



K C R C

KNOX COUNTY RADIO CONTROL

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Vice Pres- Phil Cope

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Recording Sec- Mike Foley

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Ed Hartley

Dennis Hunt

June, 2003

Knoxville, Tennessee

AMA Chapter 594

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online www.rcpattern.com

From the hanger

Jerel Zarestky

If this reaches you in time, you'll still have a chance to participate in the SPA pattern contest at KCRC on May 31/June 1. (If it doesn't, you don't.) This contest is a great way to get your feet wet in aerobatic competition since you can fly any AMA legal plane in the Novice class. Pattern is the best way to become a more proficient flyer. Almost anyone can go out and loop and roll an airplane. Pattern teaches you to do those and other maneuvers with precision and discipline. You'll learn how to control the plane during the entire maneuver and not just yank back on the elevator or hold the aileron stick to the side of the gimbal... there is a difference.

We've completed our first float-fly of the year and our first flea-market, picnic and fun-fly. The wind blew the fun-fly part away but the rest of the event was a big hit.

No news is good news; at this time we have no pressing issues to take up at the meeting in June! Bring your plane or helicopter, come early and let's fly before and after the meeting!

So many planes to build and fly and only so much building time and only so many flying sessions in a week. Some projects get completed, some get bumped in priority, some go on indefinite hold and some get scrapped. My list of projects just seems to keep growing these days and by my best estimate, I'm about 3 years behind. I'm going to have to try to figure out how to bite the bullet and scrap a project I know I may not complete in any reasonable time. In the mean time... I'm going flying.

See you at the field!.....Jerel

Minutes from May 13th, 2003

Mike Foley, Secretary

The May 13, 2003 meeting of the Knox County Radio Control Society was held at the KCRC field. President Jerel Zarestky called the meeting to order at 7pm and welcomed members and guests. The meeting minutes from the April meeting were passed as read in the newsletter. Joel Hebert gave the Treasury report, and announced that the Club has more than 120 members, including family members (kids, etc.). It was also announced that Phil Cope has been keeping up with what frequencies (channels) are being used, mainly on the weekends. We now have a list of the most used and least used frequencies, in case you are looking into getting a new radio. The list will be published in the newsletter. (Continued on page 3)

KCRC Name Tags

June 10th, 2003 KCRC Club Meeting

Orders will be taken for KCRC name tags at the June club meeting. The cost is \$6.00 for the pin clasp, or \$7.00 for the Magnetic clasp. The name tags should be paid for in advance. Orders may also be sent to:

Karl Gerth
104 Powell Road
Oak Ridge, Tn 37830

Name tags will be delivered at the field,
or at the next club meeting

The following note was received recently .

I am sad to report the passing of John M. Kimbrough, the main partner in Tennessee Model Hobbies. He died at home May 7th, 2003, at about 8:15AM of cancer. He and his son, John G., led the staff at TMH in trying always to provide the kind of service that put the hobbyists who were our customers first.....Phil Spelt

The Membership of KCRC also want to express their condolences to KCRC member Joe Parrott and the family of Virginia Dick Parrott. Joe's mother passed away during the past month. KCRC is making a donation in the name of Mr. Kimbrough and Mrs. Parrott to their listed beneficiaries as requested.

KCRC Calendar of Events

May 31, June 1st.... SPA contest at KCRC field. Dennis Hunt, CD. Sanctioned event with points counting toward Masters.

July 5-6.... 22nd Annual Cullman Pattern Championship for 401,402,403,404,406(jso) Cullman, Al. Burdeshaw Field.

July 26-27.. Hotlanta SPA Champs. Dallas, Ga. Club field

Check AMA Magazine for further details and events.

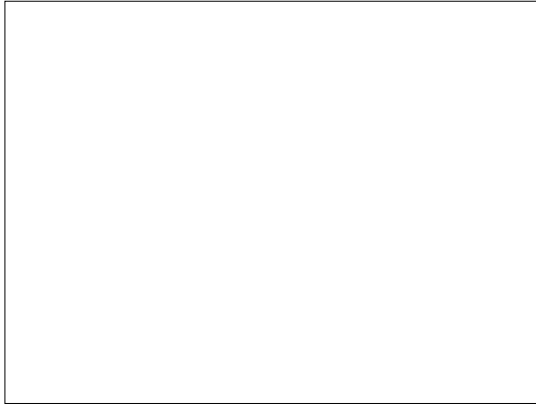
At the Field

Spring Float Fly

News from the WET field!by David Dabbs

We had a great time at the float fly today (

Saturday, May 3rd). The weather was right, and the winds were calm. The day started off smoothly, but that changed with Walt Keene's Laker. It flew great on the



first flight, but developed a leak by the second. the problem was discovered, and Walt will be ready for the next time. Our next situation was when Phil Spelt and Jim Casey's planes tried to introduce themselves themselves to each other! seems that Phil's plane tried to sneak under Jim's, and said Howdy to Jim's wing tip and aileron. Jim's wasn't hurt too bad, and will fly again soon. Phil was up and flying again right after that. But that's not the end of the story! Later Phil was up and looking good when he lost the engine and had to deadstick into the drink. While he and Walt Keene were retrieving the model, Phil slipped in the boat

and fell and hit his plane. A broken float and cracked fuselage ended Phil's flying for the day. Phil was flying his Stingray Splash, and it is one amazing looking

model. It also flies wonderfully.

Roger Luebke had a beautiful plane for the event. Nice takeoff and was flying super when it happened; his wing came off and the plane went out of control! It came raining down out of the sky in pieces, all parts were saved however, and the damage didn't look as bad as the accident did.

Joel Hebert had a slight problem with a wing-tip float, but was able to still take off and land with one. Way to go, Joel!

Jerel Zarestky had his big Cub out there, and did an outstanding job of flying it. And didn't have any problem

with the floats. (Ed. note: Jerel crunched one of his fibreglass floats at last year's event, but apparently got it repaired good as new).

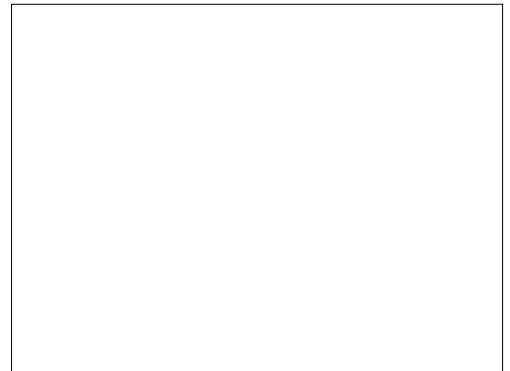
David Dabbs had his new Mariner, and everyone agreed that it flew well. This is his first seaplane and he is proud of it!

Bill Marshall, who had two electric planes out, did an excellent job of flying them off water. Good job, Bill. (Ed. Note: I was impressed with the electric models. They flew with authority off the water.)

Phil Cope had his Seamaster and a Butterfly on floats and was leading the pack. The Butterfly developed a slight problem, but nothing Phil couldn't handle.

Event

Director Jerry Goss brought his Cub and the slick little Wet'n Wild. Both flew well and looked great with smooth take-offs and landings.



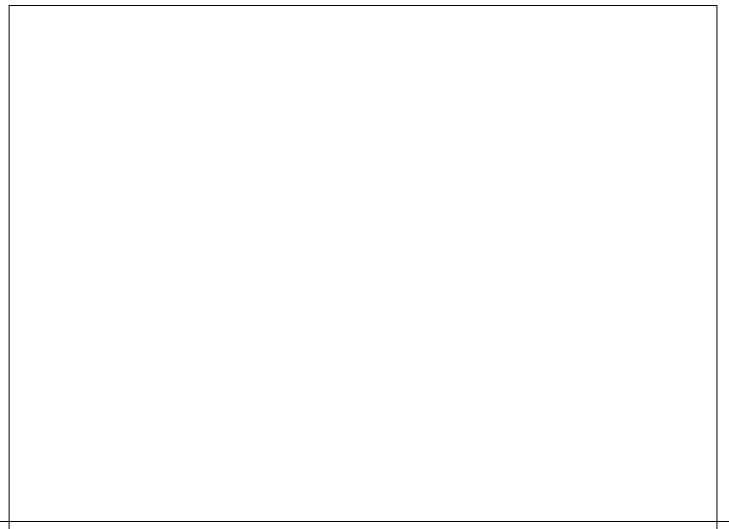
Denny Evans and Jamie brought their new SeaMaster and they did a good job flying it.

Jim Casey came up from Tampa, Florida again this year, and brought a V-tailed home cooked design that flew very well indeed. Hope to see Jim at the next one!

All in all, everyone seemed to have a great time and enjoyed the day. Special thanks go out to Fred Heddleson and his daughter Janet who hosted the event and provided refreshments. Without folks like them, it would be very difficult to put on an enjoyable event like this. Thanks, Fred and Janet. Also, a special thank you to Walt Keene for the use of his boat. Without it, we really would be up the creek! Walt has done this for all our float flies.

Fred has graciously offered the use of his yard and dock to anyone in the club who wants to use it thruout the year. (It would be a good idea to clear it with Fred first!)

Thanks to all who attended, and hope to see you at the next Float Fly.....David



(Continued from page 1)

OLD BUSINESS

The first order of business was the events that were held since the last meeting. The float fly was a great success, with a turn out of 11 pilots and 14 planes. There is talk of having another float fly around September or October, and asking some of the other local Clubs to participate. Thanks went out to Fred for hosting the event at his place in Kingston, followed by a big round of applause.

The flea market / picnic / fun fly had a good turnout, with about 50 to 60 people attending. All kinds of good food and everybody got plenty to eat. Thanks went out to all that brought food and drinks. The flea market did well also; we had a lot of people with things to sell. The fun fly didn't fair too well though, mainly because it was too windy to fly! A suggestion was made to have another picnic close to fall.

A comment was made about how nice the grass looked around the Clubhouse and runway. A 'thank you' went out to Paul Funk for mowing the grass.

The next order of business was the SPA Pattern contest. Dennis Hunt gave a short presentation and asked that Club members participate, whether you plan on flying or not. Your help is needed. Phil Spelt said he would send out a mass e-mail to all KCRC members asking to please fill empty slots on the list that Dennis passed around during the meeting. Ed Hartley will be taking care of the call sheets. It was announced that in the novice class, any AMA legal plane eligible to fly, and you don't have to be a member of the SPA to fly novice class. There will be a \$25 entry fee for the contest. \$5 will go towards lunch, which will be served on Saturday. Dennis also asked if someone would be willing to take care of lunch on Saturday.

It was announced that Karl Gerth is taking orders for the KCRC nametags at the June meeting. You must pay in advance! If you are interested in a nametag, please see Karl either at the next meeting or at the field.

NEW BUSINESS

A question was raised about getting some KCRC tee shirts and hats. Several of the members expressed interest in getting one, or both. Doll Thompson said he would see if he could get some prices on tee shirts and/or caps with the KCRC logo on them.

Doll Thompson donated a Brother label maker to the Club. This will be useful for marking the frequency pins or putting your name on your transmitter. Joel Hebert is keeping it for the Club.

The Club wishes to express our condolences to Joe Parrott and his family for the loss of his mother, Virginia Dick Parrott. Instead of flowers, the family requested that a donation be made to the Arthritis Association.

We would also like to express our condolences to the family of John M. Kimbrough, who was owner of Tennessee Model Hobbies, and an avid supporter of KCRC. Instead of flowers, the family requested that donations be made to Parkway Presbyterian Church, 920 Pellissippi Parkway, Knoxville, TN 37932.

There was a request made about a safety concern at the field, who do you report them to? The concerns were the steps at the side of shed were weak near the bottom step and the steps at the end of the shed near runway. President Zarestky said we have a Safety Committee and the issues will be addressed.

CRASH OF THE MONTH

The first to tell of his misadventure was Phil Spelt. Phil told about his SIG Bluehawk Ultimate fun fly play, powered by a YS 45, and how the engine went "sour" and quit shortly after take off on its maiden flight. He said he had enough altitude to make it back to the runway, when the plane disappeared behind a tree off the left hand side of the runway. Phil thought, well, time to go pick up the pieces and he put down his transmitter. Just as placed the transmitter on the ground, someone hollered, "Hey! Your planes still flying!" He picked up his transmitter but it was too late. He walked down to pick up his plane and found that the

fuel tank was missing, as well as the check valve between the engine and the tank. But there was minor damage to the plane.

Next to tell his tale was Jordan Foley. Jordan told about his Hangar 9 ¼ scale CAP 232 and that he was flying some aerobatics, the plane was inverted about 100 feet up out over the tree line by the left-hand side of the field. He had the plane flying inverted split S's and when he went to throttle up the engine, it didn't respond. So he rolled the plane back up right, and tried to get the throttle to work, but it was stuck at high idle. Jordan finally got the plane back out over the field, but it was losing altitude. He realized that the he couldn't get the plane stopped if he were to land on the runway, so he brought the plane down in the high grass off the end of the runway. The tall grass caught the landing gear, and the plane landed upside down, which damaged the wing and bent the landing gear. Upon final inspection of the damage, he also inspected the servo that controlled the throttle and found that the gears were stripped.

Fred Heddleson was next. Fred said that this wasn't just an entry for Crash of the Month, but for him, Crash of the Week! To show his misfortune, he dropped what was left of the fuselage from his battered plane on the floor of the shed. Fred told about his plane, which was a fuselage from a Great Planes Big Stick and the wing from a Kaos, and how he brought them out to the field to fly. He said that everything worked as planned when he took off, but the plane kept nose diving. He decided to bring it around to land and just as he got the plane over the woods, WHAM..... into the woods it went. Fred thought, "into the woods again". A moment later, the plane popped back up and Fred thought he'd better land the plane. So he brought it around and got about 6 or 8 feet off the runway when it dove into the runway. The resulting crash destroyed the fuselage, but the wing survived, with just a small tear in the covering! Fred said now he is going to find something else to put the wing on. This brought a howl of laughter from the members present. (See what you miss if you don't attend the meetings?)

A vote was taken and Fred won Crash of the Month and a bottle of glue.

MODEL OF THE MONTH

First to show off his model was 7 year old Branson Funk. Branson brought out his Hangar 9 Alpha Trainer powered by a O.S 46FX two stroke. Branson has been learning to fly and is doing quite well. He helped his Dad build the plane.

Next was Phil Spelt and his SIG Bluehawk Ultimate fun fly plane. His said the plane was built with 2 major modifications done to it and it should have been three. He didn't like the profile fuselage that narrowed in past the engine mount, so he laminated ¼ inch balsa to fatten up the fuse. The second thing was they had the servos mounted with servo tape to the underside of the plastic hatches of the wing, so he put thin wooden plates in place of them and the servos are mounted on wooden blocks glued onto the wood servo hatch. The other change he should have made is how the fuel tank is mounted. The plane is powered by a Komo 51 with Perry oscillating pump, and flies great. Phil said the engine is close to 17 years old. Nice job Phil.

Then Larry Roberts brought out his Balsa USA ¼ scale Cub, powered by a 25cc Homelite weedwacker gas engine and covered in SolarTex Cub yellow cloth covering. He said the model weighs in at 19 ½ pounds. Larry said to read the directions and throw them away! The plane is mostly made of balsa and Larry said that was the biggest problem. He added some hardwoods and plywood to certain areas of the plane to add strength. The plane has dual servos on the elevator, a single servo controlling the rudder and dual servos for the ailerons. Larry said he made a few changes on the plane during its construction. This was the second kit he built. He said it was a very stable plane to fly, although he hasn't flown it yet. Phil Cope has been the test pilot and said the airplane engine is just scale power, the plane flies very scale like, is able to do stall turns, loops, split S's, rolls, and knife edge flight.

A vote was taken and Larry Roberts won Model of the Month and a gallon of Club fuel.

The meeting was adjourned at 7:51pm.

Michael J. Foley,... Secretary KCRC

This'n That

Busy, Busy! Seems like we finish one thing and it's time to start another! Last week we had the Float Fly (and a successful one it was) and this week we had the Flea-Feed-Fun Fly. Maybe not quite as successful as the Float Fly because of the wind, but a fairly good time (and a full stomach) was had by everyone who attended.

At 9 AM there was a fairly threatening sky and a goodly amount of wind, but as the day went on, the sky never got too much worse, but the wind continued to blow at gusts up to 20 - 30 mph. Very little flying was attempted, but some of the more daredevil among us had a little fun with the models actually backing up when throttled down.

Phil Spelt did a very good job coordinating the covered dishes, and there were some outstanding desserts as well as some complementary dishes to the meat, baked beans and potato salad. The meat was extremely tasty, as

Denny Evans did his cajun baked ham again. This time, Mike Rogers and his wife did up the deep fat fried turkey. Did I say it was good? It was VERY

good. Both the ham and the turkey make up a mouth-watering combination. I'm already looking forward to the next one.

The Flea market saw a fair number of members with quite a few bargains displayed. It seems like there are more folks selling than there are buying at the last couple of flea market efforts. I know I didn't sell anything, and the only item I saw that I thought I would buy was grabbed by Phil Cope as I was on my way to get it. Oh, well, maybe it's better this way. At least I don't have to find room to store it.

Did I mention that there was an abundance of desserts? The membership outdid themselves with their contributions to the food table. I just wish that we had kept a sign-in sheet to keep up with who brought what; I don't think I would have had room to list them all anyhow, so I guess that worked out OK. Anyhow, thanks to all who came and all who brought desserts, drinks, or any other condiments. I can testify that no one left hungry!

I counted about 40 just before we started eating, and folks kept coming in, so I think it's a safe bet that the attendance was at least as many as we had at last years bash. If the whole club ever turned out for one of these events, I don't know where we'd put them.....Jim

Carving the turkey in May instead of November...

A Friend in Need
by Phil Cope

I arrived home on May 15 to find a huge oak had been downed by high winds. Power and phone lines were ripped from my house. Larry Roberts, one of our new members has been watching the house for an hour and has his chain saw ready to start clearing the damage. We cut on the tree till around nine PM when I realized that the weather head on the house would need replacing before the power could be restored. I called Dave Monroe and learned he had also been hit very badly by the storm. Dave dropped his problems and came to my rescue. He arrived shortly after I called him driving a car that had been pelted with hail and had the windshield broken. Dave surveyed the damage and called Steve Patterson , one of our past members. Steve was building a new house near Turkey Creek and it had a weather head the same size as mine. Near midnight Dave is on a ladder removing the part from the new house by flashlight. We returned to my house and viewed the lunar eclipse from my roof as Dave replaced my damaged power connection. I informed the LCUB crew that my house was ready for power. Around four AM that morning the LCUB crew knocked on the door and said they would connect the power if they could use my ladder. In a short time the power was restored.

I cancelled my trip to Joe Nall and worked with Larry Roberts to remove the tree from the yard. Larry rented a log splitter and by two o'clock Sunday the tree was gone, the phone service was restored, and I was able to fly at KCRC. Needless to say, I will be there any time Larry or Dave ever need anything..... Phil

The next meeting of Knox County Radio Control Society will be held at KCRC field on Williams Bend Road. It will be on the second Tuesday of the month. June 10th, 2003, at 7:00PM

