



January 2001  
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AMA Chapter 594  
online [www.rcpattern.net](http://www.rcpattern.net)

President-Joe Bolinsky  
Vice-Pres-Phil Cope  
Rec Secretary-Mike Foley  
Treasurer-Chris Field  
Ser @ Arms-Chris Woods  
Historian-June Cope  
Newsletter-Jim Scarbrough

Board of Directors  
John Heard  
Jerel Zarestky

### This and That...

Well, we have successfully turned the corner into a new year. I hope that you didn't celebrate too much or watch too many football games over the holidays and damage your eyes or your stomach. We have a new batch of officers and a lot of enthusiasm going for us right now so lets put our thinking caps on and come up with some entertaining and educational programs for the meetings this year and see if we can double our attendance. Another thing that would enhance the meetings is to have more interest in the Model of the Month contest. Last year saw more models being brought to compete for the gallon of fuel but there are still a lot of our modelers just not coming out to the meetings at all. One item concerning the attendance is the difficulty in doing anything about the bylaws. The original rule concerning change called for 50% of the membership being in attendance in order to vote on changes to the rules. This is an impossibility as attendance today runs about 20% or less. The bylaws as originally passed were very good and were adequate for a club with 50 members. Almost all who attended monthly meetings. Today we have almost three times the membership and poor attendance at the monthly meetings. Most members today are happy just to have a place to fly and don't particularly care about how the club functions as long as

the field is there. I think that the 50% rule should be changed so that every member is notified by mail of an impending vote and the subject of the vote, and then a 2/3 majority of the members present can affect a change. If a member doesn't care enough to come and vote, it should not hold the rest of the club back.

O.K., thats the end of the soapbox sermon on this page.

If you will look at the list of officers at the top of the page, you will see the change made at the last meeting. These officers will be installed at the January meeting to be held at Logans Roadhouse on Kingston Pike. This is the same place we had last years meeting, which was enjoyed by all. We had peanuts shells all over the place before we left. Also the food was good.

Ran into Harry Hogan and Mary Ellen at Walmart recently and he was asking who was invited to the club banquet. It might be that there are others out there who don't know that the banquet is a family affair. Most of the wives get precious little out of their husbands membership in our hobby and this is a good time to pay them back a little more by taking them out for dinner. Granted, they may not get much out of the business part of the banquet, but the peanuts are good, the company is gregarious and some of the in-house jokes might even be funny to them, too, so come on out and have a good time.....

### Notice

The dues structure was changed at the December meeting to rectify a problem that has existed for a long time. That is, waiting until the middle of the year to pay dues. The dues will remain at \$48.00 for the year. They must be paid by the February meeting ( on the second Tuesday in February). If the dues are not paid by that time, a \$10.00 field maintenance fee will be added to the dues. The expenses of the club run all year so the dues are needed. It also is a book-keeping nightmare for the treasurer trying to keep current on the roster. Junior members ( below 18) remain at \$24.00 for the year with a \$10.00 fee added if late. This applies to all members who belonged to the club within the last calender year.

## At The Field.....

Well, there's not a whole lot to say about activity at the field lately so I'm going to go with a few random thoughts. With the weather we've had, its going to be hard to get a column together. I went to the field on Saturday, December the ninth, because it was one of the better days we had in December. While I was opening the gate, Chris Woods showed up and we unpacked. I had my big Eindecker with the old Enya R-120 on it to fly on this day. It warmed up a little as the day progressed and more people began to show up. I counted fifteen of the regulars before I left.

I love to fly the Eindecker as it is completely stress free. I've noticed that all the Flair models I have do a good job of flying. Whoever does their design work must have gone through a period of free flight in order to come up with the experience needed to design such easy flying models. I have their Sopwith Pup and the small version of the Dr-1 triplane as well as the big Hannibal, and they all fly well. I didn't mean to do a commercial for Flair when I started, I was going to talk about the Enya engine. It is a very, very well used old 1.2cu.in. four stroke that I bought from Lou Cotton. I had my doubts about it at the start because it was ( and is ) loose as a goose as they say. Lou had never cranked it up since he bought it, as is, from a fellow modeler at his old club in the frigid North before he retired and moved down here to God's country. I ordered a set of bearings for it and good old Phil Cope put them in for me. Since then, I've put quite a few flights on it with absolutely no complaints. Sometimes it is slow to start, mainly because I get in too big of a hurry and don't get the prime right , but it nearly always starts and it runs sweet as honey, idles very slowly, and spins the big prop I have on it with authority. It is not up to a new OS or a Saito in power, and the power to weight ratio is not very good, but for \$ 75 plus bearings, it is a dandy. Speaking of Enya engines, I remember when I first got into RC back about 1960, I used an Enya .15 on a model called a Tri-Squire to learn to fly. I think Midwest kitted it. It was a big boxy model with a 48 " wing with a 10 " chord, and the radio was a Galloping Ghost single channel superhet by Min-X. With some very imaginative engineering on an actuator made by a company called Rand, they managed to get full proportional elevator, rudder, and motor control from that one channel. It sure looked weird flying along with all the control surfaces banging back and forth. The plane today would be flying with at least a .40 on it. As you can imagine, the little .15 pulled it slowly and you really had to do some flying to keep it in the air. Almost all landings were dead stick and most takeoffs were hand launch. So you see, I have a soft spot in my heart for old Enya engines. I don't think you want to know about my very first model for attempting RC. It was a Goldberg 1/2A Skylane and I crammed all that radio gear in it and hung the .15 on the front. The wing loading must have been at least 35 or 40 oz/sq.in. The first flight was, on a hand launch, straight down to the ground and resulted in a pile of splinters. Like a rock. I almost gave up RC before I ever got started.

Luckily, there were a couple of my friends into it and they had some good advice which salvaged a wonderful hobby. December 10th. I woke up to snow this morning. This puts the quietus on a trip to the field tomorrow, I guess. December 15th and the temperature is in the low twenties. I guess there will be a lot of those coming up for a while. That makes it a good time to work on a new model or repair some old ones and get them ready for a flying day. I'm sure that we will get one some time. Lately, if its not too cold, then its raining.

I've got an old Royal B-25 that a friend started in the early seventies. I drag it out and work on it occasionally, until I get discouraged again. The glue joints on it are coming apart. I can't get into the wing to repair them without destroying it, and I hate to throw it away, so I've decided that I'll go ahead and cover it the way it is, and hang it up. At least it won't be a total loss. I had a pair of old OS .35s ( no mufflers ) and I've put them on it to hold props. I put 6 oz tanks and a mini servo in each motor nacelle for the throttles. If I get it completed, I might find an open field somewhere and see if the wing is strong enough to fly. Joe Parrott brought a Pica P-51 kit to one of our Flea markets and couldn't sell it. He said he put it on EBay and sold it immediately. I look at EBay every so often to see what they have but I've never bid on anything. Once I saw a Royal Peashooter ( the old P-26 fighter ) for sale on the auction. Since it's one of my all time favorites, I thought I'd watch it, as it had three or four days to go before the bidding was closed, and maybe bid on it. Those people are crazy! The bidding climbed up to the retail price and just kept going. I think it went for almost a hundred bucks over retail! Oh, well, it's an ill wind that doesn't blow some good to somebody, and the sellers do quite well.

Another random thought as I sit here trying to fill up this newsletter. I love movies! And since I seldom get out to the theatres, I watch them on TV. All I've heard recently is how great the new DVD players are and how great the sound and picture is. So I bought one. The BIGGEST problem with DVDs is that the movies you would want to watch are all in widescreen format. Letterbox if you will! Like they are in the theaters. I rented "The Perfect Storm" recently. The big wave that scares the heck out of you in the theater doesn't look nearly so threatening in letterbox on a 32" TV! It's looks about an inch high! I would imagine that there are about a billion 27-30" TVs in the United States, and none of them look good with a letterbox format picture on it. The VHS tape industry found this out a long time ago and they reformat the pictures so they fill the screen on a regular TV. Why the DVD industry doesn't do this, I don't know. ( I also don't know why I brought this up. Yes I do, I need to fill this page up ).

Well, it's December 19th and I'm looking out the window at snow again and the temperature at 9 in the morning is 28 and falling! I'm getting cabin fever! I think that, last year, I went to the field a couple of times a week during this period. It seems like forever since I've been there this month.

Hopefully, next months edition will be easier to fill up. It also occurs to me that I didn't have any pictures this month!.....

## Minutes of the December 2000 Meeting

The December 12, 2000 meeting of KCRC was held at the Deane Hill Recreation Center. President Joe Bolinsky called the meeting to order at 7:00 PM. There were 34 members present.

The minutes of the November meeting were amended as follows: Jerel Zarestky's motion to exempt club officers from paying dues applied only to the President, Secretary, Treasurer, and Newsletter editor.

The treasurer reported the bank balance. The club is in good shape financially. Five members had paid for 2001 before the meeting.

### OLD BUSINESS

President Bolinsky reported that he talked to Jim McNeill about the award for Wil Chihasz. The award has not arrived, but Jim will send it to Joe. When it does the club can see it and deliver it to Wil's son. Jim McNeill thinks that a club contribution to the AMA in Wil's name is a good idea.

Ed Hartley reported that he has made arrangements with Logan's Roadhouse on Kingston Pike for the club's annual banquet on January 9, 2001. Logan's is located on the north side of Kingston Pike across from Rooms-To-Go.

John Heard reported that Joe Parrott had ordered the hams for the neighbors of the flying field. Joe and John will deliver them.

Joe Bolinsky reported that we will be able to get T-shirts and hats with the KCRC logo of them. The bottom line is that the shirts will sell for \$8.50 and the hats for \$5.00.

### NEW BUSINESS

There was discussion about the difficulty in changing the club by-laws. Half of the membership must be present in order to change them. By-law changes can be prevented in some instances by making club rules. Accordingly, Jerel Zarestky moved that we set dues for the year 2001 at 48.00 payable by the February meeting. After the February meeting there is a \$10.00 field maintenance fee. Junior member dues are 24.00 with the same \$10.00 late fee. Chris Woods seconded the motion. Motion carried. President Bolinsky asked Rod Godwin, Karen Foley, and Dennis Hunt to count the ballots for the election of club officers.

Joe Parrott nominated Joel Cates to be the second nominee for Treasurer (the by-laws require at least two candidates for each position).

The members present voted for new officers with the following results:

President: Joe Bolinsky  
Vice President: Phil Cope  
Secretary: Mike Foley  
Treasurer: Chris Field  
Sgt. at Arms: Chris Woods

Bd. of Directors: John Heard and Jerel Zarestky

There was no Model of the Month as no one brought one for consideration.

Crash of the Month went to Bill Cowger. His Cermark Sukhoi Su26 bit the turf. Phil Cope was flying it when he experienced a loss of control and the plane came straight down. Bill said that there were some big pieces. Post mortem revealed that a solder joint on the elevator push rod failed.

The meeting was adjourned at 7:43 PM. The flea market followed.

C. D. Martin, Recording Secretary

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There are some changes in the club officers for the coming year. I am always amazed at how well the club functions go each year, which is a reflection on the quality of the officers we elect. It seems every year that we manage to pick some good ones. I was especially pleased at the turn out on election night. There were 34 according to C.D.'s count. ( I think there were a few more ). Joe Bolinsky did such a great job last year that he was a huge choice for another term. I thought that we were lucky that he accepted it. Joe brings a very professional attitude to the office and we get things done. Note that last year we had an air show, a pattern contest, and a very successful display at the Science Museum. It seemed to me we had a lot more visitors at the field also. Chris Field returns as Treasurer. This makes 2 and 1/2 terms for him so that tells you that he is doing a good job. Chris Woods is the new Ser@Arms. Youse guys better watch yourselves. He's armed and dangerous! I hate to see C.D. Martin leave the Secretary's position because C.D. could be counted on to fill a page of the newsletter. He has promised that he will contribute to this years newsletter also. I think that his replacement, Mike Foley, will be very good also. Mike is a member in the highest sense. He brings his whole family when he comes to the field and they are all contributors to the clubs success. I'm looking forward to working with him. One officer that we lost because he didn't want to serve again (after 2 terms ) was VP Joe Parrott. Joe has been an outstanding officer. He is tireless in his efforts to make a success of every endeavor and his efforts show. He has been an officer forever. They say that cream rises to the top; Joe is an example. I just heard one of his friends say, "Thats not all that rises to the top!". To replace Joe, Phil Cope was elected VP. Phil also puts the club activitys first in addition to being one of our very busy instructors. John Heard and Jerel Zarestky are very good choices for the Board of Directors. They are faithful in their club loyalty and we can expect that any duties they are called upon to do will get done. I don't want to forget our perennial Club Historian. June Cope has been very good at that position fo a long time and I expect that she will be as long as she'll accept the job. I think we can look forward to another good year.....Jim

Don't forget the club banquet to be held the second Tuesday, January 9th, 2001. It will be held again at Logan's Roadhouse on Kingston Pike across from Rice Olds at 7:00 PM. Bring your wives and let them have a good meal and a good time also.

## Semantics.....

I was reading Bob Hunts exercise in semantics in the recent "Model Aviation" and decided that I wanted to put my two cents in; The thrust of the column was whether we in modeling are Hobbies ( or perhaps Craftsmen ), or whether we are Sportsmen. He felt like we should be classified as being " in Sports" and gave some good reasons why he felt that way. Here's the way I look at it: To be " in Sports " to my way of thinking requires at least some physical ability and at least some application of that ability. What brought the subject up in Bob's column was a letter by John Brodak referring to the physical aspects of control line flying. I have flown control line and I agree that there is a reasonable physical requirement involved. Especially when you are trying to stay on your feet and in control of a .46 or .61 powered monster tied to you by 60 foot strings and howling around you at 70 MPH and you are twirling like a ballerina trying to keep up. Now that might be called a Sport. Compare that with Chris Field and Joe Parrott lying on their backs at the end of the runway watching a model move lazily around at the limits of visibility. That is NOT a Sport, that's not even a craftsman. ( That's just lazy ). On the other hand, picture Gene Waters about 30 feet up a tree trying to figure how to get 10 feet more to reach a model resting in the branches above his head. The physical demands of a Sport are certainly there! Or watch C.D. Martin lugging a big quarter scale behemoth from his car to the runway or Jerel Zarestky unloading his huge pile of stuff for a day of flying. There's a lot of physical demands there, but I don't think that qualifies us as sportsmen. I guess I look at our hobby as a "Hobby" and us as "Hobbies". If the U-Controllers feel like Sportsmen, that's OK with me. I've heard the

arguments back and forth for a long time on whether golfers, or hunters or fishermen are Sportsmen. If they want to be called Sportsmen, that's also alright with me. Although it might be more of a Sport if the deer had rifles too, or the little fish could fight back somehow. I've done a lot of all of those sports (hobbies?) and I never felt like a Sportsman. Although, there was a time or two in golf when I felt pretty sporty. Especially that time when I hit a good shot! After a second or two of deliberation, I've decided that I don't care one way or the other. It doesn't make me a better flyer or even contribute any to my model building. In the words of the immortal Rhett Butler, " Frankly, my dear, I don't give a dang".....

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Got a letter from Gene Waters asking me not to send the letter from last issue to Santa Claus in which I asked for a new President who would please most of the voters in the country. Gene says most of the voters in the country don't know how to pick a President! Maybe he's right... Gene also said; "You may have time to get in a few more flights before we cross paths again since I crashed my P-51 on Wednesday. It can be repaired but will take a little longer than I would like." He went on to say " I think I picked up some interference climbing out at the west end of the field. I had just made a circle of the field and made a low pass from east to west down the runway. As the plane was climbing out at about 30 degrees angle opposite the pump house, it started a roll to the right, went into a dive and disappeared behind the trees toward the lake. I pulled hard up and it reappeared briefly at a low altitude and then rolled over into a steep dive. We found it about 200' from the lake. The wing sheared off a limb ~ 2" in diameter before hitting the ground. It took three trips to get all the pieces. I

think it was interference, I hope my thumb wasn't the cause after more than 200 flights."

( Editors note: Seems like the evidence is accumulating about interference at the west end of the field.)

" As I passed the field this morning, Fred Heddleson was there alone. The wind was blowing about 20 mph and the temperature was in the 40s. I did not stop at the field as I was going into the woods to find pieces of my model. I only heard him make one flight. He either made a bad landing or he froze up."

Thanks, Gene for helping me fill up this issue of the newsletter. I liked your story. I have a hard time thinking that your thumbs caused the wreck of Ole 51. The model Gene is referring to is the old Sig Quik Built series P-51. It is a 1/2" thick wood crutch with plastic sides that form a perfect scale fuselage complete with rivets and filets. It has foam core wings covered with balsa and makes up into a gorgeous model. It was kitted in the early 70s and re-kitted by Gene in 2000.

The reference to Fred is typical also. Fred is the second oldest member of the club and he never gives up. He is a charter member of the OFFA and he is certainly no stranger to bad landings or getting frozen up. He takes it all in stride and keeps on keeping on.

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There are few friends that I treasure more than my buddies in the OFFA. I get a large charge out of going to the field and getting a couple of flights and a couple hours of visiting with them. So to all my friends in the KCRC;

**I hope you have some  
very nice Holiday  
memories from this 2000  
Holiday Season.**

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