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August 2022 Newsletter

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Exec Committee – Jimmy Russell (JamesLelandRussell@gmail.com)

President's Corner

By Rick Thompson

Most of this year's planned events, including the SPA contest, CubFest, a fun fly, and various cookouts have come and gone. The Warbird event is planned for August 20th weather permitting but will likely be history also by the time you read this. It's been a great year so far but the fun is far from over. September and October typically have the best flying weather of the year, and with most of the events being over, it's a great time to come out and enjoy friendship and more relaxed flying.

Our next meeting will be at 10:00 am on Sept. 17th at the field. We want to get an early start on thinking about nominating new officers and plans for 2023 so be sure and mark your calendar to attend this meeting. If anyone would like to be on the nominating committee, please see me or any officer. We had originally planned to have this meeting on September 10th, but that date conflicts with the Marine's mud run. So please be advised that there will be no flying that weekend.

Just as a reminder, there is no fixed wing flying allowed South of an imaginary line extending out from each end of the runway running east/west to infinity. This is particularly important west of the runway where the water treatment plant is located. There is one exception – planes are allowed to fly perpendicular to the runway far out over the water on the east side of the flight line

due to the blinding effects of the afternoon sun. Multi-rotor drones are allowed to fly in the designated drone area but must remain within the bounds of KCRC property and not fly over vehicles or people. Helicopters are allowed to fly east of the flight line in the vicinity of the helicopter pad but likewise must not fly over vehicles or people.

Joel will be emailing out photographs of RC equipment that belonged to ex-KCRC member Roger Luebke who sadly has passed away. If anyone is interested in making an offer on any of the equipment, please contact his niece Amy Grubb. Her e-mail address is myfgrubb@gmail.com and her phone number is 865-356-6001.

See you at the field!

August Fun Fly Bash

KCRC's first annual Fun Fly Bash took place on Aug. 6. Thanks to Jimmy Russell, Brandon Drummer, and everyone else who made it a success! Jimmy CDed the event and provided the following report:

We had our 1st Annual Fun Fly Bash yesterday and it was a blast! I want to say thanks to the folks that came out! We had 16 registered pilots and guys from a few surrounding clubs as well. Guys from Blount County (BMCA), House Mountain, and Tennessee Eagles from Harriman joined in the fun.

We had two classes set for skill level, but after watching the other class fly, some said "I wanna do that too!" I said SURE! Go get your plane, you're next!



Here are the results from the two classes:

Class 1

1st Ben Spidle – 180 points

2nd Gary Swigart – 150 points

3rd Steve Jones – 110 points

Interest note in spot landing: we had a tie between Ben and Steve. We had a sudden-death fly-off with one attempt, whoever was closest to the center wins. Ben was slightly closer to the inner box.

Class 2

1st Jimmy Russell – 200 points

2nd Matt Conser – 130 points

3rd Phil Cope – 115 points

Honorable mention goes to Roger Kroodsmma. He was only 5 points behind Phil. That equates to 1 touch-and-go in round 2. He was also a mere 2 seconds behind me in the mystery round!

We had several contenders for the "Smooth" Landing Award. Finalists included Blair Halkett and Warren Oliver. Blair cartwheeled his Avistar right on the runway show center during the touch-and-goes. Warren rolled his plane straight into the trees during the Dixie Death. I polled everyone and most said Warren's was more spectacular. Warren did his three touch-and-goes and then climbed out at a slight angle and got 2 or the 3 rolls in before hitting the trees on the north side. Sorry Blair. My vote was for you...balsa crunches better than foam. There is always next year. 😊



Next Club Meeting

The next club meeting will be held at the field at 10:00 a.m. on **Saturday, Sept. 17th**. The meeting was moved from Sept. 10th to avoid a conflict with the Marine Mud Run. Bring a plane and do some flying before and after the meeting!

Meet Bob Tatum

Bob Tatum has been a member of KCRC since 1983. He started flying a few years before that and learned to land on the interstate near Birmingham, Alabama.



Bob is a practicing gynecologist and used to practice obstetrics as well. Over the span of a 40-

year career, he has delivered more than 8,000 babies. He also has four children and three grandkids who love to crash airplanes on his simulator.

Bob grew up in Portland, Oregon, went to high school in New York City, attended Duke Medical School, and did his residency in Birmingham. He has lived in Knoxville since 1983 and loves the area and the people. When he's not working or flying RC, he's often indulging his passion for day and night photography. Bob has a trip to Iceland planned to take photos of the northern lights. The photo below is from a past trip.



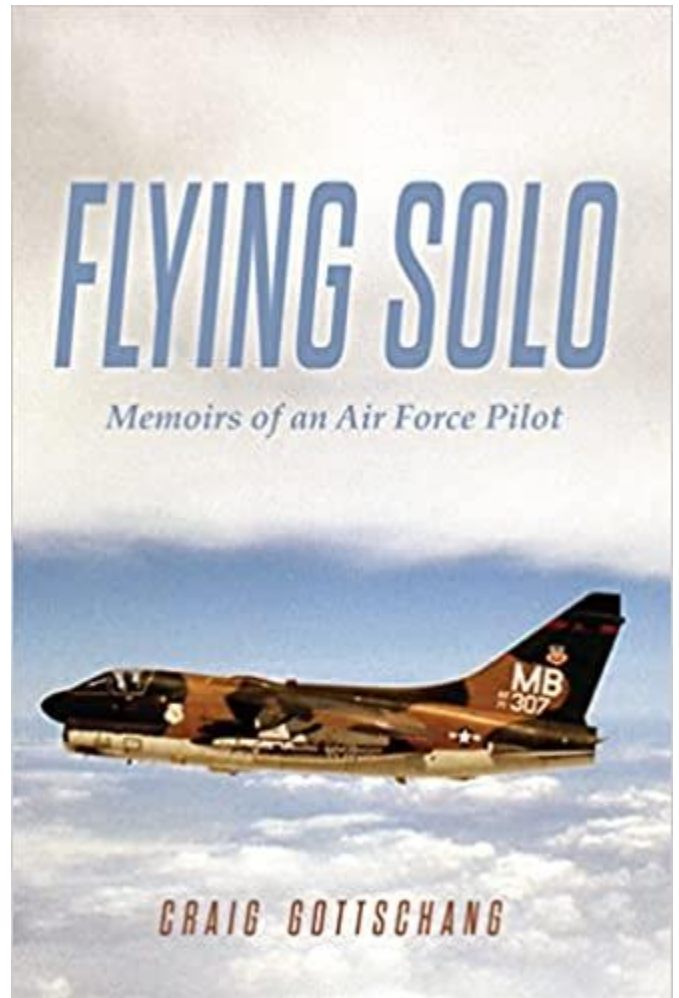
Did You Know?

Some of you know Craig Gottschang, who is a long-time member of Georgia Jets and has entertained the crowds there many times flying his twin-turbine A-10. Craig flew A-7s in the Air Force and closed out his career as an A-10 instructor. He recently published a book recounting his journey through flight school, his combat missions in Viet Nam, and his time in the A-10. It's entitled "Flying Solo," and it's available at [Amazon.com](https://www.amazon.com).

Here's Amazon's description of the book:

The Vietnam War, December 2, 1972. One week and a day before his twenty-fourth birthday, Air Force A-7 pilot Craig Gottschang finds himself alone, deep in enemy territory. Barely a month into his combat tour, his flight leader has disappeared, and black smoke is curling up through clouds where he was last seen. Told in his own words, Craig recounts that fateful day as well as the training he received prior to Vietnam, his 150 combat missions,

and his Stateside service later as an A-7 and A-10 instructor pilot. Years after the war, he must revisit the past when information surfaces about a newly found crash site, possibly his flight leader, and Craig may hold the key to finally learning his fate. In this gripping and personal account of one man's aviation journey, we learn of his courage, his fears, and his enduring respect for all who have served in combat and for those who have paid the ultimate price.



Craig wrote the book primarily for his children and grandchildren so they would understand his past. It's a great read and one that any pilot will appreciate.

Thank you for your service to this great nation, Craig!