



NEWSLETTER

July 2011

**Knoxville, TN**

**AMA#594**

Editor.... JimScarbrough.....[scarbj1@yahoo.com](mailto:scarbj1@yahoo.com)

Website at [www.kcrctn.com](http://www.kcrctn.com) by Jeff Prosize

Safety coordinator

Jim Maines.....[oersted@aol.com](mailto:oersted@aol.com)

Historian.....June Cope

**2011 ELECTED OFFICERS**

President.....Phil Spelt

Email [chuenkan@comcast.net](mailto:chuenkan@comcast.net)

Vice President.....Kay-Uwe Kasemir

Email.[kasemir@comcast.net](mailto:kasemir@comcast.net)

Secretary.....Bill Leonard

Email [bl350@bellsouth.net](mailto:bl350@bellsouth.net)

Treasurer.....Joel Hebert

Email... [hebertjj@comcast.net](mailto:hebertjj@comcast.net)

**BOARD OF DIRECTORS**

**Jeff Prosize, Randy Phillips, Dennis Drone**

In keeping with my efforts to cover all aspects of our wonderful hobby, this month's focus is on The Society of Antique Modelers. I've asked KCRC Emeritus member Dr. George Shacklett ( who is the only SAM member I know ) for information about it.



*George Shacklett with his new Lanzo Racer powered by Fox 35 stunt engine..*

**WHAT IS SAM**

**by George Shacklett**

Some of us older modelers ( known as "old geezers" ) began modeling in the thirties. I started in 1936. In those days everything was free flight and later there was control line, which always made me dizzy. A basic requirement of a free flight model is inherent stability, meaning that if the model is in an

awkward attitude, it will right itself--given enough altitude. Many designs emerged which were rubber powered, then Bill Brown built the first practical gas engine in the early thirties. Gas powered models caught on and we had both rubber and gas events at contests. Carl Goldberg was a pioneer designer in those days. In competition he became famous for his Clipper and Zipper among many others, both rubber and gas.

SAM (Society of Antique Modelers) was organized in the early sixties in an effort to recreate the thrill of seeing these antiques fly. A lot of the models are not only very stable, but very beautifully shaped (double ellipses and the like). At this time radio control had evolved into a reasonably reliable system and radios were installed in the antiques. Lots of members still fly free flight as well, but East Tennessee is not a good location for this.

As SAM began to grow, lots of interest has developed. True, our membership is older, but there are newcomers coming along each year. Plans of the old timers have become available as members dig them out of attics and numerous kits are available. Kits are usually "short kits" meaning they furnish (usually laser cut) curved parts and you furnish stripwood. Some designs are easily built for experienced modelers, but some are very complex. If you want to build one, get some information from a SAM member to get you started. If you fly the more modern stuff, you certainly won't have any problem flying a SAM model.

Locally we have the Tennessee Valley SAM Chapter 43. **There are 13 members covering all of our area from Nashville east.** The 15th Annual "SAM in Tennessee" contest will be at Rockwood Airport on July 18, and at Harriman RC Park July 19 & 20. We have averaged about 18 flyers most years, coming from 5-6 states, and one flyer from Boston. Some who attend are nationally known competitors.

For those interested or just curious, come and meet some of SAM's friendly people and see what it's like. The contests are all climb & glide, so all our landings are dead stick. Engines are both glow and antique ignition. Motor runs are short (usually 35 seconds). Electrics have developed rapidly and SAM has welcomed them. The national champion SAM electric flyer will be here I'm sure.

**Call me if interested--George Shacklett**  
[shack11@bellsouth.net](mailto:shack11@bellsouth.net)---865-525-1369

I asked George a few other questions about SAM.

**Me::** There have been questions about KCRC as a venue for SAM contests.

**George::** Since we don't use mufflers on engines ( because the old engines were not designed for mufflers ), there would be a noise problem. Also, at competitions, we usually designate a large landing area ( sometimes as much as two acres. ). KCRC field has some real problem areas for dead stick landings, and our engines as a rule do not have throttle control, so landings are dead stick. Zero points if you miss the landing area or use a throttle to get back to the runway..Electrics are welcome at SAM meets, but again, if you restart the motor to get to the runway, its zero points.

**Me::** What about a builder of the model rule?

**George::** We do not have a builder of the model rule. There was one at one time, especially related to free flight, but as more old heads died off and left their engines and models to others, the builder rule was done away with so that those models could be used. Many of them were museum pieces I don't believe there are any ARF's of SAM approved models. I saw one a few years back, but it wasn't available for very long. There are individuals who will build models for you, but there are only a few of these around.

**Me::** How many surfaces are you allowed to control with RC assist?

**George:** You are allowed to use all control surfaces,

but usually only rudder and elevator are used. With the dihedral on free flight models, ailerons are pretty useless. ■

### EVENTS CALENDAR for KCRC

**July 18<sup>th</sup>..SAM contest Rockwood airport**

**July 19,20<sup>th</sup> .. SAM contest Harriman field**

**August 27<sup>th</sup>.. Helicopter funfly, KCRC**

**Sept 24<sup>th</sup> Float Fly Oak Ridge Marina**

**Community Day.....No date set yet**

**We said goodbye to a good friend and fellow modeler on June 4<sup>th</sup>. Ed Hartley was as much the soul of KCRC as any member I've ever known. He was a charter member and an Emeritus member and as far as I'm concerned, the final authority of most every decision made by the KCRC membership since the club was formed. Ed will be sorely missed.....Jim**

### KCRC Minutes, June 2011

President Phil Spelt called the meeting to order at 7:00 PM on Tuesday, June 14 at the KCRC flying field. There were 34 members present. The minutes from the May meeting were approved. Minutes for a meeting are available in the 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.

Phil Spelt, President, reported that significant progress was made in maintenance of our field. Phil and several others repaired two unsafe steps up to the pavilion. Gene Waters and Bill Fisher did yeoman labor to fix weathering problems of pavilion posts. A number of men trimmed the foliage near the entrance gate. A few others scraped painted wood areas in preparation for painting. Humidity and frequent rain showers kept us from painting that day.

Phil reported that we are having trouble finding someone to cut our fields for hay.

## Old Business

Our Heli Fly, scheduled for August 27<sup>th</sup>, has received its AMA sanction.

The Oak Ridge Float Fly, schedule for September 24<sup>th</sup>, has been approved by the Oak Ridge Recreation and Parks Department. Food can be brought in but we cannot set up a food concession because of park policies.

## New Business

A second Work Day is needed for field maintenance. July 9<sup>th</sup>, Saturday, was chosen. All materials and supplies will be provided.

The purchase of another 55 gal drum of fuel was approved. Contact Bill Dodge at [dodgewg@comcast.net](mailto:dodgewg@comcast.net) to reserve some 15% nitro fuel. ( Editor's note:: Bill says he needs gallon size fuel containers. )

KCRC members voted and passed a resolution to allow the US Marines to conduct their **Mud Run** on September 10<sup>th</sup>. Events start at 8 am and continue into the afternoon. Flying is prohibited while our guests are on the field. ( Another Editor's note:: Sure hope this years event doesn't cause the damage that last year's event caused. Took quite a while to restore the field.)

An air modeling program in the public schools was discussed but no action was taken.

## Model of the Month

Gene Waters brought his silver P51D Mustang built from a Sig kit. It weighs ten pounds and is powered by a Magnum 91 four cycle.

## Crash of the Month

Warren Oliver, Dennis Hunt and Ralph Colon described their flying and landing mishaps. Warren's tale of the one-point landing of his Oliver Twist EC in the lake after almost completing a split-S turn was too compelling to deny him the award. Local boaters helped him recover most of the pieces.

Dennis Hunt, on landing approach, suddenly lost power in his Angel and settled into the top of a tree. Attempts to bring it down that day did not succeed.

Ralph described mishaps with two of his airplanes. One of the stories involved an electric-powered jet model which normally flies with motor, aileron and elevator controls. Before coming to the field, the jet was assembled w/o connecting the

ailerons. Assuming all controls worked normally, the jet was sent down the runway for takeoff. Normal flight is difficult w/o aileron control. A crash resulted. (We **all** need to pre-flight our airplanes carefully before flight.)

## After Meeting Program

No program this month.

## Next Meeting

Our next KCRC meeting will be at the KCRC field on July 12<sup>th</sup> at 7 pm.

**MINUTES by Bill Leonard, KCRC Secretary** ■



*Illustration 1: Gene Waters showing his beautiful Model of the Month P-51.*

## SUMMER FLOAT FLY

Joel Hebert sent me a note about the June 11<sup>th</sup> float fly held at Melton Hill Lake east ramp below KCRC field..

**“ I didn't get many pics at the float fly last Saturday. We had Phil Spelt, Phil Cope, Jeff Prosize, Warren Oliver and me there with planes. Randy Phillips and new member, Mike Saltmarsh also got in a little stick time on Jeff's Cub and my Laker. Phil Spelt had his Shark and another pontoon plane, Phil Cope had both his electric and nitro SeaWinds and his SeaMaster, Jeff had his J3 Cub on floats, Warren had his SeaMaster, and I had my Laker. John Walkling from Tennessee Eagles was there with a boat to help on pickups.. Mike and I have posted our pictures on the KCRC website under Floatfly Summer 2011. ..Howzat?...Joel “**

Although it looks like an absolute barrel of fun, and with a ridiculously large liquid runway to land on, I have never flown a float plane. I guess that the way I've been landing lately on the asphalt, I figure I

need at least to be able to walk out and get the pieces.

I remember a bunch of years ago, Doctor Bob Helsel lost control of his model and it went down in the direction of Melton Hill Park. We drove down to look for it and saw it out in the middle of Melton Hill lake. Bob stripped down and swam out and got it! I stood on the bank watching him, thinking that if he got in trouble we'd both probably drown because if I had to try to swim out to help him, he'd have to rescue both me and the airplane!. Very scary. I decided right then that if ( when ) my model went down in the water ( or the woods ), it could bloody well stay there.....Jim ■

## **SAFETY NOTES**

Greetings:

Just a quick note this month, I had the opportunity to attend a flying get-together during the past month. It was a HOT and perfect day for flying. I was one of four up at this time and was about to do an Immelman. As I was pulling up I noticed a manned full scale plane approaching at about the same altitude I was. Although startled I immediately lost altitude to avoid the plane and flew away from its path. This was one situation where a spotter was required. As it turns out the local airport, twenty miles away, was giving \$5 flights to the local kids and the flight path was over the field where the fly in was being held. Fortunately the local club had a quick meeting and required that a spotter be with every pilot while flying.

“ No harm, no foul “ as the old saying goes however this situation could have turned bad. The AMA safety code clearly states that a spotter must be used for situations like this and any other time when avoidance or guidance is needed for the safety of personnel and equipment/property.

**During the hot weather be sure to stay hydrated-drink plenty of fluids mainly water and stay as cool as possible.....**

**Jim Maines, KCRC Safety Coordinator** ■

AMA Insider Club Corner

## **Another Man's Treasure**

**by Jim Wallen, AMA Insider Club Editor**

Most clubs have a tendency to keep doing the same things over and over. How does the old saying go? “Variety is the spice of life.” Here is a new

wrinkle for your club to think about ...

Everyone has in his shop a big inventory of aircraft, partial or whole, surplus building materials, and some old tools you do not use any more. “One man’s junk is another man’s treasure!”

Organize an auction for your club members that will incentivize them to clean up their shop. Present the unwanted items at a club auction with all of the proceeds going toward the club treasury. The winning bidders will be thrilled with their new treasures.

The social event at an auction is always great fun. Your shop will be better organized and cleaner. And by the way, the club can always use the infusion of funds.

Do you have some difficulty in recruiting officers for your club? Here is something to think about. Put together a list of past club officers and honor them at one of your club meetings. Bring some snacks to the meeting to make it a little more special. Let your membership know ahead of time about the event.

Without exception, everyone likes to be recognized and honored. The social aspect of this is always a hit and you may find it a little easier to recruit new officers for the club.... ■

KCRC used to have club auctions every so often, but they seemed to lose their appeal, perhaps because we had them too often, or perhaps the items to be auctioned became less appealing... ■



Jeff's good flying J-3 Cub at float fly. Picture by Randy Phillips. For other float fly pictures, look on the KCRC website. ■