

# KCRC NEWSLETTER 2007

July Meeting-  
Tuesday, July 10th,  
7:00pm, at the **FIELD!**



## PROPWASH



PHIL SPELT, KCRC PRESIDENT

Let's think a bit about how we use our transmitters to input control commands to our planes. The idea came from a discussion we had in the SPA discussion list. The intent here is not necessarily to change how you guys do things, but to get you to think a bit about your Tx.

When I taught myself to fly, I used a single-stick Tx which was cradled in my left arm with left index finger on the throttle lever. My right hand worked the "single stick" which moved ailerons and elevator just as our right stick does now. Rudder was on a knob at the top of the stick and was activated by rotating the wrist sideways. Talk about cross-channel inputs!!! There are almost NO single-stick Tx's left, now.

There are three ways people hold the 2-stick Tx to fly: 1. hold it in your hands and "wiggle the sticks" with your thumbs; 2. use the neck strap that comes with all Tx's these days and twiddle the sticks with thumbs or with thumbs and index fingers; and, 3. use a transmitter tray like some of us do. I want to discuss the pro's and con's of these three methods, over the next couple of columns or so.

Let me begin by saying that the most important aspect is **WHAT YOU FEEL COMFORTABLE WITH!** All I am suggesting is that you consider all options and if you are interested in trying a technique you don't now use, try it, but do it 2 mistakes high.

Although it is probably the most popular, the hold-the-Tx-in-your-hands way doesn't make sense to me, as one who studies the interaction between a person and the tools with which s/he interacts. You must support the weight of the Tx with your hands and arms, and at the same time input (relatively) precise stick movements to control flight. Holding the Tx this way, you are left with only your thumbs to move the sticks. Try holding your hands as if you were holding the Tx, then move your thumbs in a complete circle. Watch how round the circle is, and observe whether or not your forearm/wrist alters its position. Wherever your thumb departs for completely round, you will have correspondingly less stick movement. Another test is to position your hands, and move the thumbs straight in the 4 cardinal directions (NSEW). Watch whether you can easily move the thumbs in absolutely straight lines.

If you get the idea that the "hold-the-Tx-in-your-lands" is my least favorite way to fly, you are perceptive! That said, I often fly a trainer holding the Tx in my hands. But, then, I'm not trying to fly any precision maneuvers, either.

I will cover the other methods of holding the Tx in the next columns.

Meanwhile, this is The Wingman, turning final...

## CALENDAR OF EVENTS

TBD-Aug.....KCRC Float-Fly @ Oak  
Ridge marina  
12-13-Sep....SAM Old-Timer @ TERC  
15-16-Sep....KCRC SPA Masters

## MINUTES: JUNE MEETING

KCRC Meeting June 2007 was called to order.

The May minutes were approved as printed in the news letter.

The treasurer report showed an ending balance of \$1,817.06 and was approved.

The GO-Expo was a success from our point of view.

The Ben Oliver memorial made \$47.00 in spite of only twelve contestants.

The next float fly will be scheduled for late August at Melton Hill Lake near the Oak Ridge marina area.

The photo page will be on the web site in the near future.

The SPA contest was discussed in general. It will be September 15-16.

Jeff Prosize and Rich Horton mid-aired since the last meeting and together won the Crash Of the Month.

Ed Hartley won the Model of the month with his new CURARE. (No Competition).

.....Ed Hartley, secretary.



The following photos from the meeting are by Ed;



Ed's NEW vintage Curare.



Jeff Prorise and "half" of the results of his mid-air collision with Rich Horton.



Yes, it deserves another photo!



Marc Sobolewski with his Kaos after it's brush with the trees (pun intended).



Gene Water's version of the 312 EMB Super Tucano turbo-prop.



Details of the damage.



## SPA PATTERN CONTEST A SPECIAL EVENT FOR KCRC'ER DENNIS HUNT

As reported by Bruce Underwood, SPA President;

Gadsden was a SPECIAL occasion, when at the conclusion of Round 3 on Saturday afternoon (23-June), all pilots and their families, helpers and Gadsden RC Flyers and numerous spectators gathered in front of the clubhouse at Kidd Field to honor Mr. Dennis Hunt of Oak Ridge, TN who flew and participated in the contest on his 80th Birthday. What a pleasure to participate in this event, especially with the health problems Dennis has endured. Heart surgery and stomach removal in just the past few weeks. He is a SPECIAL individual! (I hear the chorus of "AMENS" from the membership reading this right this instant). Hunt was so humble when we in unison sang "Happy Birthday" and he responded with tears of joy and remarked "these people, right here, are the finest people I have ever known". Dennis had expressed a desire to "be flying SPA competition on his 80th birthday". That desire became REAL in Gadsden on June 23, 2007. What a boon this fellow has been to SPA since its' inception. Doesn't it make you swell up with pride when you exclaim to someone, "I am in SPA and so is Mr. Dennis Hunt". This "party" was indeed the highlight of the week-end and Dennis responded like he always does, by sharing; he sliced the cake and had all that wanted sample it on the spot.



Further details in this surprise party from Steve Byrum, SPA Vice President;

Just a little sharing of the credit for Gadsden. It was Dave Johnson from Chattanooga to whom Dennis had expressed his wish to fly a contest on his 80th birthday. When Dave found out on Monday that Dennis intended to fly, he asked me if there was any way to keep a birthday cake from melting in the heat. I called Mike Robinson to be sure he was bringing his motor home where we agreed to cool the cake. Dave carted the cake in Saturday morning before Dennis arrived and stashed it in Mike's motor home. The flight line was intentionally set up so Dennis would fly last in round 3. By the time he landed, everyone had gathered to celebrate. Dennis was the only one in the whole place that DIDN'T know something was up. Surprise was complete.

## GENE WATERS IS IN THE NEWS

see the article in the [Oak Ridger](#)



Beverly Majors/Staff

Gene's latest building project, a Boeing 777 sponsored by McGee-Tyson Airport, will become part of the "skyline" in the Junior Achievement of East Tennessee building in Anderson County.

## LESSONS LEARNED BY JEFF PROSISE

*(ed.: Lessons Learned is an idea for a column conceived by Jeff after a discussion we had about things that should be checked and corrected when building an ARF aircraft. Jeff's article last month was a direct result of that discussion but also discussed was another idea along the lines of Crash-of-the-Month. It was something like Save-of-the-Month where members would report on a near-crash that was prevented by either a careful preflight, going that "extra step" in construction technique or by thinking on ones feet when flying. Jeff tied this all together and applied the thinking that is used in full-scale aviation where near crashes or crashes can provide information that may prevent a second crash. Jeff suggested the Lessons Learned format presented here;)*

Sometimes the best lessons are those learned the hard way. I was reminded of that on a recent trip to the field when a silly oversight almost cost me not one, but two, airplanes.

Most of my warbirds have separate aileron servos plugged into separate receiver channels and mixed together. I use a

Futaba 9C radio, and while I love the radio, the manual leaves something to be desired. Most of the setups and mixes I use I programmed after much trial and error because the manual isn't much help.

To mix ailerons, I plug the second aileron into channel 7 (AUX1) on the receiver and slave AUX1 to AIL on the radio. I've been doing this for a couple of years and it worked flawlessly until a few weekends ago.

I first noticed the problem when I flew my AT-6 Texan, which has at least 100 flights on it. I took off and the plane wanted to roll hard right. I couldn't figure out why the trim had changed, but I barely had enough aileron trim to get the plane stable enough to fly it and land it.

A little later, I took to the air with a P-51 Mustang, and it, too, got off the ground and rolled hard. Once more, I retrimmed and worked to get the plane back on the ground in one piece.

That's when one of our club veterans looked over my radio and noticed that turning the third knob (called "VR(C)" on a Futaba 9C) changed the trim on one of the ailerons. On a 9C, VR(C) is by default coupled to AUX1. I hadn't had problems before because I always kept that knob in the 12 o'clock position. It had gotten bumped and was sitting at about 2 o'clock, which threw the aileron plugged into AUX1 well out of trim. If I had taken off with that knob turned all the way to the right or left, there wouldn't have been enough trim left to fix the problem in the air.

I've since gone back and fixed the problem by programming my radio to disable VR(C) for all models with two aileron servos. Be sure that when you use an auxiliary channel on your radio, the only controls it's coupled to are the ones you *intend* for it to be coupled to!

### IN COMING MONTHS

• **NEW COLUMN IDEA: LESSONS LEARNED!** Have you ever learned a lesson either early enough to prevent a crash or after determining the cause of one? Jeff starts us off with a couple of his LL's in the next couple of months.

• **NEW R/C FIELD AND AIRSTRIP NORTHEAST OF KNOXVILLE:** Grass seeded, AMA sanction in the works...more news as it develops.

### FOR SALE / WANT TO BUY

**For Sale:**  
 • OS 4-stroke 26 Surpass. Like new. ~~\$100~~. **\$80!**, George Shacklett 525-1369, [shack11@bellsouth.net](mailto:shack11@bellsouth.net)

**For Sale:**

- Ready to fly Superstar 40 (Hobbico), OS .46 LA (blue), Futaba 5UAP, Excellent condition, \$450;
  - Super Tigre G-2300 (new in box), \$130;
  - Piper J3 Cub (Sig Kit), Saito .56 Golden Knight, \$300.00;
  - OS FS-26 4-Stroke w/o pump (new-in-box), \$130.00;
  - OS FS-120 4-Stroke (used), \$230.00;
  - Pico J-3 from GWS, plus JR QUATRO, \$250;
  - E-flight Charger for J-3 battery, \$70;
- Arnaldo Caiado, 966-6433, [caiado@charter.net](mailto:caiado@charter.net)

**For Sale:**

P-51 with .45 engine, never flown, Fred Heddleson, 483-0702, [heddlesonf@bellsouth.net](mailto:heddlesonf@bellsouth.net).

**For Sale:**

Kyosho .60 size Giles 202, photos at: <http://mywebpages.comcast.net/thezs/myrc/Giles/>



Quality airframe, glass work is top notch, excellent flier, highly aerobatic, best snap-rolling plane I've had (does a great snap in vertical up-line!). Radio and engine are installed and can be flight demoed.

Airframe only \$175, w/JR coreless ball-bearing servos, switch and battery pack \$300, w/OS .91 Surpass 4-stroke \$425. Jerel Zarestky 482-7953, [jerzee4@comcast.net](mailto:jerzee4@comcast.net)

### AMA Chapter 594 Knoxville Tennessee 2007 KCRC Officers

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#### Board of Directors

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#### other club positions

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