



KNOX COUNTY RADIO CONTROL

February 2021 Newsletter

Knoxville TN AMA #594

Editor..Mike Catlin

www.kcrctn.com

Webmaster..Jeff Prorise

2021 Elected Officers

President.....Frank Allemand

Vice president.....John Basalone

Secretary.....Richard Love

TreasurerMike Catlin

Executive Board

Phil Spelt

Allan Valeo

Ed Dumas

Safety Officer

Jim Maines

PRES CORNER



As mentioned in the newsletter last month, we are proceeding with the youth flight training camp, improving the field, continuing to recruit, and addressing safety concerns. This column is intended to update you on the EC's intentions for each area.

- It is still too difficult to predict how COVID will affect everyone in about 4 to 6 months, and whether things will be better or worse. So for now we are assuming the best, and the Youth Flight Training Committee is actively working on getting things together.
- Given that same assumption for COVID, we have also given Jimmy Russell a conditional go ahead for the SPA event now scheduled for May 22 and 23.
- Regarding field appearance, John Basalone's first project is to remove and/or cut back the bushes at the entrance of the field. This will permit an open view of the area so a new and larger sign can be more visible, and also so people on the street will be able to see a real airplane mounted along our roadway entrance (when we are lucky enough to find one at a great price). After removal of the bushes, John indicates he will have to install a small amount of fencing to prevent entry by unauthorized cars that could drive around our locked gate.

- Expanded recruiting is deliberately being done slowly because of current COVID issues. We are still welcoming visitors to the field and to join our club, but have halted buddy box training for anyone who is not currently a member. Hopefully we can lift this restriction sometime soon.
- Lastly, you all should have received an email from the EC addressing safety concerns. It covers the EC's thoughts, the various problems/issues, and the EC's proposed solutions. Feedback has been good; we have received several excellent suggestions and have already agreed to them. While we do not want to repeat all the detail of the EC's memo, we have decided to include a short article in this newsletter highlighting just the specific safety practices you need to know and follow at the field in order to remedy each of the various issues.

Some of you might think addressing nine safety issues at once is a bit much. No doubt; it is a lot. However, please consider their importance and the EC's logic.

The vast majority of KCRC members are astute and careful flyers that understand and follow our

rules and safety practices well, and support their rationale. But there are a few with strong and different opinions. Some want too many rules for things, some want none! If we accommodated everyone regarding their pet peeve issue, there would be a patchwork of way too many rules. On the other hand, there are a few members who simply do not like to be told what to do under any circumstances and want no rules at all. There are other members with a strong conviction that their subjective determination of how many rules to have is gospel, for example, any more than 10 rules in total is too many and the hobby is no longer any fun. There are members too that yearn for the “old days” when the field was not so busy and there were no real rules at all (at least none that were ever enforced).

Having too many rules to keep up with, or too few rules, or not having the right rules; all unfortunately translate to a lack of members following safe practices, and our club not being prepared for some of the potentially dangerous situations that recur. That same negative result also occurs when members agree to and then just give “lip service” to rules and practices, but neglect to follow them, or even worse, get angry and complain when reminded.

Given so many strong, sensitive, and diverse opinions, the logic of the EC is to minimize the number of rules and safety practices to be put in place, and to try to use them only as necessary for situations where a flyer’s behavior affects the safety of others. To be effective, this minimum group of rules and practices needs to be fairly and consistently enforced.

For those risks pretty much limited to an individual pilot, we favor a different policy we call “situational awareness.” We want each pilot to make their own decisions as to what risks they consider acceptable for themselves. This is intended to be aided by club educational efforts to promote information, knowledge and awareness about all risky situations so pilots have a good basis for their decisions.

- If a club decided to mandate the specific risks that individuals are allowed and are not allowed to accept, the list of rules would be inordinately long and cumbersome.
- For example, is it not more dangerous when a person is flying at the field alone? What if they get hurt, have an accident, or even a medical issue and no one is there to help them? Should these risks be considered too dangerous and individuals restricted from flying alone at the field. The answer: of course not. However, it is certainly prudent for the pilot to be aware he is taking on a little extra risk and to be a little extra careful.
- What about someone going into the woods alone to search for a plane? On numerous occasions members have commented this is not a smart idea. Should we prohibit this behavior? Again, of course not. The EC believes each individual pilot needs to understand the risk of going alone into the woods, and to make the right decision for himself.

We have already reduced KCRC’s rules to a minimum in the rule simplification efforts done in early 2020. Our goal is to keep required safety practices to the minimum as well.

As you know, we now clearly have nine safety issues that derive from situations where the inappropriate behavior of one pilot directly poses serious risks to others. Also, these situations have occurred recently, and are expected to recur again. If situations are dangerous and recurring, there is no other option except to address them. We have to deal with the facts the way they are, not the way someone would like them to be.

The EC believes the logic of quickly addressing these nine safety concerns is “stone cold correct” and unassailable. There can be no other course of action.

We ask all members to read, understand, support and follow the rules and safety practices as a key

part of securing a good future for ourselves and for our club.

If it were only so easy! A few members never turn on their computer or read the newsletter or go to meetings, so they never learn about a rule or safety practice first hand. Hence, they often don't even know what is expected. A few others read the rules or safety practices so casually they do not remember them, get them wrong, promote misinformation, and of course do not follow them either. And a select very few find rules and safety practices so distasteful they try to ignore them, complain about them, and substitute their own version of common sense, which in some cases is unacceptable. All of these kinds of problems need your help. If KCRC rules and practices are not being followed, please talk to the offender and try to inform, persuade, or cajole them to comply. Unless the majority of members push safety and its implementation, it will be a much longer, harder and more painful process until we succeed. It can even slow down or "kill" some of the exciting things we hope to accomplish.

So the EC and I will repeat again: WE ASK ALL MEMBERS TO READ, UNDERSTAND, SUPPORT, AND FOLLOW KCRC RULES AND SAFETY PRACTICES AS A KEY PART OF SECURING A GOOD FUTURE FOR OURSELVES AND FOR OUR CLUB. AND PLEASE REMIND, HELP, AND ENCOURAGE OTHERS TO DO LIKEWISE.

Thanks very much.

Frank

PS: I would really like to have a meeting in April. The last one we had was in October. While we normally do the April meeting inside due to weather, perhaps this year because of COVID we should consider having it at the field on a Saturday morning. Another possibility is to have it at Parkwest church in the meeting room we had originally planned to use for the December meeting. We have been working on an even better seating plan for our two room set-up that would provide still greater social distancing. We are still

considering both options. If you have a strong preference, please let me know.

One last thought. We often greet visitors very well, but I have seen some examples where they are ignored. Please don't let that happen! Go out of your way to make them feel welcome. Soon we will be having a lot of kids visiting with their parents as they check out our field for the youth training camp. Phil Spelt has bought 250 gliders we would like to give out to the kids to promote our club. More about this in the next newsletter and hopefully at an April meeting.

KCRC SAFETY PRACTICES

The following safety practices as communicated in the recent EC memo to the membership are presented as a reminder of what is expected at the field.

This is intended to be like a punch list. For brevity and clarity, only the practices have been included. If you are interested in the detail of any specific problems and issues, or the details of the EC's thought process, please refer to the separate safety memo or contact a member of the EC.

Please also note the two items in red are additional suggestions by members that were approved by the EC after the original safety memo was sent out to the membership.

1. MAIDEN FLIGHTS

- Everyone at the field must be extra vigilant when a maiden flight is being completed.
- No one else is permitted to fly during a maiden flight.
- All members present at the field must be made aware of a maiden flight in order to be vigilant. Before each maiden flight the pilot must walk the entire flight line and notify everyone of the intention to complete a maiden flight, and always to do so with sole use of the field.

- Prior to a maiden flight, every plane must be inspected. If the pilot has less than one year of experience, it should also be inspected by another club member that has more than one year of flying experience.

2. STUDENTS DOING BUDDY-BOX APPROACHES AND LANDINGS

- People standing along the flight line should be extra vigilant when instructors and students are practicing takeoffs, approaches, and landings.
- Members standing along the flight line are not capable of protecting themselves from student landing mishaps when they are distracted, such as flying at the same time. Therefore, no other flying is permitted when a student is on buddy box doing takeoff and landing practice.
- All members present at the field must be made aware of buddy box takeoff and landing training flights in order to be vigilant. Before each such training flight the instructor must walk the entire flight line and notify everyone of the intention to complete a buddy box takeoff and landing training flight, and always to do so with sole use of the field.

3. CALL-OUTS FOR ON RUNWAY, TAKE-OFF, AND LANDING

- Pilots must stand close enough together so communication can be easily heard and be effective. This means basically within about ten feet.
- Whenever someone is already flying, the next flyer wanting to join in must either stand within 10 feet of the person already flying, wait until they finish, or they are required to have a spotter. If using a spotter, they and the spotter are assuming responsibility for observing the plane already flying, honoring all call-outs being made by that pilot, and verifying that all of their own call-outs are received and understood.

4. MORE RESPECT FOR THE RUNWAY CENTERLINE

- 3D flying and hovering will no longer be permitted over the runway; it will be only permitted over the grass area at the far side of the runway.
- It is not acceptable for any member to fly his aircraft perpendicular to the runway and directly toward the safety line where people are located.

5. STUDENTS TEACHING THEMSELVES TO FLY

- Regardless of the “safe recovery” and other auxiliary computer aids a plane may have, any student wanting to fly at KCRC without being on buddy box must have first received a KCRC approved instructor sign-off.
- If a student truly wants to utilize the “self teaching experience” and not be on a buddy box, it will be permitted, but a KCRC instructor will have to be standing next to them.

6. NEW, INFREQUENT, AND REGULAR FLYERS NOT KNOWING THE RULES

- All members are required to know and follow KCRC rules and safety practices.
- As a reminder, the EC is in the process of placing a large sign at the center of the field to read: DO NOT FLY UNLESS YOU READ, UNDERSTAND, AND OBEY THE RULES.

7. SAFETY CONCERNS WHEN SOMEONE IS ON THE RUNWAY

- Any takeoff and landing is prohibited when an individual is on the runway.

- The runway is a dangerous place, similar to a busy street. Members are reminded to get on and off the runway quickly, to be vigilant, and to stop adjusting or playing with their planes while standing out on the runway.
- The EC does not want anyone who is not a pilot to be physically on the runway under any circumstances. This means that kids, family members, and/or visitors that are not pilots are never allowed on the runway.

8. AMA MEMBERSHIP IS NECESSARY TO FLY AT KCRC

- AMA membership requires that individuals read, understand, and abide by the AMA safety code. Anyone flying at KCRC must be a current AMA member.
- New prospective students flying on buddy box with an approved club instructor are allowed just one flight without AMA membership. That is the one and only exception.

9. PROTECTING VISITORS AND KIDS AT THE FIELD

- The expertise of club members is needed to advise visitors and visitor parents with kids of dangerous situations. Therefore, visitors will not be allowed to freely roam all over the site. Visitors will be required to check in with a club member, and that member will be responsible for their activity and safety during their visit.
- Visitors will be informed of this requirement by signage and by being met by a club member. The EC will also be installing more signs and much larger signs showing spectators where they are allowed and are not allowed. For example, we want visitors to watch flying activities from the protected grandstand spectator area that will be set up and appropriately protected.

SIGNED AND SUPPORTED UNANIMOUSLY BY THE FULL EC.

Besides unanimous support, each EC member has chosen to also include a comment. They are as follows, in alphabetical order:

Frank Allemand: *In addition to keeping our members safe, we need a first class safety program to go forward with the youth training program, expanded recruiting, and being a very visible and important “citizen” in Knox County.*

John Basalone: *I want KCRC to be safe, well run, have at least 100 members, and be a leader in the community. I also want a new runway. These are the reasons I have been volunteering for many years. Now I want a real plane at the field too.*

Michael Catlin *Safety primarily comes from being aware of the current situation and cognizant of the effects of one’s actions. Understanding of how innocuous situations can go bad helps us better understand the possible results of our actions. I have pointed out in the newsletter the dangerous amount of energy our aircraft possess, the limitations of narrow focusing on the task at hand, and the need for personal safe practices, all to educate the members to situations we have faced in the past.*

Ed Dumas: *For a good club to thrive, it must have a strong safety ethic that its members embrace and integrate into everything they do.*

Richard Love: *Safety comes in a can. I can, you can, we all can be safe.*

Jim Maines: *It is very important that all KCRC members read, understand, and follow our rules*

and safety practices. One idea to consider is that when members renew their membership every year they would also sign a short statement they have read, are familiar with, and will obey all of KCRC's safety practices, which would be printed on the page just above their signature. This is similar to what the AMA does when everyone either joins or renews, and I think it is effective

Phil Spelt: *Think Safety -- It can't hurt. Remember, Safety is No Accident.*

Allan Valeo: *Safety is a thing that we do. It's a way that we care for each other and ourselves. I hope that the club can adopt our suggestions and think safety at the field. None of the alternatives that I can imagine might be successful.*

FASTEST PLANE AT KCRC

By Frank Allemand

It has now been about eight months since my Habu 32 EDF flew at 113 mph (it was June 14th) and set the initial speed record.

During that time the only faster plane has been my T-33 at 130mph. Other challengers have tried, but not even gotten close.

However, there is now a new challenger. Eric Kniefer has declared himself an entrant into the speed race, and has vowed to blow my record away.

Eric says: "I have been plotting a takeover of the highest speed record at the field... my plane is almost finished and if I can land the the thing during test runs, I might grab the speed record from you... ha ha ha"

OK Eric. Bring it on. Let's see what you have got. And one reminder, the plane's landing has to be satisfactory and in one piece for the record to count.

FASTEST PLANE AT KCRC

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

Saturday Flight at the Movies

Here are some movies that caught my attention in the past month.

The First Air Force One Flies Again

https://www.youtube.com/watch?v=Je7sTk1oQMs&feature=emb_rel_end&fbclid=IwAR00fC1G7ds4c2ET_hJKkhvbdTwsjVskPqPpgorNGXn4pHDXecJG7e4YOjI&ab_channel=ErikJohnston

In Search of Liberty Bell 7

https://www.youtube.com/watch?v=LD0M4Op5_Q8&ab_channel=NateSpielman

Corsair and Hellcat Vs. Bf 109 and Fw 190

https://www.youtube.com/watch?v=i2aqeALGWL8&ab_channel=Greg%27sAirplanesandAutomobiles

Racerstar Motors

https://www.youtube.com/watch?v=VjAwW6KS6zo&ab_channel=AndrewNewton

The Terrifying Physics of WWII Dive Bombing

https://www.youtube.com/watch?v=dsZWPELYtAI&ab_channel=SmithsonianChannel

The B-17's Fatal Flaw

https://www.youtube.com/watch?v=bBNBdvYoptY&ab_channel=FlakAlley

Lockheed Super Constellation "Great Planes"

https://www.youtube.com/watch?v=g37s7vVFy1A&ab_channel=LockheedStarliner

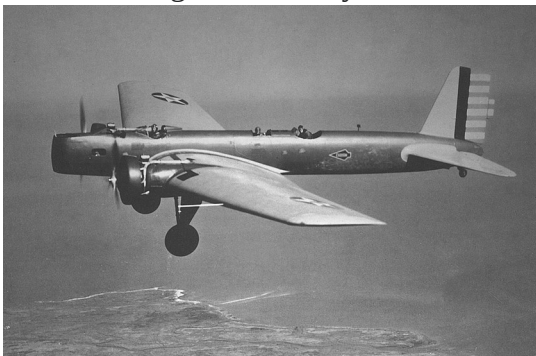
Birth of the Airliner

by Michael Catlin

In recent times the 2 major players in the airliner field have been Boeing and Airbus with Tupolev coming in a distant third place. We all know about Ford and the trimotor but how did the “modern” airliner come about?



In 1933 Boeing introduced the 247 which was to replace the trimotored aircraft flying at the time. The 247 was built upon Boeing's pioneering work on all aluminum aircraft construction and the YB-9 bomber. The first of the five Y1B-9As entered service with the 20th and 49th Bombardment Squadrons, 2nd Bomb Group on 14 September 1932, with all being in service by the end of March



1933. The new bomber proved impossible to intercept during air exercises in May 1932, strengthening calls for improved air defense warning systems.

The 247 was the first American low wing multi engine transport and it set the tone for the rest of the industry. It set a remarkable record by being able to climb with full load on only one engine. Having retractable landing gear and a fully cantilevered wing showed the way into the future. The 247's manufactured by Boeing were intended for United Air Lines to give the airline a devastating advantage over other carriers, notably TWA (then Transcontinental and Western Air). The 247 had a cruising speed of 155 mph and later versions raised this to 189 mph. The 247 did suffer by having a high landing speed because wing flaps were not incorporated into the design.

To regain the lost advantage TWA sought other manufacturers to build a competing aircraft. TWA teamed with Douglas Aircraft and agreed to purchase DC-1's which became available in 1933. The DC-1 (only 1



was ever built) carried 12 passengers to the 247's 10 which gave it a small advantage. Another advantage in the DC-1 was that the wing spar passed beneath the cabin floor resulting in an unimpeded aisle while the passengers in the 247 had to step over the wing spar. The DC-1 did incorporate split flaps, where the lower surface moves into the air stream while the upper surface does not move. This advantage allowed the DC-1 to fly into smaller airfields. The DC-1 evolved into the DC-2 carrying 14 passengers and was purchased by American Airlines as well as TWA. More than 198 DC-



2's were built compared to the production run of 75 for the 247. The DC-2 evolved into the DC-3

that was introduced in 1935. At the beginning of the war 607 DC-3's had been produced. By the end of production the DC-3 (C-47 and C-53) had seen over 10,000 built. The C-53 was the civilian version in fatigues while the C-47 had a reinforced cargo floor, large cargo door and stronger landing gear.

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 (\$89). 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!

246 members strong.

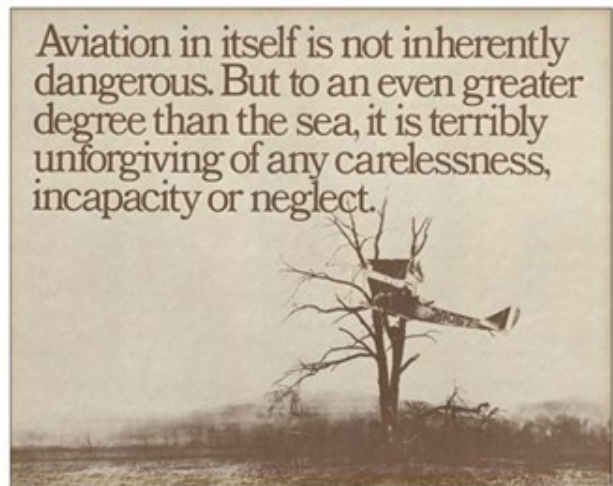
Daily 10 day weather predictions

Daily aviation photos

Event advertisement from other area clubs

Items for sale. Articles, information and aviation related videos.

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





An RAF Hawk flying high over
KCRC, above the con trail of
another jet.



This YAK-130 is armed and ready
for take off at KCRC.

**If you think this is a lot of
airplanes, keep scrolling...**



**How many planes is enough?
This gentleman has about 160**





This is what life is like without television...

