



## Newsletter

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Website..[www.kcrctn.com](http://www.kcrctn.com)..Jeff Prosise,webmaster

## THE WAY IT WAS

Did you ever wonder why the KCRC runway was laid out the way it is? It's the result of a good deal of work by John Tudor before the contractor graded it. John conducted an elaborate study of the annual frequency of wind direction at 70 feet above ground level at the site. John found that the wind was more frequent at NE ( 21% of the time ) and ENE ( 15% of the time ) and/or at their reciprocal SW ( 15% of the time ) and WSE ( 18% of the time ). The way the runway is oriented lets the wind be directly down the runway about 69% of the time...■

## THIS AND THAT

► The banquet in January marked the beginning of the new year of KCRC activity. Hopefully, this will be the greatest year in KCRC history. Hmm, that might be pushing a little, but it could happen that it'll be a really good year. Get yourself a little enthusiasm and get out there and fly!

► Thank goodness Bill Leonard is getting out to the field and keeping me up on the activities. Here is some pictures he sent me of some things happening. First is Kay-Uwe Kasemir and his scratch built copy of a Graupner Dandy. Bill says he watched Kay get a thirty



minute flight from a three minute motor run. That's why they call it Dandy. Balsa and ply construction with

## 2013 Elected officers

Pres.....Larry Hayes...[chayes65@bellsouth.net](mailto:chayes65@bellsouth.net)

V Pres....Craig Dieter.....[cdieter@charter.net](mailto:cdieter@charter.net)

Secretary..John Bobrek.....[john@bobrek.net](mailto:john@bobrek.net)

Treasurer...Joel Hebert.....[hebertjj@gmail.com](mailto:hebertjj@gmail.com)

## EXECUTIVE BOARD

Randy Phillips..[randy@accessolutionsinc.com](mailto:randy@accessolutionsinc.com)

Jeff Prosise.....[jeffpro@wintellect.com](mailto:jeffpro@wintellect.com)

Phil Spelt.....[chuenkan@comcast.net](mailto:chuenkan@comcast.net)

SAFETY Officer..To be appointed later

Historian...June Cope..[phillipcope@bellsouth.net](mailto:phillipcope@bellsouth.net)

Monocote. Kay does all kind of modeling. Last time I saw him he was pushing the envelope with a helicopter.

Another couple of photos from Bill show old time member and former club president Joe Bolinsky back out



there at the field doing some envelope pushing himself. He's flying a modified Fun 51 with a .46 engine and smiling like he's having fun. I'll bet he was having fun because there's nothing quite like hanging on to the



sticks and trying to stay ahead of one of these stunt models. Good to see you back, Joe.

The other picture is new KCRC President Larry Hayes and his Hobby King model version of the old Hazel Sig home built Space Walker. A great little flyer and a good looking model..

Thanks for the pictures, Bill.....

## Test Flying a New RC Airplane

**by Bob Wilson ([3dbob37n@frontier.com](mailto:3dbob37n@frontier.com)),  
Macon Aero Modelers, Franklin NC**

All too often pilots—knees rattling and fingers shaking—taxi a new model out to the runway and begin what turns out to be a disaster. Rather than calmly analyzing feedback from the model, there is a flurry of stick yanking and jerking and a crash.

Successfully testing a new model is more of an attitude than anything else. It requires calm analysis by reading what the airplane is trying to tell you and a good dose of planning ahead.

The planning ahead part involves being sure you have taken all the preliminary steps while building or assembling the model to make sure the engine is properly mounted, fuel lines are free of kinks, that the correct CG is there, the engine is tuned in, and myriad other small details that it takes for a model to fly well. A good carpenter will measure three times and it follows that the details of an airplane should be checked three times as well.

How many times have I seen the fuel line to the engine connected to the vent line instead of the pickup line? How many times have I seen the lack of a screw to hold a servo arm in the servo, or gas engines/mufflers bolted on without using thread lock? It's a good idea, once the model is finished, to go back through the manual and read and check each step of the construction/assembly process. Check and check again. For added comfort, enlist the aid of another builder to critique your work.

Then, when you taxi out for takeoff, you will know that everything is as it should be and that you haven't forgotten some important detail. If you are a pro, you may be able to put the model together in short order because you know what to look for and take care of the details almost automatically. But, if you are a bit less than an expert, take your time and don't worry about how long it takes. Be meticulous.

If you've taken care of the details ahead of time, there really shouldn't be any surprises to catch you off guard and most likely the model is going to fly just fine. The pros refers to the model's first flight as a trim flight. They don't consider it as a "test flight." They know the model is going to fly and it only becomes a matter of trimming it.

If you are flying a model with a low power-to-weight ratio, fly level for a few seconds immediately after takeoff to build up flying speed. If the model climbs, apply a little down elevator, if it turns one way or the

other, make the necessary corrections, but by golly don't start yanking sticks around. Chances are the model isn't going to be very far out of trim anyway. When you get to altitude, then begin correcting with the trim buttons on your transmitter.

The first flight is a culmination of your having taken care of all the little details and, if you are confident in your work, there is no need to panic. So taxi out, relax, take a deep breath and line up for takeoff, check your control movement one last time, and after that, "just fly the damned airplane."....

**( Editors note:: I never did get to the point where I didn't sweat out the test flight. Maybe that's what made it so exciting. Of course, I only had about 45 years RC practice, but in that short time I guess I made every mistake you can make. Still enjoy every minute of it, except that now I sweat out ALL flights. )**

## Club Corner

**Highlights from Club Corner**

**by Jim Wallen ([sjwallen@tde.com](mailto:sjwallen@tde.com))**

We are starting a new year and perhaps it is time to do a "reset" to some old habits and start out fresh in 2013. Perhaps we have read of new ideas but never really followed up on them. It was just too easy to sit them in the corner of our mind to gather dust. Let me dust off a few of them we have previously talked about in the last few years.

1. **Make it a point to attend more club meetings. New ideas pop up and you may meet some new friends.**
2. **Get out to the flying field a little more often. You may also want to volunteer to join a work group to keep the place in tip-top shape.**
3. **Be more active in your club flight training program. If you do not have one, you may want to be proactive in getting one started.**
4. **Club social events strengthen the bond between club members and their spouses.**
5. **Get down to your local hobby shop; introduce yourself and your club. Invite the owners to a club meeting or do some buddy boxing if they have not flown before. Remember, it is the hobby shops best interest to see your club thrive.**
6. **Make your club known to local officials. It can pay dividends down the road.**
7. **Be visible to the public. Put on a simple mall show. Put a float together and march in a local parade. Hand out flyers, maps, and candy for the kids. Smiles, warm handshakes, and model airplanes are a great mix for public relations.**

Remember, this article is just a dusting off, not a total housecleaning job. Pick a task or two that you feel comfortable with and go make it happen. It's fun to be proactive and see something positive happen because of your input.....

**( Editors note:: All good advice. Even if you don't fly all that much, you can contribute to club meetings and club activities. I've known lots of members in the past who never flew, they just liked to be part of whats going on. In fact, that's pretty much what I'm doing now! )**



## January Banquet, 2013

Every year since its inception in 1973, KCRC has had a banquet in January of the new year to celebrate the past year and to install the new officers. This year, as in several past years, it was held at the Super China Buffet in Oak Ridge. Jeff Prosize was there and took a few pictures. It looks like a good



crowd showed up as usual. KCRC members do love their food. I see most of the regulars, so I'm not going to try to identify any one, but you know who you are..

**Newly elected officers for the year 2013 were installed at the banquet. They are as follows.**



*Illustration 2: President  
Larry Hayes*



*Illustration 1: Vice  
Pres Craig Dieter*



*Illustration 3: Treasurer  
Joel Hebert*



*Illustration 4: Secretary  
John Bobrek*

The new Executive Board consists of Jeff Prosize, Randy Phillips, and outgoing president Phil Spelt.

All of the officers and board members elected this year are experienced KCRC members brimming with enthusiasm. We should have a banner year with the help of all the members of the club. Volunteer your help and suggestions for moving forward....

**MODELERS I HAVE KNOWN**



**I had some extra space to fill up this month since there are no Minutes, so I decided to put this in...**

This is **not** a Who's Who of modeling. It's just a small list of modelers I've known who, for one reason or another, kinda sticks in my mind after almost half a century of fiddling with these wonderful toys..These are not in any particular order and when I have extra space, I'll do this again because there's a lot more of you guys I want to talk about...

**Glenn "Beaver" Rhyne..** There was none better than Glenn as an innovator and builder of models in the old ETRC club in the sixties and early seventies. Glenn struggled with the early propo radios to gain some kind of consistency because he loved to try new stuff with the models. He could crash and rebuild a model faster than any one I've known using what was then considered modern methods in foam and fiberglass. Glenn and his son Bobby were very active in the old ETRC club. Unfortunately, I don't have a photo of Glenn.

**Ed Hartley..** If you've been in either of those clubs for any length of time, you know Ed. He was arguably the heart and soul of KCRC. He and his wife found the site we built KCRC on back in the days when we lost our flying site at Lovell Road.



A true competitor in pattern flying, he flew in many national AMA contests and placed in several of them. He was heavily involved in the Senior Pattern Association and was a tough competitor in every contest he flew in.

**Joe Parrott..** Joe was the most impressive builder I ever knew. He could go from a three-view to a finished product faster than anyone I ever knew, and the finished product would be as close to perfection as could be. The most impressive models I've ever seen was a 1/4 scale Fokker DVII and a 1/4 scale Fokker Dri that Joe scratch built ( maybe because I love the WWI planes ). He hand painted the lozenge camouflage covering and

all decals with printers ink and the models were magnificent. He hand made most all the fittings and the cockpits were true works of art. . .



*Illustration 5: Joe and Bucker Jungmiester.  
Maybe built from a Pica kit.*

**Dr. George Shacklett..** George is an old time modeler who was heavily involved in RC at the time ETRC was formed. He was instrumental in forming



*Illustration 6: George and one of the two Valkyries he built.*

KCRC and was the first president of the club. He was an enthusiastic member and was one of the first members to attain Emeritus status.

George loves the old free flight designs and has long been active in the Society of Antique Modelers. He recently was elected to that organizations Hall of Fame.

**I hope to add many more of you as space permits.....Jim** ■