



NEWSLETTER FEBRUARY 2009

Knoxville, Tennessee AMA Club # 594

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2009 ELECTED OFFICERS

President.....Dennis Drone

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BOARD OF DIRECTOR

Jeff Prosise, Karl Gerth , and Phil Spelt\

AT THE FIELD

I hope you will bear with me as I make another effort at producing the newsletter. I will do my best to keep you informed of things happening in the club. The reason I ask you to bear with me is that I think it might take some time to get organized and back into a groove. My software is different and it will take a couple of issues to get used to it.

I like to see activity at the field so I will start



with a trip I made to KCRC field on December 30th. There were about thirteen members there getting a



little stick time before the year ran out. Among them were Karl Gerth, Bill Dodge and Mike Miller. They look happy enough, don't they?

Warren Oliver was there giving his son, Clancy, a lesson on the buddy box. Warren was about Clancy's age when his dad, Ben, started bringing him to the Lovell Road field about 1970. Here Warren is making some adjustments on his scratch built Oliver Twist while Clancy looks on.

The next picture shows Kay Kasimer holding his Balsa USA Eindexer. It is a kit built, .40 size fun scale model of a WWI warplane. In fact, this plane ruled the skies for a short time because it had a synchronized machine gun firing through the prop and was much more deadly than anything else at the time. Kay left off the flying wires but the model looked and



flew just fine..

Spring is coming in the not too distant future so start getting things ready and I hope to see you at the field.....Jim

Lessons Learned

Jeff Prosise

One of our members learned a hard lesson recently when his plane stopped responding to the transmitter in flight. The ill-fated flight ended in the woods at the west end of the field. The airframe was a total loss.



A post-crash inspection revealed that although the power switch was on, the plane still would not respond to commands. Then someone noticed that the battery was no longer connected to the receiver. Once the battery was reconnected, the controls worked just fine.

It's possible that the battery became disconnected as a result of the crash, but in all likelihood, the battery pulled loose from the receiver in flight and *caused* the crash. The leads connecting the battery to the receiver were stretched rather tightly. Moreover, the connection between the leads hadn't been secured.

We can all learn a valuable lesson from this mishap: always secure the connection between the receiver and battery so they can't become disconnected in

flight. A simple and inexpensive way to secure servo leads is to tie dental floss around them end-to-end. You can also buy inexpensive security clips to secure the connectors, or use heat-shrink tubing to prevent the servo leads from separating. Tubing with a 3/8" diameter works perfectly in this regard and can be purchased at hobby stores or hardware stores.

Battery connections aren't the only ones that should be secured. Any servo leads that you don't intend to unplug after every flight—especially ones hidden away in the wing or fuselage, such as leads going to aileron servos—should be secured in the same way. Securing all the electrical connections in your models takes just a few minutes up front but can save you tens or hundreds of hours of rebuilding time down the road. It makes KCRC a safer place to fly, tooJeff Prosise

The VP Corner

Gary Lindner,



Well, the 2009 year has started and it will be flying weather here before we know it. So on those wet, cold windy, wintry days that we have before then, let me encourage you to start checking and cycling your batteries, transmitter and receiver. Check your planes over for loose and missing parts; be sure the control services are not loose or binding. In other words use this time to get everything ready for those early spring days to come when a quick trip to the field will be possible and your plane and equipment will be ready!!

One of my duties as VP (In fact the only duty, according to the by-laws) will be to try to come up with some type of program for the meetings each month. Now what I would really like to do would be to make the meetings really informative and find stuff that everyone would be interested in every month, but I know that ain't going to happen ☐ You can't please everyone and

CALENDAR of EVENTS

**February meeting at
Friendship church on
Middlebrook Pike. Feb,10, 2009
at 7 PM**

No other events scheduled at this time. However, Phil Spelt plans on promoting a couple of Float Flys this year. Probably one in the Spring and one in the Fall. Also, we usually schedule pattern contests, so keep watch in future issues of the newsletter.....Jim

dem that try wind up with the men in the white coats looking for them “To take them away,Ha-ha, He, He” so I will be doing the best I can instead. If you have any ideas or something you would like to suggest I’m always open to any ideas you might have.

At the February meeting our newly appointed Safety Coordinator, Ralph Colon, will be going over the AMA safety rules (which is required each year) and the rules and regulations of the club as detailed in the KCRC by-laws plus he will be explaining just plain old courtesies that need to be adhered to while at the field. So let me encourage you to attend the meeting this month and try when you can to take an active role in all meetings this year. I really believe if we all work together we can have a really great year. I’m excited about working with the new officers and board and hope that each and every member will be able to see and feel that they belong to a club that is intent on growing and introducing others into this wonderful hobby.

Hope to see you at the February meeting.....Gary

FOR SALE

Astro Flight Deluxe Lithium Charger

Astro Flight #101 Super Whattmeter

Barely used--almost NIB....\$105 for both.

George Shacklett

865-525-1369

Minutes, January 2009

Don Eiler, Secretary

On Jan. 13 at 6:30 PM approximately 60 KCRC members, families, and guests gathered at Mama Blue's restaurant on Kingston Pike for the annual



banquet and installation of officers. A moment of silence was held in memory of Doll Thompson and Mark Sobolewski. Our outgoing president Phil Spelt continued the long-standing tradition and solemn ceremony of passing on the Presidential Hat to incoming president Dennis Drone. The other officers for 2009 were introduced, including new Safety Coordinator Ralph Colon. Officers installed at the banquet were President Dennis Drone, Vice President Gary Lindner, Secretary Don Eiler and Treasurer Joel Hebert.

After the meal and the crowning of the new



President, Treasurer Joel Hebert did a brisk business with membership renewals. Approximately 25 memberships were renewed.....Don

There have been two radio control magazines that I always enjoyed. RCModeler was the first and it came out in the early sixties. I never subscribed but I bought and devoured every issue except for a period of time when I dropped out of modeling in 1975. Luckily it was still available when I came back in 1990. It was full of good articles. The second magazine was RCReport. I subscribed to it as soon as I discovered it in the early nineties. It also was full of interesting articles and good advice. Both magazines are now gone. Because of high costs and low advertising sales, they are now only pleasant memories. Too bad for

us, but I guess the world moves on.....Jim

Club!

Spring is just around the corner, so continue to cycle those batteries, finish up building and covering old and new models, and be prepared to make the 2009 season at KCRC all that it can be... FLY SAFE!

From the Presidents Corner

Dennis Drone

Welcome to another exciting year as a member of KCRC. From the President corner, I would like to take this opportunity to introduce myself.



My name is Dennis Drone. Originally from Southern New Jersey, I have settled in Louisville TN. My roots in aviation started at 12 years of age with a neighbor giving me a box of balsa wood and a set of plans to build my own Carl Goldberg Falcon 56. Knowing nothing about aviation nor building, I set off to build the worlds worst model that somehow became airborne. Model aviation sparked an interest for a career in aviation. College was soon around the corner and two college degrees in aviation later, I was off to build hours in the logbook. Flying and towing gliders, flight instructing in J-3 Cubs, operating a Beechcraft Queen Air for a corporation, flying night cargo in the famous DC-3, obtaining Cessna Citation, Hawker Beechcraft and Boeing 717 Jet Type Ratings, my logbook has filled many pages with thousands of hours. Now I have come back full circle to where it all began...Model Airplanes!

After another successful KCRC Banquet, Gene Waters and I found ourselves driving to Atlanta Georgia the next day to pick up my current work plane, a Hawker Beechcraft Premier Jet. (see attached photo) Many thanks to Gene for great driving companionship and to his Co-Piloting skills! 3 1/2 hours of driving to arrive at the airplane gave us an 18 minute flight back to Knoxville McGhee Tysons Airport. Clear skies all the way, we found ourselves looking down at the Great Smokey Mountains tops lightly snow covered. Truly, a beautiful sight!

I look forward to seeing many of you at the monthly meetings. Please spread the word of the meetings and become an active member of this Great

From the Safety Side of things

Ralph Colon, Safety Officer

A big hello to my fellow flyers. My name is Ralph Colon. I have been appointed KCRC Safety Coordinator for 2009 by your incoming officers. I have been with KCRC since early last year. I moved here from South Florida where I have been flying since 1993. Pylon racing was my passion early on but my interests are just about every type of flying, except helicopters. I am a professional aircraft mechanic by trade and have been in aviation for 23 years.

The winter weather has really kept the flying down to a minimum; I think we're all looking forward to the spring. Use the time now to get in the shop and catch up on some of those building projects that have been sitting collecting dust. It would also be a good time to go over the Field Safety rules. Sorry that sounds like a bad infomercial, I'll get better with the articles. Seriously, safety should never be taken for granted. Remember Aviation is not inherently dangerous but as soon as we let our guard down, the opportunity for injury exists. Fun, safe flying is what we all want and soon it will be upon us. I look forward to seeing all of our members at the field. Regards,Ralph

As I get used to this software I hope to make the newsletter more appealing to the eye. Bear with me....Jim