



KNOX COUNTY RADIO CONTROL

NEWSLETTER

May 2011

Knoxville, TN

AMA#594

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2011 ELECTED OFFICERS

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BOARD OF DIRECTORS

Jeff Prosize, Randy Phillips, Dennis Drone

AT THE FIELD

Since this is the month we have our first SPA pattern contest of the year, I thought I might give you a rundown of the history of the organization..

Mickey Walker, a confirmed pattern competitor from the fifties who had lost interest in AMA pattern because he thought it had become too competitive and expensive, decided to try to get back to the fun and competitiveness of those early days. He drew up a set of bylaws and rules and with the help of friends and like-minded pattern flyers, organized the Senior Pattern Association in March of 1991. The first Senior Pattern Masters was held in October of 1991 and the years since have seen a

PROPOSED EVENTS CALENDAR

- May 7th ..Fun Fly/Swap/Picnic..KCRC Field
- May 21, 22th ...SPA Contest...KCRC Field
- June 11th... Float Fly.. Melton Hill Ramp
- July 18th..SAM contest Rockwood airport
- July 19,20th .. SAM contest Harriman field
- August 27th.. Helicopter funfly, KCRC
- Sept 24th Float Fly Oak Ridge Marina
- Community Day.....No date set yet

phenomenal growth.

Several KCRC members were involved in the formation and success of the SPA. Ed Hartley, Jim Jones and Ben Oliver come to mind as part of those organizing efforts. Jim and Ben are no longer with

us, but Ed continues to compete. A bunch of KCRC members have joined the cause and fly regularly in contests all over the southeastern states.



Illustration 1: I don't have a good picture of Mickey, but here is one I took of SPA president Bruce Underwood at KCRC field.

KCRC also is a regular stop on the SPA circuit. We have at least one contest each year and have been hosts for several of the season ending Masters tournaments. The rules and other information for joining and competing can be found on the SPA website.....Jim ■

SAFETY FIRST

by Jim Maines, KCRC Safety director



Illustration 2: KCRC Safety officer Jim Maines

How time flies! Pun intended. At our April meeting we presented the annual Safety presentation and contrary to one the presentation fulfilled both the KCRC by laws and AMA requirements.

Several issues were covered and I will summarize. (The source of the issues discussed is the club survey):

Low passes across the runway – while these are exciting and most if not all really enjoy these passes there does exist an element of danger. Two things for safety should occur before the pass. First the entire flight line should be aware that a show pass or passes will occur and second the plane is in good repair and operating condition and pilot must be experienced and competent. A note to helicopter pilots, crossing the runway from the helicopter area is a form of show pass and it is the helicopter pilot's responsibility to be sure that no planes are landing or taking off.

Not adhering to a flight pattern – I think that most will agree that a realistic take off is both beautiful and satisfying to the pilot. Cross runway take offs as long as they are away from the pit area and or areas where people are located are also safe and to some degree both fun as well as the only way to save a plane from a ground loop or worse. Basically KCRC and the AMA do not have specific guidelines relating to a flight pattern. AMA does state that this is an issue for the club to determine.

Inexperienced pilots – Both the KCRC bylaws and the AMA recommend that help be extended to inexperienced pilots. One must be aware that unsafe operation needs to be controlled. At the very least the

pilot needs to be informed that he/she needs assistance.

Engine noise – As the KCRC by laws are written, pilots are responsible for having their planes checked for engine noise. If you wish to have your engines checked, please let me know and we will set a time to get them checked.

Helicopters – Most think that helicopters are just another model. The main safety issue is crossing the runway in front of fixed wing models landing or taking off. It is the responsibility of the helicopter pilot to communicate with the flight line before they cross the runway to be sure the runway is clear.

Lack of courtesy – A concern, and one where only the individual can contribute to its resolution.

EVEN IF THERE IS NO CONCERN, STAY VIGILANT! – Accidents will happen when they are least expected. Try to think at least three steps ahead in the effort to avoid injury.

We then followed up with two points on propeller safety:

Electric motors also have the potential to cause injuries. The illustration was that you make sure the motor cannot rotate when the main battery is connected. The issue for glow and this can apply to electric is to avoid the propeller arc. Props can break, grab something and throw it at you, hit a bee and throw the stinger. I recommend that one always wear safety glasses preferred or at least glasses when operating both engines and motors.

As always be safe, have fun and watch out for others.....Jim

Minutes, April 2011

President Phil Spelt called the meeting to order at 7:00 PM on Tuesday, April 12 at the Fellowship Church location. There were 20 members present. The minutes from the March meeting were discussed and approved. Minutes for a meeting are available in the next KCRC Newsletter.

Officers' Reports

The Treasurers Report was given by Joel Hebert and approved. No unusual expenses are expected in 2011. This report is available from Joel or the other KCRC officers.

Jim Maines, Safety Officer, reminded the members that he would present a safety lecture and discussion immediately after this meeting.

Phil Spelt gave a few words about good flying

field behavior and friendliness toward visitors.



Illustration 3: KCRC Secretary Bill Leonard and friend

Old Business

Our spring fun fly, swap meet and picnic will be May 7th.

Our Community Day plans continue to develop. The date is expected to be in the middle of August. Jeff Prosize presented some slides describing program plans at this point.

New Business

A Work Day is needed to scrape and paint surfaces on the shelter and frequency pin enclosure. Saturday, May 14th seemed to be the best date.

Tim Cox requested August 27th for the helicopter fun fly in the fall. Camping at the KCRC field will begin Friday night (8/26). Date approved.

Gene Waters requested that we extend our landing strip 60' on the west end by trucking in fill dirt and planting grass. No action was taken at the meeting but many thought it would be helpful to have more room landing.

Model of the Month

Due to lively discussions on various topics, time was not available for a model presentation.

Crash of the Month

Crashes happened but no one came forth this month to nominate himself for this award.

Program

Jim Maines presented a field safety program. Highlights from this program will appear in the next

KCRC newsletter.

Next Meeting will be at the KCRC

field on May 10th at 7 pm.

Minutes by Bill Leonard, KCRC Secretary ■

Spring Prep

From the official newsletter of the TriCounty R.C. Club, New Jersey

It has been a long winter for some of us. We have cleaned our models and engines and checked all the electronics. But now that the equipment has been sitting for three months, it needs a little late-winter refresh.

What am I talking about? Battery cycling. If you are using Nicad or NiMH cells, you will need to recharge the batteries about now. These batteries tend to self-discharge over time.

This is also a good time to cycle the batteries and ensure that they still have the capacity to be viable for the coming flying season, or order new batteries if they are of diminished capacity.

Now, if you are using Li-Poly cells, you don't need to charge or cycle the batteries. However, you should check the voltage to make sure they have held the storage charge you gave them. You do bring the cells to the recommended storage voltage, don't you? Yeah, me neither. Well, I will be doing that soon since I bought a charger that can put a storage charge on a Li-Poly.

Oh, and while you're at it, go through your field box. Dump everything out and purge stuff you don't need. Put the paint stirrers (broken propellers) in a container for later use, or just throw them out if you have too many already.

Check your starting and glow batteries and charge them, too. If you have a power panel, remove it and inspect all the wiring. If you keep repair tools in the field box, make sure they are fresh (glue, fuel tubing, rubber bands, band aids, dressings, ointments [for the other guy, of course], etc.) While you're at it get some fresh cleaning solution and paper towels too.

Now, when the weather turns fair, you are ready to grab your stuff and go flying. ■

KCRC NOTAMS May, 2011

by Phil Spelt



Illustration 4: KCRC President Phil (and Carolyn) Spelt

This month we will look at Flight Line and Pit behavior. The most operative word here is CONSIDERATION – of your fellow fliers. The next most operative word is COMMUNICATION – with your fellow fliers and others around the pit area.

One major consideration for others around the pit area is taking care about what direction you blow your prop wash and exhaust gasses. They should NEVER be directed toward another person or airplane. With our airplane stands, there is less likelihood of this being a problem. However, from time to time, people will do their pit work to the west end, away from the tables. That is the time to watch your prop blast; of course, this would particularly apply at other fields (without stands) when you fly away from KCRC.

DEAD STICK – when a pilot calls out “Dead stick!” after his propeller stops turning while flying, there are a couple of things that should occur. All pilots flying at that time should stay away from the runway to allow the dead stick plane to land. Also, if the pilot does not have a spotter with him, someone nearby should quickly get to him to help with his access to the runway – seeing if there are any planes on the runway, help talk him in, etc. In addition, the pilot has a responsibility to make sure the runway is clear. Several years ago, a student had just landed when another plane went dead stick. The pilot, having yelled “Dead stick!”, glided to the runway and

landed – crashing into the plane already on the runway. A spotter could have prevented that. What can a dead stick pilot do to avoid that kind of mishap? He can land away from the plane on the runway, or ditch his plane in the grass on the far side of the runway. Whatever is the proper choice, a spotter is a big help in avoiding a disaster for two planes. Two more points about handling dead stick situations: First, COMMUNICATION is a vital key contributing to a successful dead stick landing. Second, simply yelling “Dead stick!” does NOT give the pilot automatic direct access to the runway.

Engine tuning can be a problem at any airfield. Running any engine at WOT (wide open throttle) creates considerable noise. Excessive WOT engine running gets to be downright irritating to others nearby. It is also very distracting to anyone who is flying at the time, especially for newer pilots or student pilots. What is “excessive WOT running”? Well, this is a case of “too much” being in the ear of the beholder. However, doing a few seconds (say, less than 20) of WOT to tune the high-speed needle valve would be acceptable. If there needs to be extensive engine tuning, the courteous step is to move to a table well away from the pit people and those flying.

Finally, for those who have not read our rules or had much experience flying at an active club, there are three items that fall under the COMMUNICATION topic. When someone is entering the runway area, they are to call out “On the runway” to alert those who are flying that the runway is not clear. When the pilot is ready to take off, he should call out “Takeoff” to alert the pit area of what he is about to do, so no one else enters the runway area. Finally, when a pilot is ready to land, he is to call out “Landing” to alert everyone that he is coming into the runway area. These last two calls are a safety procedure, and were covered by Jim Maines in the April meeting, as well as being part of the KCRC Rules. The purpose is the get pit area people’s attention so they can watch for an out-of-control aircraft.Phil ■

See you at the field.....Jim ■