



Newsletter

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Joel Hebert, a KCRC icon and our long time treasurer, is having some health problems and has decided to take a leave of absence until he feels better. Michael Catlin, who offered to run against Joel in the last election in order to keep things legal (two candidates are required), has agreed to take over Joel's duties until that time. A big, big thank you to Michael and good luck! You're taking on a big job, and Joel, our prayers are with you.

SCALE MODELING

In other parts of the country (and world), scale modeling is a large part of a clubs contest agenda. Frank Tiano in Florida started his Top Gun contest over forty years ago and it's still one of the scale model biggies, and the AMA conducts a yearly bash in Muncie. The Joe Noll get-to-gether in South Carolina in May is one of the biggest now as far as attendance goes. Etc. etc.

What I'm getting at is that KCRC has had, in all the years I know of, only one scale contest and it was a very long time ago. I built a model and entered a contest we had in 1971 in the old ETRC club and it was a blast. I didn't do too good because I couldn't get the model off the ground for the flying portion but everyone who entered had a good time and the spectators loved it.

The part I liked most about it was the time spent choosing my model, drawing the plans and building the model. It was a Bristol Scout, a WW I biplane that had easy lines to scale up and it looked so pretty to me that I was afraid to fly it before the contest (it's a requirement now). That model still hangs in my son-in-law's basement.

The drawback to scale modeling is building.

Not many people now will tackle building a model because it requires time and effort. Not all that many years ago, there was far fewer ways to relax or entertain yourself and modeling filled a need among a lot of people. They spent hours putting a model

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together. The builder of the model rule has now been dropped for most contests and you can buy an already built model, deck it out yourself to match the airplane you're aping, and enter it. You can even find ARFs that can qualify, although there should be a penalty if you didn't have to do anything to it to fit the documentation.

A major problem in true scale contests is that judging requires a very, very large effort by those who do it and are willing to take on the responsibility since dimensions and construction are considered as well as appearance. To get around that, Stand-Off scale was invented, where judges walk around a 30 foot circle with the model in the center and judge what they can see against the documentation supplied by the modeler. This allows the modeler some leeway in construction and helps promote building but puts a bit more importance to the documentation..

I'd like to suggest that KCRC consider adding a stand-off scale model contest to our agenda. To start out, we won't have to make it a biggie but I'd like to see it grow into an annual biggie! In fact, we could easily do one just among KCRC members. Form a contest committee, make our own rules to start out. Have different classes for ARFs, built ups, foamies, whatever. A static judging and a simple flight requirement that anyone could fly, with static judging and flight judging counting equally and points added for documentation... Hopefully this would encourage building or at least some effort making the model look and fly like the one it's modeled after. A contest would probably require scheduling time for contestants to choose a model and get it ready.

As an example, suppose you picked an easy WWI airplane like the Eindecker EIII. Specs are easily found if you wanted to go the whole route and draw up your own plans for building. Three views are abundant for scaling and there's a great many appearances to choose from. Scratch building should get extra points because of the extra work involved..

On the other hand, kits, like BalsaUSA's versions, are available that are close to scale and make beautiful models. Just find the particular airplane you want to imitate and get pictures for documentation and finish the model in these colors. Proper decals can be found easily. These WW I models are easy to fly and most any pilot can do a simple fly pattern.

There's nothing like the pride gained by a job well done, and think of the ooohs and ahhhhs you'll get from the spectators Jim

THIS'N THAT

► **Don't forget the Cub Fest on June 2nd. Bring out you Cub or your Cub look-alike and have some fun. Food will be available. Maybe Jerel will bring out his famous ice cream maker!**

In line with the article above, why not have some judging on appearance; A people's choice and a judges choice. Maybe someone will send me some pictures for the newsletter.

► I didn't get a picture of the MOM winner at the April meeting in time for the May issue of the NL but Roger Kroodsmas sent me one that he took. Here's Steve Bayless and his winner.



► L.A. Johnston says he is working hard getting models ready for a SAM meet in Ohio in late May. He says KCRC Emeritus member Doc Shacklett and another former KCRC president Jeff Elliot are planning on attending the contest also.

► Been bored lately with winter and sitting around so I've ordered another of Bob Holman's short kits to work on. I picked a Buccaneer Special out of the catalog but had a Dallaire Sportster on my mind and screwed the order up by ordering a Dallaier Special and there's no such thing. After an exchange of emails with Bob, I changed the order to a Comet Clipper Mk 1. A redesigned Goldberg design. My brother in law built one when it first came out a long time ago. It flew away on the first flight. Thanks to RC, that shouldn't be a problem now. The Mk 1

model is a 72" span cabin type with a straight dihedral wing and should be a good flyer. Here's a picture of the original design I found on the internet.



SAFETY FIRST

Hello KCRC, Has this last month been exciting or what, with all the talk about the future of the club and the flying site it becomes very easy to lose focus on some of the important things when we are doing or thinking about our hobby. So after recent discussions with club members I wanted to refresh our memory on the club's Flying Site Safety And Operational Rules. **Attached is the current copy of the rules for flying at KCRC (at the end of the NL). The signs at the field are not current and I will get them replaced soon.**

When we were at the last club meeting there were questions that arose about calling takeoffs and landings and also where and when to fly your aircraft. When you read these rules please pay attention to the sections about the runway and also where to fly or use your aircraft safely.

It's easy to get complacent with the thought of that's how I or we have always done things BUT if we have rules we need to abide by them and from a safety standpoint it's my job as the safety officer to inform you of the safety issues or concerns that are brought to me or that I witness. And these rules are to keep everyone as safe as possible.

There have also been recent discussions about changes to these rules that may need to be taken in consideration with the addition of drones, boats, cars and trucks that could be a part of our club in the very near future. With that in mind I will address the exec. Committee and see what and if anything needs to be addressed. I know that we will have a lot of new people and visitors at the field in upcoming months. Let us show them what KCRC is all about!

As always fly safe, have fun be patient and courteous and remember a little kindness and a kind word goes a long way. Your Safety Officer – Denny

KCRC Meeting Minutes 5/8/2018

The May 2018 KCRC meeting was held at the field. President Ed Dumas called the meeting to order at 7:05PM.

There were 23 members in attendance.

The April minutes were approved by unanimous voice vote.

Ed recognized new member Melissa Allen.

Ed announced that Joel Hebert is not in good health and unable to continue his duties as club treasurer at this time. Ed has appointed Michael Catlin as interim treasurer until Joel's health improves. Michael has graciously accepted the appointment.

Ed gave the Treasurer's report in lieu of Joel Hebert's absence. It was approved by unanimous voice vote.

Field committee chairman John Basalone reported that a fire extinguisher had been installed under the flight line shed and that 2 more are in the box.

Safety Officer Denny Evans reminded all flyers about the rules regarding the requirement to make appropriate calls for "Runway", "Show Pass", "Landing", etc. to keep other pilots informed. All calls should be made loud enough to be heard by all other pilots along the flightline. A discussion ensued regarding show passes. Unless and until the show pass rule is changed (rule #11 on the latest rules or #5 on the posted rules at the field) it should be followed.

Ed reported that Cub Fest is AMA sanctioned and coming up June 2nd (rain date June 3rd) at 9AM. Ed attempted to contact WBIR for possible community interest coverage, but without response to date. Ed has created and sent out flyers to area clubs. Landing fee is \$5 and lunch is \$5. Items from the estate of Mike Skorski's will be sold at the event.

Phil Spelt reported that the SPA contest is planned for August 25th and 26th. The sanction has been applied for but is still pending.

The Marine Mud Run will probably be held September 15th, but that date is not firm yet.

Paul Funk reported that he has talked with Kevin Turner, father of Evan Turner, a nationally recognized top tier racing drone flyer. The Turners are excited about the prospect of bringing drone racing to KCRC. The Turners were unable to attend tonight's KCRC meeting but hope to attend the June meeting to discuss the possibilities further.

Paul also reported that the model boat club to which he belongs are also interested in joining forces with KCRC.

Additionally, Paul reported that he spoke with the President of the model car club which sometimes run at Chilhowee Park. They too may be interested in bringing their activities to KCRC.

Phil Cope reminded the members that Joe Nall is next week May 12th to May 19th in Woodruff, South Carolina. (Ed. Note; Because of weather, this event was postponed until the last week of September.)

Model of the Month entrants were Allen Valeo's Waco (Show only due to Allen being a previous winner), Michael Catlin's scratch built Stick, and Bill Dodge's modified Daddy Rabbit

MOM winner was Michael Catlin.

Crash of the Month winner was John Basalone.

Due to a disconnected receiver battery, the nitro powered Sonic did a couple of beautiful outside loops before crashing into the woods Northeast of the runway.

Meeting was adjourned.

Minutes by Rick Thompson, KCRC Secretary



MOM winner Michael Catlin and Stick.



Allen Valeo and Waco



John Basalone's COM winner(?)



Bill Dodge and Daddy Rabbit

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 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 at the last table at the end of the west end of the pit area.

6. Only pilots with valid handicap parking permits displayed while parking are permitted to park or drive on the grass behind (south of) the pit shelter or pit area. Access to the pit area is to be made from the west (left) end of the runway, and exiting the area at the right end, down the steep bank. Once the unloading process is completed, pilots are encouraged to move their vehicles to the normal parking area below the fence separating the flying area from the drive/parking area. The purpose of this rule is to protect the grass in the pit area and prevent development of muddy ruts or areas.

7. The control line circle is to be maintained at the discretion of those who participate in control line flying Flying Site Courtesy Consideration

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 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. It is the responsibility of the owner of a model for that model to conform to these sound level restrictions. A test of any model may be required 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.