



Newsletter

Knoxville TN Feb 2014 AMA #594

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This'n That

► Here it is, February of a brand new year, and I don't have anything on the building board!

I have three models hanging on the ceiling of my garage that I haven't flown yet, and another old timer that I built in 1970 and have reconditioned, along with a couple that has been flown only once..Would you say that I am way behind on my flying?

The major problem is my eyesight. I really need to get cataract surgery. A bigger problem is that I just haven't flown enough in the last few years to keep my instincts and reflexes working. In other words, I've lost my confidence in my ability to fly. I have a toy helicopter and a quadcopter that I have been trying to use to get back into it, I start out OK but then start over-controlling them and panic and crash.

I always figured that RC flying was kinda like riding a bicycle; once you learn, you never forget. It isn't like that at all. You really need to keep at it in order to instinctively respond to the movement of the model. If you have to stop and think, you'll probably lose it.

Speaking about the models I have on the ceiling, I'm thinking that my trouble started about the time I went to electrics. I haven't cranked a glow engine in three years, and I always enjoyed piddling with them. They were loud and messy but they kinda represented all that was good about modeling.

Or maybe I'm just making excuses..

► Last month I talked about a "toy" heli I bought at Walmart. I've had a ball with it. I still class myself as a rank beginner at flying it, but I am impressed with the price and the quality of it.

► Several members of KCRC are trying to set up an indoor fly-in at the Tac-Air hangar in early February. This has been done successfully in the past and was enjoyed by everyone participating. Because of the number flying, they are limited to small electric models. Perhaps I'll have a picture and a report in the March issue..

► We've had some very cold weather lately, and

2014 Elected officers

Pres.....Andy Keeley.....1fatdaddy@gmail.com

V Pres....Phil Cope.....philipcope@bellsouth.net

Secretary..Phil Spelt.....chuenkan@comcast.net

Treasurer...Joel Hebert.....hebertjj@gmail.com

EXECUTIVE BOARD

Bill Leonard.....bill283@Gmail.com

Jeff Prosis.....jeffpro@wintellect.com

Larry Hayes.....lchayes65@bellsouth.net

Safety Officer.

TO BE ANNOUNCED

Historian....JuneCope...phillipcope@bellsouth.net

as a result, there hasn't been a lot of activity at the field. On the other hand, February usually has some very pleasant days, with fairly warm temperatures and sunshine. If you get out to fly, be sure to take a picture to send me for the newsletter, especially if you're trying out that new model you built over the winter. You might want to do it before you fly it.....Jim

21 WAYS TO KILL YOUR CLUB

The following list was obtained from a 2004 AMA Insider but it is still very true and up to date..

- 1) Don't attend meetings, but if you do, arrive late.
- 2) Be sure to leave before the meeting is over and make sure everyone hears you leave.
- 3) Sit in the back so you can talk with other members during the meeting.
- 4) Never have anything to say at meetings; wait until you get outside, then always be negative.
- 5) After meetings, find fault with club officers and fellow members.
- 6) Hold back your annual dues as long as possible, or better yet, don't pay at all.
- 7) Never accept an office or serve on a committee. It is much easier to criticize than to do.
- 8) When everything else fails, abuse the club's officers.
- 9) Don't bother enlisting new members; let the others do it all.
- 10) At meetings, agree to everything, then go home and do nothing.
- 11) Don't tell the club how its policy can help you, but if it doesn't help you, tell everyone else it's useless.
- 12) Do nothing more than what's necessary, but when other members roll up their sleeves and willingly use their ability to help matters along, complain that the club is being run by a clique or dictator.
- 13) Talk cooperation but never cooperate.
- 14) Get all that the club has to give but give nothing in return.
- 15) Threaten to leave the club if something isn't the way you want it.
- 16) If you're asked to help, always say you don't have time.
- 17) Never read any mailings or seek information. You

might find out what's going on.

- 18) If appointed to a position, never devote any time to it.
Let someone else do it all.
- 19) Overlook your own shortcomings and concentrate on what they are not doing.
- 20) Repeat all the unpleasant things about your club to anyone who will listen.
- 21) Always criticize club officers whenever the opportunity arises.

from Smoke Signals
Meroke Radio Control Club
Joe Di Prima, editor
Franklin Square NY.....

New Years Day Fun Fly

Randy Phillips began pushing for an event to be held on the first day of 2014 back about the middle of December, and it came to pass when several KCRC members braved the cold to make it happen.

Newly elected president Andy Keeley said it started out very cold but no wind to speak of. He said it began to warm up as the day progressed. Outgoing president Larry Hayes said that about twenty guys had a good time and enjoyed the good food that Randy grilled.....



Illustration 1: Andy Keeley sent me these two pictures of the brave souls who showed up. They are pretty well bundled up to keep warm.. ...

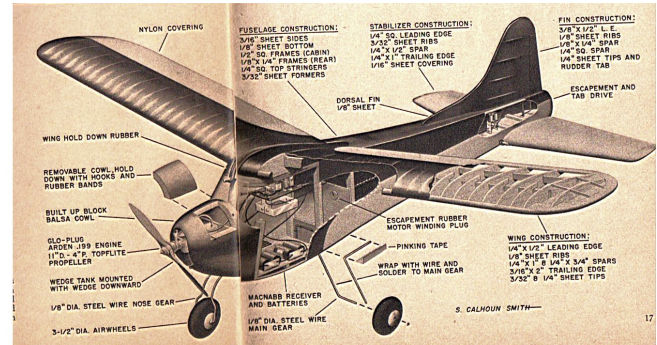


Illustration 2: Looks like a pretty day for the event. Cold fingers can get a bit clumsy on the sticks....

THE WAY IT WAS

Thought you might get a kick out of this.

This is state of the art in RC 64 years ago.. A Bill Winter design featured in " Handbook for Model Builders " published by Mechanics Illustrated magazine in 1950. Bill Winter was a pioneer in RC and a prolific designer.. He's in the AMA Hall of Fame as well as the SAM Hall of Fame..



The model looks to be about 50 inch wingspan and is powered by an Arden .199 glow engine. The engine is equipped with a timer to cut power after a set run time interval (no throttle).. The RC control is by a MacNabb Citizens band FCC approved radio operating a rubber band powered escapement controlling the rudder. Total flying weight is about 6 pounds. Rudder movement is a set angle either left , right or neutral. The article said " FCC license free " but what that meant was the license was free when you applied for it but you had to have it..

Can you imagine the test flight on this baby? Engine (no mufflers in those days) screaming like a banshee and with only a little rudder control? I've been there and I can tell you, it was a very tense situation (but the adrenalin rush is fantastic and addictive)..

Oh yes. The full size plans for this model were available by mailing 50 cents to the magazine plan service! That wouldn't pay postage today.....

I enjoy reading about past events and developments in radio control. I read about the army and navy conducting tests in 1944 by packing worn out bombers with explosives and trying to direct them to targets using RC. They would let volunteer pilots take the planes off and then bail out after getting the radio set and arming the explosives. The experiments were conducted with no notable success and the loss of several pilots.. I am always amazed by the courage of people who volunteer for such hazardous duty.....

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President's Corner

Hello All,

As your new president , I would like to introduce myself and tell you a little about me. My name is Andrew Keeley but my friends call me Andy. I have been married for 27 years and have two daughters , one that is 23 yrs

of age and another that is 25. I also have a Jack Russel named Lily. I grew up in West Tennessee and that is where I started my love of remote control airplanes. I started building and flying airplanes around 1983 with a few of my best friends. Once I had two small children, life seemed to take over and I didn't have a lot of time for my hobby until about 5 years ago. Since then I have gotten back into it all full force. I joined the club about 4 years ago. My hope for the club would be for us to grow in members and passion for the hobby. I would love to see our club join with other clubs in the area to further promote the hobby.

Hope to see you all at the field and our next eventAndy.

P.S. WANTED : Safety Coordinator

Duties to include but not limited to

- ▶ Provide a communication link between AMA and the club in matters related to safety
- ▶ Acts as a safety adviser and resource manager for the Club and its members
- ▶ Assist AMA in the establishment of a national safety program to reduce accidents/incidents
- ▶ Develop, promote and encourage a climate of safety awareness with AMA clubs

If you would like to know more or possibly apply for this position within the club, please contact ..

Andy Keeley at 1fatdaddy@gmail.com ■

ANNUAL BANQUET

Oak ridge, TN – On January 14th, 2014, KCRC held our annual Banquet. About 40 folks, including some wives, celebrated the beginning of another year of building and flying R/C aircraft. The site was the Golden Oak Grill and Buffet – formerly the Super China Buffet, and in a new location. The proprietors of the Super China Buffet took over the former Ryan's Steak House within the area of the former Oak Ridge mall. In this writer's opinion, the new facilities are a great leap up from the old setting. The private room we were in provided a more private setting and better table arrangement. There was less noise from the general restaurant, and the food was just as good as always.

The 40, or so, people enjoyed lots of conversation about R/C planes and various other topics. As is typical, there was no official Club business conducted at the Banquet, its purpose being to provide an opportunity for social discourse among KCRCers and family. Following tradition, part-way through the meal, Past President Larry Hayes introduced our incoming President, Andy Keely. Andy welcomed us, and introduced his fellow officers: Phil Cope, Vice-President; Phil Spelt, Secretary; Joel Hebert, Treasurer; and new Board members, Bill Leonard, Jeff Prosis and outgoing president Larry Hayes. . We all stood so members could get to know

who we are – to put faces with names.

The Banquet was a good opportunity to see long-time KCRC members, as well as meet some of the newer folks. If you missed it, you missed a good time with good food – join us next year.

Phil Spelt, KCRC Secretary... ■



Illustration 3: Phil sent a couple pictures taken at the banquet.. This one shows a bunch of the attendees pigging out.



Illustration 4: This pictures shows Joel Hebert doing what Joel does at all the banquets. Eating and taking dues. The member paying up was moving during the taking of the picture and may remain forever anonymous.

KCRC has used the January meeting time to hold a banquet for the members as long as I can remember. The first set of KCRC bylaws I ever saw called for the banquet as a means of introducing the officers for the coming year and a way to meet other members. It is a fun evening and is designed as a way for spouses to also derive a bit of pleasure from the club during a time when most field activity is pretty much frozen out.

I have missed the last few banquets because I can't drive at night, but I never missed one that I could get to. They are a lot of fun and usually well attended. The passing of the baton from the old president to the newly elected one is usually entertaining..

More This 'n' That

Baby, its cold outside!!

I think we've had a little more cold weather than usual this year. I'm sitting here wondering what you guys are doing to pass the time until it warms up. It occurs to me that it would be a good time to get something ready to fly when it warms up.

Here is a few things you might check while you're sitting around waiting..



► Look at the general appearance of your model. Clean it up and look again. Do you see any warps that might have shown up in a flying surface? You can probably straighten them out with the use of your heat gun and a little pressure. Be sure to do it or you might end up crashing it.

► See any rips or tears in the covering? Any loose hinges or floppy control horns or connections? Any cracks in wood structures or flying surface mountings? If so then fix them or you might end up crashing it.



► Look inside and check out the radio and servo mounts, Any screws loose or missing? Maybe the battery needs replacing or remounting, The condition of the wires maybe indicate a need for some servicing. In the case of older radios, be sure to check the receiver antennae wire and when you can get out, check the range..You should check the range on all radios using the manufacturers recommendations. If there's a problem, fix it or you might end up crashing

it...

► Look behind the cowl and check out the motor or engine mounts. Screws loosen sometimes and in the case of glow engines, the fuel will mess up the strength of the wood in the firewall if it wasn't fuel proofed good. Do any and all repairs here or you might end up crashing it..



► Check out the landing gear. Wheels OK? Wheel collars tight? Gear mount solid? If not, these are easily fixed and you'll probably not end up crashing it.

► In the case of gas or glow fueled models, check out the fuel system. Tank in good shape and mounted OK? Fuel lines in good shape? Filters clean? How about the electric fuel pump, leads and lines? Are they OK? If not, then this a good time to replace them. .



This is not a complete list, and I'll guarantee that there's something you can (and probably will) forget that will jump up and bite you on the a...nkle.. It is a gentle reminder that there is always something to keep you busy in this wonderful hobby. If I had worked as hard at my career as I have in RC, I'd be a millionaire..

Hope to see you at the field.....Jim ..