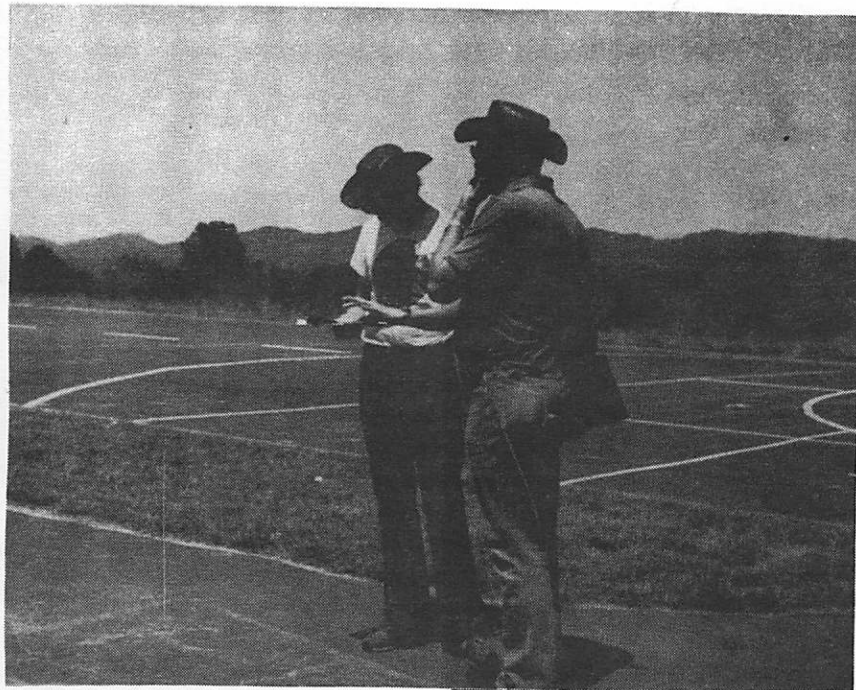
Anthony Stevens floats down to a perfect landing in center of KCRC runway to open the Air Show



Dick Mages, Master of Ceremonies, keeps audience informed about the parachute jump and all other events. Chris Luck is monitoring the public address system.



Anthony prepared to board 2-place ultralight for parachute jump



Chris Luck and Ed Ham
at 1981 Fun Fly

June Cope, Joe Leonard,
and John Ream



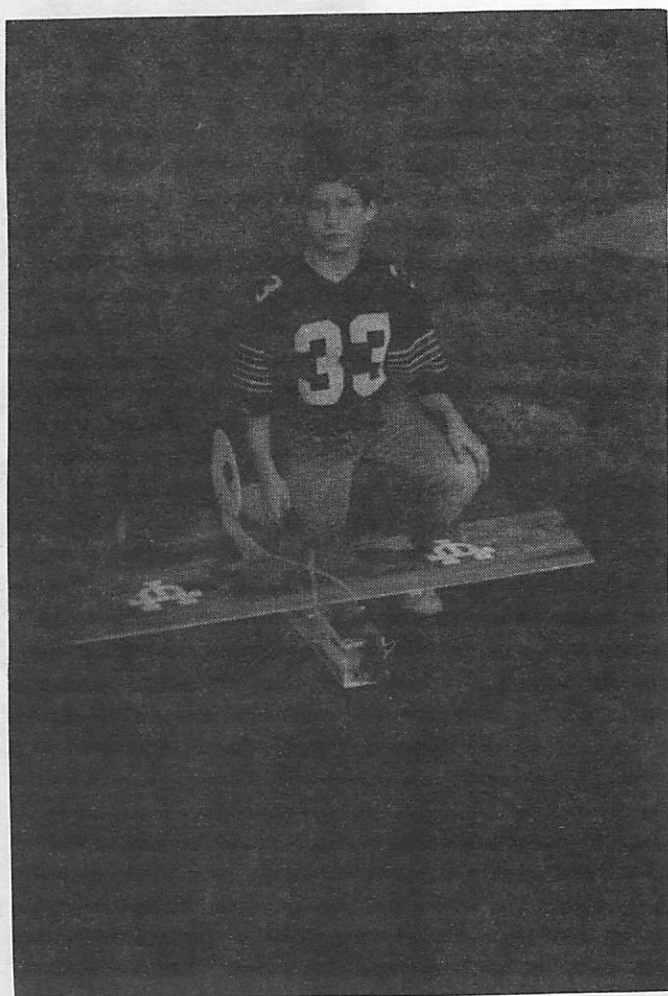
Jim Baker and his Ugly Stik

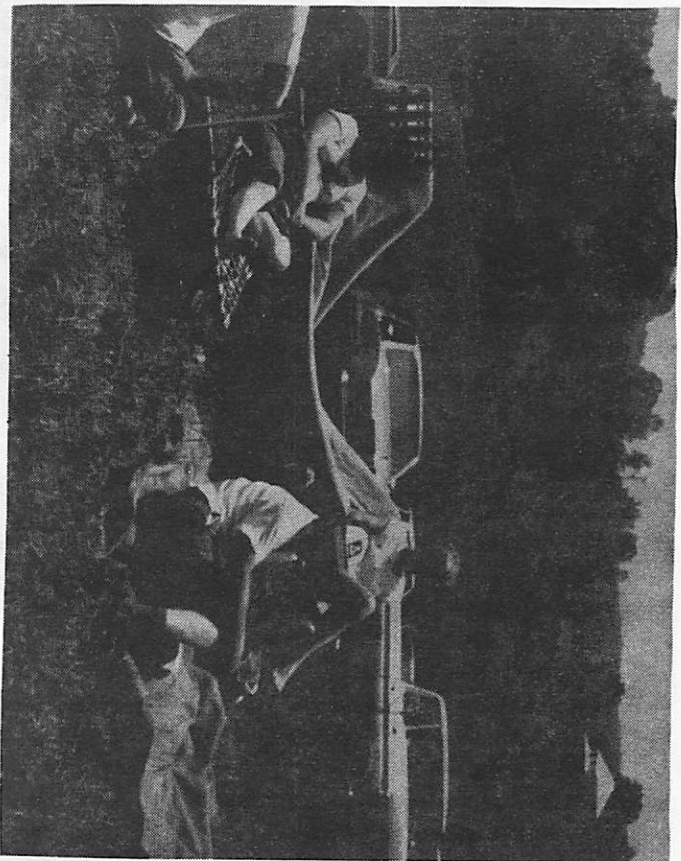




Jerel Zarestky
and
Compensator

Ricky Mages and his new
Little Stik

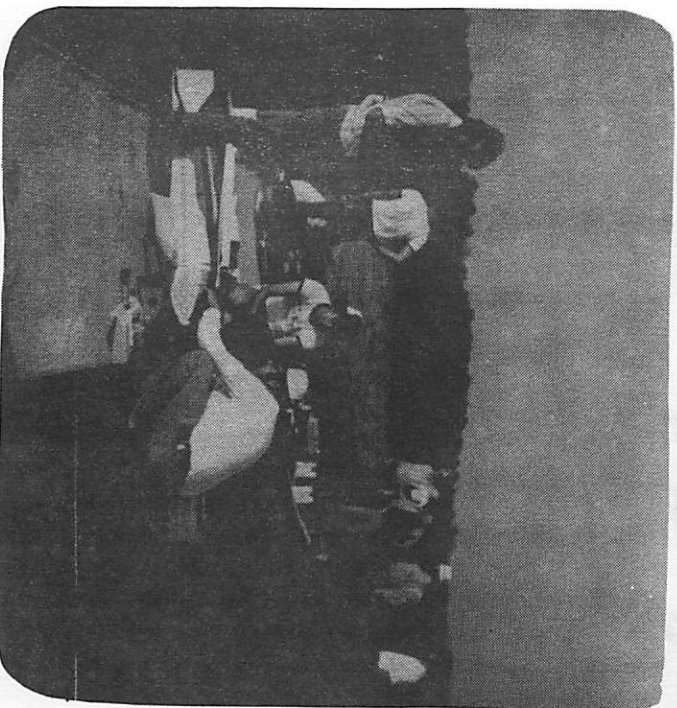




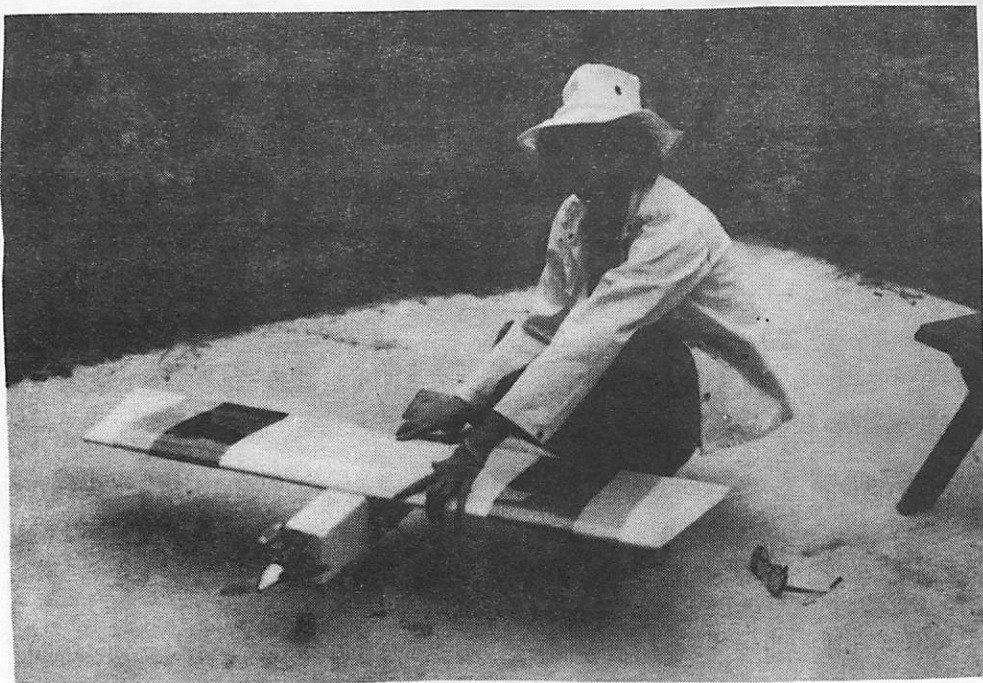
John Ream and Jean



The Johnson Brothers' new pit area
in full use



George Dougherty with Hartley
and his Bootlegger



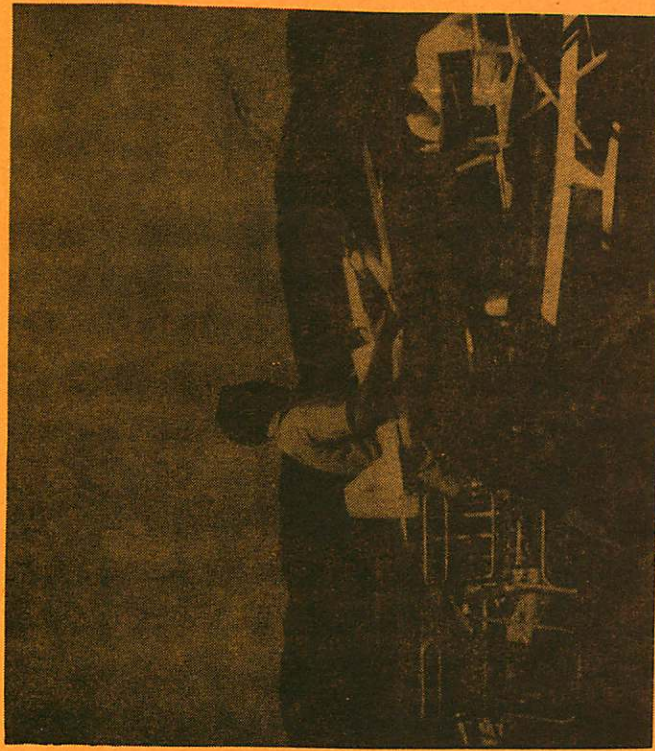
Wil Ham and Sweet Stik



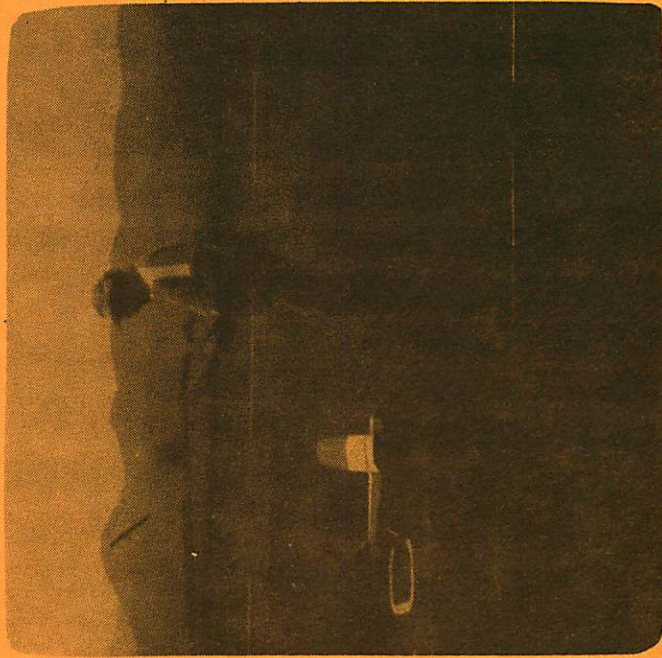
Ed Ham and Horizon



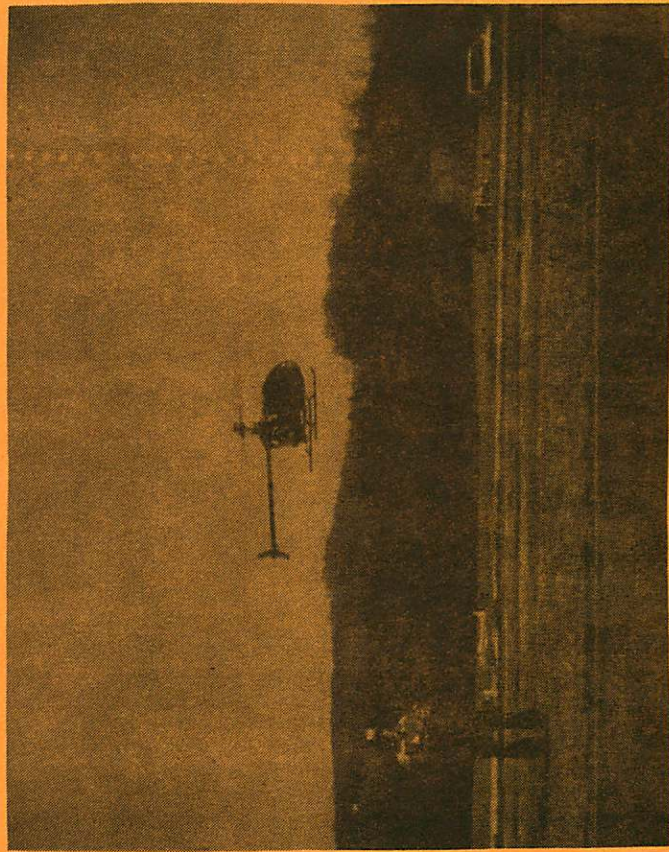
Bob Dilworth with Partenavia Victor Twin



Jerry McLaughlin and Sportsmaster



Joe Leonard with "modified"
Piece O'Cake



Phil Cope and Heliboy