



Newsletter

Knoxville TN Jan 2018 AMA #594

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2018 Elected officers

Pres.....Ed Dumas.....ed@eddumas.com
 Vpres.....Paul Funk.....paulfunk24@gmail.com
 Secretary.. Rick Thompson.....jrt1953@gmail.com
 Treasurer..Joel Hebert.....hebertjj@gmail.com

EXECUTIVE BOARD

Randy Philipps..... randy@accessolutionsinc.com
 John Baselone.....jrbfarm@yahoo.com
 Rick Thompson.....jrt1953@gmail.com
 Safety Officer
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THIS'N THAT

► Michael Catlin sent me this note;

“ Jim,...I've noticed a disturbing trend at the field. In the last year 4 pilots have damaged (or destroyed) their plane while trying to take off with reversed controls. Three of the pilots were not new at the hobby and 2 of the planes were beautiful pattern ships. There is a simple procedure that can prevent this. Always check before advancing the throttle. How? Move the aileron stick to the right and the right aileron should go up. Move the aileron stick to the left and the left aileron should go up. If the ailerons do not do this, STOP! Why check individual ailerons? Many planes have dual aileron servos and assuming that both servos are working correctly and in the proper direction could lead to sluggish control response (not fatal) or trying to control roll with flaps (generally fatal).

Next. Move the elevator stick fully back. The elevator should go up. If you have duals elevator servos then both should move up evenly. Move the elevator stick fully forward. The elevator(s) should go down. If this doesn't happen, STOP! Do a similar motion for the rudder with the rudder following the direction of the stick and check the nose or tail wheel. Moving the rudder stick left moves the rudder left, tail wheel left or nose wheel points to the left. If the motions don't agree, STOP!

What about the throttle? If when advancing the throttle the plane backs up, STOP! (Although, I've never seen an aircraft take off backwards).

My personal procedure is to place the aircraft on the runway and "purposefully" move the controls while checking the control surface direction of movement. Aileron, Elevator and then Rudder. This has never failed me. I did have two occasions when the motions didn't agree. One was due to a failed aileron servo and during the other occasion the plane backed

up when the throttle was advanced but swapping the leads on the motor solved that. Embarrassing? A little. But at least I didn't try to take off...Michael Catlin “

Thanks Michael. Good advice. Seems that no matter how long a pilot is in the hobby, he lets his mind wander occasionally and does something that costs him. Like sticking a finger in a spinning prop. I've seen folks who have been in the hobby for thirty years or more do this at least once, and, sometimes again. Just takes a second of forgetting what's going on.

► Roger Kroodsma sent me this picture of a couple of KCRCers who have taken their flying to another level. Paul Funk and Denny Evans are pretty impressive flying these beautiful models.



Paul has another model that's a bit too big for our field; a full size Pitts Special he flies in national competition..

► If you'll look at the top of this page, you can see the list of new officers elected at the December meeting. KCRC has been very fortunate over the years in getting good officers to lead the club.

These officers will be installed at the KCRC banquet on the third Tuesday of this month. It will be held at Golden Oak Grill Buffet on Jan 16th, 2018 at 7:00 PM. Because both President and V-President elects will be out of town on the regular second Tuesday, the meeting is moved to the third Tuesday of January. Try to attend.

► **Bad news from the front!**

(copied from the AMA website)

“ On December 12, 2017, President Trump signed legislation that will reverse the earlier court ruling in the John Taylor case and restore the FAA's UAS registration requirement, including for AMA members.

AMA believes that registration makes sense at some level, but has pushed for a more reasonable threshold. While we address these issues, members will be legally required to comply with the FAA registration requirement.

Following are some frequently asked questions. Answers are based on the information available at time of press and are subject to change.

Q: If I already registered, do I have register again?

A: You will not have to register again since this bill simply reverses the John Taylor case. We will share more as details emerge.

Q: If I requested a refund and asked to be removed from the registration list, do I need to register again?

A: There is a good chance you will have to register again. You can call 877 396 4636 to check the status of your registration.

Q: How do I register?

A: You can register at <https://registermyuas.faa.gov>. If you need assistance, please call 877 396 4636.”

Marines Challenge Coin

by Phil Spelt

Challenge coins go back at least to WW I, when a British pilot, having been shot down behind German lines, used a challenge coin his commander had presented to him as proof that he was not a German, and his French liberators did not put him to death. I have read, also, the Gentlemen's Guilds from the Middle Ages were using them as IDs for the guild.

One does not “give” a challenge coin, one presents it, and the person to whom it is presented receives it. There is obviously a formal ritual involved with these challenge coins. Today, challenge coins are

rather widely presented among members of the military, and in other contexts, also, such as honoring people of some sort of social status, a Congressman, for example.

During the week of the 2017 Mud Run at our field, I was out in the park, on September 14th, talking with Sgt.Maj. Brian Hudgins, who was overseeing the Mud Run this year. At one point, he interrupted our conversation and went to his truck to bring back his Challenge Coin. The picture shows Brian presenting the coin to me. I thanked him and said I was honored to receive the coin on behalf of KCRC.

Brian said no, that this coin was for me, for the years I have worked with and supported the Marines in using our field. He then presented me with a second coin for the Club, which I, in turn, presented to President Rick Thompson at the next meeting at the field. The other picture is the front and back of the coin that both I and the Club now have.



(Ed. Note: The marine reserve unit in Knoxville has a long history with KCRC. Way back in 1977 they dug a tank trap (ditch) beside the road next to the field to keep vandals from driving into the field and messing things up. It worked, too.)

**KCRC Meeting Minutes—
December 12, 2017**

President Rick Thompson called the meeting to order at 7:07 p.m. at the Fellowship Church in Knoxville with 16 members in attendance. There were no new members.

There were no corrections to the November minutes, which were approved by unanimous voice vote. Joel Hebert gave his treasurer's report, which was approved by unanimous voice vote. The end-of-month balance was \$9602, and 12 gallons of fuel were left.

Rick announced, as a reminder, that the AMA memberships of 22 KCRC members are expiring at the end of the year. He also announced that the KCRC annual banquet will be held at the Golden Oak Buffet in Oak Ridge at 7 p.m. the second Tuesday of January.

Rick then began a discussion on whether the 2017 annual dues of \$72 should be reduced for 2018. He stated that much cash is on hand partly because of savings realized from all of John Basalone's volunteer work for which he accepts no payment, including work on gutters, helipad, mowing, and control of fire ants. Comments from members included suggestions that dues remain the same and be used for repair of the shed and runway edges. Members voted by unanimous voice vote to keep the dues at \$72.

Voting ballots for 2018 officers had been distributed prior to the meeting. Randy Phillips and Ed Dumas announced the results of the vote, which will be provided in the newsletter.

Rick recommended that John Basalone be honored as member emeritus, which was approved by unanimous voice vote.

The subject of FAA registration of pilots of unmanned aircraft systems (UAS) came up, as Randy Phillips mentioned he had received an email from AMA that legislation requiring registration had passed Congress and had been signed by President Trump. Thus, the registration requirement for pilots of recreational UAS, which had been canceled earlier this year, is now again in effect. Rick pointed out that each member should get an email about registration from AMA. He said that penalties for UAS pilots failing to register with the

FAA could be as high as \$25,000. The requirement includes all radio-controlled or remote-controlled drones, fixed-wing planes, helicopters, quadcopters, etc. weighing 0.55 pounds or more. Certain required information must be posted on each aircraft where it can be seen without having to use a tool to remove part of the aircraft.

Crash of the Month was won by David Cooper, whose T-28 crashed into the top of a small tree at the turn to final approach from the east. The plane appeared to be unable to maintain altitude. It was retrieved but suffered heavy damage. No other members reported crashes.

Rick Thompson won Model of the Month with his beautiful red Stinson Reliant, a Phoenix ARF. Rick stated that 1300 of the full-scale Stinson were built. His model is 1/7 scale with a 68-inch wingspan, weighs 10 lb 1 oz, has a 60-size electric motor and 100-amp Hobbywing ESC, and uses a 6S 5000 battery.

President-elect Ed Dumas thanked Rick for doing a great job as KCRC President.

The meeting was adjourned at 7:39 p.m.

Respectfully submitted, Roger Kroodsmas, KCRC Secretary....--Roger



Rick's gorgeous Reliant.

DON'T FORGET THAT THE BANQUET IN JANUARY WILL BE ON THE THIRD TUESDAY OF JANUARY INSTEAD OF THE USUAL SECOND ONE. IT WILL BE AT THE GOLDEN OAK BUFFET AS USUAL AT 7:00 PM. NEW OFFICERS WILL BE INSTALLED.