



NEWSLETTER

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AMA#594

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THIS AND THAT

► George Shacklett sent me this;
“ **Frank Schwartz** is a true old time builder. I remember his coming to Knoxville pattern contests years ago before we ever heard of mufflers. He drove up from Nashville in a Rolls Royce ! “

Frank writes.;

“ I have been going to the Perry GA R/C Swap Meet for a number of years now. This year I saw the writing on the wall. I observed a very large number of people purchase ARF and RTF package planes. Few kits were offered by any vendors, and most kits were older kits from someone's "stash". I saw only three rolls of Monokote for sale. That was it, only three. Used glow engines cheap were everywhere. 72 Mhz radios were almost being given away. Receivers, some new, name brands for five and ten dollars.

I fear that in ten to twenty years, there will be no more hobbyists that can build a model airplane. Oh, yes, the free flight and rubber modelers will still be there, but the numbers of them as compared to the "buy and fly" people will be totally outweighed by those who seek instant gratification.

There will be few, if any, kits offered for a modeler to build ...and few, if any, new kits offered. I always felt that half the pleasure...and pride...of model aviation was being able to build from a kit, or from a set of plans, and then bring that creation out to the flying field and fly it. An accomplishment, a thing of pride, indeed. I, personally, get much more satisfaction from flying a plane I have built myself, than an ARF, that I had bought. There is no pride in it.

The numbers of people who build enormous planes and jets are increasing and the prices and values of these planes are increasing as well. Discouraging for a young fellow who wishes to learn to build and fly a model airplane. Some of these cost more

than an automobile. There are some people who are fantastic flyers who cannot stick two pieces of balsa wood together. Great for them, but bad for the future of modeling itself. One can only agree it is progress, but in what direction?

As an example, I see many young people, and people in their forties as well, who have not a clue as to how to hold a pen or pencil, as the written word is becoming extinct in favor of the keyboard. The schools no longer teach a child how to write with a pen or pencil. Just grab it and go.

There is no stopping progress. It is inevitable, but one can only lament the demise of the model airplane kit and the unique satisfaction of being able to build it, and then fly it yourself..

Anything that comes easy is lightly regarded. If one works to achieve something, it is a source of pride, and often, admiration of others. "No, I didn't buy it, I built it myself !"

There are modelers... and there are fliers. The modelers made the industry, the fliers who do not, or will not build, in the end, will destroy the hobby industry as we have known it. Progress?

Just my personal opinion, you know.....

Frank Schwartz, AMA 123, Music City Aviators, 86 years young. Building and flying for 76 years.".... ■

SAFETY FIRST

Jim Maines, KCRC Safety Coordinator

Hello, I hope all are enjoying the warm weather. I also realize that the wind is tricky for some and fun for others. What ever your wind and or temperature preference, always be safe.

I do have two items to bring up this month. First is, with the warming temperatures and the warm

winter, the creatures both animal and insect life are out and around earlier. While walking my dogs on Tuesday morning, my dogs scared up two of our black and white kitty cats. You know, skunks. Fortunately I was able to call them off in time to avoid the all too well known fragrance given freely by skunks. The other is the insect world. On the news recently they were mentioning a very early presence of fire ants in greater numbers. I really do not think these friendly little ants will bother those who are lucky enough to remain at or near the runway. However those unfortunate enough have to chase down a wayward plane may come across them without warning. Overall all of the insect pests and animals are coming out early. Today I saw a coyote one block from my house just off of Lovell Road.

Second, while enjoying a great morning of flying, a safety incident occurred. I fall prey to this at times because I am too preoccupied with getting a plane up, concerned about a problem I am having, or enjoying a pleasant conversation. What happened was one pilot was lined up to take off and another had walked beyond the safety fence onto the runway. The first pilot had started his take off and did not notice the second pilot while the second pilot did not see the first. Several in the pit area alerted the two pilots and an incident was avoided.

Whether we are walking onto the runway or walking around the area for what ever reason BE SAFE. Stay alert for all possible problems be it flying, animal or insect.Jim ■

► **Mike Miller went on a recent GWS Stik Combat outing and sent this summary;**

" At 9 AM the wind was calm and the temp was 41 degrees and with the warm sun it was nice, so off I went. When I got there, Kay was already setting up his plane. The wind had picked up some and it felt cooler. By the time Larry, Craig, and Randy showed up the wind was howling at about 20 +.,.

We debated on flying and decided what the heck .. Of course Randy chickened out. (cluck cluck) The first indication this was going to be interesting was when you set your plane on the runway it would go backwards 5 feet and into the grass. Being not so smart we went up. Right off the bat Larry and I had a midair bump but both planes kept on flying. Then the wind really started blowing!!!! At ¾ throttle the plane would hover like a kite. We went at it and I cut Craig's streamer and got it wound in my prop. The landing was exciting as one wheel on my jumbo gear had been knocked off in the midair. Randy played pit crew and got my prop cleared, then did a masterful hand launch. We went at it for a while, but every time the wind would get under a wing the plane would roll .. To make a long story short, we all got down safely. You have to admit it was fun!!!! Frozen, we all left . On the way home I drove through snow showers. ...Mike . ■

March KCRC Minutes

Officer's Report

Notice.. As of the close of the March meeting, the dues will be late. Late fee is \$5.

There was further discussion of where the liability would fall if someone was to get hurt during events involving the KCRC field. A motion to require event sponsors to provide \$2.5M of liability insurance to KCRC during the event for use of the field was approved.

Old Business

May 19-20 is the KCRC Pattern Fly contest. We really are in need of helpers from our club. If you can lend a much needed hand during these days, please send a note or call Phil Spelt. Please also FLY in this event. If you have interest in aerobatic / pattern flight, this event is for you. Again, let Phil know, and he'll have someone get you up to speed as quickly as possible.

New Business

Motion was made and approved to buy a case of hand sanitizer for \$30. Bill Dodge will buy a case and stock the potty.

NOTAM - Between now and April, keep a look out for any change or fixes that need to be done around our field.

Motion was made and approved to build a screen to block the sun on both sides of the runway. These screens will be the size of a real estate sale signs and will be propped up by PVC poles. Bill Dodge has seen these at other air fields and has agreed to take this task.

Mowing for this summer has been scheduled and a mower identified.

Motion was made and approved to hold the 3rd Annual Heli Fun Fly on November 3-4th. Saturday will be for the paid pilots and Sunday will be an Open Fly.

Motion was made and approved to hold a Float Fly at Melton Hill on June 2nd.

Motion was made and approved to hold a second Float Fly at Oak Ridge Marina on September 22nd. Availability is still tentative.

Motion was made and approved to hold the annual KCRC Picnic and Flea Market on April 28th. We are looking for ideas of different types of events to have during the Picnic. If you have any interesting ideas for flying challenge, send them over to Phil Spelt.

Model of the Month

Winner was Craig Dieter who built a [Dumas Tiger Moth](#) 35" kit. This plane weighs in at 8.75oz with a 2S 430mah Lipo on board. It is covered with Coverlite, which looks like tissue but is stronger and



shrinks with heat. The rest of the setup is a 10Amp ESC and 8x3.8prop on an unknown kv motor. This 3 channel plane "flies like a pussy cat" and gives him about 20min of flying with his setup.

Other contenders...

Larry Hayes brought a 61" Balsa USA



Edecker kit covered with Solartex fabric and with

an OS52 4 stroke motor. Some decals were painted on with white spray paint and others were made by a friend of Gene Waters in Oak Ridge. .

Joel Hebert brought in a "Blue Foam Dart" made with plans that he can email to you if you're interested. The plane was made with just one or two sheets of hobby foam board. Its a 3 channel plane that flies great on the Blue Wonder electric motors. The best things about this plane are the extremely low cost of building and the fun of flying.

Gene Waters brought in a **frankenplane** made up of a Tiger 2 and a Nemesis. This plane was assembled from his and Dennis Drone's wreckage. The plane has an OS 70 4 stroke and weighs in at 8lbs. The cowl of the plane was made from a 2 liter Pepsi bottle. Very creative and nice looking plane.



Crash of the Month

Winner was Bill Dodge who had a motor failure on take off with his Curare pattern plane which landed just out of site with a pretty nasty pop. Surprisingly, when he walked over to it the model was in perfect condition except for bent landing gear; or so he thought. After about eight more flights on the plane, an inverted loop turned into an inverted 9 when the main wing snapped and folded at the fuse. Apparently, the nasty pop was the main wing strut.



Meeting was adjourned.

Pictures by Joel Hebert

Minutes by John Bobrek, KCRC Secretary ..■

(Ed. Note::: Frankenplane? I love it, John!....)

KCRC NOTAMS

By Phil Spelt

KCRC approved the May 19-20 dates for our annual SPA pattern contest. We approved several other events, including a helicopter event in early November – see the minutes for more details. I mention the pattern contest for several reasons. First, we will need KCRCers to Volunteer by coming out to help run the event. We need the usual kinds of help: score sheet runners, flight line generals to keep things moving smoothly through the rounds, people first thing Saturday morning to help with registration, etc.

The other reason I brought pattern up is to talk a bit about what it is, and to encourage KCRCers to enter our contest to give it a try. When I began flying model airplanes in the early 1950s, I flew control line stunt, the C/L equivalent of R/C pattern. I was flying largely by myself, and not in any contests. So, I have always been interested in flying aerobatics. When I started in R/C in 1977, I knew I was going to end up in pattern. That happened when I moved to Oak Ridge in 1987 and joined KCRC. The next summer, I entered my first contest.

Why am I interested in flying aerobatics? Yes, I

am competitive, and that is part of it. More important is the beauty of a well-flown aerobatic maneuver, and the good feeling I get when I fly one, whether it is judged or not. For those who don't know, the real name of both pattern and stunt includes the word "precision" – pattern is actually "R/C Precision Aerobatics" – and the word "precision" is the key operative here. Many sport pilots occasionally do a loop or two, maybe followed by a roll, with an occasional stall turn thrown in. The difference between these sport aerobatics and pattern is only that pattern puts the emphasis on precision – the loops must be absolutely round as the pilot can get them; the rolls must be on a straight line, as if the plane were on a wire. This is another reason I like pattern; it gives me, the pilot, a target to continually strive for -- to always try to get better.

Learning to fly pattern maneuvers is no different from learning to fly in the first place. It takes training and practice, and you can add in coaching to continue to improve. The benefit to the pilot is that his overall flying gets better, as well. Any airplane that is set up like a pattern plane, in terms of balances and control surface throws, will fly better. When I was flying as a visitor at a club in VA a number of years ago, I watched one of their members fly a "hot-dog" flight, never flying straight and level for more than a few feet the entire flight, which only ended when he ran out of fuel and landed. No one except me was paying much attention to him. Then I took off and flew the SPA Novice pattern as best I could. When I landed and looked around, everyone was watching my flight, and then they came over to chat and look at the plane – a sure unspoken compliment. My flight was not all that great by SPA judges' standards. However, the folks in that club had not seen anyone flying pattern, as opposed to random sport aerobatics. All this is to say, if you have ANY interest in aerobatics, there is time to practice, get some coaching, and fly in our contest. I have suggested that to a couple of KCRCers, and their reaction was, "Oh, I'm not good enough..." Nonsense! We will have a class for absolute beginners, in our contest, which permits a variety of non-SPA planes to enter, and a schedule of maneuvers that will not strain the flying ability of the average sport flyer, who does occasional loops, rolls and stall turns. So, if you are AT ALL interested in trying pattern, call or email me and we can get together at the field. While I have not checked with him, I am sure Dennis Hunt will also be glad to help coach. If you don't fly, please come out and help us run the contest. Many thanks, in advance...Phil ■

**Our condolences to the family of
Donnie "Skip" Dishner, who passed away
recently after a long illness.....■**