



August 2019 Newsletter

Knoxville TN AMA #594

Editor..Mike Catlin..catlimi2000@gmail.com

www.kcrctn.com

Webmaster..Jeff Prosis..jeffpro@wintellect.com

KCRC Meeting Minutes

Since the KCRC executive committee did not meet in July there are no meeting minutes to present. But there has been a lot of activity with the club and the flying field.

First, at the field, John Basalone has been busy, very, very busy. The refrigerator has been moved from its sight blocking position to the corner of the pavilion. This will allow members a better line of sight during meetings. To move the refrigerator John had to build a weather shield and move an electrical outlet. John has also built 3 picnic tables to replace the existing and deteriorating tables. These new tables should be with us for years with their solid construction. In addition, John has hung shades on the West wall of the pavilion so evening meetings will not require squinting into the sun. Add to that the replacing of steps and floor boards and things are looking better and better. John has also erected a safety barrier around the race car track and replaced the rotting rope barrier which denotes the limit of the parking area. Great job John in keeping the flying field presentable.

2019 Elected Officers

Pres.....Ed Dumas.....ed@eddumas.com

Vpres.....Paul Funk.....paulfunk24@gmail.com

Secretary.....Roger Kroodsma.....rogkroods@att.net

TreasurerMike Catlin.....catlimi2000@gmail.com

Executive Board

Randy Philipps.....randy@accessolutionsinc.com

John Basalone.....jrbfarm@yahoo.com

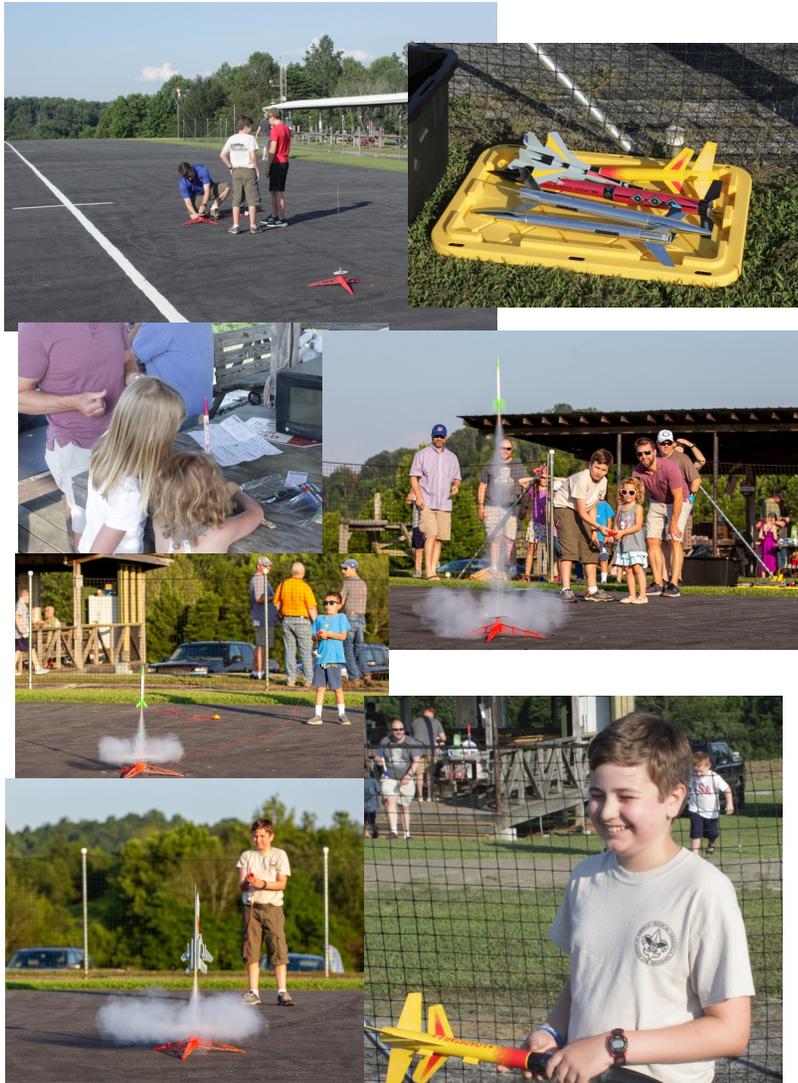
Safety Officer

Denny Evansevans9633@bellsouth.net

On July 27 KCRC hosted a scout rocket launching event which was well attended by children (and adults) of all ages.



The launch pads were set up in the middle of the runway near the West end to allow for parachute drift although with the nearly calm conditions drift was minimal. Some parachute deployment failures showed that keeping one's eye on a falling rocket was desirable.



I received an article from Allan which everyone should consider (thanks Allan!)

Some Thoughts on Safety

There are some practices that at the field that need to be considered regarding safety. They may seem innocent enough, but they can be shown to be dangerous. I present them because I'm concerned about our safety at the field. It's critical because each of us is likely to be concentrating on our own model and would be prone to miss a problem elsewhere.

First and foremost is the disregard for the safety fences. Flying from inside the fences and flying while standing in the openings are especially hazardous. If it were only a hazard to the one pilot it would be his responsibility to himself alone. However, our models can malfunction and pilots can error. If one pilot is exposed and another loses control of an aircraft, the pilot outside the fence is at risk. If he's injured or distracted by the stray aircraft, he would likely be the source of a second aircraft out of control. Standing in the openings is also problematic because it restricts access to the runway for others. If another pilot asks someone to move to get access it could cause the offending pilot to get distracted or trip and lose control.

Second is not maintaining respect for another pilot's airspace. This can happen because someone hasn't looked to see what others are doing and doesn't yield any space.

Not all of our pilots are equally skilled. A less skilled flier deserves some extra space. More skilled pilots need clear areas to fly aerobatics. If people don't look to see what kind of flying is going on, they'll likely not even think to use the airspace well. A good example of this is taking off with the wind at the plane's tail. Not only is that plane less stable but it will enter the pattern in the wrong direction. If one plane is going counterclockwise and others are going clockwise potential collision situations will happen at the combined speed of the two planes and the pilots won't have time to react. Most of this sort of hazard can be minimized by assessing what altitude and direction is in use before takeoff and avoid occupying the same space as others. No wind - no problem - same solution. If there's real aerobatic action going on it may be wisest to sit and watch the show and learn from the masters.

Third, spectators must not be allowed inside the flight line or car track without an experienced member host to guide them. This is especially important if there are children involved. There can't be anything that would be more damaging to the clubs reputation than having a child injured while visiting our flight line or track.

Last is a practice that is new, only because we have an RC car track now. At one instance a driver was running his vehicle in the grass area between the parking fence and the ready line shed. Cars need to be kept exclusively in the track area.

Again, things happen too fast to react safely. Except for designated events, the runway and any area outside the track confines should be off limits to cars.

To sum it up, RC equipment isn't infallible and neither are the operators. As the club continues to grow, we need to use the field more wisely and protect each other as well as ourselves.

Signed, Happy Flying and Stay Safe, Allan

Allan makes some good points and we've all seen "near misses" at the field. I've personally slammed a plane into the safety fence a time or 2. I've seen Frank disassemble a plane by veering left on takeoff and striking the fence and low high speed passes on the South side of the runway center line are a regular occurrence.

I've also been to other fields and found protection to be minimal with 2 foot picket fences denoting where pilots should stand. And, even the AMA considers a barrier optional.

"Barrier: (if desired)

Designed to stop models from veering into pilots' and/or spectators' positions (Includes plastic or chain-link fencing, hay bales, shrubbery, etc. These may run the length of the flight line or be short to protect a single pilot station)."

Some have told me that if a plane is coming at them then they will step behind the barrier. Really? I concentrate on my flying and I don't think I would notice. And, I don't move that fast anymore. Others have said that the barrier blocks their view. OK, but I do realize that during landings having a clear view is very desirable which probably means moving into one of the breaks in to barrier to land and prepare to retrieve the aircraft.



Here are 3 examples of fliers standing in the barrier breaks while flying and most of us are guilty of “hogging” and opening and making the rest of us spread out down the flight line. Although, having to take different positions for takeoffs and landing is good experience the added distance makes it all the more difficult to hear ‘call outs’. If a flier is at the far ends of the runway a call out often gets missed and it makes it especially bad if they takeoff or land counter to the prevailing direction. If you need to move to the other end of the runway to have a landing occur nearby and have the full length of the runway to roll out then take the walk and have the aircraft taxi to the takeoff point.



Some do accommodate other fliers, utilize the barrier and even fly from the far ends. I have made it a practice to set my plane on the runway, step back through the barrier and move to one side or the other before doing control checks. For takeoffs I taxi to the center line and line up with the length of the runway or angle away from the flight line. And landing, I will agree I tend to touch down nearly directly in front of me (with a great margin of error) and I try to land on the far side of the centerline.

If you have comments about this article please email me as I could use the extra education and material for the newsletter.

From The Shop

I am slowly building my “fleet” of model planes by attending swap meets and buying aircraft that are used and are in need of some tender loving care. And, having a 3D printer to make replacement parts helps. All too much of my buying is “impulse” but good deals can be had. I picked up the “Sportsman” I am currently flying for \$30 (all included except the battery) and it just needed a part forward to hold the battery door, a battery door latch and some minor repairs where the foam joints had begun to come apart.

The other plane I am working to get back in the air is a Hobby King ZEPHYR. This plane had the aft wing mount broken and it looked cool with a an EDF motor pushing a V-tailed glider. Not too sure just how practical but I did like the looks.



One of the first thing I do is look up the manual for these planes to determine CG Location and what type of motor, battery and other equipment is called out. The Zephyr called for a 2800 mAh to 3300 mAh 3S battery. I checked Amazon for a 3S 3300 mAh battery and they had some Turnigy batteries for \$36. Before I parted with \$36 I decided to see if the larger battery would fit.

Product Specifications

Fuselage length: 1000mm (39.4 in.)
 Wingspan: 1533mm (60.4 in.)
 Flying Weight: 1050-1150g (with battery)
 Power: 70mm edf
 Motor:2223 3400KV Brushless Outrunner
 ESC: 55 Amp
 Servo: 9g*4 micro servo
 Radio : 4/more channel
 Receiver:4/more channel

Battery: 11.1V 2800-3500mah lipo 25c

Motor Spes:

Motor: 2223 KV:3400	
Technical Datas	
KV	3400
Configuration	9N6P
Stator Diameter	22mm
STator Length	23mm
Shaft Diameter	4mm
	Φ28×40m

I went to Turnigy's web site and copied down the size of the battery and then modeled it in 3D. Since I don't have a 3D model of the Zephyr I printed a battery simulator for a fit check. Good thing I did too because the battery didn't fit at all. I dug around in the box of other battery simulators I had already printed and found that a Zippy 3300 mAh battery wouldn't fit but a Zippy 2800 mAh would fit.





I've found that having battery simulators are very helpful in trying out combinations of batteries without the expense and wasted time of buying them. I 3D print mine because I have a 3D printer but if you don't you can try cutting simulators out of foam or wood. Label them with capacity and manufacturer and store them where you can find them later. On my simulators I include a "nub" to represent the wires exiting the battery.

Up Coming Events

Next KCRC meeting September 10th at the field. 7:00 PM Bring a plane and get in some flying. Enter the Model of the Month and prepare your story for crash of the month!

McMinn COUNTY RADIO CONTROL ASSOCIATION will be hosting the FALL FEST FUN FLY on August 30-September 1, 2019.

Cherokee R/C Flyers August 24th and 25th

Up Coming Events cont.

ScoutFest Saturday October 19 at 0 Clubhouse Drive, Blaine, TN 37709

2019 Nall in the Fall September 27- October 5



Don't forget to visit KCRC Knox County Radio Control on Facebook! 184 members strong.

Daily 3 day weather predictions

Daily aviation photos

Event advertisement from other area clubs

Items for sale

Articles, information and aviation related videos.