



KNOX COUNTY RADIO CONTROL

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Aug, 2006 ---- Knoxville, Tennessee ---- AMA Chapter 594 Newsletter.....jimscarbrough@charter.net
KCRC website.....www.kcrctn.com
KCRC Newsletter(PDF) available on KCRC website for downloading

The meeting for Aug will be on Tuesday, Aug 8th, 2006, at KCRC field on Williams Road at 7:00 PM.

Win A Plane !!!!!

This plane will be awarded to the highest placing KCRC member who flies in the entry level class (Sportsman 401) in the Ben Oliver annual pattern contest August 5th-6th 2006.

The only requirement is the KCRC member must fly both days !!

Below is the pattern for 401. My goal is also to have some practice sessions also. Don't let the names of the maneuvers worry you, most all of the planes from trainers to war birds will do this pattern.....Scott

Sportsman 401

- | | | |
|----|------------------------------------|------|
| 1 | Takeoff (U) | K=1 |
| | ENTER THE BOX | |
| 2 | Straight Flight Out (U) | K=1 |
| 3 | Half Reverse Cuban Eight | K=1 |
| 4 | Straight Flight Back (D) | K=1 |
| 5 | Half Cuban Eight | K=1 |
| 6 | Two (2) Inside Loops (U) | K=2 |
| | EXIT THE BOX | |
| | ENTER THE BOX | |
| 7 | Two Point Roll (D) | K=2 |
| 8 | Stall Turn | K=2 |
| 9 | Cobra without Rolls (U) | K=1 |
| 10 | Immelmann Turn | K=2 |
| 11 | One Horizontal Roll (D) | K=1 |
| 12 | Split "S" | K=1 |
| 13 | Double Immelmann without Rolls (U) | K=2 |
| | EXIT THE BOX | |
| 14 | Landing | K=1 |
| | TOTAL | K=19 |

Note: (U) means upwind; (D) means downwind.

Description of new maneuvers

Two Point Roll Model performs one-half (½) roll to level, inverted flight, pauses, then performs another one-half (½) roll in the same direction to level, upright flight. Center of maneuver is middle of inverted hesitation. Length of inverted hesitation is not a reason for downgrade as long as it exists.

Downgrades:

1. Model does not hesitate at inverted.
2. Roll rate not constant.
3. Over or under rotation of rolls, One Point per 15 Degree Rule.
4. Changes in altitude.
5. Changes in heading
6. Roll rates not constant.

Cobra Without Rolls Model pulls to a 45° climb, pauses, pushes to a 45° dive, pauses, then pulls to recover in level flight at the same altitude as entry. Center of maneuver is middle of 90° push.

Downgrades:

1. Climb and dive not 45°
2. Loop segments not round with same size and radius
3. Changes in heading
4. Exit not same altitude and heading as entry

Double Immelmann without Rolls Model pulls through one-half loop to level, inverted flight, hesitates, then pulls through a second one-half loop to level, upright flight at the same altitude as entry. The horizontal leg should be equal to the diameter of the half loops.

Downgrades:

1. Half loops not round with same size and radius
2. Changes in heading
3. Exit not same altitude and heading as entry

AUGUST 5TH and 6TH

KCRC field will be hosting our own

Ben Oliver Memorial Pattern Contest

We can use your help to make this the best contest of the year. Please come out and spend a little time . There will be no hard work and you might enjoy yourself.

AT THE FIELD

It occurs to me that it has been quite a while since there was an article in the newsletter about field etiquette.

My definition of etiquette is how you act when you are around other folks, and in this case we are talking about other members who are just as responsible as you are for behavior at the field. One redeeming aspect is that most everyone who flies at KCRC field is pretty well behaved, but there may be some new guys who are not familiar with what goes on when you are trying to interface with someone else who also doesn't know what's going on.

First and foremost, please remember that everyone who comes out to KCRC field is coming out to have a good time. Most folks do not enjoy a confrontation with the south end of a horse going north. Luckily, there are not many of those around.

1. Arriving at the field.... When you park your vehicle, try to take up only one parking spot. Usually this is not a problem since we have a large area to park in. There is a fence separating the parking area from the field itself. Please use this area to park in..

It's a good idea to go to the Frequency box the very first thing after parking to get the pin for your freq. Also you will see whether or not you will be sharing a frequency. If you are sharing, go to the flyer(s) on your freq and let him(them) know that you are on that freq also and then both of you be very careful about turning on a transmitter. Most models do not fly well with two trannys on.

Unless you are an electric flyer, you will have a load to carry to the pit area. Maybe someone will offer to help. You might offer to help someone else and get your self an "ATTABOY".

Have you got your freq pin?

2. STARTING YOUR ENGINE AND FLYING.... There are tables usually available to set your model on for assembling and starting. These make it a lot easier to do this. However, there are a limited number of them, so use only one if there is a crowd there. It doesn't look good to see someone taking up two or more tables while some poor guy is squatting down and messing up his knees trying to get ready to fly.

Have you got your freq pin?

Check your battery voltage and the direction of throw on the control surfaces.

When the engine is running, check the range on your radio in case an antennae got broke or something.

Always be aware of a revolving propellor. These things can really mess up your day. After starting the engine, go behind the model to adjust the throttle. Check the control throws again from back here.

Let someone else carry your model or your tranny out to the runway. If you are not flying, carry someone

else's model out and pick up another "ATTABOY".

Be sure to call out "Taking off" so that other flyers know you are there.

If you have soloed, take off and have a good flight, **always remembering there is a NO FLY ZONE south of the runway.** This no fly zone extends to infinity on the west end and to the trees on the east end. You can fly up and down the river on the east end of the field. Also remember it is a no-no to do high speed passes down the runway. Hovering over the runway interferes with people taking off and landing and can be pretty aggravating.

If you need to break in an engine, or just run it awhile for adjusting, do it when there are no crowds flying. It is a little unnerving when you hear an engine behind you running.. Perhaps there is an open bench away from the crowd and out of the way.

3.. ALWAYS REMEMBER that if you hear somebody shout "DEAD STICK" , it means to clear the runway immediately cause somebody is coming in hot and can't go round.

4. LANDING..... Because of the prevailing wind, there is always a preferred direction for taking off and landing. People taking off and landing in both directions on the runway is confusing and dangerous to your models health.

If your engine dies (or sometrhing else drastic happens), shout out "Dead Stick" or "Landing" so that people can get out of your way.

On the odd chance that you are in trouble and afraid to try landing on the runway, there is a big field right across the runway you can dump your model in and you can find it easily. The trees or the lake are a very bad second choice.

After landing, when there are several people waiting, don't screw around on the runway. Get your model out of the way quickly. If I'm standing there with a running engine ready to take off, I'm less than impressed with your taxi practice.

If a flyer should have a problem and dump a model, or crash because of dumb thumbs or some other miscalculation, I'm sure he would appreciate your help in finding it. The east end of the field is a terrible place to have to look and you should not venture in there without some kind of backup.

After you are through for the day and ready to go home, Be sure to return your freq pin and get your AMA card.

5. LEAVING.... When you have packed up to go home, look around and don't leave evidence that you've been there. We do NOT have garbage pick up so what you bring, take home with you..

6. Be sure to lock the gate if you are last to leave. Don't leave it open for somebody you think might come.

I have tried to think of everything, but I'm sure that you might be able to think of some other additions that would make a trip to the field more fun. Feel free to add them to your list. Incidentally, I'll try to live up to these myself in the futureJim

MINUTES from JULY MEETING

Meeting was called to order at 7:03 PM July 11th, 2006, by President Phil Spelt. There were 27 members in attendance.

Minutes from June meeting was approved as printed in the July issue of the newsletter.

Joel Hebert, KCRC Treasurer, gave the treasury report and it was approved.

OLD BUSINESS

Pres Phil Spelt gave a report on the electrical installation of outlets to the pit shelter which was done the first week of July. Phil Spelt, Scott Anderson, Gary Lindner and electrician Dan Rouse did a grand job putting in the wiring. Because there can be problems trying to mate a thirty five year old job to a new job, Phil turned the floor over to Gary Lindner to tell about them.

The new job was done according to specification, with Ground Fault (GFI) outlets at the pit. Problems occurred when connecting the grounding wire to its post and it was turning off the GFIs. Also, the grounding situation at the old fuse box installation was not right. After much sweat and aggravation, the grounding problems were solved and the new installation, as well as the old installation, are now working and up to spec.

The outlets now in the pit area and in the pavilion give an added degree of convenience to members. Especially to those who forget to charge their batteries before coming to the field and to the electric flyers. Joel Hebert says he is going to bring a fan for these hot days.

Phil Spelt gave an update on the upcoming AMA pattern contest on August 5th and 6th. He says that the prizes are still coming in and that everything is looking good for the contest. KCRC members, don't forget about the prize of the Hangar 9 Showboat ARF to go to the highest scoring KCRC contestant in the Sportsman class. This is a dandy prize.

Gary Lindner gave an update on the picnic we are having on the 15th of July. The club is furnishing the meat and bread and drinks and the attendees will furnish the fixins. Gary says that there will be plenty of beans and potato salad, as well as potato chips and other good stuff. We are expecting a good turn out. Members of our sister club in Harriman have been invited also.

NEW BUSINESS

Jeff Prosize is compiling a frequency base of all members operating frequencies. This will be posted at the field in the frequency pin box so that members buying new equipment can know which frequency might give them more access to flying time. Some frequencies are pretty busy most of the time. Jeff would appreciate it if you would get the frequency you use to him. Either tell him at the field or

send him an email at jeffpro@wintellect.com .

MODEL OF THE MONTH

Bill Walters has jumped into the helicopter side of modeling in a big way. He entered his new Raptor 90 in the monthly contest this month. The big heli uses an OS 91 heli engine, uses a drive shaft instead of the usual belt and weighs 10.5 pounds. He hasn't flown it yet but it is a beauty.

The next entry was a Dennis Hunt modified Cermark Javelin



Donnie powers with a Saito 1.25.

by Marc Saboleski. Using a YS .63 four stroke, the model is very fast. He has about ten flights on it so far.

The last entry was Donnie Dishner's Taurus Plus. This ARF does not resemble the old Taurus at all but it is a very fancy sport trainer that



Donnie won the fuel with the Taurus Plus.

CRASH OF THE MONTH

The only entry was Kevin Giles crash which occurred just before the meeting when the Evolution .46 quit just after take off and his 20 year old Sig Kavalier went into the trees. He says it is repairable. Kevin won the glue.

Meeting adjourned at 7:40 PM.

Minutes taken by Secretary Jim Scarbrough

This'n That

The Picnic we had at KCRC field on July 15th turned out to be a huge success. I don't know why it is but we always have in the neighborhood of sixtie folks turn out for these events. I guess the rest of the club doesn't eat.

Gary Lindner, KCRC VP, ramrodded this one and did a famous job. We had hamburgers and hot dogs grilled on the charcoal grills that Paul Funk made for us to



use at last years pattern contest. We just keep them at the field now and they are getting a lot of use. Gary made a visit to Sam's and bought most of the meat and bread

and utensils, and the attendees brought all kinds of condiments. We had lots of baked beans, potato salad, chips and more desserts than we could eat. It was pigout time at KCRC!

As I said, we had about sixty folks come out. Some of those folks were friends from the Harriman Eagles club and they said they had a great time. Jack Halburnt, Charlie DeFore and Lennie Dew brought their better halves along as seen in this photo, and it looks like they found a way to be comfortable.



There was a breeze all day and it was not as hot in the shade. In fact, it was reasonably comfortable.

Paul Funk and his wife Tasha somehow got stuck with the cooking. Maybe at one of these events they are going to be able to sit down and let somebody else do the hot work. I think they do the cooking at every feed we have. The nice thing about it is, with all the practice, they are awfully good at it, and they are appreciated.

Those who missed out, missed out on a good one. Maybe we'll have another before winter.....Jim

SAM CONTESTS IN EAST TENNESSEE

The Society of Antique Modelers (SAM) is a special interest group within the AMA. It's purpose is to help interested modelers build & fly RC assisted antique (pre 1939 designs) and old-timers (designs up through 1942). SAM also has regular free flight events, both rubber & gas, but there's no place to fly FF in East Tennessee that I know of.

There are SAM chapters all over the world. There is an annual week -long "SAM Champs", which brings in great flyers from all over. Individual local contests are scattered all over the US. This year the "Champs" will be at the AMA site in Muncie IN September 11-15. The Model Engine Collectors Assn meets there simultaneously..

For the past 10 years I have been CD for contests here. We have networked with flyers in Indiana with them coming here and some of us going there. Our local contests draw flyers from as many as ten states. One fellow comes from Boston.

East Tennessee contests this year are:

Rockwood Airport Oct 10-11 CD G Shacklett sponsor KCRC

Harriman RC Park Oct 12-13 CD L.A. Johnston sponsor TN Eagles

(L.A. is senior technical advisor at Hobby-Lobby)

These inherently stable old free flight models do well with RC assist. They are beautiful in flight. Maybe some KCRCers might drum up some interest? You don't have to be a SAM member to fly in a local contest. There are approved lists of models and engines-both glow & ignition. There are also electric events.

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Ben Oliver Memorial AMA Pattern contest. August 5th and 6th

KCRC Field, Williams Road. Scott Anderson, CD

Don't forget, KCRCers, there will be a Hangar 9 Showboat awarded to the highest scoring KCRC member competing in the Sportsman Division. You don't have to win the contest, just score higher than your fellow KCRC members and the prize is yours. You do have to compete on both days however. It's like the hikers in grizzly bear country. You don't have to be able to outrun the bear as long as you can outrun at least one other hiker.

We do need some KCRC members to come help out at the contest. You won't be overworked....