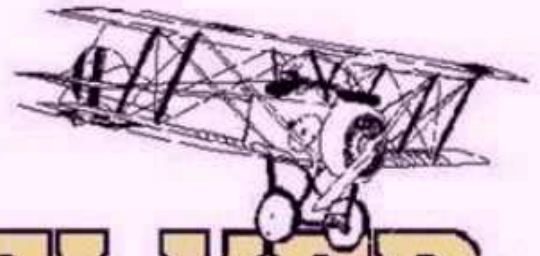


KRCS

OCTOBER 2012
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FLYER

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THIS IS THE NEWSLETTER of the Keystone Radio Control Society. It is published each month prior to the regularly scheduled membership meeting for the purpose of informing KRCS members and friends of the activities of the club.

KRCS MEMBERS may place FOR SALE or WANTED ads in the newsletter free of charge. Submissions may be left at the Hidden Hangar 10 days or more before the meeting, or E-mail to the editors.

-MEETING NOTICE -

THE OCTOBER 2012 KRCS GENERAL MEMBERSHIP MEETING WILL BE HELD MONDAY EVENING, OCTOBER 1, 2012 AT THE HIDDEN HANGER AT 7PM.

KEYSTONE RADIO CONTROL SOCIETY, INC.

411 Bonnymead Ave., Harrisburg, PA 17111

OFFICERS:

President	Sam McLenegan	602-4577
Vice Pres.	Henry Spangler	944-6387
Secretary	Walt Hiester	832-7278
Treasurer	Don Epler	564-5120

BOARD OF DIRECTORS (term)

Henry Spangler	(2010-12)	944-6387
Dan McNeil	(2010-12)	944-9538
Bob Krehling	(2010-12)	657-5547
Dan McNeil II	(2010-12)	571-0750
Jim Geiger	(2010-12)	361-6113
Chuck Bruggeman	(2010-12)	944-6353

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Web-site

<http://www.kracs-rc.org>

PLEASE NOTE THE CHANGE IN THE BYLAWS STATING NON MEMBER WITH AMA MAY FLY AS A GUEST OF A MEMBER ONLY 2 TIMES BEFORE BEING REQUIRED TO JOIN THE CLUB.

REMINDER: SUNDAY SEPTEMBER 30, 2012 FUN CUB FUN FLY.

September 10, 2012 Meeting Minutes

The meeting at the field began at 7:00 September 10, 2012 and opened with President Sam McLenegan presiding.

Sam opened the meeting with the Pledge of Allegiance to The Flag. There were 23 members present.

The minutes were approved upon motion by Dan McNeil and seconded by Jim Geiger.

The Treasurer's Report was read by Don Epler and accepted upon motion by Henry and seconded by Verna.

Don Epler stated that the field is in great shape.

Three new members were voted into the club. Motions by Dan McNeil and Don Epler.

Bill Buckwalter
Bill Schafer
Lemont (Zimm) Zimmerman

Bylaw change: Motion made by Don Epler second by Jim Geiger and approved by unanimous membership vote- Non club members with current AMA are permitted to fly as a guest only 2 times before being required to join the club.

New Business:

The Hidden Hanger will be hosting gatherings every Tuesday at 10:00 am.

Tuesday October 2, 2012 is the final official training night for this year. Training is available by appointment through contacting authorized instructors listed on the newsletter.

Motion to adjourn the meeting made by Glenn second by Neil

50/50 won by Neil

Respectfully Submitted
By

Dan McNeil II

I'll have another slice of that Humble Pie, please.

By new member: Bill Buckwalter

September 2012

I decided to get back into model aviation after over a decade of being away. My inventory includes a mildly kit bashed Falcon III, a tired Balsa USA Taube and a VK Nieuport kit someone gave me years ago. The Internet revealed the KCRS folks to have a nearby field, so I stopped by one Tuesday evening. I was warmly welcomed and invited to come fly under direct adult supervision.

I have some concern about my skills as my doctor identified a recent shakiness of my fingers to be "intended shake". She advises I could reduce or perhaps eliminate it by backing off the caffeine and alcohol. That program continues as a "work in progress".

The following Tuesday evening several fliers offered their assistance to safety check my Falcon and coached me into the air. Bob Waterman took the plane off, trimmed it out at altitude and handed me the transmitter. Yup, thumbs started shaking, but I managed to bore a few sloppy holes in the sky and bring the Falcon down on its wheels, clipping the top of a bush on short final (note to self: discuss depth perception with eye doctor next visit). Folks suggested I take the wheel pants off the Falcon and fix a few things to be ready for next time.

The following Tuesday evening, Falcon knickers removed, stuff fixed and with supervision and support I got the Falcon off the ground for two flights. The second flight qualified me as a "pilot", a term used in this case quite loosely. My take offs and landings were acceptable but my flight maneuvers were marginal at best. Nevertheless things were looking up and I decided to jump in with both feet.

I joined the club, bought new bigger wheels for the Falcon and a few items to complete my field box armamentarium.

Preparations for the following Tuesday evening included: reviewing flight procedures, flying the pattern, working on loops and stall turns. Sadly this turned out to be a redundant intellectual exercise. Arriving at the field, Jamie was available and offered his assistance. I am still nervous about my shaky thumbs and asked him to stand by while I attempt a take off & departure. Jamie reviewed some processes and checked out my plane. He mentioned that most beginners tend to keep the transmitter too long after they are in trouble, handing the transmitter to an instructor too late to save the plane. I think my comment was, "yea, uhuh..".

Take off was at best an embarrassment as it quickly became evident that the elevator servo was on full throw and the elevator trim tab was at full up. Departure was mainly pilot induced phugoidal oscillations along a shallow climb angle. I remember hearing someone say, "nice save". The plane quickly got ahead of me. Then unfolded a series of radical control inputs presenting all with a new tension. I am sure most folks were torn between riveting their eyes on this rapidly unfolding spectacle and gauging their proximity to the nearest cover. Jamie, his wits completely about him, asked if I was in trouble and would I like to hand him the transmitter. Sage advice! Sadly my brain latched into gimbal lock. I wanted to hand him the transmitter but wanted first to get more altitude under the plane. Don't ask me how I reasoned that I could achieve a prescribed objective with a plane that was at least two steps ahead of me.

Finally, with similarly vague cognition, I handed Jamie the transmitter as the plane was racing towards mother earth at full throttle, out of trim and rapidly closing with the crash site. At that instant the main wing freed itself from its bolts and fluttered on a separate trajectory as the fuselage torpedoed the corn field.

All this took about 10 seconds. No animals were hurt during this exercise.

Jamie showed me the trim tab and refrained from any "I told you...." Monologue. He went into the corn field with me to help retrieve the wreckage. A real trooper!

We found the fuselage but the wing remains missing. I have this vision of a farmer up to his elbows in his broken combine pulling bits of an aileron servo out of its hidden workings and pondering what of it. Or perhaps a cow munching on 2012 vintage silage to include some old brittle monocot with bits of aged balsa and that morsel of lead I jammed into the right wingtip for lateral static balance.

Jamie offered to let me fly his trainer the next time. I accepted. Stay tuned. This is not over yet. Now I plan to build a stick trainer, something like a Sig Kadet and start from the beginning.

Great bunch of folks in this club! Everyone made me feel welcome. Lots of useful advice and support offered all around. Even free food offered by Verna. I am glad to be a part of this.

KRCS FunCub Picnic



Calling all FunCub owners! There's been interest to see how many Fun-Cubs we can have flying? At once??? Here's your chance to find out!!

Don't have a FunCub?? bring your plane- any plane- and join the fun!

Sunday-Sept 30TH

FOOD STARTS AT 1:00 PM

HOT DOGS- CHIPS- and DRINKS

BELOW IS THE 2013 RENEWAL FORM.

KRCS YEAR 2013 RENEWAL INFORMATION

Now is the time to update your KRCS membership for 2013. Please try to make payment prior to 12/31/12 to avoid late payment penalty (Additional \$15.00 charged if paid after 1/31/2013) (Member will be removed from roster immediately after 3/31/2013 if dues remain unpaid)

Please mail your application, along with a check to: Donald Epler, 411 Bonnymead Ave., Harrisburg, PA 17111. Make your check payable to "KRCS".

Open Membership: \$60.00
Senior Membership: \$50.00
Youth Membership: \$ -0-
Associate/Non-Flying Membership: \$15.00

Membership in the Academy of Model Aeronautics, Inc.(AMA), is a prerequisite for membership in the KRCS. Please make your AMA application directly to the AMA. The club receives a report from the AMA annually to verify membership dues status. Members who do not renew their AMA membership will have their flying privileges suspended until proof of paid dues is received.

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YEAR 2013 KRCS DUES RENEWAL FORM:

Name: LAST M.I. FIRST

Address:

City: State: Zip:

Flying Status (check one): Novice Pilot Advanced Expert None

(Associate)
Membership Status (check one): Senior Open Youth
Associate

AMA Number (optional for Associate Mbrshp.) Date of Birth:

Radio Frequencies (Channels)
E-mailaddress Home#:
Cell phone #

Please e-mail my newsletter [checkbox]

