



KNOX COUNTY RADIO CONTROL

March 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

The recent email vote taken by our members has set our direction.



Here are the results:

- **OVERWHELMING SUPPORT FOR SAFETY NOW:** There was tremendous support for the EC to address potentially dangerous safety issues at the field RIGHT NOW. Normally the club's email votes get a small response, typically between 8 and 15. The SAFETY NOW response of 35 votes was well over double the normal amount. And every one of them (100% unanimous) was a YES vote in favor of getting safety addressed and doing it now.
- **OVERWHELMING SUPPORT FOR THE YOUTH FLIGHT TRAINING CAMP:** **So we are really doing this.** This project over time will hopefully be the best one ever for making the club well known as a leader in Knox County, helping us keep our land in the midst of explosive population growth, and eventually even helping to get a new paved runway. The project is also lucrative. The initial camp session is scheduled for June 14 to June 18. The first three days will consist of ground school, simulator training at rented facilities, and outdoor activities with AMA

Alpha and Beta free flyers. The final two days will consist of flight training at KCRC. On Thursday and Friday, June 17 and 18, the field will be closed from 9am to 2pm to all members and guests not directly involved in the program.

Concerning implementation of SAFETY NOW and the EC's Safety Policy, we have included a short article in this newsletter summarizing what each member needs to follow. The SAFETY POLICY will also be posted on the web site, and in the near future be put on a sign at the field.

Since Safety Policy is set by the EC, please let us know if there is anything that you find unnecessary or burdensome, and we will address it quickly. Also, if there are any dangerous activities at the field not covered in our rules or Safety Policy, we want to know right away. Please direct your comments to me, by email if possible. As an EC we want an effective first class safety program, and will try to address any of your suggestions within a few days.

Regarding **field appearance**, John has got a lot of items on his plate, actually way too many. Here is what is planned:

- John intends to cut back the trees and bushes at the front entrance before the warm weather gets here. It will improve the appearance of the field entry, allow for me to proceed with getting a new and much bigger sign that would be highly visible from the street, and also allow a view of the real airplane we hope to place next to the roadway driving in.
- To let visitors know where they are allowed and not allowed, the NO VISITORS PAST THIS POINT signs hanging in the flight line structure will be moved farther south to the edge of the walkway, keeping people further away from the flight stands. Also, a rope fence will be installed along the same “no visitor line” on the grass area west of the flight line structure.
- The grandstand will be moved from the car track to the grass area west of the flight line structure. It will afford a great view of flying for visitors, and will get special netting for protection.
- New signs will be put up for the unloading area entrance that read NO PARKING, UNLOADING ACCESS ONLY.
- A sign will be put up with the new Safety Policies, and the Rule and Courtesy signs will be replaced with bigger ones.
- The chairs will be replaced, hopefully with something like the newest blue chairs which everyone likes and thinks are the most comfortable ones.

Here are other items I would like to bring you up to date on:

- **Membership Renewals:** Currently there are 70 paid up members and 2 free ones (one non-flying emeritus and John Basalone by an act of congress). There are also about 5 or 6 members who have not yet paid their dues that I think will be

joining. So our paid membership is estimated to be about 75. Compared to 50 paying members at the start of last year and used for the 2020 budget, that is pretty good.

- **Budget for 2021:** Unfortunately preparation of the 2021 budget was delayed until we decided whether or not to do the youth flight training camp. The programs revenues, costs, and initial start-up expenses are very significant. Now that the decision to go forward has been made, the budget will be finalized and emailed out to all of you for a vote of approval.
- **Newsletters:** You probably noticed that the last item in each newsletter is an array of photos. Michael has been able to present these in a larger version than ever previously done, and now also with a caption. I think Michael has gotten the newsletter to look pretty darn good
- **April Meeting:** We made a \$100 contribution to Parkwest church. They have been very supportive in assisting us with a meeting room when we want one for either the EC or our membership. The church meeting room has been reserved for the next scheduled monthly meeting on Tuesday, April 13. We plan to start at 6pm. We really need to have a meeting, and it was better to select the church than to take a risk of whether or not we get acceptable weather at the field. The next newsletter will be out before the meeting, and have the directions.

Thanks very much.

Frank

PS THANKS AGAIN to Barton Smith, Ed Dumas, and Phil Spelt for all of their hard work putting together the youth flight training camp. As we get a little closer to implementation, they

will be asking for help, and I hope you will volunteer.

KCRC SAFETY POLICY₂₁₀₃₀₈

- 1 Knowing the Rules: You must read, understand, and obey KCRC's Rules and Safety Policies. The official rules and policies are posted at the KCRC website.
- 2 For Callouts to be Heard: You must stand within 20 feet of a pilot already flying, or wait till he lands, or use a spotter (who makes sure communication is successful). Every pilot standing along the flight line that is flying or waiting to fly is required to acknowledge a RUNWAY or LANDING callout made by another pilot.
- 3 Runway Centerline: 3D flying is not permitted over the runway, and no flying of planes perpendicular to the runway toward the safety fence.
- 4 People on the Runway: You cannot take off or land if someone is anywhere on the runway, or on the narrow grass strips on either side of the runway. You cannot adjust or play with your plane while standing out on the runway. And only pilots are allowed on the runway - not kids, visitors, or family members that are not pilots. The runway should be treated as a busy street.
- 5 Student Buddy Box Landing Practice: No one else may be flying. Instructors are required to walk the flight line and notify everyone of a landing practice training flight. Also instructors and students must follow the limitations for training flights to minimize impact on busy days. These limitations are: on Sat, Sun, and holidays, from 9am to 2pm, instructors with students are limited to a max of 3 flights, no more than 6 minutes each, and with no more than 5 approach/landing tries in each flight.
- 6 Student Self Teaching: Students cannot teach themselves to fly without an instructor, even in the case of the new "safe recovery" learning systems.
- 7 For Maiden Flights: Nobody else is allowed to fly when a maiden flight is being done. The pilot is required to walk the flight line to notify everyone of a maiden flight. Prior to the flight, the plane must be inspected by a member with more than one year of experience.
- 8 AMA membership: absolutely required to fly, except for 1 intro buddy box flight
- 9 Visitors: Signs will direct where visitors are allowed, but members are required to meet, greet, and keep an eye on them. Kids and visitors are only allowed beyond the NO VISITOR ALLOWED signs at the invitation of a member, who assumes all responsibility for them.

Sterile flight deck rule

Michael Catlin

In aviation, the sterile flight deck rule or sterile cockpit rule is a procedural requirement that during critical phases of flight, only activities required for the safe operation of the aircraft may be carried out by the flight crew, and all non-essential activities in the cockpit are forbidden. In the United States, the Federal Aviation Administration imposed the rule in 1981, after reviewing a series of accidents that were caused by flight crews who were distracted from their flying duties by engaging in non-essential conversations and activities during critical parts of the flight.

This came to mind the other day when I was on my 1st or 2nd flight after 4 months of not flying. I had some trim issues and since I wasn't wearing my hat I was getting reflective glare off the back side of my glasses. That is when someone walked up to me and started talking. Since my timer had warned me of narrowing time limits, I shouted, "Landing" and then a few moments later I said, "Time to invoke a sterile cockpit" and proceeded to land uninterrupted.

I'm sure my "interrupter" did not realize that I needed my full concentration at that time but we all need to develop "situational awareness". What are the times to invoke a sterile cockpit rule. Two easy ones are takeoffs and landings. These two times are when speed is low, the aircraft is low to the ground, control-ability is either ramping up or ramping down and the aircraft has a lot of dangerous kinetic energy. And, it's not just for the pilot but also anyone standing at the barrier. The take off and landing calls alerts other pilots of and aircraft coming in to land or that people will be on the runway and these calls need to be acknowledged. The communication between full size pilot and controller is a series of read backs and while this works for full size a lot of confusion would result from a read back of, "landing". Much better to acknowledge with a simple, "OK" loud enough to be heard.

Another case for the sterile cockpit is when an aircraft is being assembled. We've heard stories of wing bolts being forgotten, missing coupler tubes or forgetting to plug in wing servos. The first time I assembled my aircraft after 4 months, I plugged the flap servos into the aileron connector. Or how about installing batteries. Was that the charged battery or was the charged battery over there? For fueled engines, is the glow plug wires clear of the prop swing, or can the starter power lead going to swing into the prop? I'm not saying that everyone should remain quiet but rather if an interesting conversation is going on within earshot either be able to tune it out and concentrate or stop and wait until the interesting part goes away.

I can relate another incident where I needed a "sterile cockpit" last fall. I had replaced my transmitter battery for ones I could charge quickly at the field. When my 2S battery needed charging, I plugged it into my charger. However, the people around me had distracted me and I had plugged in a 2S battery with a 4S still connected. I was glad that I had people around me to quickly notice the smoke and burning wires but I wonder if they hadn't been there talking about something I was interested in would I have made the mistake.

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
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The gate combination has been 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!

249 members strong.

Daily 10 day weather predictions

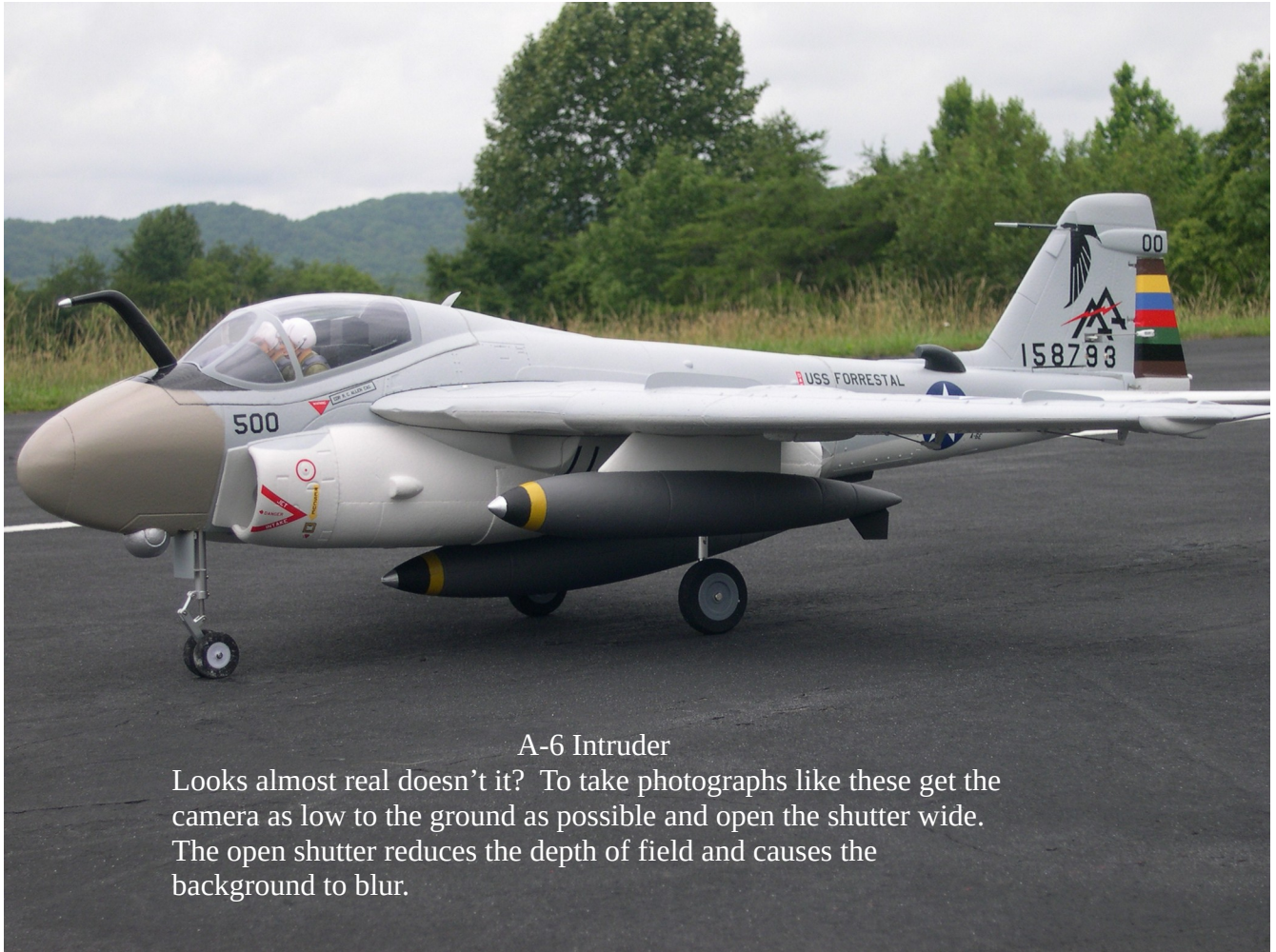
Daily aviation photos

Event advertisement from other area clubs

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

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





A-6 Intruder

Looks almost real doesn't it? To take photographs like these get the camera as low to the ground as possible and open the shutter wide. The open shutter reduces the depth of field and causes the background to blur.



Warren Oliver's "Oliver Twist"

Bill Lewis's beautiful 3D bird going together.



Brandon Drummer's T-28





Frank's T-33
Still the fastest plane at the field



Why do Frank's pilots always look so scared?
(It's because they have to ride in the van with Lucky)

