



**May 2001 Knox County Radio Control AMA# 594**  
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 Jerel Zarestky  
 John Heard



This is the time to start getting your SPA models ready for the coming season. Ed Hartley and Dennis Hunt have their Daddy Rabbits on display here. If you will remember, we have a Senior Pattern Association event coming up on the first weekend in June. Looking at my calendar says that it's only a month from the time you get this issue of the Newsletter. We will need a lot of volunteers to help out putting this contest on. See Joe Bolinsky or Dennis Hunt to let them know you can help out. I have no doubt that the help will be forthcoming. Last year's SPA Masters went over very well, with a bunch of KCRC members contributing their time and effort to making it a good one. As I recall, we had several members flying in it with a few first time competitors. And they won their share of hardware. I expect that this year's event will bring out a few more to try their hand at pattern the old way. I have seen quite a few of our members who could cut the mustard in SPA competition.

Robert Stewart very capably wrote up a recent trip he and Gay made to Florida...

Dear Fellow KCRC;

Jim asked me to report on a trip to the Florida Jet Fly-in at Flagler County Airport ( a few miles north of Daytona Beach, Florida ) held March 1st-4th, 2001, and also the Giant RC Flea Market held at the Georgia State Fairgrounds in Perry, Ga. on March 3rd.

My wife, Gay, and I spent 18 days on the trip, visiting Tampa, Ft. Lauderdale and Daytona Beach.

The Jet Fly-in was conducted similar to the Joe Nall, in that it was a non-competition fly-in, although numerous prizes were awarded for various achievements. The Friday crowd was quite large, and they broke for a lunch break at noon, lining up the planes on the runway for photo opportunities. The average cost of these models is ~ \$12,000. While looking at the lineup, I did a little math and figured I was looking at about 2.5 million dollars of models! I talked to one of the pilots, who said he flew both props and jets, and although the jets are easy to fly, he gets "nerves" while flying the jets. The Concorde model was on display as it was at the Joe Nall last year. It has yet to fly, which may be connected to the \$80,000 price tag it carries. When it flies, Terry Nitch is slated to be the pilot. One pilot lost control of his jet over the crowd. A couple of seconds of real excitement! Ironically, it hit his van, missing the food tent by ten feet. The jets are really fast and interesting to watch, but for myself, I believe the cost would take a lot of the fun out of it. ...( continued )  
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### This and That

Notice the date of this issue, can you believe May? Already? It doesn't seem possible that summer is almost here! I'm writing this on April 3rd, and the weather outside has been frightful. No snow, but rain and wind and rain and clouds and cool temperatures. I haven't been to the field for weeks, it seems ( because I'm a Wimp ). I'm ready for some hot weather. ( Then I can complain about the heat! )

I see that it is almost time for our Fun-Flea-Fly. By the time you get this, it will be over and somewhere in the next letter, you can get the results of what happened. I'm looking forward to it, but I doubt that I will attempt to participate in the Fun Fly portion. The last time I tried any competition, I found that I'm a lot more competent at watching. Besides, they'll need timers or judges. That I can do.

Chris Field is keeping me up to date on the membership role, and we have done very well indeed. I got an e-mail from Mark Paterick telling me that I haven't been sending him the newsletter. I guess I had him marked on the online list when he wasn't supposed to be. If any of you don't receive a newsletter about the 1st of the month, let me know. As hard as it is to believe, I sometimes make a mistake. Speaking of the online version, I think I have my list updated, but if you get a snail mail version when you prefer it online, let me know so I can put you on the list. The pictures ( when there ARE pictures ) look great online.....

( Review by Robert Stewart of the Perry Flea Market )

After leaving the Jet Fly-in on Friday afternoon, we arrived at the Georgia Fairgrounds around 7:00 p.m. We set up our motorhome about 75 yards from the main building. They were setting up the tables for the next morning's sale when we got there. There were 600 tables in two buildings full of RC stuff. We walked through the entrance and Gay said " We're in trouble now! Let me hold the checkbook and your Visa card! ". I was definitely on overload!! Things were selling fast and this was just the setup phase. The sale opened at 7:00a.m. and a lot of cash was already changing hands. I definitely did not have much time to mull over my purchases, except for the items that nobody else in the place wanted. After my money ( and Gay's ) was gone, we were fortunate to have some food left in the motor home to eat on the way home. As you would expect, there was high dollar stuff as well as bargains if you looked and negotiated. A vendor offered to sell an " Ultra Stick " to me for \$200. I purchased a fancy flight box, a slightly damaged fiberglass Tanca ( .91 size ), and two discontinued 120 size Ace "Seamaster " models partially built. Actually, one is ready to paint and the other is about 50% built. I figured it would be good for parts if I don't finish it. I think I was the only one there interested in the " Seamasters ".

There was everything from electric to giant scale, RC boats, and all kinds of kits. They had indoor flying on Saturday in a third building, RC boats on the pond outside, and a helicopter demonstration between rain showers. The copter pilot was great!

The sale is an annual event and if you have enough to sell to justify the trip, take it to Perry. Tables book up early and cost \$10.00. Admission to the sale is \$5.00 and motorhome camping with full hookup is \$18.00 per night.

We had three very interesting days of RC fun!

..... by Robert Stewart

( Ed. note: Thanks, Bob. Outstanding writeup)

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A club meeting should be like a skirt. Short enough to be interesting, but long enough to cover everything!

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### Seen at the field

A fair amount of activity at the field lately. John Heard tells me he took his HOB glider up recently. C.D. Martin was there and offered to handlaunch the glider for him. He carried the model to the east end of the runway and began running to get his speed up when his feet became entangled with his enthusiasm and he lost all semblance of control. John says he actually bounced when he landed. C.D. entered himself in the Crash of The Month contest showing his scrapes and bruises as evidence. John was so overcome with emotion he landed the glider in a tree top! C.D. had his new electric J-3 Cub but was unable to get a takeoff because of groundlooping.....

Chris Woods and Jerry Goss need to practice combat one at a time. When they are both up, they tend to run into each other head on. Three times they have demolished their planes ! I think I would review my tactics. Not many points are awarded for crashes.....



### Work Day...

At the club meeting Tuesday night, it was suggested that we have a work day to repair cracks in the runway. They have gotten large enough to really interfere with small wheels on landings and takeoffs. Since we have a SPA contest coming up in a few weeks, we voted to do it on the following Saturday. Obviously, there was not enough time to notify everyone, so the people who were at the meeting just met at 8:00 AM and did it. Above is some of them. Gene Waters sort of ramrodded the event and made the decision on the excellent technique to use to repair them so they would stay repaired for a while. We had a professional come out earlier and give us an estimate on the cost of getting it done professionally. They wanted almost \$5000 to do it and said it would hold for two or three years. I think we spent in the neighborhood of \$300, and I think it will hold for that long easily.

The technique we used was to open the surface crack up so that we could fill the crack all the way to the ground with asphalt mix. This was a gravel and tar mix that was pressed into the opening, then the surface was sealed with a substance consisting of sand and a liquid tar compound that flowed into the gravel mix and could be smoothed very nicely. There was a lot of water damage to the runway and many cracks which were getting worse. Small cracks ( and there were thousands ) were sealed with a similar sealer which could be poured over the cracks and then smoothed.

I was very impressed with the amount of effort put into the job by a lot of people. The picture at the top of the page is a few of them. I wanted to be sure to mention the people who got there early and worked most of the day at a hard, messy job. They were Bill Pennell, Walt Keane, Phil Cope, Gene Waters, Bill Dodge, John Heard, Joe Bolinsky, Jerel Zarestky, Joe Parrott, Bob Morris, Ben Oliver, Chris Woods, Mike and Karen Foley, Joel Cate, Al Crandall, Ray Curd, Harry Hogan, Carl Sten and Ben Dickman. I'm sure I've missed folks and I apologize. Let me know and I'll get you an Attaboy. Others began arriving as the day went on but since we had not notified them of the work day, they did not come prepared to putter about in tar. It was a messy job. Some pitched in on other jobs but unfortunately I didn't get all their names..

Mike Foley and Joel Cate, along with a couple of others, did a good job digging out under the benches and placing tiles to keep your feet out of mud on rainy days.

Many thanks to everyone who showed up Saturday. It was a very good and productive day!.....

# April Minutes

The April 10, 2001 meeting of K.C.R.C. was held at the Deane Hill Recreation Center. President Joe Bolinsky called the meeting to order at 7:02pm. There were 34 members present at the meeting. The meeting minutes from the March meeting as printed in the newsletter were passed as read. The treasury report was given by Chris Field.

## OLD BUSINESS

Joe reported that the Club paid \$439 for the tee shirts and hats, so far, the Club has sold \$273 worth and there is about \$200 worth of inventory left. Joe said he has 13 hats and about 19 tee shirts left. If you want one, see Joe at the meeting or at the field. John Heard said there are still some license plates left at \$2 a piece. Joe passed around a sign up sheet for the Museum show that's coming up on May 12, 2001. He said we were lacking on airplanes and we had plenty of room for airplanes. Joe said he received a nice note from the lady at the Museum thanking us ahead of time for our efforts. Joe reminded everybody to be at the Museum by 8:30am so we can get set up before people start showing up. Repairs on the runway are being headed up by Gene Waters. Gene gave a presentation to the members present at the meeting as to what was going to be involved in repairing the cracks in the runway. Joe passed around a sign up sheet for the work party. (The repairs to the runway were made on Saturday, April 14th, and it looks real good) President Bolinsky reminded everybody about the date for the Flea/Fun Fly, which is to be held on Saturday, April 28th. Chris Field is heading up the Fun Fly and gave a short presentation on what some of the events are going to be, like a climb and glide, number of loops in one or two minutes, spot landing, etc. For the prize, there will be a \$50 gift certificate from Tennessee Model Hobbies. Joe Parrot was thanked for making the flyers for advertising the event.

## NEW BUSINESS

President Bolinsky asked the Club members if there was any interest in having a picnic this year, and if so, what month. It was decided that Buddy's Bar-B-Que would cater the event and the Club would charge \$5 per person. Buddy's requested that we supply a canopy to cover the food this year so we can keep the food in the shade. The members discussed purchasing some canopies and keeping them at the field, but there was some concern that they might be stolen. Joe also notified the members that someone tampered with the lock on the gate, and John had to replace it again. President Bolinsky called on Chris Woods, our Sergeant at Arms, who had some comments from the guys that fly the electric planes, about the flight paths and landing zone for the electric planes. At the east end of the runway past the flight line (the big grassy area), where Jerel auto-rotates his helicopter in when he lands and also where the electric guys land their planes, there is some concern about the possibility of someone's car getting hit by a plane coming in to land. It was noted that there are people that park their cars and vans past the last pole at the end of the flightline. It was asked that you not park past the pole at the end of the flightline. It was also noted that we need a marker on the fence at the west of the house at the end of the field, to serve as a reminder not to fly any further out than that. A motion was made to install a sign at the end parking lot to designate a no parking area. The motion was passed. Chris also brought it to the attention of the Club that there are members that are still flying with last year's AMA card or not putting a card in the holder for the frequency pin. If you don't have your current AMA card with you, please put your driver's license in the holder. And.... please don't turn your

transmitter on unless you have the frequency pin. Dennis Hunt gave an update on the SPA contest that is coming up in June 2nd and 3rd. There will be about 25 contestants. Joe Parrott will be catering the lunch Saturday and Sunday, Karen Foley will have coffee, donuts and cake available in the morning. Sandy Bolinsky will run the scoring. Rod Godwin will do the announcing. Dennis asked if there was any interest in having a dinner on Saturday night after the competition, none of the members who were going to fly in the contest were interested. The entry fee for the contest will be \$20. The trophies will be paid for out of the entry fees. Jerry Goss suggested that the Club take its oldest member and make him or her an honorary member for life (an Emeritus member), and waive the dues. The question was asked if it would be the oldest in years or with the longest membership in the Club. Joe said "the oldest active member in age". The members present declined. Chris Woods asked that all members please send him their name, address, telephone number and e-mail address so he can make up a listing of all the members of the Club. Chris said once he had all the information, he would get it printed up and bound and each member would get a copy. You can e-mail him the information at: woody@thistlegate.com

## MODEL of the MONTH

Jerel Zarestky showed off his new scratch built combat plane. It has a wing from a Wild Thing, an arrowshaft for the fuselage, a small vertical fin and a stabilizer. He said it had a light wing loading and it flies quite well. He calls it the Z plane. Although he didn't enter his model into the Model of the Month contest, Jeff Goodreau showed off his rubber powered Gillows Stuka. He said it took him 2 weeks to build. He did a real nice job on it.

## CRASH of the MONTH

Jim Scarbrough told the story about what happened to his SpaceWalker. About the 1st of March Mike Rogers had a new Perry Carburetor for a SuperTiger 2000, and he couldn't get it to run right on his engine, and he knew that Jim had a SuperTiger mounted on his 1/4 scale SpaceWalker. So he put the carburetor on the engine and it ran fine, so they flew the plane. All was going good, when Jim turned the plane out over the lake, the plane spiraled down into the middle of the lake. Jim went down to the lake and managed to get a fisherman to take him out to get his plane.

Chris Woods said he took his 25 sized J-3 Cub up to about 150 feet and put it in a flat spin..... and it never came out of it. The last time (about a year ago) Chris and Jerry Goss flew combat together they went 'head to head' and had a mid-air. They decided not to fly combat together for a while. They decided to fly combat again this year, they had a mid-air. They went home, rebuilt the planes and flew against each other again on Sunday and mid-aired again! Chris put his plane in a power dive and when he pulled out, the planes collided.

Chris Woods won the Crash of the Month contest.

The meeting was adjourned at 8:05pm  
By Michael J. Foley, Recording Secretary

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A propeller is just a big fan on the front of the airplane to keep the pilot cool. Want proof? Make it stop and watch the pilot break out in a sweat.

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If God had wanted man to fly RC, He'd have given him more money.....

**Don't forget that the May meeting will be at KCRC Field .  
May 8, 2001 at 7:00 PM. Come early and fly.**



Top is John Gluck and his "E-Wing". I think it is a combat speedster. John is one of our instructors who generally stays pretty busy. The combat scene is attracting several flyers from KCRC. Next is Don Martin, Ben Oliver and Ed Hartley with their speedsters. Ben and Ed have the Extra 300 ARFs from World Models. These are outstanding flyers. Ben built his first, and when Ed saw it flying, went home and started putting his together. They are very happy with them. I understand Ed has had the eye surgery and now can see his plane when he's flying. Don Martin has the big Bingo if I'm not mistaken. Powered by a biggas engine, it fills the bill as a great way to spend an afternoon. Top right is Bill Cowger and his beautiful ARF Cap 232. Also a good flyer and a handful. Speaking of a handful, below right is Paul Funk and his new park flyer. Yeah, right!! It is the huge Hanger 9 Extra 330. Powered by a big twin-cylinder gas type, he says it is a competitive jewel. ( Pictures are by Ed Hartley. Thanks Ed )