



President-Joe Bolinsky
Vice-pres- Phil Cope
Treasurer- Chris Field
Secretary-Mike Foley
Historian- June Cope
Ser@Arm- Chris Wood
Editor-Jim Scarbrough

Board of Directors;
Jerel Zarestky
John Heard

December 2001 Knox County Radio Control AMA# 594
jimscarbro@aol.com online www.rcpattern.net

This and That....

In the last issue of the newsletter, I asked if anyone knew of a model larger than 108 inch wingspan that was flown at KCRC field. I found out that there were several. Phil Cope flew the largest that I've heard about so far. His was a full size ultralight with a thirty foot wingspan! Phil said that there were some other ultralights that took off and landed on the field, but they were a different type with shorter wingspans. He said that a full size Cessna came down and circled around his ultralight while he was there and he thought the Cessna was going to try to land, but good sense prevailed and he flew on.



In the picture above, Phil is somewhere just ahead of the pusher prop and I'll bet he's real puckered up..... If anyone has any knowledge of larger (or very small) RC controlled models that have successfully flown on KCRC soil, let me know. We ought to run a contest for the largest and smallest. We could run it for 2002 and see if the club would award a prize to the winners. If there is any interest, we could make some rules about the flying limitations and

model parameters. Let me know how you feel about it.....



I want to take this opportunity to wish all of you the Best of Holidays, and I hope that Santa finds you with all the goodies that you have wished for. It has been fun flying with you in 2001 and I'm looking forward to 2002....Jim

At The Field

Mike Foley sent around the picture shown at the bottom of the page. It was taken by a friend of his and shows the field layout better than any that I've seen. It shows the whole area (and don't the trees look small ?) and looks like it was taken before the subdivision started grading.



And here is another pic that Mike sent of Raymond Curd and his Miss Norway. Ray is one of the members that was here when I re-signed up in 1990. There are some with a much

longer tenure than us. Below is one who doesn't!. Jordan Foley has acquired Jim Jones's old Daddy Rabbit and loves it! He hasn't flown his new Kaos since he got the Daddy Rabbit. Jordan is going to be some real competition in the SPA



contests. He is showing a lot of talent as he gets more practice... In the next picture at top of right hand column is Joel Hebert getting his



model ready to fly on one of the beautiful Saturdays we've had in November. In the next picture, Joel Cate has already been up a couple of times on the same



Saturday. By the time I left that day, there was a mob of flyers



out. I think everybody is trying to squeeze some time in before the weather turns bad. In the picture at bottom right, you will find me and my Hangar 9 PT-19. I've

had it for awhile but I was a little leery of flying it at KCRC field because of the runway length and my lack of skill. I finally decided to get it off the ceiling of my garage and give it the old college try. I also had some doubts about the power of the old Enya R-120 I had in it. I didn't need to worry about any of those things; the model lifted off and flew great! The old 1.20 engine had plenty of power for the type flying I like, which is just doing big circles and figure 8s around the sky. I mentioned to some of the guys that our runway was plenty long enough for anything and Gene Waters said I needed to land his P-51 and see if I still thought so. After thinking about it, I changed my mind. Gene needs a 1000 foot runway to slow the heavy P-51 down. It is VERY heavy and fast. It is a good candidate for the insert flaps I talked about last month that C.D. Martin and Bill Pennell used to slow their models down for landing (except Gene's might fall out of the sky).....



The November 13, 2001 meeting of the Knox County Radio Control Society was held at the Deane Hill Recreation Center. President Joe Bolinsky called the meeting to order at 7pm. Chris Field gave the Treasury Report. The meeting minutes from the October meeting were passed as read. There were 24 people the meeting.

OLD BUSINESS

President Bolinsky reminded everybody about the Track Meet that is being held Saturday, November 17th from 9am until 12 noon. He reminded everybody that there would be no flying until the meet is over. Joel Herbert and John Heard would be out the field.

President Bolinsky recognized John Heard for mowing the field for the last time. There was a big round of applause from the group for John's effort. John does the final mowing every year. Good job John!

President Bolinsky reported that 43 members attended the Club picnic, which wasn't too bad considering the weather we had that day. He suggested that next year, the Club have the picnic earlier, and that the Club cook our own food (hot dogs, hamburgers, etc) and have everybody bring a covered dish.

NEW BUSINESS

The first item brought up for discussion was the dues. As many of you know, we vote on the dues in December, either to raise them, lower them or keep them what they are (\$48 a yr). Jim Scarbrough asked if the Club was going to leave in the late fee, and the reply was that we should leave it like it was last year. No vote was taken at this meeting, however many voiced their opinion that the dues remain the same. Many have already paid their dues to Chris Field.

The banquet will be held at the Super China Buffet in Oak Ridge, TN on the 2nd Tuesday in January. They have a big banquet area. They have good seafood, crab legs, shrimp, as well as other tasty items. There was a discussion about showing up at 6-6:30pm, that what everybody has plenty of time to eat and we still have time to hold our awards ceremony.

President Bolinsky asked for an update from the Sound Committee (John Heard, Ben Oliver and Ed Hartley). Ed gave a short presentation. 2 strokes tend to have a higher dB reading than the 4 strokes. Ed told the group that if you read 98dB at 10 feet at the field, you'll read 55dB were the houses are supposed to be, and he said that 98dB at 10 feet is okay because the error factor is plus or minus 2dB. Someone asked how loud 55dB was, and the reply was as loud as a normal conversation. A member asked if any of the big gas engines had been checked and Ed replied that some had been checked. It was stated that the only rule changes that needed to be made is how we enforce that current 96dB noise level. Jerel Zarestky noted that when we fly our planes to the left of the runway, we are flying closer to houses that are going into the subdivision, and wondered if there was an option to rotating the landing pattern so that we wouldn't be so close to the houses.

On that note President Bolinsky called upon Dennis Hunt to talk about a development that he's come up with, with the people building the houses. Dennis has been up to talk to the contractor's who have been moving the field dirt. Dennis told the group about the past problems we've had with a trailer being in line with the landing approach on the left end of the field. It was suggested then that we consider putting in a second runway angled about 45 degrees from the current runway. The trailer has since been moved and the need fell away. But we should seriously consider putting in a secondary runway angled about 45 degrees from the one we now have, which would get over the problem of coming in over the road and trees that

are growing up on the corner of the property, and it would have many advantages. As many of us know, it is very difficult to fly late in the afternoon when the sun is low in the corner of the left-hand portion of the field, let alone, make a successful approach from the left. If you turn the runway 45 degrees, then the problem goes away. It mainly takes away from the noise problem, and maybe, we can even go up a little bit on the dB. We'd like to retain some on the other members that are flying the big "gassers". Dennis said he met the owner of the excavating company, Dave Crowley, who had been watching some of the members flying from the construction site. Dennis took Mr. Crowley over to the field and introduced him to the members that were flying. Dennis then told him of his proposal of adding a runway, and showed him where it should be. A 250-foot long runway is quite possible. Mr. Crowley said he would measure the amount of filed dirt that would be required. He said he would get back with Dennis as to the cost of the project. Joe said we would have to get permission from the County, get a price from Mr. Crowley on the project and check on our lease before anything could be done. The question was asked about the lease, what has been done and who is on the committee. Joe said that we have a lease committee, and no commitment has been made and that nothing has been signed yet. Joe said he wanted to set up a committee to contact the County about our proposed runway improvement and we needed to talk to Mr. Crowley and get a price from him as to the cost of the construction. Joe said that Dennis would get the price and call Joe, Dennis and Joe would then decide if the new runway is even feasible. If it were, Joe would then call Doug Battaille and get with him.

President Bolinsky opened the floor for nominations for the Offices available. After a moment of silence from the members present, a motion was put on the floor to close the nominations and was seconded. President Bolinsky then announced the candidates for the offices that need to be filled for the next year. The candidates are listed elsewhere in the newsletter. President Bolinsky reminded everyone to be sure and vote at the December meeting. **Remember... your vote counts!** Joe also thanked Ed Hartley and Phil Cope for being on the Election Committee.

President Bolinsky then asked for volunteers to deliver the Christmas hams to our neighbors. John Heard and Mike Foley volunteered to distribute the hams for the Club.

MODEL OF THE MONTH

Denny Evans showed off his gorgeous Great Planes P-51 Mustang, that was built from a kit. The plane is covered in silver Monocote; the invasion stripes are Ultracote. The plane is powered by a Saito 72 four stroke turning a 13 x 6 prop, and has Dave Brown retracts on the main gear. He said the plane seems to fly well and this is Denny's first tail dragger. He said this is the first kit he's done.

There were no other models entered. Denny won the Model of the Month.

CRASH OF THE MONTH

Ben Oliver told the group about his Impala. It was a big, yellow 60 size Pattern plane. Ben said it was flying fine and then it went into a spiral and went in full bore. He said he checked the plane over (what was left of it) after the crash, and he found one of the servos had stripped gears.

Denny Evans then got up, turned his hat around backwards, and told the group about red SportAire 40. The first incident was the plane ran out of fuel right when it took off, and it broke the left wing when he hit a tree. A week later, the plane is repaired and is flying beautifully... until he does a roll and half the wing goes one

way and the rest of the plane goes down in the woods and destroys it. the plane gets rebuilt and about two weeks later Denny flies it again and notices he has no throttle control, so he flies the fuel out and lands. He has nicknames the plane "Lazarus" because its been resurrected twice.

Denny won the Crash of The Month and the glue.
Meeting was adjourned at 7:55PM
Michael J. Foley, Recording Secretary

The following tips were taken from the Blue Max Flyers of Chicago by way of the Wine Country Flyers of California Newsletter.

Next time your wife yells about the balsa dust from sanding, steal one of her large fluffy bath towels and use it to sand on. It not only protects the airplane from dings, but it will trap a huge amount of dust. When done sanding, fold it carefully, then take it outside and shake it out.
(Disclaimer for above. I am not responsible for what happens when your wife catches you doing this.)

Gee, why would anyone want to make a hole in your nice new covering job? Well, holes for wing bolts, servos, switches, pushrod openings, etc. You could cut them with an Xacto knife or a razor blade, but then you have to seal the edges to the surrounding wood. The solution; get an old soldering iron tip, pointed preferably, and cut the holes/openings with your soldering iron. It cuts the opening and seals the edges with one operation. Once you try it you won't want to do anything else. One word of caution; clean the tip after each cut. I use a wet sponge like the one used in soldering, but use a different sponge so you don't mess up the one you solder with. If you don't clean the tip, it will smell really bad and the gunk will inhibit the cutting operation. You can thoroughly clean the tip with a wire brush after it cools.

Slate of Officers to be voted on at the December meeting.

- President.....**
Ben Oliver
Jerel Zarestky
- Vice-President.....**
Phil Cope
Denny Evans
- Secretary.....**
Mike Foley
Joel Cate
- Treasurer.....**
Joel Hebert
Kaycee Arcee
- Sgt at Arms.....**
Joe Bolinsky
Jim Scarbrough
- Board of Directors.....**
Ed Hartley
John Heard
Chris Luck

Ed said it was like pulling teeth to get candidates for these offices. I can imagine, since I watched him try to get someone to run on the Treasurer slate with Joel Hebert. Folks, what is it worth if it doesn't cost anything? A little effort putting something back into the club is not too big a price to pay, is it? Give it a try, you might find your niche in politics.

Notice #2

We will also vote on the dues for next year. One thing that we need to do is change the dues vote to the November meeting. The result of the vote needs to be published in the December issue because most people will pay them during December since they are due January 1st.

One thing that we forgot about at the November meeting was to set (or decide not to set) the annual auction at the December meeting. As long as I can remember, we have had an auction at the end of the year. At the last two, there was very little action and not much money changed hands, but it is an opportunity to get rid of or pick up a bargain in a kit or motor. Maybe next year?

Confucious says: When you make a mistake, make amends immediately. It is easier to eat crow while it is still warm.

A note to the members of OFFA; Be really nice to your friends. You never know when you're going to need them to hold your hand or empty the bedpan....

NOTICE

Meeting at Deane Hill Recreation Center on Tuesday, December 11, at 7:00PM. We will elect officers for 2002 and we need your support.

FOR SALE
Top Flight P-51 kit about 50% completed. Retracts have been installed. Wingspan is 60". Value is about \$200. Will sell for \$70. Call Fred Heddleson or email freddleson@aol.com.



Merry Christmas
To all KCRC Members
and Their Family

From all KCRC Officers