

**KCRC NEWSLETTER**  
**DECEMBER 2008**  
**Meeting; Tuesday, 9-Dec-2008,**  
**7:00 pm, Fellowship Church,**  
**8000 Middlebrook Pike**



## PROPWASH

December 2008

BY PHIL SPELT

This month, we approach the end of another year, one in which KCRC has had a successful flying season.

Hmmmm, here is a quote from the December, 2007 column: *"While I have agreed to run for president one more time, I will not this year agree to run float flies or picnics if I am re-elected. If we want to have these functions, someone (or, better, oneS) must step forward to help."*

Well, so much for that "promise", as I ran the float flies and started to do the fall cookout until my back got in the way. Oh, well...

Speaking of the cookout, it was a very successful event, with some sport flying, a flea market in which some stuff changed hands - all at bargain prices, and wonderful food. The pictures for the event, from Gary Lindner, are elsewhere in this Newsletter - my thanks to him for the photos. I also wish to thank Gary and Joel Hebert for doing the food shopping and organizing, and Dennis Drone for cooking 'burgers and 'dogs that were properly done and very tasty. Thanks go, also to those who brought delicious food extras to the party - you all made it much more than just a meat meal.

December is our election month. The ballot appears elsewhere in the Newsletter. You can vote on-line with the click and submit ballot, by cutting the one in the newsletter out and mailing it to me (address on the ballot), or in person at the December meeting, which is at 7:00pm on the 8th. However you vote, VOTE!!! We have a good selection of candidates this year, and I feel certain that the Club will be in excellent hands next year.

We will also discuss the January KCRC Banquet location at the December meeting. We have had good luck with the Super China Buffet in Oak Ridge, and a couple of guys have mentioned the Buffet to me at the field recently, so that is certainly a candidate.

Thanks go to all who wished me well and were so glad to see me at the field during and after my recent surgery. We do have a great Club!! I wish you all a very Joyous Holiday Season, and a Happy New Year. Let's make 2009 an even better year for KCRC!

Meanwhile, this is The Wingman, turning final...

## MINUTES: NOVEMBER MEETING

Due to President Phil Spelt's back operation scheduled on Wednesday, the Tuesday night meeting was presided over by Ed Hartley. There were three officers along with 14 members for a total of 17 in attendance on a nasty night.

Ed called the meeting to order at 7:00 pm.

Minutes from October's meeting were approved as printed in the newsletter.

The treasurers report was given by Joel Hebert, treasurer, and approved.

### old business

There was much discussion, all positive, of the picnic and flea market held on Saturday, November 8th. There was no charge with the club furnishing everything. The crowd was conservatively estimated to be about sixty, mostly KCRC's and family. The food (hamburgers and hotdogs grilled by master chef Dennis Drone) was excellent! Special thanks to those who brought covered dishes to supplement the hamburgers and hotdogs! (*editor; especially Mrs. Pennel for her now a tradition, rhubarb and berry cobbler!*)

There was a fair amount of money and equipment that changed hands during the flea market. As they say, "A good time was had by all." Again, thanks to all members who contributed to the work (and there were several).

Ed went over the nominations for the candidates for 2009 officers as presented by the nominating committee. That committee was made up of Gary Lindner, Larry Hayes and Phil Spelt.

### 2009 Club officer nominations

**President- Dennis Drone**

**Vice Pres.- Craig Dieter, Gary Lindner, Phil Cope**

**Secretary- Don Eiler and Ralph Colon**

**Treasurer- Joel Hebert**

**Board of Directors- Jeff Prosis, Karl Gerth,**

**Gene Waters and Ed Hartley. ( vote for two)**

**Volunteer posts are Webmaster- Phil Spelt**

**and Newsletter Editor- Jim Scarbrough**

These and any write-ins or last minute nominations will be voted on at the December meeting. A ballot will be printed in the newsletter for those who cannot be present. The mail-in ballot must be signed, include the member's AMA number, be sealed in an envelope and mailed or hand delivered to Phil Spelt, 730 Poplar Creek Rd, Oliver Springs TN 37840 before the meeting on December 9, 2008. If you don't vote, you can't complain!

Ed asked for and received a motion for 2009 dues to be voted on at the December meeting. The vote was for no change in the dues; \$60/yr for regular membership.

**new business**

A motion was made to have all members paying dues for 2009 fill out an application form so that the membership list can be updated. As it is, there is a lot of conflicting information in the data base. The motion was made, seconded and passed. Members are encouraged to get and fill out the regular application form and hand it in at the same time dues are paid. (*editor; PLEASE, especially, update your email address!*)

*Crash of the Month;* Charles Wilson won the glue by destroying his model when someone turned on a radio in a frequency mixup.

*Model of the Month;* There were no entries for November.

Meeting was adjourned at 7:25 pm.

Minutes taken by Jim Scarbrough, Secretary.



Important discussions were a part of the event.

**CALENDAR OF EVENTS**

DECEMBER 9TH, TUESDAY, CLUB MEETING; ELECTION OF 2009 OFFICERS

JANUARY 13TH, TUESDAY, CLUB MEETING AND BANQUET, LOCATION TBD.



Financial oversight was also attended to.

**AT THE FIELD  
KCRC ANNUAL FALL PICNIC AND  
FLEA MARKET  
PHOTOS BY GARY LINDNER**



Some of the crowd and flea market offerings.



Pre-fighting the grilling operation was expertly handled.



Picnic cook-out in full operation.



OFFA members were well represented; Phil and Bill, on the right, along with newer members, the Armitages, in the background. (The newer members haven't yet learned the technique of crowding to the front when a picture is being taken.)



PIC, (pilot in command) Denny Drone.



This is a well organized and executed operation!

## AT THE FIELD CLEAN-UP DAY!

PHOTOS AND REPORT BY GARY LINDNER

November 10, 2008

Dennis Drone and Charles Wilson showed up this morning with a cutting torch and trailer. With help from Karl Girth, Raymond Curd, myself and John Heard as senior supervisor, we cleaned up the remains of the old bleachers and all the other junk that had been laying under the shelter and around the grounds.

As you can see there was a trailer load of junk. Dennis and Charles then hauled it all off to the dump.



Charles Wilson applies a high-tech solution to getting rid of the old bleacher frames. Dennis Drone waits to load the now smaller pieces.

Next time you see Dennis and Charles tell them both how much you appreciate their efforts. (editor; and Karl, Raymond and Gary....oh yeah, you can even thank John too! I'm sure he contributed to moral and camaraderie)



The clean-up crew with the load of trash for the dump. Charles, Denny and Karl...great job guys!! ...and Brewster, of course!



Senior supervisor, John Heard, gives silent approval...that would be the first time...it was silent, that is!



The final results tell it all! Beautiful KCRC flying site!

## IN THE SHOP JEREL ZARESTKY

This will be the first installment, in a series of one, of R/C related projects in my newly discovered shop. I've finally found it again after finishing a couple of non-R/C related projects at home that spanned months, years actually. I knew my shop workbench was there because something had to be holding all that junk up off the floor.

The project was initiated this Friday at the field when my Radio South glow-driver gave up the ghost after only a couple of starts right off the charger. The NiMH cells were not taking a full charge and showed less than half of what their capacity should be. Ralph Colon's help using his 12V powered glow driver was the clincher.

I had in hand, some 2600 mAh AA NiMH cells which I was sure would be direct replacements for the Radio South driver. Well, I was wrong...again! I opened up the case to find the odd-ball sized cells shown in photo 1.



photo 1; Radio South Pro-Driver III, stock cells (green) and planned replacement cells (2600 mAh cells, upper right) along with the black Futaba battery box from days-of-old.

Not one to bend in such a situation I vowed to shoe-horn standard AA cells into a case not designed for them. I pondered several options and then remembered hanging on to an old flight pack battery case. Those of you who have been in R/C long enough will remember these cases as standard equipment at one time.

I laid the battery case on the back side of the glow driver and marked and measured the part of the case to be removed. The battery case would set down in the glow-driver case about half way on each. Photos 2 and 3 show the results of the embedding process as well as the wiring of the pack. The charging jack on the Pro Driver is a Futaba type Tx plug so I took the opportunity to replace it with a standard Rx charge plug. A couple of dabs of RTV inside to hold the two together but allow cell replacement finished the installation.



photo 2; Back of glow-driver case opened up for battery case.

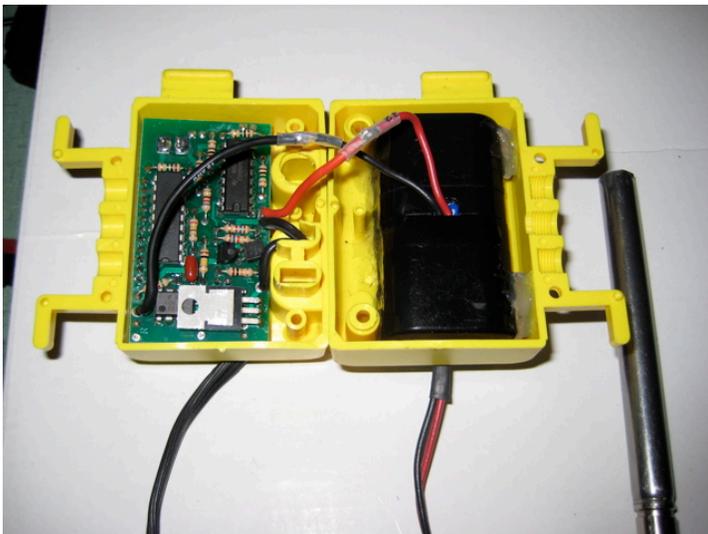


photo 3; Installed battery case wired in along with standard charging lead (exiting case, lower right).



photo 4; Completed unit showing new charge lead.



photo 5; View of the back of the glow-driver.

The final unit is shown in photos 4 and 5. ....So there Radio South! I spent a good two hours of time to save \$8.00 on replacement cells....I sure showed them!

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## 12 THINGS ALL PILOTS NEED TO KNOW (#1 AND #2) FROM MODEL AIRPLANE NEWS

IF YOU'VE JUST STARTED out as an RC pilot, chances are you've had a few unexplained situations pop up that have left you wondering what went wrong. One minute you're flying along having a good time, and the next your shiny new model is not so shiny anymore. Even with an instructor nearby, new pilots can experience moments of confusion or experience less than optimal control over their planes. It's not fun. We discussed this at a recent Model Airplane News photo shoot and came up with a list of 12 things we think every pilot needs to know. We hope that pilots will use these tips to prevent the loss of a model. Read on and hopefully the next plane you save will be your own.

### # 1 CHECKING THE CG AND WHY IT'S IMPORTANT

In specific terms, the center of gravity (CG) refers to longitudinal (nose to tail) balance point. Every model has a specific balance range where its CG should be located for it to fly properly. When the CG is placed too far back in this range the model becomes more tail heavy. As you move the CG forward, the model becomes more nose-heavy.

An aft CG makes a model less pitch stable and more maneuverable, while a forward CG model is more pitch stable and less maneuverable. At the extreme, a tail-heavy model can become so unstable and the controls so sensitive that it becomes uncontrollable. An extremely nose-heavy model can become so stable that you can't move the elevator surfaces enough to raise the nose out of a dive. This is often most noticeable when landing by running out of elevator so you can't properly flare to slow the model down. Always balance your model so the CG is located within the model's balance range by moving equipment fore or aft as required and even if this means adding nose or tail weight.

#2 GROUND CONTROL CHECK

The best way to avoid problems while airborne is to get in the habit of performing regular system checks on your model. You don't have to do this before every flight, but you should come up with a routine and stick with it. The first time you assemble your model, be it for a single day at the local flying field or on the first day at an away-from-home event, be sure to check that you've installed all the servo extension leads properly. For the most part, this means the ailerons but can also mean flaps and mechanical retracts. Use some tape to identify multiple leads so you can identify them quickly. This is extremely important if you have two aileron channels mixed together. In this case, identify your leads with A1 A2 so you don't get your aileron leads mixed up and end up with the controls reversed. To make the hookup task easier, install leads to the receiver and identify them with tape labels. This way, you don't have to peel back any packing foam protecting receiver.

Once the model is properly set up a the leads are plugged in, do a control check with the transmitter, and be sure to get the frequency pin first. Turn on the transmitter make sure you have the proper memory (aircraft) selected if you have a computer radio, and then switch on the receiver. Start with the left stick and check the throttle to confirm that the carburetor opens and closes (or the electric motor increases and decreases speed) when you advance and retard the throttle stick. This will prevent trying to start your engine the throttle open. Next, check that the rudder moves

in the same direction as the stick. With the right stick, check elevator control by pulling the stick back. The elevators should move up. For aileron, don't just wiggle the stick back and forth. Move it to the right and confirm that the right aileron moves up. Move the stick left and see that the left aileron moves up as well. I have seen more than one model seriously damaged and even lost a model myself because the ailerons were functioning backwards. These control checks are needed every time you assemble your model. Don't forego this important check. The airplane you save will be our own!

**AMA Chapter 594 Knoxville Tennessee  
2008 KCRC Officers**

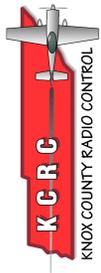
President: Phil Spelt, 435-1476, [chuenkan@comcast.net](mailto:chuenkan@comcast.net)  
V P; Craig Dieter, (423)420-9646, [cdieter@charter.net](mailto:cdieter@charter.net)  
Secty; Jim Scarbrough, 986-3857 [scarbj1@yahoo.com](mailto:scarbj1@yahoo.com)  
/Ed Hartley, 966-244, [roho3@rcpattern.com](mailto:roho3@rcpattern.com)  
Treasurer; Joel Hebert, 705-9618, [hebertjj@comcast.net](mailto:hebertjj@comcast.net)  
Safety; B.Walter, 406-3246, [williamwalters1@comcast.net](mailto:williamwalters1@comcast.net)

**Board of Directors**

Jeff Prorise, 675-7220, [jeffpro@wintellect.com](mailto:jeffpro@wintellect.com)  
Gene Waters, 483-9698, [ehwaters.1@juno.com](mailto:ehwaters.1@juno.com)  
Dennis Drone, 804-5153, [dendrone@aol.com](mailto:dendrone@aol.com)

**other club positions**

Historian; June Cope, 694-8687  
Webmaster; Phil Spelt, 435-1471, [www.kcrctn.com](http://www.kcrctn.com)  
Newsletter; J. Zarestky, 482-7953, [jerzee4@comcast.net](mailto:jerzee4@comcast.net)



**KCRC 2009 Officer Elections  
Mail-In Ballot**

**Vote for one;  
President**

Dennis Drone   (write-in)

**Vice President**

Craig Dieter     
Gary Lindner     
Phil Cope

**Secretary**

Don Eiler    
Ralph Colon

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**Treasurer**

Joel Hebert   (write-in)

**Vote for two;  
Board of Directors**

Jeff Prorise

Karl Gerth

Gene Waters

Ed Hartley

please include your name and  
AMA number;

name: \_\_\_\_\_

AMA #: \_\_\_\_\_

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**Phil Spelt  
730 Poplar Creek Rd  
37840**