

RCCR AIRFLOW
6315 Mill Pond Rd.
Byron, NY 14422



the official newsletter of the

Radio Control Club of Rochester

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October
1998



AMA Charter 465

DEDICATED TO RESPONSIBLE R/C FUN
SAFETY BY CHOICE NOT BY CHANCE

The purpose of the Radio Control Club of Rochester is to aid and encourage the interest of the members in design, construction and safe operation of model aircraft, boats, and cars, -- in particular, radio-controlled models -- so we can all enjoy the pleasures and satisfaction these hobbies bring.

All Visitors are always welcome at the field and at regular meetings
RCCR meetings are held every second and fourth Wednesday of the month

The Tuesday evening (4:30 pm til sunset) training has ended for this 1998 season.
Student pilots should make arrangements with their instructor for training flights.

FOR THE LATEST INFO, CHECK THE

RCCR HOTLINE: **FIX-RCCR 349-7227**

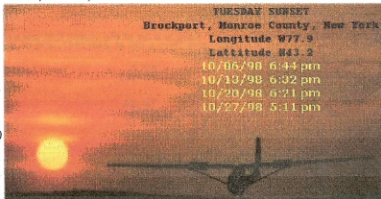
R.C.C.R. 1998 Schedule

- Feb. 21 Annual Banquet & Roast
- March 15 Ides of March Picnic (Knollwood Lodge)
- March 28-29 Mall Show (Greece Ridge Center)
- April 3-4-5 Toledo Expo
- May 16-17 Greenwood Park Spring Float Fly (Endicott, NY)
- " 16-17 Honeoye Float Fly (Sandy Bottom Park)
- May 30-31 Burlington Spring Float Fly (Ontario, Canada)
- June 6-7 Ray Edmunds Memorial Air Show & Fun Fly (Northampton Park)
- June 13-14 BARKS Air Show & Fun Fly (Bath, NY)
- June 20-21 RCCR International Precision Aerobatics Contest (Northampton Park)
- June 27 RCCR Combat (Redman Rd.)
- June 28 Stump Jumpers Air Show (Middlebury Center, PA)
- July 4 RCCR Picnic (Northampton Ski Lodge)
- July 11-12 STARS Scale Rally (Olean, NY)
- July 18-19 Skyrovers Air Show (Phelps, NY)
- July 25 RCCR Combat (Redman Rd.)
- July 25-26 RAMS Fun Fly (Macedon, NY)
- Aug. 1-2 Flying Knights Scale Rally (Hamburg, NY)
- Aug. 15 RCCR Sailplane Contest (Redman Rd.)
- Aug 22-23 Glen Curtiss Scale Rally (Hammondsport, NY)
- Aug. 29 RCCR Combat (Redman Rd.)
- Sep. 6 Inter-club Fun Fly (Honeoye, Host)
- Sep. 12-13 Flying Dutchman's Scale Rally (Kitchener, Ontario)
- " 12-13 Rhinebeck Jamboree (Rhinebeck, NY)
- Sep. 19-20 Burlington Fall Float Fly (Ontario, Canada)
- Sep. 26-27 Greenwood Fall Float Fly (Endicott, NY)
- Sep. 26 RCCR Combat (Redman Rd.)
- Oct. 4 Stump Jumpers Air Show (Middlebury Center, PA)
- Oct. 11 RCCR Fall Picnic (Knollwood Lodge)

OCTOBER MEETINGS
Wednesday, October 14
Wednesday, October 28
7:30 p.m. at the Salem church
60 Bittner St., just east of the
Inner Loop exit at St. Paul Street

TUESDAY SUNSET
Brockport, Monroe County, New York
Longitude W77.9
Latitude N43.2

10/06/98	6:44 pm
10/13/98	6:32 pm
10/20/98	6:21 pm
10/27/98	5:11 pm



DAYLIGHT SAVING TIME ENDS SUNDAY OCTOBER 25



Trevor Ewell

Notes from the Prez

Of major importance this month is the outcome of the meeting of Greg Kesel and me with the FAA and a full-scale pilot who had a complaint. The pilot stated that a model had dived past his plane within 200 feet. In summary, the FAA agreed with our safety policy as sufficient to reasonably prevent an accident. Our safety policy, which formalizes how we have been flying, states that we will be vigilant of and avoid flying near, all full-scale aircraft. To do this, we must have an observer of full-scale aircraft at all times when we fly. Vi Knyrim, Bob's wife, has made us an orange armband to denote the observer. It hangs on the frequency board when not in use. Please have someone wear it at any time someone is flying at the field. The observer should call out the takeoff direction, and all turns, of full scale aircraft so that all model pilots can hear these directions.

In addition to the above, we will follow the AMA guidelines which state that we will not fly above 400 feet to the best of our ability to determine this height. I have a laser range finder to help us learn this. We will also try to get a notice to airmen (full scale) published which warns of our field activities. We are investigating getting on the full-scale sector map. And we hope the airport will publish a flyer stating our position and desire that full-scale aircraft don't overfly our field.

At the end of the meeting, the full-scale complainer could not think of anything else we could do, and said that he would not fly over our field.

I have called both the AMA headquarters (Jay Nealy) and our District II VP (Wes DeCou) and informed them of our actions and discussions. They are in full agreement.

On another serious note, the Parks Department had a complaint from our neighbor about an airplane overflying his house on Saturday, September 19. We believe this may have been a training flight. Instructors need to be vigilant and try to prevent this from happening. Then on Sunday, September 20, one of our members cautioned two flyers, who were strangers, that they were flying too far west. They refused to change their behavior. If this occurs again, try to get their names (and AMA number) from their AMA cards on the impound board. Then call the Parks Department at 637-2345 to have violators evicted from the field. Leave a message on the RCCR answering machine 349-7227 or call Russ Sciofino at home at 293-1795.

Another sad note involves a midair at Northampton this last month. The best way to avoid this is to fly in the same direction, or pattern, when two or more planes are in the air. Have a spotter if you are doing aerobatics, and do them on a clear leg of the pattern.

An update on the merger proposal is that the RAFC decided to stay separate. They like being a small club. They emphasize that their decision has nothing to do with our actions, past or present. They like us as flying partners. We will coordinate mutual concerns about field use with them through communications among officers of both clubs.

Some good news concerns the fine work many have done already to clear the tall brush from the southwest side of the runway. Thanks to George Steger, John Floyd, Jim and Justin Van Slyke, and Gus Gleichauf, among others. And George also repaired several gaps in our buildings. Jack Bartlett was able to repair our two spare mower decks by a lot of welding. John Floyd arranged the transportation of the same. John also repaired the bearings on our main mower for \$15 instead of \$130 which Chase-Pitkin wanted just for parts. And Don Ogren attacked the hornets' nests on our buildings and came out the winner.

Don't forget our end-of-season picnic at Knollwood - we eat at 1:00 P.M. on Sunday, October 11.

See you at the field,

Trev

R.C.C.R. Meeting Minutes : 9/09/98 At Salem Church

Officers Present : Trevor Ewell, Jerry Joseph, Pete Durante, Greg Pszyk

First Time Visitors : None

Second Time Visitors : None

Membership Update : On Hold

Treasurer's Report : Read and accepted

New Business : George Steger installed a new wind sock and boundary flag at Northampton Field. John Floyd repaired the mower deck spindle for \$15, saving the club a large repair cost. Negotiations are in progress for the merger of the RAFC with RCCR. Don Ogren donated a weedeater to Northampton Field. The October 11 Picnic will be held at Knollwood Lodge starting at 10:00 a.m..

Show & Tell: Tom Vay brought in his Easy Sport 40, powered by an OS LA 46. Stan Teachman brought in a video on a test flight of a Bristol Scout. The plane was built from plans that Stan drew.

50/50 raffle: Jerry Joseph

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RCCR WEB PAGE <http://www.frontiernet.net/~airflow>

AMA District II Web Site <http://www.amadistrictii.org>

CLUB VIDEOS by Jerry Joseph Here is a list of the videos that are available in the RCCR Library. If you desire to checkout a video, give Jerry a call at 244-1981, and he will make arrangements to get it to you.

Air Show 6/2/90	NA 6	RCCR Scale Rally & Fun Fly	1988
Attack Carrier Trilogy	NF 683	S-T-A-R-S Meet 7/11/92	
Aviation Heritage, Part 1		Story of Naval Aviation, Attack Carrier	NA 27
Battle of Britain		Striking Back, Byron Air Show	
Ciancy Aviation Speedy Bee - Lazy Bee		Tailsplit Tommy, "Stunt Pilot"	
Down to the Wire, Wings of Eagles/Gold	NA 34	The Navy Flies On	NA57
Fun & Float Fly; RCCR & Glider & Combat	1995	Threshold, The Blue Angels	
Kamikaze	CB 12	Vintage Wings	
Mighty Warbirds		Warbird Checkout Series	RS 7
Naval Aviation Action, Part 1&2	CA 62	Warbird Checkout Series	RS 17
Proficient Flying, Volume 1		Warbird Checkout Series B 17	RS 10
Proficient Flying, Volume 2		Warbird Checkout Series T-6/SNJ	RS 14
R/C Video Magazine Volume 3		Warbird Checkout Series T-6/SNJ	RS 15
R/C Video Magazine Volume 4		Wide World of Flying	
R/C Video Magazine Volume 5			
R/C Video Magazine Volume 6			


World War II Scale **Combat** Contest August 29, 1998

By George Hartman, Contest Director

About five minutes after five I woke up. What had disturbed my sleep? Then I heard it, the steady patter of rain on the roof. Would today's mission be canceled? The squadron is definitely not "all weather", so I quietly slipped out of bed and consulted the weather channel. The radar showed a big band of precip moving across the area but it looked like it should be past the field about the time I got there so the fight was on. By eight a.m. I was at the field with my eager helper (grandson) Nick DeLee. Jim Wagner, Jim Warner and Phil Slater were not far behind us. By nine we had everything ready and only lacked pilots, planes, judges and spectators. I began to wonder if the rain had discouraged them but soon they began to straggle in. By a few minutes after ten the eight competitors had signed in and we were ready to go. The first sortie of round one had Rodney Boatman, Joe Somers, Jim Warner, and Bill Stauber, fighting to a draw. The second sortie went from bad to worse with Greg Kesel and Jerry Joseph crashing on take off and Ernie Nikodem shedding his streamer shortly after launch leaving George Hartman to fly around for seven minutes avoiding Ernie. With two pilots out, the second round was flown with all six remaining contestants. No cuts were scored and Joe Somers crossed the safety line which was very tough on his score. About three minutes into the third round it looked like we were making confetti. There were five cuts scored in just a few minutes and only one plane was left with its streamer intact. Pieces of streamer were floating down all over the field. Once again George Hartman was forced to "watch his six" because five other fighters were after that 30 feet of streamer which was still untouched at the end of the round. All the pilots agreed it was the most exciting combat round they had flown. Round four also featured five cuts but without the wild melee that occurred in round three. War Zone Models generously supplied the first prize which was a P-47 kit. Second and third prizes were cash and all three received framed certificates with their scores and cuts listed.

PILOT	POINTS	CUTS	CARRIER LANDINGS
Jim Warner	786	2	3
George Hartman	770	2	1
Bill Stauber	690	2	3
Ernie Nikodem	624	2	2
Rodney Boatman	398	0	
Joe Somers	362	2	1
Jerry Joseph	-50		
Greg Kesel	-50		

WAR ZONE MODELS
The Combat Connection



Lawrence Root

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Rochester, New York 14612 warzonemodels@rrn.com

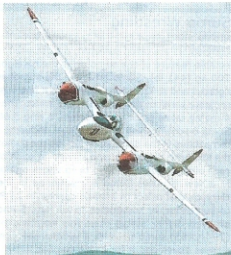
The CD and pilots wish to thank all who helped with the event for their generous support. Special thanks to Jim Wagner and Phil Slater for their leadership in the judging and refreshments and Jim Warner for his constant support and suggestions. Also Jerry Joseph, Bud Kelly, Norm Marasco and Jim Wagner for moving the field on Thursday. All you good people that helped don't forget to see me or Jim Warner to get your card signed for work credits for this and other combat meets you have helped with.

Airflow cover is Lefty Gardner's P38 White Lightning!

Air Racing

www.warbird.com

He really wanted to fly fighters...



Lefty Gardner took his first airplane ride with a barnstormer in a Jenny in 1935. From that point on, he wanted to fly fighters. As a teenager, he remembers watching T-6's swarming overhead while hoeing cotton with his dad, dreaming about what it would be like to be the one behind the controls. And so when he joined the Army in 1942 and was sent to primary training in FT-19s in Quero, Texas, he thought he was on his way. Unfortunately, the Army had other plans. After taking basic training in the BT-13 and AT-9, 10, & 17's, he still wanted to fly fighters, but was sent instead to B-24 transition training with the 34th Bomb Group. After 6 months of training, he and his crew flew a B-24 by way of South America and Africa to Mendelsham, England. Didn't the Army get it? He wanted to fly fighters! After 20 missions in the B-24, Lefty was moved into the B-17, and flew another 14 missions over Europe. Hoping to get reassigned, he signed on for a second tour, and ended up flying 12 more covert night missions in C-87s, (the cargo version of the B24). Lefty lost a lot of friends in the black and the flak. He finally left the service in 1946. The dream persisted, and a post-war crop dusting business with brother Henry flying Stearman's helped keep it alive. Along with a former flight instructor, Lloyd Nolan (no, not the movie star), they started collecting airplanes: a Bearcat, a Mustang, a Corsair, and a P-38. It was the beginnings of the Confederate Air Force, and it put Lefty where he had always wanted to be - flying fighters! Thirty one years later, Lefty Gardner was still flying that P-38L, N25Y, (Serial #5339). It's called White Lightning! due to its unusual white with red and blue trim paint job, which has become a legend in air racing and air show circles. The rare fighter is a treat to the eyes and ears, whether turning the pylons with the unlimited racers (Lefty had a particularly daring style of low-altitude racing!) or gracefully performing the airshow maneuvers with such artistry as to become a true living legend. The plan was to retire White Lightning in 1994 after the Reno Air Races. A permanent home was first proposed at March Air Force Base, then at a newly formed museum of flying in Palm Springs CA. When the plans did not come to fruition, the lure of air shows and competition brought Lefty and White Lightning back to life. Early in the week at the 1996 Reno Air Races the P-38 blew a hole thru the left engine casing forcing a safe emergency landing. The crew did an amazing job of getting the "new" (a pickled, crated, never fired, WWII vintage) engine out to Reno and getting it put on in time for one late graceful airshow on Sunday afternoon, just before the unlimited gold race. Lefty retired the P-38 again, this time putting it up for sale! Recent sightings included a formation flight with an F-15 at the big USAF 50th anniversary celebration April '97 at Nellis AFB, and an appearance at the "Warbirds in Action" airshow at Shafter, CA (the old Minter Field of WWII days) the same weekend! Thanks for the memories, Lefty!

Oct. 3 Clarence Sailplane Society Fall Finale TD Contest
 Oct. 4 Stump Jumpers Air Show (Middlebury Center, PA)
 Oct. 11 RCCR Fall Picnic 10:00 am - bring a dish to pass - club furnishes soft drinks and charcoal fire. (Knollwood Lodge)
 Oct. 17 Niagara Falls Pylon Races UPRC Championships
 Oct. 17 Clarence Sailplane Society Fun Fly
 Nov. 21 WNYFFS Annual Meeting 2 PM Lake Shore Country Club (Rochester) contact Robert Clemens RClemens@compuserve.com
 Nov. 25 RCCR Wednesday 7:30 pm AUCTION at Salem Church
 Nov. 28 RAMS Annual auction

No ants or rain allowed

RCCR Fall Picnic Sunday October 11 Knollwood Lodge Northampton Park 10:00 am

Club supplies soft drinks and charcoal fire

Bring a dish to pass

Lunch begins around 1:00 PM



*Stump Jumpers Air Show
 Sunday October 4
 Middlebury Center, PA*

Sumo Wrestling

Highly specialized form of Japanese wrestling, one of the oldest of the Japanese martial arts. Competitors are called sumotori, a term used to refer to one or several sumo wrestlers. The most notable feature of the sumotori is their weight, which ranges from 130 kg (287 lb) to more than 200 kg (441 lb). Sumotori enter the sumobeya (stable or school) at the age of 15 and follow a rigorous and strict training. There are numerous sumo tournaments, or basho, each year. Sumotori compete barefoot and naked to the waist. They wear a fringed loin covering and a thick silk belt. A match takes place in the dohyo, a ring 3.66 m (12 ft) in diameter covered with smooth earth. Sumo is accompanied by much ritual, including ceremonies to open and close events and between competitors in the ring. Rituals include the sumotori scattering salt in a purification ritual, pounding the floor with their fists, and staring at each other. The contestants then charge and try to move each other out of the dohyo or to knock one another down. Matches can last from a few seconds to a few minutes. Sumo is mentioned in the Nihon-Shoki (Records of Japan), an 8th-century chronicle that refers to a sumo contest in 23 BC. Originally, the object was to force an opponent to surrender, or sometimes to kill him. Sumotori were never members of the nobility, but they enjoyed higher status than was normally permitted to their class. During the Heian period (794-1185), sumo became a widespread spectator sport, and in the 12th century the samurai classes developed it for battle combat.

Still breathing hard, Musashi faces Takanonami. Leading with a right hand to the belt and left hand standing up his tall opponent, Musashimaru powered forward to rush Takanonami off the dohyo. A Yorikiri win in just 3.7 seconds, Musashimaru wins his second yusho, and breaks the string of Futagoyama yusho. He smiles as he walks back to the dressing room, exchanges smiles with the Yokozuna, and no doubt has sent someone to summon Musoyama for a ride in the Toyota convertible for the victory parade.

There are currently now three yokozuna (highest rank in sumo): Akebono (Chad Rowan), the first non-Japanese yokozuna, promoted in 1993, Takanohana (Hanada Koji), promoted in 1995, and Takanohana's brother, Wakanoana, promoted in 1998. Since the early 1700s there have been only 64 men who have attained this rank. To the Japanese, yokozuna are the embodiment of sumo, men who must display all the dignity and cultural presence required of the role. It is the only permanent rank in sumo. A man who becomes a yokozuna is expected to continue his winning record for the rest of his career. Once his record falls, he is expected to resign. There is no fixed number of yokozuna. There have been as many as five, and at times no one has held the rank. --excerpted from Dorothea N. Buckingham's *The Essential Guide to Sumo*.

The Sumo Association of Japan announced Monday an average pay raise of 6 percent for wrestlers effective Jan. 1.

DEAD BATTERIES? (Airflow 11/97)

By James Prillaman from *AMA National Newsletter*

"Do you have a Hobbico tach with dead batteries? Seems like every time you lend it out you get it back in the 'on' position and it is dead when you need it. I had one like that laying around for years because I couldn't see paying \$4.20 each for four little batteries. But we have discovered a way to replace all four batteries for a total of \$3.50! Go to Radio Shack and pick up a DURACELL PX28A alkaline battery. Peel the thin metal case off and you'll find four of the little cells that will fit right into your tach. You'll save enough to buy a gallon of fuel."

From RCCR

By George Steger

Better yet, instead of the \$3.50 DURACELL PX28A alkaline, you can get a much longer-life 6.0 volt LITHIUM battery, **ENERGIZER L544**, for about \$8.00, cut the case and get two 3.0 volt cells which will fit nicely in the tachometer. It is further suggested that you might replace the on/off slide switch with a momentary button switch (push and hold for ON) to prevent inadvertently leaving the tach turned on. Airflow 1098 4



Does anyone know this yokozuna, who was recently seen flying R/C at Northampton Park in Brockport, New York?

Hint:

in Japanese:

蜘蛛

(pronounced: KUMO)

Safety Contemplation by Stormin' Norman "Straighten up and Fly Right" Morasco

[Editor's note: I was going to correct Norm's grammar and edit these three examples of unsafe practices, but he tells it like it was, and if you contemplate on what he says, you can supply yourself with some wisdom.]

Three pilots stand by the start-up bench. One had just completed a flight, and left the engine running, and the plane pointed toward the bench, the plane was not tethered, the transmitter was turned off and the engine went to full throttle, ramming the plane into the bench, between the pilots legs. For no known reason, some transmitters put the engine to full throttle when turned off.

Pilot starts his engine on the bench, turns his back on it, to continue a conversation. He then, after a few minutes, takes the plane off the bench, places it on the ground. With the engine running, he straddled the plane to adjust the needle valve. He then lost his balance, kicked back with his left foot, knocking the tail off the plane, and driving the prop into his fingers. Fortunately the injury was not serious.

Pilot reaches over to adjust needle valve, and sticks his finger into the prop. He is wearing bifocals, and at certain angles they make objects appear further away than they really are.

FUN FLY IDEAS

AERIAL GOLF

A variation of the "Egg Drop", used by the Dallas Skyblazers, where they use the styro cups to hold the golf balls, but put a tin can in a hole near the edge of the runway and use golf clubs (mostly a putter) to see how many strokes it takes to get your golf ball (previously dropped from your plane) into the hole. This takes both flying and putting skill! Time runs from takeoff to final putt. Low stroke count wins. In the event of a tie use the lowest time of tied contestants to determine winner. (PS: Don't use this at the golf course!)

BALLOON BUST

Use three helium-filled balloons. One tied to 50 foot Crepe Paper (important to use crepe paper (aka party streamer) so that it just snips and doesn't wrap in prop like string), the second balloon at 25 feet and the third at 5/10 feet. Everyone gets 3 highspeed passes at each balloon (i.e. they have to be full throttle parallel to flight line passes). You make up some points for breaking them... but usually the bust is so rare, the round of applause when someone does break them is reward enough. Lotsa fun... really a "chance event" (it's hard!)

BALLOON BUST 2

Tie a thirty foot length of toilet paper to a helium party balloon and release it. Give a contestant two minutes to cut as many pieces as possible. Harder than it looks...

BEADS ON A STRING

Most rolls in one straight pass.

BLACKJACK

Lay out (12) 20' squares on the runway in a 2 X 6 matrix lengthwise. Number the squares on the right side 0, 2, 4, 6, 8, & 10; the ones on the left 1, 3, 5, 7, 9, & 0. In a series of landings, the pilot attempts to come as close to 21 as possible, based on the wheelstrike point of each landing. Pilot may elect to stop with a score of LESS than 21, but going over 21 disqualifies him.

BLIND FLIGHT

Time starts at takeoff; ends at engine stop. Pilot ESTIMATES elapse of one minute. Closest time to actual wins. Requires two timers.

CLIMB 'N' GLIDE

Pilot is given 30 seconds after takeoff to climb high as possible. At 30 seconds, the engine is stopped. Throttle is advanced to prove dead engine. Landing must be on runway. High time wins.

DEAD-STICK LANDING

Mark a spot on the runway. Pilot takes off, gains altitude and kills engine... Land and roll to the spot. Closest to target wins.

DEAD-STICK LOOPS

Climb 35 sec. from take off, kill engine, advance throttle after 5 sec. to prove engine off and make max. number of loops before landing. Fall-offs count for 1/2 a loop. Score one additional loop for stopping within a 20' x 20' area on the runway. Squeezing in that last loop before landing separates out the heroes. (Or eradicates a good ship....)

DEAD STICK VARIATION

Place balloon marker on field and person who dead sticks closes to marker without touching it wins. Touching balloon disqualifies.

DICE ROLL

Six maneuvers are chosen & numbered 1 - 6. The pilot rolls one die to choose a maneuver, the rolls it again to choose the number of times the maneuver must be flown. Time begins at first roll & stops upon touchdown.

DIXIE DEATH

Shortest time to take off, do 3 each rolls, loops, and spins (in any order), then do a touch and go then do 3 each rolls, loops, and spins (in any order), then land. Stop watch starts when plane leaves ground and stops at touchdown. Tom Rhodes

"DRAG" RACE

Here in Memphis, we've invented a sort of "Drag" Race that's proven to be real fun, and provides plenty of laughs for all... First, purchase a cheap wig, a chenille cotton pull-over woman's robe, and a really large pair of women's panties and bra - the larger the better! (see...this is the 'drag' part of the drag race...get it?). Then, paint a circle or square about 6 feet across on the runway. Each contestant must place his aircraft inside the circle. At the start signal, the pilot (or helper, if desired) must start his plane, then take off, perform a loop, and land; then the aircraft must return to the circle, and the pilot must don one article of the women's clothes. Then repeat until all the clothes, wig included, are being worn by the pilot. Finally, the pilot must take off, loop, and return to the circle again to stop the clock. Lowest time wins...

Note that you do not have to taxi to the circle, but can manually place the aircraft in the circle if desired. But, no clothes can be put on until the aircraft is within the bounds of the circle. This usually winds up in making the pilot run at top speed to his aircraft and put it into the circle - all while wearing a pair of panties and a bra that are 'WAY to big for him! It's a riot that is guaranteed to make everyone die laughing! We've used it for a few years here and it's a real favorite with our clubs.

EGG DROP

Everyone gets a dixie cup, a popsicle stick and some rubber bands to mount on their plane (most shove the stick through the cup and then rubber band it around the fuselage behind the engine). Remember your CG!! We then draw with lime, or powder of some sort, 3 big circles on the field. 5 points for outer circle, 10 points for next in, 15 points for smallest circle, and 25 points if you can hit the pie plate in the center. Everyone gets 3 good drops (i.e. if you lose it on take off or not over the mowed field it doesn't count). Note: we usually use fluorescent golf balls... they make less mess, and we usually lose about half of them! :-)

Edward Walker EGG DROP (TEAM) At our last fun fly we did a variation of the egg drop. Instead of trying to hit a target, your partner has an old frying pan that he tries to catch the egg with. Splatters the egg when it hits and makes a neat metallic sound when the egg hits. Don't wear your best flying shirt for this one if you're the one with the pan. Enjoy! (this should be called "EGG DROP FOR DUMMIES!!...)

ETA!

Draw times from a hat. Flyer removes watch and takes off. Estimate time and land... Closest to actual time wins.

FAITHFUL INDIAN GUIDE

Pilot taxis around obstacle course while blindfolded, obeying commands from caller. Low time wins....

FAST AND SLOW

Plane flies a straight course twice. First pass is for all out speed. (Diving plane is allowed.) Second pass is flown slowly as possible, maintaining reasonable altitude and course. Largest difference in the two times wins.

GEORGIA AIR SHOW

Time begins. Pilot starts engine, eats a soda cracker, whistles audibly, then takes off and begins looping aircraft. He must loop till he has eaten another cracker and whistled audibly again, then lands. Low time wins.

FUN FLY IDEAS

HANDS OFF aka "COJONES OF STEEL"

Pilot has one minute from takeoff to trim for "hands-free" flight. At the end of the first minute, the TX is laid on a table. Longest E.T. before having to grab TX wins.

JUICY LOOP

A styro cup is attached to the top of the plane at the CG (Important!!!). A measured amount of water is placed in the cup. Pilot takes off, flies a loop, lands... Most amount of water remaining wins... Can also be done with 25 beans instead of liquid...

KAMAKAZI BUST!

Pilot takes off and calls for helium balloon to be released from runway center, and also starting stopwatch. Break the balloon before it reaches the stratosphere.... Low time wins.

LEMANS START

Pilots line up across runway from planes. At signal pilots race to planes, start up, take off and fly a specified number of laps. (The foot race may be made more interesting by having the pilots carry an egg in a spoon, or some other idiosyncrasy...)

LIMBO

Use a thirty foot crepe paper ribbon strung between two bamboo fishing poles...you know the rest. Double points for doing it inverted. (no points for hitting the poles...)

LIMBO (2)

Planes fly under crepe paper streamer, cuts disqualify. Streamer is lowered 1' after each round until only one plane qualifies.

LOOPER

Most loops in one minute. Timed from takeoff.

LIMBO LUNACY

Set limbo streamer at 6', Most passes under limbo in one minute, cut streamer or hit pole and time stops.

MAIL RUN

Pilot must taxi to spot on field where helper directs him to spot #1. Once on spot business card is attached to plane (rubber band). Take off, pass upwind and down wind markers and land. Taxi to spot #2 where helper removes card 1 and attaches card 2. Take off, fly around markers and deliver mail back to spot #1 where you will receive card 3 to deliver back to spot #2. Time to pick up and deliver X pieces of mail wins. Time starts when plane starts to roll and stops when last piece of mail is delivered.

MUSICAL AIRPLANES

Fill the sky with old airplanes. A horn is blown, and all aircraft must land, Last plane down is eliminated. Continue till all but one plane is eliminated.

MYSTERY SPOT LANDING

Totally chance, but some skill involved... I draw a big rectangle on the field... like a "carrier deck". Somewhere in that square is a mystery spot that only I know. Everyone gets three marked landings or touch'n'goes in that box... when everyone's landings are marked, the spot is revealed and the closest to the spot wins! I usually pick my spot as even a mystery to me... something like... "starting in the northwest corner, 4 paces west, 5 paces south. That's the spot". I don't even know it until the contest is over... but I do write the above down before we start so it can't be changed. The objective of course, is that it helps beginner/intermediate pilots improve their landing approaches to more accuracy.

"OH, CRAP!"

This one has been done in many different ways but here's a little variation. We call it "Oh, Crap!" With the command "Go!" and on the clock, the contestant rolls a pair of dice once to get his "number." He/she then must fire up the model, taxi fifty feet, take off, do one loop and one roll, land, taxi back, shut down and then roll the dice again until his number comes up. The crap shooting "levels the field" a bit, so that the less proficient flyers have a chance against the hot doggers.

PAINT BALL SHOOT

Safety is a must. A great way to raise money for your club/charity. Everyone involved wears goggles. An "expendable" airplane flies around while people pay \$1.00 to shoot at it with a paint ball gun. The pilot should do fly-bys around 100 feet away while the person aims and takes their shot. Load one ball at a time to reduce the chance of someone "laying a wall of paint down". It should be made so that it is not impossible, but is difficult to hit, as a paint ball could cause the plane to crash. A Paintball will go through monocoque. Works with helicopters too.

RENO SHUFFLE

First you roll a die as many times as you wish. Take off and perform a number of loops equal to the last number rolled. Land. Now, roll the last number rolled THE SAME NUMBER OF TIMES YOU FIRST ROLLED THE DIE!! Sneaky, huh?? Low time wins....

SCROOGE

(and LOOPING SCROOGE)

Pilot fuels EMPTY tank from 15cc syringe. Longest time in air wins. (Add 10 seconds to time for each loop performed.)

SHORTEST TAKEOFF

Pilot tries to takeoff in the shortest possible distance.

SLALOM

Place 5 balloons on the runway. Taxi thru them, weaving in & out. Taxi back the same way. Break a balloon and get a five second penalty. Low time wins.

SPINDOWN

Pilot has one minute from takeoff to climb to altitude and begin to spin. Must land on runway. Greatest number of spins wins.

SUDDEN DEATH

Pilot takes off and circles in pattern until an unknown time period passes. Time starts at an audible signal, and pilot must land as soon as possible. Landing must be on runway. Low time wins.

TAXI RACE

Aircraft race a specified number of laps on ground. Low time wins...

TAXI CONTEST

We set up 3 posts on the field. Watch is started. You have to start your engine, taxi round the 3 posts (tri-oval), stop your engine and then roll doubles on a pair of dice. Watch is stopped. Low time wins. Lotsa fun to see the cubs, etc. ground looping trying to taxi fast in the wind. I kick butt in this one using my Patriot (low tricycle gear).

TWO MINUTE TOUCH 'N' GO

Time starts at takeoff. Pilot performs as many touch and go maneuvers as possible in two minutes.

RCOOPS

Time begins at liftoff. Pilot flies a loop, then a roll... three each, then lands. Time stops at touchdown. Low time wins.

WILLIAM TELL

An arrow is affixed to the wing of the plane. A large balloon is placed on the runway. At the "GO" command, the pilot begins to taxi and attempts to break the balloon with the arrow. Low time wins. Disqualified if prop breaks balloon...

YOUR GUESS

Spike a series of paper or plastic plates to the field upside down with 16 or 20 penny nails. Have a number written on the bottom of each plate. Give each flyer three attempts at landing on a plate, touch and goes count. To make the event easier, a short distance could be added from center of the plate so that a touchdown within that distance would count as a hit. Each flyer tries for one hit. The numbers on the plates are duplicated and put into a hat. At the end of the flying, a number is drawn from the hat and the one who hit that plate wins. Of course, in the case of two flyers choosing the same plate and winning to boot, you can have a fly-off.