



KCRC Officers for 2005

President.....Phil Spelt.....Phone 435-1476
 Email chuenkan@comcast.net
 Vice Pres....Gary Lindner.....Phone 986-9050
 Email lindner2@bellsouth.net
 Secretary.....Mike Foley.....Phone 986-6153
 Email m_foley@bellsouth.net
 Treasurer.....Joel Hebert.....Phone 927-1624
 Email hebertjj@comcast.net
 Safety Officer ..Ken Green... Phone 577-5191
 Email kgreene86@bellsouth.net

Executive Council

Ed Hartley...Phone 966-2445
 Email eddie@Dalotel w/pattern.com
 Dennis Hunt.....Phone 483-8373
 Email dehunt@nxs.net

Historian...June Cope.. Phone 694-8687
 Webmaster....David Dabbs...Phone 482-7084
 Editor....Jim Scarbrough...Phone 986-3857

February, 2005 - Knoxville, Tennessee --AMA Chapter 594
 Newsletter Editor.....jimscarbrough@charter.net
 Get newsletter online at KCRC Website.....www.kcrctn.com
 WebmasterDavid Dabbstntelstar1@tds.net

Please note the URL for our new KCRC website above. Also remember you have until the February club meeting to get your dues in without penalty.

PROPWASH-----Phil Spelt

It is now 2005!! I guess that makes this column my "inaugural" column for this new year...

I expect this will be a great year, for KCRC. We have a number of events scheduled - see our Editor's Calendar in an upcoming issue. One additional event I think we should discuss at an upcoming meeting is an Air show. I have gotten several questions about when the next one will be, and I think the public likes them - especially if the weather cooperates!

The accompanying photographs were taken by Jim Scarbrough on January 20th, when I presented the Club's award plaque to Doug Bataille, the Director of the Knox County Parks & Recreation Department. Doug has supported our efforts to keep and upgrade our flying field, and he and his staff have been cooperative in terms of scheduling conflicting events at Melton Hill Park. He was clearly delighted with the award. It was a good move for KCRC.

Lets keep those good ideas flowing, Guys. You can always call or email me with ideas to improve the Club or suggest new events.

This is the Wingman, turning final...

As Phil said above, KCRC pretty much has 2005 mapped out. We have a sanctioned AMA Pattern contest scheduled in the spring, An SPA Pattern contest scheduled for the fall, a Float Fly scheduled for early spring and possibly another in the fall. We also have a couple of events in conjunction with the local EAA

organization and their Young Eagles program. Last year we had a demonstration and ground school for the kids from the Tennessee School for the Deaf that was so successful that we are doing it again



this year. There will be a calendar of dates and events in the March issue. Also remember the combination on the gate lock will be changed in early March.....

FOR SALE

Zimpro 1/4 scale w/ Brison 2.4 ci gas engine...
 Balsa USA Bristol M-1 w/ Enya .80 4st & JR radio.....
 Zimpro 1/6 scale Dalotel w/ OS .70 4st, JR X347 radio...
 Field Box and support equipment.....
 All quality equipment and bargain priced
 If interested, call Rod Godwin at 690-5750

Got a call from Bill Fleming. He has model magazines going back into the 50's. They are in binders and he hates to throw them away, so if you want them (free) give him a call at 688-2345

12" Craftsman wood lathe. Hardly used. Knives and extras.....\$125 Call Jim Scarbrough 986-3857



AT THE FIELD

At KCRC field, things in 2005 are looking a whole lot like they did in 2004. The mild (so far) January weather has been good for getting in a little flying before



the bad stuff gets here. I took my PT-19 up the other day for the first time in a couple of weeks. The flight was going OK until time for landing; I had an approach that was a little too far right while coming in from the east into a pretty good wind when I noticed there was a tree between me and my

model! I was too slow and too low so I gave it a little throttle (luckily I didn't give it enough to cause a torque roll into the tree) and pulled some up and cleared the tree and got the plane down without damage. I used to think I was a pretty capable flyer, but I'm not so sure anymore.

Incidentally, I mentioned something above that I have seen happen too often. A model is coming in for a landing and going so slow that it is almost in a stall and the pilot decides to go around for another shot. He piles on the coal and the model just rolls over and noses into the ground. What's the line in that old song? And another one bites the dust!

Newly elected VP Gary Lindner is one face that is very familiar at the field; Gary is there almost everytime I go and that is what a club officer is supposed to do. I think he will be



a good one to talk to about any concerns about the club. He sent me a couple of pictures above from January 12th activity at the field. In the first, Don Eiler is watching to see that I don't topple over backwards and in the second, Ed Hartley is watching Scott Anderson practice some pattern.

Speaking of officers, newly elected AMA VP for District V, Tony Stillman, is getting started in office. There are perhaps a number of concerns about modeling in this part of the country that needs to be looked at and Tony is trying to get a handle on the new job. Of course, radio control is the number one priority for KCRC, but the AMA has to be concerned about all aspects of modeling. We

have a huge facility at Johnson City that hosts the AMA national championships in indoor free flight every year and that is a pretty big thing. Outdoor freeflight is almost nonexistent in this area because of the lack of open land and the abundance of trees, but RC assisted Antique Modeling is pretty active. I haven't seen any U-Control activity in this area in a long time, but I have an idea that it is still here. Before radio control became a reality here, U-Control was pretty big. It is a way to satisfy your craving to create something beautiful and watch it fly without the fairly large investment for a radio. Tony says he is going to appoint someone to fill the AMA Associate VP in the Knoxville area occupied by former KCRCer Wilhimina Chavez before she passed away.

There is a lot of talk about replacing the frequency pin box and from looking at the condition of the ones we have, it is past time. I think these have been in place for about twenty years or more and the sun and rain has worked on them. I think Gene Waters built these and they were very well built to last as long as they have. We need some one to volunteer a design and to make a decision on the replacements.

Since bad weather is scheduled to reappear, it is a good time to get your gear ready for the next round of flying. There was a good article by Stu Richman in RC Reports February issue on battery care and feeding. The writer feels that Nimh batteries will slowly replace NiCd's as the battery of choice because of their slightly higher power to weight ratio and the fact that they are less danger to the environment on disposal. I haven't had any problems so far with the ones that I have been using as flight batteries, so I tend to agree. The Li batteries used as electric flight power sources might be overkill for wet fuel flying as they have such high energy reserves they could fry a receiver or tranny. At least, I don't think I'm ready to put one in an expensive transmitter.

The servo mounting is another item to check thoroughly before next season. Screws tend to loosen and mounts weaken over time. The servos themselves might be developing some chatter and need replacing or servicing, and check carefully the electrical wiring. The insulation can develop breaks and short out. Plugs tend to become loose over constant plugging and unplugging and can lose continuity. This kind of electrical problems can AND WILL cause a crash Glue joints in landing gear plates and motor mounts take a lot of punishment also. A little epoxy and glass cloth can do a lot of reinforcing. The iron on covering might look a little better with some cleaning and maybe some wax after doing the patching on minor tears and rips.

Your engine, I'm sure, has been well taken care of so you shouldn't have any problem with it. Although, if it feels a little rough or there seems to be a little too much looseness about it, perhaps it would be a good time to get new bearings. If you don't feel up to replacing them yourself, there are KCRC members who can help you.....

January 2005 minutes

The January, 11, 2005 meeting and banquet of the Knox County Radio Control Society was held at the Super China Buffet in Oak Ridge, Tennessee. The banquet started at approximately 5:30pm and was followed by a short, informal meeting at 7pm. There were approximately 70 members and their families there. A real good turn out. Lots of good food and fellowship.

After we had all finished eating, President Phil Spelt called a short meeting to order, and welcomed all who attended. He then introduced the outgoing President of the Local Chapter of the EAA, Don Miller, who gave a short presentation about the EAA's upcoming banquet and activity schedule for this year. Don said that he was impressed with the enthusiasm of our Club, thanked us for our help with their past events and hoped that we would continue to support them. The first event will be April 21st on Thursday afternoon at Island Home Airport for the TN School for the Deaf. They will be taking 75 to 100 kids flying and would like to have KCRC's help to have 3 or 4 guys bring out their planes. The next event is International Young Eagles Day on June 11, also at Island Home Airport. They would like several pilots and planes from KCRC, with the possibility that we will be able to have demonstration flights, but we can certainly have some planes on display in various stages of completion so they can see the whole process. And the EEA will have a public Annual Banquet on January 29th. 2 corporate sponsors permitted them to bring a 1941 P-38 pilot from California as the main speaker. His name is Fredrick Arnold, and not only a pilot, but he also produced films, wrote the bail out procedure for the P-38 among other things. The cost to attend the banquet is \$25 per person, and you can contact Don if you want to make reservations.

President Spelt then handed out awards to those who soloed this year under the new KCRC Pilot Training program. They were: Mark Humes, Hal Travis, Bill Walters, and Kevin Gillis. Hal Travis was also awarded a certificate for the Most Improved Flyer. Congratulations to all!

The next order of business was the announcement that our Treasurer wrote a check to pay for the new KCRC website for 2 years. David Dabbs will get the site up and running with all the current Club information.

The next order of business was the announcement that we received a letter from the District V Vice President congratulating the Club on achieving Gold Leader Status.

Hand outs were passed around for the EAA banquet.

An announcement was made that the Chattanooga Radio Control Club was having their annual

auction January 29th at the Ooltewah Middle School. For info: Paul Wright PH:423-893-0420. Doors open 4pm, Auction at 5pm. \$1 entrance fee.

The next order of business was the installation of the new KCRC Officers.

The next order of business was the announcement that Phil Cope had talked to the new President at the Harriman R/C Club and a date was set for the war bird fly-in at the Harriman Club. It is June 11 and 12, 2005. More information will be passed on as it becomes available.

An announcement was made that Gene Waters had some more fuel to sell. Its 15% nitro content and you can buy it from him for \$10 a gallon.

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

Mike sent me a couple of photos showing our guest, Don Miller



presenting his presentation concerning our involvement with the Young Eagles program with the local EAA group. In the bottom picture, Hal Travis is being presented with his solo certificate. Hal also won the award for most improved flyer in KCRC for 2004. Good show, Hal!!!!



THIS 'N THAT

Looking at the new radios coming out, I fully expect my next transmitter to have about 25 channels and a 17" color screen. It also will have Direct TV reception so that I can keep up with the Volunteers while at the field. The memory will include about 10 gigabytes that I can use for music or a couple of PC games to occupy the time during rain showers. Also the memory will have voice capability to coach me through pattern sequences and I won't need a caller. If it could cook, I'd marry it!

I'm being a little facetious here, but not much! Have you seen the latest additions to the market? I think we're up to 14 channels and climbing! Pretty soon, all you'll have to do is crank the engine and go sit down while the transmitter does the flying. I remember when we had one channel and the servo required a wound up rubber band for power and the plane had to be a real stable flyer. When it came along, the Galloping Ghost single channel radio arrangement was awesome! We had proportional control on rudder and elevator plus engine control on that one channel and I remember what a great feeling it was when I had a model which flew good.

There's no doubt that technology advances have been phenomenal. Every year there seems to be an improvement of some kind on every item used to control a model airplane, from trannys and receivers to servos. I don't think I want to go back to that worrisome single channel, and I like the dependability and flexibility of the computer radio, but how much is too much?



The banquet for the January meeting was very well attended. I think it was the best turnout in



years. I took a few pictures of the tables and their occupants but I'm not going to try to name everyone



because I might miss you and then you'd get mad, so here you are, and I never saw you looking better!

