

Flight Feathers

The official publication of OneWingLowSquadron.org

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MEETINGS

FIRST
SATURDAY OF
THE MONTH

@ 11:00 AM

@ KENNYWORLD

Spektrum Introduces 9ch/12ch/20ch PowerSafe Integrated Telemetry RX

KEY FEATURES

- Binding is easier than ever by Binding through a button or familiar bind plug
- Sensor port allows the receiver to be upgraded with future Spektrum add-ons
- Compatible with all Spektrum DSM2 and DSMX transmitters
- Rubber grommet hard mounts and minimalistic labeling helps produce the cleanest model setups
- Capable of 11ms frame rates
- Integrated telemetry with built-in ports for RPM, flight pack voltage, temperature sensors and X-bus for telemetry sensor expansion
- Receiver pack energy & voltage sensor and flight log data available without the need for additional sensors
- PowerSafe redundancy system with dual 13 AWG battery leads w/ EC3 connectors. Perfect for power hungry aircraft and high current applications
- Not compatible with DSM2 AIRMOD JR Module (SPMMSJR720)



OVERVIEW

The Spektrum® AR20310T PowerSafe receivers are a feature-packed 9, 12, or 20 channel receiver with integrated full-range telemetry. Each come with built-in connection ports for RPM, Flight Pack Voltage and Temperature sensors as well as an X-Bus port for additional telemetry options.

If you have a DSMX®/DSM2® transmitter capable of 11ms frame rates, the AR20310T will deliver lightning-fast input-to-output response that is perfect for high-performance applications such as aggressive 3D, IMAC, and Turbine Airplanes. Each receiver includes 2 remote receivers that take advantage of Spektrum MultiLink® technology. This patented technology eliminates the reflected signal fading and antenna blind spots that can affect all 2.4GHz systems.

A ground-breaking feature introduced on the AR20310T PowerSafe Receiver is the built in receiver battery energy sensors. Giving pilots added awareness of the load and mAh used by the servos, retracts, lights, etc. used by each battery. Current Gen 2 Radio firmware already supports this function. Also, as with most of the current receiver line up, these feature a bind button that gives pilots an easy alternative to the age old bind plug.

Source: https://www.spektrumrc.com/Search/Default.aspx?SearchTerm=SPM_PTSD

WISE OWLS

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SAFETY OFFICER
& CONTEST
DIRECTOR

Final Flight: Jerry Flick

With heavy hearts, we say goodbye to our President and club co-founder who passed from us on March 23, 2017. Family and friends gathered at his funeral, to remember good, and yes, humorous times in his life. Jerry had a signature roll-over+right after takeoff that I always admired. While I only knew him for a short seven years, I did have the privilege to interview him for our club website (page 2).

Goodbye, my friend. You will be missed.

IN THE HANGAR WITH...

...Jerry Flick

June 2014

When did you become interested in RCModeling (RCM)?

Started with control line with my son, Mike, thirty years ago. We'd fly 'em, crash 'em, then go home and repair 'em. When my daughter wanted to try, I told her she better fly them before Mike crashed 'em. Turned out she was a natural and quick learner.

I ran a .60 size plane once that was so fast and had such a powerful prop wash that the elevator had no effect. Just went straight around until it ran out of fuel. Sure glad the lines didn't break! I would've killed somebody.

Were you self-taught or mentored?

I was helped in Pedro, FL by the best pilot in the club, but boy was he an arrogant SOB. Remember once he hand launched a plane and it went straight as an arrow. I said, "You got that trimmed out good." And then it continued straight away and out of sight. He forgot to turn on the Tx. Never found it.

Do you remember your first model? And what is your favorite airplane?

My first was a 3-channel Goldberg Eaglet. Probably my favorite is the Playmate.



Playmate with Jerry's custom landing gear.

What disciplines of modeling do you participate in?

Mostly sport. I have a glider; it's got a motor. I just like motors. Got a couple electrics and one gas, although I'm seriously thinking about switching over to gas.

What line of work were you in?

Tool & Die maker; started a specialty shop with a guy in St. Pete in the '60s; got in on the ground floor making electrical discharge machines and got really good at it; the kind of business everyone else was kind of afraid to go into. Also was a maintenance supervisor for General Mills in Ocala.

Until recently you were an entrepreneur. Tell us about that?

My wife, Bonny, and I manufactured custom landing gears for 17 years; all hand cut and polished. It was a great little garage business. Used to make up a



Hobby Lobby Telemaster



bunch and Mike and I would take them to events. Sold them to Great Planes. Hobby Lobby International used them in their Telemaster kits. Eventually we got into Tower Hobby and business tripled overnight. Later, they were bought out by the employees who wanted to streamline the company; expected the little guys like us to provide UPC coding; a very expensive process that would have eaten up all our profit. You'd be surprised just how many suppliers in this hobby are garage businesses.

Has RCM influenced your life in anyway?

When I became ill, it gave me something to enjoy.

How important is membership in an RCM club to you?

Very! For insurance and a nice place to fly. I belonged to Tri-County for awhile and helped start the Cloud Climbers and Ocala Flying Model Club back in '75-'76.

You were one of the original founders of the club. How has it changed over the years?

The facilities have greatly improved. It started out as a glider club. Lots of guys have come and gone; some passing on. Would love to see a hard surface runway some day.

Did you ever fly full-scale?

Yep! But never had a license. Flew a Cessna 182, Centurion Twin Turbo and several helicopters (Hughes 300 & 500) that belonged to my brother-in-law, Charlie, who owns HLS in Tampa (Helicopter Leasing & Services; a structure repair company). Well, Charlie wanted me to teach his son to fly r/c so they would come up here on weekends in a helicopter and land in my dad's pasture next door. When dad sold the land, Charlie's test pilot, EJ, who also happened to be a sergeant in the Tampa PD, would fly them up in a Jet Ranger on Saturday, drop them off in the pasture at the corner of 40 and 180th Ave, then pick them back up on Sunday at 3pm. Well, that started to attract a crowd of spectators and one afternoon four deputies were waiting for them; probably thinking they were smugglers or something. But they all laughed about it once they found out what was going on.

Charlie was good enough to take the Jet Ranger over to the Ocala field once and give the club members a ride.



Would you have done anything different over the years?

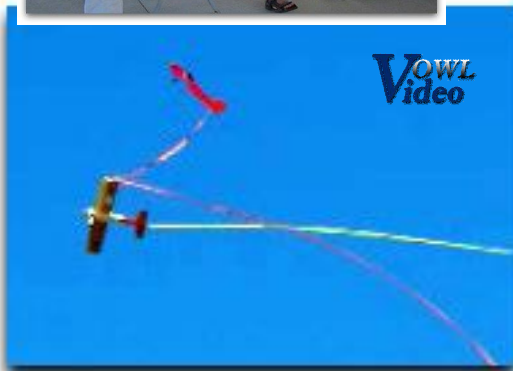
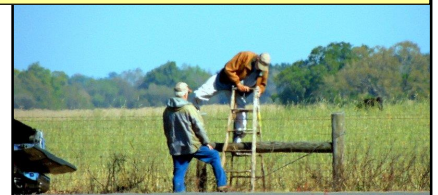
Yes! I wouldn't have spent so much money racing cars; I raced for 30 years.

The OWLS Nest Gallery



Retrieval Made Easier

Yup, it happens. Some of our planes choose to go visit the cattle across the road. Going down to the gate was a hassle, but now, thanks to Ted for the loan of his ladder, retrieving your plane is just a short climb away.



Dog Fight

Art & Ted flew a dog fight with 400 streamers. There was contact and ribbon cutting and serious flying. At one point, Art said he was concentration so hard on where Ted's plane was that he didn't realize his own plane was heading straight down to earth! a full-panic-up-elevator saved the plane. See the video:

<https://vimeo.com/207695611>

Spoiler alert: Ted made wing contact, but Art made the cut and won the fight.

It's Not Always About Planes

Shaun showed off his awesome r/c tank. The metal tracks really make this a cool model.

Fernando & Ted fly this micro copter.



Got Photos? Catch me at a meeting or send a copy to: keukadiver@gmail.com

KennyWorld R/C Field CR 464 west of SR 41, 17150 SE 60th Street, Morriston, FL 32668, 352-528-3744
We're on the Web! onewinglowsquadron.org and Facebook! <https://m.facebook.com/profile.php?id=857602174259072>