

**RESULTS-JOHN POND COMMEMORATIVE OT/RC CONTEST -XXXIII
SATURDAY OCTOBER 25, 2008 SHOWN FIRST**

EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
A IGNITION								
Wasn't flown								
B GLOW								
1. Rick Holman	Stardust Spl.	465	NovaRossi	8:00	8:00			16:00
2. Don Bishop	Bomber	670	K&B 4.9	8:00	8:00			DNFO
3. Dave Lewis	Playboy	800	Super Tigre 29	5:57	5:27	5:34		11:25
4. Bob Angel	Stardust Spl.	660	Torp 29	2:43	Rats!			2:43
C IGNITION								
1. Bob Angel	Bomber	1206	McCoy 60	7:64	9:00	9:00		41:28FO
2. Rick Holman	Bomber	1260	McCoy 60	9:00	9:00			40:00FO
3. Jim Elliott	Clipper	?	Super Cyclone	9:00	3:24	9:00		LOF-FO
4. Bob Meyering	Bomber	1260	Bartelt Mac 60	5:30	6:40	8:01	9:00	17:01
5. Don Bishop	Bomber	1100	McCoy 60	9:00	I quit!			9:00
6. Steve Roselle	Sailplane	864	Edco 65	0:04	Oops!			0:04
TEXACO								
1. Jim Bierbauer	Dallaire	1400	OS 40 FS	14:05	LOF			14:05
2. Rick Holman	RC-1	1010	O&R 60	5:05				5:05
3. Bob Angel	Kloud King	670	Brown Jr.	0:54	1:41	2:12	wow	2:12
E TEXACO								
1. Steve Roselle	Foote West'nr	630	E	21:03	26:34			26:54
2. Hardy Robinson	Bomber	750	E	6:37	LOF	Fooley		6:37
O&R SIDEPOR								
1. Rick Holman	RC-1	1010	O&R 60	3:09	2:42	5:30	2:46	8:39
O.T. GLIDER								
1. Bob Angel	Waif		Hi-Start	3:25	4:57	6:52		15:14
2. Hardy Robinson	R-40		Hi-Start	1:53	3:09	4:43		9:45
3. Jim Bierbauer	Floater		Hi-Start	2:37	2:10	4:45		9:32
SOS ELECTRIC								
Wasn't flown	lonesome							
SPEED 400								
1. Bob Meyering	Bomber	?	E	0:00	13:10	6:59		20:09
2. Steve Roselle	Dallaire	300	E	9:06	7:09			16:15

SUNDAY'S EVENTS -POND COMMEMORATIVE 2008

EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
A GLOW LER								
1. Rick Holman	Stardust Spl.	460	NovaRossi 15	7:00	7:00	hurray		14:00
B IGNITION								
1. Rick Holman	Stardust Spl.	490	McCoy 29	8:00	8:00			16:00
C GLOW								
1. Rick Holman	Bomber	?	40 something	9:00	8:46	9:00		6:13 FO
2. Don Bishop	Bomber	9:00	Rossi 40	9:00	9:00			5:22 FO
3. Ralph Cooke	Bombshell	844	Fox 36 combat	3:48	2:20	9:00	4:11	13:11
4. Dave Lewis	Anderson	9:00	K&B 40	3:49	5:10	5:08	5:11	10:21
ANTIQUE								
1. Bob Meyering				9:04	10:00	3:143		19:04
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EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1/2A TEXACO								
1. Bob Angel	Playboy Jr.	350	Babe Bee	9:23	8:03	6:41		17:26
2. Jim Bierbauer	Bomber	350	Cox	5:33	6:21	7:00		13:21
3. Steve Roselle	Dallaire	288	Cox	1:22	3:36	7:46		11:22
4. Jim Elliott	Atomizer	288	Cox	4:08	2:20	5:45		9:53
5. Hardy Robinson	Bomber	350	Cox	3:26	Sigh!			3:26
1/2A SCALE								
1. Jose Tellez	Cadet	288	Cox	8:21	7:08	15:00		23:21
2. Dick Fischer	Taylorcraft	350	Cox	6:17	6:08	11:24		17:41
Elect. LMR								
1. Hardy Robinson	Bomber	750	E	4:53	That	Was	Easy!	4:53
2. Steve Roselle	Foote West'nr	630	E	0:03	Heck!			0:03
BROWN JR. LER								
1. Dick Fischer	Flamingo	1186	Brown Jr.	3:25	1:53	5:19		5:19
2. Dick Griswold	Contest gassie	1070	Brown	DNF				

This years' light attendance, coupled with the fine warm weather made for a relaxed contest. The booming Taft thermals were scarce, but so also were the occasional booming downers. In fact Sunday turned into more of an on-field hangar flying session as many kicked back and didn't finish flying their pre-paid entries. Rick Holman showed more energy, skill and endurance than most, and walked away with the overall Sweepstakes award with 19 points on 3 point scale. Bob Angel and Hardy Robinson were runners up.

I'm pretty sure we have a perpetual Texaco trophy floating around out there somewhere, which needs the trophy plate updated for Jim Bierbauer and possibly for last years' Texaco winner Dave Lewis. So search your attics and basements (remember those?) and let us know.

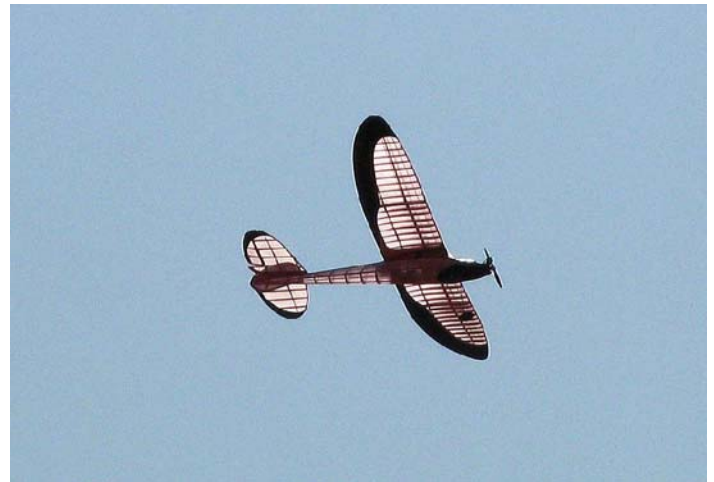
Dick Griswold and wife Ann came over from Arizona. As the lone attending member of the Arizona Mafia, Dick created very little mischief this year, and in fact sprung for several bottles of wine for all at the banquet. Thank you Dick. And thanks also to Ken Kullman, who sent some very nice donations and got the ball rolling for the raffle, which saved us from going in the hole on the contest. Another good contributor was Dan Carpenter, who gave us several remaining four stroke engines from the estate of Don Barrick.

An unusual thing about the C ignition event was that only half the competitors made the flyoffs. Usually almost all max out in "C", so maybe the rules change extending the max is doing its intended purpose. Jim Elliott did some good flying with his Super Cyke powered Clipper to max out, but was out of the flyoff early with a radio off launch which fortunately landed itself in good shape. So Rick Holman and myself (Angel) battled it out with 40 plus minute flights in the good afternoon air. The two Bombers were identical, the good running McCoy engines were near identical, but there was obviously some small difference that allowed me to get past Rick. I believe I got better initial altitude by using a hard to find old Top Flite wooden prop, while Rick was handicapped with a cheap, heavy, dangerous modern plastic prop. My tongue may be in my cheek again, but those are the facts.

There were a number of engine problems for this late in the season, with several guys either not finishing their flights, or getting short flights. The usual explanation was often heard: "It was running great at home."

Dick Fischers' Flamingo always draws attention, and with its gentle climb, it performs most like the ships of yesteryear. But the Brown Jr. engine has quite a struggle with that much airplane. We wonder how it might do if it could be fitted with a Forster 99.

We made sure that every participant received one of Bob Holman's newly supplied commemorative mugs. Most of us have received trophy cups that were practical only as decorations or pencil holders. But these new cups Bob is turning out make some of the nicest coffee cups I've seen. They're decorated through a new process with permanent hard ceramic logos, emblem, words, or any picture a computer can produce. Best of all, the ones I like are shiny black inside so you don't fuss over harmless coffee stains.



STEVE ROSELLE took these photos at the John Pond contest. Top left: Dave Lewis dusts up the desert while tuning his strong running engine. He observes proper etiquette by pointing the prop blast away from the group. Top right: CD Bob Angel preps his B glow Stardust Special. Middle left and right: Dick Fischer preps and flies his Brown Junior powered Flamingo to win the Brown Jr. event.. Bottom left: Dave Lewis and Hardy Robinson in a technical interchange (as distinguished from a common BS session). Bottom right: A few of the nice assortment of engines that were part of the raffle. Ken Kullman donated the Orwick and the Brown. The four strokes, along with some others, came from the Don Barrick collection via Dan Carpenter. Once again Taft weather cooperated nicely for the event with clear skies and just enough breeze to establish a takeoff and landing pattern.

