



KNOX COUNTY RADIO CONTROL

NEWSLETTER

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Knoxville, TN

AMA#594

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BOARD OF DIRECTORS

Jeff Prosize, Randy Phillips, Dennis Drone

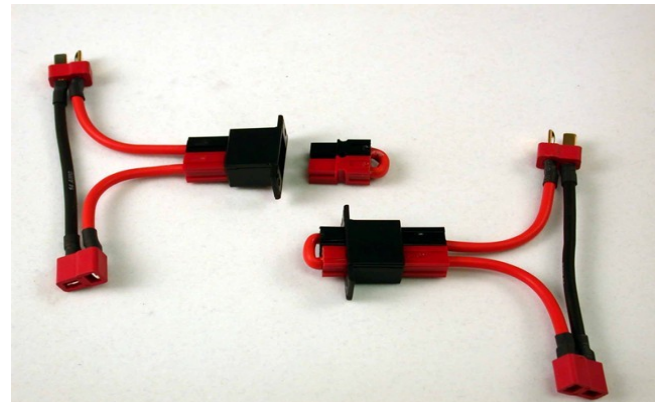
THIS AND THAT

► In the January issue of the AMA Insider, Safety columnist Jim Tiller talked about his recent encounter with a spinning prop. I wish I had a nickel for every safety column written about the dangers of pitting human flesh against the leading edge of a spinning propeller. You'd think that every modeler alive would be so conscious of the threat that there'd never be any blood shed from the contact. The actual fact is, however, that 97.3% of all modelers who run their models by glo or by electric power, will suffer a cut made by a prop (I made up that percentage above, but I'd bet that it's not far off). I've cut myself on a prop that's not even mounted on a shaft and I bet that a lot of you have done the same. **“As you get older and more experienced, the frequency of cuts goes down.”** That is not exactly a true statement as most of you old timers know. We **never** get careful enough to prevent cuts entirely!

I started flying in the early fifties using an .049 engine on free flight and u-control models, and I got a cut so frequently that I almost expected one every time I cranked up. It got a lot more serious later when I graduated to larger engines. I also tried to get a lot more careful!

What Jim Tiller was talking about was the dangers of handling an electric powered model while the battery was connected and the motor was hot. It is so easy to accidentally nudge the throttle and get an unexpected surge of power to the prop. I know that I've done it, and it can be a surprise to say the least! There have been quite a few articles written about this problem, and as it happens, there are some solutions. Mr. Tiller says the solution is some sort of arming switch that allows you to hook

everything up and get it to the runway before arming the switch to make it go. One answer is the Dean's



arming switch that works very well. The unit is mounted between the battery and the ESC. The hot wire is interrupted by a panel plug mounted in an accessible part of the fuse. When every thing is ready, you just plug in the connector. The unit is available at most hobby shops for around ten bucks, but it might be worth its weight in blood,

► Couldn't make it to the banquet, but I did get to see the great videos that Jeff Prosize and John Bobrek presented. Absolutely great entertainment for all modelers. The one John did for the banquet showed a lot of the members in one or more flying situations and was a great recruiting video. Jeff did an extremely funny fairy tale and I'll bet it brought the house down. Sorry I missed the banquet. John's videos can be seen at;

<http://www.youtube.com/watch?v=L8Ji80tZPZQ>

and

<http://www.youtube.com/watch?v=88Lqn1OVQHU> ...Jim

SAFETY FIRST



Greetings to all of the 2012 KCRC members. A new year is upon us. Naturally for many the flying will be minimal until the weather warms up. However for those of us who have thick blood or ? we will be out flying. I recommend each of us who fly in sub-freezing temperatures to always be alert to getting too cold. Dress warmly and remember that cold fingers are more likely to get burned and cut due to them being numb from the cold and that cold bodies and body parts do not move as quickly which could result in injury. One other issue for all temperatures is to wear some form of eye protection. In the cold/freezing weather the propeller wash has the possibility of throwing ice as well as particulates.

Finally I want to thank all that came out to the club banquet at the Old China buffet. We filled the room. It was a grand sight. Jeff presented several videos which received many groans and laughs plus an Oscar winning show at the end. Thanks again Jeff for your work. All who were not able to make the banquet missed a great time and you were also missed.

Be Safe..Jim Maines, Safety Coordinator

KCRC's Annual Banquet

by Phil Spelt

KCRC's annual Banquet was held on Tuesday, January 10th, at the Super China Buffet in Oak Ridge. We have chosen this restaurant a number of times in the past few years, and it always

seems to be a favorite among members. The food was good and plentiful, as usual. Several people were already eating when I arrived at about 5:30, and people continued to drift in until at least 6:30.

We had a very large turnout for this year's event, with a number of wives and several longtime members who have been "in hiding" for several years. The room was almost totally full, including the booths and the tables all the way against the back wall. The large number may be attributable to the publicity about a program to be put together by Jeff Prosis and John Bobrek. Great entertainment and humor were promised.

At about 6:30, Jeff was ready to begin the program. Unfortunately, John Bobrek was unable to attend, being out of town on business travel. John did send an email to the Club list giving a couple of URLs where people could watch some of what he had prepared. Using his laptop and a projector provided by Brian Pierce, Jeff showed several clips of KCRC planes flying. One clip was a tribute to Captain Bud "How-Hard-Can-It-Be?" Weisser, showing a couple of his creations. One of these actually flew two flights, each ending in a runway "landing". The audience laughed with Bud at his antics – we need to see more of Bud at the field.



The *coup de gras* of the evening was a great clip by Prosis Productions, which starred Lori, Jeff's long-suffering wife. The clip showed, for the benefit of the KCRC wives there that evening, how a "Good R/C Pilot's Wife" should handle her hubby's hobby. Demonstrations included cleaning and repairing his planes, installing retract landing gear, and other

maintenance tasks. The best was the last part, where Lori, decked out in a raincoat and boots, was out in the yard making like an R/C plane, "flying" around the yard with her arms out like wings as Jeff manipulated the sticks of his Tx from inside the warm, dry house! All in all, this year's Banquet was a great success.....Phil ■

PROSISE PRODUCTIONS

by Jeff Prosis

Every male RC enthusiast dreams of having a supportive wife that cleans his airplanes for him and doesn't grouse about the amount of time or money he spends on his hobby. (OK, maybe not everyone does, but I do!) So when Joel Hebert asked me to put together a short video program for the January banquet, I figured it would be the perfect time to shoot a video I've been thinking about for a long time: a training video for RC wives.



It took a little coaxing, but my wife agreed to help. She was a little reluctant at first, but once she saw the script and started practicing it, we both got into it and had a lot of fun making the video. After the club meeting, I posted it on YouTube, where it has attracted several thousand views of a day. If you missed the club meeting (or were at the club meeting but would like to see the video again), you can view "How to be the Perfect RC Wife" on YouTube by typing the following URL into your browser's address bar:

<http://www.youtube.com/watch?v=kaeTQJ3EHaI>

You may not agree with everything my wife says in the video, but you'll certainly agree that she has a great sense of humor. Like I told everyone at the January banquet, it didn't cost me a dime to make the video, but I'll be paying for it for a long time.....Jeff ■

(**Editors note: Whatever the cost, it is worth it. Its the most entertaining RC video I've seen.**) ■

Put Skis on Your Models (for your winter wings)

by **Bob Karasiewicz, Roxbury Model Airplane Club, Chester NJ**

You've probably noticed it's gotten pretty cold and unfriendly outside. That only means it's time for the winter duds. Did you ever think how cool it would be to fly from the snow?

Get some skis, dress warmly, and go flying! I like the DuBro line of skis because they have a good torque rod set up to keep them at the proper angle to the airplane.

The proper angle means the front of the skis is higher than the back with respect to the airplane fuselage. This means when you land, the skis won't dig in and flip the airplane.

There are other commercial skis out there so don't hesitate to use them. Look for a sturdy spring system to keep the skis at the proper angle. Also, look for a reliable way to put the skis on the landing gear.

If there are several inches of snow, don't think dressing for cold weather will keep you warm for hours. Waterproof boots, double socks, and long underwear are needed. Hunters already know this. If your flying field has a heated shed, that is the best way to keep warm. You can run out and fly for 15 minutes, then run back inside to warm up.

If you have floats, you'll find that flying off snow with them is easier than flying off water. Snow can be an abrasive, so if your floats are painted, using them on snow may require another coat of paint later. I wouldn't use molded fiberglass floats in the cold as the material gets brittle. Plastic floats work great, such as the ones made by GeeBee Products.

Taking off and landing on snow is as easy (or as hard) as doing it on grass. And it is often much prettier..

(**Editors Note::** The above was reprinted from the AMA Insider's January edition. There's also a good article in it for you scale (or scratch) builders on cutting balsa sticks. It works well).... ■

KCRC NOTAMS

By Phil Spelt

February, 2012

Privilege and Responsibility:

Over the years I have been associated with KCRC, I have heard a number of members say, "I pay my dues, I just want to fly." In a world of extremely busy schedules (I find myself "busier" in retirement than I did while I was working!), I can understand this attitude. However, a look at the history of KCRC, or of any organization, will show that the more the members of that organization "pitch in" and contribute to the well-being of the organization, the better off that entity is. The founders of KCRC, when we moved to our present location, had not only negotiated for the location, and contributed their money (a lot more than we now pay) to build the facility, they were actually out driving the bulldozer and other equipment to level the hilltop where our runway now is.

Each year when nominating time for officers comes around, the task is like pulling teeth to get people willing to run. This year, we actually had at least two candidates for every office except Treasurer, where Joel Hebert has honed his skills and continues to be willing to serve extremely well in that labor-intensive office. As part of the nominating committee, I can say that filling those slots was not easy. When the time comes for KCRC members to step up and actually DO something for the Club, we usually have an adequate number of people to do the job. Last spring, at our work party, we had plenty of volunteers – some of whom I rarely see out flying – to get the jobs done. Planning, and getting a commitment in advance, however, is quite another thing. I don't know whether people are wary of committing in advance because of an unknown schedule, or what, but over the years it has been hard to get early commitment for things like Club events (pattern and helicopter events, e.g.) for our members. Willingness to volunteer early helps the directors of the events to plan well.

Back to the title of this little essay:

The Bible says in Luke 12:48, "*From everyone who has been given much, much will be demanded; and from everyone who has been entrusted with much, much more will be asked.*" The point is, with the privilege of belonging to KCRC, which you do NOT buy with your dues, but which you receive when you are admitted to the Club, comes responsibility to contribute in other than monetary ways to the betterment of the Club. Paying dues is only part of your responsibility.

The February meeting will be held on Valentine Day, the 14th, as the web site says. The Executive Committee has decided it was better to

keep with our regular schedule. If you MUST be out on a hot date that evening, and you wish to bring something before the Club, please email me with the information. We need to plan our annual Work Party to bring the field into top shape for the coming season, so as you notice things at the field that need attention, please note them and get your suggestions to the Executive Committee members for action.....Phil ■

(**Editors Note:::** AMEN).

TEN YEARS AGO

Looking back through the archives, the February 2002, issue shows that the banquet was held at the Super China Buffet in Oak Ridge. At the business meeting after eating, 2001 President Joe Bolinsky turns the office over to 2002 president Jerel Zarestky, who also was elected in 2003. New Treasurer Joel Hebert takes office for the first of the next ten (and probably more) years in office. Mike Foley is the Secretary. Phil Cope is the Vice President and Chris Luck and John Heard is on the board of directors.

2002 was a pretty good year for KCRC. We had just finished expanding the pavilion (Gene Waters was the straw boss on that endeavor) to its present size, which greatly increased its usability.

2002 was the year for renewing the lease also. Thank goodness we have maintained a good relationship with the Knox County Parks and Recreation Department.Jim ■

Building Tips

► Building boards are a necessary accessory if you are into scratch or kit building. They have to be flat and its nice if you can stick a pin into them. I like the boards that Tower sells. I have a 48" version and it has served me well for several years. Its a little hard for pins, so I used it to keep things flat and glued up several 1/2" thick boards of balsa (3 or 4" wide and 36" long) and made a 14" x 36" board to lay on top of the Tower board. I glued a 1/2" square hard strip across the ends to keep it from bowing. It has done a good job for most things I've built lately. The Tower board keeps it flat and pins go in very nicely. I cover it with clear plastic and it works well for the size models I build..

► When you have to change or install tee nuts into the back of an existing firewall, go to Home Depot and get a 12" length of 6-32 or 8-32 threaded rod. You can stick these through the hole in the firewall and they usually will reach back to the wing opening. Thread the nuts on. and pull the nuts into the back of the firewall.....Jim ■ .