



JCRC Flight Line

CLUB OFFICERS 2022

President

David Jones
(423) 416-9047

Vice President

Phil Swihart
(321) 514-3247

Treasurer

Anthony Hall
(423) 915-9468

Secretary

Eric (Nick) Nicodemus
(423) 946-2525

Safety Officer

Terry Bailly
(423) 282-0485

Field Marshals

Skip Weller (423) 946-3840
Anthony Blair (662) 699-9768
Craig Quillen (423) 384-4621
Keith Nelson (423) 491-2139

Newsletter Editor

Johnny Judd
(423) 426-1684

Webmaster

Craig Quillen
(423) 384-4621

Event Coordinator

Glenn Ross
(423) 282-1197

Board Members

	Term
Anthony Hall -	2017 - 2022
Vic Koenig -	2020 - 2023
Skip Weller -	2019 - 2024
Jerry Black -	2020 - 2025
Craig Quillen -	2021 - 2026
Tim Edwards -	2022 - 2027

Editor's Notes

The club picnic was terrific. The weather was great and the food and community of friends made the National Model Aviation Day Celebration a complete success. We could not help but observe the enormous contributions made by the spouses and families of our flyers. I wish I had taken more pictures and documented the event better. I was having so much fun visiting and eating that I forgot myself.

Hard to believe we are already approaching the end of the summer flying season. Before you know it, we will be moving inside and starting to prepare for fall and winter. With that, comes the membership renewal drive. I am told that there will be an "Early Renewal Discount" again this year. I certainly plan to take advantage. That's money I can spend on a new project.

We also will be electing officers in a couple of months. Some people have expressed a desire for a change. They have served diligently for a length of time, and either want a break, or want to try their hand at another position. Think about it. Where can you contribute?

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Next Meeting

Tuesday, 27 September 2022, 7:00 PM at the Airfield

Club Activities – National Model Aviation Day and Club Picnic –

Our Event Coordinator, Glenn wrote:

“It was great!

Special thanks to Anthony for being the event manager and putting on a fun event and to Tim and Skip for honchoing one of the best feeds in a very long time. Of course it was the hard work of the ladies who prepared all the covered dishes, variety being the real spice of life!! Oh Yeah, and Craig you are the "BRISKET" King!!! Even if we are a flying club, I think you ought to do a Show and Tell at one of the meetings to teach us how to do such a great Brisket!!!”

And from our President, Dave Jones:

“Hello Club Flyers,

Thanks to everyone who came out yesterday to celebrate National Model Aviation Day and enjoy our club picnic and a great day for flying. I would like to give a special thanks to the ones who helped prepare and serve the food, especially the spouses. You all helped make this event a great success by providing so much delicious food. I hope everyone enjoyed the day as much as I did. THANK YOU, IT WAS A GREAT DAY.

Thanks,

David Jones (Club President)”



What a wonderful spread of main dishes,
sides, and desserts.



Crazy good food, fellowship, and fun.
Thanks for a great day!

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Field Information -

John Fluce does so much for our club; I don't know where to start. He almost single-handedly electrified the entire flight line. He keeps improving our life, and making things easier on us. He's replaced exhaust fans and installed conduit, receptacles, lighting, and fans all over the place. Thanks John!

And how about that truck! Man, that's a nice truck...



John installing electrical service to Gray Cafe'.
Installed receptacles, switches, and ceiling fans.

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Member Information –

Artemis – Launch Pad 39B - Kennedy Space Center

As I write this, Phil is on his way to Florida to observe the Artemis launch. Here is a link to a cool website with some amazing graphics and mission details: <https://www.nasa.gov/specials/artemis-i-press-kit/#pk>



Memberships –

Our AMA membership rate is going to increase in the coming year. Phil writes:

“My current AMA Membership expires in Dec 2023, however, I was able to renew the subscription for 2 additional years at the present Senior Rate of \$60.00/year ... (beating the rate increase). New membership expiration is now Dec 2025...”

I am told that the JCRC early renewal discount will be available again this year. We will get more information at the August meeting. We'll cover it in detail in the next newsletter.

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Flight Instruction –

Flying is fun. Sometimes it's fun to just go out on your own and relax. You don't have to be an expert to enjoy flying. Nevertheless, flying is more fun when you can actually perform some basic aerobatic maneuvers. You can teach yourself, if you have enough time and enough airplanes. Or, you can obtain the expertise of someone who has been doing it much longer and has made most of the mistakes for you. Contact Vic or one of the instructors below to schedule training.

NAME	PHONES	EMAIL
Vic Koenig (Coordinator)	(423) 282-0572	v54koenig@gmail.com
James R Boles	(423) 956-2256	B2o1L5ES@comcast.net
David Jones	(423) 416-9047	dsjones1@charter.net
Ed McEntire	(423) 343-0176	emcentire@aol.com
Howard Weller	(423) 946-3840	louaw@comcast.net
Craig Quillen (Helicopter)	(423) 384-4621	webmaster@flyjrcr.com
Doyle Blevins	(423) 282-4199	DOYLE.BLEVINS56@GMAIL.COM

Flight Simulator –



I noticed the last few times out at the field, that the flight simulator is getting utilized quite a lot
That was an excellent idea and a valuable asset that will aid the club for years to come.

Thanks Glenn!

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On the Flight Line –

David Burnette has been working on this beautiful P-51 for quite some time. I've seen him tweaking it out at the flight line a few times. I don't blame him for striving to make it perfect before its first flight. He enlisted Phil's assistance to check it out and help with the maiden flight. I don't blame him a bit. I do the same thing when I've built a new plane!



Here is Phil at the left, with his new Sebert Wind S. It took him a bit of tinkering to get it powered right. It really flies nicely now.



Luther with the prize Piper Cherokee that his son gave him. At right, he is hanging with his nephew, familiar Cherry Dr Pepper in hand.



John is kicking it "Old School" with the original Super Coupe II designed by Bob Cording. The model was reviewed in Model Airplane News in July 1973. Here is a link for more info and plans: [Super Coup II Plans](#)



Meeting Highlights–

The meeting was held at the Airfield Pavilion, following the Chill and Grill. We will meet here next month, and then we will move to the Liberty Church (where we met last winter). Glenn has arranged this for us; it worked well last year. I will post info and directions in the next newsletter. – Thanks Glenn

We will be having elections in November, so we need to let Dave know if there is a position you want to run for. Speaking of Dave; he will not be running for President next year. He certainly has done an outstanding job and I for one, deeply appreciate his service.

It was brought to our attention that the runway may need surfacing. We did not reach a unanimous vote on whether to schedule it or not. It will be quite expensive. It was decided to do some more research to determine the benefits – pros & cons. If you have any information on the subject and want to be heard on the decision, please attend the next meeting. When I joined the club in 2004, we were still paying on the original pavement. It was a one-time initial “runway premium” of \$100 for each new member.

Dave proposed a December dinner out and get together. Sounds like a nice idea, since we will have no meeting that month.



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From the Workbench–

Tower Hobbies Kaos 60 ARF –

I attended the Senior Pattern Competition (SPA) last year and got bit by the Precision Aerobatics bug. Vic has been encouraging me to take it up for years – telling me it will make me a better pilot. Well, something needs to. I kept thinking I needed to get better before I could even consider flying in competition. Funny thing – just having it as a goal has already improved my flying. Not to competition standards, by any stretch of the imagination, but that's not going to stop me. There is a rule that allows first time competitors to fly any plane, but I was fortunate to find an approved pattern plane kit. It is a very nice ARF and goes together quickly. All the control surfaces are pre-hinged. The instructions are a bit sparse on detail, but it's no problem if you've built a couple of planes before.

The SPA rules allow for a maximum propeller size of 13.5 inches. The Kaos kit instructions recommend a Rimfire 80 motor with a 15 inch prop. The motor is no longer available, so I had to do some math to figure a setup that would work.



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Wing Tips—

“Will this airplane fly?” $\text{Volts} \times \text{Amps} = \text{Watts}$

We use watts to measure power in electrics. A good reference point for this is to know that 746 watts equals 1 horsepower. But the problem is that many motors do not list the watts or maximum watts on the box or even the instruction sheet. So, how do you determine the power of the motor and whether it will be enough for your aircraft? Fortunately, most motors will have the maximum amps and volts listed on the box or the instructions. Multiplying these two values will tell you how well the motor you're looking at will pull your plane through the air.

Before we look at a specific example, let's look at how to determine the power requirements of a model, based on the “input watts per pound” guidelines that have been around for some time.

50 to 70 watts per pound is the minimum level of power, good for park flyers and lightly loaded slow flyers.

70 to 90 watts per pound is perfect for trainers and slow-flying aircraft.

90 to 110 watts per pound is good for fast-flying scale models and some sport aerobatic aircraft.

110 to 130 watts per pound is what you want for advanced aerobatics and high-speed aircraft.

130 to 150 watts per pound is needed for lightly loaded 3D models and ducted fans.

150 to 210+ watts per pound gives unlimited performance for any 3D model.

Armed with this knowledge, you only need to know how heavy your model will be. Keep in mind, this can just be an educated guess; you won't know the actual weight until the aircraft is finished. Let's say that the motor you're looking at will allow a continuous current of 40 amps (always use the continuous current rating, not the max burst) and 5 to 7 LiPo cells. We know that each LiPo cell is equal to 3.7 volts, so this motor will handle 18.5 to 25.9 volts. Using the previous formula, this motor can produce 740 (18.5 x 40) to 1036 (25.9 x 40) watts of power. That would have decent power to pull around a 10-pound sport aerobatic plane if you ran it on a 7-cell LiPo battery. The same setup would pull a 7-pound lightly loaded 3D model through the air with good authority. A 6-pound 3D aircraft would have unlimited performance with the same equipment. As you can see, this motor could have different performance; it depends on the weight and type of aircraft it goes in.

What's the kV rating and why it matters –

The kV rating gives us the no-load rpm that you can expect per volt of current. For example, when powered by an 11.1-volt battery, a motor with a kV rating of 860 will produce a no-load rpm of 9546. Any load on the motor, such as a prop, will reduce this number. These numbers should be used as a guide when picking out motors. As a rule, motors with a high kV value will turn small props at high rpm, so they are good for high-speed aircraft and electric-ducted fans. Motors with low kV are better suited to spinning larger props at lower rpm, so they're great for aerobatic and 3D planes. When striving to get more power from your setup, and your prop size and/or battery cell count is limited, you can switch to a motor with a higher kV rating. You will often see a motor of the same size and weight offered in multiple kV models.

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For Sale– Slow Poke –

Duraflly Slow Poke from Hobby King. I've had this plane a few years, but only just put it together over the winter. It is still in production and replacement parts are available (not that you would need them). I built a Balsa version of this plane many years ago and it was a nice gentle flyer. I've had this one out to the field twice, and it is not "slow and gentle". I've not crashed it, but have not been successful in getting the balance and throws just right. I really like the looks of this plane, and if I had the room, I'd keep it. Includes Motor, ESC, and DSM2/DSMX Receiver.

\$125.00



Let me know if you have something to sell.
Drop me an email at: newsletter@flyjcrc.com

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Upcoming Events- 2022

Our next event will be the Senior Pattern Association competition.

Later in September, will be the Night Flight celebration. Strap on some LEDs – anything with lights will be fine. If you can see it, it's ok.

We still need an event manager for the Halloween Fun-Fly. Volunteer at the next meeting, or send an email to events@flyjcrc.com.

JCRC 2022 Event Schedule

Event	Date	Event Manager	Location	Status
	<i>Club Sponsored</i>			
First Fly	1 Jan 2022	Skip Weller	Air Field	Completed
Indoor First Fly - Open to the Public	12 Feb 2022, Noon till 4 PM	Tim Edwards	KPT Auditorium	Completed
Indoor Second Fly - Open to the Public	12 Mar 2022, Noon till 4 PM	Tim Edwards	KPT Auditorium	Completed
Spring Fun Fly and Swap Meet - Open to the Public	14 May 2022, 9 AM till 4 PM	Johnny Judd	Air Field	Completed
Learn To Fly with JCRC - Open to the Public	30 July 2022, 9 AM till 2 PM	Phil Swihart	Air Field	Completed
National Model Aviation Day and Club Pic Nic – Members and invited Guests Only Event	13 August 2022, 9 AM till 4 PM	Anthony Hall	Air Field	Completed
 Night Flight, It's All Right!!	27 September, 2022, 8:00 PM till 11:00 PM	Skip Weller	Air Field	
Halloween Fun Fly - Open to the Public	29 October 2022, 10 AM till 4 PM		Air Field	
	<i>Non Club Event, Club Hosted</i>			
Third Annual East Tennessee SPA Competition – Public Spectators Welcome	September 10 & 11, 9 AM till 4 PM, Saturday & 9 AM till 1 PM , Sunday	Jerry Black & Vic Koenig	Airfield	

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Upcoming Activities at a Glance-

SPA Competition

10-11 September 2022,

9 AM till 4 PM Sat &

9AM till 1PM Sun

At the Airfield

Night Flight, It's All Right!!

27 September,2022,

8:00 PM till 11:00 PM

At the Airfield

Halloween Fun Fly

29 October 2022, 10 AM till 4PM

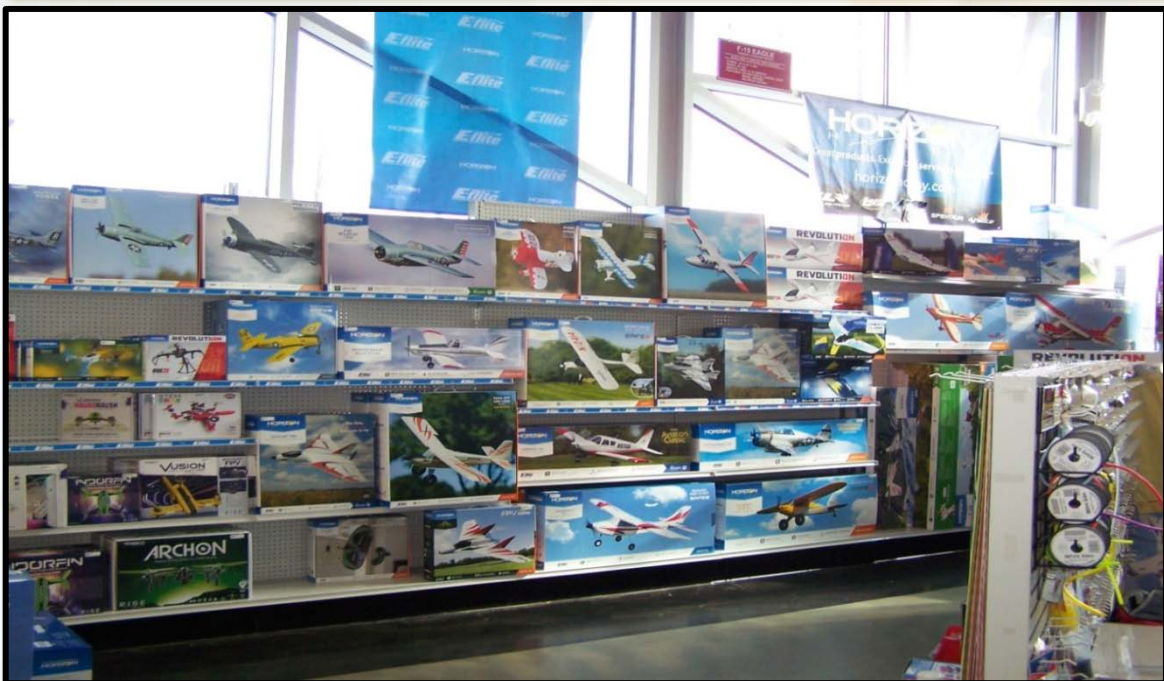
At the Airfield

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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.



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