



NEWSLETTER

September 2011

Knoxville, TN

AMA#594

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2011 ELECTED OFFICERS

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BOARD OF DIRECTORS

Jeff Prorise, Randy Phillips, Dennis Drone

This & That

Getting to be fall after an awfully hot summer. Perhaps we'll have some good flying weather for awhile now.

Dennis Drone looked comfortable driving the tractor and mowing down the field around the KCRC runway a couple weeks ago. The fellow who normally cut the field for the hay decided not to take it this summer. I figure he lost about \$700 worth of hay.

EVENTS CALENDAR for KCRC

Sept 24th Float Fly Oak Ridge Marina

Community Day.....Sometime in October

Don't forget that the marines will have their Mud Run on September 10th and the KCRC runway will be closed for flying until Saturday afternoon. This is a cooperative effort between us that we do every year. ■

MINUTES AUGUST 2011

President Phil Spelt called the meeting to order at 7:00 PM on Tuesday, August 9 at the KCRC field. There were 20 members and one visitor present.

Minutes for the July meeting were approved as printed in the August 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. Joel stated that the expenditures YTD are tracking the budget closely.

Secretary Bill Leonard is recovering well from surgery.

VISITORS AND NEW MEMBERS

Philip Keller is a new member. He is a student at Hardin Valley Academy. He's flying an electric Apprentice.

Alex Ingram is a new member. Alex is 10 years old and flying an electric Super Cub. His dad Mark is his chauffeur

OLD BUSINESS

Dennis Drone reported that the field has been bushhogged. The work took about 10 hours. The work was paid for by the Marine Corps League. **The MCL Mud Run is scheduled for Sept. 10.**

Phil Spelt reported that the fall Float Fly is on track for Sept. 24.

Tim Cox reported that preparations for the Aug. 27 Heli Fun Fly are proceeding well. Tim and Scott Anderson (CD) are still looking for help. Anyone willing to assist with the event should contact Tim.

Tim is not having any success with solicitation of vendors and manufacturers for prizes for the event (see New Business).

Phil Spelt reported that the work day on July 9 was a success with a good turnout. Painting and repairs were completed as needed. Gene Waters and Dennis Drone have made substantial repairs to the pavilion.

NEW BUSINESS

Dennis Drone suggested that the field be sprayed to kill broadleaf vegetation early next year to enhance the quality of the hay. Dennis is in contact with a nearby farmer who is interested in the hay if this is done. The cost for chemicals would be in the range of \$80-150, with the farmer doing the spraying. The suggestion was endorsed by those present.

At Tim Cox's request, a motion was made, seconded, and approved to provide \$200 for prizes for the Heli Fun Fly.

Dennis Hunt reported that we have an

opportunity right now to get dirt from Bellamy Excavating for an addition to the west end of the runway. This led to a discussion about the status of moving the field to the park. Phil Spelt stated that he has been invited by Doug Bataille to meet with him on that subject. Other options for accomplishing the runway extension were also discussed. The consensus was that no action should be taken until after the meeting with Mr. Bataille. Phil will schedule the meeting as soon as the members of the BOD are available.

MISCELLANEOUS

Jim Scarbrough reminded all to put their AMA cards in the box when flying.

Dennis Drone reminded all to turn off the electric power at the "A" breaker when power is not needed.

MODEL OF THE MONTH

Jim Maines won MOM with his Hangar 9 Sopwith Camel ARF in a very close vote. It has a



Illustration 1: Jim Maines MOM winning Camel

Zenoah 20 cc ignition engine and failsafe ignition cutoff. Jim has about 5 hours of work to make it airworthy.

Phil Cope displayed his Top Flite P-51 Mustang ARF from the Tower Scratch & Dent sale. It has an OS .91, flaps, and electric retracts. Phil has 10 flights on the model.

CRASH OF THE MONTH

Rick Hampton narrated the demise of his electric P-51 Mustang. Rick learned that loose steel nose weights and an outrunner motor are incompatible. I can bear witness that the model started making horrible noises right after takeoff. Power was deficient and the model snapped and spiraled in just as Craig Deiter took the transmitter for a rescue attempt.

Gene Waters won COM with the description of the final moments of his high wing sport model. Control was lost immediately after takeoff. The model did manage to execute two left turns and find its way back to the runway where it made an impressive divot and

debris field. Gen's comment upon award of the CA glue prize for COM – "That ain't enough."

PROGRAM

John Bobrek gave an overview of his website "westknoxrc.com". The site has videos, park flying site info, hobby shop info, a Buy/Swap/Sell area, build threads, and other info.

The meeting was adjourned at 8:15 PM.

Minutes submitted by Don Eiler on behalf of Bill Leonard, KCRC Secretary. ■

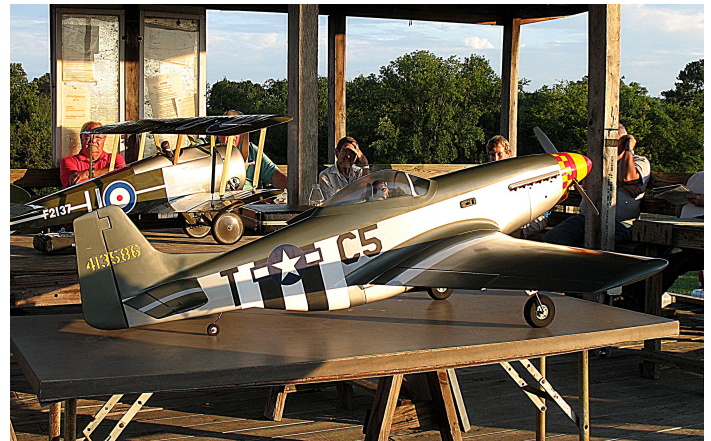


Illustration 2: Phil Copes good looking P-51

SAFETY FIRST

Newsletter time again!

I have always had a large respect for rotating propellers. It seems they really look for a chance to cut fingers, arms and throw objects into eyes. I have mentioned that one should always wear some form of glasses while starting and engine or running a motor. A brief elementary definition-an engine is an internal combustion unit while a motor is defined as electrically driven.

A point I wish to bring forth this month is an accident that can happen during starting the engine mainly and an issue to watch out for on the motors. Always keep the plane as far forward on the stand as it will go. If one allows the plane to drift back from the vertical posts on our stands there is the possibility of the engine/motor jumping forward and catching your hand or finger resulting in a minor cut to major laceration requiring medical help.

The second part of this hypothetical injury is starting the engine at half throttle and above. If the engine starts at this speed the plane will move forward fast enough to catch the one starting it by surprise.

All of the above is mostly common sense,

which increases the odds of it happening if you're not paying attention. Stay alert, do not be distracted and above all stay safe. **Jim Maines KCRC Safety Officer** ■



Illustration 3: New KCRCer Phillip Keller has been getting help from instructor Jim Maines. He looks like he's doing fine since his plane is still in good shape. Soloed on August 12th..

KCRC holds a Work Party

by Phil Spelt

On Saturday, July 9th, KCRC held its second work party of this year. Goals were to paint the pit shelter wood and the frequency board. Some repairs were also scheduled for the pavilion. The first session, in June, proved to be too damp for painting, so we assessed the repairs needed for the pavilion and repaired the steps on the east side.

During the time between the two formal work parties, Gene Waters and Bill Tucker poured concrete reinforcements around the five posts supporting the south side of the pavilion. These posts were rotting away at the bottom where they were anchored to iron brackets. The new concrete anchors now encase the entire base of each post, bracket and all.

Saturday, July 9th, was a bright sunny day – perfect for painting. The crew got to work about 9:20, and all painting, both primer and finish coats,

was completed by about noon. We used Kilz as a primer, with anti-fungus and anti-mildew agents added for better protection. Dennis Hunt took the right door from the frequency board home to repair the damaged/rotted edge where the hinges go. As of this writing, Phil Spelt has completed the painting of the door, and it will be normally operative again by the time you read this. Subsequent to this formal work party, Gene Waters and helper(s) installed additional floor-level joists on the outside of the pavilion where the originals had weathered away. With the installation of the doors, all repairs to our facilities will be completed for this year.

In addition to those named above, KCRC owes a sincere “Thank you” to the following members who participated in the two work parties (in the order in which I wrote them down): Mike Saltmarsh, Karl Gerth, T.J. Albert, Andy Keeley, John Partridge, Gary Augmaugher, Phil Cope, Wendell Rosenbalm, Charles Wilson, Randy Phillipps, Ray Curd, Dan Oliver, Larry Hayes, Dax Rosenbalm, and Dan Toombs. Several of these folks worked both days.Phil ■

KCRC NOTAMS

Phil Spelt, 8/26/2011

Well...here is the next of my very irregular columns this year. By the time you get this newsletter, Tim Cox and Scott Anderson will have had their 2nd annual Helicopter Fly In (it was on August 27th). I hope many KCRCers went out to support our members' event. Our field is a popular site for non-R/C events, especially in the fall of the year. On September 10th, the Knoxville-based Marine Reserve Auxiliary will conduct their annual Mud Run. On that Saturday, the field is closed to flying until the Marines are finished – usually about 2:00pm. Following that, on Tuesday September 13th (our usual Club Meeting day), a Cub Scout group will borrow our field to hold their meeting and rocket shoot. This event was usually held down on the point, but due to the County not mowing down there, they have requested our field for the event. They will begin with a meeting about 5:30 pm, and then fire their rockets until about 7:30, or until it gets too dark to see them. They would like us to fly a short R/C demonstration for them about the time of their meeting, so I and a couple of others will fire up our planes to show them what our sport is like. Jeff

Prosisie will bring his F-16 to show the kids how it works, and will fire up the turbine for them.

Finally, the Knoxville Track Club is sponsoring a Cross Country meet for both elementary and middle school student athletes. These events have been separated to different days, due to the volume of traffic. The dates are September 19th and 20th. I will be there both days to protect the interests of KCRC. Flying on all of these weekdays will be suspended at 3:30 pm, or earlier if people arrive early. It is vital that KCRCers be gone before others arrive for the XC meets, so the gate can be locked until parking personnel arrive to help control parking.

KCRC is proud to be of service to our Community, and supporting these four events is part of our responsibility. Our KCRC Club meeting will still take place at 7:00pm the 13th of September. We may have a rocket show on the runway during the early part of the meeting....Phil ■

KCRC Helicopter Fun Fly - Great Success!

The 2nd annual KCRC Helicopter Fun Fly was held on August 27th 2011 and was a great success. The weather was great even with the increased breeze. There was a lot of great flying and there was a lot of spectators with over 80 people at the field to fly and watch the helicopters. KCRC club had a huge turnout of 18 club members to support the event. A lot of the work was by Tim and Alex Cox, in which Tim did some outside recruiting for extra help in key areas. The swap meet portion was a great idea as we saw a lot of helicopters and accessories for sale along with several from GA with a lot fixed wing parts and accessories. Tim & Alex and several others prepared another great lunch for all to enjoy.

We would like to say "Thank you" to all the companies that donated items for the raffle two of the local supporters where Hobby Town and TNT Hobbies in which several of the prizes went to KCRC members.

Photos and videos can be found at <http://www.westknoxrc.com> and look for the KCRC helicopter thread.

Many of the pilots were returning from last year's event and said they will be back in 2012, in which some early planning has been done already to add a few events to add some extra fun to the event.....

.....**Scott Anderson, Contest Director** ■

The following is from the AMA Insider that I thought went with Jim Maines Safety Column..

From the Rouge Eagles R.C. Club, Medford, Oregon

Propeller Safety

Respect and alertness are mandatory if you want to keep all your fingers. If you continually ignore safety, you or someone close to you will be injured eventually. By adopting good safety practices we can minimize risk and enjoy our wonderful sport for many years.

The most destructive type of propeller injury, aside from being struck by a flying aircraft, is when the engine is operating at or near full throttle. At full speed, a .40-size, two-stroke engine with an 11 x 6 propeller can generate as much power as a 10-inch table saw. Just as a table saw demands your respect and attention, so does an aircraft propeller.

Before you mount your propeller or even start your engine, you should take a moment to review some basic pre-flight recommendations for propeller safety.

General Propeller/Rotor Blade Inspection and Preparation:

1. Look over for obvious nicks or gouges.
2. Flex it gently back and forth along its length and look for cracks.
3. If you find any damage, other than some minor scuffs at the tip, discard/destroy immediately.
4. Wood propellers cause less damage than composite propellers.
5. Remove the sharp edges from composite propellers using fine sandpaper. Just take off the edge. Do not alter airfoil.
6. Always use a balanced propeller. Vibration is the enemy.
7. Make sure the propeller arc is visible by painting the tips a contrasting color.

Ground Safety:

1. Always have someone hold the airplane while starting.
2. Use some form of eye protection, like safety glasses.
3. After starting, move around behind the propeller to remove the glow plug igniter and to make other engine adjustments.
4. Never ever reach over a spinning propeller.
5. Be conscious of the propeller arc. Do not let spectators stand in line with, or in front of, the spinning propeller and don't you stand there any longer than necessary.
6. If starting by hand, use a thick glove or chicken stick.
7. Use an approved spinner or propeller hub.
8. Before starting, be sure the propeller is on tight. If the engine came with backup safety nuts, use them.
9. Have a first aid kit stocked and available.

It's easy to forget these safety items when at the field and some say it's just too much trouble. But safety is everyone's responsibility! ..■