



President-Joe Bolinsky
 Vice-pres- Phil Cope
 Treasurer- Chris Field
 Secretary-Mike Foley
 Historian- June Cope
 Ser@Arm- Chris Wood
 Editor-Jim Scarbrough

Board of Directors;
 Jerel Zarestky
 John Heard

October 2001 Knox County Radio Control AMA# 594
 jimscarbro@aol.com online www.rcpattern.net

This and That...

At the September meeting, Ed Hartley brought some disturbing facts to the attention of the membership. With the aid of the picture shown at the right, he showed that the subdivision going in behind the water plant will seriously affect our landing approaches, and probably cause us to be forced to forego any future pattern contests.

Our runway is shown at the upper center of the picture. The entrance to the field is the small white line curving up from almost dead center in the photo.

As you can see, the heavy white line extending from the west end of the runway (our current landing approach from the west) lies only ~ 400 feet from the property edge of the houses (the heavy dark line) in the subdivision. This means that noise from engines operating that close to houses will become a very big problem. (see table under picture).

The following notice was sent by President Bolinsky....

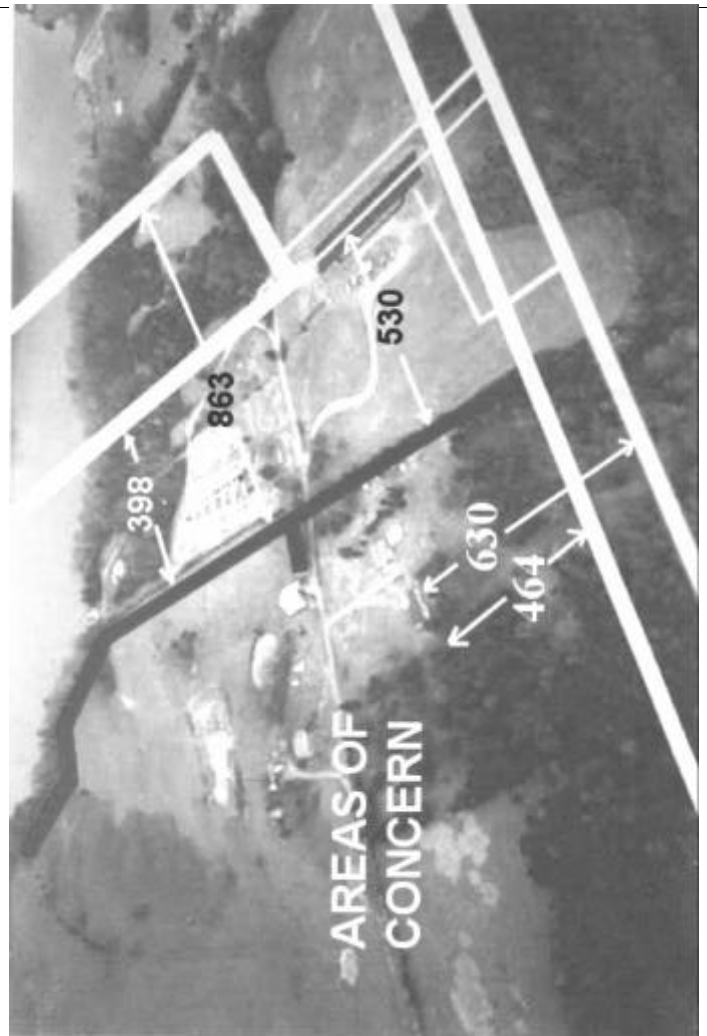
Noise Notice

The following rule on noise limits will be proposed at the October meeting. If no amendments are made, the rule will be put to a vote by those present. If amendments are made, the rule will be rewritten and put to a vote at the November meeting.

Due to the construction of the new subdivision next to the water works, we will be making rules to enforce our 96 decible limit at the next meeting.

The initial proposal will be:

Decible measurements will be made at ten feet on the asphalt with the muffler pointing toward the decible meter if applicable. A log shall be kept and all members shall have any planes they plan to fly at KCRC field checked. Spot checks will be made from time to time after planes have passed the initial check. Any plane checked over 96 Db and under 100 Db shall have 1 week to correct the problem and may fly during that week. Any plane checking 100 Db or above shall not be flown until the noise limit is met. After the first home in the subdivision is completed, any plane with a level over 96 Db shall not be flown. New members shall have their planes checked before they fly. Arrangements for checks shall be made by persons appointed by the president.



Using 96 Db as a base source, the sound level for various distances is;

398 feet = 64.0 Db classified as moderately loud.

530 feet = 61.5 Db classified as moderate.

863 feet = 57.3 Db classified as moderate.

I think the noise volumn doubles with each 6 Db

With the addition of the running trail in our fly zone, our club is facing the first serious threat that I can recall since 1973. We need to be very aggressive in our efforts to quite the noise of our engines.....

At the Field.....

There is some experimentation going on at the Tellico Village branch of KCRC. Lou Cotton sent me a picture of an effort by himself and friends. A piggy-back lift off with a glider riding the back of a trainer. Trainer belongs



to George Falshaw and glider belongs to Andy Snow. Above effort at Fergusons airport in Loudon was unsuccessful. They did get a hairy flight in at Sweetwater club's field. Lou was the pilot. Might be the sombrero obstructed his vision.



One of the nice things about our hobby is the fact that fathers can enjoy the kid in themselves along with their kids. Denny Evans and Jamie seem to be doing just this in this picture Mike Foley sent me. We have several father and son teams operating at KCRC field. Tom Hood had a daughter (Amanda) along with son Tyler both learning at the same time last summer. This could begin to get expensive. The young ones like to have their own equipment and Dad has to buy another set. In the long run, its worth every penny!

And then there are times when things don't go exactly the way you plan them. Joe Parrott cartwheeled

My Opinion....

There is an election coming up for AMA District 5 VP. The incumbent, Jim McNeill, is opposed by Tony Stillman, who is the former Frequency Coordinator for District V. I don't know either of these gentlemen personally, so any decision I make about my vote will be based on things I have observed or heard about them. McNeill has been in office for about 30 years and apparently is not at all active in RC modelling. The Gator Flyer, from Gainesville, Florida, is taking a very active approach to the election by supporting Tony Stillman, who is very active in the hobby.

About a year ago, the AMA District V Associate VP from East Tennessee (a member of KCRC) passed away after a long illness. At this time, there has been no appointment for a replacement; our nearest representative is about 170 miles away in middle Tennessee. While I have no idea what an Assistant VP is supposed to do, it would be nice to have one handy in case we need one. Come to think of it, I'm not all that sure what a District VP is supposed to do! I have been in RC for about 30 years myself, and I have never seen Mr. McNeill. Admittedly, I don't do any contest flying, other than an occasional Fun Fli, but I don't recall reading very much about East Tennessee activities in the magazine. There are a lot of clubs in the District so this may be normal and to be expected.

I guess I'm representative of a great number of AMA members who love to build and fly models just for the fun of it and we never have any dealings with the AMA other than sending in our dues and reading the very good magazine. It seems to me that the AMA has grown into a big business, with a huge payroll, and much property, although I appreciate the things they do for me in the area of radio frequencies and insurance, and a lot of members who like the competitive side of the hobby get their money's worth out of the contests they arrange.

I guess what I'm saying is that I want a man representing me who at least is familiar with the problems I have in the area of the hobby that I'm interested in. A man who doesn't fly a radio controlled model can't know the answers to the problems the RC community have.....



his beautiful Spitfire on a recent landing attempt. (He doesn't look happy, does he?). Maybe he can win Crash of the Month with it. Damage does not look excessive, I only see two pieces.....

Safety Rules and Regulations

Section A - Basic Flight Rules

I. GENERAL

- A. The club will fly under currently existing A.M.A. safety rules.
- B. No alcoholic beverages will be allowed at the flying field.
- C. A frequency control system will be set up by the safety committee and it will be mandatory that the system be in operation at all times. No pilot may operate his transmitter without possession of the frequency pin designating his frequency. For additional safety, a frequency flag should be attached to each transmitter antenna.
- D. A list of safety rules shall be posted at the field which delineates the areas out of bounds for flying, the patterns relative to wind direction, and general rules to be imposed by the safety committee with the executive committee's consent.
- E. When non-members are to fly, adequate inspection of A.M.A. and FCC credentials are mandatory. This will be done preferably by a member who knows the person, but may be done by any member present.

II. Sport Flying Rules

- A. Parking area. The parking area is located west of the driveway and south of the spectator cable and bleachers.
- B. Pit area. The pit area is located west of the driveway and east of an imaginary north-south centerline through the runway. An eight-foot buffer zone separates the taxi strip from the pit area.
- C. Pilot's area. For take-off patterns to the west, the pilot's area is located between the runway and the taxi strip to the east of an imaginary north-south centerline through the runway. For take-off patterns to the east, the pilot's area includes the entire area between the runway and taxi strip.
- D. Dead-stick landings. All pilots experiencing engine failure shall immediately be given the right-of-way for landing. Engine failure shall be announced by the loud call "dead-stick."
- E. **There shall be no high-speed passes over the runway. Any high speed passes at any altitude must be flown no less than forty feet past the northernmost edge of the runway.**
- F. **There shall be no hovering over the runway except when making an approach for landing.**
- G. **There shall be no flying west of the crest of the ridge and, south of the runway as indicated in the drawing below. Fixed wing aircraft and helicopters may be landed in the grass area immediately south of the runway and east of the no parking sign located at the east end of the parking area. Hovering is permitted in this area.**



- H. Spectator control. No spectator not a member of the A.M.A. is allowed north of the spectator cable. Enforcement of this rule is the individual responsibility of each club member. This rule does not apply to club members' families or special guests.

III. ENFORCEMENT

- A. When a pilot is in violation of the flight safety rules and duly informed by any two club members, the pilot shall refrain from a second deliberate violation of any flight safety rules. If a second rules violation occurs the same day, the pilot shall be issued a second warning, instructed by a club officer, or safety deputy to land and not fly at the KCRC field for the remainder of the day. If the pilot refuses to abide by this request the club members and the issuing officer/safety deputy shall write a letter to the board requesting disciplinary action.
- B. In order for the aforementioned flight suspension to be enacted, the violation must be witnessed by two or more club members. A safety deputy, or officer must issue the suspension. All club members participating shall be involved with the notification of the rules violation to the offender and the board.
- C. The safety deputy or officer issuing the flight suspension shall notify the KCRC President within 48 hours as to the nature of the incident and all parties involved.
- D. All club members are responsible for policing each other and any guests flying at the KCRC field.

IV - CONTEST FLYING - COURTESY

Variations or additions to the sport flying rules can be made at the discretion of the contest director in the course of conducting a contest. Enforcement of the safety rules during contests is the responsibility of the contest director or his designated safety representative. Hardhats shall be worn during racing contests by all personnel conducting the contest.

V. COURTESY REMINDERS

- A. All club members are responsible for policing each other and any guests flying at the KCRC field.
- B. Upon completion of each flight, all 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.
- C. Spectators stop at the field both out of curiosity and possible serious interest. In any event, they should be personally greeted, treated in a friendly manner, and generally encouraged to pursue their interests.
- D. When large numbers of spectators are present, it is recommended that flying cease periodically for short periods of time during which spectators may be invited beyond the spectator cable to allow their closer inspection of the aircraft and equipment.



At the last meeting Jerry Goss undertook to CD a Float Fli for the club. A tentative date was set for November, but upon further reflection, Jerry decided that that date would be a big mistake. At this point in time, He is aiming for a spring date and upgrading the event to include a picnic (or cookout) and invite neighboring clubs to join us. This would give folks a chance to get a floatplane ready and maybe tested out first. Walt Keene in the picture above looks like he is ready right now with his Seamaster. I think Jerry is right on target with his idea and I think we might have several visitors. I recall a Float Fli and picnic this club had in the very early seventies (or late sixties) at Melton Hill Dam. A lot of people came to the picnic but there were only three models for flying. Only one of them (Jim Cliff's Lanier) managed to get off the water. Beaver Rhyne's model filled up with water from the prop spray and drowned the radio out!



Ed Hartley had a good SPA Masters contest this year. Ed won Super Senior Expert with 3000 points and he won the National Championship Points race for his class. More important to Ed, he won the Jim Jones, Curtis Moates, D.L. Walker and Dick Austin Memorial Trophy.

The top two from Super Senior and Senior Expert

NOTICE

September was the last meeting to be held at the KCRC field until next May. The meetings until then will be held at the Deane Hills Recreation Center as usual.

The time and day of the meetings will be the second Tuesday of each month at 7:00 PM.

To get to Deane Hill Rec Center, turn south on Morrell Rd off Kingston Pike at the East end of West Town Mall. The fourth traffic light is at the bottom of the hill, turn left. Deane Hills Rec Center is the first building on the right. Parking lot is the first exit on the right.

from the previous Masters, (held last year in Knoxville by KCRC), have a sudden death single round fly-off for the SPA's most prestigious award. Since Jim Jones and Dick Austin were such close friends of Ed, this award was most gratifying to him.....

In the picture above, Bruce Underwood, the present president of the Senior Pattern Association, is presenting the Memorial trophy to Ed. Ed will keep the trophy in Knoxville until the next Masters.

Way to go, Ed.....

For Sale

Low run time (~2 gal.) Moki 1.8 plus many accessories; back plate motor mount, Bisson Pitts style muffler and smoke injector, Cline fuel pump/regulator, three props (20x6, 18x10, 18x12), NIB Sullivan Dynatron 12/24V starter, Thrust plate, 3 pints of Sig Castor oil to mix with \$ 2.00/ gal alcohol for some inexpensive fuel). Engine has been run " by the book " and all paper work and box is included. All for \$ 350 or \$275 without starter and Cline regulator

Viper pattern ship w/retracts, retract servo and YS .91AC 4 stroke.

1.20 size Sukhoi w/ YS 1.20AC 4 stroke engine.

For more information or to buy, call Jerel Zarestky 482-7953

**Don't forget to come to the
KCRC club picnic and Fun Fli
at KCRC field on October**

13th, 2001

Cost is \$ 5.00 a person.

KCRC Meeting Minutes

The September 11, 2001 meeting of K.C.R.C. was held at the Club field. President Joe Bolinsky called the meeting to order at 7pm. Chris Field gave the Treasury Report. There were 23 members present at the meeting. Joe asked that the meeting minutes from August be amended to include sending a revised copy of the entire Rules to each member, and to post a copy at the Clubhouse. The amendment was passed.

Chris Field passed around a couple of flyers that had been sent to him. One was the Tennessee Valley EFE Aerobatics Contest to be held on October 6 and 7 in Chattanooga, TN, hosted by the Chattanooga R/C Modelers and a Big Bird Fly-In to be held September 29th and 30th hosted by the North Alabama R/C Association in Harvest, Alabama.

OLD BUSINESS

President Bolinsky told the group that the By-Laws were sent out with the September Newsletter, however he wants to retype the General Flying Rules and send them out.

The Safety Rules were amended and passed by a majority vote. The new rules were posted at the field and will be sent out to each Club Member.

Joe took the opportunity to thank Joe Parrott, Joel Cate and Brad Bittle for building the steps at the entrance to the Clubhouse.

NEW BUSINESS

Joe said he called Buddy's Bar-B-Que and asked if they could cater our picnic, and they said that October 13th is the day of the Appalachian Museum Homecoming and they have several other jobs going on that day, so they couldn't cater. Joe said we have 2 options. One is to order the food, pick it up and serve it ourselves. The other is to change the date of the picnic. After a short discussion, it was decided that we would get the food from Buddy's and serve ourselves.

President Bolinsky asked for a workcrew to build the benches and rails on the shed on Saturday, September 15th. Chris Woods, Al Crandall and Mike Foley volunteered.

President Bolinsky said Doug Battaille called while Joe was in Canada, and so he talked to Joe Parrott. He notified us of 2 dates for the Track Meets. One is scheduled for Friday, September 28th from 5:30pm until dark. The second meet is scheduled for Saturday, November 17th from 9am until 12 noon. Joe Parrot told the group that the track was supposed to be run through the woods, however, it runs along the other side of the runway. There have also been people running on the runway. Joe Parrott also told the group that there was a possibility of being relocated some where else in the park, or possibly across the road from the hobby shop (Tennessee Model Hobbies). One of the members asked if we needed to get in touch with Mark Caywood, who is the County Commissioner in our area, and the answer was "I don't know".

President Bolinsky, Joe Parrott, and Chris Field are going to get together, draft a letter and set up a meeting to talk with Mr. Battaille. Joe said he needed some volunteers to police the field when the meets were being held. Joel Herbert, Bill Cowger, John Heard and Ed Hartley volunteered.

President Bolinsky wanted to ask or appoint 3 members for the Election Committee. He said there could be more, if needed. (See bylaws for election rules)

Jerry Goss asked the members present if they would like to have a Float Fly at a later date and time. Other area Clubs would be invited to the event. He asked the members to think of a site that would be suitable for such an event and to let him know.

Ed Hartley then took the floor and talked to the members about the new houses that are going up across the road and to the left of the Water Treatment plant, and about noise rules. He told the group that many Clubs are closing due to the noise our models can make. Our Club has a 96dB rule for noise. He proposed the Club buy a new dB meter at a cost of \$239, plus freight. It has built in calibration. A motion was made to purchase the meter and was passed. Ed suggested that we start checking the noise level of each model at the field to ensure that we are meeting the 96dB rule for our field. John Heard will be out at the field from time to time doing checks using the meter the Club currently has. If the plane's noise level isn't at 96dB or less, the plane doesn't fly. The current rule states that if your plane exceeds the current 96db noise level, then you'd have a 2-week grace period in which you could fix the problem. A motion was made to change the rule, that if you're plane doesn't meet the current 96 dB rule, then you don't fly until you fix it. It was passed by a majority vote. This rule will take effect once the Newsletter is out.

President Bolinsky reminded everybody that the October meeting would be held at the Deane Hill Country Club Recreation Center.

Chris Woods talked to the members present about the trash that is being left at the field. Let's keep our field a nice place come to and bring our friends and family members. If you bring it with you, please take it home. It's up to YOU!

MODEL OF THE MONTH

Don Martin brought out an Extra 300L that he bought from Ohio R/C about 9 months ago. It's powered by a 3W60 single cylinder gas engine turning a 22 x 10 Zinger prop. The plane weighs about 20 pounds. Don said it took him 4 ½ months to build it. The plane is decorated with scale decals also purchased from Ohio R/C. Don added that he goes to Harriman to fly the plane, he has about 15 flights on it, and it flies well.

Don Martin won the Model of the Month, and a gallon of fuel.

The Meeting was adjourned at 7:55pm.
Michael J. Foley, Recording Secretary

An elderly widower was keeping company with an elderly widow and he asked her to marry him. She said "Yes", but when he woke up next morning, he remembered asking her but couldn't remember her answer. He called her and asked her what she said when he asked her to marry him. She replied " Oh, I'm so glad you called. I remember saying yes to the proposal, but I couldn't remember who asked !"

Don't forget the picnic October 13th.

