



KNOX COUNTY RADIO CONTROL

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September 2022 Newsletter

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

President's Corner

By Rick Thompson

I'd like to take this opportunity to thank a few of the folks who have helped make this a great flying season. Starting with our officers and board who have put their time and effort into making sure the club runs smoothly; Bill Dodge and the work party that made our runway better than it's been in years; Phil Spelt, Jimmy Russell, and Brandon Drummer, who've hosted our events, and Jeff Prosize, who has taken time from his busy schedule to write this newsletter each month. An advance thank-you goes out to a group of guys being headed up by Bob Morris, Michael Glasman, Phil Spelt and others who are planning to do some much-needed repairs to our plane stands. It's this willingness to jump in and help that makes our club what it is. Thanks guys.

Weather permitting, we'll have our next meeting on Saturday, October 15th at 10:00 a.m. at the field. Joel will send out a confirmation email a day or two before. We'll announce a nominating committee at that time and encourage everyone to allow your name to be put on the ballot. As per our by-laws, it's incumbent upon the nominating committee to make every effort to nominate a minimum of two nominees per office. The forefathers of our club felt it was important that we be given a choice when it comes to electing our officers.

As this is being written, the final event of the year – the EDF Jet Jam (turbines welcome, too) – comes up Sept. 24th and will be history by the time you read this. Between this year's events (SPA, CubFest, FunFly, Warbirds & Jet Jam) along with a couple of cookouts, we're winding down a really great flying season. But there's still some warm weather left, so:

See you at the field!

September Meeting

The September club meeting took place at the field on Saturday, Sept. 17th. Joel Hebert reported that the bank balance at the end of August was \$14,421 and that KCR C's annual lease payment to the county had been made. Brandon Drummer reported that the August warbird event generated a profit of \$95 for the club. Todd Thomas provided an update on the FAA's Remote ID requirements. Phil Cope reported that there had been no safety incidents at the field in the past month.

Rick Thompson noted that some of the airplane benches are in rough shape and need to be replaced or repaired. A committee was formed comprising Michael Glasman, Bob Morris, and Phil Spelt. A motion was made and approved to allocate \$1,000 for the repairs.



Tim Smyrl, director of the UAS STEM program (“Aerohawks”) at Hardin Valley Academy, attended the meeting and asked if KCRC would be interested in supporting the program by allowing his students to use our field and helping them learn to fly. A motion was made and unanimously approved to support the program. It’s great that KCRC has the opportunity to support a local high school and introduce young people to the hobby.

The meeting closed with model-of-the-month presentations by Allan Valeo, Bob Morris, and Steve Bayless. Allan won with a self-designed airplane that he calls the “Doosey” in homage to the Duesenberg car company, which advertised that every part was lovingly made to fit your car. According to Allan, nothing could describe this airplane better.



Jets Over Knoxville

On Saturday, Sept. 24th, KCRC held its first Jets Over Knoxville event, attracting 11 registered pilots and 20 spectators. A variety of EDF jets from a range of manufacturers were showcased. Thanks to Brandon Drummer for staging Jets Over Knoxville and for CDing the event!



Tempest ESCs

By Allan Valeo

I have a new plane built and I decided to get an electronic speed controller from Innov8ive Designs. The new Tempest 40-amp ESC had a couple of surprises for me worth noting.

I have no complaints with it. It’s a smooth and effective power source. It seems that the newer designs have some additional features from other manufacturers.

First off, the full throttle and zero throttle can be calibrated when the unit is powered up. After turning on the transmitter, advancing the throttle to full before the ESC gets plugged in, the ESC sees a calibration command on power up. It beeps to signal that it recognized the command and has the maximum setting. Then, setting the throttle to minimum completes the command set and the beeps first indicate that it got the minimum setting and then that it’s ready to fly.

If no further calibration is attempted, the ESC remembers the full throttle setting. The minimum throttle calibration is done every time the ESC is

powered up, though. This can be a problem if the user expects to use a throttle cut.

If the default negative throttle offset programmed into the transmitter for nitro fuel models is left and the pilot accidentally plugs the battery in with the throttle cut on, the new low setting is a negative number. In this case, turning the throttle cut off will spin the prop up. It's necessary to set the transmitter's throttle cut to zero, the same as the throttle zero. Then the throttle cut will work as expected without the chance of an unexpected and dangerous spool up of the motor.

With the freedom designers have using micro computers, we're in for a lot of tricks coming in future circuits. I can only advise reading the instructions carefully and thoroughly exercising power systems without propellers mounted for safety.

Did You Know?

Your friendly newsletter editor had the privilege last week of meeting Michelle "Mace" Curran, who was lead solo pilot for the Thunderbirds until she retired from the Air Force earlier this year.

Among the many things I learned from Mace is that it takes full rudder to hold an F-16 level in knife-edge flight. She also noted that in high density-altitude conditions, even full rudder isn't enough and you have to "pull out of the knife-edge early."

I also learned that Thunderbird pilots always fly with down trim because they want to exert positive pressure (pull) on the stick to fly straight and level, and that Mace's call sign was given to her when in one of her first dogfight training sessions, she went into a 9G turn going too fast (greater than Mach 1.0) and almost blacked out. "Mace" stands for "Max airspeed circle entry." 😊

I asked Mace if she misses the Air Force. She said she does not. She also noted that she recently flew backseat in a P-51 and got a little sick when the pilot did a few rolls. Mace said your body can get used to G forces. Evidently, it can get "unused" to them, too.



If you're on Instagram, be sure to check out Mace's Instagram account ([@mace_curran](#)). It's fighter-jet porn.

