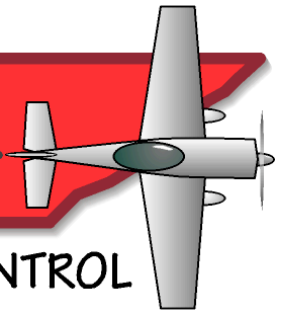


KCRC NEWSLETTER

MARCH 2007

This month's meeting will be at the Fellowship Church, 8000 Middlebrook Pike at 7:00pm, Tuesday March 13th.

KCRC KNOX COUNTY RADIO CONTROL



PROPWASH

PHIL SPELT, KCRC PRESIDENT



March is the month we review the AMA and KCRC Safety Codes and discuss any other safety issues people bring up at the meeting. We will also discuss field courtesy, toward other pilots as well as visitors.

I have talked briefly with Bud Weisser about the **"Crazy Aircraft Contest."** He has suggested three categories for prizes: Most Ridiculous-Looking, Most Aerodynamic, and Least Expensive. I would also suggest a category for most innovative use of non-standard materials (e.g., drainpipe for fuse). As for "Rules", or guidelines, I propose the following:

1. No purpose-built standard airframe components (e.g., a standard built-up wing built specifically for this contest - one built for a previous plane and adapted to this contest IS acceptable).
2. Airplane must be deemed "safe" to fly in the contest, to be held at the KCRC field at a date to be determined by the Club at the March meeting.
3. Engine size limited to .61 2-stroke or .91 4-stroke, no tuned pipes or supercharged engines allowed (i.e., no YS air chambers or OS fuel-injected engines).
4. "Airplane" must have been test-flown prior to the Contest.

Please bring YOUR suggestions for "Rules" and/or award categories to the March meeting - we will finalize the contest at that time.

This is the Wingman turning final...pfs

MINUTES: FEBRUARY MEETING

The meeting was called to order promptly at 7:00 PM.

Treasurer's report; January balance, \$142.74, deposits of \$1024.00 on 1/10/07, and \$336.00 on 1/11, total \$1502.74 to date.

Phil Spelt reported the club's State of Tennessee Incorporation has been renewed for 2007. Phil also reported the internet domain for the club, kcrctn.com, had been renewed for five years and the web site renewed for two years.

The War Bird fly-in at the Tennessee Eagles flying site in Harriman Tennessee was discussed. KCRC will support it but not as a sponsor as it did last year.

A float-fly will be held on April 14, at Dennis Drone's home. The motion was made by Craig Dieter and seconded

by Scott Anderson. It was decided that pilots will bring their own food. Grills will be available. More information on this later.

Based on Phil Spelt's request for program items, a contest proposed by Bud Wieser for planes made from non-standard materials was discussed. We will follow up on this at the next meeting.

Scott Anderson gave a contest update on the AMA pattern contest scheduled for this year.



For "Show and Tell", Dennis Strege brought the fuselage of his very large **scratch-built** Cessna Citation, pictured above. A beautiful piece of workmanship!



The program for the evening was by Craig Dieter (photo above) on miniature rubber powered free-flight airplanes. Many of Craig's aircraft were built years ago and with different building techniques than we see today. This brought back many pleasant memories for yours truly and others who re-

member this aspect of the hobby. If you missed this one you missed a good one!

Phil Cope also discussed methods of repair on his bargain scratch-and-dent-sale airplane he had put back together.

Ed Hartley - Secretary

ed.: Ed provided the photos in last month's newsletter as well as those above, which were taken at the February meeting. Thanks, Ed!

SPECIAL NOTE

We all want to wish long time club members, Dennis Hunt and Doll Thompson the very best in their upcoming surgeries. It seems Mike Miller has set the trend with his recent heart valve replacement and now everyone wants to have one. The guys have been looking into the various options available; there is the YS pressurized and regulated system and the OS EFI system. I don't know if anyone has made a decision on which way to go yet but YS does have a great track record in the pattern arena.

All kidding aside, and as Dennis reminded me, even though these operations are routine for the doctors, they are not for the patient. Again, we all hope the procedures are a great success and that we see you both back at the field very soon!

MODEL TECHNIQUE

Don Eiler sent this item; something we don't often think about much but really should.

from the Ocala Flying Model Club, Ocala FL
Guidelines for a good spotter
 by Jim Malek, Don Zepp, editor

A good model aircraft spotter does not have to be a flier. They can be a spouse, boyfriend, girlfriend, or an interested friend. They should, however, have some training that goes along with their responsibility.

Good spotters:

1. Begin their duties as they approach the pilot's aircraft. They observe the fueling ports for security, backed out screws, hatch security, proper frequency pin etc. and alert the pilot to anything out of the ordinary. They also observe the type and number of aircraft flying in the pattern.

2. They observe the control surfaces function check for proper deflections. Is the antenna extended, etc.?
3. The spotter helps in assuring the prop wash isn't going to blast someone else's airplane or field box with oil and dust, and warns anyone standing in the propeller arc to move away. When the pilot starts the engine, the spotters should have a good grip on the aircraft, even if there is a mechanical restraint. (*ed. without mashing balsa and foam!, you may want to tell your spotter/holder where and how to grip the airplane!*) Proper hearing protection may also be required. When the engine is running they also watch the pilot's hand on the throttle in preparation for throttle advancements.

4. They check the runway, departure direction, cross-wind, downwind, and base legs for traffic prior to calling out, "on the runway" prior to taxiing and takeoff.

5. After take off the pilot should give the spotter information on his intentions, i.e., flight maneuvers, touch-and-goes, etc. The spotters should stay ahead of the aircraft, providing the pilot with traffic information.

6. Before landing, the spotter should call out "landing," and make sure the runway is clear. After landing the spotters' job is not done. They check to see if anyone else is on final as the pilot taxis off the runway or while the aircraft is being retrieved.

7. From the time the spotter is on the flight line until the engine is shut down and the aircraft is removed from the runway, he must have situational awareness.

AT THE FIELD



A big crowd enjoys the nice winter weather on a Saturday morning (24-Feb.) All tables were full! (photo by Gary Lindner)



Test flight of Doll's Quickie, Phil on the sticks and most importantly, lots of moral support! (photo by Gary Lindner)

Jeff Prosis offered up the next two photos of a couple of his "heavy metal" aircraft. We hope this lights some fires for the war bird fly-in this summer.



Corsair with Saito 1.20 and Sierra retracts.



Doll's Quickie on landing; no wonder so many people were needed as spotters; with the planform of the quickie has, it is hard to tell if it's coming or going! (photo by Gary Lindner)



Jeff's P40 ready to touch down.

FROM THE EDITOR

I want to thank everyone who has sent material for the newsletter. It is greatly appreciated! Keep your eyes open for future material!

FOR SALE / WANT TO BUY

Come on guys, surely you have something you want to buy or sell!

While I'm at it here, I have a item, that's "free to a good home"; Analog Royal tachometer...needs some work. Jerel Zarestky, 482-7953, jerzee4@comcast.net



Proud Intruder owner, Karl Gerth along with John Heard, Don Eiler, James Vasquez and Gary Lindner. (photo by Jim Scarbrough)

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