



# Plane Talk

October 2017

Weeks 2 & 4 are our flying weeks,  
Weeks 1 & 3 belong to the carters.

AMA Chapter 385, Jackson, Mississippi  
Visit us on the web at: [www.CCRCC.org](http://www.CCRCC.org)

## Club Officers

President: Bobby Day  
Vice President: Lynn Roberts  
Secretary: Still looking for a volunteer  
Treasure: Jerry Bowen  
Member at Large: D. J. Powell  
Safety Coordinator: Charles Williams  
Newsletter Editor: Wayne Squires  
Webmaster: Wayne Squires

## Club Meetings

We meet on the forth Monday night, 7PM in the food court of the Mississippi Outlet Mall

Prior the each meeting an email will be sent out to announce the meeting. 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. Follow the park road around to the north east section of the park. A current AMA license and FAA registration are 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).

## September Meeting Minutes

Attendees:

- Lynn Roberts
- James Robinson
- Dave Huff
- Vernon Montgomery
- Wayne Squires
- Bobby Day
- Jerry Bowen
- Denis Connor

New Business:

- Halloween Fly in
- Plans to study the bylaws for future updates
- Memories of Paul Koiner
- Re-emphasis on emailing the club whenever you plan to fly
- DJ Has our Facebook page up and running.
- Our Facebook page is: Capitol City Radio Control Club.

Old Business: none

**Special thanks to Kirk Sansom  
for fixing our website!**



## Passing of our friend, Paul Koiner.



Paul and one of his beloved airplanes

Paul H. Koiner, Sr., 75, went home to be with his Lord and Savior on September 23, 2017, after a courageous struggle with ALS (Lou Gehrig's disease). Paul was born in Jackson, MS, on July 24, 1942, to Marie and Pal E. Koiner. Paul lived most of his life in Jackson with a few years in Crystal Springs, MS and then in Brandon since 2004.

Paul served in the Navy from 1959 until 1963. When he was discharged he began working for the Pitney Bowes Corporation as a service technician where he worked for 24 years. Later he worked with Mailroom Consultants until his retirement.

Paul was a member of First Presbyterian Church, Jackson, MS, and he served as a deacon at First Presbyterian Church of Crystal Springs while living there. He was a kind, Christian man of integrity. He always kept his word and was faithful to every duty.

He is survived by his wife of 27 years, Shirley Garrett Koiner; daughter, Karen Sullivan (Sean); sons, Paul H. Koiner, Jr. and Stephen M. Koiner; stepdaughter, Lauren Ethredge

(Stan); grandchildren, Sarah and Rebekah Sullivan, Amanda and Emily Koiner, Matthew and Katie Bobst; and a great grandson, Cash Koiner.

Paul enjoyed the hobby of building and flying radio-controlled model airplanes. He was a member of Capitol City Radio Control Club and the Mid-Mississippi Club. He also enjoyed keeping his yard beautiful and having a small garden.



**There will be a work day Saturday October 7, so watch your email for updates and plan to attend.**

## New projects

**Jerry Bowen:** I am repairing my Dynflite Cessna 40. It needs a new elevator and one wing half has some broken wing ribs. I have old plans but they do not have the wing ribs profile full size nor the elevator framing plan view. The plans are full size and show the plan views of the wing, fuselage and some other parts. However; the manual that I kept, did have a sheet showing how the wing ribs are layout on a 24" long balsa sheet. It also had all



other parts of the plane, some that were not on the full size plans. I scanned that sheet's drawing as a PDF. Imported the PDF into my AutoCAD software, scaled the drawing up to the correct size and traced the wing ribs and elevator framing plan views. Yesterday I fine-tuned the wing ribs drawings by measuring the wing's rib distances to the wings spars from the front and back of the wing ribs, the heights of the spars that were above each other and the front and end heights of the ribs. They were off a bit. They are drawn and printed on paper ready to be cut and used as templates. There are actually about 6 wing ribs that need repair on one half of the wing. Will have to recover some areas of the plane as well as the wing and tail feathers.

As some of you know, I crashed my old ARF Tower Hobby Trainer. It did last a long time and it had been rebuilt by me before. Its color scheme was red and blue with white stripes on the top of the wing. I may bring that icon back on to another plane. The tail icon was the "Trucker Girl" side profile.



The Dynflite Cessna had on the tail the "Playboy Bunny" icon. That plane is mostly white with yellow undersides and orange, red, black stripes on the top and fuselage side. There might be some color changes on that plane as well.

Just got in on 9/29/2017 the ARF 40 Big Stick and its new engine a Max 46AX II. That will be next when I finish the repair on the Cessna.

My kitchen is now a wood shop for my hobby repairs and building. If I had a wife she would not like that.

## Bill Cox:





I built in 1960, a free flight "Fortastrop." It was designed by one of the Manhattan Project engineers at White Sands I am informed. Bought it at the Play Pen on I-55 in Jackson. Power, Cox .049, free flight. It was a good flyer, but on that proverbial last flight I mistakenly put in too much glow fuel, and it flew away never found it. Bill Payne at the Play Pen had been gently after me on getting a radio set, and he used this to sell me a single channel Pixie, cost \$90. Rudder only. Press once, right rudder, press twice, left rudder. I put that Pixie into a Carl Goldberg Junior Falcon, .049 powered. I flew that several months with great success, learned how to fly RC on it, and flew from the Reservoir open field where the Jitney Jungle was built, just east of the Reservoir Dam.



Fast forward to 2017, found a Fortastrop kit online, built it for electric power. Attached are a couple of

photos of the framework, Monokote begun on part of a wing panel. I am using transparent yellow Monokote. I bought Coverite Light red transparent, but if I allowed the 'glue' covered sides to fold over and touch each other, it would stick tight would not separate, so I abandoned that for Monokote, a bit heavier but it won't make that much difference in performance. And Monokote has always been my favorite. Fuselage will be opaque white.

Blue 'painters tape' just holding stuff in place for the photos.

## Wayne Squires:



Just completed my Sig Kobra from Oscar Tissue's estate and has starting building a Tower Hobbies Uproar 60.

