



CONTACTS

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KANSAS CITY RADIO CONTROL ASSOCIATION

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1967

FARM and HOME
SAVINGS ASSOCIATION

MEETING TIME PLACE **WEDNESDAY JULY 5 8:00 P.M.**

87th at Blue Ridge
Kansas City 38, Missouri

Our annual KCRC contest is now history, and in my opinion was one of the most successful ever held.

There are many credits due, but the first should be a large THANK YOU to the entire Jacomo park people headed by MR. LANDAHL. On Tuesday before the contest, they had an old fashioned cloud burst which left ruts 8" deep and only several feet apart over most of the runway. Bud called me, I called Herb, Herb called many people and we were ready to spend the next few evenings at the field at the field with rakes and shovels ---but--- when Carl went to see Mr. Landahl early Wednesday AM, he was met with "Yes, we know, and don't worry, we will haul in enough chat to give you a first class runway before Friday". This was the most welcome news we could hear. More phone calls to our members to call off our hard work.

The Park department did a magnificent job of restoration in just 2 days. With the exception of a few soft spots (which were still good), the runway was perfect. We should thank them in every way we know how. They really showed they are proud of the park and will cooperate to the very maximum. The grass was cut (in spite of rain every day), there were picnic tables under trees and they even furnished two portable "johns". We will say this, everything they furnished was used all weekend.

We also wish to list all the donors of prizes. These are the people that made the extreme effort and, as far as I am concerned, should be rewarded by buying their products.

AUSTIN CRAFT
BEE-LINE PRODUCTS
BONNER SPECIALITIES
COX MFG.
CITIZENSHIP RADIO CORP.
DELTA SPECIALITIES
GRISH BROTHERS
HOBBY LOBBY
K.C. HOBBY CENTER

Box assorted accessories
Max 50 R/C engine
Box assorted accessories
Two .049 Engines
pair 3" wheels
3 Starting battery housings & clips
50 nylon props
\$10 dollar gift certificate
1,2,3, place scale trophies;
Sterling PT-17 kit; Morecraft Field
box kit; wing rack kit; fuse rack
kit; Micro electric grinder;
OS Max 60 R/C engine; AristoCraft
multi tester; Tatone nose gear;
Tatone nose gear & wing mounts;
Glo -plugs.

MODEL AIRPLANE NEWS
 MODEL RECTIFIER
 MIN-X
 PACTRA
 SCIENTIFIC MODELS
 SIG MFG.
 STERLING MODELS
 TOP FLITE
 WORLD ENGINES
 X-ACTO

Three 1-year gift subscriptions
 Enya 35 R/C engine
 1/3 discount certificate
 2 gallons clear dope
 Miss World Fair kit
 Stratus R/C kit, 4 pkgs. Dope Kits
 Shoestring R/C Racer kit
 6 nylon and 3 doz. wood props
 Super-Tigre 51 R/C engine
 Knife set

We also need to recognize the judges for doing a superior job--two days in the heat and high humidity, and still they were there. All of the club members should be proud that we have people in the organization that think enough of it to suffer for two days. My personal thanks to them.

JOHN SLATER
 BILL SCARBORO
 JESS LABOI
 HERB HINES
 COURTNEY SMITH

MAX BOAL
 HUBERT SPEER
 MARK VANZANT
 BOB ALMES

I helped judge scale flights and while this only was a very short time compared to what the others put in, I can sure appreciate their efforts. If any of you think it doesn't take "guts" to stay there as long as they did, just try it. Without judges, we would have absolutely nothing. Thanks again.

The contestants numbered 27, which is good but really not up to what we had hope for. The breakdown is as follows:

Class 3 Expert	9
Class 3 novice	5
Class 2	9
Scale	4

The most encouraging thing to me is to have 9 Class 2 entries. Since I fly this, I always like to see lots here. Especially since some people insist Class II is dead! BILL THOMAS was unable to attend. We certainly missed him. We missed several others we had anticipated seeing. Among them LOREN TREGELLAS, DOC CLARKE, and representatives from both St. Louis and Lincoln.

We were discouraged that only 5 Class 3 novice entries showed up. This Class should have been filled to overflowing from the people in our organization alone.

The standings were as follows:

CLASS III EXPERT

1st	Lakin
2nd	M. Laboi
3rd	Hester
4th	Jensen

CLASS III NOVICE

1st	Vanzant
2nd	Strutzenberg
3rd	Knost
4th	Boucher

CLASS II

1st	C. Reed
2nd	McCoy
3rd	Wingo
4th	Zollars

SCALE

1st	Atkinson
2nd	Hester
3rd	Bonanno
4th	Neil

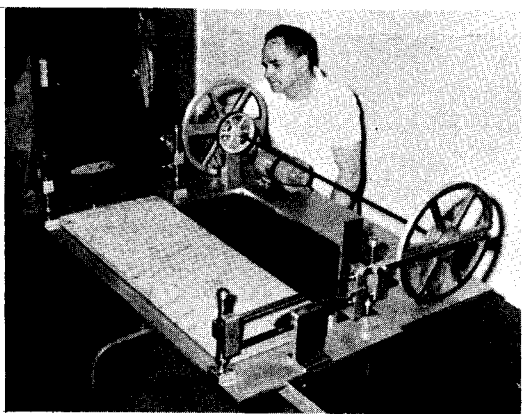
We also had volunteers on the paperwork that did a most admirable job. EARL BALDWIN added all the scores and kept up the board. BOB WHITSITT kept two flight lines going and running smoothly. CARL LINDSEY as Contest director did a fine job. THANKS TO ALL.

The only problems that arose were the bumps that the 72 mc boys continually had and the crash that occurred because two people changed frequencies and neither told the contest director. As the one in a hundred chance would have it---both showed up at the same spot, either on his old frequency would have averted disaster.

Random thoughts throughout the contest: BILL KNOST and BILL REED both having engine problems due to humidity being 90%. Engines would run before, after, and at noon, but not during official time. Many others had problems but these two seemed to be hit hardest..... BUD ATKINSON'S engine head was black from running so hot in his scale job, stopped, but not too quick to keep him from piling up most points.....BOB WHITSITT talking into wrong side of mike and wondering why volume was so weak..... Former club member showing up Saturday morning and expressing surprise we were having contest. Then proceeded to old field and flew from there until stopped by C. D. (only a 1/4 mile away).....CRASH MCCOY not crashing..... Thoroughly enjoyable hours spect talking to out of town contestants that are seen only at contests..... Complete satisfaction at being able to be the one to talk DALE LINTHICUM through his first contest flight and his landing an unscratched and safe plane.....Proud to be one of a group that has a flying site that stands high throughout the entire country, and having visitors compliment us on it.

EQUIPMENT FOR SALE

Bob Whitsitt offers a real good deal this month. Since he purchased a second radio set he has decided that he doesn't need two and will part with one for a very attractive price. He is willing to make a package of a ready to fly Senior Falcon, with Max 49 RC engine, Bonner Digimite 8 updated with up-dated servos and new motors **** the whole thing for the grand price of \$200. This is a very good chance for someone wanting to go propo to take the plunge.



Those of you that were at the May meeting will remember seeing the machine that Bob ALMES uses to cut those foam wings three at a time. Bob is really getting set up to turn out quality wings at a rate that will let you order a wing without an excessive back order. Those of you that are interested in obtaining the best will remember that he had a half page ad in Radio Control Modeler, June 67 on page 62. Just in case you lost it, his address is Box 353, 4510 E. 138th St., Grandview, Mo 64030. Bob has invested a lot of money to

make what he believes the modelers want, lets show him we appreciate it.

NOTICE**** I did NOT take any action pictures of our contest. I asked several people who were taking them if they would lend the positives to me I would include them in this months contacts. SO FAR NOTHING If you want to pass your pictures on to others, bring them to the meeting and let me use them next month, otherwise still nothing later.

Our June meeting was held at 8 PM, June 7th, and was well attended by 30 people. We had one visitor, BILL CHAMPION, who was a guest of MARK EMMERT.

Hubert reported that we now have \$142.12, in our bank account after paying for the fence and most of the contest prizes.

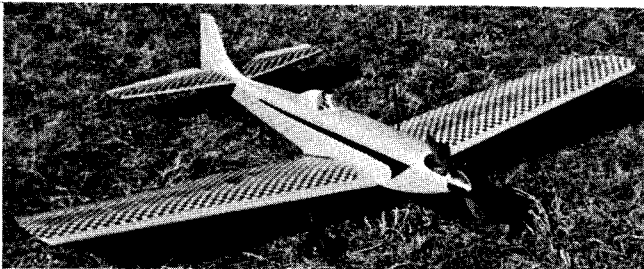
A report from the Fence committee confirmed that we now have a spectator fence the entire length of the runway. It is 16 ft. longer than originally anticipated, however, these few extra bucks spent on the fence balanced each end of the runway. The contractor had some vandalism. He concreted the posts one evening and the next morning had to straighten 17 of them due to some punks leveling some of the posts. I just can't see what enjoyment people get from this type of thing, but there are all types in the world. This is one of the straightest fences I have seen in a long time.

The field safety committee headed by BOB ALMES reported no action taken on posting the field rules. This project was given encouragement by the president and we hope to have a report next month.

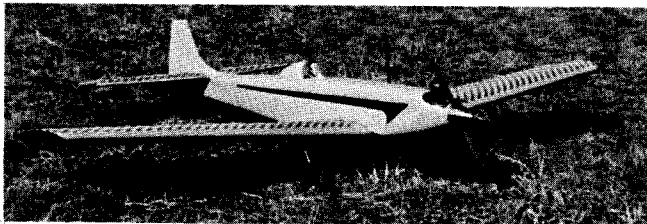
The entire organization voted SCOOP KING a large thanks for the drag he had made and donated to the club. It is made from a 4x4 steel billet with an angle tongue to connect to the trailer hitch of a car. This really shaves off the top growth and levels. It weighs almost 400 lbs., so you can visualize what it does.

MIKE LABOI was our new member for the month and we welcome him back to the fold. Mike also donated a McCoy 35 R/C engine as a door prize. Several names were called and finally BUD ATKINSON won it. Bud, in turn, donated it for a contest prize. We are really accumulating engines for our contest.

It was decided to eliminate the two pattern eights in our forthcoming contest so no flights would be made over the spectators. The time would be reduced to 10 minutes.



Here are two more pictures of Merlin Zollars Orion. I say more since a month or so ago there were some other shots of it. You can see the checkerboard silk and you can take my word for it - it is a real nice covering and painting job.

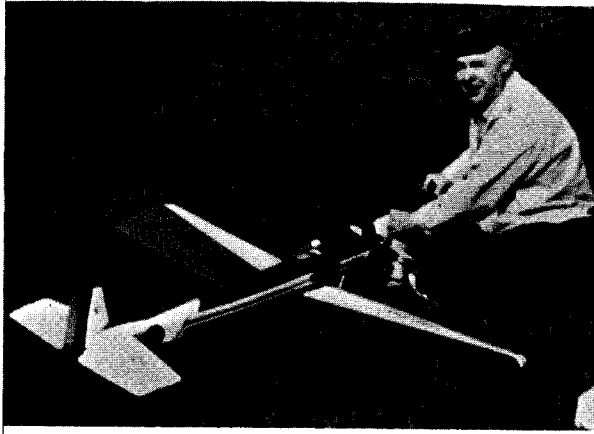


It looks as if I were caught trying to help DENNIS PURDUSKI get his



plane in the air. This must have been in cool weather, note the ear flaps on the cap. If I remember correctly this particular flight did not go so good but good ole SCOOP KING showed up with a plane that he decided he didn't want to fly.... Maybe he didn't but Dennis sure did and thanks to Scoop Dennis flew several flights that day. It takes courage to let someone else learn on your plane - - but courage Scoop has.

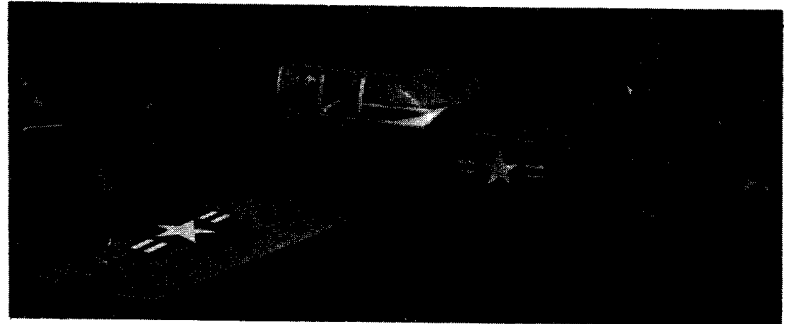
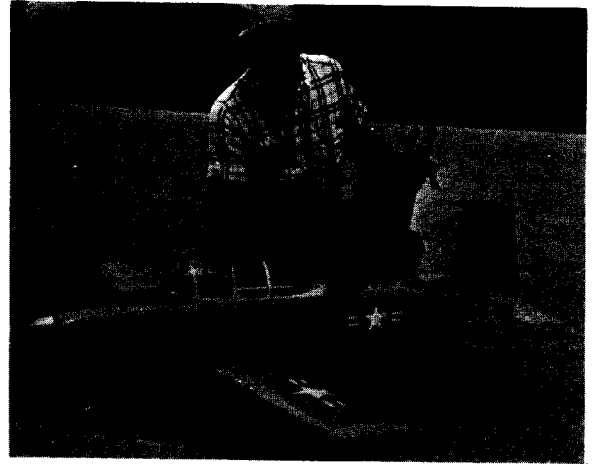
Just to show you that I do have a picture of Scoop King, look at the next page and you will find a picture of his plane and also him.



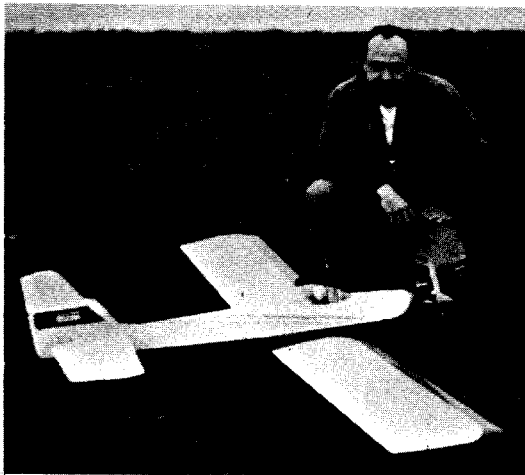
I am not quite sure what he is saying. In fact I am not quite sure if I want to know what he is saying. One thing for sure we do enjoy having him in the organization and we say this again - take care of yourself Scoop.

Those of you that have been to any scale contests so far

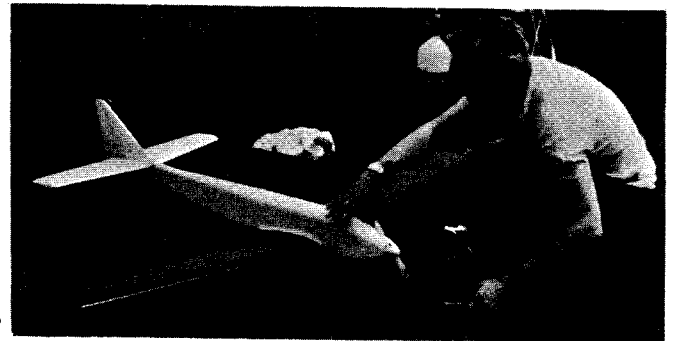
this year will surely recognize the T-34 trainer built by Bud Atkinson. I have seen this several times and every time he has won first with it. It has an inverted engine and this was the engine that blacked the head in our contest. This, of course, was the entry that gave him the first place trophy here. As I said before, I did not get pictures of the scale planes on our flight line, so HELP someone, we only had four scale entries, so lets get a picture of all of them in next months contacts.



We found a picture of MARK VANZANT AND his plane that gave him a first place in Class III novice. This was his no. 2 plane, the first biting the dust, or rather the trees when something happened that blanked out his radio. We would like to see Mark in more contests, we believe he would make himself known shortly. Congratulations



WHAT HO -- here is a picture of one of our perserving judges, BILL SCARBORO with a chicken stick in his hand. One thing that I would almost bet on - that is that you will always see that chicken stick. We are glad to report that his hand is practically cured from the previous mishap with the propeller. One incident like that makes all of us stop and think. Bill has had some hard luck on interference problems lately, but is really making his airplanes do what he tells them.



Bob Whitsitt



From the vantage point of "the morning-after" we can only view our contest week end as a great success.

Even with our always useful 20-20 hindsight we can't see but what everyone should agree that a good time was had by all.

Our only real regret is that we weren't a contestant with the opportunity to share in the fine array of trophies and prizes.

Traditionally, not many of our KCRC membership does compete. Perhaps, like us, they find the prospect of contest flying more than a little frightening. We get good response to a Fly-for Fun-rather like playing poker for match sticks-but when someone says play for money, it's a different game and we back off.

Everyone is saying now that RC is more than a hobby, its a sport. Everyone else knows that all sports thrive on competition. Competition creates interest, develops enthusiasm, provokes action and cultivates growth!

Now is the time for our annual vow to get in on the fun next year.

How about that, Sports Fans?

Bob Whitsitt

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