



NEWSLETTER

June 2010

Knoxville, TN

AMA#594

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2010 ELECTED OFFICERS

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BOARD OF DIRECTORS

Jeff Proise, Karl Gerth , Phil Spelt

EARLY DAYS

While looking into the early days of RC at KCRC, I am reminded of the permanence of the RC addiction. For instance, looking at the names in a newsletter from 1975, I see a number of familiar names. Ellis Newkirk, Jerry Black, Bruce Underwood and Ed Hartley were active in local pattern contests then and are still very active today.. There are also other names in there who are as familiar now as then. I'm working on a model right now that I built in 1973, and I'll bet that a bunch of you guys can say that you too have been suffering from the sickness for a long long time.

One thing I was reminded of was the fact that things were a little more complicated then. For instance, you had to have a Federal Communications Commision (FCC) license to operate your RC transmitter. A 1976 KCRC newsletter stated that the club FCC license had expired, so an arrangement was made to fly on a sister club's license until ours was renewed. A very few years earlier, each member had to have an individual license. It really wasn't that big a deal since there was no test involved. You just had to apply for it and wait till you got it so you could fly, and you had to have it on your person if an inspector came around. I kept mine in the battery compartment of the transmitter case.

Although rudimentary radio control appeared first about 1900, things picked up when the citizens band was established by the FCC in the late '40s. RC essentially became practical for the masses in 1958 when the class D CB band (divided into 23

channels) was moved to 27 MHz and a single channel (number 23) was given to RC enthusiasts. Several entrepreneurs saw the possibilities and began producing commercial units for model airplane control. Those early units were comparatively expensive and some even worked quite well. It was mostly amplitude modulated (AM) radio and the transmitters were limited to a maximum 1 watt power so interference from other radio frequency sources was not uncommon. The major problem was the size of the components required to make a light receiver with the sensitivity to be useful. The smallest early receivers were of the super-regenerative type where the incoming signal was cycled back through the amplification stage several times to get it high enough to work. Transistors came along and solved that problem.

A few years later, the number of channels was increased to 40 and RC was allowed 5 channels. Improvements in radio design and the opening of the 72 Mhz band made RC much more dependable in the late 60's. Frequency Modulated (FM) radios appeared in the late '60s and that was a huge operational improvement even though transmitted power was still limited to 1 watt. About 1980, partly because of widespread violations of the FCC rules on CB operation, the license requirement was dropped entirely.

I stand amazed at the imagination and innovation demonstrated in those early years while using that single weak AM 27 mhz signal to operate multiple control functions!.....Jim ■

Ben Oliver Memorial

On May 1st, this annual two day SPA contest was held at KCRC under very iffy conditions. Saturday's weather started with a fairly stiff wind but was reasonably flyable. Conditions then deteriorated as the day wore on.



Illustration 1: This is a typical scene at SPA contests; Jawboning and eyeballing.

The weather forecast kept a lot of guys from coming but twelve contestants showed up and flew until the rains came about half past two in the afternoon. Enough rounds were flown Saturday to qualify as a contest, so the second day events were canceled. Many thanks to all the KCRC members who participated, either by competing or by staffing the contest. A full write up, as well as contest results, can be found on the SPA website or look on Ed Hartley's rcpattern.com.....Jim ■

MINUTES, MAY 2010

In the absence of President Dennis Drone and Vice President Gary Lindner, Secretary Don Eiler called the meeting to order at 7:05 PM on Tuesday, May 11 at the KCRC field. There were 21 members present.

Minutes for the April meeting were approved as printed in the May 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 other officers.

OLD BUSINESS

A date of June 5 was set for the Float Fly postponed from April due to a forecast of severe weather. The event will be held at the east boat ramp in Melton Hill Park. Phil Spelt will be in charge. The event is open to any AMA member interested in flying off water.

Dennis Hunt reported that the SPA Pattern Contest was a success in all aspects but the weather. The event was called after 5 rounds of Novice, 4 rounds of Sportsman and 3 each rounds of Expert and Senior Expert due to heavy rain. The lunch, catered by Dennis Drone and friends, went over very well. The contest netted approximately \$400 for the club treasury!

Bill Dodge asked for expressions of interest in fuel before ordering another barrel. If you need fuel, please let Bill know. This will be the Morgan 15% at approximately \$12/gal.

NEW BUSINESS

Joel Hebert reported that Paul Funk has requested a price increase to \$100 for mowing, due to increased fuel costs. A motion was made, seconded, and approved to pay Paul \$100 per mowing, retroactive to the beginning of the mowing season.

Scott Anderson reported on the removal and sale of the railroad rails behind the porta-potty. Two trailer loads, approximately 10,000 lb., were hauled to the scrap metal dealer in Oak Ridge. Approximately \$700 was received for the metal.

Scott also mentioned that the county has

Calendar of Events

KCRC Float Fly...Melton Hill Ramp...June 5th

Hotlanta..SPA.....Atlanta GA June 12th, 13th

CD John Baxter.. rjbaxter2@comcast.net

Hotlanta Antique...SPA....Atlanta GA June 26th, 27th

CD Dan Dougherty, globalirc@mindspring.com

SAM events ... Rockwood and Harriman

August 2nd, 3rd, 4th and 5th.

bolted closed the electrical panel on the pole at the road when they hooked up the gate operator. A 3/8" wrench will be required to open the box.

Ed Hartley will check with his contact (Allen ?) on hay mowing, driveway grading, and general bush hogging.

The Safety/Maintenance Committee was asked to look into clearing the brush behind the porta-potty and where the scrap metal was removed and to consider painting needs. Phil Spelt stated that there are paint additives available to deter the carpenter bees.

It was noted that the Tennessee Eagles Open Fun Fly is May 22.

CRASH OF THE MONTH

Bill Dodge reported the demise of his latest Curare due to connecting the ailerons backwards and not catching the error during the preflight.

MODEL OF THE MONTH

There were no "formal" MOM presentations. However, Jeff Prorise did a show-and-tell mini-program of his F-16. The model weighs approximately 40 lb. and is powered by a 40 lb. thrust turbojet. Jeff has made several modifications and upgrades to the model for more reliable performance and ease of maintenance.

The meeting was adjourned at 7:40 PM.

Minutes submitted by Don Eiler, KCRC Secretary.■

Joe Nail 2010

Several members of KCRC checked out the biggest RC event in this neck of the woods during the first



part of May. Gary Lindner and Larry Weston went on Monday and stayed through Friday. Warren Oliver, Phil Cope and Jeff Prorise went on Friday. There may have been others over the weekend but I don't have any names.



Gary sent me these pictures. Jeff posted some notes and pictures on the KCRC website you might like to peruse..■

CHANGE IN DISTRICT V of AMA

Hi. I Just wanted to let everyone know that I will be stepping down as AMA District V Vice-President as of June 1st, 2010. AVP Jose Soto will be taking my place as interim Vice-President. Jose will fill out the rest of 2010. **Elections for District V Vice-President will be held in the fall of 2010.**

The reason I am stepping down is because I have accepted the position of AMA Flying Site Assistance Coordinator. This is a Contract Employee position with the AMA, and as such, I cannot be a paid AMA employee and serve on the AMA Executive Council.

I have greatly enjoyed my time as District V Vice-President. It was a huge task to bring District V up to the 21st Century. The district was in terrible shape when I took office, and I have worked to bring about active AVP's who are serving the membership. I have been available on the phone and via e-mail to all the members. I have tried my

best to represent District V at the Executive Council meetings in Muncie , IN.

I will miss the opportunities to visit with clubs, as I have only made a small dent my list of those that I wanted to visit. I had plans to work up the Georgia coast and into South Carolina this summer and fall. However, I have enjoyed meeting with all the clubs and members over the last 5 ½ years. As I move into a new area of service to AMA, I hope to improve on how AMA can assist clubs in retaining the flying sites that they currently have, as well as assist those in the search for new sites.

I hope you will support Jose in the same way that you have supported me. Jose is a hard worker, a club president and family man. I think he will hit the ground running and move District 5 forward. I will continue to work with District 5 as one of Jose's AVP's, so I will still be around.

I am heading out to the Joe Nall Fly-In in a few minutes, so if you get a chance, come by the AMA tent and say HI! The Annual AMA membership meeting will be held at the Joe Nall on Thursday at 6PM at the hanger. Free food, and just about 1 hour of AMA business and information dissemination. I hope to see you there!

Fly High!

Tony Stillman, AMA District V Vice-President■

Ed. Note:: My thought is that it sure would be nice to get a Georgia boy in the District V office. That is more or less the center of the district and we might see more of him up here in the northern reaches...■

Society of Antique Modelers

Dr. George Shacklett, an emeritus member of KCRC and it's very first president, is a long time member of SAM. It's just about the only modeling he does anymore. He and another SAM member, L.A. Johnston, recently gave a program at the Tennessee Eagles monthly meeting. He sent me the following note that you might be interested in.....

"SAM has all kinds of events. Some are fuel allotment, some are limited engine run. All are climb & glide just like on the old free flight days. All events are endurance oriented. On ignition engines (all of mine are antique ignition engines) we use a switch to break the ignition circuit. On glow engines a device squeezes the fuel line. There are lots of events, each with its own set of rules. At a contest we usually designate the whole field as a landing area. Since everything is climb & glide, we don't have to land on a runway, but if we can, it saves some walking to retrieve the model. Cannot taxi these models--there's no throttle. Engines are just fired up full bore and

released--the flyers are usually standing on the runway.

There are some younger members of SAM, but the original group was formed in 1962 by a few old timer who longed to see the beautiful free flight airplanes in the air again. Models must be deigned or kitted between 1936 and 1943,. Started out as mostly free flight, but soon radio assist was added as radios improved. There is still a lot of free flight in SAM, but none in Tennessee. Some of the free flight includes rubber and hand launched gliders etc...

We will be having our 14th annual contest in East Tennessee this August. We will be at the Rockwood Airport on August 2&3, and at Harriman RC park (Tennessee Eagles field) on the 4th & 5th. Why don't you come visit?George ■

THIS AND THAT

Jeff Prosis may be the best ambassador for our RC group around these parts! There was a big article in the Knoxville newspaper on Sunday, May 23rd, showing his beautiful new jet and describing his introduction and subsequent addiction to our hobby. The article was very well done and almost made me want to take the hobby up.

I take note of the fact that the last two monthly meetings were chaired by the secretary in one instance and a board member in the other. I'm not criticizing anyone because there can always be mitigating circumstances that prevent attendance, and member attendance sometimes suffers a little in these wet early spring meetings anyway. The point I want to make is that KCRC is fortunate to have such a large number of experienced members who can step in and keep things moving. When a club has been around as long as ours, an awful lot of people get involved in the club activities.

I mentioned mitigating circumstances above; For twenty years my wife and I have been planning on remodeling our kitchen, so finally we got started. Since that decision, one thing or another has come up to prevent the contractor from finishing the job. Delivery of proper cabinets being the main problem. I've missed a lot of good flying weather during the last month, as well as the last meeting but am hoping to make the next one.

Hope to get back to the field soon. Maybe I'll see you there.....Jim■