



**KNOX COUNTY RADIO CONTROL**

**March 2020 Newsletter**

Knoxville TN AMA #594

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

[www.kcrctn.com](http://www.kcrctn.com)

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

**2020 Elected Officers**

Pres.....Frank Allemand.....frankallemand@charter.net

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

Secretary.....Richard Love.....rltnlove@1791.com

Treasurer .....Mike Catlin.....catlimi2000@gmail.com

**Executive Board**

Rick Thompson.....jrt1953@gmail.com

Allan Valeo.....allan.valeo@snet.net

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

**Safety Officer**

Jim Maines .....oersted@aol.com



PRESIDENTS CORNER

There are two articles in this newsletter I hope you take a look at:

- KCRC’s new simplified rules and courtesies approved at the February 11 meeting. A few wording changes were suggested, and these were made.
- How proposed FAA regulations could negatively impact our hobby, and suggestions for you to provide policy comments to help prevent that from happening.

Here is an update of key events coming up. Regarding the picnics, first class means “first class” as defined by our Vice President (see him for details).

- March Indoor Fly: cancelled by Michael Catlin due to lack of cooperation from the K-9 facility. They did not seem interested in our business. Any suggestions for a better location to plan future indoor flies would be appreciated.
- SPA Event: May 16-17, coordinated by Jimmie Russell
- Float Fly: May 23 at the boat dock by our field, coordinated by John Basalone
- Memorial Day flying and first class lunch : May 25
- Cub Fest and a first class lunch: June 6, coordinated by Ed Dumas

- July 4<sup>th</sup> flying and first class lunch

At January’s Executive Committee Meeting we discussed 21 different areas requiring either corrective action or specific follow-up coordination. About 18 of these have either been completed or are well underway, so the Executive Committee is off to a good start.

For the upcoming March Executive Committee meeting we will be focusing on one key area not yet addressed: the financial future of the club. It makes sense at some point to begin to deal with the “reality” that John will not always be doing free mowing. One recurring suggestion is to actively grow our membership to not only help alleviate the financial issues, but also to better promote KCRC with Knox County. However, such a program would also include serious negatives, such as the huge amount of work needed to run an effective recruiting program, an awful lot of work and time by instructors for training new members, and the potential disruptions that student training at our field could create, including on weekends. The club’s financial issues, the idea of aggressive recruiting, and various other potential options need to be thoroughly evaluated. At the next Club meeting in April our goal is to present a list for your review of the pros and cons of different ways the club could proceed.

In closing, I mentioned four 2020 goals at the banquet and the February meeting, and want to recap them again for those of you that were not at either event.



Frank

PS Hopefully in another month or two the newsletter will be finished with issues and get back to its primary focus of club members and their planes doing great things and having fun.

**KCRC MEETING MINUTES: FEBRUARY 11, 2020**

Executive Committee Attendees:

Officers:

- President .....Frank Allemand
- Vice President.....John Basalone
- Secretary.....Richard Love
- Treasurer..... Mike Catlin

Executive Committee Members:

- Rick Thompson
- Allan Valeo
- Ed Dumas

Safety Officer..... Jim Maines

President Allemand called the meeting to order at 7:00 PM.

In his opening remarks, he stated that goals of KCRC should be:

Friendly  
Wise use of our funds  
Fun, and  
Safety

- **Introduction of any new members or visitors**

There were 36 total in attendance including officers, members and two visitors who expressed an interest in becoming car track members. At the end of the meeting the two visitors met with Frank and John to discuss their ideas for the car track, including layout changes and improvements..

- **Treasurer's Report:** The treasurer's report was approved.

- **KCRC Budget for 2020: The budget was approved.**

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- **Field Manager Report**

General Report:

The Executive Committee recommended that major field maintenance decisions (voting for important items) be returned to club members and there be a more limited scope of authority by the executive committee to make big dollar decisions.

### **RUNWAY COMMITTEE UPDATE**

Last repair cost for runway work completed in the fall: \$3600.

Northeast portion of runway needs attention. Runway supervisor John Basalone will look into it and make suggestions.

Frank to meet with county in May and will ask for help to repair/repave the runway.

- **Old Business: KCRC RULES AND SIMPLIFICATION**

Past objection to club rules was that there were too many and it took the fun out of the hobby.

Frank and Ed both mentioned some guidelines from AMA. In bullet form, they are:

i) AMA position is SAFETY

ii) Not having a safety program is unwise, and the club and officers may incur a financial liability

iii) It is not practical to list everything. Enforce the rules deemed specifically most important to your club; use safety education for the rest.

iv) AMA will be stern about violation of their rules. If an AMA rule that is also an FAA rule is broken, they will be really stern

Simplified KCRC Field Rules and KCRC Courtesies from the January 8 executive meeting were reviewed by members and approved with a few small wording changes.

- Safety Officer Report: Homeland Security Incident

Jim Maines recounted a story of losing control due to signal interference and the plane crashed into a building belonging to a utility. The incident was followed up by a visit from homeland security.

Ultimately, no legal action or financial loss was incurred, but Jim recommended having a homeowners insurance policy and to rely on situational awareness for safety.

- Old Business: Car Track and Car Club Restructuring

At the last executive meeting it was decided to cancel the car insurance policy and car track members must also be AMA members for their insurance.

- New Business: FUTURE KCRC EVENTS

- Club first class picnics – Dates were set up.
- Cub Fest Event (June 6) – Ed has a sanction for the event. Format will be the same as last year.
- SPA Event (May 16-17) – Jimmy Russell has sanction for the event. Format is the same as last year.
- Indoor Fly (March) – Michael cancelled this due to lack of response from the K-9 facility. They did not seem to be interested in working with us.
- Float Fly – May 23 – Phil Spelt to secure the boat ramp for the event

- Consider an EDF Jet Event – Chattanooga already has a 3 day EDF event in June or July, so perhaps we should consider one in the fall. According to Model Airplane News, EDF jets are the fastest growing segment in our hobby.

- New Business: Ed Dumas – UPDATE ON PROPOSED FAA REGULATIONS

Ed re-iterated that the FAA is accepting comments on the remote ID proposal until March 2. He urged us to write a letter how it will adversely affect us individually. He warned that once the law goes into effect, all club flying fields will be gone forever.

- Model of the Month - Went to Jimmy Russell with his GLH250 \$34 kit from WilliNilli.

Gary Swigert's faux entry of a T-33 was then presented as a surprise to John Basalone for his work in the club.

- Crash of the Month – None

Meeting adjourned at 8:50 PM

Richard Love

## RULES AND SAFETY

Last September Allan Valeo brought two basic issues to the Club's attention, and Ed Dumas as President agreed with both points. The Executive Committee decided it was finally time to tackle them.

For many years KCRC officially had several pages of detailed rules. Rules were brought up from time to time, but in reality the rules were never consistently enforced. In fact, some members did not know a lot of the rules, did not have a copy of them, and had no real interest in reading or learning them. When one or more of the less popular rules surfaced, member comments often were that "we have too many rules" and "we are taking the fun away from the hobby." In short, I agree with both points. However, these comments did nothing to actually help solve the underlying issues.

The first issue Allan brought up: it makes no sense to have rules we do not enforce or to have many detailed rules members do not know. The suggestion was that the rules should be simplified to an absolute minimum and followed by everyone.

And the second issue Allan brought up: there should be a safety program. The AMA believes it is not feasible or even logical to legislate every detail of how members should stay safe. Instead, a safety program should educate members why certain behaviors are risky and others are preferable, and leave the decision to them. For example, a throttle cut switch is recommended for all electric motors to prevent accidental start-up. The safety program should educate members on its benefits and show how easy it is to set up the switch. AMA indicates most electric fliers use a throttle cut switch because they have seen accidents, been educated to the benefit of the switch, and do not want the accident to happen to them. After appropriate education, if someone does not want to utilize the throttle cut switch or to follow other recommended safety advice, it is obviously their decision to incur the risk.

When there is an effective safety program with good education, safety rules may then focus on what is most important: preventing negative individual behaviors that jeopardize the safety of others.

In summary, the basic philosophies that AMA officers have put forward to me in numerous long conversations are as follows:

- Each club should have a minimum number of rules that are most important to a club's safety and well being. It should be kept simple, probably no more than one page.
- If rules are not enforced or there are no rules at all, a club is being "stupid" in the sense of risking injuries and the club and its officers are taking on a major liability risk. The AMA view is that is just a matter of time until getting "burned," similar to getting burned or injured by ignoring throttle cut logic.
- Each club should have a safety program with good safety education.
- Lack of an effective safety program is also "stupid" because there will likely be more injuries and the Club and its officers are again taking a major liability risk.

While attempting to keep rules as few and as simple as possible, the Executive Committee found some desirable behaviors not so important to be rules, but yet too significant to be dropped. Hence a second category called Courtesies was set up; similar to the verbal courtesies we have recently been using.

The Rules and Courtesies put forth by the Executive Committee were approved by the membership at the February 11 meeting. A few wording clarifications were requested and these changes have been made.

With only minor exceptions, all of the approved items are from KCRC's existing rules. In addition, I have also reviewed the rules at the Johnson City RC Club, the Chattanooga RC Club, and the

Cherokee Flyers at Morristown. There is no rule that we have that is not already being used in some of these locations.

Lastly, you should know that the rules have been reduced by about 90% (from about 1200 words in the existing rules to only 150 words in the simplified ones).

If there are any rules or courtesies you disagree with, or any others that you think should be added, please let us know. KCRC Rules and Courtesies should reflect what everyone wants, and we are open to changes and new suggestions.

Frank

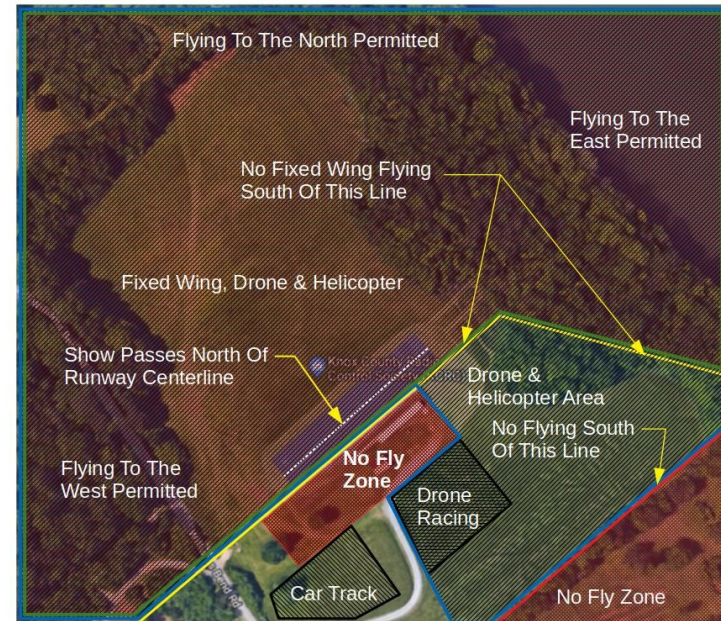
## **KCRC FIELD RULES**

1. Adhering to the AMA Safety Code and all FAA regulations for “Unmanned Aircraft Systems” is mandatory.
2. All models must be operated in the areas designated for their appropriate activity as shown in the FIELD MAP.
3. No alcoholic beverages are allowed at the Field.
4. Before accessing the runway, pilots must check for aircraft both in the air and on the runway.
5. Pilots must call “Runway” loudly when accessing the runway.
6. Pilots must call “Landing” loudly whenever landing. Pilots may call “Touch and Go’s” loudly when performing a planned series of landings.
7. Unless escorted, spectators must stay behind the line parallel with the center line of the flight line cover (as marked by the signs) and to the left of the eastern safety fence.
8. Members escorting guests or spectators outside of the approved area are responsible for their safety.
9. Handicap access with a valid handicap permit is allowed for unloading and loading in the grass area along and behind the flight line shed.
10. Non Members with AMA Memberships are allowed to fly at KCRC a maximum of three times as guests.
11. All members are responsible for pointing out violations of rules to offenders.

## KCRC COURTESIES

1. If a pilot calls “Dead Stick!” everyone should do everything possible to clear runway access for the disabled aircraft and to protect themselves from injury.
2. EDF Jets, Maiden and Test flights, and Student Pilot flights should be given priority single access to airspace as long as sharing time at the field is not abused.
3. Sharing the airspace at the field is encouraged. Pilots should follow an established flight pattern when joining other pilots already in the air. Alternately, a different altitude and distance from the runway can help avoid mid-air accidents.
4. Low passes over the runway should be performed at or beyond the centerline of the runway.
5. Long and very loud engine runs should be done on the stands as far away from others as practical.
6. As a courtesy to the neighbors, internal combustion engine flights should be done only after 9:00 am.

## FIELD MAP



### From Ed Dumas

*Hello again! It has been an interesting few weeks since the FAA's Remote ID NPRM was released. By now various groups have been able to digest it's main points and make recommendations as to how to respond. The comments are quite wide and varied!*

*But, the universal opinion of everyone I've heard from who has written about this NPRM is that it will have a profoundly negative impact on model aviation as we know it. I'll include a bunch of resources at the end of this article where you can get more information, and I encourage everyone to read what the rest of the world has been saying and make up your own mind. The uniformity of responses has been impressive! For starters, each of the following organizations and companies have come out, officially, against this NPRM in its current form:*

*AMA - Academy of Model Aeronautics*

*AOPA - Aircraft Owners and Pilots Association*

*EAA - Experimental Aircraft Association*

*DJI - Major drone manufacturer*

*And a whole host of other folks on YouTube videos, and other social media outlets...*

*If you are on the fence about responding, I urge you to please do so! Also, please put your response in your own words, and use the AMA templates as a guide only. Please do not cut and paste their templates! There has been conflicting information about this, but I think the key is to get as many unique responses from people as possible that are logically sound, coherent, and non-emotional. The FAA deals in facts, and they want to know how these proposed rules will directly affect you and your ability to fly model aircraft. Your voice is important and deserves to be heard!*

*I'm still thinking about how to respond myself... How can one describe a hobby that folks are passionate about, that most of us have been doing for a large part of our lives, and defend its very existence in no-nonsense, purely logical terms? My first thoughts remind me of a Harley-Davidson bumper sticker I once saw: "If I have to explain, you won't understand..."*

*The thrust of my argument will be, first, that AMA members, with their stellar safety record, should be exempt from the need to be*

*compliant with the Remote ID requirements. This argument was put forth by the AMA and supported by several other members of the ARC (Aviation Rulemaking Committee) that the FAA commissioned explicitly for this rule-making process several months ago. Although this idea was flatly rejected by the FAA, without explanation or justification, I will point out that all of the aircraft that I fly, without exception, cannot conform to the requirements of Remote ID, and they will never be able to. The assurance from the FAA that everyone will eventually be absorbed into the Remote ID culture because of advances in technology and attrition of older aircraft simply cannot be applied to those who build and fly aircraft they build themselves.*

*Secondly, I will argue that FRIA's (FAA Remote ID Areas) should be protected from extinction by the proposed law. The use of a FRIA will not apply to only hobbyists, but also to schools and universities with STEM programs that use UAS, and even government researchers, who build and fly aircraft of their own creation. In my own experience, NOAA/ATDD's small UAS program would not be where it is today without the assistance and close proximity of AMA-sanctioned clubs such as KCRC and HMRC. Under the proposed NPRM these types of aircraft could only be flown inside FRIA's. Since the need for FRIA's goes beyond only the hobbyist, I argue that FRIA's need to be around for all time, not just a limited time.*

*Lastly, where will the pilots for the "millions" of future UAS that the FAA envisions come from if there aren't legislatively protected places to fly model aircraft where a child's interest and skills in aviation can be nurtured and allowed to grow? We all know that model aviation is the gateway for youth to hone their building and flying skills, lead them to productive careers, and open doors to entirely new worlds of aviation from their model aircraft stepping-stone. What is to become of aviation if an aspiring kid is forbidden from flying a model aircraft he or she built with their own hands? The Experimental Aircraft Association exists to promote education for those that want to build and fly their own full-scale aircraft in a*



*safe and responsible manner. The FAA recognizes the importance of EAA and its members and their local chapters to the overall health and well-being of the full-scale pilot population. By extension, the AMA is the "gatekeeper" for model aviation, promoting and fostering the growth and development of safe operations for people who want to fly model aircraft for recreation. I argue that the AMA and its flying sites deserve to be protected legislatively, for the reasons stated above, and for the many other reasons that I can't put into words...*

*Please have a look at the resources below, think about what model aviation means to you, your family, kids, grandkids, etc. and please submit a well-reasoned, logical comment to the FAA by March 2, 2020. You'll be glad you did!*

--Ed

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## **CAR CLUB AND TRACK CHANGES**

The purpose of this article is to summarize the original rationale for the track, some of its problems, and why changes have been made. If you are not very interested in the car area, I recommend you skip the article entirely or jump to the last section that focuses on just the latest changes.

### **INITIAL DECISION THOUGHT PROCESS:**

- The original KCRC promoters believed it would be easy to get car track members because Hobbytown sells so many cars.
- For competitive racing the consensus of the car racers at Chilhowee Park was that an all dirt track was required as well as a

roof that would protect the dirt from rain. Therefore, the original KCRC promoters decided that KCRC could not do a competitive racing track, but had to concentrate on a fun track for recreational users.

- They thought if Hobbytown gave out KCRC flyers to its clientele, many would love to join KCRC to have a nice track. A really beautiful flyer was created and 250 were given out in the summer of 2019.
- KCRC management believed that having a car track would enhance our position with the County by being an RC center rather than just a flying field.

### **PROBLEMS:**

- The flyers given out by Hobbytown resulted in little success. Only five people joined the car track in 2019. Only one car track member joined for 2020.
- It appears recreational car enthusiasts (that are not competitive racers) can run their cars close to home and are not willing to make the drive to KCRC or to pay dues. It also appears some recreational car users do not like our track, which is viewed as difficult to drive on.
- Maintenance of the track requires extra work, including mowing, weed trimming along both sides of the pipe, and spraying. John Basalone spends a lot of time mowing and keeping our field in shape, and does not want to spend more time on the car track. Help from other volunteers has not been consistent, probably due to lack

of time. The only reliable solution remaining is to pay to get the maintenance done.

- Insurance aspects were initially overlooked. In addition to the \$36 per year of dues, it was decided that recreational car owners would not want to pay another \$72 to join AMA for insurance. The Club then took out a separate liability policy for \$400 per year to address this issue.

#### ANALYSIS:

- Cancellation of the car policy in February would result in about \$200 return of premium. Therefore, continuing the car track club past February is essentially like making a decision to invest another \$200.

- No one in KCRC seemed willing to accept the task of finding other options that might be possible. Could in-depth interviews with the five 2019 members and doing detailed discussions with Chilhowee club car racers result in another approach? Nobody was willing to volunteer because prospects of a solution seemed unlikely.

- Some members suggested allowing more time in case somehow things might change. Most likely, without a well thought out plan or a dramatic miracle, this year would not be any different and probably worse since last year utilized 250 flyers.

- Even if a few more people join, there still would not be enough membership to justify spending funds for the maintenance, needed track improvements, and the extra insurance policy.

#### CHANGES MADE BY THE EXECUTIVE COMMITTEE:

1. Most of the track's piping will be removed in conjunction with making a simple course with wider lanes. The jumps will be left. This eliminates most extra maintenance, and John Basalone has agreed to keep the area mowed.

2. KCRC will continue to have a separate "Car Track Only" membership for \$36 per year. However, the separate car track insurance policy has been cancelled, and the \$200 refund received. "Car Track Only" members are required to join the AMA for their insurance coverage. We have now also learned that AMA membership is free for persons under age 19. Of course regular airplane members are free to use the car area at any time.

3. The one and only paid up car member for 2020 was satisfied to be given a refund.

Implementation of these changes allows KCRC to have a fun car track on a go forward basis without additional maintenance and insurance costs.

Over an extended period of time we can hopefully still grow the "Car Track Only" membership to a respectable number while minimizing further spending. And we can continue to promote KCRC with the County as a RC center.

Frank

## Membership

Current paid 2020 membership is 46 and I have a lot of member packets left to give out. Each packet contains a welcome letter, an information sheet to allow members to update their information, a return address label to send back corrected information sheets and the all important 2020 club sticker to be placed on the upper left side of your transmitter. If you need more than one sticker simply ask.



At the February meeting I continued to sign up returning members and got only 2. After February there will be a \$5 penalty (\$77). I am accepting mail in renewals. Send checks to (no cash please)

KCRC c/o Michael Catlin  
6812 Adrian Rd  
Knoxville, TN 37918

The gate combination will be emailed to current members only and after February only current members will receive email notices and newsletters. Newsletters will still be posted on the clubs website <http://www.kcrctn.com>. However, this may change in the future and only newsletters from previous years will be available to non-members.

Remember, only those with current AMA membership will be allowed to fly at the field.

## Upcoming Events

**The April club meeting will be at the New Beginnings Baptist Church 11218 Yarnell Rd.  
April 14 at 7:00PM**

**We will be accepting dues for 2020. Cash, check or credit card accepted. Since it will be after the February deadline renewals will be \$77. After February members wishing to renew will need to check the club's web page for information.**

**March Indoor Fly: cancelled by Michael Catlin due to lack of cooperation from the K-9 facility. They did not seem interested in our business. Any suggestions for a better location to plan future indoor flies would be appreciated.**

**SPA Event: May 16-17, coordinated by Jimmie Russell**

**Float Fly: May 23 at the boat dock by our field, coordinated by John Basalone**

**Memorial Day flying and first class lunch : May 25**

**Cub Fest and a first class lunch: June 6, coordinated by Ed Dumas**

**July 4<sup>th</sup> flying and first class lunch**

**Tennessee Eagles Fun Fly Saturday April 18 Tennessee Eagles R/C Club, Harriman TN**

**House Mountain May 16 -17. F5j. Glider contest**

**Tennessee Eagles War Bird Event Saturday, June 13 Tennessee Eagles R/C Club, Harriman, TN**

**House Mountain Aug 5-9. Huckfest**

**Tennessee Eagles Charity Event Saturday September 19 Tennessee Eagles R/C Club, Harriman TN**

**House Mountain Sept 25 -27. Warbirds**

**Bradley County Radio Control Model Aircraft Club Warbird fly-in May 23 AMA sanction event**

**Volunteer Aeromodelers  
Heli Fun Fly - May 2, 2020**

**Spring Fun Fly - May 30, 2020**

**Fall Fun Fly - October 17, 2020**



**Don't forget to visit KCRC Knox County Radio Control on Facebook!**

206 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.

<https://www.facebook.com/groups/817242841697766/>