



Newsletter

Knoxville TN May 2018 AMA #594

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SAFETY ISSUES

Hello KCRC, with all the craziness in the world today I thought it would be good to pause a minute and reflect on what's been happening around us. All the school shootings and just recently the bombings at Fed Ex. Can anyone tell me what's going on? I can remember when I was a boy and even up until I was a young man, The only shootings we heard about was when someone got a deer or a squirrel and the lucky ones might even get a ground hog or even a coyote. So, with that being said we really don't know what to expect next, That's why I brought this next subject up at the last club meeting, A few weeks ago while I was at KCRC I looked up and two young men came walking across the runway straight across from where we start our planes. My first response was where did they come from? If I remember right, I had just landed my 74-inch Slick 580 because of a dead stick. Now the thought became " What if they got in my path while I was trying to land ? They might get hurt or I might lose an expensive model..

Then I thought about their safety and ours. They just wanted to see the planes and find out about our club, but with all that's going on around us we never know who could come upon us and possibly do us harm.

So what am I trying to say, be aware of what's going on around you and if you see someone you don't know take caution until you see it is safe and then let that person or persons know the safe way to approach the flying site when people are there flying..... KCRC Safety Officer, Denny Evans

THIS'N THAT

► Seems to me that in any club or organized group of people, the members can be broken down into roughly four groups.

The first group of ~ 20% can be called the " Always " people. These are the folks that always try to be

at meetings, and always try to take part in club functions, and can always be found on work days. This group has the people that will consent to office positions and do most of the necessary work in club operations..

The next group of ~ 30% can be called the " Usually " people. They usually try to get to meetings and club functions and work days. This group will occasionally offer up a candidate for office or committee and can usually be counted on to help out at club operations. This group sometimes offer the suggestions that improve club activities.

The next group of ~ 30% can be called the " Sometimes " people, If there's nothing else going on, they sometimes will appear at meetings or club functions, or even a work day. They sometimes (but not usually) will accept a committee position or appear at a work session.

The last group of ~ 20% can be called the " Seldom " group and includes the " Never " group.. They are seldom (if ever) seen at any meeting, any club function or work day. In our club, they are the folks who just want a place to fly and figure the dues are all that's required of them.

In any club, all four groups are necessary. The dues are what finances the club and every one counts. Also, members move from one group to another according to the activities they are involved in at the time. In fact, members of one group can move to another group just over the performance of a new model. In my case, the performance of a Goldberg Chipmunk helped raise the confidence in my flying abilities above the embarrassment level so I wasn't ashamed to fly in the company of other flyers (not that I crashed with any less regularity) and I started spending more time at the field.Jim

► Kay Kasemir sent me this note:

The Multiplex Connector

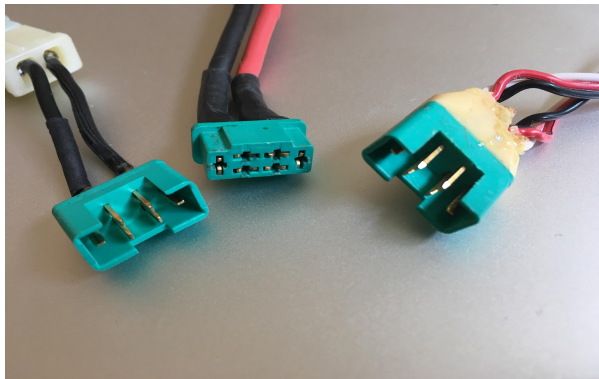
Today at the flying field somebody asked about an unfamiliar connector found on an ESC. Turns out it was a Multiplex/ MPX connector. This type was and still is very common in Europe, but seldom used in the US. It is a 6 pin mating connector in a green housing than can be used

in several different ways. For power, 3 pins are usually ganged to “plus” respectively “minus”, allowing it to pass up to about 50 Amps of current. In the early days of electrical R/C, the MPX connector current rating and reliability were a huge improvement over the “Tamiya” type connectors of the time.

MPX connectors are also used as servo extensions to handle both the flap and the aileron servo for a wing in a single connector: Two pins each for power, leaving one pin each for the signal of the two servos. Especially for sailplanes, the two mating sides are often found glued into the wing root and fuse, so “plugging the wing” into the fuse will establish the servo connections.

The PowerBoxSystems brand of redundant power/signal distribution boxes often used in large scale and jet models tend to include MPX connectors. JetCat model turbines have an MPX socket, I assume for connection to the control unit.

You can buy MPX connectors from several vendors on eBay, Amazon, and R/C sellers that also carry high-performance gliders, like <http://www.espritmodel.com>. They tend to be roughly \$10 for a pack of 10 pairs. Cloned connectors, often red rather than the original green color, can sometimes be found at lower price....Kay.



MPX Connectors, on the left used for DC power, on the right as a fuse-to-wing servo connection.

► **Michael Catlin sent me these pictures of recent activities at KCRC.**



Our sign has been showing the signs of age and wear so some repair work has been going on. The plane

isn't on it in this picture so I don't know if the work is complete or not.



Here is John Basalone's great looking Decathlon. I asked him about it and he says;

“It's a 1/4 scale Bellanca Decathlon Kit made by Pilot, OK Model Company Japan, that I had purchased from Tower Hobby in 1993 along with a Nitro Super Tigre 3000. made in Italy I started the fuselage way back then but never finished it. (So it sat all those years waiting for Phil Cope to build it.). I helped Phil out with a problem at his house and he asked me what he can do for me so the next day the Decathlon was sitting at Phil's house, He was not too excited with the Super Tigre 3000 so I purchased an OS GT 33 gasoline engine and in little over a year he had her done. What a great job he did! it just turned out BEAUTIFUL, Fly's great with plenty of power and the OS 33 never missed a beat after about 10 flights. .Started right up after sitting all winter..... John Basalone

I'm glad you didn't use the Super Tigre. Years ago I built a ¼ scale Bud Nosen Mr Mulligan and used a Super Tiger 2500 on it. Plenty of power but very undependable. Something about the carburetor adjustment I think..Phil Cope and I worked on it with no success. I was making a low pass one day when the dang thing quit. Too low to make a turn toward the runway and I wasn't a very good pilot. It also was a pretty model 'til that fateful day..



Here is Rick Thompson trying some FPV flying with a drone.

► Asked friend L,A, Johnston about his SAM prospects for 2018. Here's what he said;;

“Jim,...Things have been pretty slow here. At the moment, I am working on a new 900 sq inch Lanzo Racer.

Hope to make it work as a dual event airplane. Basic build up is for class C glow with a SuperTiger G-21 rear rotor . 40. Also planning to at least use the wing and tail for an electric 1mr airplane. I was hoping to use the same fuselage, but had to give up on that idea because of complication of the front of the fuselage. At the same time, I am adding some structural bracing to the fuselage of my "big Blitzkrieg" that I presently fly in C glow and in antique. I discovered that the fuselage is twisting under engine load when the airplane is in the take off attitude. The fuselage is long, and skinny, so there is not much there to resist the torque from the really hot engine, and it has gotten so bad that when the engine is wound up to take off power, and the tail is held to the ground, the outboard dihedral break on the left wing will almost touch the ground, When the tail is released, the torque does pull the wing down to the ground, so I have to stiffen the fuselage to stop that.

In addition to those two projects, I am in the process of modifying a "foam warbird" to simulate "Koga's Zero" (look it up). Probably the most important Zero of WW II, and of course most people nowadays don't even know about it! The mod is an easy one, and at this stage of my life I am all about "ease" !

Well, as Porky would say "Tha- tha- that's all folks"!!!!...L.A."

Thanks, L.A.

► Speaking of SAM activity, checked with Doc Shacklett on his efforts with the Hayseed "C" he's working on for this year's SAM champs. He says work has been slow lately.. Still working on framing up the big elliptical wing. He has the motor and radio installed but hasn't started on any silking. ■

April 2018 Minutes

by Randy Philipps, standing in for KCRC secretary Rick Thompson ::

Paul Funk called the meeting to order in the absence of Ed Dumas. The attendance was small compared to the March meeting.

We have one new member. His name is Justin Carlson. He is a full scale flying friend of Paul Funk and is moving here from Kansas City.

The minutes for March as well as a Treasurer report were approved.

The Field Report was given by John Basilone he mentioned that he treated 15 fire ant mounds and he will continue keeping them under control. It was asked if he could leave the chemical out at the field but John said that he would rather do it himself due to the nature of the chemical, including the smell. John said that somebody had cut the ropes that were holding me refrigerator door closed. He suggested that it was probably done by a non-member at the field.

He also mentioned that there are a lot of cigarette butts laying around the benches and flying area and He

suggests that smokers use the small tin cans that are hanging up by the benches to put the cigarette butts in. John will be buying some extra small tin buckets to keep cigarette butts in since the ones we have are wearing out.

Safety officer Denny Evans mentioned that the entrance sign is almost completed and he will get it finished soon. There was also discussion about safety along the flight line, stating that the orange directional arrow was not being used properly.

Another concern was that members are not calling out "runway" when going on to the runway. We also need to relay the yell "Landing" along the flight line so that all pilots can hear the alert from one end to the other end. The discussion ended up stating that probably on windy days it is not all that important to use the directional arrow and on low wind and no wind days it should be used for the safety of our planes.

Paul Funk brought up the issue of the KCRC questionnaire in the meeting regarding the flying field. All members should fill out the survey and return it to Randy Philipps via email. It was decided that we need to increase our membership via cars and trucks, boats and drone racing which might show Knox County that we are much more than just a flying club, but a "RC Club". We must be proactive in searching for a new location in the event we could possibly lose our flying site, all members are encouraged to suggest their opinions to the board. It is also important that we emphasize in our newsletter that we are also doing community events.

For safety concerns it was suggested that the fire extinguisher be used by all members that are flying gas planes and it is their responsibility to take it out of the white flight box, and keep it close by before they fly their planes (Editors note; and replacing it in the box if they are the last one using it)..

The Model of the Month was won by Steve Bayless with his Marchetti airplane. Gary Swaggart also entered his British BAE Hawk.

Crash of the Month was won by Matt Conser crashing his AJ slick 56 inch wingspan due to a wing failure. Craig Dieter should have been awarded repair of the month for fixing Matt Conser's plane.

The meeting was adjourned.

..Respectfully,...Randy Philipps

Editors note: We have discussed getting RC car hobbyists interested in joining us before without much success. We have the space to lay out a track but without some input or activity by active car enthusiasts, there hasn't been anything done, and with the uncertainty of our present situation, not sure we can interest anyone at our present site.

We need some dialogue with a club or group of RC car drivers to see if there's any interest and what needs to be done to attract drivers ..■

► Michael Catlin sent some photos of Saturday, 4/21 models at the field. They're not identified but you'll recognize your own..



DON'T FORGET !
JUNE 2nd, 2018

**KCRC 2nd ANNUAL
CUB FEST**

Fun Fly

\$ 5 landing fee

Registration at the field 9AM

AMA Santioned, AMA cards
required

Get out your Cub or your
Cub lookalike and come to
KCRC field for a good time.
Lunch will be available.