



KNOX COUNTY RADIO CONTROL

Newsletter

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THIS'N THAT

► The squabble between AMA and the FAA over interpretation of the rules governing the operation of model airplanes and other flying types of models will, I suppose, get solved at some point.

As I struggle through the legal language and try to understand their thinking, I can see that each side has some justification for their opinions. Most all modelers have flown safely since the first model took to the air a long, long time ago, but as the sophistication of models and controllers grew, there were (and are) modelers who couldn't resist the thrill of pushing the boundaries. There's no doubt that there has been a few unsafe practices as have been reported in the media about drones flying uncomfortably close to commercial aircraft. All we need to be shut down is to have a model cause the crash of an airliner, and it wouldn't matter if the modeler was a hobbyist or a commercial operator.

On the other hand, all the advancement of the science of radio control and the efficiency in the design of flying vehicles came about because of pushing the boundaries. The whole history of mankind rising from the swamp is based on pushing the limits. Can you believe the risks taken and the lives lost during the early days of aviation?

It is true that government regulations can be overdone and overly restrictive.. I remember when a safety tiger team was inspecting the labs at ORNL in the eighties. The leader of the team actually told me they wanted the labs safe enough for a five year old to play in, although I don't know how a five year old could get past the ten foot hurricane fence and the armed guards at all portals. However, when all was said and done, there were some unsafe practices discovered and corrected by the teams, so I guess they were worthwhile even though they were terribly expensive.

I guess the answer lies in modelers taking responsibility for their actions, and the government giving them the freedom to do so. Passing a law doesn't keep an accident from happening...Jim ■

2014 Elected officers

Pres.....Phil Cope.....philipcope@bellsouth.net

Secretary..Phil Spelt.....chuenkan@comcast.net

Treasurer...Joel Hebert.....hebertjj@gmail.com

EXECUTIVE BOARD

Bill Leonard.....bill283@Gmail.com

Jeff Prosise.....jeffpro@wintellect.com

Ralph Holder.....holderrf@charter.net

Safety Officer

Ralph Colon.....ralphcolon@bellsouth.net

Historian...JuneCope...phillipcope@bellsouth.net

Independence Day Gathering

Ever so often, and usually on a holiday, someone says " We need to have a cookout " .

That's what was proposed for July 4th, 2014 at KCR C field. It was suggested that more folks might be able to come on the 5th, which was a Saturday, so that's the day we had it., It was an impromptu event, but there's nothing wrong with that since anything concerning food usually turn out fine..



This is the group that came early to make it happen. By the time the day was over, a pretty good crowd had come by to enjoy the free food.

Long time KCR C Charles Wilson (Chef Charles) likes to crank up the grill he made and cook up some hot dogs or hamburgers. This time he



roasted Johnsonville New Orleans brand brats and some sesame seed buns. With a side of pasta salad, potato chips, mustard and a cold Sprite I was a happy man (and I didn't hear any complaints from anyone else)...



► As you can see, there were a lot of flyers taking advantage of the model safety benches. I think that one of the best things the club has done was to provide a lot of these for the pilots. It is seldom that there's not one available for someone. Recently Ralph Holder donated three more. All those above are the old ones....

SOME MORE THIS'N THAT

► Here are some models that impressed me at the feed. I wish there was room to show them all.



Eddie Smith had this beautiful Smart from Nitroplanes. He said it was his second and he was very pleased with it. A good flyer.

Carroll Jernigan didn't bring his Jenny but

he did bring another of his scratchbuilt models. This one is a recently built Hal De Bolt Live Wire. Carroll built his first Live Wire in the sixties. I built some Pappy DeBolt models in the old days and they were most all good flyers.



Dan Toombes had this very nice Intruder out practicing.. A new SPA pilot?.



Randy Philipps has more pretty planes than you can shake a stick at. Well, maybe not that many, but he did have a couple of nice ones at the feed. This one is a Tower hobby ARF Decathlon by Phoenix models. A real beauty..

Below is a picture Bill Leonard sent me of Ralph Holder and the three new benches he has graciously donated to the club. Ralph says they cost about \$65 each and he'll build more if members donate them. The original benches



were built by Larry Roberts at club expense in the long ago. Unfortunately, the high cost of mowing now is biting into a small treasury. Wonder if we could initiate some kind of once a month work day to mow and help out at field maintenance. Seems like that's what we use to do and there usually was a good turnout so that no one was overworked. Weeds around the pavilion steps need some pruning (or Roundup).

► At the July meeting, I got to reminisce a bit with Ed Dumas and John Walkling about the old days of ETRC at the Clinton and Lovell Road fields. Ed went to Laboratory Road in Oak Ridge when we were kicked off the field on Blockhouse Valley Road. There were several ETRC guys who took up sailplanes and gliders at the Oak Ridge site. Because of noise and safety concerns, glider powered planes were not allowed at this site.

Also got to talk some with returning member Eric Thompson. Rick flew AMA pattern in the old days at KCRC and was pretty good at it. He's thinking about SPA. Not sure if he'll do it yet.....Jim ■

MINUTES, JULY 2014

Called to order at 10:00 AM Saturday July 12th by Pres Phil Cope with about thirty members present. Also several guests were in attendance.

June minutes approved as printed in the newsletter.

Phil recognized new members and guests.

KCRC Treasurer Joel Hebert gave the report on the financial condition of the club and it was approved. There were no other officer reports.

OLD BUSINESS

There were several favorable comments on the new safety stands after a report by committee member and builder of the stands, Ralph Holder, as well as a report by safety officer Ralph Colon on the benches. We have a lot of the benches now along the pit area but some of them are showing their age and might need replacing. At a cost of \$65/bench there is a movement to get members to donate the money to build more of them.. Members seem in favor of this.

There are new combination locks for the gate and lockbox. Members have shown some confusion in the operation of these locks. Apparently there is a certain way required to open and close the locks. Phil spent a few minutes explaining the operation. I must confess I'm still not sure I can operate them.

About this time, emeritus member Jerel Zarestki made a " showpass " down the runway in his beautiful personal aircraft. It was much enjoyed by all at the meeting. He came back by and wagged a greeting to the guys. Before anyone gets upset and starts looking for a tail number, Jerel had cleared it with club officers so the runway was clear.

There was an announcement about the repair of the marine Mud Run gate that had been vandalized. The word is that this one won't be easy to damage.

Phil Cope apologized to the club for an incident that occurred a few days ago when there were several students Phil was instructing. Phil was afraid that he had offended some club members who were trying to fly. Our club rules on beginners is that they be given priority on the runway. Phil assured everyone that this won't happen again.

NEW BUSINESS

There was a silent auction being held during the meeting. Bill Walters had donated a new model ARF to be sold for the good of the club. A gorgeous P-51 kit. The auction was still going on when the meeting ended. Thanks, Bill, for the donation.

Because of some questions and comments by several members, safety officer Ralph Colon spent several minutes going over the basic safety and courtesy rule that KCRC lives by. If everyone behaved by those rules, we would all get more enjoyment out of the hobby.

Bill Dodge reminded us that vehicles were being parked at the pit area. The rule is that handicap drivers can drive to the pit area to unload and load equipment. We have an adequate parking area that requires only about sixty feet of walking. The problem with parking at the pit is that it causes ruts and kills

the grass and also creates a hazard for people carrying their equipment up from the legal parking. Please observe the rules, guys.

MODEL OF THE MONTH

Ralph Colon brought this great looking Great Planes Lancair. Powered by .91 four stroke glo.



Illustration 1: Bill Leonard sent this picture.

Gene Waters brought this impressive scratch built Toucano. Powered by Turnigy electric .90 equivalent and 80 amp ESC. All foam foundation..



Gene won the applause. Don't know if he got any fuel.

CRASH OF THE MONTH

No entry.

WRAPUP

Phil Cope gave a report on the recent trip to the Kentucky Jets Fly-in..

He and Randy Philipps, Charles Wilson and

Jeff Prosize traveled up to check it out, as well as to test out Jeff's new jet

A certified pilot named Dustin from BVM gave it a test fly and Phil said it flew very well, but that some modifications need to be made to the nose gear.. The model is a beauty. Jeff sent a few pictures and I had a tough time picking the one to put in the newsletter.



Isn't that an impressive thing? I would never have the nerve to fly it.

Meeting was adjourned at 10:55 AM.

Minutes taken by Phil Cope and me.

ONE MORE THIS'N THAT

► Ed Dumas was getting this very pretty Extra 300 ready to fly.



I'll tell you, guys. I'm a little embarrassed to bring my ratty looking models to the field when I see all these pretty planes.. Of course, the way I fly probably justifies the way my models look.

► **Don't forget the next meeting is Saturday, August 9th at 10:00 AM at the field. Hope to see you there.....Jim** ■ ■