



December, 2003 Knoxville, Tennessee AMA Chapter 594
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The meeting for December is the most important meeting of the year for KCRC members. It is when new officers for 2004 will be elected. It is hoped that there will be a large turnout of interested members who have thought seriously about who they want to guide the club during the next year. As a second reason to attend, the dues will also be set at this meeting. Please try to attend.....Jim

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From the Hangar

The flying continues! As usual the building season hasn't really started yet because we've been having some pretty good flying weather...not that I'm complaining! It sure makes getting to the building projects difficult though when it's 65 degrees and sunny on a Saturday in November.

The December meeting will be a busy one; voting for new officers, flea-market, Jan. banquet location choice and much more. Details should be elsewhere in the newsletter. From some recent events and some comments by several members it seems it might be time to restate some safety items that should be kept in mind at the field. A few weeks ago an R/C'er in Texas was killed when hit by a helicopter. There was also a flyer killed in the southwest a year or two ago by an R/C airplane. These incidents bring home in graphic detail

just how much damage an out of control aircraft can cause. We owe it to ourselves and everyone visiting the field to conduct our operations in a safe and conscientious manner. There are club safety rules that we all need to be reminded of and some things that we should keep in mind when flying. We have a rule that states that no low high speed passes are to be made over the runway. Keep them on the other side of the runway. Flying directly at the pit area and then turning away at the last moment is also a risky maneuver. Think about what might happen if a servo decides to fail at that moment. We should also avoid extended hovering over the runway or directly in front of other flyers especially when the field is busy. It's awfully hard to concentrate on your plane when there is another between you and your plane for more than just a quick moment. Don't go out on the runway to place a plane or pick one up without checking for someone landing or without announcing your intentions to those in the air. Also announce take offs and landings to the other pilots in the air. This is for your safety and the preservation of all aircraft involved. The zero line to the left of the pit area is to be strictly observed. Flying past that line on the left puts you over the water treatment plant and any crashes there can cost you much more than the damages to your plane not to mention the potential of hitting someone working there. We do allow flying up and down the river on the right end of the runway especially when the sun is low in the west but be careful not to crowd the parking area or the homes behind the field. You should stay well away from both. Larry Roberts is building some more plane tables that provide for securely restraining planes while starting. These tables also allow you to start and work on your plane while standing instead of crouching or sitting on the ground. Reaching through the prop seems to be the most common cause of accidents at the field and anything we can do to make engine tuning safer is effort well spent. Respect that engine! The speeds, diameters and horsepower on many common engines exceeds most circular saws and a glass filled

bone before it breaks!

We have a lot of spectators at KCRC and its every club member's responsibility to see that they stay away from dangerous situations. Anyone on the pilot's side of the fence should be escorted or supervised. Unfortunately, many times it also means you may have to control the visitor's children. Don't take a chance that they'll avoid hazards on their own. We also have the occasional frequency conflict that ends in a crash. Remember that if you turn on without the pin and shoot down someone who has the frequency pin...you're responsible for replacing his losses! You'll spend a whole lot of money and you won't have a new toy to show for it!

At KCRC we don't have the huge number of flyers that some other clubs have to manage and as a result we can operate in a more relaxed manner. I think we should appreciate that but not drop our guard against getting bit by a careless or unthinking "accident".

Keep'em flying...safely!.....Jerel

At the Field

Went to the field on Saturday morning, November 9th, and I think it was the first cold morning of the year. The wind was gusting up to maybe 20 mph and the temperature was about 42, which really isn't very cold, unless you've been enjoying balmy days in the seventies. There were a few hardy souls getting in some flights before the Tennessee- Miami ball game. Charlie Wilson brought out a version of the Pizza Box Top powered by a .25 two stroke engine. The model had a sharp taper on the leading edge and the CG was about halfway down the taper. It was an excellent flyer and seemed to be fast and stable enough for some good aerobatics. Charlie had a big gas tank on it and I saw Charlie, Phil Cope and Denny Evans take a couple of turns on the sticks before landing.

Shane Shubert had his Aeromaster there and, except for the first takeoff, had a lot of fun. It gets a little hairy when the trims are off a little and you're taking off into a big gusty wind. Steve Bayless took off in his PC-9 and was having a good flight when his glow plug blew out! When the sound of his engine died, I called to him, "Are you dead?", and he answered, "No, I just didn't take a bath last night". He made a great DS landing in spite of the wind.

One thing I'd like to stress while talking about flying RC model airplanes, is that you need to check the control surfaces on your model every time you crank it up and set it on the runway. Make absolutely sure that they all move in the direction they are supposed to. A good friend of mine and a long time member of the OFFA (CRS division) recently cranked up his brand new Avistar for the first flight of the day, pushed the throttle to high, took off and promptly rolled it into the runway and totally wiped

it out! The autopsy revealed that the ailerons were moving backwards! He swears he checked it a dozen times at home before coming to the field. Hmmmmm, CRS?



You too can do 3D, says Sang Cho (I) and Bud Wiesser, who both brought out their new U-Can-Do-3D .40 size stunt planes for their first flights on a beautiful November 20th day. Bud was in the air first and had a ball. His model was powered nicely by an OS .52 4 stroke. Sang ran into engine problems with his .46 2 stroke OS engine. It didn't want to idle. At least, he's got it to look forward to.....

Larry Weston (I) and new member Mike Sudhoff are busy getting Mike's Magic 3D ready. Mike is a



new member in KCRC, but it's obvious that he's been around the block a time or two in RC because that's no trainer he has there.

T.J. Albert and his Sparky are regulars at the field on weekdays. T.J. likes the electric models, except when he's flying the Slo-Poke, and he's getting pretty good with it. It is a pretty stable flyer and good for lazing around the sky and shoot landings.....

November Minutes

The November 11, 2003 meeting of the Knox County Radio Control Society was held at the Deane Hill Recreation Center in Knoxville, Tennessee. President Jerel Zarestky called the meeting to order at 6:58pm and welcomed all members and guests. The meeting minutes were passed as read in the October newsletter. Joel Hebert presented the Treasury report. There were 34 members present at the meeting.

We had 2 new members join us at the meeting. They were John Roberts and Dax Rosenbalm. Welcome!

OLD BUSINESS

We still have the Club of the Month and the Award of Excellence patch that was given to us by Jim McNeill, our District 5 representative with the AMA. If you haven't gotten one yet, you need to see Jerel either at the meeting or at the field.

The first order of business was the Executive Council meeting that was held online and the topic for discussion was the Club dues. The proposed dues are: regular membership dues are \$48, student dues are \$24 and a family membership is \$60. We will vote on the dues at the meeting next month. Please be there!

The next order of business was the nomination of the 2004 Club officers. The floor was opened for nominations for officers. They are: running for President-Phil Spelt; running for Vice President-Phil Cope and Carl "Bud" Weisser; running for Treasurer-Joel Hebert; running for Secretary-Mike Foley and Denny Evans; running for Sergeant at Arms-Jordan Foley and Larry Roberts; running for Board of Directors-Ed Hartley, Ray LeBlanc, Carl Sten and Dennis Hunt. Come to the next meeting and cast your vote!

The next order of business was the field improvements / shade structures. Tony Wylie said he is still working on the updates to the structure and will have everything ready in short order. Everything is coming together, it's just taking time. We did get a grant for part of the structure, but we have to have it completed before June, 2004. Tony and Dennis have been doing a lot of work on getting this done. Good job, guys!

The next order of business was a report from Scott Anderson on the proposed pattern contest. Scott reported that the sanction had been submitted and we had approval to have a pattern contest on May 29 – 30, 2004 at KCRC field. Scott also said that during the December meeting, he will be looking for some help in key areas like field prep, concession stand and scribes for the judges. We at KCRC can make a difference with a donation to the hospice house from the concession stand and would like to see a group of members running this, ANY volunteers? If Scott asks you to help, please do so! Also....get your plane out and start practicing!

The next order of business was the plane stands, one which was built by Larry Roberts, and a lot of people have been using it. Some suggestions were made to improve them, like adding a rail to prevent the tail wheel from sliding off the stand, and lowering the height of the platform 6 inches, just to name a few. After a short discussion, a motion was made to build another 5 stands with all the modifications, and was seconded. Larry Roberts was asked to build the remaining 5 and he agreed to do so. Thanks Larry!

The next order of business was the Sound testing. It was mentioned that this hasn't been done in some time due to the fact that it was hard to catch everybody out at the field. After a short discussion, it was suggested that we get some other people out at the field during "primetime" and resume testing. Possibly in the spring. A future date will be set to start testing all members' planes.

The next subject was the KCRC nametags. Karl Gerth said there were still some people that haven't picked up their name tags. They are: Bill Marshall, Richard J. Boget, Greg Tinker, David Johnson and Tom Lindquist. Also, if you want to order a name tag, please see Karl, either at the field or at one of the meetings.

NEW BUSINESS

The next order of business was the announcement of the Mid-Tenn. R/C fun fly, which is being held on November 22, 2003 in

Nashville. A Chili dinner will be available. For more information, contact John Busbin at or 833-3508.

On a side note, some members have suggested that we, KCRC, have a chili fly, that it would be an easy fall/winter event. We had one member volunteer to make a pot of chili, which might not be enough. After a short discussion among the members present, a suggestion was made to set a tentative date for the event, publish it in the newsletter and try to find out how many are going to come so we know how much to bring. A motion was made and seconded to have the event. The date for the Chilly Chili fun fly is set for Saturday, December 13th. It was suggested that instead of having a fun fly, we just fly for fun. However, we may have some events for those that want to try them. Come on out and eat chili and have a fun day of flying!

The next order of business was a discussion about the banquet in January. It's coming up the 2nd week in January (Tuesday, January 13, 2004) and we need to find a place to meet that will hold 60 or 70 people. Several places were mentioned. Phil Spelt said he would see if the Super China Buffet in Oak Ridge was available and Ed Hartley said that he would check out the New Country Buffet on Kingston Pike. If you have an idea on where we can have the banquet or know of a place, please have details at the December meeting!

The next order of business was a discussion about the December meeting, what did we want to do. We will vote on the dues then and have an election. In years past, we have had a flea market or auction during the December meeting. After a short discussion, it was decided that we will have a flea market, and a notice will be put in the newsletter. If you have something for sale, bring it. Lots of wheeling and dealing!

The next order of business was a short presentation given by Bill Lofgren, who is the Secretary/Treasurer of the local Chapter 17 of EAA, and he talked about the Young Eagles program that was held in conjunction with the EAA and 100th anniversary of flight, with all flights being made from Sky Ranch airport. Saturday, 3 weeks ago, 219 kids got a chance to ride in a full sized airplane. Bill said each pilot made at least 12 take offs and landings. The pilots did this at their own expense, supplied their own planes and Phillips cut the cost of the fuel \$1 a gallon. They have flown over 2000 kids since the program started in 1993. The program is supposed to end on December 17, 2003, but they are going to continue having the Young Eagles program in the spring. Part of the Young Eagles program includes ground school (how an airplane flies), a walk around inspection of an airplane (what a pilot does before he flies his plane), and then they give a 20 to 30 minute airplane ride. Bill also said that in the magazine that he gets from the EAA, there was an article about how to make a model airplane from a foam plate. Bill said he built one and it flies great! And it only cost a penny! (That's what you use to balance the plane) What they at Sky Ranch would like to do, is get KCRC involved with the program, and start working with kids to get them involved with model aviation, starting to build models. Bill said the whole idea behind the Young Eagles program is to get kids interested in aviation. And what better way to do that than to start flying models and then go on. If anybody is interested, see Bill and give him your name and phone number. Bill said that they already have 100 kids enrolled for the spring program. A question was asked if they wanted a flying demonstration too. And the answer was that it would be welcome!

The next order of business was a short discussion about the newsletter. Jim Scarbrough said that most members have been downloading the newsletter from Ed's website. He said that starting January 1, 2004, the only mail out copies of the newsletter would be to those who have notified Jim that they want a hard copy, otherwise, he would assume that they are getting it off the Internet. Of course, one would be sent to all members when the combination on the lock on the gate is changed. If you get the newsletter off the Internet, all of the pictures are in color. So if you want a hard copy of the newsletter mailed to you, please notify Jim. Otherwise get it off the Internet. All newsletters will be on the Internet, both past and present.

Safety at the field was brought up. A bizarre accident happened

to a helicopter pilot in Houston, Texas, when he was teaching a student some of the flight maneuvers, turned the controls over to the student and the helicopter got away from him. The helicopter came back towards the two and the instructor was struck in the throat by the blades, killing him almost instantly. Please be aware of where your hands, fingers, etc are..... and *please* be aware of planes and helicopters, both on the ground and in the air. Remember... safety first!

Tom Hill told the members present about his trip out to the Huntsville R/C Club in Huntsville, Alabama. He said it was a really nice facility with an enclosed Clubhouse, covered pit area and lots of room to fly. There are close to 300 members at that Club, and they don't have any problems with frequency control! Tom said they have a training program for new members too! A flyer was passed around from the Huntsville Club with information about a Big Bird Fly-in that they are having in July, 2004.

MODEL OF THE MONTH

Phil Spelt brought out a Goldberg Eagle II trainer that he built because he said he thought it would be nice to have a trainer available at the field with him in case someone was interested in trying his / her hand at flying a plane, on a buddy box of course. Then he was talking to his daughter, who had a friend that wanted to learn to fly model planes and went into a local hobby shop and wanted to buy a plane. The owner wouldn't sell her one for fear of her trying to take it up by herself (without help from an instructor) and destroying the plane, and then blaming him. Anyway, Phil ended up building the plane for her, with a few modifications to the plane. The plane has dual aileron servos (one in each wing panel) and is powered by an OS 61 FX 2 stroke engine. He also has a pair of floats that he is building for it, since she lives near a chain of lakes, so once she learns to fly the plane, she can put the floats on and enjoy it on the water as well.

Phil was the only entry for the Model of the Month, so he won a gallon of fuel.

CRASH / SAVE OF THE MONTH

There were 3 entries this month.

The first entry was a save by Denny Evans. Larry Roberts had his Kaos at the field one Saturday and had just taken off when he noticed the plane was way out of trim. He couldn't get the plane trimmed out so he started yelling "help!" Denny went up and asked what was wrong and Larry said "I'm crashing!" As it turned out, Larry had been having problems out of his Cub and had been playing with the trim tabs trying to get the plane to fly right. When he switched over to fly the Kaos, he didn't re-center his trim tabs on the radio. So when he took the Kaos up, it was rolling to the right and wanting to dive when the sticks were released. Every time he'd release the stick and try to trim the plane out, it would dive towards the ground. Turns out, Larry had full down and full right in on his trim tabs.

The next entry was a save by Phil Cope. Charles Wilson said that he nominated Phil for a save because he (Phil) had a trainee on a buddy box and the guys went down in some trees and Phil "brought it back out and landed it on the runway."

Somebody asked Denny if he lost the canopy on his 1/3 scale Extra last month. His reply was "No, I didn't lose it. I put it right in the trash can." Denny proceeded to tell the story. Jamie and Paul Funk were going fly the 33% Extra and the plane was sitting there idling off the edge of the runway behind the fence. To make a long story short, Joel Hebert was helping someone with an Avistar, and lost control of the plane as it was taking off. The Avistar came all the way around the fence, into the grass, into the canopy and decapitated the pilot that was sitting in the plane. Although it tore the canopy off the airplane, there was no other damage to the plane. The Avistar's left wing was torn up pretty good. Denny said he found a canopy at Stan's Fibertech in California and has since repaired the plane and you can't tell anything had happened to it.

A vote was taken and Denny got the vote and won a bottle of

glue.

The next item was a short program. We had a "pop quiz" that was handed out to all members who stayed.

The meeting was adjourned at 8:12pm.
Michael J. Foley, Secretary KCRC

This'n That

There are a few notices to point out this issue. Especially notice the one concerning the snail mail copies in the second notice below. We don't want anyone to miss getting a copy and if you prefer the hardcopy, I'll send it to you, but you must let me know before December 20th. There will be times when I will still have to mail everyone a copy (the new gate lock combination, for example), but we can save a lot of money for use in other club projects if you will get the much better color version off the web site of Ed Hartley or Jerel Zarestky. Again I want to stress that ONLY the people who get in touch with me will receive the snail mail version.....Jim

There will be a Centennial Celebration of Flight Chilly Chili Cookoff at KCRC field on December 13th, 2003. With no guarantee of what the weather might be, I recommend you dress warmly, bring a model to fly (if possible), and an appetite (The chili might substitute for warm clothes, and possibly even cause some flight activities.) There will be several pots of chili to taste and judge. Bring your own drinks. No snow date scheduled.

NOTICE

Starting with the next issue of the newsletter, only those who contact me with a request for a hard copy will receive a snail mail version. It is hoped that most members will choose to get a color copy off the internet. This can be found at www.rcpattern.com and accessing the home page site. I will try sending a few by email if you contact me with a request.

The December meeting will be held at Deane Hills Rec Center off Morrell Road on December 9th, 2003, at 7:00 PM, for the purpose of setting dues and electing 2004 club officers. If you have items to sell, be there at 6:00PM for a flea market.



Mike Foley sent some views seen at the field recently. The Oops at the right is Gary Lindners Easy Sport (below) after attacking a tree, and below right is Doll Thompson's Flying Dog (with leopard skin collar) just before it's maiden flight. It crashed on it's second flight. Others are Christer Gustafsson(above), Bill Lofgren (top left), and Phil Cope teaching Keith Valentine.

