



KNOX COUNTY RADIO CONTROL

NEWSLETTER

October 2009

Knoxville, TN

AMA#594

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AT THE FIELD

The September meeting went off with a goodly number of members present. The largest number in quite some time. Don Eiler will give a description of the meeting content in the Minutes, but I'd like to give a comment or two from my perspective. It just seems to me that there is more interest this year in the actual business end of the club. This is a departure from past years when it seemed that it didn't matter what the club did as long as the guys had a place to fly. It's good to see the meetings well attended.

I took a couple of pictures; the first is Capt Bud Weisser and his Model of the Month entry. He continually comes up with something to entertain the troops. I don't think the fans on the wing are actually operable (although I wouldn't be at all surprised if they were). The next picture is Dan Baird with another of his really big models. These models fly



2009 ELECTED OFFICERS

President.....Dennis Drone
Email.....dendrone@aol.com

Vice President.....Gary Lindner
Email...lindner2@bellsouth.net

Secretary.....Donald Eiler
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Treasurer.....Joel Hebert
Email... hebertjj@comcast.net

BOARD OF DIRECTORS

Jeff Proise, Karl Gerth , Phil Spelt



exceedingly well if there is not much (no) wind.

The next picture is Bill Dodge, who received his trophy for a very respectable third place in the recent House Mountain Pattern contest.....Jim



MINUTES, SEPTEMBER 2009

President Dennis Drone called the meeting to order at 7:00 PM on Tuesday, September 8 at the KCRC field. There were 32 members present.

Minutes for the August meeting were approved as printed in the September Newsletter.

OFFICERS' REPORTS

The Treasurer's Report was given by Joel Hebert and approved. A copy of the report is available from Joel.

OLD BUSINESS

Ed Hartley reported that the driveway grading and gravel spreading is scheduled for Thursday, Sept. 10. Cost will be \$450.

Dennis Drone reported that the location of the underground power feed has been verified. It is north of the poles and rope at the parking lot. The 30 amp. RV electrical box will be installed at the Oct. 10 work party (see below).

The October meeting will be at the Fellowship Church, 8000 Middlebrook Pike.

Phil Spelt reported that the sanction for the Float Fly next weekend has been presented to the Oak Ridge authorities.

Scott Anderson solicited any questions pertaining to the new Safety Rules published in the September newsletter. A motion was made, seconded, and approved to conduct the poll vote on the new rules in conjunction with the election of officers. Another motion was made, seconded, and approved to implement the new rules immediately for a trial period.

Bill Dodge reported that he is working on a design for a removable safety fence for the east end of the pit area. Bill is looking at a fence about 12 ft. high about 12 ft. east of the N-S concrete pad. A motion was made, seconded, and approved to appropriate \$500 for construction of the fence.

NEW BUSINESS

Dennis Hunt reported that KCRC has been selected to host the SPA Masters on October 15 and 16, 2010. A motion was made,

seconded and approved for the club to conduct the event.

Dennis Drone reported that the Wings Over The Big South Fork Air Show at the Scott County airport will be September 11 and 12. Free tickets were available.

Bill Tucker reported that Gene Waters is requesting help with the club fuel. Gene is willing to continue as bottler (jugger?), but needs help with distribution. Bill Dodge volunteered to handle the distribution.

Scott Anderson introduced the other members of the Safety Committee – Dave Marsden and Tim Cox.

Scott Anderson reported that he had located a 5 gal. metal, backpack water fire extinguisher for \$198 plus shipping. A motion was made, seconded, and approved to spend up to \$300 to procure the extinguisher. This will satisfy one of the AMA provisions for jet turbine engine operation as well as giving us additional fire fighting capability for other emergencies.

A motion was made, seconded, and approved to have a work party and picnic on Oct. 10. Specific work activities will be trimming the brush around the gate and installation of the RV electrical hookup.

Ed Hartley suggested that the engine test area identified in the new rules be located in the pavilion.

OTHER

Dennis Drone announced that a new addition to the Drone family was scheduled for Wed. Sept. 9.

Scott Anderson reported that KRCers Dan Toombs and Bill Dodge finished 2nd and 3rd in the House Mountain AMA Pattern Contest in the Sportsman class.

Capt. Bud Weisser reported that Mrs. Thompson has realized over \$2,300 from the sale of Doll's model aviation gear.

Ed Hartley has a source of 25% nitro fuel at \$22/gal. See Ed if you need any.

MODEL OF THE MONTH

Capt. Bud presented his motor glider with supplemental electric ducted fans mounted on top of the wings. As Capt. Bud stated, "It speaks for itself".

Dan Baird displayed another of his awesome micro models – a flat-foam Ultimate biplane with Plantraco radio and a 100 mah, 1S battery. With a "big" brushless motor, duration is only about 5 minutes. Dan won MOM, but declined the gallon of fuel.

CRASH OF THE MONTH

Dennis Hunt related the loss of his Daddy Rabbit to an airplane-eating tree, due to complete radio failure. Dennis "won" COM.

The meeting adjourned at 7:42 PM.

Minutes submitted by Don Eiler, KCRC Secretary.

KCRC CALENDAR of EVENTS

Field Work-day and picnic scheduled Oct 10. Work, Food, and Fun. Please come help out...

October meeting at Fellowship Church, 800 Middlebrook Pike, October 13th, at 7:00 PM

Vote on 2009 Rules will be added to officers election ballot at election in December.

FALL FLOAT FLY



The KCRC Fall Float Fly was a success as reported by Phil Spelt and Joel Hebert. There were seven pilots and numerous spectators enjoying the water activities, plus some beautiful planes and flying. Here's a couple of pictures sent by Phil and Joel. I'm not sure who took them.

The first shows some of the folks flying and some of the folks watching. The second shows a very impressive Short Sunderland belonging to Tom



Aldridge of TNT Hobbies in Oak Ridge. A large model which flew very gracefully.



From the Presidents Corner:

Please be in attendance for our next meeting as our By Laws state that I must find 3 members for the annual nominating committee.. This nominating committee will find us two outstanding members for each office in our upcoming election so I'm asking you for your help. Please don't hold back, just raise those hands and volunteer as I know this will be one hot election. The competition will be fierce so put your game face on. GO TEAM GO!

Bylaws state that:

2. The Nominating committee shall consist of three (3) members appointed by the President and shall be appointed no less than one month prior to the November meeting.....**Dennis Drone, KCRC Pres**

The following articles appeared in the AMA Insider publication. I thought them appropriate.

The Attitude of Gratitude by Don Nix, Insider Safety Column Editor

Although there are regrettably a few among us who seem to occasionally think otherwise, flying model airplanes is a privilege, not one of the "inalienable rights" spoken of so eloquently in the U.S. Declaration of Independence. And what a wonderful privilege it is that we live in an age and a country where all but those of the most meager means can afford to fly at least some sort of model. Thanks to present technology, most can afford to fly Radio Control, either electric or combustion-powered. For that, we modelers should be grateful indeed.

Here is where safety enters the picture: Anyone who has been flying more than a couple of months has undoubtedly seen a local hotshot who seems to think the rules are for you, and you, and you, and me, and not for him. After all, he "knows how to fly."

At the infamous (but no longer available to modelers) Mile Square Park in Orange County, California, where I usually flew when I lived in the L.A. area, we had 12 flight stations that were frequently all active at the same time. It was quite common to see 50 or 60 fliers out on a good-weather weekend. Clearly, this was an environment where courteous flying and "safety first" should have been the standard. Many times it was; too frequently it wasn't.

It always seemed as if some self-designated hot flier had to demonstrate his skill with shoulder-high passes at 120 mph a few feet in front of 11 others. Requests that he refrain from doing such were usually met with, "Get out of my face! I know how to fly!" I have to admit to a barely suppressed desire to wait until his airplane was far off the end of the field, clip his antenna at the base with bolt cutters and say, "You're through!"

L.A. and Orange counties compose a monster-plex of some 14 million people with all the accompanying potential interference generators known to human kind. Dear hearts, please write this down and date it: It does not matter how good you are if your frequency is suddenly zapped by outside sources.

This was demonstrated one Saturday when a particular flier got "hit" and his model ended up going through the open tailgate of another flier's station wagon. Happily, no one was hurt ... that time. Fortunately, our technology has developed to the point where such instances are becoming less frequent, but the potential always exists.

Of course, mechanical, electrical, or structural failures are quite common. A servo gives up the ghost, we fly a little too long for the battery power left, something somewhere breaks. When any of these things happen, skill is of little use.

It's not only appropriate to speak to anyone whom you see flying discourteously and perhaps dangerously, but for the safety of others and our hobby, an obligation. It

can certainly be done in a non-confrontational manner, and if that doesn't work, recruit one or two others and approach him with some backup. Numbers do help in a touchy situation. ■

From TRAC News, Tampa Radio-Control Aircraft Club, Tampa, Florida

Improving Poorly Controlled, Dangerous Takeoffs by Jim Devine

How often have you seen an airplane that is taking off veer toward the pilot stations? Usually the pilot gives the engine more gas and, using the ailerons, yanks the airplane back to the right. Occasionally, the airplane continues to the left, clears the safety barriers, and heads for the people in the pits and the cars just beyond.

If you have poorly controlled, potentially dangerous takeoffs, try practicing control of your aircraft on the runway. First, check the wheels and make sure they have a little toe-in. Also, the wheels should not continue to spin when given a flick. To create friction and avoid free-wheeling, slip a 3/16-inch long piece of fuel line on the axle and push the retainer collar in tight. With proper adjustment, the wheels will turn only if you push them with your finger. This braking action allows for a high idle speed without the airplane moving, which reduces the chance of the engine dying when the idle is too low. This also helps stop an airplane that might otherwise roll off the end of a runway during landing.

Choose a day when the wind is light and the runway isn't being used. Practice taxiing back and forth the length of the runway, using the rudder for control. Stay within a few feet of the yellow center line. When you have mastered taxiing at slow speed, click the throttle up another notch or two and keep practicing. With enough practice and a slow, smooth application of power, you can approach takeoff speed while moving down the center of the runway. You also can practice aborting the flight by shutting off fuel when you're about to lose directional control of the airplane.

With this improved directional control and practice at aborting a poorly controlled airplane, your takeoffs will be much safer and a pleasure to watch. ■

In Dennis's column this month, he points up the fact that it is time to think about nominating officers for 2010, Please be at the October meeting and support Dennis as he appoints a nominating committee. A club can only be effective if the membership takes part in the business of the club administration.

