



## December 2020 Newsletter

Knoxville TN AMA #594

Editor..Mike Catlin

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

Webmaster..Jeff Prosise

### PRES CORNER:

Our next KCRC meeting on December 8 will be the first one indoors since COVID-19. We intend to follow social distancing and mask precautions “religiously”. Scott Hawks and I have inspected the meeting room, and it is very large. We have already laid out the seating arrangement. Hopefully everyone will concur it is a safe environment.



Since disagreement areas within the club have been resolved, I think we are looking pretty good on a go forward basis. If everyone wants to, we could certainly just “coast along nicely” and focus entirely on “enjoying our hobby.” If we did, I think “life in our club would be great,” at least for a while. Unfortunately, however, we would still have the inherent risk of losing our land to an alternative use, a risk which is greater now due to the huge population increases and extensive construction in the areas around our field. Many other RC flying clubs in East Tennessee do not have these same concerns because they were built on land-fills where any alternative use is unlikely.

Given the risk, the club has favored decisions to promote itself in Knox County. This included trying a car track and a drone course during 2019, and more recently the decision to proceed with the youth flight training camp in 2021. We chose the camp idea because it helps our community, provides KCRC with great visibility, earns good

### 2020 Elected Officers

President.....Frank Allemand

Vice president.....John Basalone

Secretary.....Richard Love

Treasurer .....Mike Catlin

### Executive Board

Jeff Prosise

Allan Valeo

Ed Dumas

### Safety Officer

Jim Maines

money, and makes us an outstanding “Knox County citizen.” If successful in becoming a bigger force in Knox County, we will be at far less risk of losing our land.

If truly serious about this goal, a number of us also believe we have to pay more attention to how our field looks. I expect most KCRC members think the field looks fine; we are all used to it. However, once we start heavy advertising in the schools and elsewhere in Knox County, we will be on constant display to a multitude of fathers, mothers, and kids visiting to evaluate us before enrolling their kids in our flight training program. As our program begins and things play out on the scale expected, I believe we will also be on display with school officials, Knox County officials, and the press. Do we really look good enough? When I ask non RC fliers their opinion of our facility, especially women, their answer is a clear NO.

So what are some of things we can do to improve our looks? This is a good topic for the meeting. A few possibilities might be to repaint the pavilion and flight benches to get rid of the look of cracked and aged dilapidated wood, add a new impressive sign (with a large model plane) at the front entrance, power wash the dirty sidewalk along the flight line, move and utilize the grandstand where

it would do some good for spectators, upgrade and standardize the chairs and other furniture, etc, etc. It will be interesting to see what everyone thinks.

A second area for more attention is our safety program. We will have more visitors and young kids at our site during 2021 than ever before. There are a few unsafe practices that should be addressed, and Jim Maines and I will elaborate on them at the meeting. Also, a few members flying at our field have ignored safety rules, and this is dangerous. And there are some members that fail miserably to supervise their kids, and this is dangerous too.

One final topic for discussion is whether or not we continue recruiting at the current “slow and steady level,” or go all out for getting 100 plus members as soon as possible. If we want our club to be successful in the eyes of Knox County and to prevail against future competing uses for our land, I think having 100 plus members is just as necessary as the youth flight training camp.

Although we get more dues, the really big advantage of more new members is getting the tremendous benefits of their thoughts and contributions. Just a few examples: to resolve the FPV crisis Eric Knieper took over the FPV Committee at his first meeting. Eric and Dave Doucey are new club instructors. Barton Smith suggested the youth flight training camp in his first month as a member, and is now chairman of the committee to implement it. Also in his first month, Scott Hawks found a suitable meeting room when no one else could.

There are other new members I have had the pleasure to spend time with that are absolutely first rate as well, and I am sure they are great future volunteers. This includes Tony Alemar, Brandon Drummer, Robert Harrison, Vipin Kumar, Bob Monday, and Todd Thomas.

As we have discussed in past meetings, the only real drawback to getting a lot of new members is that the increased student training on week-ends could have a negative effect on field availability and flying. John, Allan, Ed and I have spent some

time thinking about this, and have come up with a great solution that will hopefully keep everyone happy.

Hope to see you at the December meeting.

Thanks very much.

Frank

PS Given COVID-19, we cannot have our usual banquet in January. This is disappointing because I had hoped to build on what we did last year, i.e., to laugh a lot at our funniest RC stories. At least we can try to include one funny story at the December meeting. I have someone in mind to tell us a really great one.

## **A Few Thoughts on the Runway Center Line Rule**

**By Allan Valeo**

A popular topic of discussion is the way we use the space in front of the flight line for show passes and approach practices. The AMA's take on safe distances is simple: 25 feet is the limit we are bound to observe and that limit doesn't apply to landings and takeoffs. Since our runway is 60 feet wide, KCRC has generally used the center line of the runway as an easy way to judge approximately how close flight needs to be separated from people for safety. On a simplistic basis, the center line provides for about 5 feet of extra cushion in excess of the AMA rule.

There are several implications connected with the rule. Landings and takeoffs are not part of the AMA rule, mostly because they are the times when control of a model is most likely to get tricky. It also represents times when a pilot or helper might want to have close control of a model. Judging an approach is not easy and might result in a model coming in closer than the center line. There's also the possibility that a model has a failure that can't

be controlled. Our rule for calling out “LANDING” is intended to help alert people to this possibility.

The bottom line is that to be safe, we need to be aware of what's happening around us at all times. Personal safety is our highest priority concern. Remember we have five foot fences to duck behind and eight foot runway end fences to keep stray approaches away from the flight line.

To help address numerous safety issues and concerns that come up and to better educate everyone about safety, I have suggested a regular safety column be added to our newsletter. It could be called the SAFETY CORNER. Frank, Jim Maines, and the Executive Committee have agreed.

### **December Meeting** **NEW Location – NEW Time**

The December meeting will be held at:

Park West Church  
7635 Middlebrook Pike  
6:00 PM – 7:45 PM

3 blocks East of where we used to meet and on the North side of Middlebrook Pike.

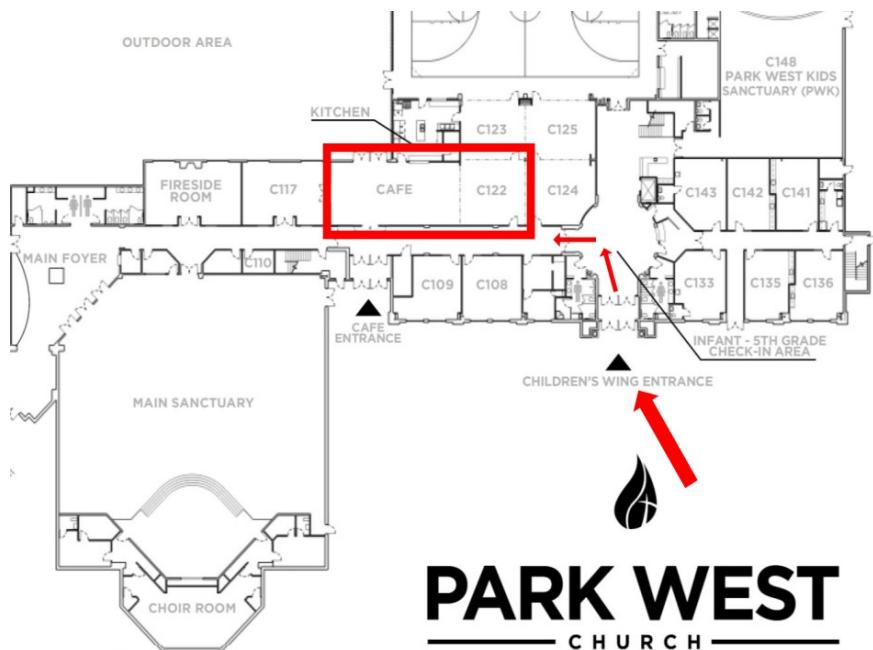
Due to church rules we need to be completely out of the church by 8:00 PM.

Since we are getting this space for free for the 2021 meeting schedule we will need to absolutely abide by the church rules.

- You are welcome to change the layout of this room but please return chairs and/or tables to their proper place.
- We do ask that no food is brought into the building.

- We will have the doors at the kid's side open for you by 5:30 pm and they will be locked back typically around 6:30 pm. This is for security purposes since we no longer have anyone manning the doors.

- Do not prop doors open at any time.
  - Please do not discard liquid in any trash can.
  - Please wipe off whiteboards (if applicable) when you are finished with your class or meeting.
  - Please turn off lights and any electronics as you exit the room.
  - Please exit the building no later than 8:00 pm. Our cleaning service cannot enter until all guests have left.
  - Social distancing is required.
  - Masks are also required.
- John Basalone will have a box of masks available if anyone shows up without wearing one.
- If you show up late and the doors are locked text Scott at 865-360-7838 and he will let you in. My suggestion is to show up early as this is unfamiliar territory.



- Meeting is in the Café (shown by red box).
- Enter at the Children's Wing Entrances (shown by red arrows). There is a statue near the front of this entrance.
- Door will be unlocked between 5:30pm – 6:30 pm.
- If you find doors locked, call/text Scott at 865-360-7838.... he'll let you in.

# KCRC ballot for the 2021 Officers

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President: Frank Allemand, Uncontested

Vice President: John Basalone, Uncontested

Secretary: Richard Love, Uncontested

Treasurer: Michael Catlin, Uncontested

**Please, vote for just two of the candidates below by marking their names with an X**

Board Seat: David Doucey

Board Seat: Phil Spelt

Board Seat: Allan Valeo

Print Your Name Here:

**You can return the ballot by return e-mail or turn it in at the meeting.**

**Ballot forms will be available at the December meeting.**

## Membership Renewals

I will be accepting membership renewals at the December meeting. Dues are \$84 for regular members, \$96 for families, and \$42 for drone members.

I will have renewal envelopes for returning 2020 members. Inside is the 2021 transmitter sticker, a welcome letter, a printout of your information in the club's database, and a return address sticker in case you need to mail revisions back to me. I would like to do this as quickly as possible, so I would prefer checks. Checks will greatly simplify updating the 2021 roster. I will also have the ability to accept credit cards.

### **I will not be taking cash at the meeting.**

If I do not have an envelope for you it means you were not in the 2020 database and I will need for you fill out an application. I will have applications available.

## **December Video Picks (for that cold winter's day)**

Britain's Giant Airship R.101

[https://www.youtube.com/watch?  
v=ixxXhZVFXxQ](https://www.youtube.com/watch?v=ixxXhZVFXxQ)



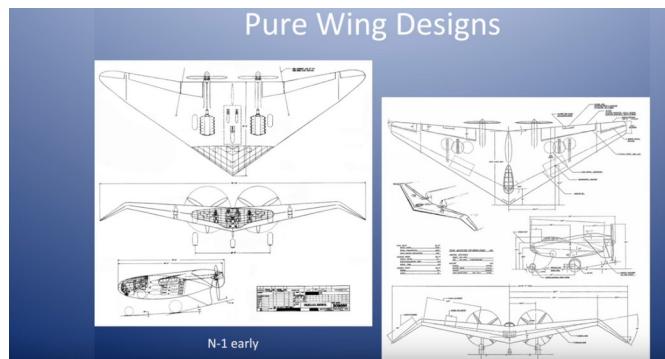
This is the British Airship R.101 built between 1924 and 1930 – it was Britain's answer

Building Spruce Biplanes- 1918 film. Remixed with expanded titles

[https://www.youtube.com/watch?  
v=xqsoNuZ5Bp0&t=1223s](https://www.youtube.com/watch?v=xqsoNuZ5Bp0&t=1223s)



Flying Wings and Radical Things Part 1 &2  
[https://www.youtube.com/watch?  
v=cWOq0pdXxFU&t=28s](https://www.youtube.com/watch?v=cWOq0pdXxFU&t=28s)



[https://www.youtube.com/watch?  
v=uUNLf9OfWDA&t=14s](https://www.youtube.com/watch?v=uUNLf9OfWDA&t=14s)

Curtiss P-40N Kittyhawk - Detailed Walkaround

[https://www.youtube.com/watch?  
v=XbmHDxFjmgA](https://www.youtube.com/watch?v=XbmHDxFjmgA)



F35 from 3d print to mold  
<https://www.youtube.com/watch?v=DKySzeAVkcY>



From Wreck to Restored -26 Flying WW2 Fighter  
<https://www.youtube.com/watch?v=cgQEDsyQxTo>



The Tragic Story Of Vulcan Bomber -VX 770-  
<https://www.youtube.com/watch?v=m9GHoGa6EdA>



Making a fuselage mould of an RC glider

<https://www.youtube.com/watch?v=zmSz01lW78M>



### Look Out!

By Michael Catlin

Many years ago I flew slope soaring gliders at the beach in Southern California. The plane I was flying was an ASW-15 with a 100 inch wing span with a weight of 3-4 pounds. Many other fliers at the beach would complete a flight by flying behind the slope and turning into the wind and flying straight at themselves and at the last second pull up and snatch their glider out of the air.

I tried that **once**. My reflexes weren't that good and instead of plucking my ASW-15 out of the air the plane caught me between my arm and chest. Not only did that glider knock me backwards off my feet but it knocked the breath out of me and the pain made me think I had a broken rib. Lesson learned was that even a slow plane contains a lot of energy.

Let's take a look at how much. Take a baseball as an example. Weight is 148 grams and pitch speed is 80 MPH.

$$\frac{1}{2} \cdot \left( 148 \text{ gram} \cdot \left( 80 \frac{\text{mi}}{\text{hr}} \right)^2 \right) = 94.6465 \text{ J}$$

The Kinetic Energy is in Joules.

And, don't forget, batters are wearing helmets to protect them from an errant pitch.

Now let's look at a .45 caliber bullet. Weight 15 grams (230 grains) with a muzzle velocity of 1100 feet per second.

$$\frac{1}{2} \cdot \left( 15 \text{ gram} \cdot \left( 1100 \frac{\text{ft}}{\text{s}} \right)^2 \right) = 843.0951 \text{ J}$$

That's almost 9 times the energy of a pitched baseball. Now wonder a .45 can stop a person in their tracks.

**Now let's look at a 7 pound model moving at 80 mph.**

$$\frac{1}{2} \cdot \left( \frac{7 \text{ lbf}}{9.80665 \frac{\text{m}}{\text{s}^2}} \cdot \left( 80 \frac{\text{mi}}{\text{hr}} \right)^2 \right) = 2030.5165 \text{ J}$$

**Now THAT is a lot of Joules. It's over 21 times the energy of a pitched baseball and 2.4 times the energy in a .45 caliber bullet.**

Now you're probably wondering why I am bringing this up. In the past year we've seen near misses and poor safety practices by various pilots. Passes on the near side of the runway center line. People standing next to the runway beyond the safety fence at the departure end of the runway. And, people on the runway when planes are taking off and landing. A few months ago I published an article about "Situational Awareness" and in that article I wrote about how pilots become very focused and lose the big picture. Well, we need to keep ourselves focused on not having anyone hit

by an aircraft either by forgetting there are people around or by forgetting that we are sharing space with quickly flying aircraft.

Social distancing works for this too. Keep your distance from moving aircraft and keep distance from your moving aircraft and other people.

*"Before you all start plugging the numbers quoted above into your calculator and getting different results, the program I used was called SMath and it converts all units to proper form to carry out the calculations."*

## Membership

If you need more than one sticker simply ask. Since we are now getting Drone members, be on the lookout for Drone stickers which have a drone image on a blue background. After February there is 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 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 and do not tell anyone the gate combination without checking for membership. If there is a question about membership there is a membership roster in the lock box with the applications. Non-members do not receive email notifications about club events or newsletters.



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

243 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/](https://www.facebook.com/groups/817242841697766/)







