

CONTROL LINE COMPETITION NEWSLETTER

RACING - SPEED - COMBAT - STUNT - CARRIER

SEPTEMBER 2017
USA \$21.00



**HIGH PERFORMANCE 1/2A GRABBER WINNERS: PETE ATHANS 1ST,
JOHN THOMPSON 2ND, MEL LYNE 3RD, RON COLOMBO 4TH**

THE WINNER OF AMA FAST COMBAT AT THE BLADDER GRABBER IS ONE OF THESE FOUR GUYS. HE'S WON FOUR STRAIGHT TIMES, ALSO WON THE AMA NATIONALS MANY TIMES, AND HAS BEEN ON THE USA F2D WORLD CHAMPIONSHIP TEAM. FLIP THROUGH THE NEWSLETTER, THERE'S A PICTURE LATER ON.

PICTURES PIRATED FROM FORUMS AND WEBSITES FROM AROUND THE WORLD.

RESULTS FROM THE EUROPEAN CHAMPIONSHIP.

NEWS FROM LOCAL AND REGIONAL CONTESTS.

2017 Whittier Narrows Speed, Combat, & Racing Contest Calendar

Whittier Narrows Park, S. El Monte, CA. 34.042737, -118.070392

September 9-10 Vic Garner Memorial Speed and Racing

All Speed events including Electric, 301-310 & 334, 335 + Perky and NASS Sport Jet and C Speed Official flights both days.

Racing events include: SCAR/Dallas Goodyear, NCLRA Clown and Super Slow Rat, NCLRA Quickie Rat, Racing Sunday only.

CD & Racing ED: Charlie Johnson Hislordship924@yahoo.com

October 21-22 Virgil Wilbur Memorial Speed, Combat, and Racing

All Speed events including Electric, 301-310 & 334, 335 + Perky and NASS Sport Jet and C Speed Official flights both days.

Racing Events include: SCAR/Dallas Goodyear, NCLRA Clown and Super Slow Rat, NCLRA Quickie Rat, Racing Sunday only.

Combat events: 80mph on Saturday and F2d Fast Combat on Sunday.

Fuel shutoffs required, pilot starts his own engine.

Contact Don Jensen for details: flyjensen56@verizon.net

CD & Speed ED: Howard Doering h.714-638-4937 c.714-394-5304

December 2-3 Toys For Tots Speed, Combat, and Racing

All Speed events including Electric, 301-310 & 334, 335 + Perky and NASS Sport Jet and C Speed plus Torquette Speed and Hollow Log Speed. Official flights both days.

Racing events include: SCAR/Dallas Goodyear, NCLRA Clown and Super Slow Rat, NCLRA Quickie Rat, Musciano Log Racing Racing Sunday only.

Combat events: 80mph on Saturday and F2d Fast Combat on Sunday.

Fuel shutoffs required, pilot starts his own engine.

Contact Don Jensen for details flyjensen56@verizon.net

CD & Racing ED: Ron Duly h.818-843-1748

Entry fee: One new unwrapped toy, approximate value \$10-20.

Before you set out on a cross-country trek check with the CD or ED to confirm contest dates. Whittier Narrows Park charges \$6.00 per day entry on weekends. A yearly pass is available but generally needs to be obtained from the Park Office during the week. Occasionally they do offer the pass at the front gate. Check with Howard Doering to make sure you're on the list.

Link to F2 World Cup Events: <http://www.fai.org/world-cups/f2-control-line>

Link to Weather Underground: <http://www.wunderground.com/>

Link to McMaster-Carr: <http://www.mcmaster.com/>

Link to Delphi Speed Forum: <http://forums.delphiforums.com/flyfast/messages>

Link to Stunt Hangar: <http://stunthanger.com/smf/rat-racing-and-team-racing/?PHPSESSID=31ecadcb9fcddb8aeb74412b476767d6>

Link to kill time: <http://www.flightradar24.com/SKW6211>

Link to Club Tamaran: <http://www.control-line.eu/>

HOBBY SUPPLIERS

Partner Productions: Current & Vintage Speed Plane plans. Box 205 Maple Ridge, BC V2X – 7G1 Canada 604-612-4060 cpartner@shaw.ca Chris Sackett

Eichenberger Products: Carbon Fibre and Composite Epoxy/Glass props for Speed and Racing. Carbon tops for 21-40's and more. Steve Eichenberger 480-730-0016 seichenberger@cox.net

Old Magazine Plans On CD: e-mail Tom Wilk at: tawilk636@live.com

If he doesn't have it, you probably don't need it.

Eliminator Props: <http://eliminatorprops.com/store/>



Mike's Racing Products: See June 2012 S.C.A.R. Newsletter

http://controlline.org.uk/phpBB2/files/mikenorthlist_209_423.pdf



OPS Engines America: Bill Hughes williamhughes4@att.net

Engines/Parts Prices start at around \$150.

Core House: <http://home.earthlink.net/~philcartier/webcat/catalog.html>

Kits, cores, SLC covering material

Marc Warwashana: Don's wheels, fastfills, etc. whellieman@gmail.com

Pat King's website: www.pdkllc.com Mockingbird Slow Rat and more.

Brodak Manufacturing: <http://www.brodak.com>

Douglas Mayer Model Airplane Plans: Multiple Goodyear plans, Turbo Mouse I, Alley Rat II Quickie Rat. All plans **FREE** as a PDF, \$15.00 for hard copies.
Douglas Mayer Douglasmayer58@gmail.com 310-463-0525

Fuel Shutoffs: Dale Long: DirtyDshutoffs@dslextreme.com Guaranteed to work! USA only.

Adriano Molteni: Ultra high quality flying lines, Nelson style plug, F2d models, props and mounts. adrieanto@gmail.com

The Craftsman: Stunt and Racing Engine Tuning (OS, S.T., Fox, K&B, Cox) Custom Kit Building - Ready to cover. Contact: **Jed Kusik** jedeeflyer@aol.com

Doctor Diesel (Eric Clutton) P.A.W. Diesels: www.cafes.net/doctordiesel
doctordiesel@cafes.net

Streamer Shuttle: <http://streamershuttle.blogspot.com>

Fast Hippy Speed Products: Tanks, torque units, titanium bell cranks, etc.
Marty Higgs ukiespeedman@hotmail.com

Sportsman Goodyear: Parts and accessories including venturis and needle valve assemblies for the Magnum/ASP 15, landing gear, and fuel tanks. billbisch@hotmail.com
The ASP 15 with proper venturi is now available from MBS Model Supply for \$80.00.

ZZ Props: Full line of quality Glass & Carbon Fiber props for Control Line Speed & Racing.
Contact Mike Hazel at: 503-859-2905 Day Phone or 503-871-1057 24 Hour Phone
zzclspeed@aol.com

BMJR Models: Freeflight, R/C, Control Line and Accessories. Laser kits.
www.bmjrmmodels.com



MBS Model Supply
P.O. Box 282 Auburn, KS 66402-0282 <http://mbsmodelsupply.com/>
Phone: After 5:00p.m. Central time or weekends only (785) 256-2583 Cell: (785) 221-7042

TCA Racing Accessories <http://www.tca-srl.it/Home/SITO/index.html> High tech Italian glowplugs, click on the Blue Line (Nelson and GloBee styles).

E-mail for info: Antonio.Giandrini@gmail.com or Adriento@gmail.com

John Newton Speed Products: Fiber glass shells for B-C-D Speed. Aluminum wing skins. Newtron 21 Sport Speed kit. Props for D-Speed and many other items. Contact John on his cell phone: **909-720-1940**

Robin's View Productions: Foam wings, cores and Lost-Foam building fixtures for built-up wings. Nifty electric motor mount called the Hardnose Mount also available. PDF building manuals available for free! Just e-mail your request to Bob Hunt. robinhunt@rcn.com

Barry Baxter's Vintage Control Line Combat Plans: <http://www.controllineplans.com>

Doug Galbreath: Cyclon 049, Nelson 65, and Audio Tachs 530-757-6058
3408 Topsail Place Davis, California 95616

Lee Machine Shop: Syringes, venturi selection for many engines, prop bushings, motor mount drill guides, etc. <http://www.leemachineshop.com/> sales@LeeMachineShop.com
827 SE 43rd Street Topeka, Kansas 66609 785-266-7714

Planet Hobby: NovaRossi aircraft engines are the world's standard for power, performance, and reliability. Phone: 901-755-1536 Web address: www.PlanetHobby.com

Enya U.S. Engines+Parts: Complete Enya parts inventory. We specialize in C/L parts. Call or e-mail for your needs. Shipping worldwide. [Http://stores.ebay.com/thecontrol-linestore](http://stores.ebay.com/thecontrol-linestore)
Bob Brooks 954-234-0863 shtterman@aol.com

Microfasteners: Hobby enthusiasts of all types trust MicroFasteners for all of their hardware needs. www.microfasteners.com info@microfasteners.com 1-800-892-6917
610-438-6177 Kathy Bechtel – Owner

Membership For Everyone



National Control Line Racing Association: <http://www.nclra.org/>

Membership is now FREE! Go to the NCLRA website and click on the **Join or Renew** tab. Members, as well as Non-members, can view all the electronic newsletters from October 2002 through the most recent (August 2017 as of this posting). A paper copy of the

newsletter will incur a \$10.00 fee. NCLRA President Bill Bischoff has added NCLRA to the Vendor's Corner on Stunt Hangar, here's the link: <http://stunthanger.com/smf/nclra/>



Navy Carrier Society: <http://www.navycarriersociety.org/joinNCS.aspx>



North American Speed Society: <http://clspeed.com/membership> Membership is \$35 for USA and Canadian residents and \$45 international. A special membership with a digital only newsletter is available for only \$20.00. PayPal OK



MACA Miniature Aircraft Combat Association: <http://www.macasite.org/>



Academy of Model Aeronautics

<http://www.modelaircraft.org/> If your permanent residence is outside the USA and you want to compete in a AMA sanctioned contest be sure to check out Affiliate Membership.



PAMPA Precision Aerobatics Model Pilots Association

<http://www.pampacl.org/> Membership starts at \$35.00.



Combat Flyers Association

<http://combatflyers.co.uk/index.htm> Vintage and F2d Combat in the UK



Ron Colombo 1st, Mike Rule 2nd, Bill Maywald 3rd,
Don Jensen 4th at the Bladder Grabber Gene Pape Photo



F2A Speed results from the 2017 European Championship in Békéscsaba, Hungary.

Place	NAME Surname	Nation	Flight 1 (km/h)	Flight 2 (km/h)	Flight 3 (km/h)	Flight 4 (km/h)	Result (km/h)
1	GROSSI Luca	ITA	0,0	301,1	298,8	0,0	301,1
2	SZVACSEK Ferenc	HUN	301,1	0,0	297,4	277,6	301,1
3	OSOVYK Oleksandr	UKR	297,3	296,3	298,1	300,5	300,5
4	EMELYANOV Gennady	RUS	295,0	300,3	295,6	295,2	300,3
5	HALMAN Peter	GBR	297,7	293,9	298,8	0,0	298,8
6	KALININ Andrey	RUS	297,5	298,4	295,3	294,6	298,4
7	EISNER Paul	GBR	297,8	298,0	297,4	0,0	298,0
8	REDIUK Illia	UKR	294,3	298,0	0,0	0,0	298,0
9	ELEKES Imre	HUN	296,4	296,4	297,6	0,0	297,6
10	BYELIKOV Valerii	UKR	295,4	296,6	295,6	0,0	296,6
11	ESSELAAR Han	NED	291,8	0,0	0,0	0,0	291,8
12	TOMELLERI Sergio	ITA	0,0	276,9	288,1	291,4	291,4
13	CSOMA Gyorgy	HUN	290,9	286,0	269,5	288,3	290,9
14	STARNJESUND Per	SWE	0,0	268,6	286,7	290,7	290,7
15	AUBE Jean-Marc	FRA	288,7	289,7	0,0	286,1	289,7
16	DUDAREV Stanislav	RUS	0,0	0,0	289,5	286,2	289,5
17	ROSTISLAVOV Anthony	FRA	0,0	289,0	0,0	0,0	289,0
18	EMELYANOV Alexey	RUS	0,0	284,6	288,8	288,7	288,8
19	PRAUS Pawel	POL	287,1	260,7	0,0	0,0	287,1
20	POPOV Ivo	AUT	287,0	270,4	0,0	0,0	287,0
21	METKEMEIJER Rob	NED	280,6	0,0	282,2	235,3	282,2
22	HOLECZEK Robert	POL	269,2	266,2	0,0	281,7	281,7
23	MARKSTEINER Maximilian	AUT	0,0	276,7	261,1	280,9	280,9
24	MIS Artur	POL	268,8	0,0	263,2	277,8	277,8
25	BIRNSTEIN Rene	GER	0,0	277,1	262,0	0,0	277,1
26	PIRAZOLLI Ivo	ITA	0,0	0,0	277,1	0,0	277,1
27	GUSTAFSSON Jan	SWE	0,0	0,0	250,2	274,7	274,7
28	MARKSTEINER Franz	AUT	0,0	0,0	0,0	270,7	270,7
29	DONCHEV Sedef	BUL	0,0	0,0	0,0	233,8	233,8
30	WALANIA Kacper	POL	0,0	0,0	0,0	232,4	232,4
31	STOJAN Yosifov	BUL	157,8	0,0	157,1	0,0	157,8
32	GIJSBERTSEN Bert	NED	0,0	0,0	0,0	0,0	0,0



F2B Aerobatics results from the 2017 European Championship

Place	N°	NAME Surname	Nation	Panel A		Panel B		Result
				Flight 1	Flight 2	Flight 3	Flight 4	
1	B31	BURGER Igor	SVK	1073,03	1112,13	1087,20	1089,86	2201,99
2	B17	VALLIERA Marco	ITA	1083,80	1066,63	1076,13	1091,36	2175,16
3	B05	KRAVCIK Zbynek	CZE	1069,70	1061,80	1086,26	1069,80	2155,96
4	B23	BORZECKI Kristian	POL	961,63	1025,96	1005,10	1058,70	2084,66
5	B03	VEJMOLA Jiri	CZE	1023,40	1070,20	1058,26	1057,50	2128,46
6	B39	YATSENKO Andrii	UKR	1038,13	1071,10	1063,53	1056,73	2134,63
7	B40	SOLOMANIKOV Sergii	UKR	1047,50	1053,00	1058,86	1033,06	2111,86
8	B27	YAKOVLEV Evgeny	RUS	1064,23	1049,63	1039,70	1042,56	2106,79
9	B28	GARFUTDINOV Albert	RUS	1068,83	1074,83	1049,03	1062,96	2137,79
10	B07	GAUTHIER Alexandre	FRA	1031,03	1040,36	1033,76	1028,56	2074,12
11	B16	MAGGI Alberto	ITA	1018,13	1022,40	1013,13	1008,83	2035,53
12	B29	SALENEK Viktor	RUS	1038,53	1018,53	1032,96	1029,26	2071,49
13	B06	CHAPOULAUD Nicolas	FRA	1017,36	1012,56	939,40	1027,46	2044,82
14	B41	YATSENKO Yurii	UKR	998,63	1035,20	1047,60	991,96	2082,80
15	B08	GAUTHIER Philippe	FRA	1019,60	1006,33	1001,40	1016,06	2035,66
16	B11	WADLE Frank	GER	1011,23	999,50	1001,80	1013,40	2024,63
17	B42	LEONIDOV Mykyta r-ch	JECH	962,93	1028,40	994,86	923,40	2023,26
18	B15	FIUSSELLO Mauro	ITA	999,16	992,96	1011,50	1023,33	2022,49
19	B25	KUBIK Sylwester	POL	1011,90	974,40	979,93	991,26	2003,16
20	B13	MOROTZ Attila	HUN	984,40	1006,06	961,96	996,33	2002,39
21	B47	KOPRIVA Jan jun	CZE	616,90	1013,00	980,56	969,56	1993,56
22	B21	DE JONG Henk	NED	1016,66	0,00	975,36	954,90	1992,02
23	B04	MEISL Kamil	CZE	1014,30	1026,23	950,43	963,70	1989,93
24	B43	KUCHER Mykola jun	UKR	969,70	964,30	1000,93	1008,03	1977,73
25	B46	ROBINSON Barry	GBR	960,10	1010,06	951,70	930,90	1961,76
26	B30	FOKIN Yaroslav jun	RUS	994,00	994,86	885,36	946,93	1941,79
27	B10	VOCHEZER Jan	GER	997,06	994,46	874,50	941,80	1938,86
28	B12	TOKAI Tamas	HUN	998,40	1004,10	932,20	932,86	1936,96
29	B45	CHERRY Roy	GBR	950,46	993,66	932,76	937,93	1931,59
30	B24	DZIUBA Pavel	POL	932,46	972,46	941,93	924,50	1914,39
31	B44	WILLIAMS Mark	GBR	943,56	949,80	962,16	937,63	1911,96
32	B33	SIVAK Lubomir jun	SVK	872,56	978,66	903,86	931,36	1910,02
33	B14	SIPOS Robert	HUN	1020,53	1007,70	853,66	823,36	1874,19
34	B37	GERMANN Peter	SUI	858,50	991,73	861,00	861,93	1853,66
35	B35	DOLOBAC Patrik jun	SVK	878,86	908,16	932,46	878,86	1840,62
36	B22	ANKER Bram	NED	975,46	945,50	827,73	851,90	1827,36
37	B09	MORBITZER Dietmar	GER	945,16	939,36	873,40	853,43	1818,56
38	B02	PAVLOVA Nikol jun	BUL	976,40	971,03	785,36	823,06	1799,46
39	B48	MALISHEV Victor	ISR	890,86	920,26	862,96	855,63	1783,22
40	B18	ALGIMANTAS Vasiliausk	LTU	937,13	946,63	816,10	799,66	1762,73
41	B34	GASPAR JAKUB jun	SVK	869,16	845,26	796,40	845,63	1714,79
42	B38	HOFACKER Peter	SUI	735,80	852,90	795,90	792,60	1648,80
43	B20	PILKIONIS Vitalius	LTU	828,53	0,00	720,23	759,23	1587,76
44	B26	RAKOWSKI Marek jun	POL	773,60	749,03	803,43	784,96	1577,03
45	B01	MARGAROV Angel	BUL	817,63	768,20	671,23	713,23	1530,86
46	B19	VIDMANTAS Vaskis	LTU	754,56	793,23	706,90	730,33	1523,56

Fly-Off 1	Fly Off 2	Fly Off 3	Result
1103,44	1104,06	1076,14	2207,50
1066,68	1069,72	1087,76	2157,48
1074,72	1032,66	1068,54	2143,26
1053,94	1060,02	1019,96	2113,96
1060,54	1048,06	1053,08	2113,62
1042,76	1049,96	1061,74	2111,70
1049,84	1051,62	1056,62	2108,24
1048,67	1050,12	1042,94	2098,79
1053,36	1042,32	1028,38	2095,68
1036,52	1011,40	1053,16	2089,68
1033,16	1039,52	980,56	2072,68
1034,74	1036,90	1011,22	2071,64
1028,94	1030,76	1005,24	2059,70
1029,32	1011,86	1002,14	2041,18
1011,42	1003,32	1012,68	2024,10

2nd

972,18	970,42	954,58
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1942,60

3rd

947,86	842,38	969,06
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1916,92

1st

988,82	982,68	990,86
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1979,68

MASSIMO SEHOLI
FAI Jury President

infeli

JEAN

Hans Visser
member
J. Visser

Luca Grossi was first in F2A and seventh in F2C. Reigning World Combat Champion Illia Rediuk was eighth in both F2A and F2D. Igor Burger swept the Aerobatics class, again. Pascal and Georges Surugue were the class of the field in F2C winning with a 6:16.3 in Team Race. Just two French teams entered, so as far as team prize they were listed after countries with three teams.

F2C Team Race results from the 2017 European Championship

Place	N°	NAME Surname	Nation	Heat 1	Heat 2	Heat 3	Semi 1	Semi 2	Final
1	C04	SURUGUE Pascal/SURUGUE Georges	FRA	3 : 13,5	3 : 05,8	3 : 09,4	3 : 06,0	75 laps	6 : 15,3
2	C20	ANDREEV Sergey / VOROBIEV Oleg	RUS	41 laps	3 : 13,0	3 : 07,4	3 : 07,7	3 : 10,4	6 : 23,2
3	C21	DOZHIDAEV Sergey / DUKOV Vyacheslav	RUS	3 : 04,8	3 : 09,4	3 : 16,6	24 laps	3 : 10,0	6 : 25,0
4	C30	BONDARENKO Yuriy / LERNER Semen	UKR	3 : 16,6	3 : 15,2	42 laps	DISQ	3 : 10,5	
5	C29	IGOSHIN Oleksii / CHAYKA Yuriy	UKR	3 : 15,2	3 : 15,3	3 : 13,4	3 : 12,6	3 : 11,2	
6	C05	OUGEN Thierry / SURUGUE Roland	FRA	3 : 12,1	3 : 10,1	99 laps	3 : 15,7	3 : 12,5	
7	C08	GROSSI Luca / LOSI Roberto	ITA	3 : 13,2	3 : 12,1	69 laps	3 : 13,7	DISQ	
8	C15	GOLISZ Wacław / LESIUK Wolciech	POL	3 : 27,9	3 : 13,9	98 laps	3 : 20,2	3 : 10,4	
9	C28	MAKARENKO Volodymyr / FULITKA Volodymyr	UKR	3 : 15,2	3 : 21,3	59 laps	36 laps	3 : 21,2	
10	C19	CARDOSO Antonio / GOULAO Jose	POR	3 : 20,4	3 : 15,4	3 : 26,9			
11	C24	BARRAGAN Antonio / BARRAGAN Juan	ESP	3 : 15,5	78 laps	3 : 18,7			
12	C22	MIKHONOV Pavel / CHEREDNICHENKO Alexanc	RUS	3 : 16,3	47 laps	3 : 18,3			
13	C16	PIOTROWSKI Krzysztof / DZIKOWSKI Michal	POL	3 : 27,3	3 : 41,9	3 : 17,8			
14	C10	ZUKAUSKAS Nerijus / SABLINSKAS Gintaras	LTU	3 : 18,4	3 : 22,4	3 : 27,0			
15	C12	ORVOS Ferenc / METKEMEIJER Rob	NED	3 : 19,2	3 : 20,0	98,0			
16	C09	AVERIN Viktor / GRYGARTAS Algis	LTU	3 : 56,3	DISQ	3 : 21,3			
17	C27	STANOJEVIC Zivomir / STUDER Heiner	SUI	65 laps	3 : 22,7	74 laps			
18	C17	BROZEK Mariusz / ZYLKA Piotr	POL	3 : 23,7	73 laps	3 : 23,2			
19	C23	KOCHETYGOV Ylia / BORZISTY Oleg jun	RUS	3 : 30,7	4 : 11,2	3 : 26,2			
20	C11	ORLOVAS Grigorijus / CIBULSKAS Zilvinas	LTU	DISQ	3 : 27,1	3 : 33,5			
21	C01	ZHOLNERKEVITCH Igor / SOLOVEY Dmitriy	BLR	3 : 30,4	3 : 34,6	3 : 41,1			
22	C33	FITZGERALD Michael / GREENWOOD Mark	GBR	DISQ	3 : 31,8	3 : 39,7			
23	C31	BARKER Christopher / TRICKER Neil	GBR	4 : 16,9	3 : 32,2	3 : 39,4			
24	C07	MARASINI Roberto / COCCHI Gianfranco	ITA	3 : 44,9	DISQ	3 : 33,0			
25	C26	SAMUELSSON Begnt-Olof / AXTILIUS Kjell	SWE	3 : 34,2	87 laps	3 : 57,9			
26	C06	MAGLI Marcello / PIRAZZINI Elvis	ITA	DISQ	3 : 40,2	00,0			
27	C14	OLIJVE Rik / SCHOT Frits	NED	3 : 52,4	35,0	3 : 40,9			
28	C03	PALEZHEV Nikolai / PAVLOVA Nikol jun	BUL	DISQ	3 : 47,8	33 laps			
29	C02	TODOROV Valentin / MILEV Vasil	BUL	22 laps	39,0	3 : 48,1			
30	C13	ANKER Bram / OLIJVE Rob	NED	4 : 00,4	DISQ	3 : 54,1			
31	C32	ROSS Malcolm / TOOGOOD Tony	GBR	4 : 14,4	0 laps	73 laps			
32	C18	SIUDA Dominik / MUCHA Jakub jun	POL	32 laps		4 : 32,9			

F2d Combat at the European Championship - Go Spain!



Place	Start- No.	Name	Age	FAI ID	Nation	1.	2.	3.	4.	5.	6.	7.	8.	9.
1	42	Rioja Ignatio	JUN	17666	Mario Rioja	ESP	W	W	W	W	L	W	W	W
2	30	Rastenis Audrius		27189	Vaclovas Cyzas	LTU	W	W	L	W	W	W	W	(W)
3	35	Narkevich Pavel		21918	Jury Moiseev	RUS	W	L	W	W	W	W	L	(L)
4	37	Boroda Ivan		23807	Sergey Antonov	RUS	W	W	W	W	W	L	L	-
	28	Cyzas Vaclovas		27188	Audrius Rastenis	LTU	L	W	W	W	W	W	L	-
	14	Forss Jussi		10571	Timo Forss	FIN	W	W	W	W	L	W	L	-
	1	Königshofer Rudolf		46361	Alex Topunov	AUT	W	L	W	W	W	W	L	-
8	24	Mikhalkov Yuri		69889	Mark Rudner	LAT	W	W	L	W	W	L	-	-
	46	Rediuk Illia	JUN	84050	Dmytro Rediuk	UKR	W	W	W	W	L	L	-	-
	11	Varfolomejev Dmitri		17899	Vladimir Loginov	EST	W	W	L	W	W	L	-	-
11	43	Chornyy Stanislav		84048	Andriy Umrykhin	UKR	W	L	W	W	L	-	-	-
	29	Rimsa Vytautas		68752	Audrius Rastenis	LTU	W	W	W	L	L	-	-	-
	12	Tsukov Sergei		17898	Vladimir Loginov	EST	L	W	W	W	L	-	-	-
	49	Whillance Mike		29374	Gordon Price	GBR	W	W	L	W	L	-	-	-
15	36	Akbashev Valeriy		22473	Rail Gareev	RUS	L	W	W	L	-	-	-	-
	9	Berthelsen Andre		17272	Morten Nielsen	DEN	W	W	L	L	-	-	-	-
	8	Friis-Nielsen Morten		68657	Ole Bjerager	DEN	L	W	W	L	-	-	-	-
	26	Kochunts Vitaly		69896	Mark Rudner	LAT	L	W	W	L	-	-	-	-
	45	Lutsyk Andrii		99795	Lyubomir Lylyk	UKR	W	W	L	L	-	-	-	-
	50	Nekhai Pavel	JUN	76168	Andry Strelchuk	BLR	W	L	W	L	-	-	-	-
	25	Prokofjevs Aleksandr		69893	Mark Rudner	LAT	W	L	W	L	-	-	-	-
	41	Rioja Mario		79446	Ignacio Rioja	ESP	W	W	L	L	-	-	-	-
	48	Shields Andrew		66350	Graham Ives	GBR	W	L	W	L	-	-	-	-
	2	Snitko Vitali		76232	Andry Strelchuk	BLR	W	L	W	L	-	-	-	-
	44	Uzkih Sergey		84062	Vadym Savenko	UKR	W	W	L	L	-	-	-	-
	47	Wiseman Dave		83014	Gordon Price	GBR	W	W	L	L	-	-	-	-
27	10	Bjerager Ole		69083	Andre Bertelsen	DEN	L	W	L	-	-	-	-	-
	15	Forss Timo		10083	Kimmo Valkonen	FIN	L	W	L	-	-	-	-	-
	34	Gijsbertsen Bart	JUN	70216	Bert Gijsbertsen	NED	W	L	L	-	-	-	-	-
	27	Kocuns Ericks	JUN	69895	Mark Rudner	LAT	L	W	L	-	-	-	-	-
	23	Mancini Ettore		20101	Antonello Cantatore	ITA	W	L	L	-	-	-	-	-
	39	Mons Francisco		17388	Raul Mateo	ESP	L	W	L	-	-	-	-	-
	7	Shterbahenko Sergey		72048	Andrey Vdovenko	BUL	W	L	L	-	-	-	-	-
	6	Vasilev Mihail	JUN	72051	Aleksandr Erisov	BUL	L	W	L	-	-	-	-	-
	17	Vorchak Istvan		81496	Dimitry Seryogin	HUN	W	L	L	-	-	-	-	-
36	21	Anastasi Maurizio		20099	Ettore Mancini	ITA	L	L	-	-	-	-	-	-
	38	Blinkov Kiril	JUN	66512	Alexej Ivakin	RUS	L	L	-	-	-	-	-	-
	22	Cantatore Antonello		66947	Ettore Mancini	ITA	L	L	-	-	-	-	-	-
	18	Filep Krisztina		81426	Vasil Almasy	HUN	L	L	-	-	-	-	-	-
	19	Fülöp Sándor		81429	Dimitry Seryogin	HUN	L	L	-	-	-	-	-	-
	32	Gijsbertsen Bert		70180	Bert Gijsbertsen	NED	L	L	-	-	-	-	-	-
	5	Kertikov Ivan		72023	Aleksandr Erisov	BUL	L	L	-	-	-	-	-	-
	20	Madi Richard	JUN	81457	Vasil Almasy	HUN	L	L	-	-	-	-	-	-
	40	Mateo Raul		17516	Francisco Mons	ESP	L	L	-	-	-	-	-	-
	4	Mazurin Igor		85432	Andry Strelchuk	BLR	L	L	-	-	-	-	-	-
	33	Meijer Fred		21397	Leo Voss	NED	L	L	-	-	-	-	-	-
	3	Nekhai Viktor		76234	Andry Strelchuk	BLR	L	L	-	-	-	-	-	-
	16	Valkonen Kimmo		10476	Jussi Forss	FIN	L	L	-	-	-	-	-	-
	31	Voss Leo		70207	Meijer Fred	NED	L	L	-	-	-	-	-	-

Juniors results

1	42	Rioja Ignatio	JUN	17666	Mario Rioja	ESP	W	W	W	W	L	W	W	W
2	46	Rediuk Illia	JUN	84050	Dmytro Rediuk	UKR	W	W	W	W	L	L	-	-
3	50	Nekhai Pavel	JUN	76168	Andry Strelchuk	BLR	W	L	W	L	-	-	-	-
4	34	Gijsbertsen Bart	JUN	70216	Bert Gijsbertsen	NED	W	L	L	-	-	-	-	-
	27	Kocuns Ericks	JUN	69895	Mark Rudner	LAT	L	W	L	-	-	-	-	-
	6	Vasilev Mihail	JUN	72051	Aleksandr Erisov	BUL	L	W	L	-	-	-	-	-
7	38	Blinkov Kiril	JUN	66512	Alexej Ivakin	RUS	L	L	-	-	-	-	-	-
	20	Madi Richard	JUN	81457	Vasil Almasy	HUN	L	L	-	-	-	-	-	-

Douglas Mayer
310.463.0525
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Working with Epoxy Composites

This article goes hand in hand with my Goodyear construction article. I started kiteboarding in 2000, and by 2004, I had all but quit racing model airplanes. During this time, I built four kite surfboards using a variety of foams, fabrics, bonding & filling agents, dyes and epoxy. This article gives a general overview of working with composites.

RESOURCES – Before getting started, you should explore your yellow pages to find out where to purchase material. I recommend going to a local retailer if possible. A good Plastics store sells cloth, resin, tools, etc. West Marine or another marine store sells a full variety of resins and tools (no cloth). Aircraft Spruce sells a full variety of foams, cloths, resins & tools. I prefer all of these venues over the hobby shop because I have been dealing in bulk items, and the hobby shops are typically geared towards smaller quantities, and usually cost a bit more than the other outlets

RESINS – The most important component of a good fiberglass job is the bonding resins that you choose to use. On my first couple of airplanes before my kiteboarding experience, I used polyester resin and 2 oz. glass. I believe the resin was manufactured (packaged) by Sig. I suspect that the stuff had sat in a hobby shop for a number of years, and I never got a good cure to the finished product. It remained tacky and sticky forever and required a ton of sanding to cure the problem. I suspect that the catalyst was no good, or the shelf life was expired. Polyester resin is easily available and it's the same stuff that surfboards are made from. In my opinion, it's a bit more brittle and less durable than epoxy. I believe it is more subject to cracking. Fast forward a few years, now, all I use is West System Marine Grade Epoxy. (It is not a name brand of West Marine). West System has one Resin named 105. This resin works with all of their catalysts. They have several different catalysts. Each one is faster or slower, and the fast one has a short pot life. (pot life is the amount of time in the mixing tub before the epoxy becomes un-workable). The Fast hardener is called 205 and the slow hardener is called 206, both of these hardeners have an amber hue. This is OK, but if you want a totally clear finish, you won't get it with the 205 or 206. They also make a special hardener called 207, which they call a "Special Clear hardener". This is my preferred hardener because it is clear and has the same cure speed as the "slow 206". I have used the fast 205, but it will get hot and start to cure quickly like a 5 minute epoxy. This is probably not very desirable when you are trying to glass your plane. Last and probably the most important is the mini-pumps. West System makes a set of mini-pumps that can be screwed directly onto the metal lid of the containers. This is especially important because all of the resins and hardeners are mixed in different volumes, and the mini-pumps automatically account for these volumes in a 1:1 ratio. (6 pumps of resin = 6 pumps of hardener). After using the mini-pumps, I just leave them permanently installed on the jars. I would recommend you purchase the pumps if you are going to use the West System epoxy. WARNING: Do not over-mix your epoxy, or mix too rigorously because you can create many little bubbles. This warning will be on the product packaging as well.

NOTE: West Systems epoxies are sold in different volume sizes for large projects. You can buy the smallest volumes of 105, 205, 206 & 207 and it will be plenty for many airplane projects. The mini-pumps can fit to any size can that they sell. You just have to adjust the straw on the bottom of the pumps for the size of can that you are using – it's a breeze.

FINISHING – The greatest advantage of working with epoxy is that the finished epoxy dries hard and glossy, it is extremely durable and fuel-proof, and does not require any sanding or painting. NOTE: I usually apply the glass with one coat of epoxy and let it dry. I completely sand this layer, before applying my finish coat of epoxy. Because the finished epoxy is your finished coat, (it substitutes painting if you wish) there are many different things you can experiment with for your final colors or graphics. The plastics stores sell little bottles of dyes in a rainbow selection of

colors. I have used turquoise and orange and both gave a nice color to my work. Dyes will not give you an opaque color, rather, you will end up with a transparent color, and you will see the finished materials underneath. My Outrageous is a good example; the fuselage is covered in fiberglass with an orange dyed epoxy. I have also laminated a 6 oz. strip of carbon fiber cloth on the fuselage sides (more on that later) and you can see all the different materials. The balsa, plywood, and carbon strip, all encased in transparent orange epoxy. Another additive that you can use is graphite powder from West system. It appears to have the consistency of baby powder. When mixed with your epoxy, your finished product will be JET Black epoxy. This finish is opaque, so if you want a black plane, this will work well. West also sells some white fillers and additives that you can mix in if you want a white finish. I have never used any white fillers myself.

CLOTH – The best way to cut all cloth is with a good set of sharp shears (Scissors). I own a good pair of Fiscars shears that I bought at JoAnne fabrics, and I only use these shears for cutting fabrics, nothing else. I have tried to cut my 6 oz. carbon cloth with a straight edge razor blade and a straight edge (with limited success) because the threads may pull and separate. This may be OK for general layout work, but scissors are definitely your best bet.

2 oz. Fiberglass Cloth is the all-time best cloth for model airplanes in my opinion. The 3/4 oz. stuff is just too flimsy, and does not provide enough structural strength. On surfboards, we use 4 oz. and 6 oz. cloth, and multiple layers of glass, but for airplanes, all you really need is a good batch of 2 oz. cloth.

Kevlar/Carbon Hybrid – I used Kevlar cloth on one of my surfboards because the cloth had a cool looking black and red weave. I knew that my finished board would have the look of the fabric, so aesthetics was the driving motivation. I had no idea what I was in for. Kevlar simply does not cut. It is absolutely miserable shit to work with, and would not advise it to anyone unless you're up for the challenge. It does cut somehow of course, but it will require you to buy a set of specialized hardened shears meant for cutting Kevlar. Wish I had known this before I started that project. I must say however, that surfboard was the strongest and lightest board that I ever made.....hmmmmmmm, do you need a bulletproof airplane? I still have some of that stuff, maybe on my next wing?

Carbon cloth – I love carbon cloth. I have used it on every one of my surfboards because it is structurally superior to anything else. For my surfboards, I lay up the carbon cloth, and then lay up another layer of 4 oz. fiberglass on top to encase and protect the carbon. Every one of my boards can take a ton of punishment, and none have ever failed. I usually use 6 oz. carbon because it is relatively inexpensive (it is really called 5.7 oz. or 5.8 oz.). Purchase plain weave, not twill, which has a 45-degree angle look to it. The plain weave is normal one up and one down weave, and it is what you see on car hoods or other items with carbon fiber cloth. Unfortunately, the 6oz stuff is pretty stiff which makes it hard to use on model airplane contours. One of my newest techniques is to lay up a big strip of 6 oz. cloth along the sides of the fuselages, with a layer of 2 oz. glass on top. This will make your fuselage so damn strong. I no longer get stress fractures in front of the stabilizer or behind the wing, and ALL of my new planes incorporate this method. The cloth must extend well past the wing and stabilizer in order to get the full benefit of the carbon. I have used it on Goodyear models and my Super Slow Rat to date. In the case of my Outrageous mentioned above, I actually intended the carbon cloth to be part of the graphics of the finished airplane. I have considered using 2 oz. carbon on one of my wings, but the cost of the 2 oz. cloth is extreme. It runs 3-4 times as much as the 6 oz. stuff and 10 times as much as fiberglass, so I have never bought the stuff. As a general note, many of the carbon stores on the internet are expensive. Compare to your local plastics store, or Aircraft Spruce online.

Texillum – What?? Texillum is aluminum-coated fiberglass. When you glass your board, you will end up with a metallic silver surfboard. I must say, it looks pretty damn cool. I had some leftover texillum, and was planning to use it on one of my wings, but it was too stiff and hard to work with, so I scrapped that idea. The stuff is heavy, and does not add any structural integrity, so it is merely used for aesthetics.

TOOLS – Having the right tools can really help make your glassing work easier. FIRST of all, use rubber [surgical]

gloves!! Buy a box of 100 if you do not already have them in your shop. I buy them in bulk at Costco, or you can get them at any of the other stores that I mentioned. Cleanup all your tools with Acetone, paper towels and gloves and wear glasses! You do not want to splash acetone in your eyes. I usually buy some mixing cups or tubs from the store for mixing my epoxy, you could use a plastic salsa container or cottage cheese container, but the bottoms usually are not flat. A good mixing tub will have a flat bottom which makes mixing better. This is important for getting a good mix, especially when adding dyes or other additives. If you are inclined, you can wipe them out with your gloves and paper towels a couple of times, but they are cheap, so after a project I toss them out. Mixing sticks, they sell little plastic ones that look like a tongue depressor with a square end. I prefer to use these plastic ones, and I just wipe them clean and re-use them all the time. You could use wooden popsicle sticks if you want, but without a square end, it will not mix as well. As mentioned earlier, buy the mini-pumps if you are using epoxy. It makes mixing up a batch of epoxy a breeze with no waste and no mess. After using your pumps a few times, you will know exactly how much resin to mix up for a project. You will be glad you bought the pumps! Application: I usually just pour the epoxy directly on my work from the mixing tub. You can spread the epoxy on the wood with cheap throwaway paintbrushes, a plastic squeegee, or foam rollers. Once I wet out the glass, I roll it smooth and uniform with a 3" foam roller. Say goodbye to that roller, you will never save it. If you are going to add graphite powder or other powder based additives, I use a kitchen screen sieve, and gently shake the powder to a uniform thickness, laying on top of the epoxy in the tub. Blend in a little bit at a time. You will find that dyes require a lot of dye to get color, and powders do not require much at all. Just mix in a little bit at a time. You do not need to go overboard.

FOAM – I really do not intend to get into foam too much, because we all use balsa, but for some reference here goes. Both of these foams are available at Aircraft Spruce. Divinycell foam is blue, flexible, and does not sand well. It is not difficult to sand, but has a weird plastic consistency. The problem with Divinycell is that it absorbs the resin like a big sponge and yields a very heavy finished product – not good for airplanes. Last-A-Foam is yellow, brittle and crumbly. It sands super easy, you could airfoil a wing in a few minutes. This foam is not strong at all, but when combined with an epoxy and carbon skin, it will be very strong. Basically, the foam does nothing but give the epoxy carbon skins a substrate to perform their job. This is a great foam to use because it does not absorb as much resin as the Divinycell foam, so it yields a nice strong and light finished product. I have considered making a wing from this stuff, but just have not gotten around to it. This foam comes in different thickness sheets. For my surfboards, I was using multiple layers of 1/4" sandwiched together and clamped on a rocker table to achieve the curvature of the board with a compound concave bottom. To sandwich the layers of foam, I used a batch of epoxy mixed with micro balloons. This mix was spread all across the foam with a plastic squeegee and was used as an adhesive. It worked quite well, and kept the weight down from using pure 100% epoxy.

GLASSING – My Goodyear article will actually get into more detail about my techniques for applying epoxy glass on my wings and fuselage.

SOURCES:

Aircraftspruce.com

Westsystem.com

Westmarine.com

CLOSING – If you have any questions or want some advice, please feel free to contact me, douglasmayer58@gmail.com or mobile 310-463-0525.

Doug's Goodyear article will appear in the October NCLRA newsletter as well as the Competition Newsletter.
-Ed.



Doug is offering **FREE PDF files** of multiple Goodyears, his Alley Rat II (Quickie Racer), and his Turbo Mouse I. Prints are \$15.00. Such a deal, contact him at: douglasmayer58@gmail.com - Ed.



Don't want to build a model from scratch? The laser cut Polecat is one of many Goodyear kits offered by Pat King. Other racing kits include Nemesis, Minnow, Cosmic Wind along with the Streaker Mouse Racer, Mockingbird Slow Rat/Super Slow Rat, and a couple Quickie Rats. The Goodyear kits are around \$105 and the Nationals winning Mockingbird is \$110. Pat's website is: www.pdkllc.com Click on airplanes and you'll see different categories by engine size. The Goodyear and Slow Rat are in the .09-.25 section. Not all the kits are on his website yet, contact Pat at: PatDK@aol.com Lots of other planes too, see below.



Super Saucer



Super Ringmaster



Ringmaster 2X



Luis Eduardo Mei posted this picture on Facebook of F2A flyers in São Paulo, Brazil. L. Mei 277.0kph, Norbert 275.3kph, and Marcio 262.2kph. No other information provided.



Jean Paul Perret posted this picture and the following pictures on the CMBL site. In the next picture Jean Paul is 4th from the left (back row). Jean Paul, as the pitman for son Mathieu (far right, back row), make up a top F2C team. He's one of the organizers for the 2018 World Championship in Landres. Seen here in spiffy 2018 WC t-shirt.



OK, the Paris Open was a year ago but the Eiffel Tower logo is so cool. Here's their website:
https://www.facebook.com/ClubModelisteDeCachan/?fref=gs&hc_location=group



Open and Junior winners at the James Mears Memorial held in Lubbock, Texas over the Labor Day weekend. (left to right) Bill Maywald 3rd, Cary Minor 2nd, Lester Haury 1st. Junior winners, Eddie Hein 3rd, Rylan Ritch 2nd, Austin Minor 1st.



Knight's Joust triple elimination F2d Fast, Rudner 1st, Jensen 2nd, Maywald 3rd. In Speed Limit Russ Wilcox took Don's place in 2nd, Rudner and Maywald swapped 1st and 3rd



Dallas Model Aircraft Association

Fall Finale 2017

**Control Line Speed and Racing
September 29, 30 & October 1, 2017
Hobby Park, Dallas Texas**

Pilots' meeting 9:00a.m. each day

Friday Sept 29

**F2C dropped from
schedule.** Speed
events only.

Saturday Sept 30

Quickie Rat
Super Slow Rat
Sportsman Goodyear
Clown Race (**first event of the day**)

Sunday Oct 1

AMA Goodyear
Mouse I
Fox Goldberg

all three days

Sport Jet Speed
Record Ratio &
Perky Speed

Any speed class can be flown on a percent of current record basis. Goldberg and Sportsman Goodyear racing flown per DMAA rules. (dmaa-1902.org). Super Slow Rat, Quickie Rat, and Clown flown per NCLRA rules. (nclra.org) Sport Jet and Perky speed flown per NASS rules. (clspeed.com) 10% fuel generously provided by Ritch's Brew.

First event \$10.00 and additional events \$5.00 each with a maximum of \$25.00.

Contest Director: Bill Bischoff billbisch@hotmail.com

Speed Director: Patrick Hempel ptrckhem@aol.com

Sponsored by: Dallas Model Aircraft Association <http://www.dmaa-1902.org>

OMG! It's the
39th Annual

GOLDEN STATE Stunt CHAMPIONSHIPS

October
21-22, 2017

Host Hotel
Hampton Inn & Suites

YOU MUST CALL THIS NUMBER TO GET OUR SPECIAL RATES!

559-661-0910

*In Madera, CA, at the Madera
Airport! Exit 99 freeway at Ave. 17.
Go West one block, turn left on Airport
Dr. Continue straight to airport.*

The Saturday Night Banquet and Appearance Judging will be at the Hampton Inn & Suites.

SPECIAL
GOLDEN STATE
ROOM RATES!

⇒ KING/TWO QUEENS: \$95.
⇒ SUITE: \$109.
⇒ JACUZZI SUITE: \$119.

BOOK EARLY!

Our block of rooms will be released October 6th! After that, room availability cannot be guaranteed. Our special pricing will be honored based on availability.

You must call the Hampton Inn direct at 559-661-0910 and tell them you are with the "Golden State" to get our discounted rate.

Complete hotel info and rates at www.californiacarclubs.com/gssc.htm

Saturday:

Registration opens 7:30am;
Pilots Meeting, 8am;
Classic Appearance Judging, 8:30am
Classic & Old Time
Official Flights begin at 9am.

Sunday:

Registration & Appearance Judging 7:00am
Pilots Meeting, 7:30am;
PAMPA Beginner, Intermediate,
Advanced & Expert
Official Flights begin at 8am.

Schedule

Entry Fees: Pre-registration: \$20.00 first event, \$10.00 each additional.
Day of Registration: \$25.00 first event, \$15.00 each additional.
Junior Beginner: \$10.00

RV Parking Madera will allow up to 8 RV's at the airport. Must reserve beforehand. Call Brian to inquire/reserve a spot.

Practice Sessions: All practice will be at the Airport: Thursday the 19th from 1pm till dusk, and Friday the 20th dawn till dusk. Friday includes the now famous Free Hot Dog Lunch. One circle will be available for practice all day Saturday and Sunday.

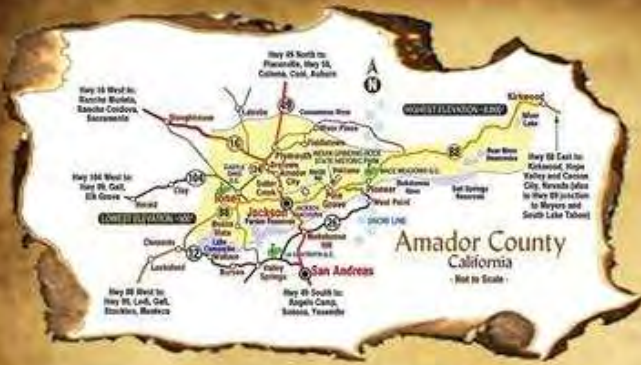
Information: Brian Massey
559-908-9431 bjmassey2@gmail.com

Ongoing updates at:
www.californiacarclubs.com/gssc.htm

Through 3rd place in all events
Pilots Choice Concours Award
Gilbert Rodriguez Perpetual Memorial Cup*
1st Place Junior Beginner

Awards

(*With Score in Event)



GOLD COUNTRY FLYERS

PRESENT

WANTED!



**11th Cut Crash & Burn Combat Contest
October 15th 2017**

9:00 Pilots Meeting

9:30 Low Performance 1/2 A

12:00 Lunch

1:00 80 MPH shutoff required

AMA Insurance Required



Spiva Field 5 miles north of Lone Ca. on Michigan Bar Road. N 38 23 59.3 W 121 0

Celebrating
80 YEARS OF NATIONALS

1938



2018



The 70th
MAAA NATIONAL
MODEL AIRCRAFT
CHAMPIONSHIPS.
2018

WEST WYALONG NSW.

23rd to 30th April 2018

The “Nats” as they were “back in the day”.

All events within 15 minutes of each other.

First class venues and facilities.

Camaraderie and competition.

Auction and Swap Meet.

Presentation Dinner.

The 70th Australian Nationals – plenty of time to plan a trip to Oz.

Vintage Stunt Championships XXX

March 13-17, 2018

Flying Site: Christopher Columbus Park, 4600 North Silverbell Rd, Tucson, AZ 85745

Pilots meeting: Daily at 7:30 AM. Official flights start no later than 8:00AM.

Hotel: Four hotels with negotiated rates – details on the map

- Hotel Tucson City Center, 475 N Granada Ave., Tucson, AZ 85701 Phone: (520) 822-3000
- Red Roof Inn (Ina Rd and I-10), 4940 W. Ina Rd., Tucson, AZ 85743 Phone: (520) 744-8199
- Travelodge (Ina Rd and I-10), 4910 W. Ina Rd., Tucson, AZ 85743 Phone: (520) 744-3382
- Best Western Plus Gold Poppy Inn, (Ina Rd and I-10) 4930 W Ina Rd., Tucson, AZ 85743 Phone: 520-579-7202

Classic & Super 70's Appearance Judging - Wed. (Mar 14) starting promptly at 4:00PM at the Hotel Tucson City Center

Ringmaster S-1 Ringmaster required, no BOM, flown on grass. You may enter OTS, IGN OTS, and Ringmaster OTS if you wish.

Exhibition Event – We invite you to fly or exhibit something COOL, interesting or representative of any early era of control line.

Exhibition to be held on Thu Mar 15. No pre-entry or fee required. Just show up with a current AMA license and show us something cool.

Entry Deadline: Friday Mar 2, 2018. By this date and time we need to have received your entry. John Callentine's mailing address is on the registration form. Registration form is also available for download at www.ccmasonline.org or www.azuscontrol.org

Our policy is to return your entry fees if you have registered and cannot attend for any reason

Awards Banquet: sign-up is held open until after the start of VSC. If you wish to attend the banquet and have not signed-up, check with John Callentine at the flying site by 8 AM, Wed March 14. Refunds for the banquet cannot be made after 8 AM, Wed. March 14

Raffle: Drawing at Appearance judging on Wed – donations welcome and appreciated – Contact Ken Guilford 602-908-2810

REGISTRATION FORM: VSC-XXX (30) March 13-17, 2018

NAME: _____ **AMA #** _____

STREET: _____ **CITY:** _____ **STATE:** _____ **Zip** _____

EMAIL ADDRESS: _____

Needed if you would like entry confirmation

FOR ANY AND ALL EVENTS: I hereby certify that I have read all information accompanying the entry form, and that the model(s) entered by me will be built by me (if required) and flown in compliance with the current Competition Regulations (both AMA and PAMPA), and will previously have been successfully flight tested and proved to be airworthy in accordance with the Official AMA Safety Code.

Signature: _____ *BOM rule, as it applies to VSC is posted on websites listed at bottom of page*

EVENTS ENTERED:

OTS @ \$20.00 _____ (Tues. 13th – Wed. 14th)

IGN OTS @ \$20.00 _____ (Thu 15th)

OTS Ringmaster @ \$20.00 _____ (Thu. 15th)

Classic @ \$20.00 _____ (Fri. 16th – Sat. 17th)

Super 70s @ \$20.00 _____ (Fri. 16th – Sat. 17th)

- OTS/OTS IGN-current PAMPA rules, BOM not req'd
- Ringmaster & OTS - no BOM rule
- Ringmaster - no bonus for self-built models
- Classic & S70 - no BOM. Zero (0) for appearance if you are not the BOM.
- Can enter Classic AND Super 70's (cannot use same model)
- OTS/Classic/S70 - Two rounds each day using 2 asphalt circles. Highest score from each of two days will be added together for the final score & placing.

ARF's, ARC's, purchased or borrowed models are allowed in all events, but, models entered in Classic or Super 70s receive a zero (0) for appearance points. No more than two contestants can fly the same plane in the same event. Example: Contestant "X" and contestant "Y" can fly the same plane in Classic but no one else. This goes for OTS, OTS Ign, and Ringmaster as well. For more details refer to the web sites below

Awards Banquet Meal Selections (Hotel Tucson City Center, Sat Night March 17, 2018)

Beef Top Sirloin _____ @ \$30.00. **Names:** _____

Chicken Marsala _____ @ \$30.00. **Names:** _____

Salmon _____ @ \$30.00. **Names:** _____

Entry must be received no later than Friday Mar. 2, 2018

Make Checks Payable to John Callentine (Email: Johncallentine@gmail.com)

Mail to: John Callentine, 5625 W. Owl Ridge Rd., Tucson, AZ 85745

*PayPal also accepted.
Send to John Callentine as
a friend, not a business.*

CD: Jim Hoffman:
2658 W. Montgomery Drive
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Email: windswept4@cox.net

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CHOLLA CHOPPERS WEB SITE: www.ccmasonline.org

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The complaint desk has closed.

The Editor has left the building.

Don't forget to buy your souvenirs at the concession booth.

