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Board of Directors;  
 Jerel Zarestky  
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## This and that...

Well, it was bound to happen! I have tried to be very careful and make sure that spelling and punctuation were correct in items that I include in the newsletter and I really blew it in Bob Mugge's report on the Mint Julip Scale Meet in last month's issue. I retyped Bob's account to fit the format and I included all sorts of typos and mistakes. I always manage to make lots of mistakes but I usually catch them in proof reading before printing. For some reason I didn't catch it this time. I apologize to Bob and I will try to do better next time.....

### NOTICE

It is summertime and therefore the grass is growing. Because of the rain, it is growing very fast. Mike Rogers is doing the mowing at KCRC field and has asked that people who are bringing planes out to fly during the time he is operating the mowing equipment need to be aware of the dangers of objects being thrown from the mower, and there are lots of objects in the grass. Also, the vehicles need to be moved when he is ready to mow in that area. Mike usually mows in late afternoons because it is cooler and modelers are asked to be cooperative during the time he is mowing. He shouldn't have to ask that something be moved so he can mow in an area. Mowing is a necessary evil, so have patience.....

Not too long ago, I finished my Balsa USA Eindecker. It is an IMAA legal bird that is slightly close to scale and modeled after the Fokker E-III monoplane that was the first plane in WW1 to have synchronized firing of the machine gun through the prop and quickly became the scourge of the air.

I am very happy with the Eindecker. It is a slow, stable flyer that is easy to keep up with. A lot of models are so fast that I find it hard to keep a maneuver ahead, and

that makes for stressful flying. I have never been very swift in my thinking or my reflexes and it seems worse as I get older. Anyhow, when I fly these floaters there is not much strain, and I love it.



Here is a picture of Joe Parrott and his latest, a Pica Bucher biplane. All the things I said about slow flying, you can forget with this one. It goes!! Chris Field does most of Joe's test flying and if it survives, Joe usually keeps it around for a while. This one so far looks like a keeper.

Below is a view from last winter to cool you down. Carl and Sang and a little bit of frustration.....



# At The Field..

There has been a lot of weather activity lately, which has sort of held things down a little. I look forward to hot weather during the cold months, but a little goes a long way when it gets here. Anyhow, here is a look at some of the things that are happening.



Above is a picture John Heard sent me of Jerel Z getting some help from Paul Funk with a ducted fan. John didn't send any particulars, but Jerel may be test flying it. Roy Pritchard had one of these planes and it flew pretty well. John didn't say how this one went, but with Jerel on the sticks, I imagine it went very well.



This is Bob Dilworth with his original Old Timer. And it truly is an old timer. Bob has been flying it forever. He recently sold it to John Heard and now John is going to fly it forever. It has a very old 4 stroke .40 with open valve rockers which is mesmerizing to watch while running. John fell in love with the engine the first time he saw it, and it was just a matter of time till he wore Bob down.

Next is me and my new Eindecker. I decided to

start flying small airplanes recently, but I just keep getting the big boys. They are a lot of fun to fly, but they take up a lot of room in the garage.



Now we know how Phil Cope gets all his models! He grows them on his head like a horn!! John Heard got this exclusive picture of Phil before he hatched the Morris profile and started flying it! Actually, Phil is just doing his thing, which is hovering and flat spinning and other things that models can do in the hands of an expert.

In the background of all these pictures you can see what Bruce Underwood meant when he called KCRC field "The most scenic site in the South". I believe that is a true statement. I can go to the field and spend a day just sitting and enjoying the scenery. Sometimes I even fly for a few minutes. Mostly I just go and enjoy the company of "The most congenial group of modelers in the South".....

## **KCRC Minutes**

The July 10, 2001 meeting of K.C.R.C. was held at the Club field. President Joe Bolinsky called the meeting to order at 7:01pm. Chris Field gave the Treasury Report. The meeting minutes were passed as read in the newsletter. There were 31 members present.

### **OLD BUSINESS**

Joe reported that he is sold out of the hat and tee shirts. Joe said if there was any more interest shown, that he can order more. He said he could order some more hats. If you'd like one, please let Joe know.

Joe reported that the SPA Contest was a success, and we needed to consider if we are going to have another contest next year. He stated that there was some interest shown from some of the Club members.

Joe reminded everybody that the K.C.R.C. picnic/fun fly is to be held on October 13, 2001 (the rain date is October 20th). He said he still has the sign up sheet and he passed it around. If you haven't put your name on the sign up sheet yet, see Joe either at the meeting or at the field.

### **NEW BUSINESS**

President Bolinsky relayed to the group about a problem that Mike Rogers has when he mows the grass at the field. As many of you know, Mike Rogers is mowing the grass at the field this year, and doing a great job of it. It seems that when Mike mows the grass, some people do not want to move their plane(s) and equipment when Mike is mowing along the flightline, or that people will not move their vehicles. Mike is worried that the mower is going to pick up a piece of broken prop or a rock and hit someone's car, airplane, or somebody. If you see Mike coming, move your vehicle. If he asks you to move your stuff off the flightline, please move it out of his way so he can use the weedeater or mow the grass.

President Bolinsky turned the meeting over to Gene Waters so he could show the members present the plans that were drawn showing the proposed expansion of the shed or Clubhouse. If you haven't seen what the plans, you need to see Gene, and I'm sure he'll be happy to explain it to you. A question was asked as to how high the floor would be from the ground in the front of the shed, and the answer was "about a foot". It was suggested that we put steps in the front.

There was a discussion about where the frequency box would go and what type of material would be used for the flooring. It was noted that the frequency control box could be moved next to the power pole. Gene said that a rough estimate of the cost to do the expansion is about \$1000. A member suggested that we use 5-quarter pressure treated lumber available from Home Depot. However another member is able to get us some "green" oak boards for free. After much discussion and a vote, it was decided that we would use the "green" lumber. Joe asked all the members present when we should set up a workday, and it was decided that the first work day would be on Saturday, July 14th.

President Bolinsky brought up the subject about the running trail that is being proposed by the Knox County Parks and Recreation Department. If you remember, last meeting a Committee was assigned and they have met with Doug

Battaille out at the field. Mr. Battaille showed them what he had in mind to do at the field and gave details of the proposed running trail. President Bolinsky had a drawing showing the proposed route for the trail and it was presented to the members present for their inspection. The map showed that the trail would be 80 feet below and 300 feet out from the runway. Joe sent a copy of the diagram, along with a letter to the AMA explaining what was going on. Joe said he talked to Jim McNeill, who is our District Vice-President and he also talked with Joe Beshar in New York, who is one of the AMA's legal people and neither has any problems with the proposal. President Bolinsky sent a letter to Carl Maloney, who is the head of insurance with the AMA, letting him know what is going on. So far Joe hasn't heard anything back from Mr. Maloney. A member asked how often the trail would be used, and the reply was about 3 or 4 times a year, probably in the evening during the week after school. There is a possibility that the trail(s) would be open to the public. There will be markers or signs posted saying not to go beyond a certain marker because of the airplanes. A question was asked about parking and access to the trail, if it was going to be located in the park. The start/finish is in the park and we may be used for overflow parking during events.

Gene Waters said he was going to order a barrel of fuel and wanted to know who needed fuel. As many of you know Gene buys a barrel of fuel and Club members can get their fuel from him. So contact him if you need some.

### **MODEL OF THE MONTH**

Joel Cate brought out his latest project, a PT-40 trainer, covered in blue and yellow Monocote, and powered by an OS 46LA. Someone asked him if he had flown it yet, and he replied "no"!

Kevin Span showed off his Easy Sport 40 all done up in Orange Monocote with the Stars and Bars like the General Lee from the Dukes of Hazzard. Kevin extended the rudder ½ inch, powered it with an OS40 FP with the baffle out of the muffler and made the plane a "tail dragger". It's a real nice flying plane.

Jim Scarbrough brought out a red Fokker DR-1 by VK. He built the plane in 1975 and he refinished the plane a couple of weeks ago because the covering was getting kind of "ratty". He said it's been in the air one time, the rest of the time, it's been upside down on the runway or spinning around and around. It's powered by an OS 70 four stroke, uses pull-pull on the rudder and elevator, the wheels are bungee protected, and the plane is covered in WorldTex fabric painted over with water based polyurethane. He has a mini servo on each aileron and standard servos on the rudder and elevator. He said the plane is very squirrely on the ground. Someone asked him if he flew it yet and his reply was "not yet".

Jim Scarbrough won the Model of the Month and a gallon of fuel.

### **CRASH OF THE MONTH**

Jimmy Hood told the group that he added ailerons to his Slo-Poke. He was trying to get the ailerons trimmed in and Joe Parrot was flying his Wild Thing, and they collided. Joe ended up with a broken prop and Jimmy lost a wing tip.

Meeting was adjourned at 7:42pm  
Michael J. Foley, Recording Secretary

**The next KCRC club meeting is on August 14th, 2001, at KCRC field at 7:00 PM. Perhaps the new addition to the Patio will be ready. There will be room for you whether it is or not, so come on out and join us. (We might talk about you if you don't).**

## Summertime & the Livin is Easy

Below is a picture Larry Weston sent me from the field he is flying from while visiting Mariannos, Florida. It is a



WW2 field that is inactive at present. He didn't identify the laid-back modeler in the shade, but that's my kind of flying!

Good ole Gene Waters is strawbossing the modification of the patio and brought drawings to the last meeting. Saturday July 14th is the first workday. Look to the right and down and see a picture of some of the intrepid workers before the work got underway on Saturday.

Got an e-mail recently from the father of one of Phil Cope's flying students who plans to surprise his son with a new model on his birthday. What a great birthday present! My birthday comes up next March. Anyone listening?

Lots of interest now among the public. I've had several people asking me for directions to the field. They want to bring their children, or a friend, or in most cases their grandchildren, to see the "toy" airplanes. Talked to a friend of mine recently who is planning to retire next May so he can have time to play with HIS toys. He collects old John Deere tractors and restores them. The full size ones! He said he has fifty already and had located seven more as soon as he could go get them. And I thought I had a storage problem!

There is a distant rumbling about some confusion concerning the area of sky we can fly in. The Bylaws covering this is pretty emphatic(?). The runway is the zero line and ALL flying is to be done north of the runway. It does not say that flying can be done up and down the river, and it definitely prohibits flying over the woods south of the

runway. There is a lot of sky back there, but we are NOT supposed to fly in it. No one, no time, no way.... Really? What about gliders (and I suppose this includes electrics)? My copy of the applicable bylaws read as follows;

### Article II **SPORT FLYING RULES**

Rule D . Flying area. No aircraft shall be flown over the parking, spectator, or pit area south of the runway. (Ed. note: What about all other areas south of the runway?)

Rule E . Landing pattern. Except for emergency or dead stick landings, no part of the pattern shall be executed south of the southern edge of the runway. (Now that is pretty clear! ).

Rule G. Glider Operation. Glider takeoff and landing shall be conducted from the area east of the driveway and south of the pit area. (Kinda confusing ).

It sounds to me like the rules say that gliders take off and land (and fly if they want to) south of the runway. There is no mention of electrics. Some electrics are as big and dangerous as wet engine models, but the small electrics and electric powered gliders should be included with gliders I suppose. Article III says that variations and additions to the rule may be made for contests by the contest director.

Perhaps the Executive Committee should review the rules governing the flying and clarify some things not spelled out in the present rules. Some say the runway is the "zero" line and planes shouldn't fly south of that. That's not really what the rules say, but maybe they should. It's something to take a look at...Or we could just forget about it. Which brings up another thought; Don't expect President Joe Bolinsky to do all the policing of the club. It is everyone's responsibility to see that the rules are followed.. Right?

## Important Notice #2

If your AMA# is not printed on the envelope your newsletter came in, then we don't have it on our roster. We need it, so get it to either Chris Field or me pronto. ....

