



KNOX COUNTY RADIO CONTROL

NEWSLETTER

April, 2010

Knoxville, TN

AMA#594

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2010 ELECTED OFFICERS

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Treasurer.....Joel Hebert

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BOARD OF DIRECTORS

Jeff Prosis, Karl Gerth , Phil Spelt

A Historical Moment

While we were still flying off the Lovell Road site in 1971, I remember a contest we had that was billed as a Fun Fly, but we also had the first (and I think the only) stand-off scale contest along with the fun events. We had a bunch of guys to bring their Pride-'n-Joy and have it judged against other Pride 'n-Joys. The Knoxville Journal covered the event and featured pictures of several of the models on page 20 of the Thursday, December 2, 1971 edition. They also gave a good write up on the ETRC club, which was us before we became KCRC. Pictures shown were of my Bristol Bullet biplane, John Tudor and his model, Glen Rhyne's huge Bud Nosen Decathlon, and Carl Cumbeau of Kingsport and his big Great Lakes Trainer. As I recall, there were about fifteen entries and the static judging was done by putting the model in the center of a thirty foot circle. The judges could walk around the circle and judge on anything they could see from fifteen feet away and compare it to your documentation. My bipe was as much scale as I could get into plans I drew from an old Profile publication. I was so proud of the way it turned out that I waited til the contest to try it in its first flight. Big mistake! I had the .45 Veco propped wrong and I couldn't get it off the ground for flight points. As I recall, Ben and Warren Oliver won the contest with a Monocoupe. Incidentally, there weren't any ARFs entered because scale ARFs were few and far between, expensive and poorly built in most cases. Things sure have changed in the last few years!.

Incidentally, the contest that Ed Hartley CDeD in 1975 that I wrote about in the February newsletter included dancing on the runway after the Saturday night banquet....Jim ■

AT THE FIELD

Here is the newest model by Jeff Prosis as he gives it its first trip to KCRC field. No, he didn't fly it; he just cranked it up and taxied it around. Isn't it an awesome bird? I'm quite sure that I'd never have the nerve to fly something that spectacular. ■



Got a note from Don Eiler that Daniel Toombs had given it the old college try with his new autogyro and the results were less than satisfying. He took off and got high enough to stall it.and sustained some damage. Apparently some experience will help when trying something different like this. Is that Joel Hebert's friend in the background of the picture

below? ■

Gary Lindner sent me these pictures of some February activity.. Don and Daniel are in the first one and look at the line up of Avistars!! Pretty good for a frigid February day, huh?



MINUTES, MARCH 2010

Calendar of Events

March 21st..Scout event at Oak Ridge Marina

April 24th... Float Fly and picnic at KCRC

May 1,2nd SPA type Pattern contest. All SPA
Pattern rules apply except for model type.
Engine size applies.

September ...Fall Float Fly at Oak Ridge Marina.

October 9,10,,SPA Masters Tournament

President Dennis Drone called the meeting to order at 7:00 PM on Tuesday, March 9 at the Fellowship Church. There were 30 members present.

Minutes for the February meeting were approved as printed in the March newsletter.

OFFICERS' REPORTS

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

Vice President Gary Lindner reported that the combination for the two locks at the field had been changed on 3-9-10.

OLD BUSINESS

Dennis Hunt reported that we were still on track for the May SPA Contest. He asked for a show of hands of all of those present that thought that they might fly. There were a several members that were interested in flying.

Dennis Drone reported that the Indoor Electric fly last month produced \$60 and this was added to our treasury. The Indoor fly was a success and everyone had a good time.

Phil Cope reported that the summer Float Fly is still being planned. The location has been approved, but no firm date has been set yet. Phil is continuing to work this issue.

Ed Hartley reported that he had investigated the possibility of KCRC applying to be certified a "Tax Exempt" organization. His investigation revealed that this would be very expensive and would require quite a bit of work. He did not feel that the benefit to the club would be enough to justify the expense and effort required. This idea was removed from consideration at this time.

NEW BUSINESS

Phil Spelt discussed a request from

an Oak Ridge Cub Scout Troop for KCRC to introduce the Sport of Radio Control Model Airplane flying to the Scouts at the Oak Ridge Marina March 20 beginning at 10:30 am. He has already secured a sanction and Insurance from the AMA. Phil Cope has volunteered to work with Phil to help run this event. There will be Buddy Boxes at the site to allow some hands-on for the scouts. The membership voted to approve this event and will pay the AMA event sanction fee and expenses for a handout for the Scouts. If weather is bad the event will be moved to the Children's Museum

Bill Dodge asked if the club membership would approve funds to purchase enough netting to allow a pilot to rig a net below an airplane that had been caught by a tree. When the airplane is shaken out of the tree, the net will catch the plane and minimize any additional damage caused by the fall. The membership approved this motion with a \$50 expense limit. Bill will follow up with implementation.

Dennis Drone reported that he has appointed Karl Gerth to the position of Safety Coordinator, and Randy Phillips and Craig Dieter to the Safety Committee.

Phil Spelt reported that he had brought several old model kits that he was giving away. Several members took home some real treasures.

New Members

Eric and Yvi John joined KCRC at the meeting tonight. Eric reported that Yvi was the superior flyer, but he was going to try to catch her. A great big welcome to both of them!

MODEL OF THE MONTH

Gene Waters presented a scratch built, electric powered P-51 Mustang. This was originally powered by a glow engine, but he has now converted it to

electric. It is 1/12th scale. The fuselage was constructed by forming plastic around a hand carved plug. The wings are made of foam. He is using an 11.1v power system and running an 8-8 prop. He also showed a fantastic set of scale drawing that he used to construct this beauty.

Rick Hampton presented a scale Transall C-160 twin engine electric transport model. This ARF is manufactured by China Model Products. It has a hard plastic fuselage. He has 2 60 amp speed controllers and 2 11.1 v batteries in it. He had to modify the cooling vents to get enough cooling for the batteries, ESC, and motors. It flies with 4 bladed 9-6 props. Phil Cope has test flown it. Looks very nice.

Last but not least Capt. Bud Weisser presented his scratch designed, scratch built Colossus. Bud said that his last attempt at designing showed him that center of gravity was very important. So he designed everything with any weight directly over the center of gravity. (Motor, radio, servos, battery etc.) Of course this means that the engine is stacked 6 inches above the wing. He again used his patented beam fuselage mounts. (Note: there is no gutter drain pipes used in this aircraft). It has 2 elevators (one conventional and one canard.) It is powered by an OS LA .46. He said that a Magnum would be too much power. When ask about a potentially too high vertical center of gravity, he said that he had considered that and was planning to hang a pendulum from the bottom of the plane to lower the CG. The general consensus from the membership was that maybe he should revisit this part of the design. He did request the safety committee to inspect this aircraft for

airworthiness before its first flight. Not sure what words to use to describe this aircraft???????

Gene Waters won the Model of the Month award with his beautiful P-51 Mustang..

CRASH OF THE MONTH

Karl Gerth described how a nasty old tree just reached up and grabbed his A-6 Intruder while trying to make a dead stick landing from the west end of the field. The Intruder was completely destroyed.

Bill Dodge described how he lost radio contact with his Curare. He crashed on the east side of the field. After retrieving his aircraft, he determined that the antenna of the transmitter had come disconnected. Moral of this story is “check you transmitter antenna during the preflight check.

Rick Hampton described how he lost his silver Newport Electric biplane. He said that he took off and the aircraft circled the runway and then hit the fence. The fence did its job again by stopping a plane before it got into the pits.

Karl Gerth was awarded the crash of the month prize.

PROGRAM

Karl Gerth presented the Annual Review of the KCRC Safety Rules.

The meeting was adjourned at 8:00 PM.

Minutes were taken by Karl Gerth and formatted and submitted by Don Eiler, KCRC Secretary (absent from the meeting due to a death in the family). ■

1. **Model of the Month entries are shown below..**



Above is Gene Water's MOM Winning P-51



Here is Rick Hampton's Trans all C-160.



Capt Bud's very original Colossus. (Which later proved unairworthy, but Bud says will spawn Son of Colossus.)

KCRC Flies for the Oak Ridge Cub Scouts

By Phil Spelt

On Saturday, March 20th, 2010, several KCRC members put on an R/C demonstration for three Cub Scout Packs in Oak Ridge. Phil Spelt was contacted by Mr. Mark Wilson, who is the Development Director of the Oak Ridge Rowing Association (ORRA), and asked to put on a demonstration. After obtaining the necessary insurance from the AMA, the Director of the Recreation and Parks Department gave approval, and we flew from 10:30 until about noon. Phil Cope and Jerel Zarestky also flew. Phil Cope flew his electric Seawind and the Seamaster newly equipped with an OS .55AX. Both planes flew extremely well, and the crowd was thoroughly delighted when the Seawind lifted off the water. My son-in-law (Den Master in Pack 328) said he counted 8 seconds before he heard a Scout say to his parents, "I want one of those!" Phil did some aerobatics with his Seamaster, as well as some touch-and-go's.

Jerel flew his giant scale Piper Cub, equipped with a great-sounding twin, which also delighted the spectators. He had said he was having engine problems and was planning on working on the engine before our float fly, but would try, anyway. He did have a dead stick, requiring a retrieval boat provided by the ORRA. The second flight went quite well, and Jerel did some low and slow fly-bys so the crowd could see the Cub up close.

Phil Spelt flew his Avistar with a buddy box to let some of the Scouts to get in some stick time. His Grandson, Matthew, flew an entire left-hand lap on his own, having had some experience on his Grandfather's G-3.5 R/C Flight Simulator. One scout did a loop (accidentally, and finished by the instructor), and another did an accidental roll. With some minor engine trouble, Phil couldn't fly the Kyosho Splash shown in the photo – we actually got down the bank ready to launch before the engine quit and refused to restart.

Other KCRCers who were there to help: Gene Waters helped get planes up and down the bank, as did Prez Dennis Drone. They also helped try to restart the old SuperTigre on the Splash. TJ Albert was there to watch and supervise, and Ed Hartley took the photos that accompany this article.

We agreed to do a summer event at our field for Pack 328, so we can have an actual ground

school and let everyone get some time on a buddy-box. We will discuss that at the next KCRC meeting on April 13th. Also, remember our float fly on April 24th at the boat ramp below our field. We urge Float flyers to use 2.4 GHz radios to eliminate frequency conflicts with the "land-lubbers" flying at the top of the hill. ●



Photo 1. Phil Spelt starts the engine on the Splash. The spectators are watching Phil Cope's Seamaster fly. The man in the red shirt in the background is Mark Wilson (ORRA). Jeanine and John (Spelt's daughter and son-in-law) are on the far right. **(Photo by Ed Hartley)**



Photo 2. More of the crowd watching a plane fly. **(Photo by Ed Hartley)**