

FLIGHT LINE

The Communication Forum for the
SkyKnights R/C Club

Web Page <http://www.sky-knights.org/>

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Rubber Ducky



And the winners are: left to right; first to fifth. Mark Findlay, Dale McDonald, Jim Weaver, Nick Bowling and Jerry Holcomb

Look at that shirtsleeve weather! A perfect day for flying with no wind, warm temperatures and a glass smooth lake to take off and land on. Wow!!!! Why wasn't I there? Well I wasn't and neither were a lot of other pilots. We missed a good one.

Those that did show were treated to the usual bag of tricks and good fun that Jim Weaver always cooks up. Jim had four events to challenge the eight brave pilots who came to vie for the coveted rubber ducky awards. He started things off with the bean carry. You know: The ten beans in the cup that never seem to be there when you return to shore after a simple takeoff, loop and landing. Secondly, he had more carrying only this time it was an egg. This time he required the takeoff and three loops before the landing! Ugh. Thirdly was a dice

roll to determine a maneuver. Then you were given

2 minutes to do as many of the maneuvers as possible in that time limit. And finally, a partner would roll the dice until a 7 came up to allow the takeoff. Your partner kept on rolling until an 11 was obtained before you could land. The seconds in the air was deducted from 200 points for this event.

Except for Mike Whitney doing his usual crash before things got going (Sorry, Mike, you need floats on all sides of your plane) there were no serious problems. Mark Findlay, who must have a whole house full of rubber ducks by now, took the day with his great flying skills. I don't know how Dale McDonald managed to come in second and beat out Weaver and the gang. Someone should check the score sheets. Anyway, the photo gives the first five places. Coming in sixth, seventh and eighth were Craig Cook, Tom Ries and Jason Mayfield, respectively.

A fun time was had by all thanks to Jim and his order for the perfect weather.

24th Annual US Scale Masters Championships, Dayton, Ohio

Now if you want to know why I missed the Rubber Ducky it is because I was in Dayton, Ohio, at the 24th Annual US Scale Master Championships. The Championships were held at the US Air Force Museum grounds

next to Wright-Patterson Air Base. Talk about a place to fly! The runway goes on forever and the overfly zone must be a square mile. In fact, the area was so big that very few people even showed up to see the event because I don't think they even knew we were there. By the way, ever seen a ground hog? They were all over the place. Made me think of Bill Murray's quest in Caddy Shack to get the gophers. These guys were poking their furry bodies up just about everywhere you looked. And they are about the size of a raccoon.

Anyway, other than the weather, it was a good championship to watch with some of the most perfect aircraft in the good old US of A, Brazil and Canada. As for the weather, this was a very unusual year for Ohio with temperatures well below normal and precipitation well above normal. I took clothing for high 70's and dry days and ended up shivering in the damp and rain! I really did not mean to drive over 2,500 miles to get rained on; I could have stayed home for that.

There were 73 contestants signed up causing the need for two days of static judging on Wednesday and Thursday. The judging took place at the museums memorial park where not only was it cool there wasn't any bathrooms. If you had to go it was a long walk back to the museum building or a long drive out to the flying field; both about a 20 minute venture making the last few minutes pretty tense.

David Hayes and Shailesh Patel tied for high static scores with a 97.25. David had a scratch built Rockwell Thrush crop duster and Shailesh had his huge scratch built F-86 Sabre Jet. Of the 73 contestants, 19 were from the West. A pretty good turn-out to travel all the way back to Dayton.

There was one casualty the day before flying competition. Team scale competitors, Mark

Frankel and David Malchione lost their turbine powered F4D-1 Skyray in a spectacular flaming crash. Nothing was left. Only one other bad crash occurred during the flying. It was Lee Rice losing his F4U1D Corsair and crashing into the only concrete area around with horrendous force. Nothing was left after that crash either.

Thunder, lightening and rain brought the flying to a halt early Friday afternoon. And we really had an electrical show that night along with high winds and torrential rains. In fact, it rained so hard during the night that flying was delayed on Saturday until 10:00 am so the field could drain off some of the water. Fortunately, we were able to dodge most of the rain storms on Saturday and Sunday but it was certainly cold and windy.

On a lighter note, the hangar party on Thursday night was held in the museum among the aircraft on display. The meal was very good and the atmosphere and camaraderie was excellent. At the end of the dinner, we were allowed to roam the museum and actually could get up to the cockpits of many of the later model jets on display. The museum is an awesome display of just about every aircraft that ever flew in the US plus a lot of the foreign combat aircraft the US Army Air Corp and USAF flew against.

The Saturday night awards banquet was held at the headquarters hotel and we were again treated to a fine meal. Shailesh received the "Best Jet", "Best Military", "High Static" and "Pilots Choice" awards. Quite a haul for our California guy. David Hayes, the final Grand Champion of the event was given "Best Civilian", "Best Mission", "Best Scratch-built" and "High Static. David is from Roanoke Rapids, North Carolina. His Best Mission award was for his flight routine of crop dusting where he would start his approach at very low altitude and pass down the runway; making a procedure turn

at the end of his pass to return for a second pass; then completing that pass with a steep pull up and stall turn back down for a third pass.

For the guys from the West, Jeremy Fursman took first place in Expert, Kent Walters took 3rd, Jeff Lovitt took 8th, Ward Emigh took 16th, Dave Lovitt was 19th, our own Dick Hansen came in 25th, Larry Sutherland was 30th, Mel Santmyers was 36th, Randy Smithisler 37th, Larry Shepard 38th and Bruce Bender took 42nd. In Team Scale, Paul Haynes and Steve Wilson from Redmond, Oregon took 5th place. Paul was the pilot and Steve was the builder of a Proctor Enterprises Nieuport 28. Complete results follow later in the newsletter.

With the trophies handed out early Sunday afternoon, we all packed up as fast as we could just in time to beat the next rain storm!

I can't conclude without saying what a great help Vern Ahlberg and Bill Ely were. They were everywhere running errands, hauling people, taking care of the raffle prize each day and hauling other contestant's aircraft. And neither of them was competing or had to be there. Thanks a lot guys. You are the "Spirit of the Masters".

Next year the championships will be in Gardner, Kansas, just Southwest of Kansas City. It will be at a small private airport much like Jack Lendhardt's. Plan to attend.

New Club Roster

The new club roster was available at last months meeting for those in attendance. Bill Ely has mailed out rosters to the remainder of the membership. If you did not get a roster at the meeting or in the mail, give Bill a call for a copy.

High Flight

By Ken Solomon

I have watched with interest the development at Burt Rutan's Scaled Composites facilities of their space program designed to carry man into space. The program vehicles consist of a "first stage" called the White Knight, which carries the second stage "space ship" aptly named Space Ship One. The amazing thing is this is a privately funded program and doesn't require a billion dollars for every launch like the space shuttle.

The first stage carries the space ship with its crew of three to an altitude of 50,000 feet and launches it. The space ship fires a rocket motor at a steep angle and accelerates to 2,500 mph reaching 100 kilometers (330,000 feet). At this point the space ship assumes an attitude with the aft portion of the wing and tail, flips up and enters a dethermolizing mode with high drag. As the ship slows and gets into the lower atmosphere at about 80,000 feet the wings and tail reconfigure to a glider type and the ship returns and lands at low speed.

The space ship has a thin ablative layer to help with the high temperatures of re-entry. After the flight this layer is reapplied and the ship is ready to go again.

The "White Knight" has two J-85 turbo jet engines. The space ship is powered with a hybrid rocket motor that uses features from both a solid fuel and liquid fuel rocket. It is not a throttle-able engine. It is either on or off. It uses Nitrous Oxide (laughing gas) and HTPB (rubber) which is easy to work with and start by introducing high temperatures into the fuel. The cockpit is a pressure vessel so the pilots do not have to wear space suits. The cabin has many redundancies in case of single system failures. The cabin is supplied with oxygen and the carbon dioxide is removed with an

absorber system. The humidity is controlled keeping the cabin cool and dry. The cabin is fitted with small round double paned windows to keep the pressure and strength much like a submarine. Moving your head and looking out the windows maintains visibility.

The space ship has three flight control systems. The low speed system uses rudder and elevator controlled conventionally with cables. The super sonic system is via electric actuators that control the elevator trim and upper rudder segments. The upper atmosphere control is with high-pressure air fed reaction nozzles. Another novel system Burt has come up with is to configure both cockpits with the same controls so they use the first stage to train for the space ship flights. The first stage has about 60 flights on it (more by now) and the space ship has been doing glide tests.

I can just see the modern glider pilot in the future going out to the launch site pulling his rocket glider out of the hanger and getting the club airplane to tow him to 50,000 feet where he launches into the atmosphere, re-enters and glides around for a few hundred miles.

Hats off to people like Rutan who have the foresight to design anything that is worthwhile. I would love to see some creative modelers build flying models of these. Incidentally a group of businessmen from St. Louis have offered a ten million dollar prize to the first person to launch three people into space and return, then to repeat it within two weeks using the same hardware. If you are interested in the progress of this click on their website at www.scaled.com and watch these interesting developments. Also the April 2003 issue of Aviation Week magazine has a great article.

That's all for now and keep those models flying till next time.

Letter to the Editor

I don't normally do this because it sounds like I am blowing my own horn. But it is Jim's sincere desire to see this published so here is his letter verbatim:

"I am submitting this article, for the most part to inform the newer members, but also to remind the longer standing members of one particular member.

This member volunteers for many things of which go unnoticed and very rarely gets thanked for his efforts.

It seems most every time I do things for the club; I see my name in the monthly newsletter thanking me for my work. Which by the way makes me feel appreciated.

The member I am speaking of is the M.C. (Master of Ceremonies) at all of the SkyKnight sponsored events. By volunteering to M.C. he forfeits entering & competing at these events.

He is also the chief flight instructor and is at the field every Tuesday during the training season. Also when you receive your solo certificate he is the one that provides that for you.

I personally think the most important thing he does for us is to write the monthly newsletter. Which he does a great job! I really enjoy reading the letter that is there for us every month, **NO FAIL!** So the next time you see Gary Norton let's not forget to think him for all he does for the SkyKnights.

Thanks a lot Gary for a job well done."

Signed: Jim Kist

Jim, you wear your heart on your sleeve. Thank you for the kind comments. And let us not forget the other members who volunteer time and again to keep this the premiere club of the Northwest. By the way, congratulations are in order to Jim; he and Bonnie are the proud parents of a brand new baby girl. *Ed.*

Hansen Scale Aviation Video #73

Hurry, hurry, hurry get your copy of the 24th Annual US Scale Masters Championships held in Dayton, Ohio. Dick is the one and only photographer on hand this year to video tape the event and he did a bang up job as usual. This is a must see tape if for nothing else, to see the absolute total destruction of Lee Rice's F4U Corsair. What a splat! As always, this is scale aviation at its finest.

Also included on the tape are a couple of short visits with Claude McCullough, (famous designer, hall of famer and top competitor) and the Edmonton, Alberta, Air Museum. Take a peak at Claude newest design he is preparing for 2004 competition; a gorgeous aircraft.

Tapes are \$19.95 (\$15.00 to members) each. You can contact Dick at 503-653-2578 or he is on the web at www.aero-sports/hansen.

Nominations for Election

Nominations for club officers for the coming year are as follows:

- President – Chuck Adams
- Vice President – Bob Tinsley
- Secretary – Guy Foreman
- Treasurer – Bill Ely

Nominations will be open for the November meeting just prior to voting.

Pearl Harbor Days

Coming to an airport near you (Estacada) the rock em sock em inventory reduction event of the year. Starts around 9 or 10 am unless it is pouring rain and blowing over 30 miles per hour! This is a don't miss event for both competitors and spectators alike. Come on out and enjoy the fun. You have never seen anything like this.

October Meeting Highlights

Chuck Adams reported that the field handbook is going to the printers and will be available for members soon.

Bob Tinsley noted a new problem at the Orient flying field. The owner of the property on the Northwest corner of the over fly area is concerned about damage to his property and/or his field workers. He has signed his property line with "No Trespassing" signs, which are visible from the pilot stations at the field. In order to accommodate the owner please observe the following guidelines:

1. Do not over fly the owners buildings or field workers.
2. In the event of a loss of aircraft on the owners property:
 - a. Contact the owner to gain permission to recover the aircraft.
 - b. If no one is home – leave your name and address at the door and a description of damage to the owner's property, if any.

These simple requirements should not pose a problem to flying and should keep the peace.

If someone you do not know attempts to sell you a Panasonic cordless drill or two JR transmitters in a metal case, they may be stolen. Make a call to Bob Tinsley before making the purchase.

Elections for 2004 officers will be conducted at the November meeting. Be there and exercise your right to vote.

Earl Aune brought video of the recent US Scale Masters champs in Dayton. He also awarded Vern Ahlberg and Bill Ely the prestigious "Keeping the Dream Alive" T-shirts for their help in Dayton. Earl also awarded yours truly a Purple Heart for a 50 caliber machine gun wound sustained while in Dayton (but that's another story).

For show and tell Dave Anderson was the only taker this month with his nicely Monokoted Ace 4-40 Bipe. Power is from

an OS .40 but the plane has not yet been flown. Dave took home a Hanger 9 fuel pump for his trouble.

The raffle prizes and winners were:

- Super Stik 60 – Fred Riech
- Zap Glue – Jerry Stuart
- McDaniel Glow Lighter – Matt Findlay
- Razor Plane – Fred Dixon
- Prop Reamer – Nelson Scott
- Handi-bond Glue – Joe Topper, Mike Whitney, Nick Smith, Steve Martin and Larry Jensen

There being no further business, we watched the Scale Master video.

Training

Tuesday night training has come to a close for the year. Thanks to all the instructors who gave their time. If you need help during the winter (and the field is flyable) give one of the instructors a call.

Current instructors are:

- | | |
|---------------|--------------|
| Don Curry | 503-761-9321 |
| John Fox | 503-657-4354 |
| Dale McDonald | 503-761-3109 |
| Bob Tinsley | 503-257-3057 |
| Pete Shull | 503-665-3654 |
| Jim Kist | 503-668-2886 |
| Gary Norton | 503-698-6449 |

Club Jackets

Bob Tinsley has a complete inventory of jackets for sale with sizes of large (L), extra large (XL) and extra-extra large (XXL). These are ready-to-wear and come in Wolf Grey with appropriate club logos. Prices range from \$33.25 to \$34.25. Contact Bob at (503) 257-3057 to order.

*******CALENDAR*******

December meeting at Camp Withycombe on the 8th, starting at 7:00 P.M.

Nov 15th & 19th

**Indoor flying at Camp Withycombe
Bob Tinsley (503) 257-3057**

Dec 3rd

**Indoor flying at Camp Withycombe
Bob Tinsley (503) 257-3057**

Dec 7th

**Pearl Harbor Days
Estacada Airport**

Gary Norton/Jim Weaver

Dec 17th

**Indoor flying at Camp Withycombe
Bob Tinsley (503) 257-3057**

Jan/Feb – date to be determined

Annual Awards Banquet

Jan 31st & Feb 1st

**NW Model Expo – Western Washington
Fairgrounds, Puyallup, WA
Don Sweasy (253) 445-4763**

*******Exec board meetings*******

Dec 1st Ardis Hood (503) 654-0173

Jan 5th Dave Anderson (503) 665-6400

Feb 2nd Pete Shull (503) 668-2886

Mar 1st Dave Higgs (503) 777-2413

Classifieds

Classified ads will be published for 90 days. Ads may be re-published by contacting the Editor. Deadline is the Tuesday before the regular Monday night meeting.

Orville Brooks Estate Sale

- OS 5 cylinder radial FR5-300, nib \$850
- OS 4 cylinder flat Pegasus 320, nib \$850
- Kavan FK 50 MKI Twin wet sump, like new \$750
- Super Tigre 56, like new \$75
- Super Tigre 40, used \$40
- Laser 200 V-twin, new \$495
- Ross 60 Twin, factory rebuilt like new \$150
- Fox 120 Twin, used \$100

Astro Flight 035 cobalt with battery pack, new \$50

Proctor Fokker D-VII, fuselage framed \$395
WACO 5RE Cabin, ready to paint, 88” wingspan, includes 6 servos \$395

Der Jager 1/3 scale, new \$225

Stinger 84” wingspan kit, new \$115

Dick Hansen, 503-653-2578 for more info

Wanted: F4F Wildcat

1/5th scale F4F Wildcat with scale retracts and fiberglass fuselage sold about 1998-99 possibly. Would like to buy back or would entertain the purchase of any 1/5th or larger scale Wildcat.

John Desllets 503-666-4606

Wanted: OS 40 SF

I need an OS 40 SF case to rebuild an engine for club use.

Bob Tinsley 503-257-3057

Wanted: Used R/C Gear

Looking for any kind of R/C gear that you are not using. It will be used to recycle equipment to younger members of the club.

Bob Tinsley 503-257-3057

Wanted: Good Laptop Computer

The club needs a good laptop computer for registration and scoring at our two major contest each year; Pine Hollow and Evergreen Scale Qualifier.

Bob Tinsley 503-257-3067

FLIGHT LINE

Flight Line is published monthly by SkyKnights for its members. Articles, letters and ideas for publication should be sent to the editor at 11484 S.E. 129th, Portland, OR 97236 no later than the first Monday of the month of publication. Feel free to call in information at 503/698-6449 or email to gary.norton@verizon.net.

Final Word

Zen thought for the day: If you tell the truth, you don't have to remember anything.

“Always try to associate yourself closely with and learn as much as you can from those who know more than you, who do better than you, who see more clearly than you.”

Dwight D. Eisenhower, *At Ease*

--oo00oo--

That's all folks.

24th Annual U.S. SCALEMASTERS



CHAMPIONSHIPS 2003

WESTERVILLE MODEL AERONAUTICS ASSOCIATION
Wright-Patterson Air Force Museum, Dayton Ohio

Contest Results

2003 Scale Masters Championships

Total Number of Entries **73**

Dates: Sep 24 2003 Through Sep 24 2003

Grand Champion

David Hayes

Roanoke Rapids, NC

Rockwell Thrush

Designer Class

11 Entries (First was the first year we incorporated this as a separate class)

<i>Place</i>	<i>Pilot /</i>	<i>From:</i>	<i>Aircraft:</i>	<i>Static Total</i>	<i>Top Three Avg</i>	<i>Total</i>
1	David Hayes	Roanoke Rapids, NC	Rockwell Thrush	97.25	92.417	189.667
2	Shailesh Patel	Eureka, CA	F86 Sabre Jet	97.25	91.750	189.000
3	Jeff Foley	Roanoke Rapids,	Bf-109e	96.50	92.500	189.000
4	Bob Patton	Saint Joseph, IL	T 28 C	95.00	91.750	186.750
5	Charles T Nelson	Berlin, MA	YKS 7 WACO Cabin	95.00	91.250	186.250
6	Hal Parenti	Westchester, IL	Ryan Fireball FR-1	96.25	89.250	185.500
7	Wayne Frederick	Santa Rosa, CA	Fokker D VIII	96.00	86.000	182.000
8	Tom Polapink	Centereach, NY	Pfalz DIIIa	95.25	86.500	181.750
9	Charles Baker	Union, MO	Rawdon T1	96.50	84.500	181.000
10	Dave Johnson	Vernon, CT	Seamans Schuckert D III	95.00	84.417	179.417
11	Nick Zirolì Sr.	Little Falls, NY	Stearman PT-17	94.00	78.583	172.583

Expert Class

<i>Place</i>	<i>Pilot /</i>	<i>From:</i>	<i>Aircraft:</i>	<i>Static Total</i>	<i>Top Three Avg</i>	<i>Total</i>
1	Jeremy Fursman	Snoqualmie, WA	DeHavilland DH82-A	95.50	93.583	189.083
2	Kim Foster	Mansfield, OH	DH 94 Moth Minor	97.00	91.417	188.417
3	Kent Walters	Scottsdale, AZ	SBD-3 Douglas Dauntless	96.25	90.833	187.083
4	Joe Rafalowski	Fayetteville, GA	T-33	94.50	92.083	186.583
5	Dave Wigley	Smithtown, NY	Hawker Tempest MkV	96.00	88.750	184.750
6	Steve Ort	Seymour, IN	B25 Mitchell	94.75	89.333	184.083
7	Sean M Cassidy	Champaign, IL	F6F-5 Hellcat	95.75	88.000	183.750
8	Jeff Lovitt	Davis, CA	Kawasaki Ki61 Tony	93.75	89.583	183.333
9	Dave Pinegar	Warren, MI	T-34A Beech Mento	90.25	92.917	183.167
10	Leo Spychalla	Watertown, WI	Spitfire MKXIV	92.00	90.000	182.000
11	Dennis Crooks	Greencastle, IN	P-38	95.00	86.917	181.917
12	William Wheeler	Inola, OK	J-3 Cub	91.50	90.417	181.917
13	Glenn Reilly	Austin, TX	FW 190-A8	95.25	86.083	181.333
14	Steve Forrest	Sturgeon, MO	Republic P-47	91.00	90.250	181.250
15	Doug Crumley	Wichita, KS	Feisler Storch	94.25	86.750	181.000
16	Ward Emigh	Scottsdale, AZ	PT-23	92.50	88.333	180.833
17	Al Kretz	Woodville, AL	Dauntless SBD-3	94.75	85.833	180.583
18	Zach Spychalla	Watertown, WI	Spitfire FR Mk XIVe	92.25	88.167	180.417
19	Dave Lovitt	Willits, CA	Yak 18P	89.75	90.583	180.333
20	Jack Buckley	Marlborough, MA	F4U-1A Corsair	90.25	89.667	179.917
21	Bill McCallie	Tampa, FL	FW 190	89.75	90.000	179.750
22	Mike Winter	Sarasota, FL	Sopwith Pup	92.50	86.933	179.433
23	Bob Wonitoy	Edmonton, Alberta	Focke-Wulf 190A-8	93.75	85.583	179.333
24	Paul Cain	New Albany, IN	Cap 231 Ex	89.50	89.250	178.750
25	Dick Hansen	Portland, OR	Albatros DVA	92.00	86.250	178.250
26	Bob Gillespie	Twin Falls, ID	Nieuport 28-C	95.00	83.167	178.167
27	Bud Roane	Melbourne, FL	Shoestring	90.50	87.500	178.000
28	Scott Foster	Middlebury, VT	P47 Thunderbolt	90.00	87.250	177.250
29	Richard Crupi	Crofton, KY	Piper J3 Cub	88.00	89.000	177.000
30	Larry Sutherland	Prather, CA	T-34A Beechcraft Mentor	95.50	81.333	176.833
31	Skip Mast	Royal Oak, MI	J-3 Cub	90.25	86.500	176.750
32	Chip Greene	Tampa, FL	Grumman F8F-2 Bearcat	88.75	87.916	176.666
33	Ray Davis	E. Falmouth, MA	F15 Eagle	89.75	86.500	176.250
34	Jeffrey Pike	Baton Rouge, LA	U1-A Otter	88.00	88.167	176.167
35	Jeremy Arvin	Jeffersonville, IN	CAP 21	88.25	87.667	175.917
36	Mel Santmyers	Beaumont, CA	Citabria Pro	91.00	81.583	172.583
37	Randy Smithhisler	Edgewood, WA	Piper J-4 "Cub Coupe"	87.75	83.500	171.250
38	Larry Shepard	Paradise, CA	Sopwith 1 1/2 Strutter	89.75	80.667	170.417
39	John Ostmeyer	Overland Park, KS	Waco UPF-5 Classic	90.25	75.667	165.917
40	Gary Parenti	Westchester, IL	Be 50 Beta Minor	89.75	68.500	158.250
41	Lee Rice	Keller, TX	F4U1D Corsair	95.00	31.000	126.000
42	Bruce Bender	Edmonton, Alberta	Spitfire Mk XIVE	93.75	26.333	120.083
43	Steve Sauger	Troy, MI	Fairchild Ranger	92.75	16.083	108.833
44	Stan Clark	Hurricane, WV	L-19 Bird Dog	88.75	5.083	93.833

Team Scale Class

18 Entries

<i>Place</i>	<i>Pilot /</i>	<i>From:</i>	<i>Aircraft:</i>	<i>Static Total</i>	<i>Top Three Avg</i>	<i>Total</i>
1	Dave Pinegar George Maiorana	Warren, MI	TU-4 AEW	97.00	90.000	187.000
2	Scott Russell Wayne Siewert	Woodbury, MN	P-47D Thunderbolt	95.75	89.167	184.917
3	Eduardo D. Esteves Ronaldo Salles	Belo Horizonte, MG	Spacewalker	95.00	89.833	184.833
4	Jay Steward Jack Steward	Phoenix, AZ	Neiuport 28c	95.25	88.417	183.667
5	Paul Haynes Steve Wilson	Redmond, OR	Nieuport	95.25	84.584	179.834
6	Curtis Kitteringham Ron Peterka	Escondido, CA	Stinson SR-9 "Gull Wing"	91.75	88.083	179.833
7	Brian O'Meara James Hammond Jr	Denver, CO	KI-61 Tony	93.00	86.750	179.750
8	Nil Patel Shailesh Patel	Eureka, CA	F4 Phantom	95.75	83.417	179.167
9	Wayne Frederick Vernon Altamirano	Santa Rosa, CA	Cessna 182 Skylane	95.00	83.583	178.583
10	Mike Gross Tony Kirchenko	Mastic Beach, NY	Stearman PT17	92.25	85.750	178.000
11	Mike Barbee Earl Muenze	Delaware, OH	Fairchild M-62	91.50	85.917	177.417
12	Dorin Luck Gary Allen	Henderson, KY	Bucker Bu133 Junmeister	92.25	84.417	176.667
13	Reg Dell-Aquila Frank R Banks	Palo Alto, CA	P-38L	92.50	82.417	174.917
14	Steve Ort John	Seymour, IN	B24 Liberator	90.50	81.250	171.750
15	Dale Arvin Earl Dever Sr.	Jeffersonville, IN	Cessna 182	85.25	85.667	170.917
16	Jeremy Arvin Earl Dever Jr.	Jeffersonville, IN	Stinson DR-9	84.50	85.333	169.833
17	Wayne Knight Bob Walter	44398, FL	P51 Mustang	86.75	68.333	155.083
18	David Malchione Mark Frankel	Kennett Sq., PA	Douglas F4D-1 Skyray	92.50		

Best Of Awards**2003 Masters Championships****Dayton Ohio**

Award	Donatedby	Recipient	Aircraft	Notes
Best Biplane	Kelly Christ	Jeremy Fursman	DeHavilland DH82-A	
Best Built Up Kit	Marv Wade	Zach Spychalla	Spitfire FR Mk XIVe	
Best Civilian	RC Hobbies	David Hayes	Rockwell Thrush	
Best Documentation	Bob Holman Plans	Al Kretz	Dauntless SBD-3	
Best Golden Age	Sanderson & Associates	Charles T Nelson	YKS 7 WACO Cabin	
Best Jet	Robart Manufacturing	Shailesh Patel	F86 Sabre Jet	
Best Markings	Planes Plus	Dave Wigley	Hawker Tempest MkV	
Best Military	Marv Wade	Shailesh Patel	F86 Sabre Jet	
Best Mission Award Expert	Airtronics Radio Systems	David Hayes	Rockwell Thrush	
Best Mission Award Team	Airtronics Radio Systems	Curtis Kitteringham	Stinson SR-9 "Gull Wing"	
Best Scratch Built Aircraft	Capstone Hobbies	David Hayes	Rockwell Thrush	
Best WWI	Proctor Enterprises	Dave Johnson	Seamans Schuckert D III	
Best WWII	Vel-Tye LLC	Reg Dell-Aquila	P-38L	
Engineering Achievement	Southern Alameda County Radio Controllers	Dave Pinegar	TU-4 AEW	
Harris Lee Lifetime Achievement Award	Scale Masters Association	Mike Winter	Sopwith Pup	
High Flight	One Eighth Air Force	Dave Pinegar	TU-4 AEW	96.5 Flight Score
High Static	Westerville Model Aeronautics Association	David Hayes, Shailesh Patel	Rockwell Thrush, F86	Tied Score 97.25
Most Realistic Flight Expert	Airtronics Radio Systems	William Wheeler	J-3 Cub	
Most Realistic Flight Team	Airtronics Radio Systems	Curtis Kitteringham	Stinson SR-9 "Gull Wing"	
Pilots Choice	One Eighth Air Force	Shailesh Patel	F86 Sabre Jet	

Raffle Prize Winners:

Dell Laptop Computer Sharon Benson, Mansfield Ohio

Wing Mfg B25 Mitchell Steve Ort, Seymour Indiana

A good time was had by all; make your plans to be in Kansas City mid September 2004