



June 2001, Knox County Radio Control Society, AMA # 594
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Flea-Fun-Fly

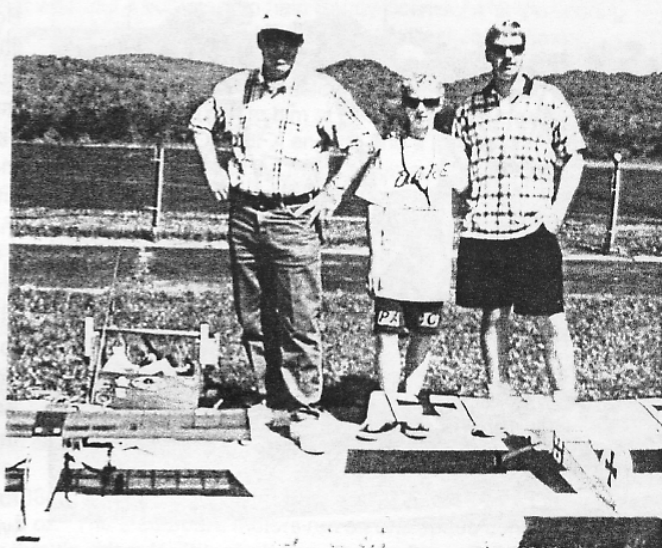
On April 28th, we had our first (that I know of) combination Flea Market and Fun Fly. We had put the word out on this event so that we might attract a few visitors to come help us celebrate the advent of spring. And it was a beautiful spring day we had, with light breezes and lots of sunshine and warm temperatures. I had my problems with a back pain and had to leave at noon, so Mike Foley will contribute to the Fun Fly portion of the report in the minutes. There was a good turnout of folks for the Flea Market. A small portion of the view from the west end of the parking lot shows a goodly number of vendors set up and waiting for the money to come in. I saw a lot of stuff change hands.



Lots of engines and kits and models of all types and condition. I saw a 1/4 scale Cub, all built and ready to cover, go before I had a chance to buy it. Below is (from right to left) Joe Bolinsky, Mike Foley, Jerry Goss and Chris Woods relaxing. On the left is Kenneth Lovin, who hails



from the Harriman club, all set up and killing time till noon when the Fun Fly portion starts. Below is some other visitors



from the Johnson City Club, shown from right to left is Mike Wortman, his son Michael, and Vic Koenig. Mike brought a huge P-51 kit with fibreglass fuse and foam wings to sell . Seems like they had a bunch of "Ugly Sticks". They also knew how to fly. Michael did a good job of it after he learned the whereabouts of the trees. Below is former member and Sweetwater native, Edward Lee, taking his



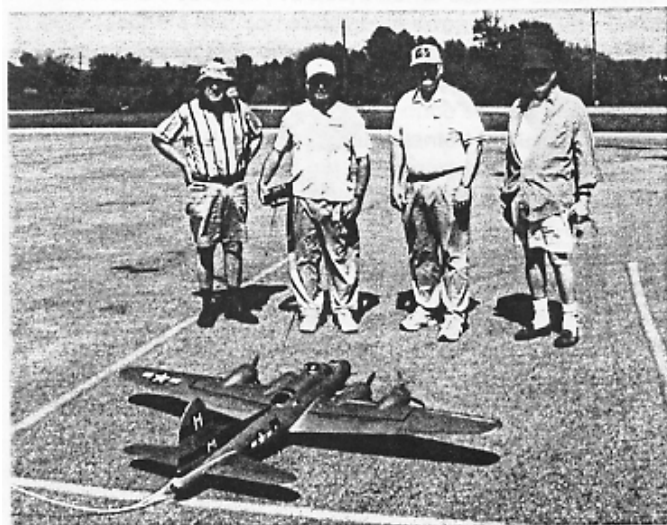
ease after a brisk run on his merchandise. He traded the good looking Cap with a 4st .91 at his feet for a good looking 70 " Lazy Ace with a twin Saito 1.30. Not a bad deal either way.....

This and That...

Got some pictures from Bob Mugge of his gorgeous electric B-17. This is an awesome job of work. Lou Cotton is the chief



test pilot and they took it out for some taxi tests recently. Still hasn't been in the air, and I hope they take their time testing it before taking the big plunge. Bob plans to bring it to the May meeting and to the Museum show if he can make it. This is a



picture of the intrepid group during the early testing. Looks like (from left to right) Doug Laymon, Lou Cotton, Bob Mugge and George Falshaw. All live in Tellico Village. While we're looking at electric marvels, take a look at the beauty below. This is an electric C-47 built by Mike Beard's future son-in-law. Mike mentioned this plane in a recent exchange of e-mails and I asked him for a picture. I don't have very much information on this model; as I recall, Mike said the wingspan was ~ 90 inchs. Wow!! He says it really looks good on a low slow flyby with flaps down. I just hope that it comes visiting to our field and I get to see it. Mike and his future-in-law use "Orville" and "Wilbur" as call signs.....



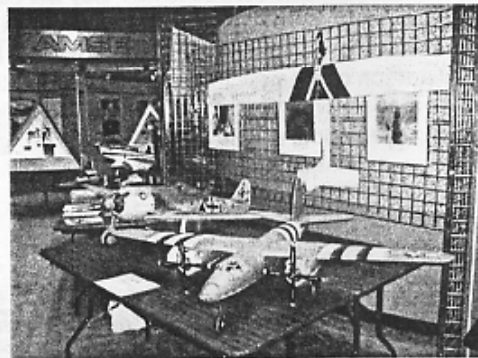
Display at Oak Ridge Museum

Our members turned out in force on May 12th to show their creations to the general public at the annual Theory of Flight day at the Museum of Natural Science in Oak Ridge. We had ~20



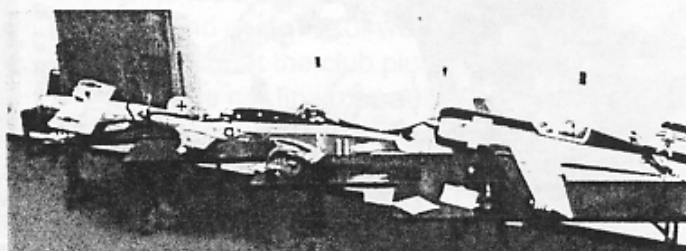
representative models from almost every facet of our great hobby, from helicopters to IMAC aerobatic beauties, from World War II heavy metal to WWII fighters, from sailplane floaters to scratch designed jewels that have the wing loading of a

rock. Some of the members who brought examples or came to help out are Ray Le Blanc, Tommy and Jimmy Hood, John Heard, C.D. Martin, Jerel Zarestky, Harry Hogan, Joe Parrott, Phil Cope, Chris Luck, Gene Waters, Walt Keene, Dennis Hunt, John Williams, Mike and Karen Foley, Joe Skorski, Joe Bolinsky, and myself. We started bringing in the models at a little after 8 AM and breaking the displays down at 1 PM. A large number of visitors came through to see all the things the museum had on display, our models being a small portion of the total. The pictures here show just a few of them, thanks to C.D. Martin and John Heard. Among the (I thought) more interesting things to see or hear



was a discourse on the SR-71 Blackbird and the famous U-2 given by one of the former pilots of both, with slides to illustrate his points. Another was a display of the new Parasail type home flyers along with their owner-flyers from the local area. They are pretty impressive toys and the pictures the flyers had taken from their mounts while flying around the hills and valleys can sorta turn you on.

The club distinguished itself by the effort put forth at the exhibit and gave everyone who came by a view of the enthusiasm we have for our great hobby. Many thanks to all who contributed and gave their time.....



The May 8, 2001 meeting of K.C.R.C was held at the Club field.

Vice-President Phil Cope called the meeting to order at 7:05pm. There were 25 people present at the meeting. The minutes from the April meeting as printed in the newsletter were passed as read. Chris Field gave the treasury report.

OLD BUSINESS

VP Phil Cope reminded everybody about the Museum Show that was to be held on Saturday May 12th, and asked that everybody please be at the museum by at least 8:30am so there would be time to get everything set up before the museum opened. Phil asked for a report from Gene Waters on the runway repairs. Gene reported that the repairs on the runway went well, that all the cracks have been filled. He said that the old taxi strip was in need of repairs as well and we had enough materials left over, so it would be repaired as well. The Club spent \$324.82 on materials to do the repairs. Another \$60 was spent on step stones and sand in front of the benches. There was a discussion on hiring someone to seal the surface of the runway later on in the year, near the fall. It was suggested that we get another work party together and do it ourselves, but that idea was quickly shelved. VP Cope asked Chris Field for a report on the Fun Fly. Chris said that everyone enjoyed themselves. There were 13 contestants. Phil Cope won 1st Place, Chris Woods placed 2nd, Jerry Goss placed 3rd and Carl Sten placed 4th. We also had some visitors who attended the Flea Market and/or flew in the Fun Fly from Kingsport, Sweetwater and Harriman, Tn.

NEW BUSINESS

VP Phil Cope asked Dennis Hunt for an update on the Senior Pattern Contest that is coming up on June 2nd and 3rd. Dennis said that there would be better than 30 people there to compete. There will be trophies in all categories, and the first 5 places in the Novice Class get one as well. Phil asked if the Club needed to paint the runway before the contest. Ed Hartley said he might come out and paint the centerline that is all that is needed in SPA. It was noted that we need a volunteer to help Sandy Bolinsky with the scoring during the Pattern contest, to check the scores as they are put into the computer. If you'd like to help, please contact Joe Bolinsky, Dennis Hunt or Ed Hartley. The cost to enter the contest is \$25 (it was reported in last month's newsletter that the entry fee was \$20, that is incorrect), which does not include food. Gene Waters bought another barrel of fuel and has it for sale at \$10 a gallon. If you need any fuel, he usually has a couple of gallons or so with him when he's out at the field, or you can talk to him at one of the Club meetings. Gene Waters also announced that he has a Tower Hobbies 40 Trainer kit (not an ARF), with an OS 46FX engine, and a Futaba 4 channel radio for sale for \$225. It would make a great trainer for someone who is looking to learn how to fly. If you are interested in this combination, please see Gene. Chris Luck gave a presentation to the Club members about holding an IMAC competition next year at one of the fields in the surrounding area. He noted that Paul Funk had a neighbor in Corrington that offered his farm. Chris and Paul went out and looked at it and they thought it would be good for the big planes, the land is all flat, about 2 or 300 acres. Chris said he would like to go back out there to talk to the owner again. He also checked with AMA and all it will require is the Club to pay \$20 for him to be listed as additional insured, and the Club Charter will cover everything. Chris said he didn't know how much interest there would be in our Club. If you are interested in something like this, please see Chris Luck or Paul Funk. They can give you more information.

MODEL of the MONTH

Ben Oliver showed off his new Daddy Rabbit with an OS 91 four stroke. Ben won the engine in the SPA Masters contest held at our field last year. Good looking plane, Ben!

Bob Mugge brought out his B-17G, modeled after one from the 388th Bomb Group, 561st Squadron, powered by 4 Leisure 05 electric motors, geared 2.77-1, 28 cell (RC2400) battery, weighs 13 lbs. 6 oz. The 2 outboard motors run on one speed controller, the other 2 (inboard) are on another speed controller and are wired into the throttle channel. The plane has working flaps. Bob said he put "oleo" struts in instead of retracts. It is built from balsa, with the exception of some sandwiched ply in. The plane is covered in monocoque. He said he had 2 years invested in the project so far and had yet to fly it. Someone asked if he was going to fly it from our field and he replied that he would like to find a larger field for the first flights in case of trouble. It hasn't flown yet, but has had some ground checks done on it.

Gene Waters showed off his new Sig Quik Built P-51 Mustang (kits are out of production) all decked out in silver and green, with an OS 91 four stroke and retractable landing gear. He says he hasn't flown it yet, but he figures it'll fly as well as the other one he had.

Wally Sefic brought out his "Wimpy", a plans built electric plane. He said he got the plans from RCModeler. It has an 8 cell battery pack 2400mha, geared 3 to 1, 4 channels and will fly at full throttle for about 6 minutes, 8 minutes if you throttle it back. He said he has about 50 flights on it.

Bob Mugge won the Model of the Month and a gallon of fuel.

Crash of the Month

C.D. Martin told the group about his Goldberg J-3 Cub that he "electrified" with an Astro 15 with belt reduction that he had laying around. He said the first time he tried to fly it, it was real marginal, it wouldn't get off the ground. So he changed the prop from a 12 to a 14x6. John Heard said it was the prettiest take off he'd ever seen on a J-3. C.D. said the plane lifted off the runway and staggered bit, so C.D. figured he'd better turn away from the trees. When he did, the plane did a stall and a snap, and plunged earthward. It broke off the back of the wing and the whole front of the plane is gone. But he has enough of it left that he can rebuild the front end and put an engine on it.

C.D. Martin won a bottle of glue.

Please attend the June meeting at KCRC field on June 12th, 2001 at 7:00 PM.

At the Field.....

Lots of activities going on at the present time.

Emiritus member Carl Gibson is back from his annual hiatus in Florida. Carl always has a good time at the KCRC field and a lot of that time is spent sitting around and shooting at the bull. Which is a favorite pastime of most of us OFFA members. I guess that the one thing that doesn't hurt or get arthritis with age is the tongue. We do flap the jaw! Carl is flying a new 60 size 4Star-40 with a Thunder Tiger 4Stroke .91 and he says it is the best thing he has flown. I must say that it does it right well. He also says that the engine is a good bargain. This brings up a thought that, if you ask ten people about their experiences with models of engines, you'll probably get ten different opinions about the relative merits of the subject. I've heard horror stories about some particular item that somebody else swears by. Some swear at, some swear by. I don't exactly know why this is, but I have an idea that, in the case of a model, the opinion starts somewhere early in the building. I once started to build a model of a plane that I had really wanted to build, but during the construction phase, I got very aggravated at a particular design procedure (and some of the material) and lost all interest in completing it and threw it in the attic where it eventually became junk. If you had asked me about that model later, I would have held forth on how bad the model was and not worth the money. If I had kept my cool and done what a good modeler is supposed to, I would probably have ended up with a pretty good model and a much more favorable opinion of it. If you buy an engine and it doesn't run right, chances are that it is something which can be righted with a little effort or a trip back to the factory. All the designs are good and most of the construction techniques are fine, although there is always a lemon or two that sneaks thru. The less an engine costs, the more likely you will encounter one of these lemons. They say that when you get lemons, make lemonade; send the turkey back to the distributor until they make it right. It is to the manufacturers benefit that they have satisfied customers and they will try to make you happy.

I have always preferred to build my models from kits; that way, I get to spend more time with my investment. Lately, I've come to the opinion that I also spend more money! The ARFs that I used to look at were not that great in construction or covering material. Have you looked at the ARFs lately? I don't think there is any way that you could buy a kit and finish it with the quality or price of the new breed of Ready-To-Fly kits. It looks like you pay for the privilege of building. At one time, a kit was an economical way to get a model in the air. The price of radio equipment has gone way down in the last thirty years while the quality has gone way up. You can buy a real good radio system for what they ask for a bare bones kit now. I reckon the oil

companies have shown the way for the kit manufacturers. I can't see that it costs any more to produce a gallon of gas now than it costs five years ago. If they keep going, the price of gas will catch up with the price of water!

What got this started was, I recently started looking at ARFs because I wanted something quickly. I was looking to buy a new Cub to replace my old Top Flight Cub that was pretty much worn out, and that is the same size as the Goldberg and the Great Plains .40 size. What I ended up with is a F3A hot dog I hope to learn how to fly on. The reason I bought it is that everytime we have a pattern contest, I get the urge to try to learn the pattern again. Usually I crash the plane and go back to Cubs.

Well, I've spent this column getting a few things off my chest. I still think they are taking advantage of us on kit prices, and I'd like to see a manufacturer spend less on decorating the box and packing, and charge us less. The cost of CA glue, covering material and all the little extras you have to buy do get expensive. My wife says I have enough models, and I need to spend more time flying and less time spending money! She just does not understand....



For Sale

Futaba Conquest 5 channel FM or PCM w/ receiver, battery packs and charger, channel 46 — \$100 (no servos)

Futaba T6XA FM transmitter w/ 3 model memory. 7 channel dual conversion receiver, battery packs, charger, manual. Channel 28 ————— \$130.00 (no servos)

Hanger 9 12 volt Super Starter w/ banana plugs \$20.00
Call Mike Rogers at 588-9771

Upcoming Events

*The SPA contest will be held at KCRC field on June 2nd and 3rd. A crowd of contestants is expected. Members are encouraged to come and compete or work.....

*Don't forget that the club picnic is coming up. The date was not finalized at the last meeting, but will be announced in the next newsletter. As of now, I think it will be in July.