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 President- Jerel Zarestky
 Vice Pres- Phil Cope
 Treasurer- Joel Hebert
 Recording Sec- Mike Foley
 Sgt at Arms- Joe Bolinsky
 Club Historian- June Cope
 Editor- Jim Scarbrough
 Board of Directors;
 Chris Luck
 John Heard

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From the Hangar

by Jerel Zarestky

We have a new lease with Knox County. It is not the advertised 20 year lease that we heard passed the County Commission. We have a 10 year lease with an option for another 10 years (with the agreement of both parties). I call this a 10 year lease but at least we have that. It has been signed and is in effect.

We are also officially chartered as a nonprofit corporation.

The updated by-laws as presented at the July meeting by Ray LeBlanc was passed on an interim basis for a period of 30 days. You should find included with this mailing, a copy of these by-laws and club rules which will be voted on at the August meeting.

It was decided at the last meeting to combine several events into one this fall. We will start the day off, Saturday, October 5th with a flea market and then have a bring-your-own picnic with family and friends invited. We'll finish the day off with a fun-fly after lunch, CD'ed by Paul Funk. Stay tuned for details as that date draws near. We are still searching for a suitable site for another float-fly. There may be several impromptu float-flies in the coming months in order to check out potential sites.

Finally and most importantly; Mike Foley is looking for help and contributions for the Air show. Please volunteer your help in order to make this a worthwhile event. See you at the field!.....Jerel

Following is the draft for the new sound rule proposed by the Sound Committee. It will pass or fail at the August meeting. If you want to contribute, be there.....

Draft proposal for revision to the current club sound rule.

The sole intent of these rules is to eliminate, so far as possible, any complaints to the Knox County Parks and Recreation Department by any residents in the immediate area.

1. All members are required to have their aircraft checked.
 KCRC shall appoint a committee to maintain and operate the necessary testing equipment which shall be supplied by the club.
2. (a) The maximum noise level of any engine shall not exceed 9*2 dB (90+2 dB error) at 25 feet OR 58 dB at the designated point on the southern field boundary.
 (b) The noise level shall be the average of the readings of two sound meters, and shall be recorded on a form specifically designed for the purpose and available for members inspection.
 (c) The 25 feet test shall be conducted over a concrete or asphalt surface and the pilots helper shall hold the model by the tail so as to not interfere with the noise propagation. The test shall be taken with the sound meter on the muffler side of the model with the engine at full throttle. The meters shall be placed on 18 inch high stands.
 (d) The boundary test will be conducted with hand held meters under normal weather conditions. The pilot shall be required to fly his normal flight pattern parallel to the runway and approximately 100 meters out from its center line. In view of the difficulty in recording a sound level free from noise originating from other sources, each operator must decide upon the highest consistent noise level. The occasional peaks shall be ignored.
3. A model not meeting these requirements shall not be flown until the member has taken steps to lower the sound level and the model has been retested and met all the requirements of this rule.
4. A test of any model may be requested by any member.
5. A sticker shall be supplied by club showing compliance.
6. Violators of this rule are subject to discipline according to the bylaws, up to and including expulsion from the club.
7. Flight pattern for planes at or approaching the 92 dB limit; Flight path angled away from water treatment plant. When flying up and down the river; less than 90 degrees to the runway

UPCOMING EVENTS IN THIS AREA

August 3,4.. War Bird Fly-in. any size warbirds welcome.
 Rocket City Radio Controllers, Huntsville Al
 August 9-11.. Lexington Festival of Giants. \$20 landing fee. includes dinner ticket for Saturday nite. Lexington Model Airplane Club, Lexington, Ky
 August 10,11... 2nd Annual Floyd County SPA Champs.
 ..Floyd County RC Flyers.. Cave Springs , Ga.
 August 24,25 Open Fall Fly-in....Fly anything & have fun..
 Emory Cole Field.. Columbia Tn
 August 31.. JCRC Big Bird Fly-in.. Fly what you bring, all sizes welcome... Johnson City Radio Controllers, Gray Tn.
 Check out the AMA Magazine for further details and Contacts

At the Field

Well, here it is in August already. Do you realize that fall is just around the corner? I'm kinda looking forward to it, actually. The heat has bothered me more this year than in the past, I think.

The first picture is one Mike Foley sent me of Shane Shubert and his TwinStar. Shane is a fellow Lenoir Citian who learned to fly in a parking lot on Fort Loudon Lake. He and friend Pete McGinley recently left the parking lot and joined us at KCRC. It's a whole different view here but the planes fly pretty much the same way.



In the next picture, Robert Stewart smiles possessively from behind his gorgeous Seamaster decked out in Coast Guard colors.



Bob acquired this baby in ARC condition at the flea market held in Perry Ga a couple of years ago, and did a very good job on the finish work.

In the bottom picture,

old friend Carl Gibson (on the left) was out recently and the picture shows how many "experts" it takes to adjust an engine. Carl has a new YS .91 four stroke with air chamber and it was a challenge for the technically challenged group shown here

to get it running right. As you can see from the picture Yours Truly (on the far right) tries not to involve myself in these highly charged moments.

Luckily, Carl Sten (on the engine) knows how to do it. Anyhow, it was nice to see Carl again, even if he didn't get a flight in.

Another friend, who has been conspicuous recently by his absence, is Bill Dodge who here demonstrates the latest in hat wear fashion for the purpose



of keeping the sun off your neck. It looks like it does the job. Bill was flying his pretty built-up GP P-51 which was based on the popular Ultrasport. A really good flyer

and Bill says it is his favorite plane.

Carl Sten is very serious when he practices for the pattern wars. He has had some bad luck recently while competing in SPA novice competition. This is his second World Models

Intruder, which he has been flying since he lost his Daddy Rabbit. The model looks like a very good deal. Carl says it flies very well and the price is really good for what you get. He says he gets them from Sid Auston at Pyramid Hobbies.



You remember last month I showed a picture of Bob

Dilworths little twin electric? Well, Roy Pritchard, not to be outdone, decided to do something about it. He bought an old



Dynaflyte Butterfly off John Heard, cut the poly-dyedral tips off the wings and put them together with two booms supporting the tail section and a Speed 400 in the nose of each, plus a center section containing a cockpit, and came up with something that looks very much like a profile P-61! It flies very well and with good control. Roy flies electric exclusively and usually designs and builds his own designs. He has yielded to temptation a couple of times and bought one or two of the beauties offered by SR Batteries. I think the New Timer is his favorite because he looks so comfortable flying it. Sometimes I think he worries about getting it to come back down!

KCRC Minutes from July Meeting

The July 9, 2002 meeting of the Knox County Radio Control Society Inc. was held at the KCRC Field. President Jerel Zarestky called the meeting to order at 7:00pm and welcomed all new members to the Club and to the meeting. The treasury report was given by Joel Hebert. The meeting minutes from the June meeting were passed as read in the newsletter. There were 35 members present.

OLD BUSINESS

President Zarestky said he had some nametags that were requested by members that needed to be picked up. He had a tag for Bill Pennell and Don Gray. Jerel also said we were going to take orders for the nametags for another month, so if you want one, please see Jerel either at the field or at the meeting. He is also looking to delegate getting the nametags to someone else, since he had been doing it for sometime.

President Zarestky gave an update on the lease renewal for the Club field and the Incorporation of KCRC. President Zarestky sent off all the necessary paperwork and fees to the State to take care of the Club's Incorporation, and he got the confirmation back from the State last week. And the Knox County Commission held their meeting and approved our lease for 20 years, although its not in effect yet. Jerel had to fax the paperwork for the Incorporation to the County's lawyers and they are going to go over it and write up the new lease, and we have to sign it. (Update: I received a late e-mail from President Zarestky that stated our lease is actually a 10 year lease, with an option for another 10 years.) A question was asked by a member, "what is required to keep the incorporation in effect"? President Zarestky's reply was that we have to file a form every year, and probably pay a fee (\$20). Phil Spelt is going to put together a package for the transition of Club officers, and the new officers will get a list of responsibilities so this doesn't get dropped again. President Zarestky said it cost the Club \$100 to get the new incorporation, and it took less than 2 weeks.

President Zarestky then turned over the meeting to Ray LeBlanc, who has been doing a lot of work on the Club By-Laws in the last 2 months. The By-Laws have to be changed because the AMA has some requirements they want in our By-Laws. Ray said that the AMA issued a mandate stating that its going to require all chartered Clubs to submit By-Laws by 2003. They are going to review the By-Laws by the standard they have, and they are going to rate them. If you (the Club) have a low rating, they are going to send them back to the Club, at which time we have 6 months to re-evaluate them and make approved changes. Ray said they make a nice little note saying that the only reason why the AMA will not renew a Club Charter in 2003, will be if the Club fails to submit their By-Laws. Ray said the AMA issued a minimum standard and guidelines for Clubs, as well as a sample By-Law. (The 2002 Interim By-Laws can be downloaded at www.rcpattern.net/ select Home Club and you will see them there. These are in PDF and a MSWord format on the web site.) Ray went on to tell the members present about each area of the By-Laws and what changes would need to be made, or are being made. Afterward, a motion was made, seconded and passed by a unanimous vote of the members present, to accept the By-Laws for an interim period of 30 days, during which time the Club membership will be provided a copy of the By-Laws for review and comment. Comments need to be made orally, by mail or e-mail to the President before the next meeting in order for the comments to be evaluated and discussed. If the proposed or revised interim By-Laws are acceptable to the members attending the meeting, their acceptance or rejection will be voted on and made permanent. President Zarestky requested that all members get a copy of the interim By-Laws included in the mailing of the newsletter, and to be posted on Ed Hartley's and Jerel's website for members to download and review. A vote will be taken at the meeting next month (in August). Please make an extra effort to be there!

President Zarestky then brought up the Sound Rule. There was a draft proposal for a revision to the current Club rule on sound, which was discussed among the members present. There were some questions about the maximum noise level at the fence, at the southern boundary.

Would some of the tests be done in the air? Yes. A question was raised about having to place a sticker on the outside of your aircraft. Another was asked, "why couldn't it be placed on the inside where it wouldn't destroy the scale appearance"? The reply was, as long as it's in an assessable area. After a long discussion among the members present, it was decided that the Sound Committee would go back and re-write it. By the way, if you are wondering who is on the Sound Committee, they are: Chris Luck, John Heard, Ben Oliver, Phil Cope, Ed Hartley, Dennis Hunt and Jerel Zarestky.

President Zarestky then brought up the subject of the air show, and he turned the meeting over to Mike Foley. Mike told the group that although things are coming along, there are still a few things that need to be worked out yet, still having problems getting people to commit to taking on some of the different things that need to be done, like announcers, getting someone to put together a flyer and such. As a Club, we need to pull together to get this thing going. Your help is needed. Mike passed around a short itinerary that he put together showing what was planned so far. We still need some people with different kinds of planes to fly. If you have a stunt or an act put together, let us know. Remember... the date for the show is September 14th. I'll be here before you know it!

NEW BUSINESS

President Zarestky then told the group about the Cross Country meets that will be held at the flying field on August 22nd, September 10th, October 1st and 8th, 2002. None of these are on the weekends, however we will have to close the field down when they have the race. We will need volunteers to be at the field during those times.

President Zarestky said that Mark Jones from the Civil Air Patrol has an Avistar trainer set up, and would like to come out to the field on July 27th around 9am. He is bringing 3 or 4 Cadets with him. Jerel asked that someone help them learn to fly the plane. A question was asked about the insurance. Jerel said that Mark Jones has his AMA membership and Chris Luck told him about the \$1 membership for the new guys. So if you are out at the field that day, please lend these guys a hand.

Jerel said that Paul Funk was supposed to be at the meeting and wanted to ask about a fun fly. President Zarestky asked if there was any interest in having such an event at our Club, and have it either on September 21st, 28th or October 5th. After a short discussion among the members present, it was decided to have a combination Fun Fly / Flea Market / Picnic and to have it on October 5, 2002. A motion was made and carried.

President Zarestky then brought up the subject of having another Float Fly. Jerry Goss and Mike Foley looked at 2 sites in Loudon County, but they proved to be unsuitable. It was decided to table this item for further discussion and to look for more sites to fly from.

Ed Hartley said that we had somebody to take the hay. His name is James Grady.

MODEL OF THE MONTH

Harry Hogan brought out his GWS Tiger Moth electric powered plane. Harry said the instructions are translated from Chinese into English, which makes for some interesting reading. He said the electric motor is included in the kit and the hardware is so small, so he used his own hardware (nuts, bolts and such). He said he had about \$200 in the whole thing. Harry said he hasn't flown it yet, he still had to set up the controls. Nice job, Harry!

John Williams brought out another of his scratch built planes, a Brewster F2A Buffalo powered by a British Merco .35 engine. John said it served in WWII at Midway Indo-China, the Philippines, just to name a few places. The plane was done up in blue with the under belly done in a dove gray. Beautiful plane, John.

John won the model of the month and a gallon of fuel.

President Zarestky said that anybody that needs fuel, get with Gene Waters and let him know how much you need and commit. Gene won't order until he gets a drum committed.

(Continued on page 4)

This'n That

An editorial comment

The committee appointed by President Jerel Zarestky to find a solution to the problem of noise from our engines while flying at KCRC field has, so far, done a good job of dodging bullets from different segments of the RC community. Guys flying electrics are pretty much not involved in the decisions they make, but every body else is! The modelers flying the smaller (1.2 cubic inches or less) have less problems than the gas burners because there has been a giant effort in the past to improve muffler design on these smaller engines because the majority of modelers use them. However, this is not always the case; some of the two stroke engines, and even a four stroke or two, seems to be terribly loud on occasion. I'm not sure if it is a characteristic of the particular engine, or the muffler used. I think that some modelers who are looking for a little more power, might take the guts out of a muffler to cut down on back pressure, or use a tuned pipe or some other way to enhance the RPMs, and the result is a louder engine. I tried to improve the power output by removing the insides of the muffler on a K&B .28 Sportster I was using on a small stunt plane. I couldn't see very much difference in power, but there was an increase in noise. Back in the old days when we didn't have neighbors, we flew the big (at that time) .60 two strokes without mufflers because the louder they were, the more power we thought they had. We can't do that anymore! We WILL lose our field if we start getting complaints of noise at the Parks Commission.

The big problem comes with the big engines. Just like before, the more power it is producing, the louder an engine sounds, The modelers flying the giant scale and IMAC size planes have a real hard nut to crack in quieting their engines. It can (and must) be done. That is why we have the committee, and I think they have bent over backwards to help all segments of the KCRC flyers. They have compromised and spent many hours agonizing over a way to keep everybody happy, but the sad truth is, there is no way to please everyone and have a low noise environment. Personally, I think the committee has done a magnificent job, and the whole club, whether you agree with them or not, owes them a debt of gratitude. So the bottom line is this; If you absolutely can't quiet that monster down, so be it. Find somewhere else to fly the noisy one if you can, and fly your models that do meet the rules at KCRC field.

There are already some dates set for cross-country running. So far they are August 22nd, September 10th and October 1st and 8th. All these days are weekdays and the runs are usually held in the mornings. The OFFA guys will be the only ones affected by cessation of flying while the races are going on. The OFFA will also be on guard duty at the field during the races.

There is an increasing load being place on the club officers. For the past two or three years, it seems that there are more and more ongoing club activities that require the new incoming officer to have some sort of guideline to help

in the transfer of power from the old to the new. The new President, for instance, must have information on how to interface with the state government to keep the incorporation current, which must be done each year. Thus, Phil Spelt has agreed to put together a package of protocols to pass on to the new incoming officers. This should help resolve some of the problems. We lost our previous incorporation some time ago, probably because the new president didn't know he was supposed to keep it up.

In the meantime, keep'em flying.....Jim

NOTICE

Do not miss the August meeting! Very important!! There will be a vote on accepting permanently the new set of bylaws. You will receive a copy by mail. Read them and be prepared to discuss and vote. Also a vote will be taken to ratify the Sound Rule. (Sound Rule printed elsewhere in this issue.)
KCRC Pavillion August 13th, 2002 7:00 PM

NOTICE #2

Jerel is still taking orders for name tags. There is a real need for everyone to wear a nametag to all get togethers. (Mainly because it gets harder and harder for me to remember names !). Contact Jerel as soon as possible.
Home Phone # 482-7953 in Oak Ridge

(Minutes Continued from page 3)

Crash of the Month

Randy Tomlinson told the story of his PT-40 trainer. " There I was, making one of my patented landings 6 feet over the runway when I started to run out of runway and answers at the same time, so I gunned the engine to make a go-around, the engine sputtered, and for a moment I thought I was my fearless leader, Phil Cope, and I did a " high overhead whooper-dill" back to the field to land, and pulled 10g's in a dive straight into the runway." He said he salvaged a piece that was " this big " and put his hands to show the crowd. Everybody got a big laugh out of it.

Raymond Curd was flying his Morris the Knife a while back and said he " over corrected " . He said the resulting crash tore the wing pretty bad and broke the fuse in half.

The vote gave Randy Tomlinson the Crash of the Month and a bottle of CA glue.

Joel Hebert told of his nephew, Lester, who was at the field one day and met Randy and was told that he flew 747s for a commercial airline. They were sitting on a bench watching Randy "shoot" landings and Lester turned to Joel and said " Are you sure he flies 747s ?" and Joel replied " Well, yeah ". and Lester said " Well, does he land them ?" Everyone at the meeting broke up at that.

The meeting was adjourned at 8:13 PM
Michael J. Foley, Recording Secretary