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Board of Directors;
Jerel Zarestky
John Heard

Knox County Radio Control Society
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This and That...

The KCRC picnic was held on October 13th as scheduled. There was a moment or two when the issue was in doubt. The early morning opened with showers and it didn't exactly clear up by noon when the meal was scheduled. I got there about 10 AM and there was a modest crowd already flying. Jerel Zarestky had a Hangar 9 Cub (the big one) up and was doing all sorts of things that real Cubs don't do. He just stood there smiling and looking like a kid that had just discovered that Santa Claus was real. Cubs are such fun to fly! Al Crandall will vouch for that, as he had his 1/4 scale Balsa USA version there also. Both were doing what Cubs do so well. Here is Al's big bird. Just



noticed that he must have a separate servo on each side of his elevator. I imagine that it might take two servos on the control surfaces on this big model.

In the next picture, John Heard is harassing Mike Foley while Mike tries to fly. There was quite a bit of flying before the BBQ was brought out. Mike was flying his very nice Something Extra. Notice the sky in the photos. It was not a very bright day and the overcast sky made it hard for me to



see against it.

Ben Oliver had calibrated the noise meter and a good bit of time was used Saturday morning accumulating data on engine noise at different distances, RPMs, and prop sizes. Turned out that Ben had NOT calibrated the meter and the data was useless because the meter was not working properly. We'll do it again when we can. The reason for the data taking is that at the last meeting there was a decision made to try to get some kind of correlation between the elements that contribute to the noise and how to make it less irritating. The 96 db sound level is a club rule which was already established several years ago. Enforcement is another matter. Right now, perhaps it is a good idea to get some data and think about what to do about it. While taking the data Saturday, one thing that was very noticeable was the difference in irritation level for different engines setups. It was obvious that 4 strokes, although measuring as high on the sound meter, sounded less loud, and the higher the frequency the more irritating the sound. An .049, although perhaps quieter on the meter, sets my teeth on edge.

I think that soon we are going to have to make some hard decisions about noise levels and the enforcement thereof.....

Notice

The Time of year has arrived when we must start thinking about DUES again. If you will remember, last year a new rule went into effect that imposes a penalty on late dues. The dues are due on the first day of January and, barring a change at the November or December meeting, they will be \$48 for the year 2002.

Notice no. 2

**We will meet for the November meeting at Deane Hills Recreation Center on Tuesday, November 13th, 2001. The time, as usual, will be 7:00 PM
We would love to see you there.**

I read somewhere recently that the last AMA election drew a vote from about 20% of the membership. That sounds about right. I think every officer of KCRC in the past few years was elected by about the same percentage. Folks, thats just plain ridiculous!

Of all meetings, the December meeting is one of the most important to each and every member of KCRC, and especially this next December because of our lease renewal in 2002. We need to elect some good people to handle that. At every December meeting, officers are elected, the structure for the dues for the following year is set, and the annual club banquet is announced. Every meeting is important but some are more important than others. I personally want to have a voice in the actions of my club, and the only way to have a voice is to attend the meetings! If you want to have someone else make your decisions for you, then just stay at home on the second Tuesday of every month. I guarantee you that somebody will make one you don't like, and then you can't complain.....



Is this what it's all about or what? Look at the grin on Brandon Hindmarsh's face as he enjoys the world's greatest hobby! Mike Foley photo.....



Ed Hartley sent me this picture of Mr. Zimpro himself, Dennis Hunt, holding on to a beauty. It doesn't look like a Viper (or does it?), but whatever it is, I'll go out on a limb and guarantee that it will fly as well as it looks. Dennis would probably say " We don't make no junk! "

FOR SALE.. Zimpro Viper w/ YS .91 4st, AAP muffler, retracts and retract servo. call 482-7953 for price. Jerel Zarestky.....

FOR SALE... 36 inch Sullivan foam float cores for planes with 48-52 inch length fuselage. \$25 call 482-7953 Jerel Zarestky.....

FOR SALE.... GOING ELECTRIC! Selling gas planes, engines, and equipment. Call Eric Perry for details.933-0903 or ericperry@msn.com

Below is another picture Ed sent me. This one is Chris Luck and his gorgeous IMAC bird. It is a BIG Aeroworks kit that has brought Chris up to snuff on his aerobatics and at least one second place in heavy competition. He has no problem on our short runway!!!



KCRC Minutes for October

The October 9, 2001 Meeting of K.C.R.C. was held at the Deane Hill Recreation Center. President Joe Bolinsky called the meeting to order at 7:02pm. Chris Field gave the Treasury Report. The meeting minutes were passed as read in the newsletter. There were 34 members present.

OLD BUSINESS

President Bolinsky reported that the additions to our shed at the field were completed. Joe said there were a lot of people who worked on it, and "thanks" to all involved in project. The total cost of the addition was \$1546. There was a large round of applause from the Members present. Joe also said he was in the process of filling out the paperwork for the grant from Knox County Parks and Recreation.

Joe thanked Mike Rogers for mowing the grass at the field this past summer.

President Bolinsky reported that the first track meet was held on September 28th, and everything went well. He thanked John Heard and Ed Hartley for being at the field to prevent anyone from flying at the field while the track meet was going on. The next meet is scheduled to be held Saturday, November 17, 2001, from 9am until 12 noon. President Bolinsky asked for some volunteers to be at the field during the event.

President Bolinsky reminded everybody present about the picnic on Saturday, October 13th. The food was ordered from Buddy's Bar-B-Que and Joe said he would pick it up. A question was asked if there was any interest in having a Fun Fly. There wasn't much interest shown from the members present at the meeting. However, one was scheduled and Chris Field was appointed co-ordinate the event. Joe mentioned that Jerel Zarestky attended the Tennessee Take-Off picnic, and they grilled hamburgers and hotdogs, other people brought side dishes, desert, etc. and Joe suggested that next year we should try to do something like that.

NEW BUSINESS

President Bolinsky then turned the meeting over to Chris Field, who told the members present about the new meter to check sound levels at the field. Which lead to the next topic...

President Bolinsky proposed that the Club do some research and testing on some of the engines at the field before we make a 96dB rule, to see what we can live with. John Heard suggested that the Club keep a log and make a chart showing each plane tested, what engine is on the plane, what size prop, what rpm, and take readings at 10, 20 and 30 foot measurements, that way we can take all the readings for all the 40 sized engines for example, average all the measurements and get a high and a low dB reading. There was quite a discussion about noise levels at the field among the members, how to control it, etc. Dennis Hunt brought up a good point when he told the group about getting his Daddy Rabbit with a stock OS 91 four stroke and a stock muffler tested at the field one Sunday. Using Phil's meter, it read 94dB, using Ben's meter, it read 97dB. Dennis suggested that whatever the Club does, all readings should be done using one meter, and that the meter be available. There was also a suggestion made that

we take some readings over at the subdivision that is going in near the field. President Bolinsky proposed there be a Sound Committee be formed, appoint four or five people, take turns with the meter, get readings at different times over the course of a month and see what kind of information we have available to us. Ed Hartley was picked to head the committee, with Phil Cope, John Heard, Ben Oliver and Chris Luck serving as committee members.

President Bolinsky talked to the group about the Election Committee members. Ed Hartley and Phil Cope have agreed to help. According to the By-Laws, there needs to be 3 members. Joe said he could either take a volunteer or he could appoint one to the position. Someone asked if the President wasn't automatically a member of every committee, and the room filled with laughter. We need some of the Club Members to run for office. (Remember... this is your Club. We need you to be involved, by being a candidate or running for an Office and by attending the meetings. The Club is only as strong as its members.)

Joe mentioned the Banquet, which will be held on the 2nd Tuesday in January. As most of you know, the January meeting is when all get together, enjoy each others company and install the new officers. Joe, Paul Funk, Gene Waters, and a few others have been busy checking on a place that will hold about 100 people or so. Joe said he's checked on Texas Roadhouse, Red Lobster, Ryan's and Tony Roma's. Calhoun's has a banquet room and the cost is \$16 per person. Tony Roma's has a banquet menu or you can order off the menu. Phil Cope mentioned the Super China Buffet in Oak Ridge. Joe said we need to check on some more places and get more information. He also said we need to decide by next month so we can reserve a room.

President Bolinsky welcomed all the visitors and new members to the Club. New members and visitors were: the Carter family, Jake, Marty and Drew, Jerry Lane, Karl Gerth, Don Eiler and Paul Ross.

MODEL OF THE MONTH

Paul Ross showed off his scratch built model of a 1932 Bird Biplane (he flew passengers in the original!) covered in red monocote, powered by a Saito 56 four stroke. What a beautiful piece of craftsmanship!

Mike Rogers brought out his latest creation, a Bridi Big Bee, powered by a Zenoah 62 gas engine and guided by five 110oz Hobbico metal geared servos, with a standard servo operating the throttle. The plane has an 8-foot wingspan, is covered in WorldTex covering and beautifully painted in latex housepaint. He said Phil and Jerel had flown it. They agreed that it was a real gentle flying plane. John Heard asked, "did you fly it"? Mike replied "sure"!! Mike said the plane weighs 18 pounds, and 5 pounds of it is motor.

Paul Ross won the Model of the Month and a gallon of fuel.

CRASH OF THE MONTH

There were no entrys for Crash of the Month for the October meeting.

The meeting was adjourned at 8:03pm
Michael J. Foley, Recording Secretary



At the Field.....

There was some activity at the lake the other day. Jerry Goss has become a real water dog. Now he has built floats for his Wild Thing. He calls it Wet and Wild. It is bright yellow and a work of art. He powers it with an .18 2stroke



and it looks fantastic skimming over the water and lifting off.

I watched Jerry and Walt Keene for awhile as they played in the water. One thing about it, There is one heck of a runway available! Walt had his Ace SeaMaster and I got to see it take off. It's another good model for water. On Walt's first effort, he apparently stalled it on takeoff when he pulled too much up with not enough speed and it rolled over on a wing tip into the water. Luckily, Walt had his boat available for recovery duty since you don't just walk out and get these! As Walt says, however, the water is a lot softer than the asphalt and so he was able to dry it off and he went right back up. Watching the planes against the beautiful scenery has got me fired up so I drew up some plans for floats to put on something or other. Maybe I'll come to my senses before I finish them.....

There are a number of big models flying now at KCRC. A lot of folks are hesitant about committing to the bigger ones because of the trees around the area, but I haven't seen that they are a big problem. Chris Luck, Don Martin, and Paul Funk have been doing fine with the 1/3rd scale IMAC birds and the runway seems to be long enough for them to take off and land. Jerel Zarestky and Al Crandall are flying 1/4 scale Cubs. C.D. Martin has flown the 1/4 scale Rearwin Speedster and the Fleet Bipe and I have flown the 1/4 size SpaceWalker, along with the 1/4 size Nosen Citabria and Mr. Mulligan, and the length of the runway has not been a problem, so I don't know why I'm hesitant about flying the Hangar 9 PT-19. Most all the planes I've mentioned are fairly slow flying models, and it seems that the ones having problems are the smaller, faster models with low drag. I must

admit that the scariest model I ever attempted to land was a .60 size Ultra Sport that didn't want to slow down. I invariably dumped it off the end of the runway. To solve that problem, C.D. Martin added small add-on flaps as written up in the July issue of Model Aviation and slowed his .40 size UltraSport down considerably. Bill Pennell saw them and added them to his scratchbuilt hotdog that was giving him problems on landing and they really helped his plane. I have never tried flaps on a model; I used the flaperon mode on a Cub one time but I couldn't get the elevator compensation right and I decided I didn't need flaps anyway on a plane that would stand still in a little headwind. Apparently it only takes a little practice to get it right, so if your model comes in too hot, check with C.D. or Bill for an easy add-on to slow things down.

Whats the biggest RC model that has flown at KCRC field? The largest I know about is 108 inch wingspan. Do you know of a bigger one? If you do, let me know.

Bob Dilworth brought a friend out and taught him to fly using one of the GWS park flyer Cubs as a trainer. The model flies very slowly and is very stable and the friend soloed very quickly. Bob himself is flying one of the Tiger Moth GWS park flyers and it looks good in the air. I figured that if it flies slowly then it is for me so I got one of the Cubs and it certainly is a lot of fun to fly. I wasn't too surprised when Fred Heddleson came out the other morning with one of the Tiger Moths. You don't have to worry about noise with these babies. Speaking of electrics, Larry Weston is flying a small electric Cub that flies like a wet powered model. They have come a long way in the last couple of years. Roy Pritchard, Bob Dilworth, John Gluck and Eric Perry are other members active in electrics.

John Heard had the small electric toy shown here.



The wingspan is about 10 inches. It is powered by one small nicad cell which is charged by connecting a 2 cell AA battery pack to it for ~ 2 minutes. John would stand in the middle of the runway and hand launch it and it would circle around his head

for a minute or so. Today, John went through his charging routine with a couple of new AA batteries in the charging pack and launched it as usual. The plane began its circling but started gaining altitude, ...and gaining altitude, ...and gaining altitude. When last seen, it was a small speck drifting toward the west at about 500 feet altitude, still circling!! John says its the best flight he ever had.

Ed Hartley is searching for candidates for public office. We have been blessed with good officers in this club ever since I've been in it, and I think it will continue. Ed won't ask you unless he figures you will fill the post and do a good job, so don't be shy when he asks you.....