



Special Year End Club History Edition of

Plane Talk

December 2015

AMA Chapter 385, Jackson, Mississippi
Visit us on the web at: www.CCRCC.org

----- Club Officers over the Years -----

2016 President: Bobby Day

Past Presidents:

Kenny Hutson, Logan Hill
Todd Jardee, Lynn Roberts

2016 Vice President: Lynn Roberts

Past Vice Presidents:

Robert Aldrich, Bob Booty
Logan Hill, Wayne Squires
Bobby Day

Past Secretary-Treasures:

James Robinson, Bernie Rhines
Charles Williams, Todd Jardee

2016 Secretary: Wayne Squires

Past Secretary:

Kirk Sansom

2016 Treasure: James Robinson

Past Treasure:

Bobby Folsom

Webmaster: Kirk Sansom

Glenn Whitfield, Bernie Rhines

2016 Newsletter Editor: Wayne Squires

Past Newsletter Editors

Wayne Squires, Charles Williams
Kirk Sansom

Past Newsletter Distribution Team:

Charles Williams, Robbie Rush

2016 Member at Large: D. J. Powell

Past Members at Large:

Doug Harvel, Frank Dolansky
D. J. Powell

2016 Safety Coordinator: Paul Koiner

Past Safety Coordinators:

Dmitriy Chistov
Paul Koiner

Club Meetings

We meet at 7:00 PM, on the fourth Monday of each month, at the food court in the Mississippi Outlet Mall **OR** at the field on the fourth Saturday, depending on weather. Prior to each meeting an email will be sent out to announce the meeting place. Visitors are ALWAYS welcome.



Welcome

Spectators and friends are welcome to visit us at Hinkle Field located in Buddy Butts Park on North McRaven Road, Jackson. From I-20 west, take the Springridge Road (Exit 36) south 1½ miles to North McRaven Road, and then go east ¼ mile to park entrance. A current AMA license is required to fly at Hinkle Field. Also please be aware that some channels have experienced interference. Do not use channels 16, 17, 21, or 44 at Hinkle Field. No known problems have been reported with spread spectrum (2.4GHz).



Christmas Party

This year's Christmas will be this Saturday, December the 5th from 6:00 to 9:30 pm at the Church of the Creator located at 1445 Clinton Raymond Rd, Clinton.

The club will furnish the meat and members will bring a covered dish to complete the "Eating-meeting". Kirk will supply the cups and sweet/unsweetened tea.

Jackson Balsa Butchers

-Editor's note

Before there was a CCRCC, MMRC, or Jackson Model Airplane Club, there was the Jackson Balsa Butchers. This month we have the great pleasure of reading about our history from our own charter member, Mr. Bill Payne.

Jackson Model Airplane Club

-By Bill Payne

In 1938-39 there were several of us, not known to each other, building model airplanes in Jackson, Mississippi. We built stick models bought at the 10-Cent store for 25 to 50 cents. And at times we had to make our own glue from acetone and toothbrush handles.

The Hobby Club at Central High School brought us together from many parts of the Metro area. We pooled our knowledge to build rubber powered models and hand launch gliders. This was modeling, as we knew it. The original group consisted of Buddy Deverne, Bill Payne, Bobby Dekay, Robert Cooper, Sidney McClure, Morgan Jones, James Shafer, Lester Alvis, Harold Ludlow, Carl Seutter and Ed Campbell. This group called themselves the **Jackson Balsa Butchers**.

One spring morning Bob Hinkle showed up at a Saturday flying session at Hawkins Field, then Jackson Municipal Airport. He had this plane that was engine powered. He started it. We had never heard such a noise. It flew beautifully and we were hooked. Bob became an instant member of the Club. Things moved along nicely for a year or two, the Club growing to 25 to 30 members. Then World II disrupted our world for the next 4 to 5 years. During 1946, after the War, we slowly regrouped with free flight, control line, tow line and hand launch gliders. Free flight had 3 classes, ABC, based on engine size of .09 — .19 — .60. There were also Control Line, Stunt and Speed.

The engines of this era were Olsson .23 and .60, Brown JR .60, Fox .35, K&B .35, Super Cyclone, Atom, Baby Cyclone—just to name a few.

The **Jackson Model Airplane Club** was chartered by the National Aeronautical Association in 1947, with 36 charter members. We later affiliated with the AMA, the modelers division of NAA, flying at several sites including Bailey Junior High campus, Battlefield Park, Hawkins Field and the Raymond Airport. I had almost forgotten Battlefield Park until my old friend and fellow modeler, Herman Quattlebaum, proved his memory is better than mine.

We hosted several large contests in these years at Raymond Airport and at Hawkins Field, some with as many as 75 contestants. The Clarion Ledger sponsored some of these. For the next few years we experienced a lag in interest attributed to the fact that many of the members were married and trying to raise a family. Money was scarce, especially for nonessentials like hobbies.

In 1958 I managed a Hobby Shop at the Office Supply Company on Capitol Street. I was trying to hold things together for the Club and for myself. One day Earl Hamilton came to the field with a J3 Cub radio controlled, single channel. Again our world changed. I had the second R/C plane in Jackson—a Debolt Livewire Trainer. Great!!

It was a great flyer. Now the Jackson Model Airplane Club had most of the old members as well as some new ones about 1959—1960. By this time we had formed a solid group of R/C flyers. We even had a field! One of our members, Pill Sturdivant owned a pasture in Ridgeland, a home field at last. We used this pasture for a few years and then made arrangements with the city of Jackson to fly at Lake Hico, on a paved strip. This arrangement was short-lived due to liability problems. In the early 60's a suitable place across the dam at Barnett Reservoir became available, a 400 yard grass strip, better than nothing. The Club, grown now to 50—60 members, hosted several successful contests there.

Progress caught up with us in 1968. The county moved us out to make room for residential expansion. We had to move yet again. Bob Hinkle and I rented a Cessna 150 and flew for three hours around Jackson looking for a possible field. No luck. At about this time we heard that the City had acquired property at Clinton. We contacted the Jackson Recreation Department. Bingo!!! They were looking for recreational organizations to use their Clinton location, promising us a real field. They told us to go out and pick a site, (we

were the first) no carts. We walked over the whole area and picked the site of our present field, basing our choice on prevailing winds, trees, approaches, parking, expansion etc. I'm not sure of the date but about this time the Club name was changed to Capitol City R/C Club.

We had to cut a few trees and have the runway graded -300 feet—over which we dragged logs, and chain link fencing to smooth it after it was graded. Out of our pockets we paid \$75 for Bermuda seed; the result—a nice grass runway. We didn't have the money for blacktop so we flew off grass for a couple of years, lots

of mowing. Finally we made an agreement with the City for asphalt. They furnished the equipment and we bought the asphalt.

We needed a shed. We poured concrete and smoothed it, and added a roof, which was promptly blown off by the next storm. Now we put on a storm proof roof. That is the story of the creation of Hinkle Field, named for Bob Hinkle, one of the first members and a pusher and mover for the Capitol City R/C Club.

----- Club photos Over the Years -----



A few members chow down while the others are back at the buffets for refills.



Juan and Lulu at the CCRCC Christmas Party



Remember our first Big Bird Fly-in?



The Super Dooper Conie, April Fool's Joke Artical
Written and Photochoped by Wayne Squires



The last goodbye to Kenny Hutson's plane. The air was not kind that day.



Stuka! Zirolu Stuka flies in Walthall county, -- next mission - big bird fly-in! - Greg Whitter



Bernie Rhines kneels in front the three planes he had for sale at the Fun Contest, Swap Meet and Cookout



Billy Marascalco shares a few moments with his beloved Texan. Sadly, a cantankerous engine forced a downwind, in-the-grass, hard-hitting, dead stick landing.



All too often, CCRCC members are forced to use their prize models to chase off pesky hornets.



Pilot's Life Support Team



Greg Whitter's Combat 2.7 from Lynch's Hangar in Mich. It is a cottage industry kit that goes together quickly, is light and flies great.



Bobby Days DLE Powered Sukhoi, Restored in 2015



James and the late Roly braving the cold



After being slung around the sky at the end of a tangled static line, then dragged upside down along the runway. Following some reassurance from Greg Whittier that the problem had been corrected, this brave skydiver is ready to try it again.



Bobby Day's Goldberg Sukhoi rests after a day of first flights, and a first dead stick landing.



Former President: Todd Jardee



Mike Kenney takes a short break from flying to pose with his beautiful Extra.



Wayne Squires' Taurus made its maiden flight the following weekend. An elevator hinge failure and a chain link fence resulted in a horrible death on her third flight.



Man with an Edge, Doug Harvel



Bobby Day's 110 MPH Pusher-puller Canard



The Late Oscar Tissue's Falcon 56



View of the main tables at the 2004 swap meet. Directly behind the camera were 2 large tables full of goodies. Before the day was over, the bargaining extended to floor spots on both sides of the tables.

Parting Shot

It is exciting to again be writing the club's newsletter. I know that during my inactive years many things have changed with CCRCC. We have new members that I am yet to meet, old members that I have missed and sadly some have passed away.

CCRCC is our club and you are what the newsletter is about. PLEASE send your photos, stories or blatant lies so that Plane Talk will be truly about OUR club.

Merry Christmas,

Wayne (wayneNjoni@live.com)
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Brandon, MS 39042



Bill Pane (center table) and Oscar Tissue swapping memories of the "good old days" while Max Huff tries in vain to gain sympathy for his most recent propeller-bite.