

Southern California Antique Model Plane Society -- S.A.M. Chapter 13 -- AMA Charter #158
Website address: <http://SCAMPS.homestead.com/>

RETURN ADDRESS:

*Kevin Sherman
1521 South Normandy Terrace
Corona, CA 92882-4036*



GAS



LINES

AMA 158 – Southern California Antique Model Plane Society – Sam 13

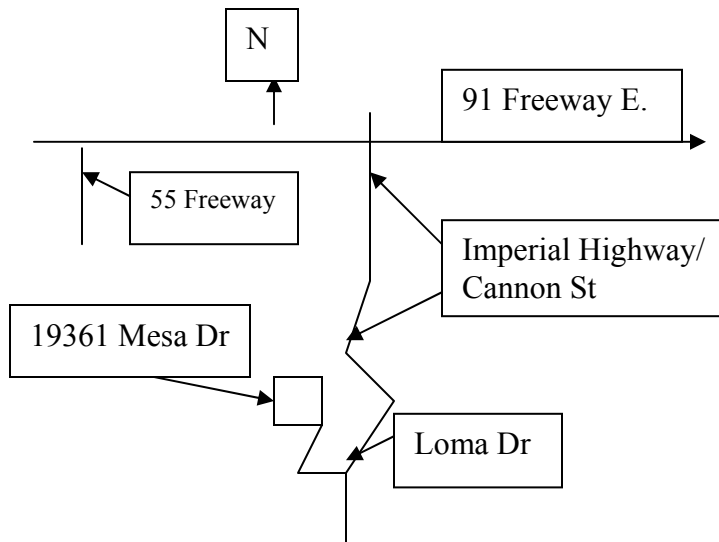
SCAMPS 2007 Officers

President	Gary Sherman	(951) 737-7943	GaryS80825@aol.com
Vice President/Editor	Kevin Sherman	(951) 737-7943	Julykevin@aol.com
Secretary/Treasurer	George Walter	(714) 528-0774	ffgcw@roadrunner.com
Roster/Mailing list	Allan Arnold	(562) 860-1707	Allan.Arnold3@verizon.net
Meeting Coordinator	Hal Wightman	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

The next SCAMPS' meeting will be held **Friday July 6th** at 7:00 pm at the home of Fernando Ramos. From



91 Freeway Eastbound, take the Imperial Highway exit heading south. Continue south approximately 2.5 miles (up and down a large hill) Imperial Highway becomes known as Cannon St. Toward the bottom of the hill, turn right onto Loma Drive. Go up the hill about 500 feet and turn right again- onto Mesa Drive. Fernando is down the street on the left about a third of a mile at **19361 Mesa Drive**. Should you have trouble finding his house, his phone number is **(714) 637-6312**. Fernando's wife will not be hosting for the women, so any ladies who come to the meeting will be stuck sharing stories with us guys.



37th Annual 2007 U.S. Free Flight Championships Report

We loaded our models in preparation for the 37th Annual U.S. Free Flight Championship with great anticipation. Before heading to any contest, we always check the forecast and I have found my way to Accuweather on the World Wide Web at www.accuweather.com. The site offers an hour by hour detailed weather forecast, including wind speed and direction and I have heard several other modelers say they look at this site as well. According to what was shown, it looked like Saturday would be the best flying day, but Sunday and Monday looked good, at least in the morning. So, we were very encouraged as we were ready to head over the Grapevine. As it turned out, the forecast was partially correct, but moderate to strong wind did play a factor in the running of the contest.

SATURDAY, May 26, 2007

Contest Director Ted Firster made the call to switch to Category-II before flying commenced on Saturday morning and the move was welcomed by the contestants. While five minute maxes are fun to fly, Category-II with its three minute maxes was the correct call given the conditions and forecast. The decision looked even wiser as the day went on and the strong lift and light breeze took some models out of site in less than five minutes.

There was flying in mass on Saturday, with a huge flight line. Along with all the AMA, Nostalgia and Old Timer flying, we shared the field with a full slate of FAI events at Big Al's Shootout which reportedly had over 40 entries of their own. In a return to tradition, the contest was held over Memorial Day Weekend at our Lost Hills, California flying site and entries were up this year. As was noted in last years report of the 2006 U.S. Free Flight Championships (held over Labor Day weekend), there was a conflict with the SAM Champs, and participation in all the Old Timer events suffered as a result. This has actually been a problem for several years, so the move back to the traditional Memorial Day weekend was a definite benefit to those who were unable to make both events back to back or had to choose one when they overlapped.

Ted Firster (Lost Hills Director of Operations and CD for the USFFC contest) has a vision of returning the meet to its hey-day, and going back to Memorial Day weekend was just a first step. He also promoted the return of R.O.W. events, and there was much interest with at least a dozen models ready to take their chance at leaping from the pond. Firster also makes a point of promoting all the Junior Classes, and had trophies for all the Juniors who placed. This year, Ted also had some coffee mugs printed up for the contest as a giveaway, stuffed them full of peanuts, and each entrant received one. He is definitely on the right track as was evident by the number of entries this year.

As it turned out, Saturday was an awesome flying day and there were models in the air all day long. The contest started at 7 AM, and at 7:30, we had the Gollywock Mass Launch. There were about 14 Gollywocks participating this year, up from a disappointing one model only three years ago. I am not sure why there has been such a strong resurgence in the Gollywock Mass launch, but nobody is complaining. The early morning air took the models well over the car line towards the sand hills made by our neighbors at Holloway Gypsum. The winning time in Gollywock was over 5 minutes by Bud Romak. By about 8:30, the wind changed and was blowing lightly towards the southeast and away from the cars. At 9:30 AM, the twin pusher mass launch went off, with three models participating. Gus Sundberg was the winner of that event with an impressive time of about seven minutes.

There were some other nice highlights on Saturday. High time in AMA Gas was set on Saturday with Jim Grove flying the Terry Thorkildsen designed Astro Star 460 with Conquest 15 power. The A Gas model set the bar at 764 seconds, and while the rest of the field lined up and took their shots, nobody was able to top it. We had a near record set in Open Hand Launch Glider when Tim Batick, flying a Turn Up, had a hiccup. He was just one max short of the record, posting an incredible 1414 second total to pace the field of 9 competitors.



Gollywock Mass Launch winner
Bud Romak, photo John Delevoryas

While not an official event at the contest, we were treated to the 1953 Wakefield Fly-off re-creation, which was coordinated by Bernie Crowe. Before we can appreciate what was re-created, a little history is in order. Bernie Crowe sent me a web site called the Wakefield Book, which is a history of Wakefield competitions, and very helpful in understanding this event: <http://www.btinternet.com/~kaynes/Wakebook/wkbkhome.htm>. Following are some excerpts from the site regarding the 1953 contest: **For the first time in Free Flight history the 1953 Wakefield event would be part of a "World Championships", and the winners of the Wakefield, and the FAI Power event, would be forever known as "World Champions". The competition was three 5minute max rounds. We pick up the action in round three of the competition - (Flying ROUND 3) of Competition: Elisio Scotto of Team Argentine was the first to enter the Leader board with a perfect 900 seconds! Team Argentine exploded as Elisio's name went up. Although the cheering had hardly begun before Hugh O'Donnell's name was placed just below Scotto's. Wait! They were placing yet another name under Hugh's this time! Joe Foster USA! A three way tie. It could have been a four way tie, had George Reich not dropped his second round. The third round ended with twenty two 300 second maximums, but only three flyers had achieved the perfect 900 total. Now the Contest was about to begin, anew.**



L to r Bernie Crowe, Hal Cover & Juan Livotto with their 1953 Wakefields

This was the first time in the history of the Wakefield competition that there had been a 3-way tie. Joe Foster, Hugh O'Donnell, and Elisio Scotto were officially declared joint World Wakefield Champions by the FAI/CIAM! According to the World Championships Digest ...a triple tie is officially recorded as the correct result, with the Argentine, Great Britain, and the United States of America, in equal position. There was however a 4th round flown and this has become known as the 1953 Fly-off (which was recreated at the 2007 USFFC at Lost Hills). In the original 1953 Fly-off, or round 4, Joe Foster put in the high time with 445 seconds, Hugh O'Donnell was second with 380 seconds, and Elisio Scotto was third with 164 seconds.

This 1953 Fly-off re-creation has been planned for a while, but had to be postponed a couple times for various reasons. May 26th was the day the Wakes were destined to fly, and we were lucky enough to be witness. Bernie Crowe played the part of the Great Britain flyer Hugh O'Donnell flying the Maxie, Hal Cover represented US Flyer Joe Foster and his Power to Weight design and Juan Livotto represented Argentinean Elisio Scotto flying his "X-5", or "Equis Cinco" if you speak Argentinean. Bernie was the first to wind (ironically, it was a then 14 year old Hugh O'Donnell who



Bernie Crowe launches the Maxie to the win in 1953 Wakefield Fly-off recreation

wound first in 1953) and ready to fly. A wind shift at the launch pushed the Maxie's nose to the left, but in short order; it began a nice right climb out to a great height. The model was perfectly trimmed and flying great when the DT popped at 4 minutes and 20 seconds, and the model was on the ground at 5 minutes, 4 seconds. One unique feature on the Maxie is the feathering propeller which is very functional and neat.

Hal Cover launches the Joe Foster Wake



Hal Cover launches the Joe Foster Wake

Juan Livotto was ready to launch the X-5, and it also went hard left, but the trim was unable to overcome the torque and unfortunately, his model crashed badly.



Norm Furutani with his 1/2 A Texaco Powerhouse

Hal Cover readied his Foster Wake for flight. Unlike the other two, Hal's model took a hard right after launch. It looked like it was going to meet a certain unpleasant fate, but by the narrowest of margins, it cleared the ground and began a long climb out. The Foster Wakefield has two motors, so it has a little less torque than the others, but a nice long prop run. Hal was cruising at great altitude, when he too dethermalized early and his model was on the ground at 3 minutes, 54 seconds. The early DT on both the Maxie and Foster model was unfortunate, since both probably could have made 7 minutes. It was odd how all three had adventures in the launch phase of the flight, and the two who were successful dethermalized early. Maybe these three will get together again and we will see them really stretch their legs. It was a neat idea and gained much excitement and anticipation as the flying approached. Several periodicals expressed interest in a story about this historic gathering.

Conditions remained ideal in the afternoon and flying was steady all day long. At about 4:30 several large dust devils blew through, followed by a steady 15 MPH wind. This put an end to the day's events, and sent many scrambling to get their easy-up canopies down. The wind blew dust, making it almost unbearable to be out in it. Because of the windy weather, Night Gas was cancelled and the Saturday award's ceremony was postponed. A few participants

who planned to leave after Saturday were able to come to the CD area and pick up their awards before blowing out of town with the wind.

SUNDAY, May 27, 2007

Discretion is the better part of valor, but a few brave souls challenged the wind that started Saturday afternoon and didn't relent by Sunday morning when the contest started its' second day of events. Wind was again measured at 15 MPH, with gusts to 25 on Sunday. The forecast I looked at didn't talk about these conditions. It was supposed to be 5 MPH in the morning, and building a breeze during the day to 12 MPH. These conditions were only for the brave of heart, no wimps allowed and a few flyers gave it a go.



Daniel Heinrich with his ED Hunter powered Wasp. Flies well.

Chinmay Jaju won Junior Catapult Glider over three others, and Open Catapult Glider was won by Tim Batick over 5 other competitors. Junior 1/2 A Gas was won by Chinmay Jaju, the lone competitor to challenge the conditions. Jeff Carman was the winner in D-Gas, and again, was the only flyer to try his hand in the wind. Mulvihill was braved by Don DeLoach, again the one and only to put in a flight in the class. While he was out with the model, Don also put in flights in Nostalgia Wakefield with a total of 532 seconds. He went up wind to make his launch, and spectators could follow the flight of his model by looking for the dust cloud coming from the chase bike trying to keep up with it. Don said he tried to get to the model as soon as it landed so it would not get destroyed on the ground. Dick Nelson put in a nice total of 540 in C-Nostalgia, again the only entry to fly the event.



Former SAM Speaks editor Bruce Augustus with his So Long. Nice to see him getting some flying time!

Dick Nelson also put in a max to take the win in OT B Pylon. The last event to report on that was flown in Sunday's tough conditions, was OT Small Rubber Cabin, where Jerry Murphy put in a Max to take the win, again the lone competitor in the event.

That still left a bunch of events scheduled for Sunday left open. 1/2 A Gas (open), B Gas, A Nostalgia, Texaco, OT A Fuselage, OT C Fuselage, OT Large Rubber Stick, Dawn Mulvihill (Cancelled) and 2Bit Rubber were not contested on Sunday, so when the weather improved on Monday, CD Ted Firster made the call to allow those events not completed Sunday, to be flown in addition to Monday's events. Those who stuck it out were treated to good flying weather again on Monday.

MONDAY, May 28, 2007

On Monday morning, the wind was still howling, and it did not look promising at all. The wind that started Saturday afternoon and blew all day Sunday sent many packing. The unrelenting wind Monday morning sent even more heading home. For those who stuck it out, they were rewarded by great flying conditions. At about 9:30 - 10:00 AM Monday morning, the wind calmed down, and turned into a carbon copy of the conditions seen on Saturday. There was a light breeze to the South, but it was excellent flying again and remained so until the end of the contest Monday afternoon. A lot of flying took place by those who were still there.



New SCAMPS member Mark Eddingfield with his winning Texaco Miss Philly

One major disappointment was the forced cancellation of the ROW events. The windy weather caused white-caps on Lost Hills Pond, and much of the water was simply blown away, and turned the pond into a slip and slide, with only several places where it was down to the liner. It doesn't matter if you were optimistic and saw the pond as half full, or pessimistic and saw it as half empty, there simply was not enough water to fly. The water to fill the pond was graciously supplied and delivered by our neighbors at Holloway Gypsum Company. They brought a water truck in twice to top off the pond, but since Monday was a holiday, Ted Firster was not able to call again for a top off and the cancellation was forced. With all the interest, I am sure the ROW events will be brought back.



George Walter puts in a max with his Gollywock in Small Stick

There were 73 entries in the AMA, Nostalgia and Old Timer categories, and another 44 flying in the FAI events being offered at the Big AI's Shootout.

The 37th Annual U.S. Free Flight Championships now in the books. The sweepstakes winner this year was Don DeLoach. Don was also the AMA events winner (to qualify to be an event winner, flyer had to fly one power and one non-power event within the discipline). Carl Redlin was the Old Timer Events winner. This year, nobody qualified to be the Nostalgia winner.

The contest was well run and despite the challenging weather, all had a good time. This is the second year the LHFFA took over running the contest from the defunct CUFFMACC and it will continue to improve each year. See everyone there next year.

Several SCAMPS participated at the USFFC this year, and many did very well. As noted above, Jim Grove set the High Time in AMA Gas on his way to a win in A Gas. Tom and Jeff Carman did well. Tom flew his hot Spacer with a Johnson 29 to the win in B Nostalgia, totaling 1080 seconds, placed 2nd in 1/4A Nostalgia with a T-Bird, took 4th in A Nostalgia with an Oliver Tiger powered Spacer and took a 4th 020 Replica. Jeff Carman took the win in D Gas with his Texan, placed 2nd in A Nostalgia with his Texan and placed 3rd in A Gas with his Super Tigre 19 powered Texan. Father and son duo Ken and Don Kaiser did well. Don placed 2nd in Open HL Glider, 3rd in 1/2 A Nostalgia with a Frisco Kiddy, 4th in Open CL Glider, and 3rd in A Nostalgia. Ken took the win in A Nostalgia with his McCoy 19 powered Texan, placed 4th in 1/2 A Nostalgia, and 4th in B Nostalgia with his McCoy 29 powered Texan. Bernie Crowe won the unofficial 1953 Wakefield re-creation, and placed in two other rubber events. Tom Laird took a 7th in 1/2 A Nostalgia (13 entries).

Norm Peterson took 2nd in B Nostalgia and 11th in ½ A Nostalgia (quit after one max). Dan Heinrich took 1st in B Gas with a K&B powered Shoccer, 1st in ¼ A Texaco, 3rd in A Pylon with his Wasp and 5th in B Nostalgia. Jim Hurst took a 6th in B Nostalgia. Hal Wightman was 2nd in ½ A Texaco. Mark Eddingfield placed 1st in Texaco and 3rd in ½ A Texaco. Norm Furutani was 5th in ½ A Texaco and 8th in Gollywock Mass Launch. Allan Arnold placed 6th in ½ A Texaco and 6th in C Pylon, despite his balky running O&R 60. Allan later reported the spray bar had turned wrong, so it was not drawing fuel correctly. Eric Strengell took the win in A Pylon with a hot OS Max powered Ranger, and a 4th in Classic Tow Line Glider. Carl Redlin took 2nd in A Pylon, 5th in C Pylon, 3rd in Gollywock Mass Launch. Jack Jella was 2nd in 020 Replica and 5th in A Pylon. Bud Romak won in C Pylon with his Cyke powered Westerner and took 1st in Gollywock Mass Launch. George Walter was 6th in Small Rubber Stick, and 6th in Gollywock Mass Launch. Bill Burt was 4th in Large Rubber Cabin, and 11th in Small Rubber Stick. Bernie Crowe and I disqualified ourselves from Gollywock Mass Launch, Bernie because of a watch malfunction (he claimed, but we all know Pauline would have killed him if he brought home the trophy for another year) and I because my timer went with the model when he was not cleared to do so. I didn't complain though, as I had lost site of mine.

Ted Firster's son and Grandson did well flying and sure helped out a lot in running the contest and we want to thank them. Grandson, Cody Firster won Junior P-30, and son Tim Firster won Gas Scale flying as a team with Ted, and took a second in Open Catapult Glider. Thanks to Ted for running the contest, and for his son Tim and Grandson Coy for helping him. On a side note, Cody is looking for something stronger than carbon fiber spars so he won't keep folding wings on the retrieval. *Editor's note: While at the contest, the Sheriff's sent out someone to notify the Sloan's (Jay and Lois Sloan provide the catering at our events) that their granddaughter had been in a serious traffic accident. Everyone offered to help them load there things so they could leave, but they decided to stay and feed everyone. We were saddened to hear that on the following Wednesday, Hilari Nicole Sloan succumb to her injuries and passed away. Hilari was a nursing student at Reedley College. On behalf of the SCAMPS, we offer our condolences to the Sloan family during this most difficult time. Mike Myers and I both sent them a sympathy card from the free flight community.*

The First FAC Southwest Regionals at Perris by John Oldenkamp



Judge does his thing with one of 96 scale models judged – photo John Oldenkamp

More than a year of planning and promotion paid off handsomely for event organizer Roger Willis as 42 pre-registrations were sent in late April. 56 total registrants arrived, burdening the four-person judging team with nearly 100 stunning airplanes that kept them occupied until well after the dinner bell had rung for most of the attendees. A final count showed 96 scale ships passed through the Day's Inn HQ Conference Center. An additional 101 Jimmie Allens, OT Rubber machines, etc. were accounted for. Splendid numbers for the SW Regionals' first time out.

Decent weather, a fairly large and benign site (there was a little but tolerable amount of dust to deal with), bright skies and generous lift in mostly the right places led to pleasant competition. Typical of many SoCal Valley venues, however, the morning hours 7:00 to approximately 10:30, offered the best window for good performances. Drift and excess thermal activity Saturday from

noon forward was not nasty, but ultra-challenging for all but the heaviest stuff to navigate. Fortunately, the Mass Launch events were off early and were quite satisfying to witness. Pilot comments ranged from thumbs-up to terrific to "awesome" as an appraisal of the site and conditions.

Saturday's post-flying diversion took the form of a fine beer and Pizza Bash at the local Round Table Pizza, bought out for the crowd by the organizers. Over the buzz, a continuous raffle made prizes available to all registered contestants. The gathering was a great opportunity to meet and greet something perhaps too time-critical otherwise at the field.

The Sunday session had remarkable a.m. conditions: proving it, two Thompson/Greve flyers each put up nearly nine-minute flights over the field, one landing perhaps 200 yards from the launch point, the other a bit farther out. Weather was also ideal for the FAC Old Time Rubber category as three people maxed out. John Donelson topped the fly-off flight with 277 seconds, an FAI style score. His model was the Miss Canada.



Just part of the many models waiting to be judged – Oldenkamp photo



Is it full scale or is it a fine FAC model!

This was an excellent upscale meet, well-run and more than worthwhile for participants.

After awards were dished to generous applause, the homeward bound could only wish for an encore if another clutch of hard-working volunteers can be enlisted. An FAC SWR II no doubt would have a lot of support.

Editor's note: At a recent SCAMPS Wednesday flying session, the SWR made a donation of \$200 to the SCAMPS club, for the club's support, field and field prep leading up to the contest. While this was not necessary or expected, we want to thank the SWR CD John Hutchinson and Contest Manager Roger Willis for the generous donation.

This and That

Busy Month for Hal, Jane, Scott & Gretchen Cover – We had great weather and a great time at the Cover's who hosted the June SCAMPS' meeting. The Covers always host a nice meeting with a barbecue and a lot of interesting stuff to look at. Between Hal and Scott's airplane and car collection, one is always entertained. This year, Scott and wife Gretchen had a new Lotus Elise, and Hal and Jane a new slick red, Pontiac convertible roadster. Of course, Hal still has his selection of Minis, and a Lotus or two lying around. The Covers again had a real nice barbecue for everyone and Gretchen did a great job on the grill again. Everyone had a real nice time

June is always a busy modeling month for the Cover's. Along with the meeting, they also run our SCAMPS Lotto contest. As I write this, we just finished the SCAMPS Lotto/Twin Pusher contest. Hal and Jane Cover once again ran the contest, and we want to thank both of you very much for all the effort. A CD Report and results will appear in the next issue of Gas Lines. We had a nice turnout and the weather was for the most part, quite pleasant.

SAM Rule Clarification – I was told that the timer was allowed to go with the airplane for safety reasons in all SAM events starting with the newest rule book which became effective January 2006. **THIS IS WRONG.** Just to be sure, I contacted Gene Wallock who helped write the new rule book and will be the free flight CD at the 2007 SAM Champs. Gene wrote, "The only FF events that the Timer goes with the contestant are: 1/2A Texaco, Gas Scale and Fuel allotment. These are the basic unlimited flight events. The Tomboy event requires the timer to stay within 50 feet of the launch spot." I apologize for the erroneous information and it just goes to show that we all need to read and learn the rule book! The basic differentiation is: 1) a model flying with a max time, the timer does not go with the model 2) A model which has no max time and flights are



Allan Arnold makes a launch with his Commercial Rubber model

unlimited, the timer is allowed to go with the model and flyer. Remember, it is always advisable to team up with someone who can keep track of you should you need assistance away from the flight line. Like many others, we use walkie-talkies, and keep track of the general direction we chase towards.

Our June Club Contest – This month, we offered Commercial Rubber and C-Pylon at the monthly club contest. The CD was Gary Sherman, and we had great participation. We had 9 entries in Commercial Rubber and 3 in C-Pylon. Following are the results. Congratulations to Ron Thomas for winning C-Pylon, and George Walter for winning Commercial Rubber. Since this is just for fun and practice, Roger Willis participated in Commercial Rubber with a model with a plastic prop. Of course, we made him put an asterisk by his name, but we would have done that anyway! Thanks to all who participated. That’s what makes all this worth while.

C-Pylon

- 1) Ron Thomas 180/180/180 540
- 2) Allan Arnold 180/147/180 507
- 3) Kevin Sherman 135/180/180 495

Commercial Rubber

- 1) George Walter 180/180/180 540
- 2) Fernando Ramos 110/180/180 470
- 3) Charles Primbs 180/155/77 412
- 4) John Donelson 111/107/135 353
- 5) Allan Arnold 84/180/51 315
- 6) *Roger Willis 103/119 222
- 7) Skip Robb 48/72/77 197
- 8) Ted Firster 60/58 118
- 9) Hal Wightman 32/32 64



Bernie Crowe gave a flying lesson to a family member at last year’s SCAMPS Lotto contest

Joe Jones’ Spaced out Spacer - A very nice gentleman named Keith Grout found my airplane in Romoland on Wednesday. The plane was about 2 1/2 miles from the field at the intersection Mapes and Antelope. He immediately called Linda to tell her that he had found it. She told him approximately where the field is and he was kind enough to return it to the field. There really are good people left in the world but we should still light our fuses!

Thanks to all the Contributors – I want to thank all the people who contribute pictures, articles to the newsletter. Steve Grande, John Delevoryas, Hal Wightman, Ray Peel, Bernie Crowe, John Riese, Gene Wallock, Daniel Heinrich and others have always been generous with pictures and articles. It sure takes much of the burden off the editor when I get all this help. Also, thanks to everyone who helps with other club functions like hosting meetings, CDing contests and those who volunteer as officers.

Events Calendar

- SCAMPS Meeting**, Fernando Ramos’ home, July 6, 7:00 PM
- SCAMPS Club contest {8 ounce Wakefield, ABC Gas (modern)}**, Perris California, July 11
- MECA Collecto**, West Covina, July 14th
- SCAMPS Meeting**, Joe & Linda Jones’ home, August 3, 7:00 PM
- SCAMPS Club contest (OT Small Rubber/Electric Power)**, Perris California, August 15
- SCAMPS Club contest (Moffett/1/2 A Texaco 5cc)**, Perris California, September 12
- SCAMPS Club contest (Jimmy Allen/ABC Fuselage)**, Perris California, October 3
- SAM Champs**, Henderson, Nevada (El Dorado Dry Lake, October 7-12
- SCAMPS/SCIF/SanValeers Fall Annual**, Lost Hills, California, November 3-4
- SCAMPS Club contest (4 ounce Wakefield/ABC Pylon)**, Perris California, November 14
- SCAMPS Club contest {Gollywock Mass Launch/1/2 A Gas (Modern)}**, Perris California, December 12

Please send pictures and articles for future issues to Kevin Sherman at: Julykevin@aol.com or 1521 S. Normandy Terrace Corona, CA 92882.

More Pictures from 2007 USFFC



Allen Times Daniel Heinrich in B-Pylon



Ted Firster busy tallying up totals on day one of the USFFC



Jeff Carman launches his Taibi Powerhouse, John Delevoryas photo



Carl Redlin launches his Super Cyclone powered Sailplane



Jim Hurst with Ram Rod – Delevoryas



Allan Arnold with Airborne - Delevoryas



Bruce Augustus with So Long