



Newsletter

Knoxville TN June 2017 AMA #594
 Editor....Jim Scarbrough..... scarbj1@yahoo.com
www.kcrctn.com
 Jeff Prorise, webmaster... jeffpro@wintellect.com

2017 Elected officers

Pres.....Rick Thompson.....jrt1953@gmail.com
 Vpres.....Ed Dumas.....ed@eddumas.com
 Secretary..Roger Kroodsma.....rogkroods@att.net
 Treasurer..Joel Hebert.....hebertjj@gmail.com

EXECUTIVE BOARD

Brad Butzbach.....warhwkbb@yahoo.com
 John Basalone.....jrbfarm@yahoo.com
 Ralph Colon.....ralphcolon865@gmail.com
 Safety Officer
 Randy Philipps.....randy@accessolutionsinc.com

THIS'N THAT

► I guess you saw the latest from the AMA. The federal court of appeals rejected the FAA's demand that we register our models. Don't know yet what this means for those of us who already registered them. Keep tuned. More to follow I suppose.

► Got this note from KCRC president Rick Thompson;

Jim:::::I was contacted by Luisa Casasnovas Winter on Tuesday 5/2/2017 asking if there was any possibility they could use our field the next day. It involved flight training for Part 107 certification for 18 students from the Air Force and National Guard. The instructors were AMA members and properly certified for the training. The group had previously planned to fly at another site, but at the last minute, lost the privilege to do so. Since some of the students and Ms. Winter had flown in from out-of-town, they were desperate for a flying site with very little time to find one – so we decided to help.

The training was to last the entire day, so I made arrangements for at least one club member to be present at all times while they were there. Roger Kroodsma, Phil Cope and myself took turns being there throughout the day. The training was a big success and the field was kept open for our members to fly the entire time.

Ms. Winter graciously donated \$100 to the club treasury for our trouble...Rick Thompson “

► Last month I talked about Piper Cubs, probably the best known airplane ever made. This month, another well known item....

Das Ugly Stik

The Ugly Stik is arguably the most popular radio control model of all time. The plans were first published in 1965. I think the first kit was offered by Jenson shortly after and since then, both kits and ARFs of several varieties have become readily available. I'm sure that they are still flying at KCRC. At least the last time I looked, Raymond Curd and Charley Wilson were among those still bringing one out...



Illustration 1: Raymond Curd and his Stik



Training group.

Phil Kraft was one of the early pioneers who made our hobby what it is today. He developed both radios and models that have enjoyed great popularity over the years and he designed the Stik to provide an easy-to-build test bed for the radios he was working on. The original I think had a seventy one inch span for .60 size engines.

I saw the first article RC Modeler published describing the model in 1965 and scratch built a smaller version to fit the Enya .15 engine (which was the only one I had) and used it to try out the new MAN 2-3-4 four

channel proportional radio I had just built from a kit in 1968. I had been flying Galloping Ghost single channel models until then.. This Stik was the first model I flew that incorporated ailerons and opened a brand new set of thrills. It also was the first of a great many Ugly Stiks of one version or another I've built over the years. I'd be willing to bet that all RC flyers who ever built their own models has built at least one of them because they are a very easy model to build and cover, and they also fly wonderfully. Every builder that I knew has built one. In the small club I started out in, every one of us flew Stiks most all the time.

Also, they are easy to modify and can be built with an assortment of different materials. We built a lot of them out of cardboard. They're also a good platform to try your own hand at making one look different.

You can see one of the many Stik modifications at the field on any day when members are flying combat. The GWS Slo Stik is a great little investment.

► Incidentally, I've mentioned my Galloping Ghost days frequently, here is a picture of my first radio bought about 1962. I had to sell my shotgun to afford it. It cost about two weeks pay..



Picture from vintagercfiles.com

The Rand actuator was a hard working engineering marvel that gave proportional control to rudder, elevator and motor through pushrods.. The receiver was a three stage transistor superheterodyne design that was very sensitive and was crystal controlled so that tuning was never a problem, although the CB frequency band was a big problem.. The flight unit required a fairly heavy load of batteries. A four cell set for the Rand and a three cell set for the receiver.

I still have a receiver and actuator but the transmitter was last seen in the attic years ago..

► Got a note from L.A. Johnston. He's finished his new Windlord and has taken it out for a test flight. He says it did great, a much better flyer than the one he bought already built. This one is lighter at 65 ounces. Controlled by a Lemon receiver and Spectrum tranny, he said he took it out as far as he could see it with no apparent glitches. Now he's working on programming the Spectrum tranny. Like a lot of us old dogs, it's hard to learn new tricks..



KCRC Minutes – May 9, 2017

President Rick Thompson began the meeting at the KCRC Flying Field at 7:01 p.m. Tuesday May 9. There were 28 members attending. No new members were added

The Treasurer's report by Joel Hebert and the April minutes were approved by unanimous voice vote.

Old Business

Ed Dumas gave an update on the Cub Fest Scheduled for May 13. There has been no response to the email announcing the Fest to other clubs within a 150-mile radius. Ed will send out another email.

Phil Spelt got a call from the contact for the Marine Mud Run scheduled for Saturday September 16, requesting that mowing of the field be coordinated with the Run. John Basalone will contact the person who mows the field. There was discussion of whether flying should be halted while preparations are being made in the field adjacent to the runway the Thursday afternoon before the Run—more discussion next month.

New Business

Rick reported that lots of trash is being found at the field and requested that members help keep the area clean.

The Cub Scouts held a model rocket launch at the field Saturday morning May 6. Use of the flying field for this activity was requested by the Knox County Parks and Recreation Department.

The National Guard held training classes for Unmanned Aircraft Systems last week. This activity is reported elsewhere in this newsletter.

Phil Spelt reported that an SPA contest scheduled

for July at another field has been canceled and raised the possibility of having this contest July 15 and 16 at KCRC in addition to the SPA contest scheduled at KCRC in October. Members approved by a vote of 8 to 2. The contest director may be Phil or Warren Oliver.

Bill Dodge reported on fuel availability and price.

Dave Marsden read a short magazine article about Jack Cooper's enterprise in designing and building slope soaring models.

Crash of the Month

Won by Randy Philipps. Matt Conser also reported on a crash.

Model of the Month

Won by Jimmy Russell with a 67-inch clipped-wing Goldberg Anniversary Cub. Other models displayed in the competition were an Align 470L Helicopter by Ray Bacon, a 3D-printed cub fuselage and about a 40-inch kit-built wing by Michael Catlin, a P51 Gunfighter made with a 3d printer by Gene Waters, and an electric 70-inch, 1/5th-scale Czech Sport Cruiser by Jerel Zerestky.

Respectfully submitted, Roger Kroodsma, KCRC Secretary

Roger sent these pictures from the MOM contest except for Jerel's model. Jerel sent it. ■



Jimmy Russell's Cub



Michael Catlins's entry



Gene Water's umpteenth Mustang



Jerel's Seagull copy of his full size plane.

Ed Dumas sent this note on the CubFest:
“ **The first annual KCRC CubFest** is in the books... What a fun event! Despite gusty winds around 10 MPH and some clouds in the morning, we had a great turnout and a lot of fun flying. There were a total of 23 folks registered all together, with 13 of them participating in the AllCubsFly event about 1:00 pm where we put 13 Cubs in the air at the same time. We believe this is a club record for the most number of airplanes in the air at the same time at KCRC!



A group of Cub flyers (look at the gorgeous view behind the flyers!)

Grill meister Charles Wilson prepared hot dogs and hamburgers for everyone, and lots of folks pitched

into help to make this year's CubFest a successful event. The basic format was open flying, with the only organized events being a group picture in the morning and the AllCubsFly event in the early afternoon. We had originally planned a Slow Stick combat event at noon but it was cancelled due to high winds.

Thanks to all the volunteers who helped, particularly Randy Phillips, Craig Dieter, John Basalone, Joel Hebert, Charles Wilson, Bill Dodge, Rick Thompson, and Phil Spelt. A special thanks goes to Aaron Blake for taking still pictures and video from his DJI Mavic Pro drone of the flight line and the AllCubsFly event. Aaron did a great job of editing the video into a short clip that features the AllCubsFly event and several passes down the flight line from above. If you haven't seen Aaron's videos, check them out on the KCRC Facebook page. Links will be coming to the KCRC website soon!



A line-up of beauties.

We also would like to thank all the pilots who came from Kentucky, Sevierville, and other parts of the local area to fly their Cubs. Several club members built new Cubs or refurbished their older ones for this event, and it will definitely spur more Cubs to fly everyday at the field for some time to come. The CubFest also provided an opportunity for a couple of folks to offer items for sale. Kevin Staton, son of long time glider flyer Ralph Staton of the Soaring Society of East Tennessee in Oak Ridge, offered several of his Dad's modeling items for sale, and Ed Lee from the Sweetwater club offered a couple of kits and airplanes as well.

Financially the club did well, having netted a small profit for the event. With the successful event this year, we are looking forward to another next year.-----Ed "■"

Cub Scout Rocket Shoot

On Saturday morning, May 6, 2017, a Cub Scout Den from Knoxville came to the KCRC field to shoot off their rockets, as a step in earning their Merit Badges for that activity. They began at 10:00 a.m., as planned, and were finished firing them into the air by about noon. The day was overcast and rather cold, as you can see from the pictures. Despite that, there were about 5 or 6 KCRC-ers there to fly and help out with the Scouts.

There were about 13 to 15 boys there with their

rockets, accompanied by parents and siblings. One man had been a KCRC member many years ago, and then his attention and interest turned to rocketry. He is a member of the national rocket association, and certified to make his own rocket fuel. He flew a rocket flying saucer powered by his own design engine fueled by the same solid fuel used in the SRB's on the shuttle launches.

All in all, the boys shot off more than 2 dozen rockets. These things varied in length from about 10 inches to around 18 inches. Each one had a parachute in it, which deployed when a small charge blew it out the nose of the rocket. Most of the parachutes worked very well, with several of the rockets landing back on the runway. We counted 4 rockets that were lost in trees, with one going off into the lake east of the runway (the wind was blowing from west to east). There were also a few "streamers" – rockets whose 'chute didn't deploy or open as designed.

After the rocket shoot, the scouts and their families had a picnic in our pavilion. Everyone had a very fun time, as we observed them, and all were gone by about 1:00 p.m. Once, again, KCRC has contributed to a community effort to educate our young people... Phil Spelt, KCRC Emeritus member. ■



► In looking back through years of newsletter pictures to use for the Stik and Cub articles, I realized how many great friends I've known in this wonderful hobby. I saw pictures that reminded me of guys who have gone on to the big runway in the sky as well as good friends who have left the hobby for medical or physical reasons and several that are still heavily involved.

It would be great if all you folks I've never had the pleasure of meeting would send a picture and a bit of info.. Maybe down the road, somebody might remember you.....Jim..