

# MASTERS QUARTERLY



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April—June

## US SCALE MASTERS QUARTERLY JUN. 2016

### CHAIRMAN UPDATE

**Curtis Kitteringham**

**USSMA National Chairman**

Not sure how anyone else feels about this but for me this year is flying by. Seems it was just February the other day, the 2016 Championship will be here way before you think. The Champs hosting club Woodland/Davis club is well on the way in planning for the event. We have the same host hotel as in 2013 the Holiday Inn Express easy drive to the club, left turn to the club from the hotel.

The 3 qualifiers that I have been to have had good contestant numbers. We still have 3 more qualifiers that are a stones throw from the champs location. What I have notice along with conversations with contestants, is that we should have a turnout greater than we had in 2013.

There are a number of contestants looking to go this year that we're sorry they missed it in 2013. So we should have a lot of excitement this year.

Also we have new qualifiers for this year in the middle and East coast. Which is a huge positive move. With the middle to East Coast part of the country is so busy with big events one after the other it is so hard to slip a new event into the schedule. I for one am envious at the number and size of the model events on the East coast.

For us the big event other than the USSMA Championship when on the West Coast is the Memorial day weekend event at Castle Air Force base. This event has had 180 to 280 pilots for three days lots of fun. It was the big IMAA event of the year, now just one big get together and have some

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## West VP Report:

By Randy Warkentin

Well here we are again. This last weekend I attended the Southern California Qualifier. The event was moved kind of the last minute or I should say the last month but do to things Curtis the CD for the event and our National Chairman by the way couldn't foresee was he needed a new location. Well the Gilman Springs Flyers Club in the Moreno Valley came through and welcomed us in. We had a great view with unrestricted fly over area. The Club is trying to get a long term lease from the new Landlord and when they do plan on making lots of field improvements including a new runway which is needed badly. But the club members came out before hand and did their best to make the runway better and it was much appreciated. Mel Santmyers was there and is also a club member of this field and of course competing once again. He also brought his stand for Static and I really liked it. In fact I do not think I appreciated it as much before as I should of. Not to mention I hope I can be still competing at his level like he is at his age. Well done Mel. Just a note he also has the plans for his stand on the USSMA website in the forums.

Ok coming up next is the 49er Qualifier at Woodland/Davis club which also happens to be the location of the 2016 Champs. Now this is a good chance for you to get familiar with the location and flying there so come on out and participate it will be good for all. After that is the Dan Sullivan up in Northern California. This is a reminder that this is there 40th year of continuous Scale competition by this club and I am sure it will be a very big year and I know that Jeff Whitney and I look forward to this every year. Check out both of these events on the USSMA's website to get all the particulars. Up in the North West is the Sanderson Field Scale Contest, North Scale Qualifier, British Columbia Scale Classic, and the Oregon Scale Flying & USSMA Challenge.

Hope to see you at all these events and please follow the USSMA website for any changes that may be there for these events. If you have anything to add please contact me through the USSMA website or one of the other officers. Just one more thing to say is one that I noticed at the So Cal Qualifier a urgency to qualify do to wanting to go to the Champs in this year. It was good to see this kind of enthusiasm.

Randy Warkentin

West Coast Vice Chairman

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## IN Area Director:

By Dale Arvin

Dale had no words for what is going on in Indiana!

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# NorCal Area Director:

Bob (Gus) Stutsman

Most likely by the time you are reading this report the two qualifiers in Northern California will have already been held. I spent the past Saturday loading my trailer for the Woodland 49er qualifier to be held this coming weekend May 14<sup>th</sup> & 15<sup>th</sup>. Following that we have the Giant Scale fly-in at Castle Airforce base on Memorial Day weekend and the Dan Sullivan memorial qualifier on June 4<sup>th</sup> & 5<sup>th</sup> in Ukiah California. So far this spring has been wet and windy in our area, so flying has been limited. I have however seen and heard of several new scale aircraft being completed for the upcoming season. It always helps generate more scale activity when the Scalemasters Championships are close by.

While Scale kits are still limited we are seeing plenty of new designs coming out from plan designers. And with plenty of kit cutters now available, we are starting to see more unusual aircraft being modeled. Like they say verity is the spice of life and we are getting to see planes modeled other than P-51, P-47 and Zero's. My list of models I would like to build gets bigger every day, and I still have plenty of scale aircraft partially built in my shop that need to be completed.

I was hoping to attend the Southern California qualifier, but that four letter word "Work" got in the way. I will be attending our local events and hope to get up to the qualifiers in Oregon and Washington later this summer. I also hope to get qualified for the Championships in October; I hope to see everyone at the events this summer. It should be a great year for scale modeling in our area. Everyone needs to get out this season and help keep The Dream Alive.

Gus Stutsman

NorCal Area Director

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# OR Area Director

by Scott Enochs

With the competition year getting under way I wanted to use this newsletter report to review the new flight score sheets. That's right...there's a new score sheet in town!

Unfortunately, there has been some confusion in the NW on how to use the new sheet, and it's been perceived that the new sheets mean new flight judging rules and new scoring procedures have been put in place. NO!!!!!! Nothing has changed!!!! The new score sheets are simply a new format and they give judges more opportunity for feedback to pilots than existed on the prior score sheets.

The major source of confusion comes from the formatting that has added Precision, Placement, and Realism columns to the score sheet, along with the max points assigned to those judging components (5.0, 2.5, 2.5) listed in the column headers. Some think that means a judge has to put a numerical score in each of those columns, adding up to the total score for each maneuver. Going further, some think that also means a scorekeeper has to enter all those scores into a master score sheet/scoring program. Again...NO!!!!!!!

The only place a judge enters a score is in the "Score" column. The Precision, Placement, and Realism columns are used for entering feedback symbols (which are displayed in a table on the top of the sheet). PLEASE reference the Training Example that is included in the 2016 Competition Guide and I hope makes it as an attachment to this newsletter. The Training Example shows how the sheet is intended to be used. It's preferred that a judge enter symbols for feedback to pilots, but if someone really doesn't like this approach then simply enter a score in the score column as you always have and leave the feedback columns blank.

I like the new score sheet because I think it essentially summarizes the flight judging criteria from the USSMA Competition Guide right on the score sheet. Splitting the feedback out into 3 columns simply reminds everyone, judges and pilots, that a flight score is comprised of these 3 components. The feedback symbols indicate what a judge is supposed to be looking for in a maneuver and what a pilot should be trying to accomplish. This includes feedback on Maneuver 10, Overall Flight Realism. Judges should be looking for options, power management and continuity of flight...and there are specific downgrades if certain options, like a pilot figure, are not present, or if there are no retracts on a model but were present on the full scale. That info is sitting right there on the

score sheet in the table of feedback symbols. Because that summary information is there I also think the score sheet in itself is a great training aid for new judges.

Another hope is that the new sheet will help judges be more consistent, and by providing more feedback to pilots, help pilots to become more proficient. The 2016 Comp Guide has more detailed info and examples on use of the feedback symbols.

Get those models ready for your local qualifier and I'll see you at the field. Fly well!

Scott Enochs

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## Eastern VP Report:

By Mike Barbee, Vice-Chairman East

Mike had nothing to say this month.

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Please consider a donation to USSMA. Your gift will help us to 'Keep the Dream Alive' for your organization.

# Finance Director

by Richard Barndt



In the past few months I have filed the income tax returns with the IRS and the state of Oregon, so we are legal for another year. The balance in our account is now \$18,253.07, so as for now I am not concerned about cash flow.

In my last report I noted my concern that we only had a small number of member renewals for 2016. I am glad to report that the number has increased significantly. The number of paid members as of now for 2016 is 44. This does not include lifetime members. Hopefully more members will continue to renew and/or join in the months to come.

So now my focus is turning to the Championships in Woodland/Davis. One thing I want to put out there is suggestions for income for the event, which will help both us and the host club financially. I am thinking "raffle prizes". If anyone, especially anyone going to the Championship event or at least who lives here in the West, have any items that could be donated to a raffle, that is a good way to raise funds. The better the item, the better the chance of raising money. Even if you have an airplane kit or ARF that you want to provide at a nominal cost, we would consider that also. I will probably be driving to the Championships from San Diego, so I will have a vehicle with which to transport the raffle items.

On another matter, I believe we have finally created a way for Tom Mulder, our member chairman, to have viewing access to our PayPal account. In the past, Tom did not have access and could not see for himself when members renewed or new members joined through PayPal. Tom had to wait until I noti-

fied him, or the members contacted him asking why the delay for their hat, etc. My concern was that I did not want to give anyone access to the PayPal account, because that account is tied into our bank account, and if you had access to the account, you could initiate a send money transaction and empty our checking account. As the keeper of USSMA funds, I wanted to avoid this possibility. Not that I do not trust Tom, I do trust Tom, but I was concerned about the Murphy's Law thing, e.g., someone else tries to commit identity theft and somehow gets to the account.

Thanks to the assistance of Mitch, we were able to give Tom his own access username and password, and through the PayPal website, I was able to limit his access to "view transactions" and "issue refund", but not to "send money" or "transfer money". So I am glad that he now has access to view the transactions, which he needs to be able to do, but I don't believe there is additional risk in the identity theft area.

And finally, I wanted to recognize and thank Gary Norton, the past treasurer of USSMA, for another substantial donation to our general funds, in addition to sponsoring the "best built kit" best of award. Hopefully he will be able to make an appearance in Woodland/Davis this year.

Until next time, happy building and flying.

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# TX Area Director

by Lawrence Harville

Lawrence had nothing for this issue too.

Lawrence Harville  
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Some pictures from the Gilman Springs Qualifier



(Continued from page 1)



fun.

For you that are flying in ProAm Pro you will be flying with the youngest contest from 2013: yes, Dylan will be competing again this year. The contestants took Dylan under their wing and helped him to grow with his parents as pit crew. This made the champs exactly what it should be, the old hands helping the new contestants learn and feel welcome. One of the Dylan's helpers was the oldest pilot and a good friend Mel Santmyers I think Dillion may of giving Mel a pointer or two.

What I have been working on last year and this year is to find sponsors, that will support the USSMA with a set amount for five years. The plan is to put the money in the bank which will give us the ability to grow, offer incentive too contestants and judges. Along with being able to back the host clubs better, we have touched base with a number of groups, with some interest it's a long road. I have made good progress with one group of 4 different company's tied together. It came about when I had to relocate my SoCal qualifier to a new home. We were talking about different clubs that I was looking at to move to. They asked to also locate a club to host them under the USSMA flag, I said will do. So with my new location they will be able to host their event, with some luck it should come together next year.

The last three qualifiers that I have been a part of have had a number of sponsors stepping up.

Gunsmoke qualifier had sponsors for their awards along with pilot hand outs from Zap, Tiano Enterprises. Victor Valley qualifier Hobby People, Zap/House of Balsa and club members. SoCal qualifier David Lloyd for awards, Zap/House of Balsa, BSI and the Gilman Club/members.

For you CDs if you send me a short write up it will get posted.

See you at the 2016 USSMA Championship in Woodland/Davis Ca

Curtis Kitteringham

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Editor:

I had the pleasure of flying in the 49er Qualifier again this year—glad it is back!

Saturday was very windy with almost 90 degree crosswinds—challenging conditions to say the least! But the pilots all rose to the challenge—there was no serious damage done to any airplane. I think a couple of bent axles were the worst of it.

Jeff Lovitt and his crew did an excellent job. As Curtis mentioned Dylan was competing again—and qualified again! He was flying a Beast since he had had some sort of landing gear issue with his P-47 and was waiting on replacement parts.

Sunday was much better and the scores reflected that.

Dave Lovitt won Expert (reverse nepotism!)

See you in Woodland!

Jeff



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