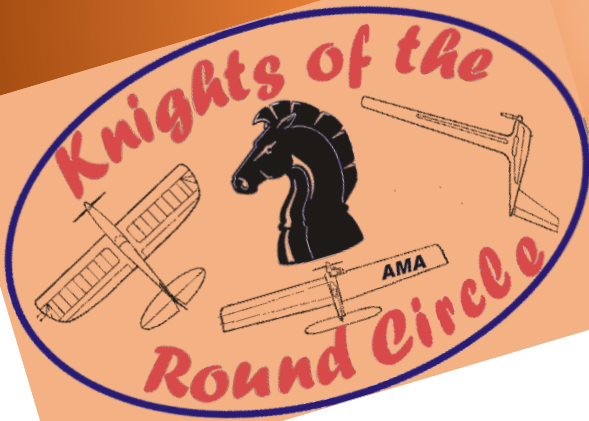


# DIRECT CONNECTION

MONTHLY



AMA DISTRICT 10  
Club Charter 2389  
[www.KOTRC.org](http://www.KOTRC.org)

August 2022

## President's Corner for August 2022 *by Clint Brooks*

During the June 2022 meeting I announced I would be assuming the role of newsletter editor in 2023. Mike Alurac has already sent me some template files of a really slick looking newsletter format for the club. I would like to use this eventually, but I have to find out how to perform edits and what application works best. I can view them as PDF documents, but can't edit or recompose. It will take some learning curve to transition to the glossy magazine style format-I hope I can pull it off without too much of a struggle. As the upcoming editor, I would like to see more of us getting involved with sharing information. I know the club has a Facebook page and a lot of stuff gets put in there after contests and anytime someone wants to make an announcement. That's great and current state of the art for communication, but not everyone is a fan of Facebook and wants to use it. It's still nice to put together a package that shows club activities and reports, upcoming events and generally providing the feel of an organized group of fliers and hobbyists. A newsletter can easily be shared with other clubs in other places, and we should be cognizant of the opportunity to

**show our stuff whenever we can, and in as many ways as we can. We are really the last sizeable control line group left in SoCal, so let's make sure we are proud of our history and keep it alive. I'm really hoping to get regular input from all sides of the club core interests. Stunt, Combat and Speed, plus whatever else comes up, such as Carrier or Scale events. You may be put on the spot to provide input from time to time-it's all in the name of good times and promoting our sport and value to the community. Plus, anytime someone wants to provide a special article or show and tell type details, please feel free to share. My only rule is the content must be on the subject of control line flying and building or closely related and of common interest.**

**In other news, we have been officially recognized by Los Angeles County Parks as 'Knights of the Round Circle Model Airplane Club I.D. #103'. This status and recognition was applied for well over a year ago, and has finally been granted.**

**To what benefit you ask? Well, to start with LAC Parks have implemented new fee structures for recreation activities and events. I believe we have beaten this subject to death in a lot of club meetings with every conclusion being one of uncertainty about what we are facing for costs to conduct contests at WN, based on our status with the Park. So, with the dust settling on our status, we can move forward with some certainty about the cost based on the special event/non-athletic category in place on the LAC Parks website fee structure listings. That in itself is not so good as the fees to use the park for contests has dramatically risen. It took some wringing of the park staff to get the meaning of "event" with respect to the fee structures. For the record, an 'event' is a daily occurrence, not a scheduled period. So, our assumption (maybe mine mostly) that the event fee covered a scheduled period is wrong. It is to be collected for each day the event occurs. So that essentially doubles what we have been paying. But without the community partner status, we would be paying \$100 more per day, so we did get that relief. Still, \$500+ to conduct a two day contest is plenty steep for us, and I think we need to do some planning for**

**next season as I think we are facing a bad business model for holding contests.**

**The other aspect of this is the power of the LAC Parks website in putting our club information on it and the possibility of communicating anything we would like to establish with respect to a community based communication hub concerning Park activities. We could establish semi-regular flying periods that would encourage people interested in control line flying to come out on certain days and times to give them a reasonable chance that someone would be there to demo flying and talk about what is going on and how to get involved. It could lead to some form of youth based modeling activity that gets families out to the field to learn about control line flying, and offer mentoring opportunities. It's something we do none of right now, but is often discussed as to how. Well, here is a potential 'how' if we are really interested in this type of activity. So that is the upside of the new relationship, costs aside. I hope we make this the prime beneficiary of the new partnership role we have assumed.**

**And yes, the combat pilot circle project had a firecracker placed under its slothful butt recently. I'm hoping to report some activity on getting this project finally on the move, but I won't do so until I really see progress coming. Then, we will need to form a technical support team to make sure the work crew sets things up the way we need them to, and possibly offer some labor if the park needs it. And they are going to pay for the circles, so let's hold off on offering to pay for now. I don't think they have an easy way to handle this aspect so let's not complicate things. And no, our offer to do it ourselves was denied. And yes, the tether car guys supposedly caught heat for the unapproved rework they just completed on their infield area. And yes, they are paying event fees just like the rest of us. So I was told.....**



## The Calendar

**September 13: KOTRC Meeting, Fullerton Airport**

**September 23-25: Meet 'n Meat at Jim Tichy Memorial Circle, Kennedy Park, Napa, CA; Preregistration is required. Online registration is available at [www.concentricbehavior.com](http://www.concentricbehavior.com), as are maps to the site. Other questions should be addressed to [unclejimmy@aol.com](mailto:unclejimmy@aol.com).**

**Golden State Stunt Championships**

**Napa Airport, Napa**

**CANCELLED (the sad details are presented in Al Hieger's 9-05 NAG)**

**November, 4-6: Las Vegas Stunt Challenge; Bennett Air Field, Las Vegas; The official contest handout was attached as a pdf file at the end of the August 22 weekly NAG, and this will repeat monthly leading up to the contest. Reuben has requested that, in order to streamline contest management with minimal available labor, that prospective competitors preregister if at all possible. We also have on file directions from the contest HQ hotel to Bennett Air Field, as well as directions to Reuben's house for a Saturday night party/"banquet." These are available upon request, but please, only ask for them if you actually envision making the trip.**

## **Knights Joust August 20-21 2022; A Report of Sorts**

***by Clint Brooks***

**The long awaited 2022 Knights Joust/Palmer Memorial combined contest is now in the history books. I'm hoping the Stunt and Combat organizers will provide their own reports on events, but in lieu of any commitment toward that, I offer my observations and feedback on what turned out to be a great contest for everyone.**

**This year I focused mainly on the stunt portion of the contest as I wanted to begin learning the role of stunt judge during the weekend, and where the thrust of this article is placed.**

**The Contest Director for the weekend was Warren Walker, and had John Wright operating as his Assistant CD. Both Warren and John judged stunt events, in addition to working the registrations and getting things set up ahead of time. Joe Brownlee and myself tried our best to help John with registration, and we got real OJT Saturday morning when John had to leave the training seat and judge Advanced Stunt. We did figure out pretty quickly what was going on and soon had any rumblings about our slowness quieted. Without a doubt, none of the events would have gone smoothly without the help of the volunteer tabulators who ran score sheets back and forth to the judges, and kept the tally current for where everyone stood in their round. This is a pretty thankless task by the way, and we owe a lot of gratitude to Sally Yee, Pat Akers and the Wescott family team who kept things going. Paul Wescott was also running the poker draw board with \$25 ARCO gift cards the award for winning hands at the end of Saturday, as well as refreshing the contest file box with a plentitude of blank stunt scoresheets.**

**Stunt judging was performed by Warren Walker, John Wright, Tim Just, Jim Lally, Dennis Coleman, Antone Kephart, Steve Harris, Al Shorey and Perry Ohal.**

**On Saturday, we had twenty-seven paid entrants signed up on the AMA Safety sheet, and on Sunday there were more, for a grand total of thirty-three participants flying within the three events scheduled: Stunt, Combat and Carrier. Stunt sign-ups were the**

**largest segment of the group, and both the south and north paved circles were busy for both days.**

**Weather was pretty good for the whole weekend. Luckily there was a nice marine layer that had been forming overnight in the days leading up to the weekend, and sure enough, it was warm, calm and overcast on each morning of the contest, lasting until past noon each day. Saturday afternoon developed the usual onshore air flow that made stunt flying riskier than during the first rounds flown in the morning. In spite of the increased turbulence, nobody broke or scratched anything on Saturday. Sunday afternoon did not develop the same wind pattern as Saturday, and the flying conditions remained nice for the duration of the contest.**

**The contest was supposed to start at 9 am for stunt, but not all the scoresheets had been sorted and the flight orders established. Things finally started to go forward around 10, and during this time Warren set up his huge paella cooking pan and got into cooking a wonderful smelling combination of rice, crabmeat, chicken, pork sparerib, corn, onions and whatever other spices go into this magical Spanish mix. If you were downwind of his setup, you were getting treated to a wonderful aroma all morning as this came together. That sure made for a great atmosphere having the picnic element along with the smell of the cut grass and nitro in the air; it was heaven!**

**All the morning rounds for Classic, Old Time and Profile Stunt were over a little after noon, and soon the big platter of paella was starting to diminish as bowls full were scooped up and consumed by everyone. There was still plenty left to feed the combat and carrier guys as they took their noon break and filtered over to the Walker Kitchen for some of the grub. I heard Warren talking with someone saying that the recipe and setup would feed 90 people! That's a big chow line indeed for one pan of food!**

**During the second-round stunt flying, I took the opportunity to shadow judge for Old Time and Classic Stunt. Classic was being judged by John Wright and Steve Harris. I sat back a little bit and had kept my own scores for each person and their pattern**

**performance. I didn't ask for coaching, I just decided to score based on what I thought I was seeing and how well it appeared to be executed. I do understand positioning, accuracy and consistency of all the maneuvers, but probably am unaware of some of the little nuances that I still need to become familiar with. But overall, I thought it was not too difficult, considering every flier did the same set of maneuvers. I began to get mental comparisons of what I was witnessing and knew what to expect from the fliers. I sat through and shadow judged all the Old-Time stunt fliers and then waited for the end of the contest to get data to compare my scoring against.**

**As a post mortem to the contest, I tabulated my unfactored scores and compared them to the unfactored scores I had on scoresheets that were left in the tabulation area after the contest ended. I have looked at my Old Time Stunt scoring and only had three scoresheets in hand to use as comparison. I guess the others were taken by the fliers to help understand where they scored weakest or strongest. Of the three I sampled, I deviated 9.13 and 9.8% higher on two. On the third I had a much larger deviation on the magnitude of 19.56% higher. Overall, with three sets of scores to use, the average deviation was 12.83%. I'm sure if I had the rest of the scoresheets this number may have been a little different, possibly lower. I have not gone through my scoring for Classic Stunt yet, but I only have two scoresheets to compare, so not a big data pool to use. I actually expected a higher deviation just due to the fact I had never done this and am not cognizant of all the finer points. Plus, the first flight always looks good for the most part, until the next flight, then as more come in you start to sense where the middle is. So, I'm thinking my deviations less than 12% seem reasonable for a first cut. I'm not sure there is a standard in stunt judging about how close judge scoring should match, but I'm sure someone will set me straight after reading this. And, I need training by having more opportunities to practice judge throughout the year. I think a few other club members would likely join me in this notion. Unfortunately, I have no notes from the combat or carrier side to include here, hopefully we get to celebrate those events somewhere else in the newsletter or on-line social media through our website.**



**After the dust settles, I will be coordinating with the LAC Parks for our fee payment. I think the club might have broken even after expenses, maybe not. Once I have the final numbers for expenses, we'll see where we stand for payment of fees and the future of control line contests at Whittier Narrows. All in all, the contest appeared to be very successful and well attended. I know I had a good time with plenty to do and watch. It was good to see everyone working together and having a good time-control line flying is a great social activity.**

### **Images from 2022 Knights Joust/Palmer Contest-Stunt Zone**



**John Gluth (L) and John Wright getting ready for registration traffic which picked up quickly after the photo was taken.**



**Carrier deck is ready for action! Limited entries, but it got used on Saturday.**



**Walker's Kitchen getting ready for action.**



**Sally Yee and Warren-Paella hot and ready to eat!**

**Note Warren's custom built Paella pan at the end of the table**



Some pretty Expert Class models-there were many, and not room for all here.  
Two electrics and one glow-can you tell which is which?





EVENT 2 O/T STUNT				EVENT 2 CLASSIC STUNT			
PLACE	PILOT	ROUND 1	ROUND 2	PLACE	PILOT	ROUND 1	ROUND 2
	ANTON	304.5	260.5		ANTON	453	569.5
	LOU W.	241.5	260.5		GARY	508	530.5
	JOHN W.	259	269		SCOTT	560	579.5
	RICK G.	219	PASS		SCOTT	563.5	550
	BART K.	272	279		STEVE M.	537	548.5
	STEVE T.	249.5	262.5		DENNIS N.	565.5	560.5
	STEVE M.	121.5	151.5		MARK	DNF	PASS

Old Time and Classic Stunt Scores from Saturday

EVENT 2 PROFILE				EVENT 2 PROFILE			
PLACE	PILOT	ROUND 1	ROUND 2	PLACE	PILOT	ROUND 1	ROUND 2
	LOU W.	488	292				
	BART K.	555	571				
	TERRY T.	511.5	488.5				
	AL W.	495	208				
	DENNIS N.	556.5	552.5				
	ANTON	544.5	543				
	JOHN W.	244	219.5				

Profile Stunt scores from Saturday. Bart Klapinski won it.

EVENT 2 EXPERT				EVENT 2 ADVANCED			
PLACE	PILOT	ROUND 1	ROUND 2	PLACE	PILOT	ROUND 1	ROUND 2
	TIM J.	520.5	567.5		ALBERT	565.0	422.0
	BOB H.	86.5	—		RICK G.	476.0	501.0
	ANTON	577.5	547.0		CHARLES	472.5	473.0
	DENNIS N.	502.5	560.0		TERRY	383.5	450.0
	LOU W.	530.5	522.0				
	STEVE M.	555.0	563.0				
	BRETT B.	581.5	582.0				
	JOHN W.	577.5	573.0				
	STAN T.	546.0	531.5				
	KESTAS	567.5	549.0				
	MARK	576.5	510.5				
	BART	554.0	557.5				
	STEVEN	533.5	521.5				

Advanced and Expert Stunt scores from Sunday

EVENT 2 BEGINNER				EVENT 2 INTERMEDIATE			
PLACE	PILOT	ROUND 1	ROUND 2	PLACE	PILOT	ROUND 1	ROUND 2
	CLINT	215.5	250.0		MIKE M.	366.0	310.5
	STEVE M.	91.5	193.5				
	PERRY	248.5	PASS				

Beginner and Intermediate Stunt scores from Sunday. I will not fly in Beginner Stunt again-moving up to Intermediate.



Warren explaining the story behind the cast metal airplane models from Dale Kirn back in the day. They were given to First Place in Beginner, Advanced and Expert Stunt events. Intermediate with one entry did not qualify for this prize.



Warren distributing awards on Sunday






**2022 winner of the Palmer Trophy is Bart Klapinski.**



**Bart with Cavalier built by Bill Heyworth-note Bob Palmer's AMA number on wing flap.**



John Wright was kind enough to submit these;

EVENT				
Classic Stunt				
				
PLACE	PILOT	ROUND 1	ROUND 2	HIGH SCORE
	AHION	4-53	569.5	2
	GARY	508	530.5	
	STAN	560	579.5	1
	SCOTT	563.5	550	
	STACEY	537	548.5	
	DENNIS	565.5	560.5	3
	MARK	DNF	PASS	



## EVENT

# BEGINNER

PLACE	PILOT	ROUND 1	ROUND 2	HIGH SCORE
1	CLINT	215.5	250.0	250.0
3	STEVE M	91.5	193.5	193.5
2	PERRY	248.5	PASS	248.5



## EVENT

## INTERMEDIATE

[illegible]

## EVENT

# ADVANCED

[illegible]





EVENT

EXPERT



PLACE	PILOT	ROUND 1	ROUND 2	HIGH SCORE	PLACE
3	TIM J.	520.5	567.5		A
	BOB H.	86.5	—		1
	ANTON	517.5	547.0		2
	DENNIS N.	502.5	560.0		3
	LOU W.	530.5	522.0		
	STEVE H.	555.5	563.0		
1	BRETT B.	581.5	582.0	582.0	
	JOHN W.	517.5	513.0		
	STAN T.	546.0	531.5		
2	KESTAS	567.5	549.0	567.5	
	MARK	516.5	518.5		
	BART	554.0	557.5		
	STEVEN	533.5	521.5		



**Blast from the past**

**None for this edition**





## **Knights of the Round Circle meeting minutes.**

**August 9<sup>th</sup>, 2022, Fullerton Airport, California**

**With 14 in attendance, the meeting was called to order by President Clint Brooks. We had no visible American Flag, but we all Pledged Allegiance to the United States of America.**

### **Show and Tell:**

**Clint Brooks showed a recently completed “Mini Antic,” a 57 inch wingspan RC airplane reminiscent of early cable braced monoplanes, open cockpit, rotary engine; of World War One.**

**Clint’s model was true to the era as the flying surfaces were indeed only attached and supported by cables. Electric motor, 4 cell battery pack, Zinger 12/6 CCW propeller, 4 channel radio. First flight tomorrow.**

**Mike Meadows had a red, solid balsa, control line trainer with external controls and a twin fin empennage (like a Beech 18) suitable for 29 to 40 engines. Mike also showed a Saito FA-90T 4-stroke flat twin engine. Very heavy and complex.**

**Fernando Garetto was given plans and parts to build Dale Kirn’s Torky, a ½A Profile Proto Speed airplane to help his son Franco get into CL Speed events.**

**John Write showed his healed left forearm, recently cut by a spinning prop. He talked about his experiences in a nearby Urgent Care facility, and First Aid Kits at our flying field.**

**Howard Doering also showed finger cuts while running a CS .049 ½A Speed engine at 40,000 RPM. Let’s all be careful out there.**

**Clint Brooks then gave a biography of Lee Hines, noted Free Flight flyer and innovator, who passed away recently. Lee and Clint were good friends.**

### **Treasurer’s Report:**

**The Club has adequate funds for our operations.**

## **Old Business:**

**The County of Los Angeles Parks and Recreation has deemed the KOTRC a Core and Community Partner, thereby approving our coming Knights Joust / Bob Palmer Control Line Contest for Control Line Stunt, Control Line Navy Carrier, and Control Line Combat on 20-21 August; the November 11, 12 and 13 Combat Contest; and future contests. Park Fees will be \$250 per “event” as defined as each contest day. More arrangements may be forthcoming.**

**On Tuesday 26 July, President Clint, John Wright, Joe Brownlee and members of the Whittier Narrows Park Administration, met to discuss the installation of two concrete Control Line Combat pilot pads, 4 meters in diameter (per FAI Combat Rules). Agreements were made and coordination with the US Army Corps of Engineers will commence to issue a work order. Exact locations of these pads, which will be centers of the grass combat circles, will be established.**

## **New Business:**

**There were discussions of future Park and Model Airplane Club contest activities at Whittier Narrows. Park and Club relations are good now and must continue to be positive in the future.**

**The meeting adjourned at 8:14 PM, but everybody hung around talking Model Aviation.**



## **Secretary's Report**

**Meeting Minutes Regular Club Meeting July 12, 2022  
AFI Pilot Training Center Fullerton Airport**

**Meeting called to order at 6:57 pm by President Clint Brooks**

**Officers present – President Clint Brooks, Vice-President Steve Mincella and Secretary Mike Alurac**

**Attendance – 12 members attending tonight's meeting while maintaining Covid safe protocols and social distancing. A quorum was met. We also had a couple of visitors Andrea Doering and Pat Akers.**

**Pledge –**

### **Show & Tell**

**Warren Walker – Pathfinder finished in John Force Racing Castrol theme. He took it to a John Force Racing meet and greet and had the entire team sign it including Brittany, Courtney and Ashleigh Force. Also John himself and his crew. Finished in Silk Span some of the signatures poked through the silk span covering. Warren did not mind and mentioned some minor paint issues that came during the finishing stages of this 5 year build. Powered by a Ro-Jett 65 piped engine turning a 3 blade carbon fiber Brian Ether prop. Castrol decal by Larry Renger off oh his home printer. Lookin' great Warren!**

**Howard Doering – AC29 Engine number 017 a pet project build of Alburto Caballero, a fighter pilot out of Europe. He has acquired a head button tool from Jim Rhodes. Also showing a F45 swept wing fighter new in the box.**

**Joe Brownlee – Shared some results from the Bill and Bev Wisniewski Memorial. With 4 participants including Knight's members running a fun NASS Fox 35 speed event. Top honors went to Huelen Matisse top speed of 77mph! John Wright 2<sup>nd</sup> at 74mph, Mike Meadows and Steve Mincella. Joe was encouraging more Fox 35 speed planes and our folks to step up their game and build some**

**purpose built speed planes to improve their efforts.**

**Mike Alurac – Mike has been busy building during the recovery from his broken right leg. He has been cutting foam building 1/2-A combat planes in preparation of the upcoming Bladder Grabber held up in Seattle, Washington mid-August. Just so happens a combat contest in Fargo North Dakota, put this year's combat contest schedule in a jumble. The Bladder Grabber is now the week before the Bob Palmer Memorial/Knights Joust and on the same weekend as a major F2d FAI contest in Kansas City, Mo. Mike showed his Pete Athans design named Hoplite Longbow, Cyclon powered 1/2-A planes coming in at an ultra-light ranging from 116 to 124 grams of the 5 planes built so far.**

**John Wright – John held a head gasket making clinic showing our members how to make engine head gaskets from aluminum cans. The process is simple scribing the aluminum with a compass.**

**Gary Akers – Club newsletters of day gone by passed around to share.**

**Treasurer's Report – Our treasure was en-route to the Nats and not present. Two members owe the club John Wright \$70 and Steve Mincella \$30 due for their recent purchases. The current balance was not reported this evening.**

**Old Business– Upcoming park fees and online application and reservation process for the upcoming contest not yet determined. Contest supplies needed and for score sheets for profile stunt. Nothing further at this time to report from the park administration for the safety upgrade of adding cement pilot center circles.**

**New Business – Field maintenance suggested for a revisit to asphalt crack repairs. Also our meeting room, since the closing of AFI, will need to follow a new reservation system run by airport management. Word is it may require the club to obtain an insurance policy available through the AMA.**

**Meeting adjourned at 8:20pm.**







☐ New Membership ☐ Information Update

## Membership Application

☐ Renewal Membership ☐ Life Member

First Name: \_\_\_\_\_

Last Name: \_\_\_\_\_

Address: \_\_\_\_\_

Apt: \_\_\_\_\_ City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_

Cell Phone \_\_\_\_\_

AMA Number: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Yearly dues are \$20.00

Make checks payable to KOTRC

Mail Application to: KOTRC

P.O. BOX 6115 ANAHEIM, CA 92816



*"That's all Folks!"*