

# JOHNSON CITY RADIO CONTROLLERS NEWSLETTER

March/April 2025

Editor: *Dewanan Brooks*

Next Club Meeting:

Date: 03/25/2025

Time: 6:45 pm

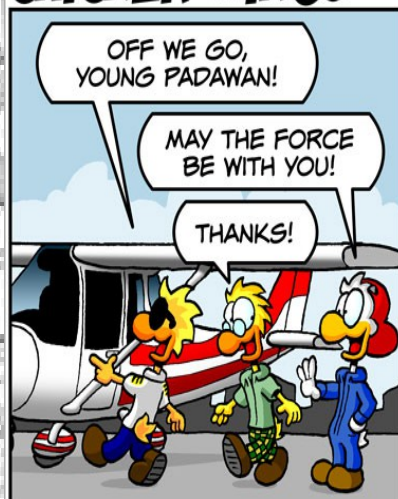
Location: Liberty Church  
Fellowship Hall

## Club Officers 2025

- President: James "Mitch" Fowler (423) 608-6868
- Vice President: Phil Swihart (321) 514-3247
  - Treasurer: Anthony Hall (423) 915-9468
- Secretary: Eric (Nick) Nicodemus (423) 946-2525
  - Safety Officer: Keith Nelson
    - (423)292-2010
  - Field Marshals:
    - Skip Weller (423) 946-3840
    - Craig Quillen (423) 384-4621
    - David Jones (423) 538-4894
    - Jeremy Brooks (423)-525-7410
  - Newsletter Editor:
    - Dewanan (Dj) Brooks (423) 609-4497 ©
  - Webmaster: Craig Quillen (423) 384-4621
    - Event Coordinator: ?
- Board Members Term:
  - Anthony Hall 2024-2028 Skip Weller 2025-2030
  - Craig Quillen 2021-2026 Tim Edwards 2022-2027
    - Jerry Black 2020-2025
  - Board Chairman: Glenn Ross 2024-2029

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



## JCRC Minutes 02-25-2025

24 members present No new members or Visitors present  
Meeting called to order 6:45 PM by Vice President Phil Swihart

November Minutes: A copy of November 2024 Meeting was presented at the meeting. Glenn Ross moved and Keith Atkins 2nd the minutes for November be accepted. A voice vote confirmed acceptance.

ANNOUNCEMENT: Nick placed January Meeting minutes, and Treasurer Report on the table for reference, as well as the Club Charter paperwork sent to AMA to renewal of our Charter for 2025. He explained that the January, 2025 Meeting Minutes could not be accepted due to an error on the Treasurer Report 2025. He suggested that the club look at an alternative way to Report club debits and credits by using our bank's online monthly report and a title page showing the previous month's transactions. No one responded or agreed or disagreed. We could discuss further at our next meeting.

The acceptance of our January Meeting Minutes will take place at our March Meeting.

TREASURER'S REPORT: Anthony reported The January starting balance was \$17,340.64 income (credits) were \$600.00 expenses (debits) were \$107.11 leaving a balance of \$17,833.53. Plus \$5,000.00 CD leaves an ending balance of \$22,833.53. CORRECTED NUMBERS from JANUARY REPORT.

ANNOUNCEMENTS: Glenn asked if the balance included the Fun Fly income? Anthony reported it did not and that it would be reported in March. He told the members that Chris Throop donated the \$255.00 for the facility. The members clapped approval for the generosity of Chris. Anthony said the income was \$137.00 for the event.

OLD BUSINESS: 1) Dual Rates Website. Craig Quillen gave a good insight into what features the website provides. He was not greatly impressed at their package. He did suggest we switch because we pay \$12.00 a month now and the new site is \$149.00/month. MOTION: Glenn Ross moved and Keith Adkins 2nd that a four (4) person committee be formed consisting of the following members: 1) Craig Quillen, 2) Phil Swihart, 3) Johnny Judd, 4) Dave Burnette. These people shall put together a program to be applied to our new rented website "Dual Rates." A voice vote was taken and the motion was approved.

COMMENT BY MEMBERS: Many comments and suggestions followed and no clear outcome was decided. It was suggested the President pick the four members. Also, discussed was to take the program to the Board. No further action was taken.

NEW BUSINESS: Phil brought up grading the driveway adding the #57 gravel and finishing the job. He added he could get the job done next week if he could get an additional \$200.00 to pay someone to do the grading.

MOTION: Glenn Ross moved and Vic 2nd to take \$200.00 from our money to pay for the grading and Phil will get the job done in the next several weeks. A voice vote was taken and the motion carried.

JCRC Minutes 02-25-2025

24 members present No new members or Visitors present  
Meeting called to order 6:45 PM by Vice President Phil Swihart  
Cont.

ANNOUNCEMENT: Phil said the Spring Work Day would be sometime late April. Glenn brought up the rules that are on the boards on the sun side of the member tables shelter are de-graded. Discussion followed no action was taken. Glenn added He is not doing the Old Folks Home Flight Demo this year. David Jones brought to light the cameras have failed and his effort to reboot them failed. Craig said he would check the equipment and show someone how to fix the problem. He added that the cameras are OK and do not need replacing for now. David also suggested that the club have a new event for Veterans Day, November 11 and invite any vets to attend. No further action was taken. Glenn brought up Chill and Grill. Dewanen said she would try as long as supper could begin at 6:30 PM due to her not being able to cook until at least 5:30PM-6PM. Skip offered to start the grill for her and get her started but he would not be able to help for long.

MOTION: Glenn Ross moved and Keith 2nd that the club provide Dewanen \$300.00 in start up money and supper moved to 6:30PM. A voice vote was taken and the motion carried.

ADJOURN MOTION: Craig Quillen moved and second by Chris Throop. Motion carried. meeting adjourned at 7:45PM

JCRC Newsletter Article  
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.
- 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 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.

5) Electric motors:

- a. Inspect the wiring for insulation damage.
- b. Check all battery packs, including plugs for insulation and solder joint damage. Repair or replace if required.
- c. Check all electrical plugs (battery and servo) for damage or corrosion. Clean or replace as required.



- 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. Re balance 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 roll out.
- 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 damages 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 stored in an unfinished basement or yard barn for 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 ¼” wing tube hole. Not easy or fun digging them out of it.
  - Broken solder joint on my main LiPo batter plug. That sent me home for the day.
  - 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  $\frac{1}{4}$  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. 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. 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 landing.  
Mr. Anthony Hall

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Don't Forget:

The spring fun fly happening on April 26, from 9 am till 2 pm.

This will be hosted by Bob Etheridge.

Please make sure to check and see if he needs any help.

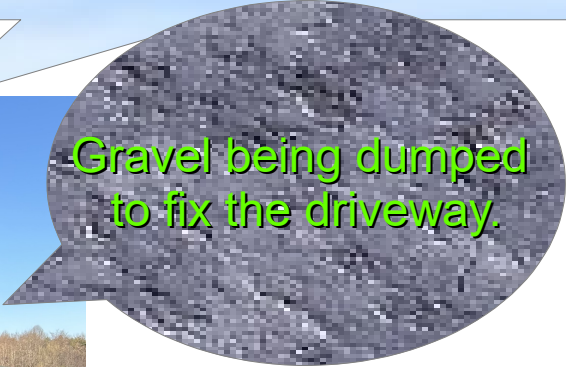
The March meeting will be held at the fellowship hall at 6:45 pm  
but the April meeting will be at the airfield at 7:00 pm.

The Chill-N-Grill will start up on April 29<sup>th</sup> at 6:30. We will be starting off with fresh burgers, then switching to hot dogs the week after. All side dishes and deserts are welcome and everyone is invited to participate.


# New Gravel!!!! Yeah!!!!



Driveway being graded for the new gravel.



Gravel being dumped to fix the driveway.



More gravel to make the driveway smooth and safe travel and smoother ride for the plane in storage.

New gravel was applied Tuesday on 3/18/25.

2 inch gravel was applied at the lower portion of the driveway and #57 applied to the upper portion.

Limiting driving speed to 5 mph will ensure we have a healthy driveway. Faster speeds will accelerate the erosion of the driveway which will escalate maintenance costs.





Next Club Meeting: 03/25/2025

@ 6:45 pm

Location: Liberty Church  
Fellowship Hall

**SPONSORS:**

Very helpful guys,  
able to answer any  
questions that you have.

Johnson City Heating & Air  
135 Mosley Road  
Johnson City, TN  
37615

Hobby Town  
3607 N Roan  
Street  
Johnson City, TN  
37601





I also wanted to let everyone know that we also have coffee cups with the clubs logo available now. They can be personalized any way you would like. They are \$12.00 for 15 oz. I am also working on a design for the tall 20 oz tumblers that will soon be available. Those will be \$20.00. I also have club hats as well. Also key chains available. The shirts are still available, I would just need to know what color shirt and size and what you would like on it. I can also do hoodies and long sleeve shirts as well.



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