



**April, 2004 ---- Knoxville, Tennessee --- AMA Chapter 594
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NOTICE:: Work parties are needed in April to finish up the proposed pit shelter work. If you can help, please do. Let Harry Hogan (675-7990) or Gene Waters (483-9698) know if you can help on the work parties ..

Intro-Pilot program

The IP committee has been formed and we are in the process of formulating a program that will not only be safe and fun, but proficient enough to make any student feel confident and ready to solo quickly!

Our program will aim at having a uniform structured step-by-step system that will allow any Instructor to pick up from where one Instructor was, and move on the next step without questions. This has been a problem in the past, but should not be a problem with this program. All Instructors will have the same information and plan, and can teach any student without repeating a step.

We are expecting support from the club on this much needed program, and will appreciate the confidence that you have in us. More info will follow in the next few weeks. Thank you..... Dave

David Dabbs is chairman of the committee to try to bring some kind of order to KCRC Instructor Program. It might be an impossible task, but somebody has to do it! David, incidentally, is our new KCRC Vice President. Bud Weisser is having some problems with his time just now and felt it would be better for the club if he stepped down..

Calendar of Events of Interest

- May 8th... Fun Fly to be held at Harriman club field.
More details later....
- May 15th.. Float Fly to be held at KCRC field at upper lake ramp. Contact David Dabbs
intelstar1@earthlink.net or 201 East Drive, Oak Ridge, Tn 37830 for information..
- May 22nd.. Mayor's Day at the Park. A Show-and-Tell demonstration of our hobby for visitors at KCRC field. Two mini Air Shows. As well as a demonstration of Float planes at the lake ramp.
- May 29th and 30th.. AMA pattern contest at KCRC field. Contact CD Scott Anderson
(I_FLY_Pattern@ hotmail.com or
4221 Deer Run Drive, Knoxville Tn 37912)

IN MEMORY OF JOHN TUDOR

Another old-timer is looking down at us from a thermal. John Tudor, one of the pioneers in East TN modeling, died on March 22nd.

John will be remembered by many of those active in the hobby in the middle 60's, but John goes back into the free flight days of the 30's & 40's.

I first knew John at some free flight activities in the 40's, but lost track due to being away at school and practicing medicine until the 60's. We got together then and shared some model projects. John had one of the earliest proportional radios (the Sampey, which was analog). He had already been flying with rubber powered escapements and reed systems. He was interested in getting people into model airplanes and did a great deal of mentoring.

John helped keep modeling organized, having helped found one of the earlier ancestors of KCRC, the East Tennessee RC club in Oak Ridge. John was constantly active in flying and in club support. When ETRC club lost the field at Clinton and we moved to Knox county as KCRC, John continued his enthusiasm.

He was inventive as well (he was in design work at Oak Ridge). He developed a vibration resistant motor mount in the early 70's--a precursor of today's product. He and I visited John Maloney at World engines who agreed to make the parts for him. (he never got rich from this!)

John moved to Florida after retiring and was active there as well. He worked in the famous King Orange contest and flew small scale rubber powered jobs. His health caused his move back to East TN a couple of years ago.

John will be missed by a lot of us "old heads". Let's hope that his enthusiasm will persist in some of the younger modelers..... George Shacklett

(Editors note: Both John Tudor and George Shacklett are long time KCRC Emeritus members. George was one of the men most responsible for getting KCRC organised and set up in our present location and for helping to write the original club bylaws , and is still active in Society of Antique Modelers locally.
.....Jim)



At the Field

Ah, Spring is in the air! I love this time of the year when trees are flowering and grass is growing. It's too bad that the grass has to be mowed when it grows. I suppose that we are so glad that warm weather is here that it takes a while before we begin to resent the growing grass. At the field on March 1st to get a little stick time on my Cap 232



and Larry Simmons came up with his new model for its first flight. Take a look in the first photo at a gorgeous model! Complete with a new Saito 1.8 engine. After a few tanks of fuel through the

Saito, Larry taxied for a bit and finally got his nerve up and gave it some throttle. The plane lifted off and flew like a dream. It's a Pacific Aero GeeBee Y model in 1.20 size. Eighty two inch span and weighed in at 13.5 pounds. A beautiful job, Larry.

Buddies John Heard and Sang Chois were there also. John brought a gas Avistar for a change instead of the electric flyers. Sang was flying his Tracer instead of his U-Can-Do 3D for a change. Got a note from Gary Lindner on Saturday, February 28th, and he said there were five prangs after I left. He didn't count my Eindecker. I landed it with a little too much idle and when I gave it a little up to hold the tail down to make a turn at the end of the runway, the lightly loaded model lifted off the ground and cartwheeled. No damage so I got off easy. Apparently, Phil Spelt, Denny and Jamie Evans, Phil Cope and Larry Roberts were a little less lucky!

Ed Lee came up today and had a very good looking ARF he had just acquired. It was the Great Plains Ryan STA 1.20 size model and it looked like a winner. Came home and checked the Tower daily special page and found the model at a good discount so I ordered it. Now I can't wait for it to get here. I don't usually buy ARFs because I like to spend the time building but there's no way that I could build a model like this for the price they were asking even if I scratch built it. I guess the end justifies the means, huh?

Lots of new members coming out to the field now that the weather is beginning to warm up a little. Just a reminder that you all need to be careful with your transmitters. With all the traffic in the sky around the field, it

is easy to forget and turn on a tranny without thinking and blow someone out of the sky! You can be showing your latest prize to a friend and flip the switch to demonstrate it and a nearby flyer watches HIS prize go down in flames. Be aware at all times that you need the freq pin before turning on your transmitter. Even for shutting down and running the engine to dry it out.

Mike Foley sent me the picture of his new baby. It



is the Sealane float plane he is finishing up. It has Futaba S3003 servos, 700mAh battery, OS .46FX, and a Hitec 555 receiver. Mike says he hasn't weighed it but he's guessing

about 4 or 5 pounds empty. Very pretty!

Speaking of batteries, have you checked your flight pack lately? After a long winter of inactivity you really need to do that before cranking up the engine and trusting that flight pack to take your model up and around and get it back down safely. A lot of chargers today have provision on board to cycle a battery pack and get a measure of its capacity. If yours doesn't, then you can use your voltmeter to get an idea how good it is. Most of the hobby voltmeters that you carry to check your flight pack has a resistor across the leads so that the meter measures the voltage under a load. If you connect it to your fully charged flight pack and leave it until the flight pack is exhausted (a voltage level where you would stop flying) and measure the time it takes to get to this level, you will have a reasonable measure of the packs current capacity. If you can determine what time is required to run down a new fully charged flight pack of, say four cells and 700mah capacity, the current drain by the meter load in milliamps will be in the neighborhood of 700/(time in hours). Remember that if you have a servo that's binding or under a heavy load, it will draw more current and run your battery down faster. Sometimes very fast! A good idea is to keep a check on all the control surfaces and the drag on all operating servos and if you have a servo pushing a heavier load than you think it ought to, then fix it before you lose your model.

Got a nice note from Larry Weston who's in Florida for the winter. Says to say "hello" to the crew and that he misses flying with the OFFA. He's in Orlando now and living a rough life; rides his bike in the morning and flies in the afternoon. Weather is good, and the field he flies on is 11 miles away, has a 650 ft asphalt runway and is wide open. The club is a big one but he says that there is usually only about 6 flying on week days. Bob Violett tests his jets there and Larry says he doesn't fly when Bob's up.....

Minutes from March,2004

Meeting was called to order by President Phil Spelt at 7:00 PM March, 9th, 2004 with ~ 32 members present.

Minutes from the February meeting were approved as printed in March Newsletter.

Treasurer's report was given by Treasurer Joel Hebert and approved as read. The club is solvent.

Club Officers Report

President Phil Spelt gave a report on the Farragut High School Model Contest held on February 13th.. He was assisted by members Harry Hogan, Larry Roberts and Dave Monroe in judging the contest. The hand made styrofoam glider competition featured hand launched flights in the 5 to 6 second times. In the rubber powered competition, one obviously experienced competitor had a flight of over 5 minutes!

Phil also commented on his trials and tribulations with the county government while seeking the building permit for the pit shelter. After being shunted hither and yon, he finally was sent to the County Recreation and Parks office where he talked to Doug Batielle. Doug has been very helpful to our club and commented on his vision for us in the future. Sounds good! Phil says the permit is now in the loop. Also discussed with Doug the plans for the Mayor's Day at the Park. Things look good for that and plans are proceeding. Phil also commented on an email he received from a fellow who was working with a Cub Scout Den about bringing the Cubs out to the field for a " Show and Tell ". Phil told him about the Mayor's Day and told him we could also set up a special day if he wanted. Waiting for a reply.

Phil also stated that he has completed and sent in the necessary fees and paperwork for the AMA club charter and the state registration.

New members were recognised. One new member not previously recognised was present.

Committee Reports

Bylaws Committee- Report given by Chair Ray LeBlanc. Ray stated that the committee was working on the rewriting of the bylaws but the work is slow going. The original bylaws are pretty good but some tweaking was indicated. Work is ongoing.

Pit Shelter- Report given by Chair Dennis Hunt. Work on converting the steel to workable supports is ongoing. A few members, notably Paul Funk, Dennis and Jamie Evans, Charley Wilson and Phil Spelt, are doing a lot of work cutting and welding at Paul Funk's farm and have the supports almost ready. They will be brought to the field Saturday, March 13th and, weather permitting, will be painted the following week. Harry Hogan will oversee this job. Dennis wants help at his shop in Oak Ridge for constructing the roof supports. The holes for the concrete foundations are to be augered (as I understand it) also on that weekend. Dennis said he was very disappointed in the turnout for work details so far and hopes for more help. There was some concern voiced as to whether or not the shelters would offer a blind spot for planes turning up the river on approaches for landing. Consensus was that they will not.

Program Committee- Report given by Chair Bud

Weisser. Bud says he has, at present, two programs for the next two meetings. He is looking for volunteers to bring additional programs.

Safety Committee- Report given by Chair Jordan

Foley. Jordan says the committee is working on ideas to promote safety and harmony at the field. Anyone having suggestions are encouraged to bring them forward..

OLD BUSINESS

Phil Spelt brought a report from Scott Anderson, CD, on the AMA pattern contest scheduled for May 29th and 30th . Says that everything is go for the contest. Volunteers are needed for work at the contest. There are two meetings left to finalise things. Paul Funk and his wife, Tasha, will handle the concessions, with all profits going to the Hospice House as proposed.

Proposed Pilot Training program report was brought by David Dabbs. David has accepted as Chair for the committee to develop a new program for testing instructors and a training and testing program for new flyers in the club. The committee consists of Phil Cope, Dennis Hunt and David. The program will be developed by email conference and the Executive Council will have final approval. David had downloaded a model program used by other clubs who had some success using it.

Sound Measurement Committee will begin operating as soon as possible. Guidelines have already been established for this.

NEW BUSINESS

KCRC member Bill Lofgren, who is active in the local EAA group, brought to the attention of the club an announcement concerning a War Bird Fly-in to be held at the Gatlinburg-Sevierville Airport this spring. There is a big airshow being held somewhere (I didn't catch the name of the place) and the war birds are using this event as a stopover on their way to the larger show. It will be held at the airport on April 10th and 11th, and sponsored by the Tennessee Museum of Aviation in Sevierville. They are expecting a large number of restored planes to attend. It should be an opportunity for the shutterbugs in KCRC to get some documentation.

There was no other new business.

CRASH OF THE MONTH

Although there was some kidding about crashes, there were no entrys this month.

MODEL OF THE MONTH

There were no entrys in the model of the month contest.

The business meeting was adjourned at 7:55 PM.

After the business portion of the meeting, a program was conducted by Phil Spelt on covering a model with iron- on covering material such as Monokote and Ultrakote. He demonstrated using the material on both open structures and solid structures, and the proper use of temperatures on the iron as well as the proper shrinking procedures using a heat gun.

Minutes were taken by Jim Scarbrough for Mike Foley,

Condolences from the KCRC membership to David Dabbs and the family of Katie Louise Sizemore, who passed away on March 25th in Oak Ridge, Tennessee

This'n That

At the meeting on Tuesday night, Dennis Hunt was reporting on the progress being made on the steel structure for the pit area shelter. He made the comment that he was very disappointed in the turn out for work details. It reminded me of an article I read recently in one of the RC magazines about the problems that a very large RC club in Florida was having. The club has in excess of 300 members and a very active itinerary. They host quite a few contests during the year, during which time the members not involved as competitors do not have access to the field. This is causing some rifts in the membership. One group in the club promotes the contests as a way to put money in the treasury while a large part of the membership think that the club should cut back on the contests because they pay their dues in order to be able to fly and they are being deprived of the runway. Another group also pushes for a difference in dues; saying that the members who are active on work details should not have to pay as much as members who never turn out for work details. All the folks involved in these disputes have a valid argument to support their claims. If you think about it, the workers are putting their time and efforts in keeping the field up and paying the same amount of dues that the nonworkers are. That hardly seems fair! On the other hand, some members just cannot find the time to help out due to work or physical limitations. After all, the dues structure should be high enough to support the club without depending on contests. Another point to remember is that the club has been going on for a long time, and a lot of the things that help make the place better to spend time at were already there when the present membership joined.

It is nice to be able to afford building amenities to make the visit to the field more pleasurable, but where do you draw the line? Or should you even draw a line? When we started KCRC, we just needed a piece of land big enough to have a mowed grass runway. After a while, we got the runway paved and some hard pads for a pit area, and it became much better to takeoff and land and just sit around. Then we put up a pavilion to give us a place to sit in the shade and have club functions like meetings, picnics and such, and that made things a whole lot better. All these things could not get done without the work details.

So far, KCRC has done OK with work parties. At the field, there are usually enough guys that show up to get things done and I haven't heard any griping about the members who don't show up, but it seems to me that a lot of the guys who did most of the work are becoming a little long in the tooth, and don't have the physical ability to do as much as they use to. This means that some of you new (and younger) members are going to have to step up and take a turn at the work. I always had a pretty good time at the work parties, kidding around with the other members and getting a little exercise in the process, but I don't get around now as well as I used to.

One of the things we don't need at KCRC field is to get folks fussing about how much work they have to do and how much work somebody else does not do, or whether or not they have to skip flying because the club is holding a contest. Just remember that every member who enjoys flying privileges at the field is doing so at the expense of a lot of work somebody else did at some time in the past. If you can contribute to the betterment of the field by putting forth a little effort, then do so. Try it; you might like it!

p.

PROPWASH

Phil Spelt

We are living in a highly litigious society people sue others for anything they don't like. such as the lady that sued MacDonald's when SHE spilled hot coffee in her own lap! What does this mean for us as an R/C Club? A number of issues have come to light as your Bylaws Committee, under Ray LeBlanc's very able leadership, has been pursuing revision of our new set of Bylaws. Below I will lay out some of the problems we face as a Club, mostly taken from material Ray has sent me.

KCRC is a Corporation, created under the Corporate Act of Tennessee. As such, the Club is subject to a myriad of State legal regulations, all of which bear, in our case, on legal indemnity, meaning someone can sue us, as a Club, or the Officers of the Club, or the membership as a whole, for almost anything that someone might perceive as a worthy reason. KCRC, as a Club, has coverage of \$25M, and each AMA member a secondary (to whatever homeowners or liability policy you have) \$2.5M. If you think these amounts are unappealing to attorneys, you need only observe the TV advertisements by local law offices. Most generally, the lawyers approach is to never come to trial but to reach a compromise agreement, which can be substantial.

When you read the conditions attached to the AMA insurance you will note that the burden of proof rests on you to prove absolutely that you were not in violation of the rules (AMA & Club) which are a condition of insurance. Here are some of the areas Ray feels KCRC is at risk:

- (1) the flying itself when outside of the Rules & Regulations;
- (2) the lack of observed enforcement, or tacit approval of non-enforcement of those rules;
- (3) spectator control, notwithstanding signage;
- (4) bleachers without railing; and
- (5) lack of any document by a member holding the Club harmless while pursuing his hobby.

Thus, KCRC Officers and Committees, as well as the general membership, are at serious risk based on legal precedents if the case hinges on due negligence (failure to use a reasonable amount of care) and/or an attractive nuisance (you won't believe the awards in this category). For example, if a 3-year-old child runs under the cable and gets into a spinning prop, we could be sued for presenting an attractive nuisance.

Why am I devoting a column to this subject? We must have our Bylaws in compliance with the AMA rules, the State Charter, and our practices. In some cases the Bylaws will be rewritten to reflect our practices, in other cases our practices MUST comply with our Bylaws. Thus, when you get the new Bylaws to vote on, you will have a better understanding of why they are written as they are. Also, you will know better why we are enforcing our Bylaws and Flying Rules. And, now, this is the Wingman turning final....pfs

**Next meeting on April 13th at Deane Hills Rec Center.
Meeting will start at 7:00 PM**