



Knoxville TN

AMA Charter#594

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## 2012 ELECTED OFFICERS

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## BOARD OF DIRECTORS

Jeff Prosize, Randy Phillipps, Dennis Drone

## Tips & Tricks

### Airplane Cleaner

5 cups hot water

½ cup ammonia

1 cup rubbing alcohol

1 oz. of Dawn dish detergent

Mix all the ingredients in a clean milk jug; pour enough into a small spray bottle for field use. This solution cuts through the old buildup on the underside of your airplane, and leaves it squeaky clean.

Caution: Dawn seems to be the only dish detergent that cuts through the oils and does not leave a residue on the model.

—From the Utah Valley Aeromodelers, ■

## KCRC APRIL 10, 2012

### MEETING MINUTES

Phil Spelt, President, brought the meeting to order.

- Minutes from previous meeting were approved as printed in the newsletter. Joel Hebert, treasurer gave the March treasurer's report.
- Jim Maines, KCRC Safety Coordinator, discussed landing safety issues and wind direction change problems. Phil Spelt will look into installing a landing direction arrow at the field.
- We discussed safety rules when visitors show up and the need to greet and escort them. Phil Spelt will be writing about this in the next newsletter.
- Phil Spelt talked of his meeting with Doug Bataille, Knox Co. Parks director, Larry Hayes, Knox Bicycle Club and Track Club representatives, and Rebecca, the Parks landscape architect. Doug said KCRC will not be moved to the Point until all park stakeholders

have input to the plan and it won't take place in the next two or three years. Doug and Rebecca will be drawing up a preliminary plan for the park. Doug's big desire is to increase the use of Melton Lake Park which is presently the least used of Knox Co. parks. Phil said the preliminary runway layout we gave Doug needs to have the west end of the runway further north to avoid afternoon/evening sun problems.

- We discussed putting in a water line at our present site, but no action was taken.

### Old Business:

- The SPA contest is 5/19-20 with 5/18, Friday afternoon closing of the field to everyone but contest participants. Dennis Hunt passed around a signup sheet for contest workers and is looking for more helpers.
- We have a Floatfly at the park East boat ramp scheduled for Saturday, 6/2/12
- The FunFly/Picnic/Swap meet is 4/28. Bill Leonard and Phil Cope will be preparing Funfly events.
- Phil Cope reported on the Great KCRC Carpenter Bee Massacre, and said we're down to about two bees left and they're pretty cagey now. Most of the wood damage has been to the airplane stands. Most of the bee damage was done with a bad mitten racket and butterfly/bee net.

### Model of the Month entries:

- Rick Hampton had a foam 80" ws, FMS B-17 he got from Banana Hobbies. The electric powered plane came receiver ready and is powered by two 4S 2200 mah lipos and Rick added and demoed a Modelsound of Canada sound system with two 20W speakers powered by a separate 6S 2200 mah lipo.



- **Alan Valeo won MOM with his Clipped Wing Taylorcraft from a Pat's Custom Models short kit. It's about 30" ws, electric, 2S 800 mah lipo, 4 channel,**



Wasp Jr. 9 cylinder radial engine. He made it on



covered in UltraCote Parklite.

**Show and Tell:**

- Phil Spelt showed his OS 91 FSpowered, Curare he got from Ed Hartley and re-covered in his yellow Monkote colors.
- Gene Waters son, Keith, showed a 1/3 scale model of a Pratt & Whitney 985



a 3-D printer that uses a plaster based material and builds in layers of about .004". Keith has modeled the engine on CAD from drawings and spec he's found online. It took about 3 to 4 hours to make the crankcase. The crankcase has over 100 4-40 aircraft nuts he's added for scale effect. The parts are covered in paint and/or epoxy when they come off the printer.

**Crash of the Month:**

- Randy Phillips won with his sob story of a wing to wing midair collision of his Tower Kaos with Warren Oliver's 3D Hobbies Viper. Warren wasn't there to claim his part of the prize. Destruction of both planes was pretty complete.

Randy gave the prize glue to Phil Cope since he had rebuilt Randy's Kaos and P-40.

**Meeting adjourned by Phil Cope.**

**Minutes and pictures by Joel Hebert**

## **THIS AND THAT**

► Got a note from Randy Phillipps describing the midair collision which "won the Crash of the Month contest.

"The mid-Air happened between Warren Oliver and myself. Warren was flying his Viper (3D type plane) approx 60" wingspan and mine was a Kaos (40 size). It was a very hard impact with both planes being totally destroyed in the air. There was discussion after the fact that the combined speed of the impact was no less than 120 mph. The Kaos, upon hitting the ground, was all miniature pieces except for half a fuse and half a main wing remaining. The Viper faired worse, only half a wing remaining. Warren's main battery was destroyed upon impact in the air. There were several of us half way down the field and there were still covering and balsa shards of the Viper falling from the sky. Phil Cope described the collision as SPECTACULAR! "

► One of the most popular things we have at the monthly meetings is the Model of the Month contest. At least it is for me, and judging by the number of entries we get each month, you guys like it too. The rules are simple. **You can enter any model you wish, but only once unless you have modified it or re-covered it. The winner can only win once a year. The prize is a gallon of fuel or the equivalent in cash.** Normally, more weight is given based on the amount of work that you put into the model. Thus a scratch built model might pull more votes than a kit built model, which might garner more votes than a RTF or ARF model, but that's not always the case since I've seen ARFs beat out kit-built models. There's no telling what might strike the voters fancy.

► Got a note from George Shacklett, KCRC's resident SAM member, that the SAM contest usually held at the Rockwood airport and the Harriman RC clubs field will not be held there this year. George is not doing CD duties this year so L.A. Johnston from Nashville will do the honors and the contest will be held on July 17, 18 and 19<sup>th</sup> about 10 miles south of Clarksville, Tennessee.....Jim ■

## **Safety First**

**Hello KCRC'ers!**

At our last meeting we had a good discussion about flight patterns, calling out when we are going to put a plane on the runway, calling out landing plus other issues. One of the action items was to have an arrow put on the wind sock pole denoting whether the current conditions warrant a right or left hand pattern. Other possibly solutions were discussed and this was the easiest to start with. All of this was good to discuss as well as giving the opportunity for anyone to present their concerns.

The one most obvious solution is for each and everyone of us to ALWAYS be aware of what is happening on the runway. With all of the noise and distractions on the field, it is at times very difficult to hear someone call out their intentions. The first line of safety for each of us is to look around and analyze the current situation. Is anyone taking off or landing and to be sure the runway is clear for you. The second is to try to get someone to act as a spotter for you.

Naturally this is all moot advice if you are the only one flying. If there are two or more flying at the same time take care. During the short time I was at the field on Sunday the 15<sup>th</sup> of April there was one instance of someone coming on the field while another was taxiing to take off. There was another instance where one was trying to land while another was taxiing back to the pit.

**BE ALERT. LOOK AROUND AND BE SENSITIVE TO OTHERS TRYING TO USE THE RUNWAY!** By doing this you may save yourself a plane as well as prevent the possibility of causing an injury. Be safe and have fun.....Jim Maines ■

**See the June issue for write up of KCRC Picnic and FunFly..**

## **KCRC NOTAMS**

By Phil Spelt May, 2012

We are emerging from the "Blackberry Winter", and the "Dogwood Winter", and heading into what I hope will be nice warm flying weather. As we do, we need to review some of the **flying field etiquette** that helps us all get along at the field, and to fly accident-free. Some (many?) of these items also carry significant safety aspects as well.

First, there is a safety issue when non R/C people are around our field, especially in the areas of our aircraft. We need to be cognizant of who is around the flight line and

pits. Only KCRC members or their **specifically-invited guests** are to be in or beyond the pit area. If a KCRCer has a guest in this restricted area, he must be sure that guest knows the safety precautions we use around our dangerous propellers, heli blades and hot turbine exhausts. The **member** is responsible for keeping the guest safe. **Little children** should NOT be in the pit area unless under full control of that child's parent or responsible adult, again with close supervision of the KCRC member.

Second, **pets** can be a hazard to themselves and to pilots when in the pit area. Pets must be restrained on a reasonable, short leash when at the field. A free-running dog can chase planes, get hit by them...use your imagination! Also, a long leash can lead to someone being tripped by that leash when the animal (dog usually) is stretching it out across an area where a person carrying a plane with engine running can trip and fall. Pets must be closely restrained, or preferably, left at home in their familiar habitats.

General **Flight Line Etiquette** consists of a number of Do's and Don'ts, all of which are to either **communicate your intentions to others** in the area, or to **show simple courtesy** to fellow pilots and guests.

**Running engines in the pits:** Engines usually are started and adjusted in the pits, almost always on one of our tables. When running an engine in the pit, always **avoid blowing the propwash** (and dirt) onto other people or their airplanes. Using the tables takes care of this, but at the end of the pits beyond the cover there are no tables to direct where the propwash goes. Adjusting the high speed needle creates **excessive sound problems** for those around, especially those with a plane in the air. At high throttle, the needle needs to be richened until the engine sounds "sloppy" and slows down, then leaned past peak until the engine again begins to sag, then richened a few clicks back beyond peak RPM. This process does not take long if it done properly. If excessive running at peak RPM is required, the plane is to be moved to an area away from the pits

**Verbal communication:** The single most important verbal communication is the call "**ON THE RUNWAY!**" This should be called/yelled/screamed every time before

anyone goes onto the runway for anything (set a plane out, retrieve a plane, etc.). Bystanders should also call this out if necessary to make sure everyone, especially pilots in the air, knows what is going on. Another very important call is "**Landing.**" This lets others know that an airplane is coming onto the runway, and the runway needs to be kept clear of people and other planes. Landing into someone is not good for the someone or the plane! Similarly, "**Takeoff**" or "**Taking off**" lets people that a plane will be departing. This helps because someone at the opposite end of the runway may not notice a plane sitting at the other end. Both takeoffs and landings require extra concentration by the pilot, who will not have the mental capacity to look for people or other planes on the runway.

**Direction of takeoff/landing:** At the April, 2012, meeting, a safety point was raised about the direction of takeoff and landing. On days when the wind is very light or highly variable, pilots may take off and land in different directions. In one recent near-miss, planes landed from opposite directions, nearly running into each other on the runway. The pilots involved claimed they could not hear the Landing calls from each other, since they were on opposite ends of the field. Here, assistance from others standing around could help. We agreed that it would be a good idea to have a **red arrow in the middle of the flight line indicating the direction of runway movement.** This arrow can be changed if there is a significant wind change, but should be obeyed by pilots at the time of takeoff. The direction should not be changed while there is a plane in the air, and should be done with the knowledge of all pilots at the field. Use of this arrow may cause heartburn with those pilots who only like to take off and land in one direction, but it was adopted at the last meeting, and it will be implemented by the time of the May meeting at the field.

In addition to these specific items, general social courtesy to each other and to our guests will go a long way toward making everyone's experience at KCRC a pleasant one. Always practice safe flying and engine/motor techniques – from one who has chopped up more fingers than he cares to remember. See you at the May meeting at the field....Phil ■

**DON'T FORGET THE FLOAT FLY ON JUNE 2nd.....**