

**KCRC NEWSLETTER  
NOVEMBER 2008**

**Meeting; Tuesday, 11-Nov-2008,  
7:00 pm, Fellowship Church,  
8000 Middlebrook Pike**



**PROPWASH**



**BY PHIL SPELT**

**KCRC HOLDS ANNUAL FALL FLOAT-FLY**

On Saturday, October 11, 2008, the Knox County Radio Control Society (KCRC) held its annual Fall Float Fly for the first time at the Oak Ridge Marina. The event at the Marina was sponsored by the Oak Ridge Rowing Association (ORRA), as part of their effort to encourage use of the marina facility for recreational activities. We wish to thank Mr. Mark Wilson, Development Director of the ORRA, for his support in holding this inaugural event.

The Float Fly garnered 7 pilots, and a number of KCRC members who came out to visit and share our hamburgers and hot dogs for lunch. There were also quite a few visitors to the Marina who stopped to watch and ask questions.

The Oak Ridge waterfront was a great site for the event, with parking by the water on the peninsula separating the river from the embayment, and launching from either the bank or from a low-floating dock provided by ORRA. (see photos of the event in the "At the Field" section below)

We expect to make this an annual event in Oak Ridge each fall. With a longer lead time in years to come, we hope to expand to a two-day event and attract fliers from around the Southeast to Oak Ridge to enjoy the outstanding facilities we have.

Don't forget the Flea Market/Fly-In/Cookout at the field on Saturday, November 8th. Food will be served about 11:30 am.

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

**CALENDAR OF EVENTS**

**SATURDAY, NOVEMBER 8TH; KCRC  
FALL FLY-IN, COOK-OUT & FLEA MARKET**

**NOVEMBER 11TH CLUB MEETING; NOMI-  
NATIONS FOR 2009 OFFICERS**

**MINUTES: OCTOBER MEETING**

The meeting was called to order at 7:00 pm.

The minutes as printed in the newsletter and treasurers report as read were accepted.

**old business**

No old business was discussed

**new business**

Nominating officers for next year were discussed. Several members volunteered to run.

A nominating committee consisting of Gary Lindner, Larry Hayes and Phil Spelt was appointed.

A discussion about programs for next years meeting was discussed and interest was shown by several members.

Scott Anderson made a motion to have a lunch and Flea Market on November 8th, 2008 and passed.

The meeting was adjourned at 7:20 pm

Minutes and photos below by Ed Hartley

*Crash of the Month;* There was no crash of the month.

*Model of the Month;* Two planes were shown.



Ralph Colon displayed his electric powered jet.



Matthew Armitage showed his House of Balsa P51 kit and was the MoM winner!



The varied use of the waterfront is displayed here with Phil Cope flying overhead as a rower glides gently by. (Phil Spelt photo)



KCRC'er Jeff Prorise is seen flying his scale Piper Cub in the beautiful fall setting at the Marina. (Phil Spelt photo)

**AT THE FIELD  
KCRC ANNUAL FALL FLOAT-FLY**



Mark Wilson is shown here, getting some "stick time" with KCRC's number one instructor, Phil Cope. (Scott Anderson photo)



John Williams and his friend, Herschel, discuss float flying with Jerel.



Here are some of the participants and spectators at the Float Fly. (Phil Spelt photo)



Jeff's Cub on a flight over the Clinch River.



Joel is getting his plane ready for a flight.



John Heard and new member Jeff Cody looking on during the morning.



Darlana did a great job of providing us with properly-cooked burgers and hot dogs.

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**ELECTION OF 2009  
KCRC OFFICERS  
GARY W. LINDNER**

Hello KCRC members! I'm one of the three members on the nominating committee for officers for 2009. The officers will be elected at the December meeting. We need the names of the members that wish to be placed on the ballot for officers and board members by the November meeting. If you wish to nominate yourself or someone else (if they are willing to

serve) you will have the opportunity at that time. Or, send your nomination to Phil Spelt , [chuenkan@comcast.net](mailto:chuenkan@comcast.net) ,Larry Hayes, [ichayes65@bellsouth.net](mailto:ichayes65@bellsouth.net) or Gary Lindner, [lindner2@bellsouth.net](mailto:lindner2@bellsouth.net) . The offices to be filled are:

- President
- Vice President
- Secretary
- Treasurer

2 board members will also be elected

Due to the change in the KCRC by-laws this year the Safety Coordinator (old title; safety officer) is not an elected position. He will be appointed by the elected president with approval of the board.

Web Master and Newsletter Editor are volunteer positions and are not elected.

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## LESSONS LEARNED

### JEFF PROSISE

Sometimes the smallest of problems can cost you a big airplane. I learned that the hard way earlier this year with my 85” B-25. Fortunately, although the crash was horrific, the plane was repairable and lived to see another day.

After several successful flights and finally getting the two Saito .72s on the wing running like tops, I set up for what I assumed would be another routine flight. I checked all the control surfaces and verified that all were moving correctly. Then I started the engines and taxied to the far end of the runway. I applied a bit of up-elevator to keep the nosewheel light and throttled up. To my astonishment, less than 100 feet into the take-off roll, the plane abruptly went nose-up and jumped into the air.

I applied full down-elevator and got the plane leveled off no more than 30 feet off the ground. It barely had enough speed to fly, but I managed to keep it in the air with the right stick maxed out in the top position. After the plane had labored another couple of hundred feet, I slowly began easing off the elevator. At first the nose remained level, but about the time I got back to neutral elevator, the plane rolled hard to the left and spiraled into the trees. No amount of right aileron seemed to counter the left roll.

I must have replayed the take-off in my mind a thousand times trying to figure out what went wrong. Had I applied too much up-elevator at the start of the take-off? I didn't think so, but it was the only explanation that seemed logical. Did it have something to do with the flap-elevator mix I had programmed in just before the flight? I checked the mix again after the rebuild and nothing seemed amiss.

It wasn't until a few weeks later, when I was prepping the plane for its first post-crash flight, that I finally discovered what went wrong. I checked all the control surfaces after power-up and ascertained that all were fine. Then I started the engines and turned to lift the plane off the starting stand and carry it to the runway. That's when I noticed that one of the elevator halves was in the full-up position! Mystified, I cycled the power. The elevator half returned to the neutral position, but over the course of the next few minutes, it slowly moved back

to full up. The movement was too slow to see, but every 15 seconds or so, you could plainly see that the control surface had moved. No wonder the plane crashed. A big warbird is hard to fly with one elevator half in the neutral position and the other one at full up!

Long story short, the problem was a failed reversing Y-connector. I replaced it with another one (another brand, just to be safe) and have enjoyed many successful flights since.

The lesson I took away from this is that it's wise to check the control surfaces every time you power up, but it's even wiser to check them again just before take-off. Had I done that, I might have seen the malfunctioning elevator and averted a crash and pain-staking rebuild. It's also wise to use high-quality connectors, servo leads, and other accessories because it's not worth losing an airplane to save a few bucks on hardware.



Jeff's B-25 on a low flyby after the rebuild

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**NEXT MONTH**

**SLATE OF CANDIDATES FOR  
2009 OFFICERS!**

**12 THINGS ALL PILOTS NEED TO  
KNOW!**

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## FUN-FLYS AT KCRC

### JEREL ZARESTKY

At the October meeting there was mention of the Fun-Fly events that used to be held with great regularity at KCRC. These were quite exciting, challenging and motivational, not to mention competitive, for many KCRC'ers. During the **Fun-Fly-Wars**, as they came to be known, as many as six events were held during the flying season and cumulative scores were kept with an overall champion determined after the final competition of the season.

The following is a list and detailed description of just one of many sets of events used in the earlier days before things got even more competitive. Some events had a combination of skill and luck involved which made it more fun for the less experienced flyers.

EVENTS:

**WHEN YOU'RE HOT YOU'RE HOT:** Pilot will roll the dice to get his "number" then start his engine, taxi through the marked course, take off, perform one loop or one roll or one 360 turn, land, taxi back through the marked course and then roll the dice until he again rolls his 'number'. Lowest time (from 'number to number') wins.

**BOMB DROP:** Using the provided "bomb" (a washer with an attached streamer) and the provided release mechanism (a dowel mounted vertically on the aircraft, which will only require a small hole in the top of your fuselage... I'll bring a drill...just kidding!), the pilot will have 2 or 3 attempts (depending on the number of flyers) to drop the "Bomb" on the target marked on the center of the runway using any release method; a loop, a roll or a "hump" (we want distances in inches or feet, not yards or rods). Closest hit wins the "prize".....you get to keep the washer and streamer.

**CLIMB & GLIDE:** Each pilot will be asked prior to take-off for a climb time and a glide time of his choice (<2 minutes each). The pilot will then start his aircraft, take off and climb for what he feels is his chosen climb time and then throttle back to idle (or kill the engine for the more daring) and glide to a landing for what he feels is his chosen glide time, all without the aid of a time piece or help from the others who may be chatting (probably very loudly) near by. The actual climb and glide intervals will be checked by timers and the pilot's score will be determined by the following simple formula;

Final Score =

$$\frac{|T_{clm}(stated) - T_{clm}(actual)|}{T_{clm}(stated)} + \frac{|T_{gld}(stated) - T_{gld}(actual)|}{T_{gld}(stated)}$$

Lowest score wins of course.

note; try to pick times for climb and glide that you think you can hit accurately without looking at a watch. The results are normalized so that you will not be penalized for selecting longer times.

**LIQUID LOOP:** A small plastic cup will be rubber banded to the fuselage or wing of the aircraft (materials provided and location is pilot's choice). A prescribed amount of H2O (water) will be poured into the cup (2-3 oz.) and the pilot will then take-off and perform a loop (must be vertically oriented) and land. The amount of water will then be measured and recorded. Each pilot will get 2 or 3 attempts (depending on the number of flyers). The flyer losing the least amount of water wins (ties will be broken by using the next best attempt).

**LIMBO:** Two ten foot poles (no this is not an event of ethnicity) will be placed on opposite sides of the runway with a paper tape between them and at the ten foot height. All pilots wishing to attempt to fly under the tape will be given 2 or 3 attempts to do so (you guessed it....depending on the number of flyers). (An attempt will be counted when the plane passes

the poles.) The tape will then be lowered to seven feet and all successful pilots will again be allowed 2 or 3 attempts at the new height. The successive heights will be 5', 3', 2' and 1'. The winner will be the pilot getting under the lowest tape or in the case of a tie the pilot that has the fewest misses at that height (or the next height). A pilot may also 'pass' at any height which will count as zero misses for that height (he obviously must fly under the tape at some height to be in the contest).

**HOT DOG LIMBO** (tongue in cheek) The Limbo tape will be set at a height agreed on by those pilots who each feel that they were the over-all winner of the fun fly. Each pilot will make three consecutive passes under the tape with each pass being the bottom of a loop. If more than one pilot succeeds (survives) then the tape will be lowered and the pilots will perform the three passes under the tape, again at the bottom of a loop but this time inverted. If there is more than one pilot left at this point then the winner will be determined by a reverse alphabetical arrangement of pilot's last names.

This as well as other sets of rules for fun fly events are available to those interested in having a Fun-Fly at KCRC. You can use the events as described, modify as you see fit or use as inspiration to create your own events.

**AMA Chapter 594 Knoxville Tennessee  
2008 KCRC Officers**

President: Phil Spelt, 435-1476, [chuenkan@comcast.net](mailto:chuenkan@comcast.net)  
V P; Craig Dieter,(423)420-9646, [cdieter@charter.net](mailto:cdieter@charter.net)  
Secty; Jim Scarbrough, 986-3857 [scarbj1@yahoo.com](mailto:scarbj1@yahoo.com)  
/Ed Hartley, 966-244, [roho3@rcpattern.com](mailto:roho3@rcpattern.com)  
Treasurer; Joel Hebert, 705-9618, [hebertjj@comcast.net](mailto:hebertjj@comcast.net)  
Safety; B.Walter,406-3246,[williamwalters1@comcast.net](mailto:williamwalters1@comcast.net)

**Board of Directors**

Jeff Prosize, 675-7220, [jeffpro@wintellelect.com](mailto:jeffpro@wintellelect.com)  
Gene Waters, 483-9698, [ehwaters.1@juno.com](mailto:ehwaters.1@juno.com)  
Dennis Drone, 804-5153, [dendrone@aol.com](mailto:dendrone@aol.com)

**other club positions**

Historian; June Cope, 694-8687  
Webmaster; Phil Spelt, 435-1471, [www.kcrctn.com](http://www.kcrctn.com)  
Newsletter; J. Zarestky, 482-7953, [jerzee4@comcast.net](mailto:jerzee4@comcast.net)

**HOUSE MOUNTAIN R/C  
FALL FLY-IN  
JEREL ZARESTKY**

HMRC had it's final Fly-In on the 1st of November. Notice was short; the flyer went out a week and a half before the event, but turn-out was spectacular! There were **40** registered pilots!!! In addition, three full-scale aircraft flew in; a Cessna 150, a Bonanza and a Zenith 701 STOL. There were also two powered parachutes flown from the Thompson air park site. The multiple uses of the runway were not a problem.

The following pictures are by Terry Rogers , HMRC president;

