



## Newsletter

Knoxville TN May 2014 AMA #594  
 Editor....Jim Scarbrough..... [scarbj1@yahoo.com](mailto:scarbj1@yahoo.com)  
[www,kcrctn.com](http://www,kcrctn.com)  
 Jeff Prosize, webmaster... [jeffpro@wintellect.com](mailto:jeffpro@wintellect.com)

## 2014 Elected officers

Pres.....Andy Keeley.....[1fatdaddy@gmail.com](mailto:1fatdaddy@gmail.com)  
 V Pres....Phil Cope.....[philipcope@bellsouth.net](mailto:philipcope@bellsouth.net)  
 Secretary..Phil Spelt.....[chuenkan@comcast.net](mailto:chuenkan@comcast.net)  
 Treasurer...Joel Hebert.....[hebertjj@gmail.com](mailto:hebertjj@gmail.com)

### EXECUTIVE BOARD

Bill Leonard.....[bill283@Gmail.com](mailto:bill283@Gmail.com)  
 Jeff Prosize.....[jeffpro@wintellect.com](mailto:jeffpro@wintellect.com)  
 Larry Hayes.....[lchayes65@bellsouth.net](mailto:lchayes65@bellsouth.net)  
 Safety Officer  
 Ralph Colon.....[ralphcolon@bellsouth.net](mailto:ralphcolon@bellsouth.net)  
 Historian...JuneCope...[philipcope@bellsouth.net](mailto:philipcope@bellsouth.net)

## THIS" N THAT

► May is here and that means it is SPA time again. KCRC has hosted an SPA pattern contest every May for an awful long time. Usually it is well attended. SPA president **Bruce Underwood** calls KCRC the most beautiful site in the south, and I can't argue with that. I think so too.

► **Bill Leonard** keeps me up on happenings at the field and this time he sends me a couple of pictures of two of KCRC's more active members. I think **Alan Veleo** has more models than I do.



*Illustration 1: Alan and his Factor 3D. He says it's a great flyer. Sure looks like one..*

► He also sent one of **Jim Maines** and his Goldberg Tiger II.



*Illustration 2: Jim and his Tiger II. I know it's a great flyer also because all Goldberg models were good flyers..*

► Seeing Jim's Tiger reminds me that one of the best models I ever built was a Goldberg kit. After a long absence, I was just getting comfortable again with my skills at RC flying when I saw the Goldberg kit of the Art Scholl Super Chipmunk while visiting **Billy McCoy** at M&N Hobby shop, What a beautiful airplane!! I built the kit and was hesitant about flying it because it was such a pretty thing..

I finally worked up enough nerve to give it a try and found that it was the best flyer I ever had. Fly it at a lower speed and it was almost like a trainer. Speed it up and it would do anything I was capable of doing. It was the first model I ever tried a snap roll on and it blew me away! After a couple years flying it, I was

doing spins one day and just let it spin it all the way into the ground. Oh well....

► Speaking of model kits, I was at **HobbyTown** the other day and looking for the airplane model kits. They had a Contender kit and that was it. There were lots of ARFs but no kits. I guess the kit manufacturers have given up..**Robert** says there's no demand for them any more. What a shame!! Some of the happiest memories of my life when I was a kid was when I was working on a model airplane.

I might have built at least one model from most all kit manufacturers in the eighties and nineties. Midwest, Goldberg, Flair, Top Flight, Sig, Pica, Bud Nosen, etc etc..and I have to say that there were quite a lot of them and most of them were very good at what they did. The kits were mostly complete and furnished most everything but glue and covering needed to complete the job. After saying that, I have to say that some were more equal than others; doing the little extra things that made their kits exceptional. I liked the Flair kits very much. They were exceptional flyers and the kits were pretty complete. One thing was the balsa plywood they used a lot, it was strong and light. Flair is a UK company and still around but the kit side is struggling... Midwest was good but I don't think they are around any more. The same for Pica and most of the others. I suppose the competition and the low profit margin made it too hard to keep up. So sad. Maybe the really good days of kit availability are gone forever.....Jim

---

## KCRC Meeting Minutes, April 2014

President Andy Keeley called the meeting to order at 7:00 PM on Tuesday, April 8 at the Fellowship Church location. There were 21 members present. The minutes from the March meeting were 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.

### Old Business

A discussion of the AMA rules and KCRC rules was led by Ralph Colon. Attention was focused on showing courtesy to new flyers, visitors and other club members. Some felt detailed descriptions of behavior were needed and others wanted a very simple call to courteous behavior is all that is needed.

There was a consensus that the Safety Director, Ralph, should go over the flying and field

rules at future meetings to make members aware of them. A sign-up sheet was passed among the meeting attendees that asked them to indicate they agreed to follow the AMA rules and KCRC rules at the field.

### New Business

Bill Leonard suggested that we continue meeting at the field during the warm months (May through October). **A motion to meet at 10 am on the second Saturday of the month was made and passed.**

Concern was expressed that mowing the field, which costs \$100, should be done as few times as possible each year. The most recent mowing appeared, to some, as not being needed at the time. Joel Hebert stated that future mowings will be done upon our request.

### Model of the Month

No model was presented.

### Crash of the Month

Randy Philipps and Phil Cope described their mid-air crash which occurred when Phil looped Ralph Holder's **Fun Cub** into Randy's **Tiger Moth**.

### After Meeting Program

No program was presented this month.

### Next Meeting

Our next KCRC meeting will be at KCRC field on May 10th at 10 am.

### Minutes submitted by Bill Leonard and Phil Spelt

( Editors note:I really like the motion to have the summer meetings at the field on Saturday mornings at ten AM. Perhaps the attendance will pick up. I never liked getting out again after a hard days work to go to a meeting at seven PM. Especially now that I can't see too well driving at night. ):

---

### BAD BEHAVIOR

As a man took his seat on an airplane, he was surprised to find a parrot strapped in next to him.

After taking off, the flight attendant came around to serve the passengers on the airplane. The man asked the flight attendant for a coffee and the parrot squawked, "And get ME a coke ... NOW!" The flight attendant, flustered by the parrot's attitude, brought back a coke for the parrot; however, she forgot the man's coffee.

As the man pointed this out, the parrot drained his glass and screamed, "Get me another coke or I'll really create a scene!" Quite upset, the attendant came back, shaking, with another coke but still no coffee.

Irritated at her forgetfulness, the man decided to try the parrot's approach. "I've asked you twice for a coffee. Go and get it right now, or I'll create a scene that will make his look like a Victorian tea party!" The next moment, both the man and the parrot were grabbed and thrown out the emergency exit by two burly security guards. Hurling toward earth, the parrot turned to the man and said, "You're pretty cheeky for a guy who can't fly!"

from **Plane Talk**  
Aerobatic Aces R/C Club  
Bob Van Singel, editor  
Three Rivers MI

-----  
▶▶ **I thought that since there have been numerous discussions lately of the safety rules, that I would put down the rules currently in force at the field. Seems to me they cover everything nicely.**

## **ARTICLE XV**

### **FLYING SITE SAFETY AND OPERATIONAL RULES**

These rules are established to provide for the orderly environment, safety, and enjoyment, for members of KCRC to pursue all aspects of their hobby/sport of Radio Controlled Modeling.

#### **FLYING SITE SAFETY RULES**

**The Official AMA National Model Aircraft Safety Code is a basic safety document for all flying at KCRC and is in effect at all times at the KCRC field.** Every member should be familiar with the Safety Code and adhere to it. In addition, AMA Safety Regulations for Model Aircraft Powered by Gas Turbines shall be followed for all gas turbine flying at KCRC and pilots flying gas turbine model aircraft must be familiar with the gas turbine regulations.

1. No alcoholic beverages will be allowed at, or be consumed at the flying field, and alcohol consumption by pilots is not allowed eight hours prior to flight operations. Pilots are not allowed to use any drug which could adversely affect their ability to safely control a model aircraft.

2. A frequency control "pin" system is mandatory and in effect at all times at the field for 72 MHz systems. No pilot may operate a 72 MHz transmitter without possession of the frequency pin designating his frequency. The use of frequency pins for 2.4 Ghz systems is recommended. All pilots must leave their AMA card or a copy of it at the frequency control

board when flying.

3. Flying on Club premises is restricted to models under radio control or control line control. Control line flying, done in accordance with AMA regulations, is permitted in the C/L circle at the west end of the parking area, which is Area 4 on the field diagram. Free flight, pylon racing, etc., is prohibited unless specifically approved by the Executive Committee, and conducted in accordance with AMA rules governing these activities.

4. Visiting children under the age of ten are not permitted beyond the spectator area unless under the direct supervision of an adult or under flight instruction.

5. Models will fly only in pre-designated areas, and will yield right-of-way to full size aircraft.

6. Deliberate flying south of the safety fence is prohibited.

7. Taxiing is not allowed in the pit area.

8. All AMA legal RC model planes are allowed to use the runway for takeoffs, landings, and touch and goes.

9. With the exception of takeoffs, landings, touch and goes, and show passes as described below, there is to be no flying over the runway.

10. All AMA legal RC model planes are allowed to fly over the area north of the runway, and east of the field, over the lake, i.e. Area 1.

11. Show passes over the runway are permitted only when no other pilots are flying, and shall be announced by the pilot or pilots with a loud call of "show pass". These show passes over the runway must be down the centerline or further north of the runway centerline. Multiple pilots flying show passes together may do so only if pre-arranged with all pilots present.

12. Park flyers, powered gliders, and gliders may also be flown, launched, and landed over the grass area to the east of the pit shelter, i.e. Area 2, and the area west of the no fly zone containing the pavilion and parking area, i.e. Area 3. Park flyers are defined as models two pounds or less, powered by electric, rubber, or any similar quiet means of propulsion, and incapable of speeds greater than 60 mph.

13. Helicopters may also takeoff, land, and fly from the part of Area 2 that is north of the rope on the north side of the parking area.

14. All pilots not flying park flyers, powered gliders, gliders, or helicopters, must stay in the area bounded by the safety fence and grass strip which is on the north side of the pit shelter while piloting planes.

15. The Safety Committee may approve a complete set of any additional rules and regulations covering contest and other special events prior to those events.

### **FLYING SITE OPERATIONAL RULES**

1. **The AMA Safety Code and KCRC safety rules will be displayed at the flying site field.**
2. Flying and engine run-up of internal combustion engines is prohibited before 9:00 AM local time, and after dusk.
3. Pilots and helpers only are allowed beyond the designated pit line.
4. Pilots shall make appropriate announcement when taking off, landing, walking onto the runway, or emergency situations. When a pilot experiences engine failure, all other pilots shall make every effort to clear the runway when another pilot announces a dead stick landing. Engine failure shall be announced by the loud call "dead-stick."
5. Testing of engines other than normal startup before flying is to be performed in specific designated areas.
6. Parking next to the flight line shelter on the south side is only allowed for those pilots with handicap parking permits.
7. The control line circle is to be maintained at the discretion of those who participate in control line flying.

### **FLYING SITE COURTESY CONSIDERATIONS**

The following items are considerations every member should make when sharing the flying site with other members.

1. All club members are responsible for seeing that club safety and operation rules are followed at the flying site. This includes stopping a new modeler from flying an unsafe model and helping a new pilot lacking skills to fly a model.
2. Upon completion of each flight, all pilots sharing a frequency with other pilots are encouraged to return their frequency pins to the rack or otherwise offer the pin to others waiting to fly on the same frequency. Each member should be allowed an equal opportunity to fly. Don't "hog" the pin.
3. Spectators should be personally greeted and treated in a friendly manner. When large numbers of spectators are present, it is recommended that flying cease periodically for short periods of time during which spectators may be escorted by a member beyond the spectator area to allow their closer inspection of the aircraft and equipment.
4. New pilots and pilots being trained should be given preference in such matters as landing and takeoff practice and other models flying close enough to distract them.
5. Engines should not be run above idle for an excessive amount of time close to other pilots while they are flying. If engines need to be run on the flight line for more than thirty seconds while other pilots have models in the air, the pilot should move to a place on the flight line that maximizes the distance to

other flyers.

### **ENGINE SOUND LEVEL RESTRICTIONS**

These sound level restrictions shall apply to all engines and motors, internal combustion and electric, used at the KCRC field.

1. The current maximum noise level of any motor shall not exceed 90db at 25 feet or 55db at our southern boundary by the fence. The meter error shall be added to these figures.
2. A model not meeting these requirements shall not be flown after 30 days from the sound measurement until the sound level is lowered and it passes the required test.
3. A random test of an approved model may be requested by any member who is assigned the task of sound measurements. If the model fails this test, rule number 2 shall apply
4. The club shall provide a suitable sticker, which the member shall attach to the approved aircraft's rudder. Scale plane may have the sticker inside if desired to keep with scale markings.
5. All members are required to have their aircraft checked. KCRC shall maintain and supply the necessary testing equipment.

-----  
**Seems to me that all problems at the field could be cured by the use of common sense and common courtesy.....**

**DON'T FORGET THAT THE  
MAY MEETING WILL BE AT 10:00  
AM ON SATURDAY, MAY 10<sup>th</sup>.**

**This change was approved at the  
April meeting ( see April minutes above. )**

It is important that you be there because this is the month for our annual **SPA contest** on the 17<sup>th</sup> and 18<sup>th</sup>. We will need your help to make this a success, so please let **CD Phil Spelt** know that you are willing.

All KCRC flyers who plan to compete should contact **CD Phil Spelt** as soon as the decision to compete is made. The more the merrier. Remember that Novices can compete with any plane they are comfortable with.

**Get something ready to fly and take advantage of the beautiful spring weather. The field is very pretty this time of year, so get out there and enjoy it. Maybe I'll see you there.....**