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Got a note from Jerel Zarestky about some IMAC activity;

Hey, Jim, thought you might like to have this report from our trip to Georgia on the 27-29th of July.

This IMAC contest was held at Mac Hodge's private air strip near Americus, Ga. in the middle of Jimmy Carter country. It was Heaven!! The field was unbelievable! Bermuda grass as far as..... well, as far as anyone needed.... like a carpet maybe 200-300 feet wide and 1000-2000 feet long! You could ( and I did ) drop a 4-40 bolt in the grass and it sat on top like a tight napped carpet. They had a 120' x 40' open hangar for a shelter and fans blowing to keep you a little bit cooler, and an air-conditioned restroom. Mac has a hobby shop right there alongside the flight line; one of the best stocked I've ever seen! RCers fly into this little strip in their full size planes to shop for their RC supplies!

Below is Jerel (I) and his Zimpro Sukhoi, Chris Luck and his AeroWorks Edge and Paul Funk and his Hangar 9 Extra 330L.



There was a full scale airshow at just about dark by Mac Hodges in his J-3 Cub; one wheel touch and goes, side slip landings, flat turns, severe crab passes and he never got over 100-200' of altitude the whole time ( he had been a crop duster for ten years ).

There were 13 contestants in Sportsman; Paul got 3rd, Jerel got 4th, and Chris got 6th. Paul was flying very smoothly and Chris is still getting his new IMAC pattern plane dialed in; the potential is there for Chris and the AeroWorks Edge 540T ( see below ). I'm ( Jerel ) flying the Zimpro scale Sukhoi by Dennis Hunt and it does a pretty good job of flying the pattern.

On August 4-5th, Chris and I (Jerel ) went to Trenton , SC. for another contest. Chris has worked through some of the teething problems ( very minor setup stuff ) and he and the Edge are " on "! Chris got 2nd place out of eight contestants and Jerel got 3rd. Lots of flying at this contest; nine sequences of the known routine were flown in Sportsman and one unknown.

..... Jerel Zarestky

### SPA Byline

Ed Hartley has agreed to keep me posted on SPA news for contests KCRC members participate in.

The most recent one that I have any info on was held in Atlanta. Ed, Ben Oliver and Carl Sten went down to the SPA contest held near Dallas, Georgia. Ed says Hotlanta lived up to it's name! It was HOT!

I thought I had been to this field but Ed said it did not sound like the one I described. Ed won the Super Senior Expert division with 3000 points ( so what else is new? ), Ben flew well and almost won the Super Senior Sportsman, coming in a close second with 2915.17 points, and Carl Sten, flying in Novice, came in 10th with 2665.04. This was Carl's first effort at traveling and flying in a strange environment which was demonstrated when his plane suddenly disappeared into the trees on a landing approach ( he found it!). You get used to the approaches at our place and you think we are the only people with a tree problem. I hope it wasn't Carl's beautiful Zimpro Daddy Rabbit that he banged up!.....

# This and That....

I had a terrible day recently at the field. I had taken my GP .40 sized Extra 300 from the attic and loaded it up for some flying. I gassed up and took off. The first flight went pretty well, considering the loss of throttle control and a very long ( for me ) flight. After the fuel ran out and a pretty good three point landing, I spent a while visiting with the other flyers present before fueling up and taking off again. This time, I lost aileron control and had a short flight that ended with a one point landing; the spinner! Went back on Thursday and put a P-47 into a tree about 30 feet up. On Saturday, with the help of Phil Cope, Al Crandall, and two visitors we got it down with a bow and a fish arrow and some rope. Phil and Al get my vote as two of the best guys to have around when you need help. We all worked up quite a sweat in those woods! The visitors, Scott Lewis and his 11 year old son Cooper, ( prospective members ), were giving it their all also.

On a recent Saturday morning I went to the field to see what was going on. One of the things that caught my attention was a sleek little plane that was moving at a high rate of speed and jumping all over the sky. Checking out the flight line, I found a cigar with Brad Bittle attached to it. Brad seemed to be the one flying the model so I waited around until he landed. It was an all fiberglass whippet made by Kraft Models called Greased Lightning, it was powered with a .36 two-stroke engine and aptly named. Very impressive! I went and got one and crashed it the second flight!!! Radio failure naturally.....

Joe Parrott had his gorgeous Fokker DVII there. I couldn't leave until he took it up and I got my Goody Shiver for the day!

In spite of the three models I've crashed in the last month, I've been having a lot of fun with a model from Sig called the Something Extra. Powered with an OS .52 four stroke, it is a very satisfying flyer. Chris Field had ( has ) one and Mike Foley is flying one, all powered by .52 4st motors. It can fly hot and very aerobatic, or slower and tamer. It made me want to get out my old Sig Ultimate profile again!

Speaking of aerobatic, Chris Luck, Don Martin, Paul Funk and Jerel Zarestky are practising the IMAC maneuvers at KCRC field. Those big models are extremely impressive! They seem to be very slow flyers, even on the vertical down of the maneuvers. In fact, they don't seem to ever speed up and go as fast as the SPA models. The Daddy Rabbit that I had seemed much faster. Maybe its an opticle illusion due to the size!

On yet another Saturday, I was impressed by Richard Love's stable of planes. He had the DC-3 by Top Flight up with the help of Phil Cope, and the melody sung by the two engines was sweet to the ear. It seemed to be a smooth flyer. One of the engines went out before the flight was over but the plane just came on in like no problem at all. Richard also had the ( I think ) Combat Models version of the F- 16. This one looked like the real thing in the air, especially after he pulled up the wheels!

Al Crandall and Richard Bailey are flying the new .40 sized Ultra Stik from Hangar 9. Al has a .70 4-stroke on it and he says it is a dandy! Richard is using a 2 stroke .46 and

getting good results.

Flynn Butler has graduated to the Hot Dog classification by getting one of the GP P-51 ARFs complete with retracts. Flynn has come along very rapidly, and may be a candidate for some pattern competition next year.

Carl Sten is doing the SPA practicing now on an Intruder. An ARF by World Models. He says that several of the SPA flyers in the Atlanta competition were using that model. As long as he flies in the Novice class, Carl ( or anyone else ) could fly the competition with a J-3 Cub if they wanted to. Mike Foley did it with an Avistar at our last contest and didn't do badly at all!!

The new addition to the patio is very nice. Lots of room to sit or move around, and meetings are much more relaxed. Harry Hogan was working today ( Wednesday the 22nd ) at hanging shades to keep the evening sun off and keep it a little cooler in the late afternoon.

A thought just occurred; we have visitors visit the field sometimes who might be interested in buying some equipment , and it would be nice if there was some info on what might be available. I can always put a for sale ad in the newsletter, but it would be more convenient if the info was posted at the field. You ought to date the ad and put enough information on it so that people could get in touch with you. I know of at least one person looking for stuff right now. Be careful of the wasps when you open the bulletin board door!



Gene Waters and his latest P-51. This is yet another Sig QuikBuilt kit they stopped making twenty five years ago. I wonder how many of these kits Gene has!



A handsome group of lads here! They are really a very nice bunch who enjoy the hobby of model flying.....

The August 14, 2001 meeting of K.C.R.C. was held at the Club field. President Joe Bolinsky called the meeting to order at 7pm. Chris Field gave the Treasury Report. The meeting minutes were passed as read in the newsletter. There were 34 members present.

### OLD BUSINESS

Joe gave a short update on the shed upgrades. So far, the Club has spent \$980 on the improvements, but that doesn't include the steps, rails and additional benches that need to be installed. A Club member asked if Joe had heard anything from the Knox County Parks and Recreation Department, and Joe replied that he had received the forms for the grant money, and that the County would match our funds up to \$3500. They'll also match donated materials, labor, materials bought by the Club, etc. Joe said that he would wait until the project was completed and then he would file all the paperwork, which has to be turned in this fiscal year.

President Bolinsky brought up the subject about the running trail that is being proposed by the Knox County Parks and Recreation Department. Joe said the Head of Insurance at the AMA called and said that we cannot fly with the running trail being in our flight path. What they (the AMA) suggested, if the County puts it in, is that we volunteer to help with the events, and come out to help, monitor and police, and to make sure no one is flying over the trail. Joe said he would have a schedule of the events so we could get volunteers to help during those times. Joe said he called Doug Bataille and they want to put the trail in. A question was asked, if it was going to be a running trail or a walking trail. Joe's reply was it is going to be a running trail, that it will be closed to the public. When an event is not going on, it will be gated and locked with a sign that reads "closed to the public".

President Bolinsky reminded all present about the Club Picnic/Fun Fly that is scheduled for October 13, 2001 (the rain date is October 20<sup>th</sup>). He said he still has the sign up sheet and about 50 members have signed up so far. Be sure to sign up and bring a plane!

### NEW BUSINESS

It was brought to President Joe Bolinsky's attention that there needed to a couple changes and additions to the Safety Rules. Joe told the Club members that we could change the Safety Rules at any regular meeting by a vote of the members present, but the by-laws can't be changed. Part of the Presidential Duties is to set up all Committees, and to appoint all Committee Members. Members who were appointed to the Safety Committee are John Heard, Joe Parrott, Ed Hartley, Chris Woods, and President Joe Bolinsky, who is a member of all Committees, according to the by-laws. President Bolinsky then turned the meeting over to Chris Woods, who is our Sergeant at Arms / Safety Officer.

Chris then read the proposed Safety Rules to the Club members present and asked if anyone wanted to make any changes or amendments in how it was worded, to let him know. There was quite a discussion on several items. A question was raised by a Club member if we were changing the by-laws, and the answer was "no".

**Article 9, Section 2 states "Rules and regulations may be changed at any meeting by a majority vote of those present."**

Chris continued reading the proposed rule changes, and changes were made as needed by suggestions from the members present at the meeting. After a spirited discussion, the amended Safety Rules were passed as read. The amended rule changes are being mailed to each Club member and will be posted at the field.

President Bolinsky reminded everyone to be thinking about a place to have the Banquet this year. As many of you know, Logan's Roadhouse on Kingston Pike has closed its doors, so we need to look for someplace that has enough seating room for the entire Club. We are currently looking into Calhoun's and a couple of other places. If you have a suggestion, please contact Joe.

Joe also reminded everybody present the Election is coming up in December and he is supposed to appoint Election Committee members. They're job is to recruit candidates for the new Offices. By the next meeting, he'd like to do that. If he asks you be an Election Committee member, please do so.

### MODEL OF THE MONTH

Bob Stewart brought out a beautiful Ace SeaMaster 120 covered in orange and white, powered by a SuperTiger3250. The plane sports removable landing gear, so he can land on land or water. The plane is balsa and plywood and weighs 15 to 20 pounds. Bob said the plane is overpowered with the big SuperTiger on it.

Bill Pennel showed off his latest edition to his collection of aircraft.. A Balsa USA Phaeton 90 powered by an OS 91 four Stroke. He said it was a community effort. Mike Rogers built the basics airframe, he sold it to Jim Scarbrough and Jim worked on it awhile, then Jim sold it to Bill, and Bill finished it. He said the plane weighs about 10.5 pounds. Nice job, Bill!

Chris Luck showed off his 33% scale Edge 540T ARF made by AeroWorks, powered by a 3W twin cylinder gas engine, a 28x10 Fuchs prop and a 32 ounce fuel tank. Its outfitted with digital servos, 2 per aileron, one on each elevator half and 2 on the rudder. It weighs just less than 27 pounds and it will fly 18 minutes on a tank of fuel. Somebody asked where the pilot was, Chris said he usually leaves the pilot out, but he has a profile pilot with his face on each side of it.

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

### CRASH OF THE MONTH

There were 2 entries this month. Ed Hartley said he was sitting on the bench and a plane flew in and hit his airplane, while it was sitting still.

Jim Scarbrough said his wasn't a crash as much as it was a landing in the top of a tree. He said the plane was in real good shape, until he got it down, then it was a real mess! It got demolished during the recovery.

Jim Scarbrough won a bottle of glue, and Crash of the Month.

Meeting was adjourned at 8:18pm

Michael J. Foley, Recording Secretary

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A woman called the Canon help desk with a problem with her printer. The technician asked her if she was running it under "Windows ". The woman responded, " No, my desk is next to the door. But that is a good point, the man sitting in the cubical next to me is under a window and his printer is working fine."

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Another Dell customer called to say that he couldn't get the computer to fax anything. After 40 minutes of troubleshooting, the technician discovered the man was trying to fax by holding a sheet of paper in front of the monitor screen and punching " send ".

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In the Civil War, the North won the victory, but the South reaped the Glory.....Richard Weaver



**Don't forget the monthly meeting at KCRC field on September 11th, 2001 at 7:00 PM. It is time to think about officers for 2002.**

## Just Thinkin....

There are numerous reasons for making rules to govern how we conduct ourselves in whatever we get into as a group. In all group activities there are limits and boundaries that keep us from stepping on each other's toes and making life a little easier. In KCRC, we have a set of bylaws which govern how the club functions and the responsibilities of the members to each other and to the club. We also have a set of rules which tell us how and where to fly. These rules were written twenty five years ago for a club with forty members, most of whom were active in the club business. Usually, the attendance at meetings ran around sixty to eighty percent of the membership. Today we have around one hundred twenty five members, very few of them active in club business, and attendance at the meetings run about twenty percent! It is past time to make a few changes. For one thing, the sky we fly in needs to be a little more clearly defined. Nobody intentionally would put another member's life or property in jeopardy, and yet we do that when we fly our models in a manner where they could do harm if the signal was lost. Normally, the models have very little stability when the radio goes out and they head for the earth very quickly, so it makes sense that they should be flown away from the crowd where they have more room to find a place to crash in. I have had to dive to the ground on one occasion recently where control was lost on takeoff and the model came across the fence into the pit area. Luckily there was no damage to any other property. Recently control was lost on another model which crashed behind the patio. As I said in another column, I've had three crashes in the last month. Fortunately, they all went down in the field or in the trees. These things happen; theres no way to prevent an occasional accident. And because of this, we all have to be a little more careful in our flight planning.

What brought all this up is that recently the safety committee and the board of directors met and hammered out some safety rules to try to simplify or explain the existing rules. What is needed now is for every member in KCRC to read these rules ( all of them ) and make a decision to abide by them. By and large, we have a very good club, with excellent facilities and congenial members who get along with each other. We can make the club even better by making the effort to be a more considerate member and respecting the rights of others.

End of sermon!!!!!!!!!!!!

Have you ever looked at what a great place we have for flying seaplanes? Here is a picture of one fellow who is doing something about it. Jerry Goss took his Goldberg J-3 Cub and scratch built some floats to put under it! John Heard



sent me a great picture of Jerry and his Cub when Jerry had it up for some water flying. There was another picture on the water. This picture has some problems because it looks like the floats are not straight, but they really are. The plane flew very well.

Bob Stewart has a couple of water beauties but I don't have a picture. He has an outstanding SeaMaster that took the model of the month recently, but nobody took a picture. I'll try to get one in a later issue.

I've been stuck in the house for several days waiting for the telephone man to come and fix my line so I can get on the net and get my E-mail. While sitting around, i dragged my old Sig Ultimate out and recovered it and got it ready to fly. While I was digging around in the attic, I spotted my Sig 1/4 scale SpaceWalker that I dumped into the lake a few months ago, so I pulled it out to throw away, but after a closer look, it didn't seem to be in too bad shape so I so I stripped it down and started repairing it. Actually, there was very little structural damage and the glue joints still looked solid, so there is another covering job when I run out of something to do.

After all the crashes I've had recently, I'm wondering if I have a radio problem. Everything works when I test it, but I've had some definite glitches lately. In looking at radios, I started out lusting after a JR 8103. Since the Hitec Eclipse 7 came out, I'm looking at it also. Now if I just had some money!!

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Mary Jo and I celebrated our 50th wedding anniversary last week. we have found the secret to a long lasting relationship. Twice a week we go out to a classy restaurant, have a little wine, some good food and companionship. She goes on Tuesdays, I go on Fridays.

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'We always hold hands. If I let go, she shops!

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