



Newsletter

Knoxville TN Sept. 2013 AMA #594
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Club Corner

Let's Expand Our Horizons

by Jim Wallen (sjwallen@tde.com)

Let's create some diversity and adventure in our hobby. It is remarkable how many different directions our hobby has taken in the last several years.

It was only a few years ago that helicopters were branded as the "bad boys" by many clubs. They interfered with fixed-wing activities and were deemed to be a general nuisance. Today, they are one of the favorite activities of our newest generation of fliers.

The same can be said of the world of electrics as opposed to "wet fuel" aircraft. Even the older generation of fliers seems to be transitioning to electrics in small and larger aircraft. Smoke and fumes are becoming less popular, while sparks are becoming more prevalent.

There is a new breed of fliers that looms on the horizon while AMA is working diligently to properly incorporate them into our hobby. RC aircraft that can be programmed to fly a specified path, detect and avoid other aircraft, and even return to the same landing spot they took off from, are now available in local hobby shops. All of these new technologies must adhere to AMA's Safety Code.

Many of the pilots of these aircraft are more interested in the technology than actual flying. The technologies are intriguing to a large segment of the public and are changing at a whirlwind pace.

If some of these newer facets of our hobby seem intriguing to you, be brave and take a jump to some new activities that will broaden your horizons, create diversity, and spark some new interests in our hobby. Try it. You may like it!.....■

THIS AND THAT

► The above article is from the **AMA Insider** and it seems that the more things change, the more they stay the same. I have been involved in this great hobby since the early days in the fifties, and I've watched the hobby progress from the days of citizens band radio, where you waited your turn to fly because there was only the one channel and you flew with one control surface working, to the wondrous technology that exists today, where you can see several models of all types in the air at the same time. Man, ain't science wonderful!!!!.

MARINE MUD RUN

Don't forget the Marines have their Mud Run scheduled for Saturday, September 21st. 2013

The field will be closed to KCRC flyers during this activity.

Some KCRC volunteers might be needed there to assist in parking.



Illustration 1: Warren and his buddy from Hobby King. What a great looking model!!

► Good old **Bill Leonard** still keeps me up to date on things happening at the field. He sent these pictures of

recent activities. .

“ **Warren Oliver** brought out his new Hobby King model of the Bede 5J. It is powered by a 90mm electric ducted fan with 5000 mA battery. He added vectorized thrust on the back end..



Illustration 2: Larry and his Moth. Very attractive color scheme on a very attractive model. Good flyer too.



Sid Tibbs and his hot dog. The Ultra is a perennial favorite of guys who like speed (and maneuverability and good looks).

Larry Hayes brought out his Tiger Moth which is powered by an OS 4 cycle 26 engine. I may have sent

you this picture before but it's worth seeing again.

Sid Tibbs brought out his Ultra biplane also. It is powered by an OS 46 FX engine.... Bill “

► Went to the August meeting held on Saturday morning. Pretty good turnout again in spite of the threatening weather. I counted twenty five guys and two dogs.

I really enjoy the meetings and getting to see the flying. They were mostly electric with a few glow types. After the meeting, the grill was cranked up and a picnic started. KCRC loves their food. **John Bobrek** raffled off a Goldberg Senior Falcon, built and ready for covering The winner donated it to replace the club trainer which had been crashed.



Illustration 3: August Model of the Month winner. Kevin did it out of pink foam and a lot of sweat. Good description in meeting Minutes..

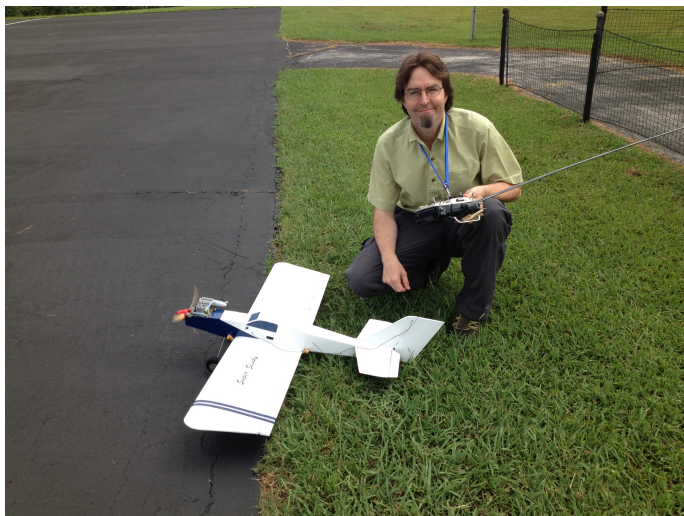


Illustration 4: Kay and his scratch built Super Slinky from magazine plans. Good writeup in the meeting Minutes. Picture by John Bobrek

► Here is a Blast out of the Past. From 2002, a couple of old KCRCers looking at an old model. .

Don't they look good? The model looks pretty good too.....Jim



Illustration 5: CD Martin and John Heard. That's probably CD's model. Doc Shacklett thinks it's a Goldberg Comet Clipper.

KCRC Meeting Notes: Saturday August 10th, 2013

President **Larry Hayes** brought the meeting to order at 10:00AM. **Joel Hebert**, Treasurer, read his report which was approved as were the minutes from the last meeting.

Reports of Officers

(President, Treasurer, Vice-President, Secretary, Board members:

A well deserved thanks was given to **Bill Dodge** and to the others that helped with the runway resurfacing and re-lining effort. This was a significant effort and the runway has never looked better.

Larry lead a brief discussion of the 10 commandments safety rules. The first 6 are directly taken from the by-laws and are not new rules. Rule 7, regarding the take-off and landing arrow was agreed to **at the April 2012 meeting** and is just now being implemented. Rules 8, 9, and 10 are simple courtesy. The intention of these rules is to improve safety and not impact the fun of the hobby.

Dan Oliver recommended that these 10 rules be posted on a easily visible sign at the field. This way, visitors can easily see them and members can refer to them. This motion was approved.

The Fall Fun Fly is being organized by **Jeff Prosis** and **Randy Phillips**. This event will consist of fun fly events, a swap meet, and a chili cook off. This event is scheduled for October 12.

Future meeting times were discussed and it was

approved that **meetings through October would be held at the field on the second Saturday of each month at 9:00am**. At that point, we typically move the meetings to the Fellowship church. **A short , no more than 15 minutes, business meeting will be held on October 12 which is the day of the Fun fly.**

Call for anything of General Interest or concern

Phil Cope and **Bill Leonard**, club build leads, gave a general status report on build progress and lessons learned. The RV-4's are further along than the Contenders. **Alan Valeo** gave a lot of good examples of problems he encountered in building his RV-4, and how he overcame the problems.

Model of the Month:

Kevin Soucy showed us his scratch built painted pink foam F-117a Nighthawk. It has retracts, bay doors and flaps. The ESC's are located right behind the intake grids to keep the ESC's cool and the CoG is right on. There was obviously a lot of thought around the design and also a lot of time in the working with and sanding the pink foam. The model was painted with acrylic paint from an air brush. Kevin's currently working on a parachute release to slow the plane down after landing. The plane still hasn't been maiden, but that time is coming soon.

Kay Kasemir showed us his new scratch built balsa Super Slinky. He got the blueprint from the January 2013 issue of R/C Model Aeroplane issue. This is a U.K. magazine that has been around since 1960 and has a full set of plans in each issue. You can get a subscription in the U.S. at:

<http://www.speedimpex.com/store/products/763-rc-model-aeroplane.aspx>.

Kay said he was initially intrigued by the description of the plane in the magazine which says, "...ye olde health warning. Super Slinky is the Yorkie bar of simple sportsters. She's not for girls, the faint-hearted, Guardian readers, those of a nervous disposition or Southern jessies. She's no trainer, follow-on trainer or first low winger. She's for experienced pilots, aerobatic hooligans and unrepentant throttle benders. The truth is, she's a very bad girl."

With a warning like that, he just couldn't resist. The build is documented to take one week build time due to one type of rib, box fuse, and plank tail. With time constraints, Kay was able to finish it three months. Kay has flown the plane several times and said that it is a very good flyer.

Crash of the Month

Dan Oliver is the winner this month with the tale of his twin ducted fan Messerschmitt Me 262. On the maiden flight, it flew great, but it bounced on landing leading to increasingly higher bounces which tore up the front landing gear. Dan says he's got it fixed up and its ready to fly again.

Model Donations

John Bobrek very graciously raffled off free of

charge two excellent partially built Sr. Falcon kits to KCRC members. The winners were **Joel Hebert** and **Frank Allemand**. Joel plans to donate his Sr. Falcon to the Club for use as a Nitro trainer. Thanks to John for his generosity.

Minutes taken by John Bobrek, KCRC Secretary Edited by Larry Hayes, KCRC President ..

MORE THIS 'N THAT

► **Kudos to Bill Dodge** and the guys helping him on the outstanding work they've done on runway maintenance. Bill has been doing this thankless job for several years now (and sometimes without any help at all) and the runway shows his loving care.

Bill has had some help this year, Ralph Holder and his grandson Zach Holder, Mike Saltmarsh, Chuck Roberts and Brad Rogers have contributed time and sweat in an effort to better the lives of KCRCers. Thanks a bunch, guys.

► I heard Todd the Weatherman say that this is the wettest summer on record. I'm not complaining about the temperatures we've had because it is also the mildest summer I can recall, but since I don't spend very much time on the water or the golf course now , my opinion may not count for much. My brother says that his swimming pool is not getting a lot of action this year.

Some people don't let the rain bother them; **Randy Philipps** sent me this picture of **Phil Cope** doing his thing on a recent rainy day. Sure not crowded on a day like this.



Illustration 6: Phil gets his fix rain or shine. Doesn't look like a lot of activity to compete with him..

► **Saw a note from old friend John Heard. He says that there has been a request that the " Derby Dads " put on a demonstration after the September meeting.** Sounds like a good idea to me. These guys have more fun than anyone. All it takes is a **GWS Slo Stik** and a strip of bunting and a little nerve to jump in and join them. They don't even charge to join them. Come to the meeting and see what its all about.



Illustration 7: Just an example of what Derby Combat is all about.

► Speaking of the Derby event and seeing the picture of **Phil In The Rain** reminds me that we haven't had a float fly this year and we usually had two a year.. We didn't always have a big turnout when we had them, but it was an event that pointed up another facet of the hobby. We certainly do have a good place to have them.

Another thing we used to have once or twice a year was an auction. I can understand why these faded away because it got to the point that the items being auctioned were almost being given away. We probably ran it into the ground by having them too often.

We still have the SPA contest each year and that is our big event for the year, but in the past we also had an AMA pattern event to supplement it and that has gone belly up. We still have a fun fly on occasion and do pretty well on them but what it all points up is that work is involved to promote these events and the workers are few in number. I sure can't point a finger because I have not done much the last couple of years to help. I used to enjoy getting involved in the events.

► Speaking of Float Fly reminds me of the first float fly we ever had. The old ETRC club had it about 1970 at the picnic area above Melton Hill Dam. Almost all of the members and their families attended and it was a great success. I had a boat at the time and took it for retrieving but there wasn't a lot of that since there were only three planes flying. **Glen " Beaver " Rhyan** had a Cub look-a-like on floats, **Jim Clift** had a Lanier seaplane ARF and the other one might have been **Ed Hartley**. Jim's rubber duck did very well and he got several good flights, as did the other model, but Glen had a serious problem. His float design was not right and the floats sent a wave up that the prop tip caught. I'll never forget Glen's plane, a rooster tail about fifteen feet high flowing up and over his model as it roared across the lake with Glen trying to get it up. The radio flooded and quit pretty quick but the engine kept on running and throwing up the water till the fuse filled up and the prop got too deep. The engine finally died and I caught up with it. It didn't bother Glen very much since he built a model a week anyhow and I think the radio was OK after drying out but it sure was exciting while it lasted...

► **See you at 9 on the second Saturday....Jim**