



NEWSLETTER

April 2011

**Knoxville, TN**

**AMA#594**

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## 2011 ELECTED OFFICERS

President.....Phil Spelt

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Vice President.....Kay-Uwe Kasemir

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Secretary.....Bill Leonard

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Treasurer.....Joel Hebert

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## BOARD OF DIRECTORS

Jeff Prosis, Randy Phillips, Dennis Drone

## AT THE FIELD

Have you looked outside lately? Its getting to look a lot like spring time, isn't it? That means it's time to get out the pattern model and start getting some practice in. We have the SPA contest coming up in about a month. I went to the field on the 3<sup>rd</sup> of March and found Karl Gerth, Bill Dodge and Don Eiler with their SPA planes getting ready.



Bill has another new one to get ready and it's not a Curare!. Bill almost always builds his own from plans, and this one is the Ultimate Kaos, I think. The next picture is Karl Gerth with his new Compensator. Also a really slick model. Don Eiler had his Javelin there but I missed getting a picture. The next picture



is of KCRC member Dan Oliver and some of his electric air force. Dan is the youngest of an old line





of KCRC members. Dan's dad Ben and brother Warren were charter members of KCRC and perhaps even charter members of the fore runner ETRC club. As I remember it, Dan wasn't too interested in RC flying when he was younger, but he jumped in a few years ago..

Another picture shows a bunch of happy campers enjoying the sunshine. That's Bill Leonard's Elder in the background. From the left is Phil Cope, Larry Hayes, Karl Gerth, Don Eiler, Bill Leonard and Gary Lindner.....Jim



## KCRC Meeting Minutes

### March 2011

President Phil Spelt called the meeting to order at 7:00 PM on Tuesday, March 8 at the Fellowship Church location. There were 21 members present. The minutes from the February meeting were discussed and approved. Minutes for a meeting are available in the next KCRC Newsletter.

### Officers' Reports

The Treasurers Report was given by Joel Hebert and approved. No unusual expenses are expected in 2011. This report is available from Joel or the other KCRC officers.

Kay Kasemir, KCRC Vice President, gave a summary of the KCRC member survey of modeling interests. The highlights are: 50% expressed interest in pattern flying and competition, gliders were second and helicopters

garnered the least interest (8%). Kay expressed surprise about the glider interest since they are rarely seen at our field. Others commented that helicopters are a big attraction to young modelers and KCRC ought to consider hosting helicopter programs and events in 2011.

Jim Maines said the results from the survey will be discussed in detail at the April meeting.

Phil Spelt announced that KCRC has been re-chartered by AMA for 2011. This is a normal, annual process for each AMA club.

### Old Business

Our Fall Float Fly is now firmly scheduled for September 24 at the Oak Ridge Marina. The AMA will sanction the event and it will be advertised in the AMA *Model Aviation* magazine.

A second float fly will be held near the KCRC field on June 11.

The House Mountain **Huckfest** is coming up soon. It will start on March 17 (Thur.) and continue through March 20 (Sun.). More information can be found at

<http://www.flyinggiants.com/forums/showthread.php?t=61507>

Club dues are late after the March meeting. Contact Joel at [hebertjj@comcast.net](mailto:hebertjj@comcast.net) for payment information. The combination gate lock will be changed in a few days. The new combination will be emailed to 2011 club members.

The 2010 financial records of KCRC were audited by Randy Phillipps and were found to be in order.

### New Business

Wind has damaged the doors of the frequency pin enclosure and there was some discussion of repairs. A short term repair will be to re-attach the hinges so the doors protect the interior of the enclosure. Larry Hayes volunteered to lead the project.

Tim Cox requested a Saturday fall date this year for a helicopter fun fly. The 2010 event drew 20 flyers and perhaps 55 total people.

Research will be done to find a date in October or November which does not conflict with other nearby modeling events. Contact Tim for more information at [tim.cox@jacobs.com](mailto:tim.cox@jacobs.com)

### **Model of the Month**

Eric John brought his Phase 3 F16 to the meeting. After flying it in its standard form, Eric installed a more powerful electric ducted fan



*Illustration 1: Eric's F-16. Picture by Gary Lindner*

engine with increased battery voltage and capacity. In standard form it flew fast but he is hoping to top 120 mph with his current setup. He discussed how he smoothed and hardened the skin of the F16 and how the foam fuse was strengthened with plywood in critical areas.

### **Crash of the Month**

Ed Dumas caught a wing tip of his electric Extra 320 on our porta potty. A tip stall may have

been the cause. The fuse was fractured but it will fly again.

### **After Meeting Program**

Jeff Prosis presented an interesting program on jet turbines. He brought his first jet and his support equipment into the meeting. The history of model turbines, the fuel used, starting procedures, fuel control, flyer certification and turbine throttle response in flight were discussed. He also displayed a new, electric ducted fan which may be a big part of the future of jet modeling. The unit, which measured about 12 inches in length and five inches in diameter, produces 13 pounds of thrust. Jeff plans to mount it in a model weighing 15 pounds.

### **Next Meeting**

**Our next KCRC meeting will be at Fellowship Church on April 11 at 7 pm.**

**Minutes by KCRC Secretary, Bill Leonard . ■**

### **KCRC NOTAMS**

#### **by Phil Spelt, KCRC President**

Guys, KCRC is getting a poor reputation around the Knox County area. I have gotten several reports recently that potential members have gone to other clubs in the area because of the way they were greeted and talked to at our field. The situation is costing us members. I hope that I can give some general principles to guide us in greeting visitors to our field. I realize these are all "Good common sense," but somehow we are turning people away from our Club

When I see people there I don't recognize (and sometimes some of them are actually KCRC members, but...), I introduce myself and ask if they fly, or if they are curious about flying R/C. Depending on their answer, I pursue an appropriate course of discussion. For people who are just visiting and/or curious, we should tell them about our sport in general, and point out and explain what is going on along the flight line; then ask if they have any questions and answer them the best we can. It is entirely possible that they might develop an interest

#### **PROPOSED EVENTS CALENDAR**

**May 7<sup>th</sup> ..Fun Fly/Swap/Picnic..KCRC Field**  
**May 21, 22<sup>th</sup> ...SPA Contest...KCRC Field**  
**June 11<sup>th</sup>... Float Fly.. Melton Hill Ramp**  
**July 18<sup>th</sup>..SAM contest Rockwood airport**  
**July 19,20<sup>th</sup> .. SAM contest Harriman field**  
**Sept 24<sup>th</sup> Float Fly Oak Ridge Marina**  
**Community Day.....No date set yet**

in flying R/C. In talking to these types of visitors, it is important not to use a lot of R/C jargon, as many people are reluctant to admit they do not know what we are talking about. It is good to stop and make sure they are following our discussion.

If the visitors already fly, either full-scale or R/C or both, do not talk down to them, whatever you do. Find out what their experience is, and what their interest is in coming to our field. Describe some of the good features of our Club: training system/buddy box; camaraderie at the field, etc., etc. Tell them about our web site, if they don't already know about it. Often, I will give a visitor my card, which has the site's URL on it, and if they are interested in exploring a purchase, I direct them to Hobbytown USA and/or give them the Tower Hobbies URL.

Guys, treating our visitors nicely is just Southern Hospitality, and will also likely help us grow the Club. Please make all guests welcome!

Finally, April is our Safety Review program, this year by Jim Maines. Be sure to attend -- Safety is everyone's #1 job...Phil ■

## **THIS AND THAT**

You might notice when looking at the calendar of coming events that the Society of Antique Modelers is having its annual local contest in July. KCRC used to sponsor this event but the Harriman Eagles do that now since the event is held at the Rockwood airport and at their field.

There are not many local members of this branch of modeling because most of the present day modelers started long after the days of free flight. Setting the control surfaces so that the model circled and stayed in the neighborhood was an art form requiring much practice. Nowadays, the surfaces are controlled by radio because there just isn't enough open land to do it the way we used to.

One of the comments given on Kay-Uwe Kasimer's membership survey was that KCRC field is not suited for antique models. That might be true because antique models generally have a very light wing loading and very low sink rate. This makes a very long landing approach that takes a good bit of practice getting it down in the short space offered by our runway. The same facts apply for sailplane and glider flying. You just have to be familiar with the

landing characteristics of the model the same way you do with the heavier models. Notice the way the guys flying the electric sailplanes approach the field. The newer flyers sometimes have to make several attempts at getting the model down safely..

Speaking of the comments on Kay's survey, I was struck by comments concerning the friendliness or unfriendliness of KCRC members. This is something of a problem with all organizations with two or more members. Some folks are naturally outgoing and project a friendly face, and others are not so outgoing and come across perhaps as unfriendly. Try to be a salesman for the hobby when strangers come around. .

One comment singled out the "older" members as being unfriendly and unresponsive to recruiting new members from the general public. I'm not making excuses for the oldtimers but there's this to consider. Most oldtimers have been in the hobby for an awful lot of years and we've seen members come and go. Few new members stay more than a couple of years mostly because they haven't found what they were looking for. This is where different aspects of the hobby can make a difference. Could be that taking up pattern flying will revive a flagging interest. Notice that a lot of the oldtimers are involved with the SPA. Maybe pylon racing or float flying, or trying your hand at scratch building. Perhaps lending your expertise to new flyers as an instructor is what you're looking for. Some members just sit at the field on a bench and shoot the bull. They say different strokes for different folks, which is true in most hobbies. I have kept active by doing the newsletter since I have trouble now seeing the models when they get out too far. In every case, however, a friendly face and a little help will go a long way toward making a new member stay longer.

Some electric flyers feel pressured by guys flying glow powered models and think that there's not enough sky for both types, so they can't fly when pattern guys are practicing. I admit that I fly my little electric low and close when pattern guys are up, but like the fellow says, the sky is there for everyone, even the SPA guys. Try to be a little patient toward all flyers. Since batteries and electric motors are now so strong, the only difference between electric and glow engine flying is the noise, and midairs can occur between any type model. Thank goodness they happen so rarely.....Jim ■