



**KCRC Officers for 2005**

President.....Phil Spelt.....Phone 435-1476  
 Email chuenkan@comcast.net  
 Vice Pres....Gary Lindner.....Phone 986-9050  
 Email lindner2@bellsouth.net  
 Secretary.....Mike Foley.....Phone986-6153  
 Email m\_foley@bellsouth.net  
 Treasurer.....Joel Hebert.....Phone 927-1624  
 Email hebertjj@comcast.net  
 Safety Officer. .Bill Walters..Phone 406-3246  
 Email williamwalters1@comcast.net

Executive Board  
 Dennis Hunt..Phone 483-8373  
 Email dehunt@nxs.net  
 Ed Hartley..Phone 966-2445  
 Email roho2@rcpatten.com

Historian.....June Cope.....694-8687  
 Webmaster.....David Dabbs.....966-1994  
 Email tntelstar1@kcrctn.com  
 Editor.....Jim Scarbrough.....986-3857

**Sept, 2005 ---- Knoxville, Tennessee ---- AMA Chapter 594 Newsletter.....jimscarbrough@charter.net**  
**KCRC website.....www.kcrctn.com**  
**KCRC Newsletter availavble on KCRC website for downloading**

**The meeting for October will be on Tuesday, Oct. 11th, 2005, at Deane Hills Recreation Center at 7:00PM**

**Training Issues:**

**How to Choose a Flight Instructor**

by Jack Frost

**Question:** What is the most important decision any pilot can make?

**Answer:** When not to fly...

**Explanation:** If the pilot isn't ready, if the equipment isn't ready, or if the conditions aren't right—do not fly!

These are good words to go by, no matter what kind of airplanes you fly—whether they are full scale or models.

Are you an RC instructor? How did you get the job? Were you asked by your club president? Were you the only one willing to do it? Do you like the prestige of being a club instructor? Are you the best instructor in your club?

People vary greatly on their ideas of what makes a good instructor. Some think that good instructors are born and possess a kind of charismatic presence that results in highly motivated learners. This view tends to result in instructors that are more likely to credit their own performance as the key to learning instead of the ability of the learner.

Some believe that instructional ability is something acquired, involving training, discipline, and a good deal of patience. They strive for instructional excellence, and assess their effectiveness by how well the learner performs.

Most agree, however, that good instructors share a love for instructing and learning, and that a good instructor must be a learner and must possess strong motives and a positive attitude toward learning.

There is a tie between effective instruction and effective learning, but instructors only enhance learning. They set up a situation that provides the student with the opportunity to learn. Effective instructors are often those who look for ways of matching individual learning styles to their own instructional style.

The measurement of an instructor should not be how few hours, or how few flights it took for his/her student to solo, but instead, what skills, what presence of mind, and what judgment that student can demonstrate.

So what things constitute a good instructor?

Besides being a qualified pilot, there are other important attributes that need to be considered. The following list includes various traits that are important in choosing an instructor:

- Good communicator
- Patient and even-tempered
- Reliable
- Consistent
- Dedicated
- Good teaching skills
- Team player
- Thorough knowledge of equipment
- Thorough knowledge of safety issues
- Good preflight skills
- Good piloting skills
- Ability to judge piloting skills
- Good at balancing praise and criticism

This list is not all inclusive, but it is a start. If you have questions about becoming an instructor, selecting instructors for your club, or choosing an instructor to teach you to fly, contact Phil Spelt at 435-1476.....

The above article was in the recent AMA newsletter and I thought it might be applicable to the situation at KCRC at this time. I haven't heard much about the KCRC Instructor program lately, other than busy Phil Cope, who seems to have more students than he can take care of. KCRC has many new members who are begging for help and we need to get serious about helping them or they are going to get discouraged and quit. Either that or possibly cause damage to property or physical injury. I also think the club needs to come up with a full time ( appointed rather than elected ) chief of instructors to kinda coordinate the work load so that one guy doesn't have to do it all.....Jim

# AT THE FIELD

Well, fall has fell and we are getting some great days at KCRC field to fly. I've been trying to get up at least a couple of times a week, and it has been very nice. We have such a beautiful place to fly that it is very pleasant just to go and visit and shoot the breeze with other members. I mostly go during the week and mostly see other OFFA's enjoying the scenery. Charley Wilson, Gary Lindner, Larry Weston, Doll Thompson, Jeff Procise, Larry Simmons, Bill Dodge, Bill Pennell, Raymond Curd, Jim Freels, Danny Lopes, Bud Weisser, Carl Sten, TJ Albert, and James Vasquez are some of the faces I see a lot of, and on Thursday you might even find Doctor Robert Tatum practicing the art. Dr. Bob has further complicated his life by taking up helicopters !

Recently during a skull session, Gary Lindner ( KCRC VP ), was saying that a prospective member was asking about help if he decided to join the club and Gary was forced to contemplate our KCRC Instructor Program. Gary said he only knew of three qualified instructors in the program and that only Phil Cope was active as far as he knew. That is not very good! We probably need to do some work in this area and get the information out to prospective members. We have several guys who could do the instructing, but are a little hesitant because of the responsibilities involved. This is a problem, but a solvable one. Some of our recent meetings have been pretty short because of the lack of business, so the instructor program would be good to talk about.

Speaking of new members, the Harriman club has had to raise their dues by a whopping margin because of the need for getting the money to mow the grass with. When the club started, the members were mowing the grass themselves and keeping the cost down. Just like most clubs I've been in, it turned out that only a very few members were getting all the fun of the mowing, and most of the members were happy to let them do it. The few doing it got tired of it and they have hired it done. Cost of gasoline has caused the price of mowing to go up, up, and up but a grass runway has to be mowed every three or four days. We have the same problem at KCRC but so far we have had enough members to keep the treasury fat enough to cover it. Harriman has suffered



along and now has to bite the bullet. It is a " Catch22 " because it might hurt the membership but what else can you do?

A point came up during that last paragraph that needs to be addressed. In every organization with more than one member, there comes a problem with getting things done. I saw a breakdown once that said that in every group of five, there would be one worker, one helper, two present, and one not-good-for-much. That pretty well sums up most clubs. It shows up in work days, in elections, and in every other club function. Most folks join in on a club because of their interest in the club activities. If they can get by with just paying dues, a lot of members will do it. You can generally tell if this is true by attendance at club meetings. Most meetings are pretty well cut and dried, and most members think that they can abide by what the few decide at meetings, so they pass.

Our club meetings stay pretty much on the thirty percent rule, and getting folks to run for office is like pulling teeth. So far it has worked OK because we have been blessed by good officers, but every member ought to occasionally take part in the work, as well as taking advantage of their membership. The dues are necessary, but a warm body sometimes is necessary.

The picture is of some of the attendees of the recent SPA contest enjoying a steak cookout. What I'd like to know is, why can't the membership have a cookout and get together one evening after flying? Wouldn't it be nice to have some tables set up on the runway and maybe some music and dancing? I really don't think this would ever come to pass, but I know that we did it several years ago after a pattern contest and everyone had a ball!

Doll Thompson has an ongoing love affair with the MIG 15 electric ducted fan model from Hobby-Lobby. He is presently enjoying his third. He said he had bought a gross of them! I think he was pulling my leg!

I'm looking forward to Scott Anderson's next column on electric flying. He was a little overwhelmed this month and was unable to get one together, but he said he would have one for next month. I have found them to be very good advice for those of us piddling with the new technology.

Sure will be glad when the hurricane season ends so that the oil refineries can get cranked up again. The price of gas is ridiculous!!!!

## September Meeting Minutes

The September 13, 2005 meeting of the Knox County Radio Control Society was held at KCRC field. The meeting was called to order at 7pm by President Phil Spelt, who welcomed all members and guests. The meeting minutes from the past meeting were passed as read in the newsletter. Joel Hebert presented the Treasury report. There were no reports from the other Officers, with the exception of the report by Gary Lindner that the new posts were in and the rope was strung between them. It was also reported that this was the last meeting at KCRC field this year. The next meeting will be held at Deane Hill Recreation Center in Knoxville.

### OLD BUSINESS

It was noted that the mud run that was sponsored by the US Marine Corps was a success! Phil got a call from Lt. Jay Montgomery thanking KCRC for their support. They had 320 runners for the event

We had the runway resurfaced and sealed. Thanks to Skip Dishner for helping out with the details. Thanks also go out to Ed Hartley for striping it and to Bill Dodge for filling in the cracks.

It was noted that Doug Bataille called and said that they, Knox County Parks and Recreation, were putting up signs in all the parks stating that no motorized vehicles are allowed off paved roads.

Dennis Hunt gave a short report on the pattern contest, which was quite successful. The best ever Dennis said. There were 27 entries, with 3 no shows, and everybody had a good time

### NEW BUSINESS

There was a short discussion about getting a telescopic pole to remove planes out from the tops of trees. There are a few members who have them but the question was asked why we ( the Club ) couldn't invest in one. There were 2 factors that came up. One was cost and the other was storage. A motion was made to table the idea until the next meeting, it was seconded and passed.

President Spelt informed the members present that we needed to make some modifications to the Club rules and regulations to cover park flyers and control line flying at the field. These changes were outlined at the meeting and discussed.

### MODEL OF THE MONTH

Bill Walters brought out a Thunder Tiger Raptor 50 helicopter that he built from a kit. He said that he wanted to get into helicopters and heard it was a good model to learn on, plus advance with as he learned to fly it.

Bill Tucker brought out a park flyer that looked like a scaled down SIG Seniorita. It's called a Pyro and is a kit. The plane has a Berg receiver and is powered by a 1250 mAH 2 cell LiPo battery.

Craig Dieter brought out a Fokker D-7 that was built from a Herr kit. The plane is a rubber powered, free flight model and is covered in dope and tissue.

### CRASH OF THE MONTH

David Gowey brought out a Park Zone P-51 Mustang that he bought. He said he really didn't like the plane because it

was very underpowered. On the first flight, the hand launched the plane ( with Larry Simmons at the controls ) and the plane snapped into the ground because it didn't have enough power to pull itself.

David won a bottle of glue as he was the only entry this month.

The meeting adjourned at 7:50pm  
Michael J. Foley, KCRC Secretary



Bill Walters and his entry in the Modael of the Month contest. An excellent effort. This is Bill's first attempt at helicopters and a successful one, we hope.

Bill Tucker entered his electric "Pyro". It is built from a kit and powered by a Berg receiver and a 1250 mah Lipo battery. Good craftsmanship on the construction and a good flyer.



Shades of 1935! This takes me back! Craig Dieter built a rubber powered Fokker D-VII that looks like the kits I built way back there. Craig brought it just for show but

I'll bet you could get one of the small radios in it.

Dave Gowey entered his Crash of the Month prang. A electric P-51 that he tried to fly while it was underpowered.

A good candidate for a brushless motor and a Lipo battery.



# This'n That

Well, we've come to the end of another summer. I don't know if it was me, or if the summers are getting hotter. Seems to me that I did more sweating than usual.

I hope that you have had a good flying year in 2005. I know of several who seemed to be having a good time almost every time I went up to the field, which was less than previous summers. Because of the price of gas, I have decided to limit my trips to about two times a week ( that is, unless I get a new model or something ).

Speaking of new models, I finally got up the nerve to try my new P-51. The wing loading was very low, so that when I gave it a little gas, it jumped up into the air after about a three foot run! For some reason ( and more than likely it was because I was so nervous ) the nose went up and I couldn't get it down. The response to the ailerons was nonexistent, so I chopped the throttle and landed it in a tree on the east end of the field. Very little damage, but I don't think I'll try that again for a while. At least until I quit shaking.

Speaking of trees, I took my old Sopwith Pup off the ceiling in the garage and took it up for some relaxing flying. The Flair model is such an easy flying model that there is no pressure at all while tooling about at about half throttle on the OS .70 engine, that is unless the engine quits, which is what happened when I throttled back to land. Guess where I landed? Right the first time, in a tree! It was in a tall pine on the east of the runway about forty feet up. Bill Dodge, who I have mentioned before, brought his Handy Dandy carbon-fiberglass poles up and pushed it right out of the tree. There wasn't even a tear in the covering. No damage at all ( that I've seen so far, that is ).

At the SPA contest a couple of weeks ago, one of the fellows flying Novice from out of town was flying a good looking model called the " Javelin II". I was admiring it and talking to the modeler and he said that Cermark had them on sale. I talked to a couple of KCRC members, Don Eiler and Karl Gerth who said they had ordered one, so I checked the website and ordered one for myself. I have no interest at this time in flying pattern, but I thought it would be nice to have a model that did what you told it to, ( and it might stay out of the trees )

There was an short article in the AMA newsletter from the Central Arizona Modelers that I thought might be something we could talk about at our next meeting at Deane Hills Recreation Center. New members always are at a disadvantage when they take the plunge into RC. It is extremely expensive for someone who does not know whether he will stay in or not. What do you think?

## Welcoming New Members

by Cliff Hamilton, president

When it comes to introducing model aviation to newcomers, the biggest question is, "how do you truly welcome them into a club and make it easy for them to get into the hobby?"

In my first year as club president, we implemented a workable answer to this question at Central Arizona Modelers (CAM). We call it the Fledgling Flier Program (FFP). FFP is our way of welcoming prospective RC pilots to the club.

How FFP works: We tell anyone interested in the sport about AMA's \$19.95 introductory 90-day membership offer. We waive club dues for 90 days or until the person solos—whichever comes first. We provide a club instructor for him/her and use of a club airplane free for the first 90 days or until he/she buys his/her own model or solo—again whichever comes first. That means someone can learn to fly RC for just \$19.95 (cost of AMA introductory membership). It's pretty hard to find a recreational bargain like that any where else!

Funding the Program: At our annual banquet, we raised funds to buy most of our initial FFP equipment by auctioning off member-donated equipment. Members regularly offer to donate many more items such as trainer airplanes than the program needs. We also give one member a free membership to CAM in exchange for agreeing to repair any FFP models damaged in the training process.

Interested in The Fledgling Flyers Program? Visit the Cam Web site at [www.camodelers.com](http://www.camodelers.com).

**DON'T FORGET THAT THE OCTOBER MEETING WILL BE AT DEANE HILLS RECREATION CENTER ON MORRELL ROAD. TURN SOUTH OFF KINGSTON PIKE ON MORRELL ROAD BY WEST TOWNE MALL AND GO TO THE FOURTH ( I THINK ) TRAFFIC LIGHT AT THE BOTTOM OF THE HILL AND TURN LEFT. TURN INTO THE PARKING LOT ON THE RIGHT IMMEDIATELY AFTER THE TURN. TUESDAY, OCTOBER 11TH, 7 PM.....**

Got a letter from C.D. Martin ( 423-927-4379 ) and he has a couple of items to dispose of. He has a Pica T-28, 78" wingspan kit. Ideal for a 1.20 four stroke. Make offer. One recently sold for \$195 on eBay. He also has a rekitted Rearwin Speedster, 94" wingspan. Fiberglass parts are all OK. Very minor damage to wings and tail structure, but some ( much ) work to do on the fuse. Has the full set of construction plans. Asking \$100