



KNOX COUNTY RADIO CONTROL

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July 2022 Newsletter

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President's Corner

By Rick Thompson

It's hard to believe we're already halfway through the 2022 flying season, but that just means we still have the very best flying weather of the year ahead of us. With the SPA and CubFest events now in the history books, we still have an upcoming KCRC fun-fly on July 30th (rain date July 31st) and possibly a warbird event and an EDF event later on.

Speaking of history books, KCRC has one of the most interesting histories of any RC club – ever. The roots of our club and its predecessors extend back to the 1950s and even earlier. For new members who may not be aware of KCRC's rich history, I'd like to remind everyone that it's [available online](#). This account was written by KCRC Historian Henry F. Morse in 1984. It's fascinating and well worth your time.

Our July meeting and cookout ended up being on July 16th rather than the 9th as originally planned due to weather. We had a really good turnout and it's great to see so many members participate in the business and decisions of the club. If you all think this sort of thing is a good idea, don't hesitate to let one of the officers know and we may try to do another cookout or two before the season is over.

Aside from the planned events, it's fun to just come out and fly and enjoy the comradery with

fellow members. For the benefit of newer members, we have quite a few "weekday morning flyers" who come out most every good weather day. As more of our members retire, this group continues to grow each year. Even if you're not retired, just be aware that if you should have a day off or perhaps have work hours that allow you free time in the mornings, you are welcome to join the OFFC flyers. If you don't know what OFFC means, just ask one of the senior flyers.

KCRC member Randy Philipps owns a business that provides promotional products to businesses. He has agreed to have a run of hats made with the KCRC logo imprinted thereon. He will be sending an email to all members soon with specifics as to how you can order one if interested.

I look forward to seeing everyone at the field.

July Meeting

The July club meeting was held at the field on Saturday, July 16th, and was followed by a cookout for KCRC members and guests. The weather was beautiful, and several club members took to the air before and after the meeting.



Joel Hebert opened the meeting with a treasurer's report indicating that the club ended June with \$14,318 in the bank. Total expenses for the month were \$845, which included two mowings for \$100 each and \$413 for runway repairs. Total income for the month was \$337 from dues and fuel sales.

Bill Dodge reported on the runway repairs that have our runway in the best shape that it has been in in years. Bill and a crew of volunteers covered the runway with 300 gallons of latex-bonded crack filler that had proven in tests to stand up well to weather. Total cost for materials was approximately \$3,000. Having the runway re-asphalted could have cost \$50,000 or more.

Jimmy Russell reported on the success of the recent SPA contest, which attracted 20 pilots. Net proceeds from the contest were \$500, which Jimmy handed to Joel to add to the club's treasury.

Warren Oliver reported on the recent CubFest event and noted that it contributed \$95 to the club treasury – just about enough to cover the cost of the cookout after the meeting.

Jimmy Russell will spearhead a fun fly on July 30th. Among other things, pilots will compete in spot landing contests and see who can stay in the air the longest. The landing fee will be \$10 and will include lunch.

A motion was made and approved to hold a warbird event on Aug. 20th and an EDF Jet Jam on Sept. 10th. Brandon Drummer will CD both events. After the motion was approved, it was noted that the Blue Angels will be in Knoxville the weekend of Sept. 10th, and that the Marine Mud Run is

scheduled for that date also. Most likely the Jet Jam will be changed to another date.

Todd Thomas brought the club the latest news on the FAA's [Remote ID for FAA-Recognized Identification Areas](#) (FRIA) program, which will hopefully exempt AMA clubs from remote-ID rules. From the FAA's Web site:

The FAA has determined there is a need for a space for unmanned aircraft (drones and radio-controlled model airplanes) without remote ID to continue to operate. These spaces, known as FRIAs, are locations where an unmanned aircraft may operate without remote ID. FAA-recognized community-based organizations and educational institutions (see below) are eligible to apply to the FAA for FRIA status.

A FRIA is a defined geographic area and both the unmanned aircraft and the person operating it must be located within the FRIA's boundaries throughout the operation. In addition, the person operating the unmanned aircraft must be able to see it at all times throughout the operation.

FRIA is still under development, but Todd plans to stay on top of it and apprise KCRC of any actions that need to be taken for members to enjoy flying free of remote ID requirements.

Crash of the month was awarded to Bill Dodge, who crashed his pattern plane during his first flight in the recent SPA contest. The engine quit mid-flight and the plane lacked the altitude to get back to the runway.

RC Collection for Sale

Greg Bean is looking to sell his RC collection for \$600. Items include an A-10 EDF jet, an electric J-3 Cub, an Avistar trainer, Spektrum DX6i and DX5e radios, a Parrot Swing drone with controller, numerous LiPo batteries with charger, and much more. For a complete list, you can [download a PDF](#) that lists all the items and includes photos of some of them. If you're interested in buying or have questions, contact Greg at 865-607-6387.



months as he transitions from full-time work to full-time ~~retirement~~ flying.

Craig and his wife Kathy have been married for 46 years and have two children. He loves to hike and has logged hundreds of miles hiking the Smokies.

Craig has flown numerous kit-built airplanes at KCRC over the years, including a beautiful twin-engine Top-Flite C-47 that looked like the real thing in the air. But his favorite of all time is his Top-Flite P-47 powered by a 2-stroke Super Tiger .90.

Craig's favorite band is Iron Butterfly. Stand close to him on the flight line and you might hear him humming In-A-Gadda-Da-Vida. If you do, now you'll know why.

Did You Know?

The Navy's Blue Angels flight-demonstration team will be in Knoxville Sept. 10-11 for the [Smoky Mountain Airshow](#). The Blue Angels have enthralled crowds in the U.S. and Canada since 1946. Interesting fact: The F/A-18E Super Hornets that they fly are modified to require 40 pounds of force on the control stick to minimize uncommanded movement of the aircraft.

The Blue Angels fly one of three shows based on weather conditions: the high show, the low show, or the flat show. The high show requires an 8,000-foot ceiling, the low show requires a 4,500-foot ceiling, and the flat show requires a 1,500-foot ceiling.

Last year, I traveled to Pensacola Naval Air Station (NAS) for a customer site visit. The customer was a defense contractor that maintains the Navy's fleet of T-45 trainer jets and shares a hangar with the Blue Angels.

As I toured the hangar, the Blue Angels were preparing to practice for an upcoming air show. I was invited out to the flight line to watch the rehearsal with Blue Angels family and friends. It was a day I'll never forget. I was like a kid opening presents at Christmas.

Meet Craig Dieter

Craig Dieter has been a fixture at KCRC since he joined the club in 2002. He's one of the go-to guys for questions regarding electric powerplants, and while he builds and flies a lot of electrics himself, he still enjoys firing up a glow-fuel engine and doing some old-school flying.



Craig was introduced to the hobby by his dad and was 15 years old the first time he flew an RC airplane. Craig lives in Madisonville and does engineering and IT work for Midlab in Athens, TN, and he'll be retiring at the end of July. No doubt we'll be seeing more of him at the field in coming



Before practice began, my escort offered me earplugs. I declined, saying I wanted the full experience. Halfway through the show, an F-18 came screaming 50 feet over our heads with full afterburners. I couldn't hear for an hour after that, but I no longer needed the earplugs, either. 😊