



KNOX COUNTY RADIO CONTROL

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October 2021 Newsletter



President – Rick Thompson (JRT1953@gmail.com)

Vice-President – Warren Oliver (Warren.Oliver@kla.com)

Secretary – Richard Love (rltnlove@1791.com)

Treasurer – Joel Hebert (HebertJJ@gmail.com)

Safety Officer – Phil Cope (PhilipCope@BellSouth.net)

Exec Committee – Matt Conser (FloridaCracker@Yahoo.com)

Exec Committee – Kay Kasemir (Kay.Kasemir@gmail.com)

Exec Committee – Jimmy Russell (JamesLelandRussell@gmail.com)

President's Corner

By Rick Thompson

Fall is without a doubt the best time of the year to fly and this year has been no exception so far. Temperatures have moderated, wind is light, and the leaves have started to turn. I encourage everyone to come on out while we still have some excellent days left.

The new asphalt sealing material Bill Dodge and volunteers applied to the runway on September 10th seems to be holding up well so far. The real test of course will be how it fares through the winter weather, but so far so good. The Club really appreciates what Bill and volunteers have done over the years to keep our runway in decent shape. Perhaps this new material will keep it going well into the future. There will be a line item in next year's proposed budget for additional material in 2022.

The main topic of discussion during the October meeting was proposed By-Law changes. The By-Laws Committee, consisting of Jeff Prosis, Karl Gerth, and Phil Spelt have put in a lot of time and done an excellent job. Input from club members during the meeting provided great feedback on some final tweaks. You will soon be receiving an email of the proposed new By-Laws along with a copy of the old for comparison. In a nutshell, the main purpose of the proposed change is to give club members more control over club decisions

and make it more difficult (hopefully impossible) for club officers to ever abuse their power. I hope everyone will carefully consider and support the proposed change in the upcoming poll vote. And since it will be a poll vote, we really need a response from every club member. Thanks in advance for your cooperation.

We will be nominating and electing officers/board members in the November and December meetings. The Club runs the best when we have a good slate of officers representing a cross section of the club membership. Being an officer is not hard and does not require an extraordinary amount of time. At one time or another I've held every officer position (except Vice President) and every time except this one, I had a regular job too. So for the future of the Club, I implore you to speak with someone on the nominating committee (Phil Cope, Joel Hebert or Warren Oliver) about the possibility of putting your name on the ballot.

See ya'll at the field!

October Meeting

The October club meeting was held at the field on Oct. 12th. Joel Hebert reported that the club's bank balance at the beginning of September was \$13,384, and the balance at the end of the month was \$12,108. The largest expense was \$1,146 for runway-repair supplies.

Most of the meeting was devoted to forthcoming bylaws changes. At the November meeting, the club will vote on whether to adopt the new bylaws.

Jimmy Russell won model-of-the-month with a Stick-It V built from an old Air Flair kit. It was designed by Dan Stevens in the height of the fun-fly competition craze in the early 90s. It originally used a .32 glow engine with a mousse can tuned pipe, but is now powered by a G Force G15 900 kV electric motor and a 4S pack. Jimmy says the Stick-It loops so tightly that it can almost bite its own tail off!



KCRC's next meeting will be held at 7:00 p.m. on Tuesday, Nov. 9th at Fellowship Church, 8000 Middlebrook Pike, Knoxville. The meeting will take place in room 601.

Meet Joel Hebert

Each month, we spotlight one of our members. This month it's Joel Hebert, who is KCRC's treasurer and has been a member of the club since 1976.



Joel is an electrical engineer by trade and worked in Oak Ridge for 25 years before retiring in 2007. He has served as KCRC's treasurer for too many years to count.

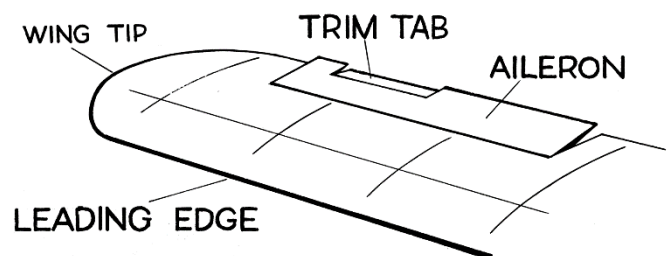
He played with control-line models as a kid growing up in Karns, and vividly remembers seeing three pilots flying Cox PT-19 trainers in the same circle at Disneyland in 1965. He got into RC some years later with a Bridi trainer, a Super Tigre engine, and a World Engines radio.

His favorite model is the Kaos, and even after all these years of flying, he is still thrilled by a smooth landing, especially "after a close call with a messed-up maneuver and a knee-shaking return to home." Joel describes flying at KCRC and getting to know the people there as one of the great joys of his life.

Outside of RC, Joel enjoys shooting and fishing. He has fly-fished in the Yellowstone, Green, Big Horn, and San Juan rivers and other places out west. Joel is often accompanied at the field by his second-in-command Sam, an "All-American Brown Dog" who was born on the Fourth of July.

Did You Know?

Glenn Curtiss, early aviation pioneer and founder of the Curtiss Aeroplane and Motor Company, the company responsible for famous airplanes such as the [Curtiss Jenny](#) and the [P-40 Warhawk](#), is often credited with inventing the aileron. In reality, he did not. But he was sued by the Wright brothers for using it, and as a result, his name became inextricably linked to ailerons.



The Wright brothers devised a means for controlling the yaw, pitch, and roll of an aircraft using a combination of rudder, elevator, and wing warping. In 1906, they were awarded a patent for their design. While the patent didn't cover ailerons specifically, it was broad enough that the Wright

brothers claimed (and courts agreed) that wings with ailerons fell under their patent.

In 1909, Curtiss sold an airplane with ailerons to the Aeronautic Society of New York, prompting a lawsuit from the Wrights – one of many suits the brothers filed over the years against pilots and manufacturers who refused to pay licensing fees.

The word “aileron” is French for “little wing.” Its invention is generally credited to British scientist [Matthew Piers Watt Boulton](#), for which he was issued a patent in 1868. Now you know!