



JCRC Flight Line

2021 Volume I, January 2021

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	<i>Term</i>
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ANTHONY HALL -	2017 - 2022
VIC KOENIG -	2020 - 2023
SKIP WELLER -	2019 - 2024
JERRY BLACK -	2020 - 2025
CRAIG QUILLEN -	2021 - 2026

President's Message

For those of you who do not know me, my name is David Jones and it appears that I will be the club president for the upcoming year. I would like to take this opportunity to thank all the members of the Johnson City Radio Controllers for giving me the opportunity and honor to represent them. I hope I can live up to our club members' expectation both in field improvements and membership drive. I also see we have several events scheduled for this coming year and I hope, with other club members, to take part and make those a success, but most of all, and with the help of all our members, that we strive to keep our club and flying field a place for good fellowship, pleasurable flying and where everyone feels welcome.

If I can be of any help to any of our members or if any of our members have any suggestions or ideas let me know, just give me a call (423-416-9047), e-mail me (dsjones1@charter.net) or catch me at the field.

I would also like to thank our previous president, Dan Jackson, and the other officers for a job well done this previous year. I know our officers would like to thank ALL the club members who participated in our work days and club events. Members working together made it a good flying year and hopefully this upcoming year will be even better.

Thank You and Remember *Altitude Is your Friend.*

Dave

Editor

Members wishing to submit any articles, letters, pictures, or information they would like to share and that also includes items members would like to sell or buy send your input either by e-mail (rossgtenn@gmail.com) or post -

Glenn Ross
134 Chock Creek Road
Johnson City, TN
37601-36

Next Meeting

Tuesday, 26 January 2021, 6:45 PM at Harbour House on Roan Street in Johnson City. Tables will be socially distanced.

New Member Information –

It's been a different kind of year with the first half of the year having no membership meetings, thanks to COVID concerns. The meetings we did have were mostly focused on getting our few events in place and well executed. As a consequence, we haven't really gone through welcoming or getting to know our new members as formally as we should. So, here is a list of who I believe joined us during the *Year of the Mask*:

- Keith Adkins
- Robert Brotschul
- David Bushong
- George Dennison
- Christopher Evensen
- Michael Flick
- Marvin Goodwin
- David Lane
- Jeff Morrison
- Phillip Rowan
- Michael Sjulín
- Phillip Smith
- Shad Teague
- Kevin Vencill
- Ronald Whaley

If I left anyone out, please send me an email along with a short paragraph about you, how you got interested in Model Aviation, what brought you to our club and what you are interested in getting from our club and us members, I'll put it in the newsletter.



General Information

Just a Reminder – Below is the schedule for events in 2021. Please note that we are missing Event Managers for the Spring Fun Fly and the Halloween Fun Fly and Swap Meet.

JCRC 2021 Event Schedule

Event	Date	Event Manager	Location
<i>Club Sponsored</i>			
First Fly	1 Jan 2021	Skip Weller	Air Field
Indoor First Fly	6 Feb 2021	Tim Edwards	KPT Auditorium
Indoor Second Fly	10 Apr 2021	Tim Edwards	KPT Auditorium
Spring Fun Fly	15 May 2021		Air Field
Learn To Fly with JCRC	24 Jul 2021	Phil Swihart	Air Field
National Model Aviation Day	14 Aug 2021	Anthony Hall	Air Field
Halloween Fun Fly and Swap Meet	30 Oct 2021		Air Field
<i>Non Club Sponsored</i>			
Senior Pattern Association	9 & 10 Oct	Jerry Black	Air Field

Please consider volunteering to manage one of these events. Event Managers will again be requested at the January Club Meeting, and if we don't have a manager identified by the February Meeting, the events will be cancelled. Part of the reason for that is that we need to have the details for events tied down a minimum of 60 days prior to an event. This allows us to put together our flyers and to provide that information to the TV stations, Radio Outlets, News Papers and community bulletin boards on various websites.

For your information, the wind heading readout on the web site has been showing due North for a few of months now. The wind speed is reading correctly, but wind direction... Well... take a cue from the wind sock. That is because the anemometer is broken. It is estimated that a new one will cost \$150 plus tax and shipping. This should be discussed at the January meeting.

2020 Airfield Maintenance Achievements

This past year's Airfield maintenance achievements are a result of the club members' hard-work and dedication to the club. Dirt was hauled, grass seed sown, buildings repaired and painted, roof leaks repaired, electrical outlets and switches repaired and electrical service added to another building. Water is available for non-potable usage (please do not drink).

Next year's Airfield Maintenance tasks are in development. Opportunities will be available for you to volunteer a few hours in helping to keep our facilities in a safe and usable condition. Until then, have a Merry Christmas and have a Happy and safe New Year.

Phil/VP/JCRC

Register (reregister) with the FAA:

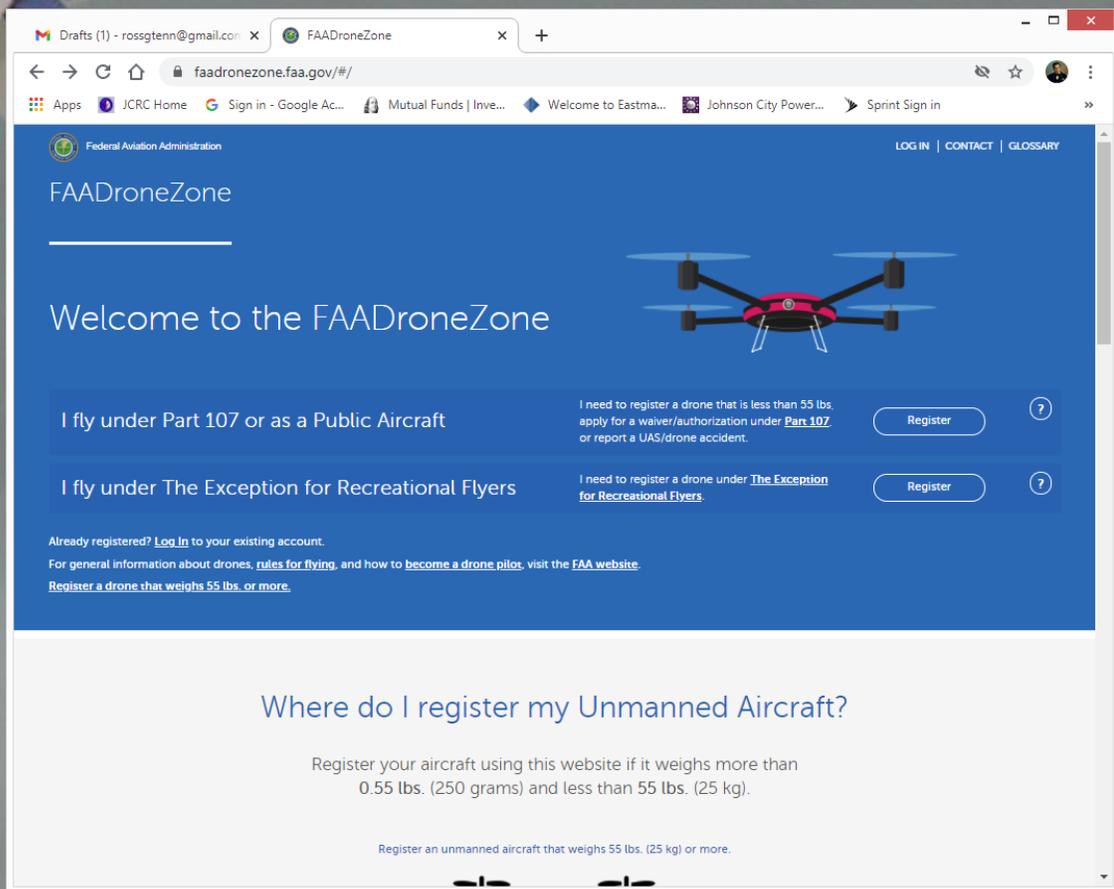
Renewing your FAA Registration was due in December, 2020. If you didn't renew, please do so. You never know how this process could be impacted as the FAA moves forward with its UAS Airspace integration mandate. If you have never registered, then take the time to do so now. Remember, you must have your FAA registration in place and marked on your aircraft to fly at Odom-Fennell Field

Register at this link:

<https://faadronezone.faa.gov/#/>

""Yes, I know, you think we don't fly drones, but to the FAA, all UAS are drones...""

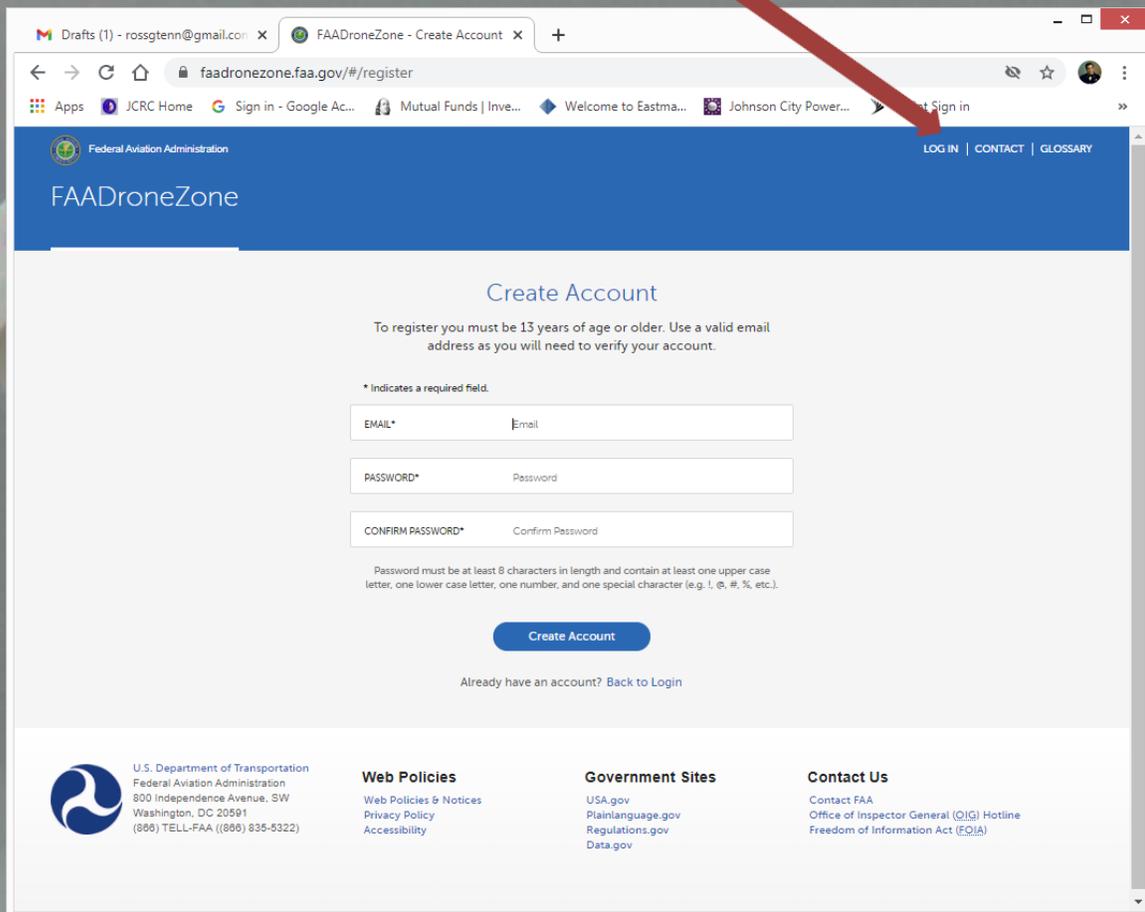
This is the page you should see:



The screenshot shows a web browser window displaying the FAA DroneZone website. The page has a blue header with the FAA logo and the text "FAADroneZone". Below the header, there is a central image of a drone. The main content area is divided into two columns. The left column has two sections: "I fly under Part 107 or as a Public Aircraft" and "I fly under The Exception for Recreational Flyers". The right column has two sections: "I need to register a drone that is less than 55 lbs. apply for a waiver/authorization under [Part 107](#) or report a UAS/drone accident." and "I need to register a drone under [The Exception for Recreational Flyers](#)". Each section has a "Register" button and a help icon. At the bottom of the page, there is a section titled "Where do I register my Unmanned Aircraft?" with text explaining the weight requirements for registration.

Unless you are renewing under part 107, select the Recreational tab and renew there.

If you don't have an account, create one and proceed. Otherwise, select the LOG IN at the top right of this page and proceed.



The screenshot shows a web browser window with the URL faadronezone.faa.gov/#/register. The page title is "FAADroneZone" and the header includes "Federal Aviation Administration" and navigation links for "LOG IN", "CONTACT", and "GLOSSARY". The main heading is "Create Account". Below this, a note states: "To register you must be 13 years of age or older. Use a valid email address as you will need to verify your account." A small asterisk indicates required fields. There are three input fields: "EMAIL*" with a placeholder "Email", "PASSWORD*" with a placeholder "Password", and "CONFIRM PASSWORD*" with a placeholder "Confirm Password". Below the fields, a note specifies: "Password must be at least 8 characters in length and contain at least one upper case letter, one lower case letter, one number, and one special character (e.g. !, @, #, %, etc.)." A blue "Create Account" button is centered below the fields. At the bottom of the form area, it says "Already have an account? [Back to Login](#)". The footer contains the FAA logo and contact information, along with links for "Web Policies", "Government Sites", and "Contact Us".

Remember, the cost is \$5.00 and you, currently, put the number they give you (if you are renewing, it's the same as you now have) on all your craft.

You are also supposed to keep proof of registration, which they will send to you in an email as soon as you complete the renewal, on you and available to present, on request, to the FAA or law enforcement. I keep mine folded up and in the badge holder on my JCRC Lanyard.

AMA Update -

AMA Works With Congress to Secure Educational Protections for UAS Operations

The National Defense Authorization Act (NDAA) for fiscal year 2021 has been passed by the House of Representatives and is expected to be passed by the Senate soon. AMA successfully got an educational provision written into the act, which permits operations as part of an educational program that is chartered by a recognized community-based organization (CBO), such as AMA or as an established JROTC program for education or research purposes. University-level UAS operations, such as University Model Aviation Student Clubs, will continue to be permitted within CBO programming or as a standalone UAS program. Additionally, a provision prohibiting federal agencies from using foreign-made UAS and UAS equipment was removed from the act.

These legislative protections are a great win for UAS STE(A)M curriculum, because it allows AMA to continue its educational UAS programming that has been in place for decades. AMA wants to offer a special thanks to the Armed Services Committee, the Senate Commerce Committee, and the House Transportation and Infrastructure Committee, as well as to the congressional members and staff who worked to finalize the Conference Committee Report.

Academy of Model Aeronautics, UASidekick Partner to Disseminate Free LAANC Flight Planning Software to UAS Hobbyists



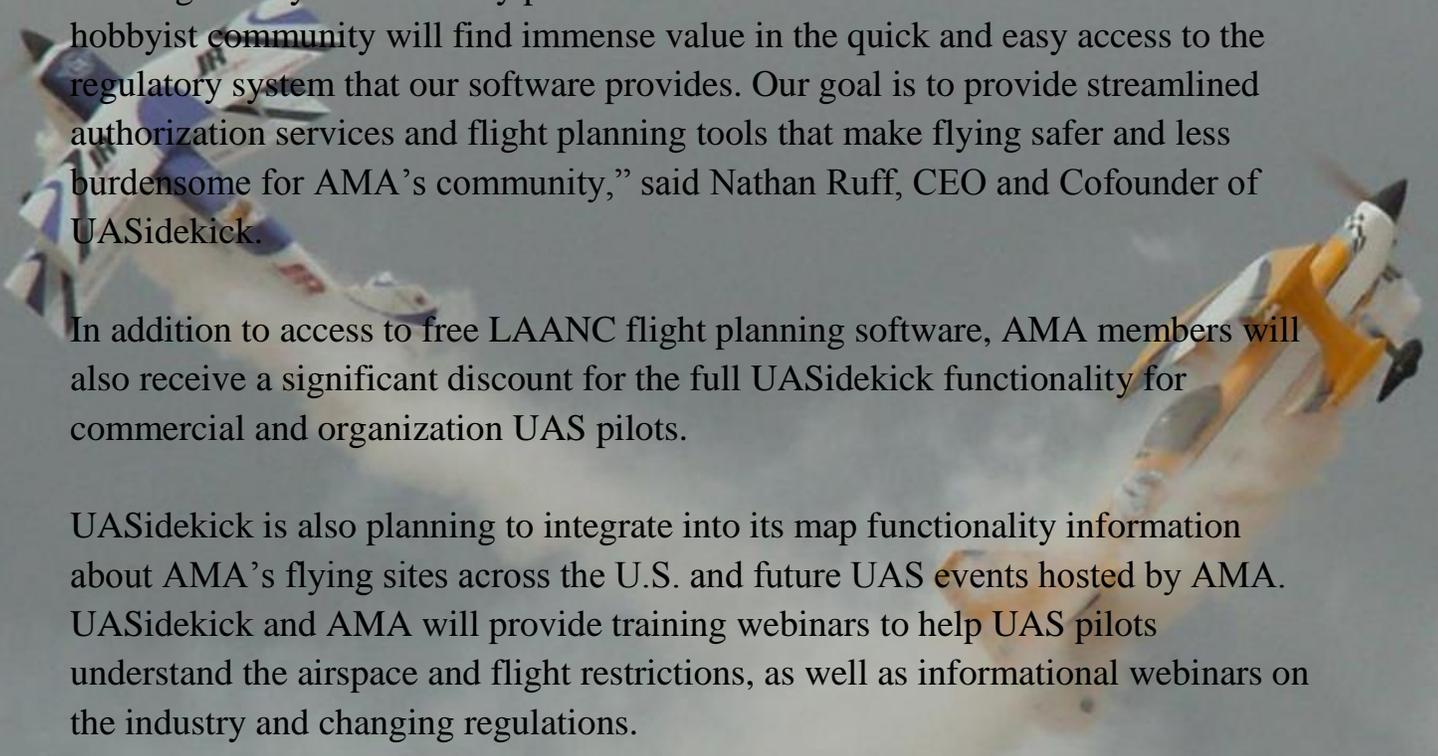
Muncie, Indiana – The Academy of Model Aeronautics (AMA) and UASidekick announced a new partnership today to disseminate free recreational Low Altitude Authorization and Notification Capability (LAANC) flight planning to nearly 175,000 UAS hobbyists who are members of AMA. The software allows pilots to file LAANC authorizations with the FAA when flying in controlled airspace via a web portal and mobile application. It includes additional flight planning tools such as interactive maps, weather information and flight logs.

“One of our top priorities is helping hobbyists comply with evolving regulations. We are proud to partner with UASidekick, which has developed the leading technology to help recreational and commercial pilots secure necessary approvals from the FAA and plan safe flights. This cutting-edge technology will hopefully make the safe operation of UAS a little bit easier for our community,” said Chad Budreau, Executive Director of AMA.

“At UASidekick, we have always been committed to the “Safer Skies” mindset and working closely with industry professionals like AMA. We are confident that the hobbyist community will find immense value in the quick and easy access to the regulatory system that our software provides. Our goal is to provide streamlined authorization services and flight planning tools that make flying safer and less burdensome for AMA’s community,” said Nathan Ruff, CEO and Cofounder of UASidekick.

In addition to access to free LAANC flight planning software, AMA members will also receive a significant discount for the full UASidekick functionality for commercial and organization UAS pilots.

UASidekick is also planning to integrate into its map functionality information about AMA’s flying sites across the U.S. and future UAS events hosted by AMA. UASidekick and AMA will provide training webinars to help UAS pilots understand the airspace and flight restrictions, as well as informational webinars on the industry and changing regulations.



Club Activities -

The January First Fly was a real blast! Having the felt ends in the charging shed allowed us to set up the Coffee Maker, several crock pots of goodies to warm the insides and still be able to charge a few batteries.



Just imagine the scene – its 7:57 AM, the morning is cool with no rain and hardly any wind.

Skip Weller is poised under the Pavilion to hand launch his craft ...



Anthony has his big Orange Bird rolling down the taxiway....



Out of nowhere, Eddie Cline roars down the runway lifting off at 07:59:30 (at least according to Dave Jones, the official time keeper) jumping the gun!!

Shocked Skip and Anthony slam the throttles forward. Anthony's wheels grab sky just two seconds before skip's plane leaves his hand!!





Then Glenn Ross hand launched for a clear fourth place.

What followed after everyone got back on the ground was a spirited discussion about how to keep time, what constitutes a flight, the definition of jumping the gun and even "*Citizen's Arrest!! Citizen's Arrest!!*" for violating the club's flight hours (by 1/2 minute before 08:00).

In the end, Anthony was declared first in the air by the club President and all four were awarded JCRC Wings for the first flies!!!

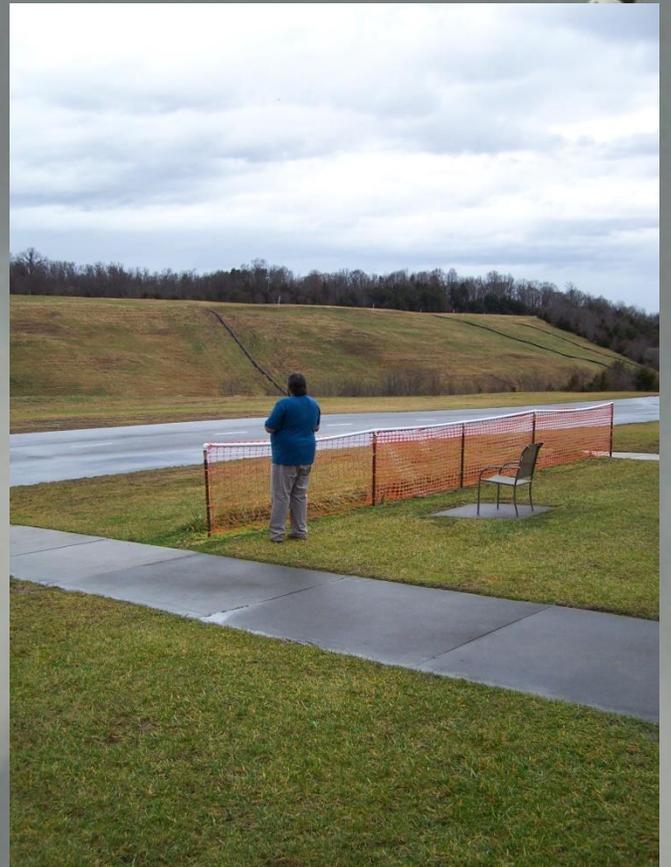


But never fear....every win costs something and the big Orange Bird went home in pieces before the day was done!!!



With some 18 people showing up and plenty of clear periods throughout the day, everyone seemed to have a great time. Everyone who brought something to fly managed to get their own personal “First Flight” out of the way and a couple of people got in maiden flights as well before heading to home and hearth for the annual New Year’s Day slothfest.

Here are a few more pictures for the less hardy among us:





Upcoming Activities -

Fly Inside

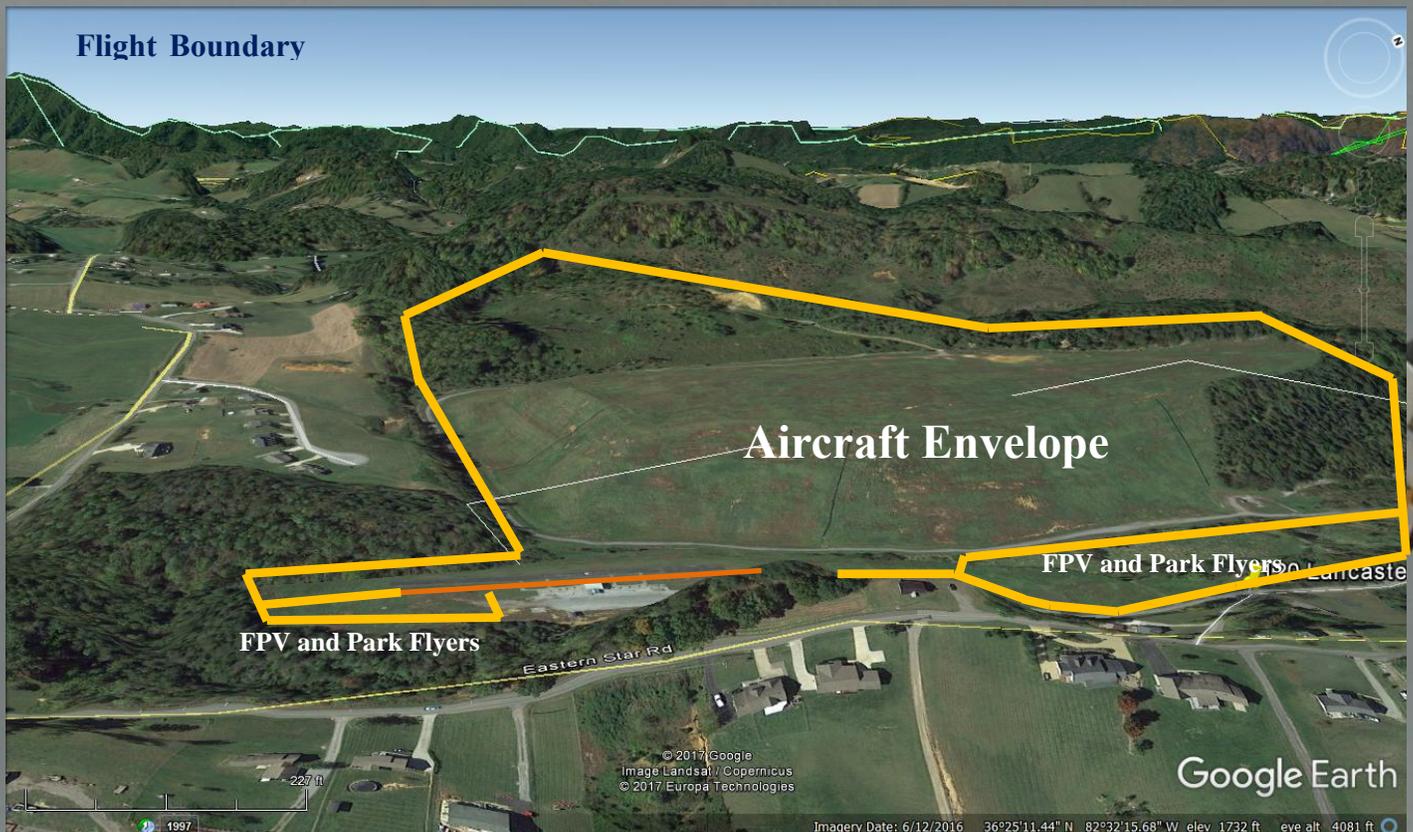
1 PM till 5 PM, 6 February 2021
at Kingsport Civic Auditorium

Fly Inside

1 PM till 5 PM, 10 April 2021 at
Kingsport Civic Auditorium

Tips and Techs

Odom - Fennell Field



Our GPS Location is:

Latitude: 36 degrees, 25 Minutes 6 Seconds North

Longitude: 82 Degrees, 32 Minutes, 7 Seconds West

Elevation: 1,713 ASL

Orientation: Our runway is oriented along 20 degrees through 200 degrees, magnetic.

Cold Weather Maintenance or how to gain more time flying instead of repairing.

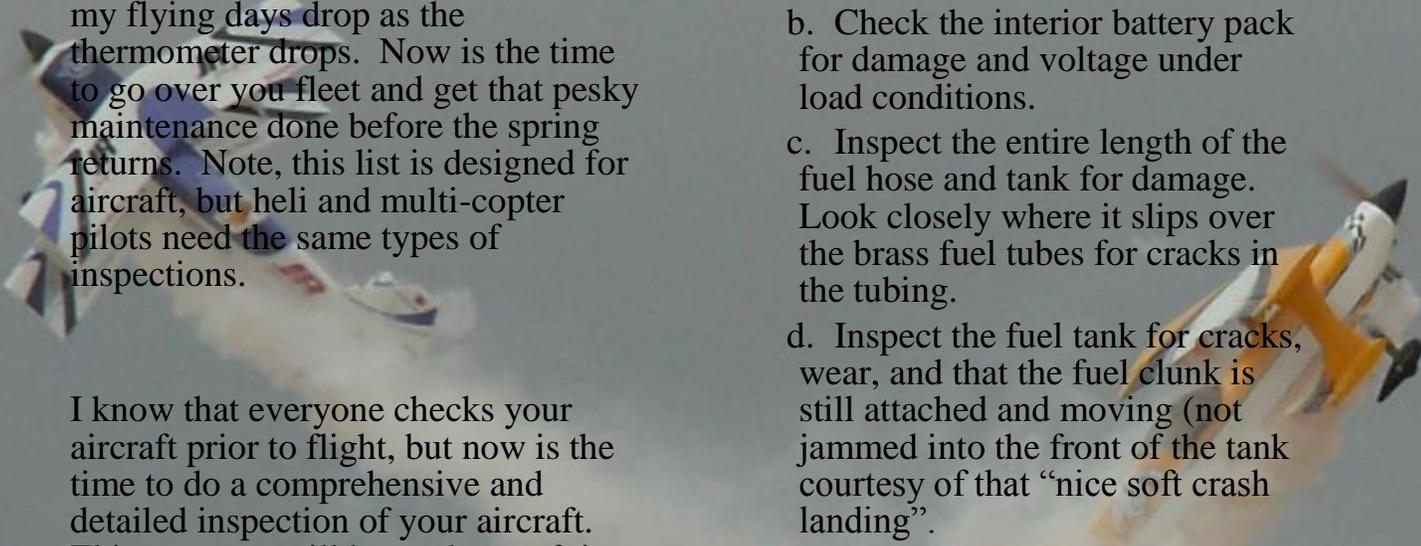
By Anthony Hall

Greetings and salutations! Cold weather has returned, and I find that my flying days drop as the thermometer drops. Now is the time to go over you fleet and get that pesky maintenance done before the spring returns. Note, this list is designed for aircraft, but heli and multi-copter pilots need the same types of inspections.

I know that everyone checks your aircraft prior to flight, but now is the time to do a comprehensive and detailed inspection of your aircraft. This way you will have plenty of time to get replacement parts or to allow for back order items to return to stock.

Basic inspection list:

- 1) **Hinges:** Check for function and glue joints and structure.
- 2) **Push rods and clevises:** Make sure that everything is solid.
- 3) **Engine mount(s):** Look for cracks and that the mount and firewall is solid. Pull on the mount and look for flexing. Replace as required.
- 4) **Glow/gas engines:**
 - a. Rotate the engine manually, feeling for bearing damage or other abnormalities. Look to see if the crankshaft pulls forward or pushes back more than the thickness of a penny. This is an indication of damage to the bearings, requiring repair.
- 5) **Electric motors:**
 - b. Check the interior battery pack for damage and voltage under load conditions.
 - c. Inspect the entire length of the fuel hose and tank for damage. Look closely where it slips over the brass fuel tubes for cracks in the tubing.
 - d. Inspect the fuel tank for cracks, wear, and that the fuel clunk is still attached and moving (not jammed into the front of the tank courtesy of that “nice soft crash landing”).
 - e. Empty all fuel tanks and flush lines. Lube the engine with after run oil (Marvel Mystery Oil or similar) and cycle engine to lube interior parts. Caution; do not use WD-40 for long term lubrication, as it will allow rust to start over long time periods of storage.
- 6) **Remove your propeller(s) and check their balance.** Every prop strike changes the propellers



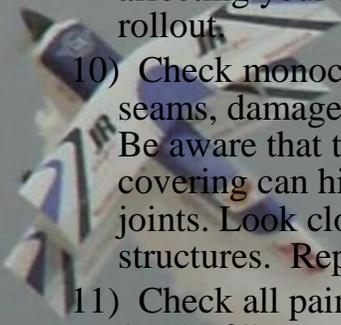
performance. Balancing protects the power plant and lowers overall aircraft vibration. Rebalance as required.

- 7) Check all battery securing devices (Velcro, strap, and hatch) for damage. Repair or replace if required.
- 8) **Landing gear:** Check all bolts, screws and or glue joints.
- 9) Check wheel hubs for damage, which would cause dragging, affecting your takeoff / landing rollout.
- 10) Check monocoat for failing seams, damage or deterioration. Be aware that the monocoat covering can hide failed glue joints. Look closely on all structures. Replace as required.
- 11) Check all painted surface(s); look for "soft" areas indicating damaged structure.
- 12) Check all of your servos. Cycle each servo and look for binding, noise, and gear slipping.
- 13) Check your receiver for damage and proper mounting. Replace anti-vibration foam as require.
- 14) **Retracts:** Check for solid mounting and unit security. Check all air lines and system in pneumatic. Check all wires if electric.
- 15) Lightly shake the wing and fuselage. Listen and feel for loose items indicating broken or loose parts. Remove anything that rattles to prevent in-flight damage - Repair as required.
- 16) Inspect the interior of the fuselage and wing (if possible) if you have stored them in an unfinished basement or yard barn for possible insect damage (mud dauber nests).

- 17) Check exterior documentation. AMA and FAA numbers must be visible on the outside of aircraft.
- 18) Contact info (Name, address, phone number) is current and in aircraft.
- 19) Replace all plastic screws, bolts, clevises, or control arms every 5 to 8 years. They will catastrophically fail over time with little or no warning. Replace before it fails.

It is amazing what I have found after the fact that could have been repaired if I paid attention to the aircraft. Now I try to do this inspection on all of my planes every winter. Here is a short list of my problems for your amusement.

- I acquired a used Piece O' Cake (a 5' wingspan powered glider) with multiple layers (4 or 5 different colors) of monocoat covering the wing. After removing the multiple layers, I found only 3 ribs that were glued to the leading edge, trailing edge, and the center spar. Outstanding that the plane could still fly!
- I have found mud daubers filling up my 1/4" wing tube hole. Not easy or fun digging them out of it.
- I found a broken solder joint on my main LiPo battery plug. That sent me home for the day.
- I found a cracked fuel hose right at the end of the fuel tank brass tube. This allowed the engine to run, not well, but also leaked fuel inside the fuselage. As a bonus, I received a dead stick landing right after takeoff because of the fuel loss to the engine.
- I have had a glow fuel tank clunk to jam up at the front of the tank from a hard landing. No noticeable damage but it would run fine until 1/4 of the fuel had



burnt off, then Surprise, no engine, another dead stick landing!!!! I removed the fuel tank and tapped it on a worktable and knocked the tank clunk back into position. It was a simple repair but a scary time troubleshooting the problem.

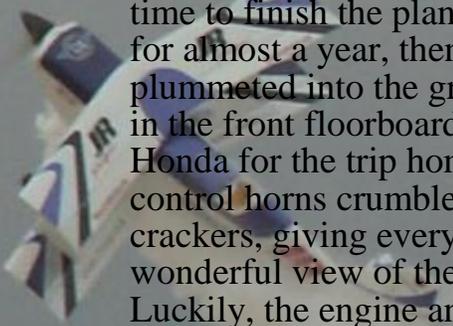
- Finally, I had my Butterfly (an 8' wingspan powered glider) fail in flight. I had the plane from my high school days, but never finished it. Fast forward 20 years, time to finish the plane. It flew for almost a year, then suddenly plummeted into the ground. It fit in the front floorboard of my Honda for the trip home. The control horns crumbled like crackers, giving everyone a wonderful view of the crash. Luckily, the engine and radio gear

survived; the fuselage and wing were destroyed.

Doing this comprehensive inspection once a year could save your aircraft and prevent a long "walk of shame" to pick up parts plus it gives you more time at the field flying instead of fiddling with your aircraft.

I hope this will be helpful to everyone; glow, gas, electric, or balsa / foam, everything needs to be checked out occasionally.

Clear skies and soft landings!!



JCRC Sponsors

Hobby Town USA

Located at 3515 Bristol Highway in Johnson City, Hobby Town offers a full range of hobby needs, from model rail roading, to automotive modeling and aviation modeling. A strong sponsor of JCRC, they offer JCRC club members a 10% discount. Phone: (423) 610-1010.

