



NEWSLETTER

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Jeff Prosis, Randy Phillips, Dennis Drone

THIS AND THAT

This month brings up the Annual Helicopter Fun Fly. I asked several of KCRC's heli pilots for their thoughts on helicopter flying.

Vice president Kay-Uwe Kasemir conducted a club interest survey earlier this year and this is what he had to say;.....

■ Helicopters as entry into R/C

In the KCRC survey earlier this year, we learned that there aren't too many club members who are interested in getting into helicopters. How does that line up with rumors that helicopters are the future of our hobby? Actually, very well, I think.

These days, I think helicopters might be the ideal entry into R/C. Jeff Prosis recently put Matt Conser and myself into email contact with somebody who wanted to fly helicopters. He had learned to fly all by himself! All he had for help was a flight simulator and online information, (Well, and one time his lawn cutting person retrieved his lost heli).

With an airplane, you need to take off, fly, and eventually land. You better have an instructor and a buddy box setup to help! An electric heli allows you to start with 1-inch-high baby steps. They are very tough, and the small ones are also quite safe in case you should hit something.

So helis are a great entry into R/C. I've known several people who got into R/C because helis appealed to them. But then you notice that

airplanes can be as much, and maybe even more fun. Gliders or Slow Sticks are a nice counterpoint to the stress of must-always-concentrate heli flying.

In the long run, I don't think helis will take much away from airplane flying. They bring people into the hobby, who then end up flying airplanes as well....Kay-Uwe Kasemir ■

I also heard from another long time heli flyer, Jerel Zarestky;

■ I started flying helis...some time ago. I won't say when but I didn't have a helicopter radio, collective pitch, a helicopter engine or a tail rotor gyro. It was an exercise in perseverance to say the least. Some of us stuck with it because flying them was so cool but many (most) moved away because of the trouble in set-up and keeping them flying. Things got better with the aircraft, engines and electronics and with that, flying helis was easier in every way.

The fun in flying helis is obvious but here's a run-down of a few of the other factors (the pros and cons) of life with a helicopter;

Pros;

1. Flying sites are everywhere
2. Ease of getting a heli in the air (unfold blades, fuel and fly)
3. Ease of putting them away (wipe blades off, fold them up and stow heli, I leave remaining fuel in the tank)
4. The electronics and hardware you get to play with is pretty neat stuff as well
5. No real "building" as with an airplane, just assembly
6. Crash repairs can be very quick, just bolt on the new parts
7. The bigger the heli the easier they fly, more stable, smoother, lower disk loading, etc.

Cons;

1. Dangerous if out of control; a 1+ meter diameter carbon fiber rotor at 2000+ rpm is lethal !!!
2. Initial cost
3. Steep learning curve for set-up and flying (a good

EVENTS CALENDAR for KCRC

August 27th.. Helicopter funfly, KCRC

Sept 24th Float Fly Oak Ridge Marina

Community Day.....No date set yet

simulator helps immensely with the latter)

4. Crashes can be expensive
5. Higher "pucker factor" with the higher dollar machines
6. Sometimes frustrating set-up problems

Helis are all about set up (after the last bolt is tightened in the building process of course). Either carefully study the instructions or how-to articles (helicopter forums are great for providing this kind of information) or get some help from someone who's set up a few helis, and make sure things are done right. It makes that first test flight much more enjoyable. Most well-thought-out and detailed instructions will lead to a perfect hover right out of the box.

The other guys can give you a run-down on the electrics. I got started a bit too early with the poorer performing electrics and bailed out. Now is a much better time to fly electrics and I'll probably be joining the LiPO club before long. (I'll make someone a great deal on a glow powered .60-.90 size heli as I "thin the herd" a little!)Jerel ■

There's a good writeup by Scott Anderson of last years successful heli event to be found in the November 2010 newsletter in the archives on the KCRC website if you're interested. This years event occurs so late in the month that the writeup may be in the October issue. Go and check out the action on August 27th. They certainly impress me, even if I can't fly them!...Jim. ■

KCRC Minutes, July 2011

Treasurer Joel Hebert called the meeting to order at 7:00 PM on Tuesday, July 12 at the KCRC flying field location. There were 30 members present. The minutes from the June 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. This report is available from Joel or the other KCRC officers.

President Phil Spelt and Vice President Kay Kasemir were unable to attend the meeting because they were out of town.

Old Business

Cutting our fields of hay continues to be an issue. Finding someone to cut the fields for the value of the hay is not working out. Fuel costs and the travel distance to our fields are factors that work against finding a free cut.

Bill Dodge reported that he had a few gallons of club fuel left from the last barrel. These were purchased after the meeting.

Money has been committed to sealing cracks in our runway. Bill Dodge will head up this work.

Our Community Day plans continue to develop. Larry Hayes presented some ideas of activities for our guests.

Our second work day, July 9, resulted in lots of paint applied and strengthening of the foundation of the pavilion. Work remains to be done on some of the flooring at the west edge of the pavilion. Thanks to all the men that came out on that hot Saturday.

Our Aug 27 Heli Funfly is underway. The AMA sanction is in. Scott Anderson is CD and Tim Cox is

assisting.

The Sep 24 Float Fly at the Oak Ridge Marina is now sanctioned by the AMA. Phil Spelt is CD.

The Marine **Mud Run** is Sep 10. No flying is allowed that day until after the run.

New Business

New member Spencer McDonald and his father Tim were introduced.

Visitor Phines Allen was introduced

Model of the Month

Spencer McDonald won the model of the month with his Carl Goldberg **Eaglette**. Larry Hayes brought his great looking Pete'n'Poke to describe the effort put into it's construction. He chose not to enter it.

Crash of the Month

Randy Philipps – **Slow Stick**

Bill Dodge – **Motorized Glider**

Joel Hebert – **Wild Hawk**

Jim Maines – **Kyosho 40 Trainer** –Jim Maines is winner of the Crash of the Month award

After Meeting Program

Eric John presented a program on finishing molded foam airplanes so the surface is smooth and hard. After his talk he flew his great looking F-16 electric ducted fan airplane.

Next Meeting

Our next KCRC meeting will be at the KCRC field on August 9th at 7 pm.

Minutes by KCRC Secretary Bill Leonard ■



Illustration 1: Spencer's Model of the Month winner.



Illustration 2: Larry talking about his Pete'n'Poke



Illustration 3: Eric John presenting his program.

SAFETY THOUGHTS

Greetings:

I have several things on the safety side. During this heat always drink a lot of fluids. Dehydration is a situation that can be avoided although it does require some effort. Each one of us should keep an eye on our fellow flyers and if we see any unusual behavior casually check on them.

On the last Sunday in June I noticed that with eight (8) flyers at the field and several in the air, I was the only one with their AMA card in/on the frequency board. At present we all know that the card/pin exchange is to be maintained even though you are using 2.4 technology. The practice helps to identify who is present. If you should have to go into the woods for some reason, we'd at least know who to pray for. **For safety sake and to follow the club rules, please exchange your card/pin.**

The last item is embarrassing to me. I failed to tighten the wing bolts on my trainer. I was in the middle of a good flight and as you would expect I lost the wing and shortly thereafter I lost the plane. For some reason planes have a tendency not to fly without wings.

Two very important things to always keep in mind. First is never let anything distract you from the task of preparing your plane for flight. Second is that an out of control plane for any reason is an extreme safety hazard.

Be safe and stay well-Jim Maines, KCRC

Safety Coordinator ■

The Academy of Model Aeronautics is celebrating it's 75th anniversary this year. I think this organization has been the salvation of radio control modeling. I'm sure that without AMA's guidance and political influence, The FCC would have regulated us out of business long ago. I remember the early days when operating **any** kind of radio transmitter was illegal without a license from the federal government.

I invited KCRC members to send me some of

their memories with respect to their involvement with modeling and the AMA. I hoped that I might find a member who joined AMA in their very early years. Here are some answers I got....

■ **"Hi Jim,** I did not join before 1940 since my birth date is 12/7/1956. But I am writing you because I found my original receipt for AMA membership dated June 26, 1971, for the amount of \$2.00. One of my old flying buddies, Ed Price, signed me up as his name is on my application as "agent". I was 14 years old so I guess I was a Junior for one year and then became a senior the following year. I entered a bunch of control line contest as a senior flying mostly CL Combat and other events as well. This was in Memphis, TN, where I was a member of the Memphis Prop Busters. We flew control line at Audubon Park every Saturday and Sunday. One of the regular flyers, Lester Goldsmith, had a backyard hobby shop where we hung out on Friday evenings and I would spend my lawn mowing money on silk, dope (butyrate), props, fuel, kits, balsa, and everything else needed to build and fly models. It was great times and great friends. Today, my job and home life seems to take all of my time and it's hard to squeeze in model aviation but I do try to find the time. Lately I have been able to get my Raptor 50 heli out for a few flights since it is pretty easy to get it ready to go so I am having fun with that.....Dan Toombs "

A couple days later I got another email from Dan...

." **Hey Jim,** I'm at work right now and looking at the calender I realized that I had responded to your email on Sunday 6/26/11... exactly 40 years to the day that I first joined the AMA! Now that's spooky!Dan" ■

■ **"OK Jim.** When I first joined the AMA back in the mid- to late 60's, you had to take a test from the FCC in order to fly radio control aircraft. This test allowed you to use, if memory serves correctly, 5 channels for the purpose of flying radio control aircraft. Most of these were in the 27mhz range with a couple down in the high 26mhz range. I flew on 27.095 for several years and never had a problem with radio interference. Keep in mind, the 27mhz range is also where most of the CB radios were. I also attended several AMA meets back in the 60's. 2 or 3 that I attended with my dad were at a place called Glenview Naval Air Station. There is absolutely NO trace of the Naval Station today. Back then the Navy and the AMA kinda worked together to put on the AMA Nationals. I can still remember seeing indoor gliders spiral up to the ceiling and float down very gently. Also

some of the rubber powered models, including everything from scale to microfilm models and all in between. As for being an "Old Geezer", I'm NOT THERE YET!!! As they say, "You're as young as you feel".

See you at the field... Craig Dieter "■"

I remember those problems with the FCC . In the mid to late 60s they relaxed the rules requiring a test and all you had to do was apply for the license. A little later, a club could get one that covered all the members. I remember once when we (the old ETRC club) let ours expire, the Johnson City club let us use theirs until we got ours renewed. CB was originally only one channel because of bandwidth problems, but the FCC gave RC modelers 5 channels when they increased the total number of CB channels to 23 (at least I think that's right). Channel 19 was the CB channel the truckers mostly used.. .

■ "Hi Jim, I joined the AMA around 1939 or 40 at age 12 or 13. Didn't know much about the organization—just thought I ought to join. The membership did enable me to fly in a couple of contests at the old Knoxville Airport on Sutherland Avenue here in Knoxville. I had a Comet (Goldberg) Mercury with a Brownie 0.29 on it. It was a dog of an engine and I was lucky to get it to run any at all. The Brownie cost \$7.50. I became disgusted and sold the airplane complete for \$10, which I later applied toward the purchase of an Atom which cost \$15.50. I still have the Atom.

After a stint in the Navy 1944-46, I rejoined AMA and flew in some free flight contests in the area using Goldberg's Comet Sailplane with an Ohlsson 60. Won class C at Crossville TN in '48 against the Dooley brothers who were prominent flyers in the Cumberland County club. I later went to medical school, dropped out of the AMA again. After graduation, I rejoined AMA and built another Comet Sailplane and flew it in South Carolina just for fun. I bought a new Anderson Spitfire for it, which I still run on my old timer RC airplanes.

My new wife at the time (we've been married 60 years this year) was from New England . She was not accustomed to farm animals. While flying the Sailplane in SC in a cow pasture, the Sailplane landed in a tree. I went to retrieve , of course. When I returned my wife was terrified by the cows. She was standing near their watering trough and they were just milling around her in a large circle. Fortunately, I was able to rescue her!

Since this episode (1953) I have been a member of AMA....my third go at it. I became more aware of what AMA does for it's members and became more involved. Was president of KCRC twice in the

early '70's and worked with the AMA on some safety issues for RC during that time. I now have done, after becoming a CD, 14, soon to be 15 SAM contests in Tennessee and have become a Life member (L-191) and Leader member (administrative).

This is probably not what you wanted to know about the AMA in the early days, but it relates to how a kid at age 12 or so got involved with modeling and the AMA and how things developed over a span of 70 years or so.... George Shacklett "■"

■ I enjoy reading about your experiences when you started modeling. A lot of you started modeling when you were kids. I remember the first stick model I ever built (a Comet kit of a Curtis Robin or something). I was about ten. I built four fuse structures! Two sides and a top and bottom. I realized when I started assembling it, that I had built two too many. It was a sorry looking thing when I finished, but I thought it was marvelous and I was hooked. This was about 1938 and the next few years brought out all those beautiful warplanes. Comet, Megow and Guillow made a ten cent kit of every one of them.

On the very rare occasion when I could afford it, I'd order a Cleveland kit. Man, those were the ultimate as far as I was concerned! I got my first gas engine when I was about 15. It was a GHQ that dad ordered off the back page of " Mechanics Illustrated " for about \$6. A share in the Brooklyn bridge would have been a better investment..

Hopefully I'll see you at the field.....Jim ■



Illustration 4: Frank Allemand soloed July 24th, 2011 and became a qualified KCRC flyer.

Frank flies electric and was tutored by Jim Maines who says he was a quick study..Jim sent the picture..■