



## November 2020 Newsletter

Knoxville TN AMA #594  
Editor..Mike Catlin  
[www.kcrctn.com](http://www.kcrctn.com)  
Webmaster..Jeff Prosis

### 2020 Elected Officers

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

### Executive Board

Jeff Prosis  
Allan Valeo  
Ed Dumas

### Safety Officer

Jim Maines

### PRESIDENTS CORNER

The main issues causing the club's disagreements have been worked out, and John and I and the EC hope to go forward with a very friendly and productive club. THANKS VERY MUCH to all the members who helped sort out the five issues.



Our two biggest club goals are to increase the membership more, and to implement the Youth Flight Training Camps next summer. I think both are right for the club to get the money and visibility needed. However, I have to honestly say that both scare me a little.

The challenge for growing the membership is to get to a magic number like 100, which is impressive in terms of making a statement to Knox County. The challenge, however, is to be able to achieve it while managing and limiting the disruption and interference of training to normal flying, especially on week-ends. As your recruiter, I need constant feedback on this so that membership increases can be balanced off against any negative flying disruptions.

And secondly, the summer Youth Flight Training Camps have the potential for tremendous positive visibility in Knox County while simultaneously pulling in large revenues. However, the responsibility is AWESOME and the devil is in the many details. So many things can go wrong that I don't even want to begin mentioning them. We need the club's "A" Team and all of the club's best support to get our "flight training camps" to be the kind of success we want and need.

The Nominating Committee for recommending candidates to fill the various 2021 officer positions consists of John Basalone as the Chairman, David Doucey, and Allan Valeo. Please let any of them know if you are interested in running for a position. We will close out the nomination process in mid November as stated in the bylaws, and have email voting in advance of the December meeting and of course voting at the meeting too.

At this point I can share some specifics about current officers running for 2021. John and I are planning to run for President and Vice-President again, and I am hoping John will accept the role of groundskeeper for 2021 otherwise we will be in “deep trouble.” Richard will run for Secretary again, and Michael will run for Treasurer again. For the Board, Allan will run again too. Ed Dumas will serve again as the past President on the Board if I am reelected. The remaining Board position is occupied by Jeff, and I do not know what his intentions are.

Regarding the location of the December meeting, we are following up on one or two positive leads. If our best lead works, we will have a great convenient location at a bargain price.

Thanks very much

Frank

PS One of the biggest disappointments John and I and the EC had this past year was that Coronavirus limitations kept us from having some great club events. Hopefully this will soon come under control, and we can start doing the first class events like we had originally hoped for.

## **KCRC MEETING MINUTES: OCTOBER 17, 2020**

### Attendees:

#### Officers:

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

#### Executive Committee Members:

Ed Dumas  
Allan Valeo

#### Safety Officer:

Jim Maines

President Allemand called the meeting to order at 10:00 AM on the KCRC runway with CDC recommended spacing observed.

- **Introduction of new members or visitors**

There were 28 total in attendance including officers, members and three new members. The new members are Todd Thomas, Robert Harrison, and Scott Hawks.

- **Jerel Zarestky: Moment of Silence**

He will certainly be missed and remembered by everyone that knew him.

- **Approval of Prior Minutes**

Minutes of the last meeting were approved without objection.

- **Bylaw Changes: Voting and Results**

Attendee votes: 16 approval votes, 6 votes against changes

Mail in votes: 8 approval, 5 votes against

Therefore, bylaw changes were approved by a vote of 24 for and 11 against.

- **Resolution of Club Issues**

**NOTE: The following items are brief statements of the issue to be voted on and the result of that vote. A more detailed account of the discussion pertaining to each issue is presented by President Allemand, which I have reviewed and added to these minutes for amplification and/or clarification of each issue.**

- Handicap Area

It was decided by a strong majority vote (no objections) that vehicle access to the flight line for loading and unloading would be permitted for all members as a convenience. It is possible the extra driving may hurt the grass, but we believe it will be minimal.

- FPV Issues

It was also decided that we will follow all rules/laws of AMA and FAA, particularly the FPV spotter rule. There were no objections.

- Lawn Care and Maintenance

There were 3 items voted on under this topic.

- Resolution to acknowledge John Basalone's voluntary contribution to KCRC for all mowing and maintenance activities.
- Ask John to continue mowing and maintenance for 2021, and pay him a fee of \$1500 a year for his services
- Allow John free KCRC annual membership fee.

These were all passed without opposition.

- Friendliness Issues

Members voted unanimously in favor of maintaining a reasonable standard of conduct at our meetings. Name calling and rude behavior will not be permitted. Offenders will be asked to be silent or to leave the meeting.

It was pointed out that Roberts Rule of Order we follow under our bylaws covers name calling and negative disruption of meetings and will not be tolerated under penalty of a grievance and ultimate expulsion.

- Student and EDF Courtesy Rule

It was decided by majority vote without opposition that no new rules are needed and that we will continue to rely on courtesy for the fair enjoyment of all flyers. This includes giving sole access of the field for students during their first orientation flight and for initial landing practice training, and for EDF jet flights due to their very short time duration.

- **Treasury Report**

Beginning Balance.....	\$13,321.40
Dues.....	\$79.87
Fuel Proceeds.....	\$192.00.....\$271.87
Subtotal.....	\$13,593.27
Less expenses.....	\$733.03
Ending balance.....	\$12,860.24
Expenses:	
LCUB.....	\$48.87
Potty.....	\$174.80
Field maintenance.....	\$432.88
Sign Guys.....	\$76.48

- **Nominations for Officer Positions**

President Allemand will form a nominating committee in November.

- **Future Meetings Over Winter**

President Allemand has looked for places that can accommodate our club but most will cost \$100. A new member thinks he knows a place for free and will provide information to President Allemand to investigate.

- **Model of the Month**

Craig Dieter submitted his 1909 Wright flyer (first military aircraft purchased by the government).

- **Crash of the Month**

John Seuss lost his Corsair on a takeoff roll-over crash.

Meeting adjourned at 12:11 PM

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**PRESIDENT’S COMMENTS ON CLUB ISSUES LISTED ABOVE.**

In addition to approving the revised bylaws, the purpose of the meeting was to resolve five different issues causing disagreement within the club. I think this was successfully accomplished. For those of you not able to attend, the purpose of this notice is to update you. For all members, the items in red are important things to remember.

- Handicap Parking Issues

- As you know, there have been differences of opinion how to review and control handicap paperwork, and negative comments that certain handicap placard holders should not be using the handicap loading and unloading area.

- **The solution decided by the club is for all members to access the loading/unloading area whenever they want to.** In the past some members worried a lot about the grass. It is possible that this extra driving may hurt the grass

slightly, but we believe it is manageable. Access for everyone will hopefully be a convenience most people enjoy.

- **Please access the loading/unloading area via the new entrance area.** This minimizes the distance cars will travel on the grass. John will change the sign from handicap access to unloading zone access.
- **After unloading, please move your vehicle when convenient, or if the field is crowded, move it right away.** We do not want to have cars blocking people when carrying their planes or clogging up the access.
- FAA and AMA Rules and the Requirement for an FPV Spotter
- In spite of all the discussion on this topic over the last 8 months, some club members still believed the club was being “unfair” and “running off” some FPV flyers.
- After yet another review of the facts, the membership unanimously agreed that KCRC needs to follow and enforce the spotter rules, and that the EC and its decisions made this past year in trying to implement the rules on the most simplified basis possible were appropriate.
- We are an AMA club and agree to follow AMA rules. We of course must also follow FAA rules, whether we like them or not.
- Unless there is some type of further regulatory change by the FAA or AMA, the membership agreed this will no longer be a topic of discussion
- Lawn and Field Maintenance.
- During the last few months some members wanted to purchase a lawn mower and utilize club volunteers as a way to address the field’s maintenance, and to remove John from being the groundskeeper.
- Allan and John met with several commercial mowers. Their analysis indicated the proposed in-house lawn proposal has serious problems both in terms of costs and in finding volunteers. Further, the commercial options are not viable because they are too expensive.
- The club membership basically passed three motions: First, John was asked to continue serving as the club groundskeeper for the next year (2021), and would be paid \$1500 to reimburse his costs. Second, John was given exceptional praise for his efforts and contributions. And third, John will be given free membership instead of paying dues
- Please note that John got “totally demotivated” because of negative comments made by several members. **With respect to John and for our other volunteers as well, BE KIND AND COMPLIMENTARY WHENEVER YOU CAN. WE ARE LUCKY TO HAVE THEIR HELP. If you want to make a complaint or negative comment, see me or another EC member privately. Remember, KEEP YOUR PUBLIC COMMENTS POSITIVE AND MAKE SURE NEGATIVE COMMENTS ARE PRIVATE.**
- **Please also note:** John has not yet accepted the proposal to be the groundskeeper for 2021. He will make his final decision at the end of the year based on a number of factors, for example, the level of appreciation of his work by the members, and the policies and goals of the club going into 2021. He certainly does not want to spend

massive amounts of time, effort, and sweat volunteering if he is not sure the club is headed in the right direction and is not smoothly running on an appropriate and logical track.

- Unfriendliness at Meetings
  - 1) In recent meetings there were instances of aggressive name calling, rude behavior, and premeditated attempts to embarrass and intimidate club officers. The EC has taken the position that this is not acceptable behavior, and will not be tolerated.
  - 2) The membership unanimously voted in favor of maintaining a reasonable and appropriate standard of conduct at our meetings. When an individual is in violation, the President will ask the offender to be silent. If the offender does not comply, the individual will be asked to leave the meeting. If the offender again does not comply, the individual will be disciplined per the bylaws.
  - 3) **We all need to support club friendliness to make it a better place to enjoy our hobby, and to be an attractive environment for recruiting and keeping new members.**
- Student and EDF Courtesy Rule:
  - The Club membership decided it is important to give students sole access to the field for their first orientation flight and for their initial landing practice training, and to give EDF flyers preference due to the short flight time of their jets.
  - **The membership mandated this courtesy will be followed by everyone. Therefore, at this time it is not necessary to upgrade it to a more formal rule.**

## CONCLUSIONS:

In my opinion, the club membership has successfully dealt with the areas of dispute, and made it possible to get back to the primary goals at hand. I am very pleased.

Three new members attended as their first meeting. They were aware of the issues from reading the newsletter and from discussions with me. They all expressed appreciation for the up-front honesty. After the meeting all had positive comments that the actions taken seemed appropriate and should work. All had good opinions and suggestions.

## THE FUTURE

Everyone should be on-board with trying to preserve the future of our great club. Given the high level of construction in the area of our field and the competing uses for our land, **we need to concentrate on growing our membership and increasing our visibility in Knox County.** The ideas the club tried in the past, i.e., the car track and the drone track, failed to attract new members or provide any sustained positive publicity.

We have numerous good ideas how to effectively recruit and grow our membership, and have been successful in doing it on a gradual basis the last few months. Concerning increasing our visibility in Knox County, the EC believes the best idea right now is to proceed with the Youth Flight Training Camp program planned for next summer.

**I hope everyone understands that the Youth Flight Training Camp is a MASSIVE AND HUGE UNDERTAKING.** Barton Smith, Ed Dumas, and Phil Spelt have volunteered to put the basics of the program together. From an oversight perspective, I intend to be

deeply involved in all aspects as well. We will also need many other volunteers. Both the EC and our club members have unanimously voted in favor of proceeding. If you have any concerns with this program or suggestions for something else instead, now is the time to speak up. Otherwise from this point forward we need your full support to make the program successful.

**So the bottom line is we must have a leadership regime and a club membership going into 2021 that strongly supports our important goals. Anything less and our volunteers will lose their enthusiasm, and the goals and desired results we hoped for will not be achieved.**

Thanks very much.

Frank Allemand

### MEMORIES OF JEREL

By Frank Allemand

Jerel belonged to KCRC for many years and had a lot of friends. He was very smart, always helpful and supportive, and a genuine pleasure to be with. There are many members of the club that had a much longer and closer relationship with him than I did, but I want to mention a few of my memories with him.

One afternoon about five years ago I went out to the flying field to test fly a plane that was difficult and challenging. The only other person at the field was Jerel.

My plane was a Super Viper, a big heavy jet flown by many people with a turbine, but I had the 105mm EDF version. I had completed several successful flights on the long runway at the Chattanooga club, and was going to see if I could land it on the much shorter runway at

KCRC. Jerel was very supportive and we talked about all the things I should keep in mind.

During the flight Jerel stood close by to talk and offer advice, but behind me so as to not obstruct my view. He was very helpful during the short flight; basically he was my “cheerleader”. The landing went great, and Jerel was excited and pleased for me. After the taxi back, Jerel complimented the landing again and told me he had a nice surprise for me. He had made a video of the whole flight using his phone, and would send it to me in the next few hours. I still have the video, and look at it regularly.

The only time I was able to return a favor and actually help Jerel was when he bought the RC Seagull model of the Sport Cruiser, the plane he flew and kept at Oliver Springs. I had the same RC model and had been flying it for a few years, and was able to give him some good advice on the set-up that worked the best. His model flew well and he was very happy.

We will miss Jerel and think of him a lot. Jerel was also famous for bringing his antique ice cream maker out to our picnics and making great ice cream. In the future, ice cream at our picnics will never be the same without him.

### FASTEST PLANE AT KCRC

By Frank Allemand

It has now been a few months since my Habu 32 EDF flew at 113 mph (it was June 14th).

Apparently not very many people are interested in bringing out their fast planes and clocking them. If you would like to check out your plane's speed, there are a number of members that have a GPS available.

In any case Michael's GPS measured one of my planes at a faster speed than 113, so I have updated the record accordingly.

So the new record for now is 130 mph as shown. Where is all the competition?

#### FASTEST PLANE AT KCRC

Freewing T-33 EDF Jet  
October 4, 2020  
130 mph  
Pilot: Frank Allemand  
Owner: Frank Allemand

## Videos

De Havilland Mosquito vs. ?

Greg's Airplanes and Automobiles presents a video discussing the history and development of the Mosquito fighter bomber.

<https://www.youtube.com/watch?v=H3B2S6Rn36w>

FoF Mechanic's Corner - Update on Restoration Projects - October 2020

And you think you put together some interesting "models"...

<https://www.youtube.com/watch?v=FVBBylxpgp4>

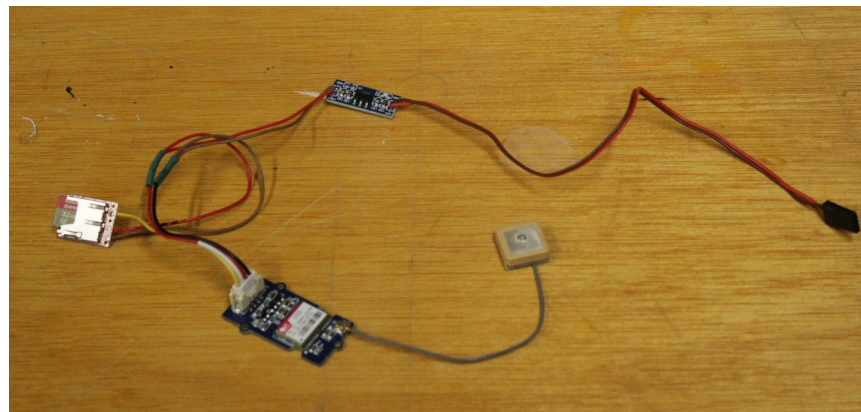
Little Plank RC Glider Build and first flight

As short video showing the conversion of the "Little Plank" to electric power. This is a plane whose plans I had thumb tacked to the wall of my dorm room in college. Maybe, one day I'll build it.

<https://www.youtube.com/watch?v=jzp5aB0qV9M>

## Simple GPS by Michael Catlin

Earlier in this issue there was a "Fastest Plane" notice from Frank announcing that his T-33 was clocked at 130 MPH as measured by my GPS. So, just what is my GPS, where did I get it and how much did it cost?.



I got the information to make my GPS from an article at <https://www.instructables.com> where the author made one for mapping his hiking. Several months ago I bought the parts and then was put off by the tiny size of the areas I needed to solder wires to. Also, I planned on 3D printing a case and that required deciding how to route the wires from board to board inside the case and how to access the SD card. What I finally decided on was not to make a case but instead to leave the boards free and avoid needing to find a spot in an aircraft large enough to place the encased GPS unit. Also, I was undecided as to how to power the GPS unit. Do I hook it up to the flight battery? What happens if I need to install it in a "gasser"? What connector do I use to match the flight batteries?



With the GPS unit being able to run on 3.3V, I made the decision to power it from a servo port on the aircraft's receiver. And, to be safe, I included a voltage regulator that can convert 4.75V – 12V to 3.3 V. When we went to install the GPS unit on Brandon's plane all servo connectors were in use but the binding port was available and we were able to power the unit from that port.



**Grove - GPS Module**  
SKU 113020003

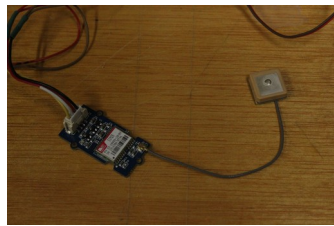
★★★★★ 6 Reviews

The Grove - GPS module is a cost-efficient and field-programmable gadget armed with a SIM28 module and serial communication configuration, providing a precise, sensitive, low power GPS module for position recognition anywhere in the world.

**\$23.50**  
6 In Stock

1 CN Warehouse

**Add to Cart**



So what is needed? First, is the GPS board with GPS antenna and for this I ordered a Grove -GPS module. Included the package was the GPS antenna and a wired connector. I debated removing the connector and wiring directly to the board but I decided to keep the connector as removing it might damage the board. Maybe next time. The connector provides connections for power, ground, transmit (data), and receive (data). The receive data connection is not used as I will not be reprogramming the GPS unit.



Next needed is a way of storing the data. I ordered a SDLogger which



allows the data output from the GPS to be written to a micro SD card. Connections to this small printed circuit board is Power, Ground, and Receive data plus a lot of others that are not needed. The micro SD card can be a maximum of 32GB. For Frank's flight 172 kB was used allowing one card to record 186,046 flights which seems like overkill...



**SDLogger - Open Hardware Data Logger**  
SKU 105990002

★★★★★

SDLogger is a simple serial logger based on SparkFun/Nathan Seidle's OpenLog

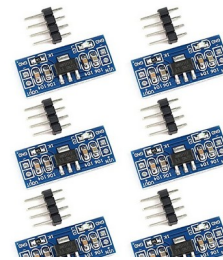
**\$19.99**  
Out Of Stock

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Tags: analyzer instruments logger tool

Powering the whole thing is a voltage converter and to get the one I needed I had to buy 6. I did not use the included connector, but instead, wired directly to the board. To power the board I used a cut off servo lead with the signal lead removed.



**DZS Elec 6pcs AMS1117-3.3V DZS Elec Regulator 4.75V-12V to 3.3V 8 Power Supply Module**  
Brand: DZS Elec

★★★★★ 10 ratings

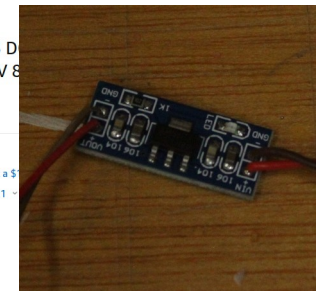
Price: **\$8.99** ✓prime & FREE Returns

Your cost could be \$0.00. Eligible customers get a \$

Extended holiday return window till Jan 31, 2021

Size: 4 Pin

3 Pin	4 Pin
\$8.49	\$8.99
prime	prime



This connector plugs into the receiver to power the GPS unit. At power up the power on LED lights on the converter board, the signal light comes on on the GPS board and the signal light flashes on the SD data logger indicating data is being written. One does need to allow it to obtain a satellite fix which takes a few minutes, but after that getting a fix is almost instant. When the flight is over simply unplug the GPS unit. The

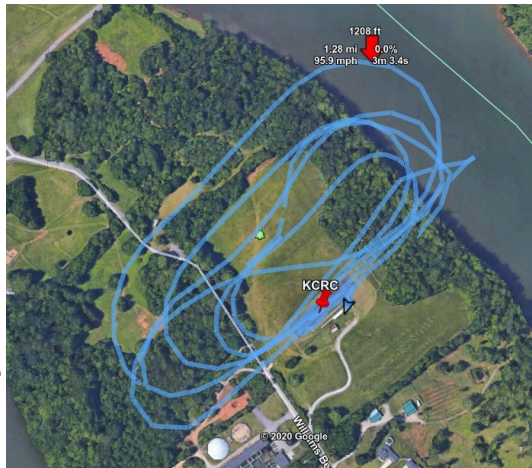
data written to the SD card is a “.txt” file and is sequentially numbered.

Wiring summary. The connector from the servo port gets wired to the +&- (VIN and GND) input pins of the voltage converter. The “+” (VOUT) output of the converter go the the VCC pads of the GPS Module and SDLogger. The “-” (GND) of the converter goes to the GND connection of the GPS module and the SDLogger.

The GPS Module TX (data out) is connected to the SDLogger RX1 (data in) and that’s it

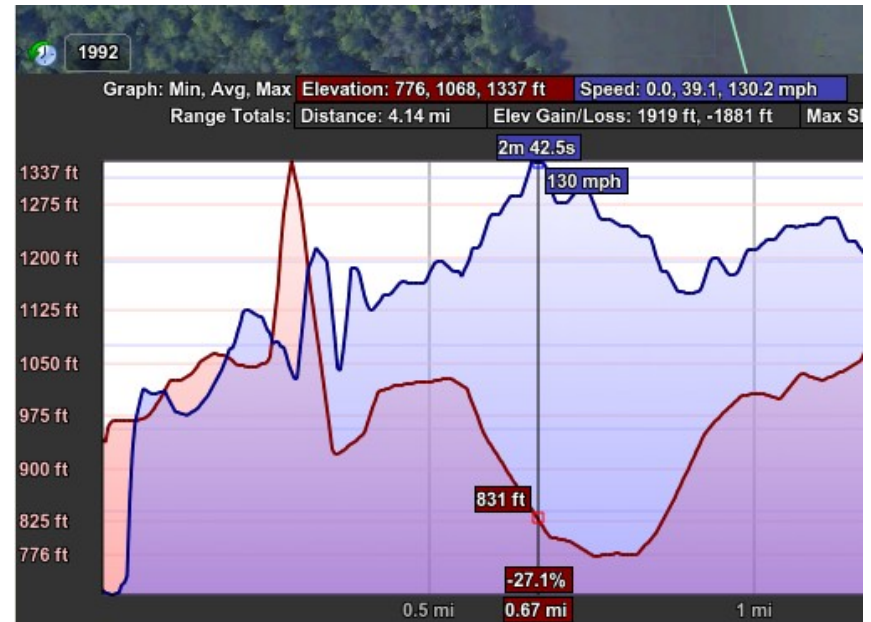
I use Google Earth Pro to view the data. If you go to <https://www.google.com/earth/versions/> you can download a free

version for your operating system. Google Earth does have the ability to read a “.txt” file but requires a lot of configuring to do so but it can easily open a “.nmea” file. Simply change the file extension from “.txt” to “.nmea”. Then, when opening the file in Google Earth change files of type (at the bottom of the window) to type “.nmea” (3<sup>rd</sup> line down).



Next a window opens “Google Earth – GPS Data Import” and uncheck the box “Adjust altitudes to ground height” or your entire flight will be mapped to the local elevation.

When the file opens the globe will rotate and zoom in to display the track as a blue curve. By using the rotate, zoom, and position tools one can look at the track. What about data? By left clicking anywhere on the track a menu opens up and by selecting “Show Elevation



Profile” a graph window opens up at the bottom of the screen showing graphs of elevation and speed. If you display shows meters and Km/hr, go to the Tools-Options-3DView tab and change the unit of measurement to feet and miles. One thing I haven't been able to change is the elevation above sea level to feet above ground so some subtraction will be required. I will be copying the flight's of Frank and Brandon to the files area on the KCRC Facebook group so you can see it for yourselves.

## 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.

## Upcoming Events (Notice events may be canceled)

### Lexington Model Airplane Club 20<sup>th</sup> Annual Swap Meet

Saturday Nov. 14, 2020

9:00 AM – 1:00PM

1230 Eastland Drive

Lexington, Ky. 40505

**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/>



