



KNOX COUNTY RADIO CONTROL

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January 2023 Newsletter

President – Warren Oliver (Warren.Oliver@kla.com)
Vice-President – Matt Conser (FloridaCracker@yahoo.com)
Secretary – Richard Love (rltnlove@1791.com)
Treasurer – Joel Hebert (HebertJJ@gmail.com)

Safety Officer – Phil Cope (PhilipCope@BellSouth.net)
Exec Committee – Brandon Drummer(bdrummer03@yahoo.com)
Exec Committee – Jimmy Russell (JamesLelandRussell@gmail.com)
Exec Committee – Rick Thompson (JRT1953@gmail.com)

President's Corner

By Warren Oliver

The banquet at the Golden Oak Chinese Buffet in Oak Ridge came off well with Richard Love winning the drone Bill Walters donated as a door prize. Rick Thompson introduced the new lineup of officers and kickoff his last meeting as president. He thanked everybody that generated the great year we just had. Of course, much of that success was due to Rick's leadership. Once again thanks Rick.

Phil Spelt and I had a great discussion determining what P40 the kit I built was modeled after. It turned to be the aircraft flown by a famous Chinese pilot from WWII. His name was Wang Kuangfu and he flew a P40N that became known as the "White 663". He moved to Dallas TX later in life and died there in 2008. If you would like to read a bit more check it out at:

https://ww2db.com/person_bio.php?person_id=975

I also let folks know that my son, Clancy, helped me get the phone numbers of all the club members into the "Contacts" list for my Google account on my PC using the "Import" function. If you are logged in to that account on your phone you have the contacts. He started with an Excel file Joel sent out a while ago so it may miss some of our more recent members. He did all this on the PC.

Basically, Clancy "Exported" a single contact from the "Contacts" associated with my Google account to a CSV file so that he could see the format. He then opened the Excel file Joel had sent out and saved it as a CSV file. He then cut and pasted the columns from Joel's list into the appropriate columns in the file he had obtained in the previous step. He then "Imported" that file into my "Contacts" and it worked great. I will send the CSV file he generated and imported over to Joel. Contact Joel if you would like to try importing it. I know it works on my Pixel 7 Android phone. I don't know about iPhones but the procedure would probably work.

I have not done much flying in the last month mostly due to poor weather. Perhaps it would be fun to catch up on the build projects Jimmy Russel was talking up at the next meeting. Bring plans, pictures, parts, completed aircraft or whatever to the next meeting for show and tell. By the way the next meeting will be 7:00 PM at the Fellowship Church, 8000 Middlebrook Pike, on February 14. See you all there.

Also, remember to get your dues to Joel; the time slips by and before you know it Spring will be here, and you will want to be ready to go!

January Meeting

By Richard Love

KCRC Meeting Minutes – January 10, 2023

The annual dinner meeting was held at the Golden Oak Chinese restaurant in Oak Ridge beginning about 6:30 PM. There were 23 members and guests in attendance. Although no formal business was conducted, newly elected officers and board members at the December meeting were installed this evening. They are listed below:

2023 Officers

PresidentWarren Oliver
Vice President..... Matt Conser
Secretary.....Richard Love
Treasurer.....Joel Hebert

2023 Executive Committee Members

Brandon Drummer
Jimmy Russell
Rick Thompson

Rick Thompson was recognized for his achievements in club growth and member enjoyment during his term in office. Bill Walters was recognized for his donation of a DJI Phantom drone for the door prize.

Joel Hebert requested that club dues be paid on or before our monthly meeting March 14. Payment after this date incurs a penalty.

Dinner, desserts, and comments concluded around 7:30.

Our next meeting will be held at Fellowship Church, 8000 Middlebrook Pike, on February 14 at 7:00PM.

Meet Me

By Bob Morris

I am taking over a good part of the newsletter duties from Jeff to give him a much-needed break. He will still do the final proof reading and web posting, so he is still in the game.



I have been in the hobby for about 60 years which is a newcomer for many of you, but a good bit of time for me! I started out in Detroit, went to Atlanta for school, and finally to Oak Ridge for the job. I've been through rubber powered, control line, gliders, and RC. Glow fuel to gasoline to hand toss to batteries to rubber bands, I've done most of it except for turbine power. Mostly I build kits or from plans, with a ready-to-fly or two thrown in to simplify things.

I first came across KCRC in the mid 80's and finally got my RC plane to stay in the air with the help of the generous instructors. After a few years life happened and I drifted anyway; I stayed in the hobby a little here and there, but I was MIA for quite a few years. Finally, retirement saved me, and I made it back to the hobby.

This is not my first cut at the newsletter role as I did do the KCRC newsletter in the 80's for a few years. In those years it was really was cut and paste with scissors and glue and mail meant stamps not pushing buttons. So, I'm here to take another go at it and hope to do my best.

See Something – Say Something

By Mike Glasman

In the past couple years since I started RC flight, I've experienced several eye-openers and averted a crash (or worse) by being conservative and cautious prior to flying, and also by taking advice of the experienced pilots that "Saw Something and Said Something" to me when they noted a condition with the plane I was about to fly, like wing bolts that weren't quite bottomed out; a sluggish and unstable aileron servo; a main gear wheel that that wasn't turning freely, and a clevis that was about to break, among other things.

However, the scariest situation I have encountered since I started flying was one fine afternoon, the last week of November, when another pilot standing next to me heard a "shudder" as my plane, an electric "Ugly Stick", flew past. The bird was immediately brought down safely and smoothly and landed at minimum speed. So, at the bench, we checked surfaces, shook the bird, checked clevises, and carefully inspected the model for any signs of cracks, or broken / loose parts. Finding nothing out of the ordinary, we decided to take 'er up again, but before doing so, I thought it would be wise to do a full-power run-up on the runway.

So, it was a good thing that we did, and a good thing that no one or anything of value was downrange of the motor and prop because the entire outer housing assembly (aka outrunner) flew off the front of the plane, with the razor-sharp prop spinning at full speed. The entire assembly hit the runway hard, coming to rest about 20 feet in front of the plane! Whoa! I was in shock for a moment thinking of what would have happened if we had done that runup on the bench and standing in front of it. I believe I'd have been gutted!

We came to find out the housing separated from the motor because a C-Clip had become dislodged from its retention groove on the motor shaft. That said, the only thing holding that motor together under power and in flight was the attraction between the powerful magnets on the outrunner and the stationary core of the motor. Amazing. At any rate, the little C-Clip was conveniently rattling

around inside the fuselage since the drive shaft protruded through the firewall. Yay!! What Luck!! So, being a goal-driven-Type A kind of guy, I replaced the C-Clip and back into air we went for several more flights! Ughhhh! Or duh, whatever....

The next day, in my most technical and somewhat indignant tone, I wrote an email to the manufacturer, who promptly informed me that a critical part was missing from the back end of the motor, namely, a ¼" stop collar. Well, I guess the engineer that wrote back thought I had just fallen off the turnip truck, the day before. Ok, guess so....

Well, Needless to say – after finding out that I needed the aforementioned stop collar, I ordered some online and installed it the proper manner using Loctite to ensure it stays put. (Yeah, I used to ride Harleys, so I am well-acquainted with Loctite).

Now – what is there to learn from this near-miss experience?

If you suspect there's a problem due to a new sound or something's not "quite right", land, or don't fly till you look your plane over with care and diligence. Get someone else's opinion, too. Think into the next square and imagine how miserable you will be as you pick up the pieces wishing you had taken the opportunity not to fly till figuring out what is wrong.

If you see something on someone else's plane, say something. My friend standing next to me "Said and Did Something" for which I am grateful and to wit, still have a plane that will fly another day.

Check your electric motors for presence of that stop collar. If there is no stop collar on the backside of the motor, confirm that it's not called for by the manufacturer.

And for Heaven's sake, DO NOT BE IN FRONT OF OR TO THE SIDE OF A SPINNING PROP. DO YOUR RUNUPS ON THE RUNWAY WITH NO ONE IN THE PROXIMITY OF A POTENTIAL FAILURE.

Thanks for the support of all you experienced pilots and see 'ya on the flight line.

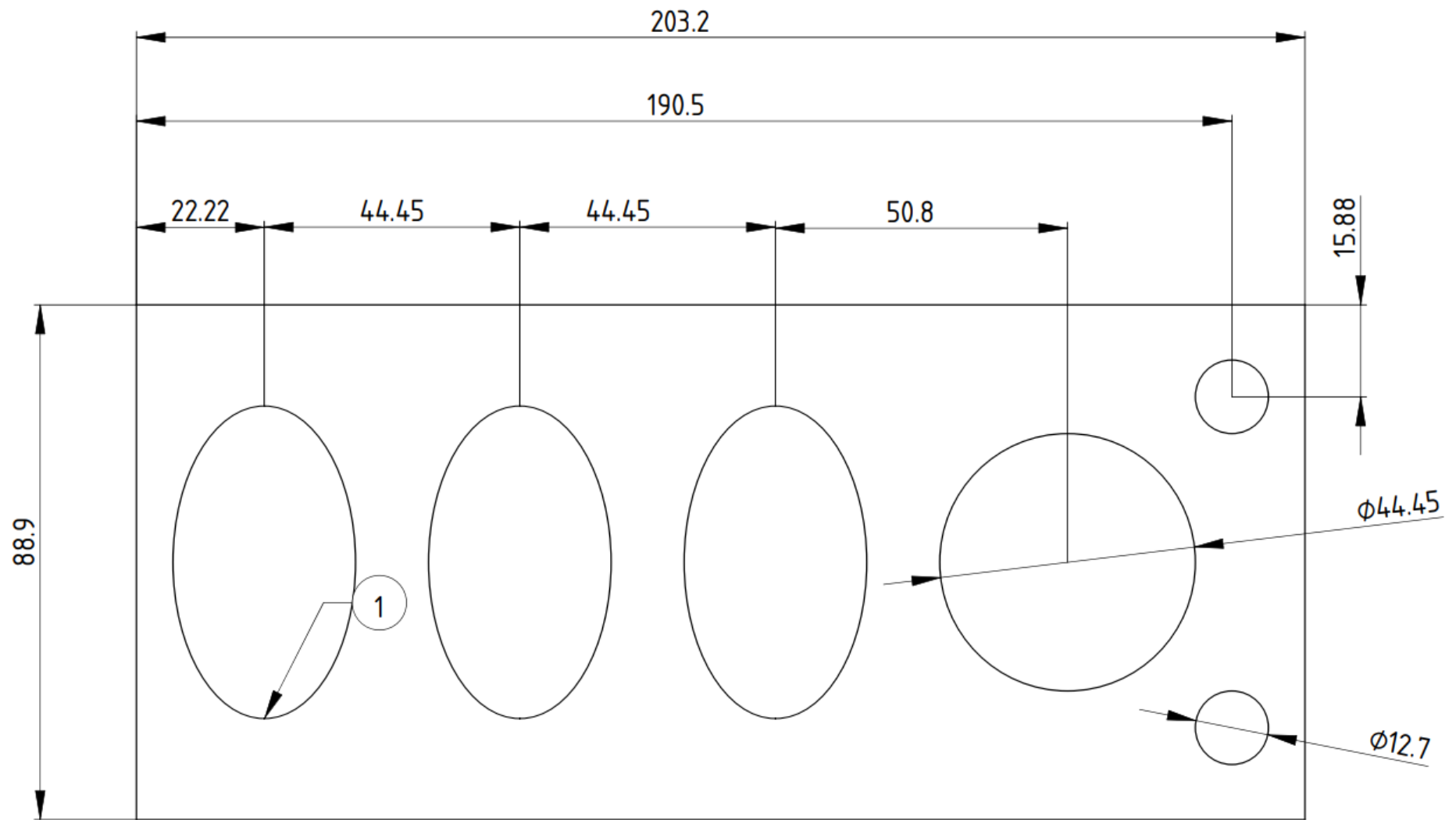
DIY Glue Caddy

By Bob Morris



You probably noticed that as you build or repair your models, the glue bottles fall over on to their sides and may even leak glue on to the work bench. Or your Xacto knife rolls over the edge onto the floor. Well, here is a simple solution that only takes a short time to implement – a simple glue and knife holder made out of a scrap piece of 2 by 4 and some left over plywood.

Print out the template (next page) on a piece of paper and glue or tape it to a scrap piece of 2 by 4 and just cut along the lines with your scroll saw and drill the two ½" holes. Next, give it a quick sanding to clean up all the rough edges and place it on that odd piece of plywood you have laying around and trace around the outside of it. Cut along the more or less straight lines and give it a quick sanding. Finally, use that freshly spilled glue to glue the plywood piece to the 2 by 4 cutout. Wipe off any squeeze out. Let it dry and scrape/sand off any imperfections. Now you can have a little cleaner workbench and you won't have to bend over so many times!



Note 1

Ellipse

2.125 major radius

1.25 minor radius

Just print, cut out, and place on a piece of 2 by 4 and use as a template