

JOHNSON CITY RADIO CONTROLLERS FLIGHT LINE NEWSLETTER

July 2023
Edition



Save the date:
August 22, 2023
Next club meeting
w/ chill & grill



S.P.A. Interview w/ Vic Koeing

Editors Note:

If there is anyone who has any ideas or suggestions for the Halloween flying event please feel free to let me. Also any volunteers will be greatly appreciated, Mr. Edwards has graciously offered to cook on that day. Remember the date has been changed to October 21, 2023

For any one who is wanting a club shirt with the logo and gold wings on the back and small one on left side of chest, You can place your order with me by a call or text at 423-609-4497, or email: jbbabygirl2016@gmail.com. They can be done on the traditional navy blue or any color that you would like. Just let know what size and color you would like.

-Club Officers 2023-
President: Glenn Ross
(423) 282-1197

Vice President: Eddie Cline
(423) 202-1822

Treasurer: Anthony Hall
(423) 915-9468

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(423) 946-2525

Safety Officer: Keith Nelson
(423) 292-2010

Field Marshals:

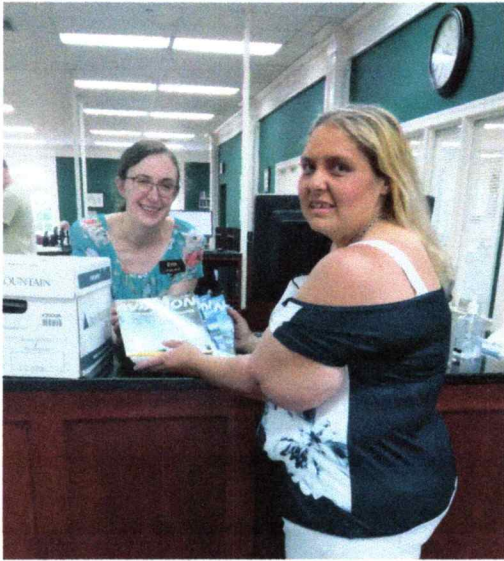
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Webmaster: Craig Quillen
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Event Coordinator: Glenn Ross
(423) 282-1197

Board Members Term:
Anthony Hall 2017-2023*
Vic Koenig 2020-2023
Skip Weller 2019-2024
Jerry Black 2020-2025
Craig Quillen 2021-2026
Tim Edwards 2022-2027
*(reelected for 2024-2028 term)



Part of the annual membership with the A.M.A. is to receive a monthly magazine that can either be sent by printed version in the mail or digital version via an email address that you provide them. Many of our club members have these magazines laying around the home or office, after viewing and not sure what to do with them once they are done.

Jeremy and I checked with the local library here in Greeneville, TN and they were more than willing to take any magazines that we were able to bring. Not sure that she was expecting this many though. This picture was taken when they were donated this past Friday, July 22, 2023. The local librarian, Erin (pictured here), said that we could bring them and leave them in the drop box for them and they would take care of the rest. Hopefully this will spark some interest in future aviation adventures for someone. The picture was taken by Mrs. Ann Brooks. Thank you very much for your help.

AGENDA, 25 July 2023

- Call to Order.....7:00 PM
- Recognize any Visitors or New Members.....3 Minutes
- Secretary Report (Vote on June Minutes, Status of number of members).....5 Minutes
- Treasurer's Report
- (2023 current Rev. and Costs)5 Minutes
- Old Business 15 Minutes
- Status on National Model Aviation Day
- Club Picnic - Anthony Hall.....5 Minutes
- Status on Learn To Fly Event – John Judd.....5 Minutes
- New Business.....15 Minutes
- Status on Halloween Event date – DJ Brooks.....5 Minutes
- Call for Motion to Adjourn.....NLT 8:00 PM

Minutes 2023 06-27

Meeting called to order 7:00 PM by President Glenn Ross

23 members present No visitors 3 new members 1) Jerry Smith 2) Paul Curry 3) Fidel Breto

MAY MEETING MINUTES: Secretary reported the minutes were sent out with the June meeting agenda. 4 new members were added since the May meeting. Vic Koenig moved and Keith Nelson seconded the minutes be accepted. A verbal vote was taken and the minutes were accepted.

TREASURER'S REPORT: Anthony presented May Breakdown: Beginning Balance: \$9,720.62 Income \$421.00 Expenses \$696.33 Account balance \$9,445.29 plus \$5,000.00 CD. Bank balance \$14,445.29. Anthony added that the final income for the Ramey family, from the sale of all Mr. Ramey's items was \$800.00 sent in check form to the family. The club received \$2,505.00 from the sales. NOTE: Glenn Ross Raised the point of our interest rate on our CD is too low. He asked if a member would wish to make a motion so Anthony, at the next opportunity for renewal of our CD, will find a new interest rate of at least 4%. Keith Nelson made the motion and James Gentry seconded it. A verbal vote was taken and the motion carried.

OLD BUSINESS:

1) SPA EVENT: Vic reported there were 14 fliers that took part in the event. Vic reported the Fliers were from 9 different states. He reported SPA gave our facility a check for \$100.00 for the use of our facility. Registration fees accounted for \$350.00. There were some expenses involved as well as a final raffle. The final tally was \$1,250.00 income for the club. Vic thanked all those members that helped with the event. Vic also suggested the club make Ed Ritzko a member emeritus for 2024. NOTE Glenn suggested the Board handle Ed Ritzko's member status at the next Board meeting.

NEW BUSINESS: Glenn brought up the following items for possible discussion and/or specific action at future meetings.

- 1) By laws require the club to check out all new pilots and their aircraft to assure the pilot can fly safely and that their aircraft is air worthy.
- 2) Safety Rules Review. Glenn has spoken to our Safety Officer (Keith Nelson) concerning AMA's safety rules. Keith and Glenn will be putting together all the pertinent safety input from the AMA. The information collected will be presented at the August meeting.
- 3) Planes stored in upper building: Between now and the July meeting anyone who wishes to purchase one of the planes make a check out to Anthony, remove your plane. Any planes left after the July meeting will be disposed of by Glenn.
- 4) Trash At the facility: Glenn asked for anyone putting trash in the can please empty out any liquid on the ground and not the can. Also, Ed Ritzko has agreed to allow anyone to throw the trash into his dumpster after chill and grill because the Gray dump site is closed after chill and grill. Ed's building is on the same road as the dump site.
- 5) Board Meeting: Glenn asked Vic to have the Board meet before the August meeting and consider the member's rates and any discounts for 2024 and report to the membership at the August meeting.
- 6) 2024 Officer Nominations need to start coming in by August meeting. Nominations will be closed by October meeting so preparations for November voting ballots can be ready.
- 7) Vinyl covers for tables for use of pilots who have nitro (glow) engines. Glenn asked VP Eddie Cline if he would handle the task. JR Breto offered to provide material needed.

NOTE: Glenn handed out the new pins from our Leadership Club Silver membership
Glenn also reminded the club there would not be a chill and grill on July 4th

MOTION TO ADJOURN: Keith Nelson moved and Eddie Cline seconded Meeting was adjourned at 7:42 PM

Pictures from the S.P.A. Event:



Last month the club hosted an event by the Senior Pattern Association. Being a newer member myself I was unaware exactly what the event was or the history of the event. I interviewed the coordinator for the event, Vic Koenig. He was more than happy to answer any questions that I had about the event and the history. Here are the questions and answers below:

Questions:

1. Have you always been the coordinator or a participant as well?
2. Could you explain how the club or events for S.P.A. got started and how our club got involved?
3. Are more of your personal planes that you fly like the ones that would be seen at the S.P.A. events?
4. What interested you in flying r.c. planes to begin with?
5. What was your first plane that you flew? Have you flown planes in the S.P.A. event as well?
6. Have you seen the event or the r.c. group grow or decline since you have been involved?
7. What direction would you like to see the r.c. aviation go in the future?
8. What is your opinion on the restrictions on flying of when and where we can fly?

Answers:

He did not start as a coordinator, but as a participant. Some of the members of the club were participating in the events already and he began to attend the events and was impressed with the smoothness and grace of the maneuvers that were being done. He thought that it would be very easy for him to compete until he got into the specifics of actually doing them. There is a certain discipline that is not obvious, and until you look closely at the proper way to do the maneuvers and what the downgrades a judge will be looking for, it is not a pretty thing. His inspiration came from Bill Kite and Rhea Starnes. Mr Kite was a super coach at the time and a very good flier.

This years competition was the fourth that the club has sponsored and the second one for which he has been the coordinator. Mr. Jerry Black was the coordinator for the first and he was co-coordinator for the second. The participants at the event are much like the members of our club, where if a part is needed, three are given. If someone has a problem or needs advice, it is given from experience and much appreciated.

The event it self was started back in the 1980's when it began to cost major amounts to have a competitive airplane to fly in the FAI. That problem was constant until a gentleman named Mikey Walker, had an idea to keep flying the older planes and limit the "hot dog" accessories that increase performance and also high tech items. That is why a plane designed and flown before 1978 is used (except in basic class). It is still possible to get the older planes as an ARF or you can build your own as he does from scratch. Building his own planes is more gratifying to him to see something that he built take flight and fly seamlessly. This also helps to keep him occupied in the winter months, building the planes and the summer ones flying his creations.

Its unclear exactly how J.C.R.C. got involved in sponsoring the event, but some of the members were attending S.P.A. events and wanted to see if they could also do the patterns. He himself had his interest piqued and before he knew it he was hooked on the patterns, not just pattern but S.P.A. style pattern that used the same maneuvers flown in that time period. They fly into the judging "box" for each maneuver and then do any kind of turn around they want. Today's FAI pattern does several maneuvers consecutively inside the box before they turn around to come back the other way.

When asked what kind of planes he flew, he said that he usually fly's only pattern planes because they track much better for him after they are trimmed out. He does have a foamy plane for the back yard when winter gets boring. He started flying U control planes when he was in the Navy. Once his daughter was born he put planes on the back burner till she was about 10 and then started the hobby again. His first r.c. kit and radio system came from Tower Hobbies, it was a 4 channel and a Mark's Model P51 Mustang. You would have to pass the transmitter back and forth and that time (no buddy box) I couldn't get it to my trainer in time and I clobbered a tall oak tree. Parts were spread over a 20 yard area.

Luckily there was a Falcon 56 owner there the day he crashed and he was moving up in planes, so he bought that plane from him. It was a much better plane for him and slower allowing him to learn easier. He crashed that one later on and got a Low Wing Midwest Stick, with this plane he really began to fly. This plane was the reason that he began to learn how to build from scratch. He had an accident and broke ½ the wing, the pieces made a good enough pattern that he could draw and cut new ribs and replace the spars and voila it flew. Later that year he wrecked the other wing and replaced it the same way. He later on broke the fuselage in half and repaired it and made templates in case it were to happen again. That was one of his favorites it seems. Mr. Terry Bailey even used those templates to make his own Stick.

Then he found the S.P.A. and particularly the Dirty Birdy. The engine at the time was OS 91 four stroke. The plans were for two stroke so he redesigned the plans to accommodate the four stroke and extended out the fuselage to compensate for the weight of the engine. He liked how it flew and began the basic pattern class and competed for around 10 years. As luck would have it, when a season would end, he would be closer to taking first, then a new guy would come in and beat him out.

He would get frustrated like we all do at times. He is hoping to continue flying for a few more years in competition and get better with age. I asked if he has noticed a decline in the r.c. aviation, he said that he has. In years past they had to construct there planes unless they had a dad or someone who loved to build and who let us fly their creations. Now, you can buy an RTF or a BNF and even parts for when your wreck. Its really an almost throw away hobby anymore. It seemed to mean more when you had to build your own plane from a kit. If you had built your own plane then you would have some knowledge of how to repair it. A term seldom heard anymore is B. O. M. (Builder Of Model) . Seems that aspect of the hobby is being lost and there will only be ARF's in the future.

He would like to see fliers begin to build their own planes more. There is a lot of enjoyment discussing "how did you do that" with others who have made something you admire at the field. Then there is that actual act of flying. As his skills diminish, he is wanting to help newbies get up and running. Pattern is how he would steer them simply to improve their flying skills. It is a joy for him as well as most trainers, to have a student make their first landing. I want to shout and jump up with them then they do. It's a great feeling for him and the student and makes flying a real joy.

Thank you Mr. Koeing for your time and answers, it was a learning experience for not only me but others as well. You do a great service for the club as the coordinator and also as a board member.

My husband shared this with me and I thought it was pretty cool. Of course every pilot I know doesn't want to crash their plane, but these guys seem to make it their mission. Check out this video on YouTube.

https://youtu.be/_NFBpoD6jcw

Recently I have been checking out the build videos on Flite Test.com's website and we watched a demolition derby of the planes at the end of the event. It seems like a blast. Give a person many ideas.

Next Upcoming Event:
August 12th from 9 am - 4 pm
National Model Aviation Day & Club Picnic
Location: Odom-Fennell Field
Coordinator: Anthony Hall
Volunteers are still needed for this and future Events. Please contact coordinators to see if you can help. It would be much appreciated.

Sponsors:

I would like to thank Ed Ritzko for all his generous donations that he makes to the air field. Also a big thanks to the crew at Hobby Town in Johnson City, Tn. They are great for providing advise and help in any way that they can.



If there is anyone that is wanting to list anything for sale or give away, Please sending me pictures if possible and any info. about the item and contact information. I will post these in the newsletters as long as you would like.