



Club Officers

President- Jerel Zarestky
Vice Pres- Phil Cope
Treasurer- Joel Hebert
Recording Sec- Mike Foley
Sgt at Arms- Jordan Foley
Editor- Jim Scarbrough
Board of Directors;
Ed Hartley
Dennis Hunt

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jimscarbro@aol.co online www.rcpattern.net

From the Hangar

Jerel Zarestky

The vote is in! You're stuck with the same bunch of misfits for club officers in 2003. I hope you can put up with us through another flying season! The electronic/web voting option was a pleasant surprise; we had 19 members vote on the internet. Many thanks to Ed Hartley, Ray Leblanc and Jim Scarbrough for their work regarding all aspects of voting.

The January club meeting will be our annual banquet. The members voted on going to the Super China Buffet in Oak Ridge again. Other locations were either a bit too pricey, or could not accomodate our typical turnout. The details for the banquet are listed elsewhere in the newsletter.

The dues structure for 2003 was discussed and voted on and will be the same as it was in 2002. Be sure to give Joel your e-mail address if you have one, when you pay your dues for 2003.

Jim has asked for your input to the newsletter about your winter building projects. It's always interesting to hear what other RC'ers are building or developing in the winter months when flying has slowed down (for some of us at least).

By the time you get this in the mail, the holidays will be over, but I hope you and your's had a happy holiday season and that all your wished for R/C goodies were under the Christmas tree.

See you at the field.....Jerel

Note of appreciation

Every December, the members of KCRC elect officers to serve in the coming year. And every year, we try to express our appreciation to the souls who served us in the year coming to an end. It is always a job that pays very little and always has the risk of leaving riffs in relationships, but it is also a labor of love for those folks who take the job on in an effort to give something back to the hobby.

Sometimes, we re-elect persons who have performed their task in a particularly effective manner and can be persuaded to do it again. That was the way it happened this year; every incumbent except the Board of Directors and the Sgt-at-Arms was re-elected, and these decided they did not want to run again.

I'm looking forward to another good year in the life of Knox County Radio Control, Inc.

The picture lower left is KCRC field on Saturday, December 21st. What a crowd!!!

Below is the 1st winter project I've heard from. Mike Foley has been working on a Sig 4Star-120 since October. It was sold to him by a friend who built it and flew it til he got tired of it. It was complete with servos and an OS .91 FX. It needed a little work, but Mike hopes to have it ready to fly before long. It looks like a winner, Mike.....



Missing Transmitter

There is a Futaba Conquest 6 channel FM tranny missing from KCRC field. It is not known exactly how the transmitter was lost but it is speculated that it was left on the roof of a vehicle when the van was driven off to take an injured club member to the doctor. Anyone having any knowledge of its whereabouts is asked to notify Doll Thompson at 694-3952.....

This'n That

Every year, KCRC has given Christmas hams to the neighbors living close to KCRC field in an effort to show our appreciation for their forbearance to our noise presence there. It seems to have been a pretty good policy in the past and we are continuing it this year. Normally, John Heard and Joe Parrott have taken on the job of delivering them, but this year, we have a new Santa Claus in member Phil Spelt. This is another one of those jobs that require a little extra effort but can deliver loads of good will. Thanks, Phil.....

One of the many things that can cause a bunch of frustration is to buy a new radio and get to the field all fired up to use it only to find that there are two or three other radios there on the same frequency and you have to wait in line to fly. Well, KCRC is going to try to do something about that. We are asking that every one send an email (or call on the telephone) Joel Hebert at 865-482-3834 or myself at 865-986-3857 with the info on the radio frequencies that you presently operate. Some of us have more than one radio but all of us have one frequency that we use the most, so we want to make a list of the freqs that are likely to be in use at the field. That way, when someone intends to get a new radio, he can access the list and choose a frequency that gives him the least amount of competition.

I only know of one other guy who uses the same frequency I do, but it happens to be Sang Chois, who is almost always there when I am. The good part of that is that we know to check with each other when we fly, and so far we haven't shot one or the other down.....

Club membership dues for 2003 were set at the December meeting as usual, and were set at the proposed amounts discussed at the November meeting. To wit; \$24/student, \$48/open and \$60/family. These are the same dues that KCRC has operated with at least since 1990 when I rejoined the club after a 15 year hiatus. It is about the only item that hasn't gone up in price for the same quantity and quality in that time frame. **The AMA membership is still a basic requirement for membership. Unless you are an AMA member, you are not a member of KCRC whether you have paid club dues or not.** The legal ramifications of this requirement is huge because of the accident insurance provided by the AMA.. The AMA dues have gone up at least

twice in that same time frame from \$40/year to \$58/year for the open membership. This can be looked at as an increase in our dues because of the membership requirement, and says that our dues have actually increased from \$88/year to \$106/year, which amounts to about a 20% increase over the last 12 years. This is in line with the increase in cost of most other articles over that period, and still a pretty good bargain.....

This brings up a gripe I need to get off my chest. The AMA is always crying for more money in dues and donations. Quite frankly, I think the AMA has acquired a good bit of overhead that does not benefit most of the modeling community and has become like a lot of business endeavors that swell rather than grow and price themselves out of business. It's like the US Post Office raising the price of stamps and then paying a huge public relations bill on television to advertise itself. Where else are you going to go? Now don't read this and think that I am anti-AMA; I think the AMA is a necessary organization and, for the most part, does its job very efficiently. I also think they could squeeze a buck a bit more like the rest of us have to do.....

The club banquet this year is again being held at the Super China Buffet in Oak Ridge. The time for the meeting is 6:30 PM on the second Tuesday in January. (The 14th).

The banquet last year was held there and the food was excellent and at a VERY good price.

To get there, Phil Spelt sent me directions and I'll put them here for you.

“ Entering Oak Ridge from Knoxville:
Pellissippi Pkway onto S. Illinois (Ed. note: I think this is hwy 62), over the hill past Boeing Plant.
First traffic signal is at Illinois and Lafayette Dr, (by the Y-12 Credit Union on right).
2nd signal is at Illinois and Rutgers, (McDonalds on left corner).
3rd signal is where the Super China Buffet is on the left.
(There is a large sign proclaiming such on the left.)
Turn left at the 3rd light, and immediately turn left into the parking lot....”.

Here is a guest who was flying at the field recently. Members Don Eiler and Karl Gerth brought visitor Steve Hess and his big Ultimate biplane out. The model was powered

nicely by a Saito 1.80 4-stroke engine. John Heard sent picture. Good looking model.....



December Meeting Minutes

The December 10, 2002 meeting of the Knox County Radio Control Society was held at the Dean Hill Recreation Center in Knoxville, Tennessee. There was a flea market conducted from 6 until 7pm, and there were a few bargains. Attendance was good for the event. The regular meeting started at 7:02pm. The meeting minutes from the November meeting were passed as read in the newsletter. Joel Hebert gave the Treasury report. President Jerel Zarestky welcomed the members and guests to the meeting.

Joel Hebert reported that the Club added 2 new members last month. They are Gary Waddington and Kenneth Green.

Our heartfelt condolences go out to our longstanding member, Joe Bolinsky III, who lost his father to cancer. Our thoughts and prayers go out to the family and we hope that it comforts them to know that KCRC will be there for them to help in any way we can.

It was announced that John Gluck is now at HobbyTown USA.

OLD BUSINESS

The first item of old business was the voting for the new officers. Ballots were handed out to those who did not vote online or by mail. After the vote was taken, the ballots were counted. And the results were as follows: President, Jerel Zarestky, Vice President, Phil Cope, Treasurer, Joel Hebert, Secretary, Mike Foley, Sergeant at Arms, Jordan Foley, and your Board of Directors are Ed Hartley and Dennis Hunt. Thanks went out to Ed, Ray and Jim for their work in getting ballots out to all the members and organizing the online voting. By the way, the response to the online was very good. There were 19 votes online, 3 by mail and 13 voted at the meeting, for a total of 35 votes cast. There is one other very important position that will be announced at the January meeting, and that's the Historian. Normally that's been an office that was voted in but in the new By-Laws, it's an appointed position.

One of the things that was discussed at the last meeting was getting everybody's e-mail address and AMA number to be added to the database for the Club membership. We have e-mail addresses and AMA numbers on some of the members, but not all. A sheet was passed around at the meeting so members could add or correct information that we already have. If you couldn't attend the meeting, would you please send Joel your AMA number, e-mail address (if you have one) and the channel that you fly on so we can update our information? Joel's e-mail address is: hebertj@comcast.net Also the Club website is going to change since Jerel has changed service providers.

The next item of old business was the distribution of hams or turkeys to our neighbors close to the field. After a short discussion among the members present, it was decided that we should do so. Phil Spelt volunteered to distribute the items.

The next item of old business discussed was the banquet. Carl Sten told the group about the Bearden Banquet Hall, which is owned by Buddy's Bar B Que on Kingston Pike. The pluses are it's a nice place; the possible negative thing is we would have to guarantee \$500 worth of business. The price of the meal, which is a full service meal served buffet style, would be about \$18 per person. And we would be able to pick from a menu (which would include a salad, 2 vegetables, rolls, and desert). Phil Spelt had some information of the Super China Buffet in Oak Ridge. We could have the big room again if we have a minimum of 30 people and we would get 10% off the cost of the meal, which would be about \$7.20 per person. After a short discussion among the members, a vote was held. The Super China Buffet in Oak Ridge got the majority of the votes. After a short discussion, it was decided that we would meet there at 6:30 pm on January 14, 2003. So be sure to mark your calendar!

The next item of old business discussed was the dues. The proposed dues were \$24 for a student membership, \$48 for a regular membership, \$60 for a family membership and the \$10 late fee would remain in effect. A motion was made and seconded to vote on the dues as proposed. A vote was taken and passed unanimously.

Everyone was reminded that Karl Gerth is taking orders for the KCRC nametags. If you haven't had the chance to order one, or would like to order one, please see Karl either at the meeting or at the field. Or you can e-mail him at karlggg@bellsouth.net

NEW BUSINESS

Phil Cope brought up a serious subject at the meeting. We had a member (Doll Thompson) get his left hand gashed very badly when he accidentally put his hand into the prop of his engine, which was running. Doll was rushed to Park West hospital by Phil and Denny Evans, where he received stitches and bandages to close the wound. It is unfortunate that he may suffer some loss of motion in his thumb, but we are glad that he will recover from his injury. We wish him a speedy recovery. Please be careful when you are starting or adjusting the engine on your plane. Accidents can happen very quickly and can happen to even the most experienced flyers. Also, please be on the lookout for a Futaba Conquest 6 channel radio transmitter on channel 54. If you see it, please turn it in to a Club officer so we can get it back to its rightful owner. Your help is appreciated.

The next item of new business discussed was the need to restart the programs that we have been having during the meetings. We have had several different things discussed, such as how to trim out an aircraft, setting up control throw, fibreglassing a wing center section, and engine maintenance just to name a few. If you have any ideas on what we can have a program on, please let Jerel or Phil know.

The next item of new business was a short discussion on the model of the month; should there be a different category for a kit built plane and an ARF plane? After a very short discussion, it was decided that there should be no different category for an ARF or kit built plane.

If you have a winter building project, it was asked that you bring it in to the meeting. Also, e-mail Jim Scarbrough with all the details and pictures (if you have any).

Ed Hartley told the group about his experience with Horizon Hobby when he sent his servos in for their bi-yearly check up. He said he got a call from them letting him know that he could have them repaired for \$20 per servo or he could replace them with brand new ones for \$20 per servo. And they would be a newer servo because Ed sent them JR 4031 coreless ball bearing servos (which they don't make anymore) and got back JR 4131's. It cost him \$286 to get 14 brand new servos! What a deal!

Phil brought up one other item about the fact that MDS might be doing something with their carburetors. He called a fellow at Horizon Hobby service center, and when he mentioned a recall, the Tech said he wouldn't call it a recall. They were changing the carburetors on the MDS engines if you sent them back in. Walt Keene said he sent 2 in and received new ones. He said he hasn't had a chance to try it out yet. Carl Weisser said he got one of the new carb's put on and the engine runs worse now than it did before.

MODEL OF THE MONTH

There was no model of the month submitted.

CRASH OF THE MONTH

There was no crash of the month submitted.

The meeting adjourned at 7:45pm.
Michael J. Foley, Secretary KCRC



Field Safety

Recently, one of our members was sitting in front of a model and attempting to adjust the carburetor on an engine while the engine was running. This is an ill-advised procedure that we all perform sometimes while flying at KCRC field. This time, however, there was a difference; this time, after the adjustment, while bringing his hand back out of the vicinity of the spinning prop, he didn't lift it high enough and the prop did a number on the meat at the base of his thumb! About 30 stitches worth of damage!

It was lucky there were other flyers present; Phil Cope and Denny Evans got him into his car and drove him to the hospital emergency room. Doll said he didn't think he would have made it without them. It is a huge shock to the system when you have blood leaking out. The more blood, the more shock, and you could tend to pass out. I don't know if you could actually bleed to death under these circumstances, but shock can also cause death under certain conditions.

This is the main reason that I will NOT fly by myself. If there is no one else there, then I sit and admire the view or go home and wait on another day. I know that there are members who go fly by themselves out of choice, but it is a very dangerous thing to do!

I think that everyone who has been into the hobby of flying a model airplane equipped with an infernal combustion engine for quite some time has gotten a piece of his body caught in a spinning propeller. It is part of the hobby, and usually the only repercussions is a bloody handkerchief and a new scar. I think that OSHA would outlaw the hobby as too dangerous if they knew about it.

So what can we do to lessen the threat? As I mentioned before, The number one precaution is; don't fly alone. It is best if you are flying with someone who knows you (they'll know who to notify in case of an accident), but anyone is better than no one.

Be sure the model is securely tied down before screwing around with a running engine. We had another member who was sitting in front of a model with an idling .91 4 stroke on it, getting it ready for a flight, and it leaped at him when he accidentally hit the throttle lever. He lost a thumb when he tried to keep the plane off him. Luckily, again there were other members there who took him to the emergency room and located his severed thumb. The thumb, packed on ice, got there about 30 minutes after he did. This episode had a reasonably happy ending. The thumb was reattached and, while there is some limitation to the movement of the thumb, he has a fairly useful and serviceable hand. The member is still flying, thankfully.

There are other kinds of ways to get hurt at the field. We had a member at one time who was extremely allergic to bee stings. The sting of a sweat bee could cause a dangerous allergic reaction and possible death. He knew this and always carried a kit with him to counteract the venom. But if he couldn't get to the kit, he was in mortal danger. This is not an uncommon problem as there are many folks who suffer from this condition. Again, HAVE SOMEBODY WITH YOU WHEN YOU FLY! Watch out for a wasp nest when flying. In the summer time, there are lots of wasps around, and they love our outhouse and pavilion.

Sometimes, a less than perfect flight will end up with the plane in a tree. This is a different set of circumstances and another set of precautions. It can get very stressful trying to get one out of a tree, and you might be tempted to climb the tree or otherwise over exert yourself. Especially in the summertime, when its hot and humid, some folks can be at risk of heart failure, or heat stroke, or falling out of the tree, or the tree falling on him. It's best if you've got someone with you, and let them climb the tree.

While talking about heart conditions, if you know you have a potential problem, it's a good idea to make sure that someone has a cell phone handy. A couple of years ago, a fellow member suffered a heart attack while flying his model. Someone had a cell phone and help was called for. In the meantime, CPR was applied continuously until professional help arrived, but in this case, all attempts to help failed. Still, there was a possibility that he could have survived, which he certainly wouldn't had he been alone.

I have painted a pretty bleak and scary picture of RC flying, haven't I? In trying to write this, I mentioned several things that are not likely to happen. In fact, all of these situations are not likely to happen. However, all of them HAVE happened, so it is not beyond the realm of possibility that they will happen again. The point I'm trying to make is, in order to lessen this possibility, take a few precautions and maybe none of them will ever happen again.....Jim



For Sale

OS .10 Max 2 stroke.....	\$25
OS .25 Max FX (no muffler).....	\$45
OS .26 FS w/ prop & spinner 4 stroke.....	\$90
Easy Sport w/ OS .52 FS 4 stroke.....	\$155

if interested, call John Heard at 865-588-6615
or email at johnheard@aol.com

For sale

Saito .91 and Saito 1.8 4 stroke engines.....	\$350
MDS .68 Pro.....	\$35
Aspire electric glider w/ 3 battery packs.....	\$50
.40 size Cap ARF.....	\$25

Moving sale. If interested call Richard Bailey, 865-621-8979
or 865-470-2476

The next meeting of the KCRC will be the Banquet at the Super China Buffet in Oak Ridge. The banquet will be held on January 14th at ~6:00PM. Restaurant is located on highway 62 behind McDonalds