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These are the GOOD GUYS - Support'em!!!

I was very much surprised when Keith called up John Mountjoy, Charlie's friend and co-author for the electric flight column in "R/C Report", and started to present the award.



Lynn Carpenter's Condor

Keith and I hadn't discussed who the award was going to, the reason for being surprised, but I figured he just went ahead and did it so that it could

be presented that day, and I always trust Keith's judgment anyway. In a few moments I found out why we hadn't discussed it - you guessed it. I was suddenly moved and extremely proud to be the first recipient of this award. Shaking hands with John and Keith, hands weren't the only thing shaking. I was truly overcome with emotion. I am very proud and happy to have received this award. I consider this the highest point I've ever reached in modeling. I am flattered beyond belief, and as I write this, my eyes are still honestly watering. Thank you all so very much. Thank you Charlie for being who you were, for you shall forever be a part of me, part of my e-flight experience, part of what is my life.

For those of you who sought me out to say thanks for the Ampeer, talk about making my day!!! I really appreciate the kind words. Ya think this wasn't a great weekend for me? Wow.

Again, thanks to all of the Falcons, E.F.O.ers and

contestants for making this one the great e-fly ins of the decade. I would recommend that you join us next July if you like e-flying, since this is what it is all about.

Please Note the Sponsors - They are the great ones!

A Great Way to Say Thanks

from Doug Ward, R.D. #1, Box 189, Irwin, PA 15642
Dear Ken,

You and Keith certainly do know how to run an event! In spite of the oppressive weather I was able to see more and talk to more people than would be otherwise possible at such attractions as the KRC. The turnout was excellent and all the work you guys did was first rate.

In keeping with the spirit of things, I have written a thank-you note to Kress Jets, Inc., expressing my gratitude for their raffle prize (copy enclosed). While I have seen some electric jet activity, I never gave it a serious thought until now. I might just give this thing a try.

In about three weeks Elaine and I will be setting out for an electric meet in Canada where I hope to do a little more cool weather flying. With our luck they'll be in the midst of the heat wave of the century, but it won't matter since I am now Michigan-trained to deal with it. After Canada comes the KRC followed by our own electric meet on September 30. Keith usually comes to this one. In October we will be veering south for the Gulf States Electric Meet in Louisiana --another excellent adventure--and that will probably end the contest circuit for the year. See what you can do when you're retired? (What a terrible thing to say!)

Let's make the next school year your best one. *Hals und Beinbruch!*

This is Doug's letter to Kress Jets, Inc.

Kress Jets, Inc.
500 Ulster Landing Road
Saugerties, NY 12477

Dear Mr. Kress:

I recently participated in the Mid-America Electric Fun-Fly in Michigan, a fantastic meet under the blazing sun of Ann Arbor, and at the pilots' raffle I was fortunate enough to win one of your products, an EJK 3.33 Clipped Tip Electric Ducted Fan, KR-5 motor included.

(continued on the next page)

I have been flying electric models exclusively for about three years and the ducted fan will fill a large void in my propulsion system repertoire. Thank you very much for your generosity.

To get me started, I would like to have you send me your catalog. I have enclosed a check for \$3.00 to cover the cost.

Yours truly,
Douglas Ward
RD. #1, Box 189
Irwin, PA 15642

(Thank you Doug. It has been a great e-year!)

More Thanks and an Interesting Offer!

from: Timothy P. McDonough
127 S. Oaklane Road, Springfield, IL 62707
(217) 523-8625 or timmed@cencom.net

Dear Ken,

Thanks for the great weekend of flying that you, Keith Shaw, the Falcons and the Electric Only Flyers put on in July. It was the most fun I've had at a fly-in in the 6 years I've been flying RC planes. I've just recently started exploring electrics and was very impressed by the people and planes at the event.

Enclosed is a sample of a T-shirt I designed that will appeal to the electric flyers in your club. Please keep the shirt for yourself, raffle it off to raise money for the club treasury, give it away as a "dead stick" award, or whatever you like.

If any of the Falcon's/EFO's are interested in additional T-shirts, my price to clubs is \$12.50 per shirt plus \$5.00 shipping for the entire order. All shirts must be shipped to the same address and paid for with a single check to get the club price. My regular retail price

is \$16.00 per shirt. The only sizes available are XL and XXL.

More Thanks, Info and Pictures

from: Lester W Garber
2324 East 5th Street, Duluth, MN 55812
218-728-6827

Dear Ken,

Thanks to all of you for putting on such a wonderful fun fly! It would have been perfect if I could have brought along some of our cool northern Minnesota air! I learned so very much talking to electric flyers from all over the country.

The enclosed photos are an extra set and I thought you might like them.

For anyone who is interested, here are some statistics on my flying wing:

Design: Modified El Condor by Brian Shaw (May 94 RCM plan no. 1168.) Elevator and rudder only.

Design Modifications:

Lighter construction and MicaFilm covered. (80 in. span, about 1000 sq.in., about 5.90 oz./sq.ft. wing loading). Built up wing halves (38.5 in. half span, 4.8 oz. each) plug into vacuum bagged 3 in. wing center section (2.17 oz. with elevator servo) using a .250 dia. carbon fiber joiner rod.

Kevlar - epoxy body of my own design made in a female mold (1 layer .60oz. glass, 2 layers 1.7 oz. kevlar). Finished weight 1.58 oz...

Weight Data:

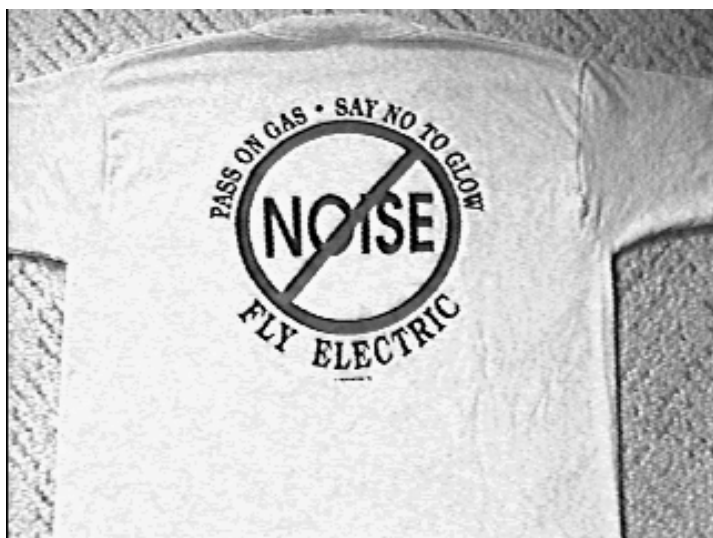
Airframe: 13.54 oz. Rec. + Servos: 3.24 oz. Motor + Gear: 9.18 oz.; Prop + Spinner: 1.57 oz; Batteries: 13.31 oz. **GROSS: 40.84 oz.**

Motor: Hobby Lobby (GR1717) Speed 600 BB 8.4 V with 2.8:1 geardrive.

Prop: Hobby Lobby (GPE12010) 12-10 (trimmed to 11.5 D to clear wing).

Batteries: 7 - 1700 SCRC. Total run time is about 8.5 min.. This gives 7 good 1 min. climbs and one last slow 1.5 min. climb. (pack weighs 13.3 oz.).

Radio: Futaba 4NBL-E (AM) Receiver MCR-4A with built in speed controller and BEC. Servos: 2 S3101. (I have several of these radios, my only complaints are the receiver/speed controller/BEC does not have a brake, the motor burps on now and then during glide and the speed controller will burn out if you try to run an Astro 05 FAI).



(continued on the next page)