



July 2001 Knox County Radio Control Society AMA# 594  
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### This and That...

The following is a report on the Mint Julip scale meet ( one of the Biggies ) held on May 18-20 at Rough River Resort State Park in Kentucky. Sent to me by Bob Mugge;

The park is ~ 60 miles southwest of Louisville, Ky. It is on a lake, near a dam, and has a full service resort and an airstrip. The runway is close to and parallel to State Highway 79 and the flying was done between the runway and a tree line several hundred feet on the far side of the highway. Diane and I took the B-17 ( Ed note; see last months KCRC newsletter ) to show to George Maiorana, with whom I have corresponded regularly about flying large electrics. He had entered his TU-4 ( a Russian copy of B-29 ) and since I had not been able to get to Top Gun, we decided to try to see him at the Mint Julip. We stayed at the resort lodge, which was a really nice facility complete with convention rooms for the meet banquet, and a good restaurant.

About 55 planes were entered, down somewhat from a recent average of 70-75. Perhaps this was due to the price of gas, but also to the mishaps that I heard about at recent meets in Florida. Supposedly, several planes went in down there.

As a traditional balsa and ply builder, I was amazed at the things being done with foam and glass these days. aaaaAlthough there were many traditional built planes entered, many of the really accurate models were built with new technology. In addition, many of the modelers have invented techniques for constructing details that I would not have thought of, much less known how to do.

The range of models entered covered everything from WW1 triplanes to multi-engine bombers. Many planes from the 30's and 40's in addition to George's TU-4. Skip Mast had his OS46 powered

B-29 ( which is the same scale as George's ) and Hal Parenti had his shiny B-25 ( copy of the Oshkosh B-25 ). There were a few other multis. I don't remember any other electric besides the TU-4.

There were 5 or 6 events, several in the fun-fly category, where static scores are of minor importance, and flying is the whole ball of wax. Others were in the designer and expert category, where static judging carries much greater weight. Many of the pattern type planes ( and there were a lot of them ) were in the fun fly events.

There were no jets officially entered, but Lewis Patton came in on Saturday and demonstrated a turbine powered model. If you have never seen a turbine powered jet fly, you GOTTA! Its UNBELIEVABLE! I thought I was watching one of the Thunderbirds! Needless to say, you gotta keep your eyes on it all the time. An awesome demonstration.

We arrived about 2 on Friday in time to see some practice flying. The wind was kinda gusty and crosswind, which made flying the smaller lighter models a bit of a chore. Weather continued to be a question, with some thunder and lightning to the north in the evening, but only a few sprinkles bothered anyone through the time we left on Saturday afternoon. Modelers continued to arrive until late Friday, with a few stragglers getting there on Saturday morning. Most static judging was done on Friday. Saturday there were two flying sessions scheduled, one in the morning and one in the afternoon. The schedule was repeated on Sunday. We watched the Saturday morning flying session and took a lot of pictures. There was supposed to be a concentrated picture taking session between rounds but delays cancelled it. The only major mishap that occurred while we were there involved Skip Mast's B-29. After a pass over the runway on its first official flight, the plane overbanked in the turn into the crosswind leg. Skip managed

to level it, but it immediately rolled right and went in on its nose. Many pieces- looked totaled to me. Sad! Skip said the radio tested OK and no conclusions as to the reason. Looked like a low speed stall to me.

George's TU-4 flew very well, I thought. It was very quiet-it appears the brushless MaxCim motors he used are quieter than the brush type many of us use. These contest models get expensive- most have several thousand dollars invested. For instance, George had \$600 in 2 sets of batteries alone! 48 cells each of 3000mAh hydrides at \$6 a pop. You have to see his TU-4 to believe it. It is covered in adhesive backed aluminum with all the scale panel lines and rivets. The technique he used to do this is unique and different from all others I'd heard about. He was in first place in team scale after the first flight.

I had intended to use part of our time at the meet to do some model shopping, but a major disappointment was the total absence of vendors. Only one local hobby shop displayed anything at all for sale, and only small accessories at that. So, as we were not participating in the event, we left on Saturday afternoon to finish the weekend sightseeing- caving mostly, as the Kentucky cave areas were not far away. I learned a lot from my first attendance at a major event and hope to attend more. .... Bob Mugge



This is the awesome TU-4 by George Maiorana. I have seen it featured in magazine coverage recently, including the Top Gun.....



You may have noticed a new interest shaping up at the field. IMAC is the International Miniature Aerobatic Club. It's the miniature (model aviation) version of the International Aerobatic Club, which is where the likes of Patty Wagstaff, Matt Chapman, Leo Loudenslager, Sean Tucker, (this could be a REALLY long list) got their fame in the precision aerobatics arena.

IMAC has four classes of competition: Basic, Sportsman, Advanced, and Unlimited. Basic is an entry-level class in which any plane can be flown with no weight or engine displacement restrictions. There are 10 maneuvers, flown in a 150 degree "box", and judged on a scale of 10 to 0. A "K-factor" is applied to each maneuver from an International standard that is multiplied by the score given by the judges (2). I don't know what country decided that K was a constant for difficulty, but in the case of full scale aerobatics, it has to do with the vertical elements. Put a roll, a snap roll or a point roll in a vertical or 45° upline, and the K-factor goes up. See the list below for Basic:

**K\_FACTOR**

- |     |                                      |    |
|-----|--------------------------------------|----|
| 1.  | Vert Upline, Exit upright            | 10 |
| 2.  | Split Ess                            | 10 |
| 3.  | 1 Roll                               | 10 |
| 4.  | Humpty Bump; 1/2 Roll on Vert Up     | 21 |
| 5.  | Inside Loop                          | 10 |
| 6.  | 1/2 Reverse Cuban 8                  | 16 |
| 7.  | Hammerhead; 1/4 Roll Up, 1/4 Roll Dn | 25 |
| 8.  | Immelman                             | 10 |
| 9.  | 2 Turn Pos Spin, Exit Upright        | 13 |
| 10. | Sharks Tooth; 1/2 Roll on 45 Deg Dn  | 17 |

There is a wealth of information at the following web address if you have an interest: <<http://www.mini-imac.com/>>. Once inside, there is a US map divided into regions, a pull-down menu that contains the sequences, judging criteria, lotsa stuff, if you're interested. As far as KCRC is concerned, there are currently 4 individuals participating in IMAC. Given the previous pattern experience that some have, Sportsman is selected as the starting class for those guys. In March, Paul Funk, Ed Hartley, and myself (Chris Luck) traveled to Trenton, SC for the Southeast Opener and placed respectfully. Paul placed fourth, Ed and I finished sixth and seventh, respectively. There were sixteen entered in Sportsman. This was my third IMAC event and the largest turnout I've seen - 44 entries!

In April, Paul, Don Martin and myself traveled to Cookeville, TN the weekend of the KCRC Flea-Fly. Don (I think this was his first contest) finished fifth of seven. He would have finished higher, but didn't return for the Unknown round on Sunday. Whenever four or more rounds of the knowns are flown, low scores are dropped depending on how many rounds are flown. The Unknowns can't be dropped. In the Basic class, they fly one last sequence of their Known sequence. The upper classes are given a sheet of paper with Aresti figures drawn and numbered in sequence at the end of the day on Saturday and the only opportunity to practice is in your mind!! You fly one flight on Sunday and it usually separates the men from the boys...whoever gets the least zeros! Paul finished FIRST out of ten and is really coming along, I finished seventh. Some of you may have seen the plane he is flying. It's a 33% Extra 330XL with a 78cc twin. The engine is manufactured by a German company, 3W. In the upper classes, the planes are required to be 10% scale of an IAC

competition plane. Most commonly seen are Extras, Caps, Staudachers, Edges, Giles, and the likes, in the 35% and 40% size of the full scale plane. The largest I've seen was at this contest...a 50% Cap 232 with a 3W-240 (240cc...a .60 is 10cc) swinging a 36x10 wooden prop. Lotsa WOW factor! After all the Unknowns are flown in all classes, it's time for the Freestyle! This is a competition signed up for by pilots with a lot of intestinal fortitude. Accompanied with three minutes of music, they are judged on Originality, Versatility, Harmony and Rhythm, and Execution. This is something to see!!!

Just returned from Winston-Salem, NC; Paul finished second and I finished seventh out of ten in Sportsman. There were 23 contestants and a Bar-B-Que dinner that was included in the entry fee that was more than most could eat. It's a lot of FUN!!! Getting away for the weekend, meeting up with new friends, sharpening your skills with your toy...er, miniature aircraft. The atmosphere is one of unbelievable support when someone has problems. They're surrounded with folks traveling with nothing short of their own shop/hobby store to get things back again. At the Cookeville contest, a Basic pilot (a kid about 12 years old) had a dead stick landing that was a wrong choice in direction and broke the firewall out. One of the Unlimited pilots got him checked out on his 33% Exrta 330 to finish the contest. Just one example of what has my interest. I know competition isn't for everyone and this article isn't intended to try to sway anyone in that direction. Jim asked me to write up something to let the club know whos doing what in IMAC from KCRC and after a couple of years of boring holes in the sky, I decided I wanted to work toward precision...20 years ago. Been hooked ever since!

If you are interested and I can help you in any way, feel free to call me at 659-3682. The next contest is in Lexington, KY on June 23, 24. Cookeville is the closest and I wish there hadn't been a conflict with the Flea-Fly. The Freestyle is something to witness!..... Chris Luck

Update: The Lexington, Ky is now history. Jerel Zarestky attended his first IMAC contest with Paul Funk and I, and did quite well!! of the six Sportsman contestants, Paul finished second, Jerel third and I just missed last again. It was a Basic dominated contest with fifteen entered in the entry level class. A good learning experience for a lot of folks... including the people putting on the contest!...Chris

Editors Note:: Since there are several members of KCRC interested in IMAC competition, I've asked Chris to keep us informed as to the results of KCRC members participation in these contests. Perhaps it will awaken the competitive juices in some other members. Hopefully, there will be more updates through the coming season.

The only reason I would take up jogging is to hear heavy breathing again.

**Upcoming Events**

The KCRC club picnic is pencilled in for October 13th. Rain date is the following Saturday. The menu will probably be furnished by Buddy's Bar-B-Q. At the present time, it is anticipated that it will be a Picnic-FunFli combo event. You will need to get your name and the number of guests you will bring in so we'll know how much food to get. Anticipated cost is \$5/person.

## **KCRC Meeting Minutes**

The June 12, 2001 meeting of K.C.R.C. was held at the Club Field. President Joe Bolinsky called the meeting to order at 7pm. The meeting minutes were passed as read in the newsletter. There were 31 members present. Chris Field gave the treasury report.

### **OLD BUSINESS**

President Bolinsky read a letter from Lenell Woods with the American Museum of Science & Energy in Oak Ridge, thanking the Club for our participation in the museum show that was held in May. The Club handed out a lot of flyers and maps, and we recruited a couple of new members too! The total attendance for the event was 649 people. Museum visitors commented on what a good job K.C.R.C. did on educating the public about our organization and radio controlled planes. She also thanked Joe Skorski, who donated 3 hand built rubber powered airplanes that was given away to children who caught them (Joe flew them off the balcony), and the kids were really excited about them. For those of you who don't know Mr. Skorski, he is one of our Emeritus members.

President Bolinsky noted that he had 3 tee shirts left with the Club logo on them. If you'd like to get one, see Joe at the meeting or at the field.

Mike Rogers has mowed the grass at the Field 6 times so far this year, and it looks real good. Mike asked that he be paid at the end of the year instead of every other month.

### **NEW BUSINESS**

Dennis Hunt reported on the Senior Pattern Contest that was held at the Club field on June 2nd & 3rd. There were 37 contestants at the event. We managed to fly 5 rounds, which the 37 contestants flew, plus one round flying the Unknown, which 8 people flew. The Club made a profit on the event. President Bolinsky noted that there were several winners from the Club, and a lot of participation from Club members. Everybody had a good time.

President Bolinsky asked the members present if there was an interest in having a picnic. After much discussion, the date for the picnic was set for Saturday, October 13, 2001 (rain date is October 20). The cost will be \$5 per person. There was also a discussion about having a Fun Fly at the picnic. A motion was put before the group and it was passed by the majority. Chris Field will be the CD for the Fun Fly event. Joe passed around a sign-up sheet for the picnic. If you plan on coming, please see Joe to sign up. Buddy's Bar-B-Que will be served.

There was a proposal made by Dennis Hunt that the Club double the size of the Clubhouse. For those of you who may have come out to the field during the SPA Pattern Contest, Paul Funk supplied an awning that was 20 feet long, 10 wide and had poles 6 feet long, which was attached to the rafters at the front of the building (facing the runway). It made it possible for the girls who were running the computer to stay dry and it provided some much needed cover during the rain showers as well. It was also noted that expanding the Clubhouse would provide more seating room than there currently is. There was a question raised if we would encroach the safety zone that the AMA requires. It was determined that that wouldn't be a problem.

Joe Parrot said Doug Battelle came by the field last Wednesday, and said there may be funds available from the County Parks and Recreation Department, and that if we draw up a proposal of what we need and submit it, that there is a very good chance it would be approved., but we would have to make a

formal submittal to them, with a drawing and a projected cost. And if we told them that we were going to put the labor into the project ourselves, that would probably help as well. It is very likely that we could have the funds donated to us by the County. However, the Club has the funds available to do the project. Motion was put before the members to expand the Clubhouse and it passed. President Joe Bolinsky asked for a volunteer to head the building expansion, and Gene Waters said he would.

President Bolinsky told the members present that Doug Battelle from the Knox County Bureau of Parks and Recreation is wanting to put a hiking trail on the property. Mr. Battelle came out last Wednesday and talked to Joe Parrot about the plans he has. What he proposes to do, is to put in a cross county running trail, starting in the park, coming through the woods on east side of the runway, come along the outer boundary by the fence, turn by the gate and come back along the road toward the park. The trail would be a rustic trail, a dirt trail. No bicycles, roller skates, skateboards, etc. Joe explained that we had an imaginary line that we can't fly past, and the real problem lies in the fact that we land our planes from the west (the road side of the field) when the wind dictates. Mr. Battelle asked what the parameters were for our flying field and what do we have to have in order for our insurance to be in effect. Joe told him what the AMA requires of us as a Club so our insurance will be in effect. Joe suggested that we invite him to one of our meetings so we could ask questions, and so he could answer any questions we might have. President Bolinsky said he talked to our representatives at the AMA headquarters and they all said they didn't have a problem with it. President Bolinsky said he wanted to get a committee together to meet with Mr. Battelle.

President Bolinsky introduced a couple of new members to the Club.

### **MODEL OF THE MONTH**

The first entry was Jim Scarbrough's Balsa USA Eindecker that he built from a kit. It's powered by an OS 91 four stroke, covered with Worldtex fabric painted over with water based polyurethane. He said he flew it the other day and it's a real slow flyer. Someone asked him how much the plane weighs, and Jim replied 8 pounds. Jim had some really nice looking wire wheels on the plane, he said he got them from Global.

The second entry was Joe Parrot's Pica Bucker Jungmeister, with a 60-inch wing span, powered by an OS 91 two stroke with a Bison muffler. The plane is covered in sliver Ultracote. The plane features a scratch built instrument panel. If you see the plane at the field, go take a look at it. The plane weighs 7 pounds, 8 ounces. Joe told the group about the planes history, about how it was built in 1935 and it was a very aerobatic airplane. Joe said he purchased the kit from Rod Godwin. Joe said it's a really good flyer.

Joe Parrot won the model of the month, and a gallon of fuel.

**There was no crash of the month entered.**

The meeting was adjourned at 8:02pm  
Michael J. Foley, Recording Secretary





# Don't forget the meeting at KCRC field on July 10, 2001, at 7:00PM. There is always business to discuss.....

## Knoxville 2001 SPA Championships

The first weekend of June was a beaut at the " Most Scenic Flying Site in the South".... KCRC field in Knoxville, Tenn.

CD Dennis Hunt introduced a neat addition to procedure for the annual KCRC contest...Pre-registration via e-mail with name, frequency, class & AMA number... the specifics needed to program the scoring computer and insure timely starts to the contest. With all this info already in the computer, contestants only paid their entry fee, signed the safety declaration and showed the AMA card. I expect when other CDs try this procedure, it'll become the "norm" in the future.

The weekend saw 37 of the 40 pre-registered contestants complete 5 full rounds plus one round of "unknown" flying. This was a sequence of 8 maneuvers not used in the current schedule put together by CD Hunt and an invitation for any and all participants, any age or class, to enter. Eight pilots accepted the challenge.

The "Best barbecue in the South" was the Saturday meal, and Dawgs and Burgers were the menu on Sunday.

Results are as follows

### Novice ( 12 )

1st	Joe Bolinsky	3985
2nd	Dale Shikle	3906
3rd	Larry Barksdale	3858
4th	Robert Colkitt	3739
5th	Don Martin	3698

### Senior Sportsman ( 9 )

1st	Curt Diggs	3876
2nd	Phil Cope	3858
3rd	Ed Kirtley	3821

### Super Senior Sportsman ( 3 )

1st	Ben Oliver	3922
2nd	Ken Nix	3737
3rd	Bill Kite	2916

### Pre Senior Expert ( 4 )

1st	Jeff Hannah	4000
2nd	Cass Underwood	3948
3rd	Steve Drake	3723

### Senior Expert ( 5 )

1st	Bruce Underwood	4000
2nd	Jim Ivey	3838
3rd	Keith Watson	3800

### Super Senior Expert

1st	Ed Hartley	4000
2nd	Malcolm Rutledge	3721
3rd	Ray Craig	3469

The unknown sequences included such maneuvers as Loop with 1 1/2 snap at the top and 1/2 roll to exit; loooooong slow roll; square horizontal eight; the dreaded "tailslide"; loop with 2 rolls; humpty-bump with 1/2 roll up centered; etc, etc. Hunt did a good job of keeping it secret untill about 2 hours prior to it's being flown.....Bruce

The above account was written by Bruce Underwood, the current president of the Senior Pattern Association. Bruce competed in the event and won his class.

The weather on Saturday was not all that promising in the early morning hours. In fact, two of the contestants from Greenville ran into heavy rain shortly after leaving home and called it a day. Although it looked threatening, the rain held off and a full days flying resulted. There were nine KCRC members competing in this contest. Thats up from last year by a sizable percentage and there are still several more of our members who will compete in the future, I'm sure. I'd like to recognise the members and wives who worked so hard at making the contest a success. First and foremost is CD Dennis Hunt, who did a masterful job at organizing and running it; Sandy ( Mrs. Joe ) Bolinsky, who brought the PC and compiled scores with the help of Sydney ( Mrs. Don ) Martin; Rod Godwin, who is an expert at keeping the flight line going; Al Crandall and Bill Cowger kept transmitter frequencys from being a problem; Joe and Nancy Parrott catered the food and kept people fed; Karen Foley had coffee and doughnuts for those of us who didn't get breakfast; Dave Monroe set up the PA system and lent a hand where needed. I couldn't be there on Sunday so If I left anyone out, I apologize. There are always members who jump in and help out,thank goodness. All in all, I think the thing went off nicely.



This is the only casualty of the tournament. Ken Nix had 2nd place locked up at the end of the contest when his Daddy Rabbit started looking for the briar patch and found it! .....