



Newsletter

Knoxville TN June 2014 AMA #594

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THIS'N THAT

► When I started doing the newsletter years ago, each month I stuffed an envelope with a printed copy, stamped it, addressed it and mailed it to every member in the club. Nowadays, it cost about a dollar for each copy to do that, which amounts to about \$1500 a year which is a sizable portion of the total income to the club. Now I send a copy through email and post a copy on our website and there's no charge to our club budget.. Hopefully each member has a chance to read it..

► As you know, I encourage folks as often as I can, to get involved in building models so that more kits might be produced for those of us who love the hobby.

Because I love building, I was particularly impressed with the October 2013 issue of the AMA magazine we get as a bonus for being an AMA member. Before going any further, let me say that the "Model Aviation" magazine has become a joy to read. When I first joined AMA a long time ago, the magazine was such a clutter that I seldom spent any time reading it but it is now my favorite..

Anyhow, this issue contained several construction articles thjat I enjoyed, especially one about a model that was converted from glow power to electric. The **PT-19 Cornell** has always been one of my favorites so I spent a little time looking at this article and I found out that **Topnotch Products of Goodlettsville, Tennessee**, was offering a short kit of the model for the princely sum of \$69.95.. I ordered one and it got here today (four days after ordering). It was nicely packaged and when I opened it, I was impressed with the completeness of the kit. It contained everything but the metal components. I have to say that I am very impressed with the kit and it sure doesn't look very short to me.! Guys, this looks to me like a real bargain!!

When I get started building it I'll probably talk about it in the newsletter. I definitely wanted to tell you builders out there about it in case you're looking for something to build.

2014 Elected officers

Pres.....Phil Cope.....philipcope@bellsouth.net

Secretary..Phil Spelt.....chuenkan@comcast.net

Treasurer...Joel Hebert.....hebertjj@gmail.com

EXECUTIVE BOARD

Bill Leonard.....bill283@Gmail.com

Jeff Proise.....jeffpro@wintellect.com

Ralph Holder.....holderrf@charter.net

Safety Officer

Ralph Colon.....ralphcolon@bellsouth.net

Historian...JuneCope...phillipcope@bellsouth.net

► I complained last month about the dearth of model kits around here. It's not the merchants fault because they have to make a living too, so if you guys aren't buying what they sell, they'll go broke. Great Planes has rescued several kit makers but Sig and Balsa USA are a couple that seems able to keep afloat. They both have a pretty good assortment of kits. Balsa USA is one of my favorites because they kit the old WW I bipes I love so much.

Thank goodness for the internet even if it's not the same as browsing around in a shop. I used to spend a bit of time with **Billy McCoy** at **M&N Hobby shop** on Brandville Road in Knoxville. Not only was it nice just talking to **Billy**, He also kept me up on what was being offered to us modelers. **Billy** pretty much sold only radio control airplane stuff and kept a pretty good stock of kits and ARFs.. About the only hobby shop I can get to now is Hobbytown on Parkside Drive. The have a very good supply of materials for all kinds of hobbies, but they have to concentrate on the things that sell and that makes it hard to have a really complete stock of any one particular hobby.

► Got to go to the May meeting on Saturday morning. I like this a lot better that the Tuesday evening time. Seems to be more members taking part.

Warren Oliver showed his home built rig for vacuum pulling canopies. From the sample he



brought, it looked like it worked well and he said it was super easy..

Steve Jones brought a bunch of useful items He'd picked up at a flea market. The price was right too. Free! Here is **Andy Keeley** and **Randy Philipps**



looking for something they could use. **Andy Keeley** also brought some items he had received from an former member. These was offered in exchange for a donation to the suffering club treasury.

► Speaking of **Andy Keeley**, our newly elected president is moving to the Memphis, Tennessee, area to take an advancement in his job. Hate to lose a president or a member that way but you can't turn down a chance to get ahead in this life. Good luck, Andy. We'll be here if you get back to this area.

► Since we're losing the club president, Vice President **Phil Cope** will step up again. Phil has served a time or two before so the leadership is in good hands.

While we're talking about the club leadership, outgoing president **Larry Hayes** has asked that his resignation as a board member be accepted by the executive committee. That leaves us with two positions to fill. A vice president spot and an executive board member spot. **Ralph Holder** has accepted an invitation to serve on the executive committee but at this time, it is uncertain how the VP spot will be handled.....■.

KCRC Meeting,

May 10, 2014, 10:00 am

President **Andy Keely** called the meeting to order shortly after 10:00am.

Minutes of the April meeting were approved as presented in the May Newsletter.

Joel Hebert presented the **Treasurer's Report**, which was approved.

Reports of Officers,

Safety Officer **Ralph Colon** gave a report from the Field Committee concerning improved

safety arrangements for our flying field. The main concern has been the proximity of the pilots to the edge of the runway when flying. This distance is well under the AMA-recommended 25 feet. A conceptual diagram of the proposed new layout for testing purposes is included with these minutes. The current safety fence will be moved to just south of the taxi blacktop area; it will be heightened to 5 feet, with 2 or 3 lower areas where child pilots can stand to fly. With this arrangement, we have use of the taxi area for its intended purpose, again. The new placement will clear the southern edge of the runway by about 19 feet. Further, the starting benches will be placed to the southern edge of the pit concrete pad, facing toward the runway. With this arrangement, the pilot starting his engine will face away from the runway. The 3 concrete seating benches will be set in front of the 3 double support posts for the pit shelter, keeping walkways out to the flight line free. There was considerable discussion about the new arrangements, including some suggestions for improving the concept. Some of these suggestions were incorporated into the conceptual design.

Secretary **Phil Spelt** passed around copies of a new R/C magazine, *RC Sport Flyer*. After disclaiming any connection to the magazine, Phil said he had subscription forms available for anyone who wished to subscribe.

Old Business,

Contest Directors **Phil Spelt** and **Warren Oliver** talked about the Annual Ben Oliver Memorial Senior Pattern Association contest to be held May 17th and 18th. They asked for helpers to help with running the contest, especially for registration early Saturday morning, and continuing through Saturday and Sunday morning. The field will close at noon on Friday to permit visiting competitors to practice. The field will reopen about 2:00pm Sunday.

Warren Oliver demonstrated his method for pulling new canopies from sheet plastic. He made a vacuum system, using a shop vacuum to pull oven-heated plastic over a mold in the shape of the need canopy. It is an easy task (HE said!).

Meeting was adjourned about 10:50 am.

Respectfully submitted, Phil Spelt,
Secretary

Ben Oliver Memorial Pattern Contest

by Phil Spelt

Knoxville, TN, May 17 & 18, 2014 – The Knox County R/C Society, Inc., held its annual SPA pattern contest on the third weekend in May. With 18 initial registrants, the Ben Oliver Memorial Pattern Contest was shaping up to be a busy weekend. Unfortunately, some “iffy” weather forecasts caused several long-distance pilots to cancel their plans to attend – understandably so. Nevertheless, 16 participants arrived to contend for some typically beautiful Top Notch Trophies plaques. The weather for Friday afternoon practice and Saturday’s opening four rounds was cool, overcast and windy. The contestants practicing on Friday were the three Nesslerers and Jim Johns. CDs Warren Oliver and Phil Spelt were there “supervising,” making sure the boys played nicely together.

Saturday, after registration and the pilots’ meeting, the first round began about 9:20.

Throughout the day, I would get an “I felt a raindrop” report or someone would come up with a handheld device showing the big storm coming over the field “in about 5 minutes.” As the rounds progressed, the storm never materialized. Winds were quite gusty, but flights continued until the last of the round 4 pilots landed about 4:30 in the afternoon, which left plenty of time for everyone to get ready for the Saturday night meal together at Calhoun’s BBQ restaurant, which was well-attended. Among the ranks of the fliers, we had two electrics (Kevin Clark – Curare ARF, and Warren Oliver – Oliver Twist, complete with lights!). There were two of the new NovaRossi engines (Eric Nessler in his scratch-built Bootlegger, and Dave Phillips in his Dirty Birdy ARF). Jamie Strong, back after a 2-year hiatus, flew a Curare ARF with an OS 2-stroke. Dave Phillips showed off a newly-designed NovaRossi with an exhaust port that will accept a variety of mufflers that bolt directly on. This is the result of Dave and others working with the NovaRossi manufacturer to have a product that is made to suit the SPA/BPA crowd.

There was one unfortunate incident on Saturday. Just as Jim Johns was starting his takeoff role, a “huge gust of wind” pushed the tail of his Daddy Rabbit around, so that the taxi roll ended in the safety fence. People all along the flight line heard a “POP”, but close inspection of the plane disclosed no external damage, so Jim took off. Early into the flight, Jim created a new

maneuver – the “Wing-Off.” As the DR wing fluttered to the ground, well within our overfly area, the powered lawn dart that was left (aka fuselage) traveled west into the tree area beyond the road. KRCer Phil Cope and a couple of others went over to search for the plane, as Jim wanted to retrieve the OS 95 engine, receiver and servos. Two extensive searches yielded no remains. Then, on Sunday morning, KRCer Craig Dieter went back to search once again, and returned with Jim’s fuselage in hand.

Sunday morning dawned cool, bright and sunny, despite the weather forecast. The final two rounds went without a hitch, with the last plane landing about 11:45. We held the drawings while our longtime scorekeeper, KRCer Joel Hebert, tallied the last round and the final standings. KRCer Phil Cope had donated a beautiful Phoenix 8 (Don Lowe design) as a drawing prize, and KRCer Warren Oliver donated a partially framed up Taurus as another prize for the drawing. The interesting link between the two planes is that my late Flying Buddy Ed Hartley had begun work on both planes. Then, Phil Cope did a beautiful job of sheeting the Phoenix’ wings. There was also a \$200.00 gift certificate from Carolina Custom Kits, brought to us by Kevin Clark. CCK does kits, parts, custom kit cutting, and a variety of other services for builders. RTL Fasteners, Rich and Tamara Bastone, sent along packets of 2 dozen 9/16-inch servo screws. CD Phil Spelt used these packets to make sure those who did not get anything else from the contest would go home with something. RTL Fasteners provide very high-quality model hardware in a wide variety of English and metric dimensions.

The results of this contest appear on the SPA web site, so I won’t repeat them here. Warren Oliver finished 4th in a hotly-contested Expert Class, and KRCer Bill Dodge finished 4th in Advanced. Overall, the Ben Oliver Memorial Pattern Contest was a success, despite the threat of bad weather. Many said they really enjoyed the event, as they got ready to head home around 1:00pm on Sunday afternoon.

Contributing to the success of the contest was several KRC members who came out to help. There are many jobs to be filled in order to make an ordinary event into a good event and without the efforts of members who come out to pitch in, it just doesn’t happen..

I wish I had a list of those KCRCers who pitched in to help but, unfortunately, I don't. All I can say is that all of you are much appreciated.....Phil ■



Illustration 1: I can't remember SPA President Bruce Underwood ever missing a contest.



Illustration 2: Most of the competitors have been here before. Some get here on Friday to practice.



Illustration 3: A few of the beautiful models brought to the contest.

MORE OF THIS'N THAT

Our SPA contest coincided with the Joe Nall fly in in South Carolina. As usual, there were a few of the KCRCers attending. **Phil Cope** said he and **Ralph Holder** were driven over by **Randy Philipps**. They saw fellow KCRCers **Ed Dumas** and **Eddie Smith** there as well as several members from surrounding clubs who went to see the beautiful models on display there. **Randy** sent a couple pictures you might like to see. Hard to believe the time and effort going into the construction of the beauties.



I'd really be afraid to try to fly something that was as pretty as these biggies.



Look at the size of that Dr-I triplane! Huge!!

► Remember, guys, that the June meeting will be on Saturday morning, 10:00 AM on June 14th, 2014. Hope to see you there

In the meantime, get out to the field and have fun (while being safe).

Also, why not get a kit and build it, Try it, you'll like it.....Jim