



KCRC Officers for 2005

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The meeting for July will be on Tuesday, July 12th, 2005, at KCRC Field at 7:00 PM. Please plan to attend.

-PROPWASH

By Phil Spelt, KCRC President

This month we have a "How To..." tip. This was necessitated by the fact that I violated Spelt's Third Law of flying: "Landings should always equal takeoffs!" Well, earlier this week, mine didn't. I landed my Viper about 2 yards short of the right end of the runway - which means that I clobbered the landing gear on the bank. The result was that the fuselage was split along the "ceiling" of the tuned pipe tunnel, and the plywood box that holds the gear was rotated slightly.

What I needed was to somehow clamp the fuselage together after putting epoxy into the cracks, so I could pull the gear box back to horizontal and securely glue the fuselage together again. I looked at all my clamps, and none are large enough to span the height of the fuselage; plush which they would put (more) dents into the balsa. I thought, "I need an oil filter wrench (the kind that tighten around the filter)". Then I remembered seeing some small ratchet straps in WalMart, and I thought "HAH!! Just the thing."

I bought a couple, one of which you can see still in its package in the photo. I cut the strap off (10 feet was slightly more than I needed). I hooked the two hooks together, wrapped the strap around the fuse, and voila, I had the parts pulled together again.

Several things to cover, now to do the job right;

1. Put a cushioning piece of balsa where the hooks would hit the fuselage (you can see it under the fuse in the photo).

2. Be sure to brace any open parts of the structure so the strap doesn't pull the sides together - this would apply, for example, to the top of a fuse that was open without the hatch in place.

3. Be sure to put some plastic wrap or a plastic bag between the strap and the area you are gluing. CA or epoxy on the strap will cause it to become an integral part of your airframe - sure to reduce flying quality!



Finally, these straps have a flat base where they come in contact with the plane -- check to be sure the one you get does, also. My Viper now flies and lands fine.

Meanwhile, this is The Wingman, turning final...

A OFFA member calls Delta Airlines and asks, "Can you tell me how long it'll take to fly from Knoxville to New York City?"

The agent replies, "Just a minute....."

"Thank you ." says the OFFA member and hangs up.

You know, I spent a fortune on deoderant before I realized that people don't like me anyway.....

AT THE FIELD

A lot of activity at the field in June. Also at our sister xclub in Harriman. At Harriman on the weekend of June 11th and 12th was the Warbird Flyin. Unfortunately, it was also the weekend that featured less than good weather for the event! A few flyers showed up;



Gary Lindner sent me a couple of pictures of the activity. In the first one we see Phil Cope priming the left engine on his



number of models in the air most of the time. And the assortment of models was a delight for spectators; there was everything from the small, slow electrics to an absolutely huge 1/3rd scale aerobatic model flown by Paul Funk. There was even a flying lawnmower!

beautiful P-38. He has had some good flights on this one. In the next we see Craig Dieter juicing up the right engine on his Model of the Month winning C-47. This is from the Gold Edition kit by Top Flight. Craig has had good success with this one until the second flight at the Fly-in when something went terribly wrong on the takeoff and the model sustained heavy damage.



There was quite a bit more going on on the weekend of June 18th. This was the day set aside for the annual KCRC Spring Flea-Feed-Fun Fly. Jordan Foley spearheaded an ambitious effort and it turned out to be an outstanding picnic! It was certainly the largest turnout we've had for the last several picnics and everyone had a very good time. Jordan decided against the smoked ham and deep fried turkey that we've had for the last three picnics and opted for hamburgers and hot dogs done on a charcoal grill. Good choice! Along with the covered dishes brought by the attendees, the food was great and in great abundance!

The weather for a change was beautiful. Bright sun, balmy light breeze down the runway, and a LARGE

There was a large turnout of folks. I saw a bunch of our old friends from Tellico Village who fly now at Sweetwater. They were admiring the work we've done improving our field. Richard Love was there and brought a gorgeous ducted fan jet that is almost ready to fly, and we had some guests from the Harriman club and perhaps some from the clubs on the east end of Knoxville. I counted folks early, and we passed the last best turnout long before noon. I think there were over a hundred there before I left (after filling my stomach).

You did a good job, Jordan. You may have won the right to do it again!

Gary Lindner sent me some pictures, in the top of this column you can see the sweat running off cook Mike Foley, who slaved over Charles Wilson's grill all morning, and in the next one is Richard Love talking about his ducted fan model to several interested folks.

I thought about making a fitness movie for people my age and calling it " Pumping Rust."

The June 14, 2005 meeting of the Knox County Radio Control Society was held at KCRC Field. President Phil Spelt called the meeting to order at 7pm, and welcomed all members and guests to the meeting. The minutes from the May meeting were passed as read in the newsletter. Joel Hebert presented the Treasury Report. There were no reports made by the Officers.

Ed Hartley had some KCRC hats for sale. He said the cost is \$4 each.

OLD BUSINESS

It was reported that the Club made \$209 on the last pattern contest, mainly due to the light turnout. There were 16 people that showed up, out of a possible 35 or so. It was noted that Paul Funk had lost money due to the fact that he bought enough food to feed all that were supposed to show up. A motion was made to pay Paul what he lost out of the Club funds, this was seconded and passed by the members present. It was also noted that we donate what was made during the contest to the hospice.

The next order of business was the Float Fly. A short report was given by Phil Cope, who said all went well. There were several planes there the first day, however the turn out was quite small on the second day, mainly due to the weather. Mike Gross was thanked for bringing out his boat for the recovery of planes. It was reported that there were several crashes into the lake during the 2 day event. Denny Evans won a pair of floats at the event.

Also, it was noted that having the walkie talkies at the float fly were quite a help, as we could keep the field open to our members during the float fly and ensure that there was no conflict of frequencies during the event. A motion was made that the Club purchase them from Ed Hartley, seconded and passed by the members present.

A report about the War Bird Fly-in was made. It was told that Saturday morning was a rain out, however the weather cleared by the afternoon and the event went on as planned. There was a decent turnout and everyone had a good time. Thanks again to the Harriman R/C Club for their help and the use of their field.

It was noted that the new frequency board was up and in use, thanks to the efforts of Dennis Hunt, Gene Waters, Paul Funk and many others.

The Club picnic was discussed and Jordan Foley said he found a couple of members that would bring a grill. This event is going to have a flea market and open flying in the morning, followed by a fun fly after lunch. The festivities start at 9am. Come on out and enjoy the fun and fellowship.

It was noted that several members wanted to add 110 volt outlets to the shelter by the pit area. This is still being discussed. It was also noted that the Club has a surplus in its Treasury, and several members suggested that we spend a part of it on field improvements, like installing an 8 foot high barrier (safety fence) between the pit area and the runway. If you have any suggestions, please see any of the Officers or submit your suggestion directly to Phil Spelt via e-mail. (Please note: the amount of funds available in the Treasury **are not** going to be put in the newsletter. If you want to know the

balance in the Club Treasury, please come to the meeting(s).)

NEW BUSINESS

Phil Cope said there were some ideas to improve the flight stands at KCRC. Several members at KCRC went to the field at Chattanooga and saw the additions to their plane stands. One had a removable U-shaped fuselage holder on one end with a flip down holder on the other. This allows you to assemble the plane without it rolling off the table. Several said this is something we should look into.

Gene Waters said he had fuel for sale again. If you need some, please contact Gene.

CRASH OF THE MONTH

Craig Dieter told about the loss of the beautiful Top Flight C-47 at the Harriman field during the War Bird fly-in. The plane crashed as it was taking off. It flew thru some high grass at the edge of the runway as it lifted off and the plane crashed. The wing and fuselage were damaged. The engines and radio were all ok. Craig said the fuse can be repaired, but the wing sustained a lot of damage and will have to be replaced.

Craig won a bottle of glue since there were no other entries.

MODEL OF THE MONTH

Mike Gross brought out a beautiful SIG 4 Star 40 that was built from a kit, all covered in yellow and red monocote, powered by a Super Tiger 40, guided by a Futaba radio and Shrek sitting in the pilot's seat. Mike said the plane weighs about 5 pounds and is a wonderful flyer; lands very gentle and can be very aerobatic when called upon to do so. Nice job Mike!

Carl (Bud) Weisser brought out his latest plane, a Cessna Skylane which Carl bought from Raidentech.com. The plane is an ARF, covered in fiberglass he said he would put a Magnum 46 two stroke in for power once he got it ready to go. He said he paid \$119 for it. Very nice plane Bud!

Jake May brought out his latest, a Zimpro Viper, powered by a YS 110 and has carbon fiber landing gear. Jake said it's an excellent flyer, goes where it's pointed and is very neutral. He said it won its division at the last contest. Outstanding Jake!

A vote was taken and Mike won a gallon of fuel for his effort.

The meeting was adjourned at 7:40pm.

Michael J. Foley, Secretary KCRC

Unfortunately, Mike was having some computer difficulties and we didn't get the photos of the model of the month contestants which we normally put here. Sorry about that, but we will try to get them in a future issue. Suffice to say that all the models were exceptional. Jake's Viper was a beautiful model, as was the Cessna that Bud showed. It seems that the ARFs and models aquired from some other builder do not fare as well as a kit built or scratch built model that is done well. This is not always the case, but usually the effort put into a model is rewarded. Frankly, I think that all the models shown are winners and I would give all of them the prize.....Jim

This'n That

One of the more perplexing problems occurring at a location where folks are operating radio control thingies is the occasional periods of time when things are not going exactly as planned by the operator of said RC thingie. You've all had this experience, I know, when you have pushed the stick one way and the thingie out there has done something else entirely. Tony Stillman, RC Report columnist, had an article in the recent RC Report magazine where some one reported that interference from cell phones caused his thingie to do weird things. Gordon Banks (RC Report editor) also pitched in a comment or two that he had seen no ill effects that were noticeable. I don't have any personal observations to report, and I will admit that cell phones may be very convenient, but I go to the field to get away from that sort of aggravation. I've seen guys on the golf course pull a cell phone out and start forgetting why he came out there to start with. Good grief! Leave the business dealings at home or where ever, and pay attention to that thingie out there, be it RC or a golf ball. Of course, the way I play golf I need something to take my mind off the game.....

Dick Pettit, one of my favorite columnists who writes for my favorite RC magazine, had a wrap up in the most recent RC Report of the Top Gun affair hosted by Frank Tiano, who used to be one of my favorite columnists on the same magazine. I love scale models, they turn me on like a light bulb!

While perusing the winners list, I noticed that model jets won two out of the top three spots in every event! Does anyone else see a problem with this? Does anyone else wonder why a model that we used to call a ARC (almost ready to cover) gets to compete against a WWI model that flies like the original, which was a struggle to get off the ground in the first place. Some of the pictures of the heavy metal types from WW2 looked like miniatures of the real thing and most of these planes were constructed completely from scratch by the builder, and yet they were wiped out by the zippety-do-dah flying and the slick paint job of the jets.

Seems to me like there is too much emphasis on the flying. I think it was Al Kretz who mentioned in a recent column that at one big contest, the judges were awarding some kind of a set score for all models that had any kind of documentation and the winners were judged only on the flying. A contest director for one of these " scale " contests justified this by making the remark " Well, they do call them FLYING models ". A true scale contest should be more than that! A model plane should be judged on how much it looks like the real one on the ground and in the air, and the builder should get some

points by how much effort it cost him, not by how much money he had to spend. I have never seen a Fairey Swordfish do a Lomcevak, or a Piper Cub do a knife edge loop, so why should one of these lunkers be judged against a jet moving so fast that the judge has to guess if he did the maneuver correctly.

I asked Dick Pettit about this and his answer was that, even though a lot of the jet kit is prefabricated, you still have to put a lot of effort and money into getting it ready to fly. That is all well and good, but I still don't think that they should be competing against the less impressive flying of a particularly slow model. The judges have to be impressed by the Whiz-Bang of one of these very impressive models.

I don't suppose there is any answer to the dilemma because, after all, they ARE all models and the jets also deserve a chance to be seen and judged.

I think my complaints are mostly just sour grapes anyhow because never could I afford one of these jet model engines. Crap, I couldn't fly one if I could afford it because my old reflexes and eyesight is just not up to it. Probably thats why I'm so sold on the old timer models. So go ahead to the contests and enjoy, because the jets really are impressive.....

In the calendar of events below, you might want to take a drive over to the Rockwood Airport or to Harriman Field to check out the SAM events listed. They are old time models and old time engines operating in old time type events. Actually, they are kinda interesting.....

EVENTS OF INTEREST FOR 2005

July 22,23. SAM event- Tullahoma Tn. Don Scahtjen CD
July 25th,26th..SAM event at Rockwood TN Sponsored
by KCRC. George Schacklett CD
July 27th,28th..SAM Event at Harriman TN.Sponsored
by Tenn Eagles. LA Johnston CD
July 23rd,24th.. SPA contest..... Hotlanta GA
John Baxter CD.
August 24th,25th... SPA Pattern Contest. KCRC Field.
Sanctioned Dennis Hunt CD dehunt@nxs.net
September 17th,18th... SPA Masters at Auburn, AL
R. Helmke CD
September xx... Fall Float Fly, Details later
October 15th.. Young Eagles Day. EAA Event Sky Ranch
October 27th.. Tenn School for the Deaf.. Ground school
November 3rd.... Tenn School for the Deaf Flying demos

We can use some help at all the events involving KCRC events and young people listed above. If you can help, call Phil Spelt at 435-1476 for details and location where the events will be held. Help out and you'll feel better about yourself and perhaps you'll even earn a pat on the back.....