

Win a power supply See page 77

MODEL AVIATION

MODEL AVIATION®

Official Publication of the Academy of Model Aeronautics

September 2011 \$4.95



Joe Nall week

SEFF turns 10



Exclusive:
**E-flite Shoestring
15e EF1 Racer**

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ABOUT THE COVER

The Southeast Electric Flight Festival (SEFF) brings together electric enthusiasts from around the country to Hodges Hobbies for a weeklong festival. The noontime demonstrations feature exciting models flown by skilled pilots.

The SebArt MiG 29 3D, featured on the cover, was flown by Jason Cole of Hobby Lobby. This three-axes thrust vectoring EDF model had no problem hovering inches off the grass and performing very tight maneuvers.

A four-cell Li-Poly battery provides jet-like performance for the 36-inch-span MiG 29, but the slow speed handling and aerobatic capabilities were the most impressive.

Jay Smith photo.



AMA Executive Vice President Mark Smith

President's Perspective

The first piece of equipment I pull out of my trailer is my lawn chair.

Hi folks! I hope you have taken note that we now have a monthly report to update you on our activities in Washington D.C. We are vigilant to make our presence known with the FAA and other stakeholders. Although the governmental issues consume a large amount of my time, I want to discuss other aspects of this great hobby of ours.

As some of you may know, my wife and I moved to Arkansas roughly a year ago and we're "lovin' every minute of it!" Next to the climate, the best part of Arkansas is the friends we've made.

People here are extremely personable and friendly, which brings me to the topic of this month's column. I have been in this wonderful hobby for more than 40 years and, although I truly love model aircraft, the friendships I have made throughout the years are what I enjoy the most.

Maybe some of you can relate to this, but I remember how I couldn't seem to get enough flying in at the field. And competition was a big part of my life. I'd travel up and down the East Coast to fly in events from Canada to Georgia, but over the years, I travel to these same events to visit with my friends. Shoot, I

used to not drink coffee in the morning of the event because I thought it would make me too nervous; now I have been known to take a nap between rounds!

I have been fortunate to have a complete workshop, and now it seems as though building is just as important to me as flying, but the real essence of my love for this hobby is the camaraderie I enjoy with my flying buddies.

I've said this often: "The first piece of equipment I pull out of my trailer is my lawn chair."

The club membership throughout this great country of ours is similar, regardless of location. You have the "doers," the occasional fliers, and the modelers who simply like to come to the field to socialize.

I'll make an observation here. Those clubs that are most active seem to be the clubs that are growing and this provides a means for more social interaction! Too often we get caught up in trivial club issues when, in the big picture, it's all about friendships.

Many of us fly on publicly owned land and it is critical that we show our gratitude for this opportunity to fly on the site. One of the best ways to do this is to get involved in community activities. Not only does this give us a chance to socialize with our flying friends, but we are giving back to the community in which we live.

AMA's Leader Club award program encourages clubs to get involved with the community in a number of ways. Some

suggestions include the club donating to the AMA Scholarship Program or donating a *Model Aviation* subscription to schools or libraries.

A club could sponsor an annual public event, such as a mall show, flying show, or demonstration.

Some clubs create an informational handout and provide it to the general public. Others still participate in charity programs or public fundraising events.

Earlier this month, I had the honor of presenting my local club with the Gold Leader Club award. Our president, Larry Holcomb, artfully arranged for me to make this presentation at the county quorum court meeting at the county courthouse.

We had several club members present along with many county dignitaries, which gave me the opportunity to explain how only 5% of the approximately 2,500 clubs achieve this honor. Larry then turned to one of the county officials and gave him the Gold Leader Club award to be displayed in an appropriate location in the courthouse!

That's it for this month. Be safe, keep in touch, and have fun! **MA**

Mark Smith
AMA Executive Vice President
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Mission Statement

The Academy of Model Aeronautics is a world-class association of modelers organized for the purpose of promotion, development, education, advancement, and safeguarding of modeling activities.

The Academy provides leadership, organization, competition, communication, protection, representation, recognition, education and scientific/technical development to modelers.

Those of us who love aviation find that even when we are on vacation we find the time to check out a club field, hobby shop, or other aviation-related attractions.

I recently returned from a week-long vacation to Maine, during which I managed to get in a little float-flying and RC boating. I also stopped by Ray & Robin's, a beautiful hobby shop in Falmouth, Maine. Not only does the store carry just about anything a modeler could want, there is even an RC car track in the basement!

Another highlight of my trip was the Owls Head Transportation Museum (www.ohtm.org). I was there during a '50s and '60s car show, which complemented the more than 100 historic aircraft, automobiles, bicycles, carriages, and engines that are on permanent display at the museum.

I even got the chance to see some of the aircraft flown during the event including a Nieuport 28, Waco UBF-2, Stearman, and Tiger Moth.

The trip also allowed me to spend some quality time with my father, whom I have to thank for getting me involved in our wonderful sport at an early age. Through him I have had the ability to try all forms of modeling including RC cars, boats, rockets, and slot cars.

However, I returned the favor when I coaxed him into flying my GWS Slow Stick and the simplicity of electric-powered flight hooked him the same way it did me several years ago.

My first big electric event was SEFF, and this year I returned with my father to help celebrate its 10th year. I've only missed three out of the 10 and always have a great time at Mac Hodges' field.

While at SEFF I ran into Jerry Smith and he offered to cover the Joe Nall event for us and make his 26th trip to the massive Triple Tree Aerodrome.

Joe Nall certainly covers all the bases with helicopters, floatplanes, electrics, and some unbelievable Giant Scale models. AMA also recognized the Triple Tree Aerodrome as an International Aeromodeling Center during the event.

You'll find extended coverage of both these events in this issue as well as an *exclusive* review of the E-flite Shoestring by Lonnie Finch. Lonnie even brought the airplane to compete in the Electric Formula One (EF1) contest held during the Pylon Nats here in Muncie, Indiana. There were 43 entries into the event that was sponsored by Horizon Hobby/E-flite.



Editor Jay Smith
jay@modelaircraft.org

A big thank-you to Horizon Hobby for providing us an *exclusive review of the Shoestring and sponsoring the EF1 event!*

I'm sure that the EF1 class will continue to grow in similar fashion to what we have seen at the Nats with more competitors switching to electric-powered aircraft each year.

A big thank-you to Horizon Hobby for providing us an exclusive review of the Shoestring and sponsoring the EF1 event!

Tim Bailiff brings a simple, yet cool, construction project with his Front Yard Canard. I'm still trying to convince him to send us one, but he is having too much fun with it and I guess I will have to build one like everyone else.

Also included in this issue is our first review of a Hobby King aircraft. Michael Ramsey was successful—after a few hurdles—with the project and shares with us his experience.

Before this issue ends up on your coffee table, in the magazine rack, or is relegated to propping up the leg of your wobbly build table, be sure to read the "About Us" on A Main Hobbies and enter the contest to win a Protek R/C power supply. **MA**

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History Preserved:

The Collection of the National Model Aviation Museum

Featured in this month's "History Preserved" is a rubber-powered FF Scale Caproni Ca 5 trimotor Italian bomber. This aircraft was built in the early 1970s by Dennis Norman.

Dennis competed with his fine-looking Caproni in 1976 at the AMA Nats. He donated the aircraft to the National Model Aviation Museum in 1984.

The aircraft has a wingspan that stretches 39 inches from tip to tip and is 22 inches in length from propeller to rudder. The model features a crew of three British airmen, two gunners, and a pilot. The trimotor features two tractor engines in each outer fuselage and a pusher housed in the center fuselage. The Caproni is complete with landing

and lift wires as well as full rigging wires.

During World War I, the British used the Caproni bomber over the Western Front. Aircrews painted camouflage patterns freehand to mask the airplanes from enemy fighters. Because of this painting technique, the aircraft did not always have fine lines separating the different colors.

The January 1977 *MA* featured the Caproni in a discussion of methods to achieve precise replications of the paint and markings that appear on full-scale aircraft. Dennis's Caproni is an excellent example of this precise duplication.

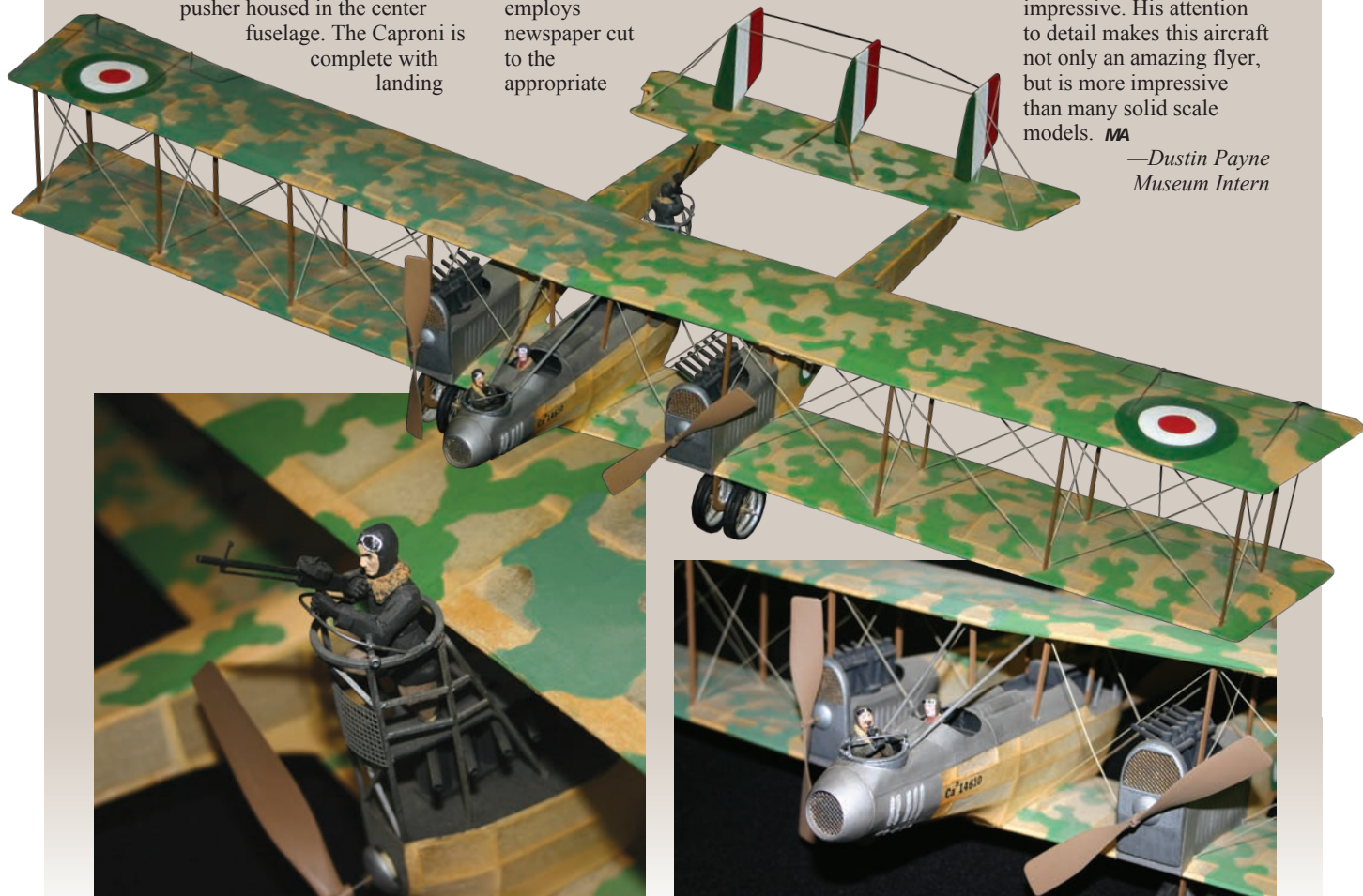
One method of achieving this effect in miniature employs newspaper cut to the appropriate

pattern. A small patch of adhesive is placed in the center of the pattern and adhered to the surface of the airplane. The paper is moistened, allowing it to stick to the curved surfaces of the aircraft.

The edges produce a realistic hand-painted appearance because the pattern is adhered to the surface only in the center. To make this method work most effectively, the lighter color should be applied first as a base.

Dennis's Caproni is a first-rate illustration of this kind of attention to detail. The painting technique, along with all other aspects of design and construction, is impressive. His attention to detail makes this aircraft not only an amazing flyer, but is more impressive than many solid scale models. *MA*

—Dustin Payne
Museum Intern



WILD BILL NETZEBAND

What began as a hobby for a seven-year-old boy blossomed into a lifelong passion for a man whose antics in Combat circles earned him the nickname of "Wild Bill."

Aeromodeling author, designer, contest director, and club creator William F. Netzeband died a little more than a year ago in California. But, his voice and visions were not silenced by his April 25, 2010, death. He leaves in his legacy countless magazine articles and club newsletters, and an award bearing his name.

Bill was born January 3, 1927, and began aeromodeling the day after his seventh birthday. He quickly learned how to repair models after the Lockheed Sirius his father and uncle built for him broke. He became hooked on the sport, and always had an ongoing construction project.



His love for aeromodeling continued and he decided to test his piloting skills by participating in the 1948, 1949, 1954, 1955, and 1957 Nats. He won the Open Navy Carrier event in 1954. Bill became a CD in 1951 and operated and judged meets in Missouri, Illinois, Oklahoma, New York, and California, for 21 years.

He built and competed with more than 100 models. Some of the models he built included gas FF, rubber-powered, and four types of gliders. Thirteen of his airplane designs were published in various model aviation magazines. Among his creations was a Wright brothers' wind tunnel, which he helped a group of Boy Scouts build.

Bill was a member of several model aviation clubs and was instrumental in starting the J.O.P.L.I.N. and Double Cola Group clubs. He also wrote numerous model aviation columns for *Model Airplane News* and *American Modeler* magazines.

He served in World War II, and was a husband, father of three, and a college graduate. He held several jobs, including working as a model designer for Testors Modeling Company.

His wife, Joan, presented the Wild Bill Netzeband Annual Memorial Award to its first recipient at the annual Knights of the Round Circle (KOTRC) Christmas dinner in December of 2010. The award is given to anyone living in the Los Angeles area who has "demonstrated a continued effort to improve the sport/hobby of Control Line flying and improve the KOTRC." The award recipient does not need to be a KOTRC

Wild Bill Netzeband passed away in April of 2010.

He was a CL enthusiast who participated many times in the Nats and served as a CD for 21 years.



The Wild Bill Netzeband Annual Memorial Award was created in 2010 in memory of aeromodeling author and designer William "Wild Bill" Netzeband. It will be awarded annually by the Knights of the Round Circle.

member, but it is preferred.

Bill was a life member of the KOTRC. He was awarded this distinction because of his lifetime service to model aviation and CL Aerobatics. He also was named to the Model Aviation Hall of Fame, the Precision Aerobatics Model Pilot Association (PAMPA) Hall of Fame, and the Kits and Plans Antiquitous (KAPA) Hall of Fame.

Nominations for the Wild Bill Netzeband Annual Memorial Award are due by October 15. The winner will be named at the KOTRC's December Christmas dinner. Nominations can be sent to Knights of the Round Circle, PO Box 6115, Anaheim CA, 92806. **MA**

—Rachelle Haughn
MA staff

The Academy recently welcomed Life Members TJ Perdion (Bristol CT), Kevin Smith (Coral Gables FL), Bryan Helsel (Winston-Salem NC), Abel Gonzalez (Tulsa OK), James Prouty (Wichita KS), Nicholas E. Maxwell (Fort Wayne IN), Richard J. Gritter (Kernersville NC), Chaplain Tig Heaslet (Mission Viejo CA), and Jeffrey Luk (Mercer Island WA).

For information about becoming a Life Member, contact AMA Headquarters at (800) 435-9262. **MA**

**AMA Thanks
Its Lifetime
Supporters!**

During the past two or three years there has been much discussion concerning why 400 feet above ground level (AGL) is identified as an altitude constraint for model aircraft.

The criteria is first mentioned in FAA's Advisory Circular (AC 91-57) entitled "Model Aircraft Operating Standards," published in June 1981. The

AC states, "Do not fly model aircraft higher than 400 feet above the surface," and goes on to say, "When flying aircraft within 3 miles of an airport, notify the airport operator, or when an air traffic facility is located at the airport, notify the control tower,

or flight service station."

Advisory Circulars are advisory in nature and are not regulatory per se; however, operators are expected to give the guidance appropriate consideration in their flight operations.

AMA's experience has shown that model aircraft seldom create any hazard to manned aircraft. Our requirement to follow AMA's See and Avoid Guidance, yield the right of way to all man-carrying aircraft, and to maintain visual contact while utilizing a spotter, when appropriate, mitigates any risk posed by model aircraft.

The guidance in AMA's Safety Code to remain at or below 400 feet above

ground level altitude when within three (3) miles of an airport diminishes any additional risk presented by the increased density of low altitude manned aircraft traffic arriving and departing from airports, ensuring the safe environment we maintain elsewhere.

AMA has taken its situational awareness of the hobby and provided guidance in the National Model Aircraft Safety Code that states, "Model aircraft pilots will ... Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport, without notifying the airport operator."

This language is slightly confusing, but what it is saying is when within three (3) miles of an airport you should contact the airport and remain at or below 400 feet AGL, and only operate above 400 feet when you have coordinated the operations with the airport authority or air traffic control facility if one exists at the airport.

But, why 400 feet?

To understand the significance of 400 feet, you need to understand FAA's basic approach to traffic separation. Aircraft operating in the National Airspace System (NAS) are separated by procedures and directives that use all three axes of flight to maintain separation: heading, speed, and altitude.

Aircraft flying under visual flight rules (VFR) and headed in a westerly direction are expected to maintain an even cardinal altitude plus 500 feet, i.e.

8,500 feet above mean sea level (MSL).

Aircraft traveling in an easterly direction are expected to stay at odd altitudes plus 500 feet, i.e. 7,500 feet

MSL. This results in a 1,000-foot separation between aircraft heading on potentially converging courses. Another related rule states that aircraft operating below 10,000 feet MSL are limited to a maximum airspeed of 250 knots.

The 400 feet AGL guideline was identified using a similar traffic separation approach. With the exception of takeoffs and landings and a few helicopters and sport aviation aircraft, manned aircraft generally operate at 500 feet AGL and above. Keeping model aircraft at 400 feet and below maintains a theoretical 100-foot separation.

Of course, judging the altitude of a model aircraft is extremely difficult. This is why your best approach is to always *maintain visual contact with your aircraft, yield the right of way to all man-carrying aircraft, and see and avoid all aircraft*, using a spotter when appropriate. **MA**

—Rich Hanson



Why 400 Feet?



39 Features, Articles, and Reviews



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Executive Director Dave Mathewson

A club can't lose what it never had

In 2006, the Internal Revenue Service (IRS) created new rules requiring *all* nonprofit organizations to begin filing annual tax forms. Failure to file the appropriate forms would put an organization at risk of losing its tax-exempt status.

Until that time, nonprofits typically did not have to file tax returns if their annual revenues fell under \$25,000. However, this change in the tax law now meant nonprofits with revenues that fell below that amount would have to begin filing abbreviated returns in 2007. Further, if returns were not filed for three consecutive years after that, the organization's tax-exempt status would be revoked.

In 2007, the IRS sent out more than 650,000 letters to smaller nonprofits informing them of the new law. These letters, outlining compliance requirements, created considerable confusion in the nonprofit world and raised concern in the model aviation community as well as from a number of AMA chartered clubs.

The problem, as you might expect, was that most small nonprofits, including model aviation clubs, are run by volunteer officers. Many of these officers had little experience in dealing with tax-reporting issues and weren't prepared to react to the notices.

After a period of time the issue seemed to settle down as some clubs began to address the requirement to file the appropriate tax forms. The issue simply fell off the radar of other clubs. For many it was a case of out of sight, out of mind.

And that's the way things stayed until mid-May 2010 when the government determined that more than 300,000 organizations had failed to file the appropriate returns. The IRS extended its

initial compliance deadline another five months and initiated an awareness campaign to reach these organizations, hoping to reduce the number of non-filers.

The IRS sent notices to the last known address for the organization. Clubs change officers on a regular basis. Officers move, leave the hobby, or simply become disassociated with a club for a variety of reasons.

The IRS had no way of reaching the organizations or knowing who the current officers were. Similarly, the organization had no way of knowing—at least by being contacted directly—that they were at risk of losing their tax-exempt status. The campaign had a minimal to negligible effect.

The issue flared up again recently when the IRS issued a report listing 275,000 nonprofit organizations in the United States that had lost their exemption for failure to file the appropriate tax returns. As well as thousands of small local membership clubs, the list also included more than 1,800 local councils of the Knights of Columbus as well as a number of American Legion and American Legion Auxiliary posts.

The IRS is now allowing organizations that have lost their exempt status for failure to file returns in 2007, 2008, and 2009 to apply for "retroactive reinstatement" if they can show "reasonable cause" for not having filed.

To qualify for reinstatement, an organization must submit a new application for recognition of tax-exempt status regardless of whether the organization was originally required to submit an application; file the appropriate annual federal tax returns for the three missing consecutive tax years and all subsequent years (i.e., 2007 to 2010); provide a written statement explaining the reasonable cause for failure to file; ensure that the organization will timely file its tax returns in the future; and file the reinstatement application with the IRS within 15 months of the notice of revocation, with a filing fee of \$850 (reduced to \$400 if gross receipts did not

exceed \$10,000 annually over a four-year period).

If the organization fails to establish reasonable cause, but establishes it qualifies for tax-exempt status, the organization's tax-exempt status will not be restored retroactively, but will be restored from the date of filing the tax-exemption reinstatement application.

The IRS has published a list of organizations that have lost their tax-exempt status. It can be found at www.irs.gov/charities/article/0,,id=240099,00.html. The list is searchable.

Keep in mind that a number of clubs think they are tax exempt, for understandable reasons, and they are not. Throughout the years, clubs misplace documents and much of the club's history only resides with one or two members. The members leave and the history and knowledge of the club's business dealings leaves with them.

A club can't lose what it never had. If a club has never applied for tax-exempt status with the IRS, or has applied but wasn't approved, it won't be on the IRS list. To check to see if your club is listed as a tax-exempt organization, you can visit www.irs.gov/charities/index.html or call (877) 829-5500.

The tax code, at best, is difficult to follow, even for experts who make their living dealing with it. If there are any questions at all about the exempt status of your club or whether or not it is compliant, the best advice I can offer is to talk to a tax advisor. Many clubs have members with such a background or have members who know someone who can help for little or no fee. **MA**

See you next time.

DAVE

Dave Mathewson
AMA Executive Director
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Southeast Electric Flight Festival

by Jay Smith

SAMPLE PREVIEW PAGE
READ THE ENTIRE ARTICLE IN THE PRINT EDITION

Mac Hodges is well known for his 20-foot-wingspan B-29 and X-1 rocket. No matter how many times you see it fly, it's always entertaining!

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READ THE ENTIRE ARTICLE IN THE PRINT EDITION

SAMPLE PREVIEW PAGE
READ THE ENTIRE ARTICLE IN THE PRINT EDITION

*The premier electric
event celebrates 10 years!*

THE FIRST TIME I attended the Southeast Electric Flight Festival (SEFF) was in 2003. It was the second year of the event and the first time it was held at Hodges Hobbies in Andersonville, Georgia. I was eager to attend a big electric event and it turned out to be worth the trip from Florida to fly at a wonderful field and meet some great people who enjoyed electric-powered aircraft as much as I did.

The next year I took my father and he, too, became hooked on the southern hospitality and Mac Hodges' beautiful grass field, not to mention his full-service hobby shop on the premises. So it became a yearly pilgrimage to attend this event and I continued to fly year after year.

In that time, I have had the opportunity to meet a lot of nice people, take a ride in Mac's Cub, and had the privilege to be one of the 99 pilots to set a Guinness World Record in 2008.

This year I was eager, as always, to attend the event because 2011 marked the 10th anniversary of SEFF and what would be known as SEFF Week, April 11 to 16. When I arrived on Thursday, things were already in full swing.

A quick look around showed that the pilots' pit area was roughly the length of three football fields, and was two deep with pop-up tents. The area was filled with a large number of electric-powered aircraft and accessories, and Hodges Hobbies was cool and inviting as always.

The Limited Motor Run (LMR) Glider Contest, a Thursday SEFF tradition, was winding down so I wandered over to watch flying wings being fired upon by paintball guns. This event, called the SEFF Paintball Shootout, was new this year.

Friday and Saturday are the two biggest days at SEFF and offer the popular demonstrations by the top pilots and manufacturers.

Horizon Hobby puts on an impressive demonstration. They manage to fly a *ton* of aircraft in a short amount of time. Horizon's gaggle of warbirds flying in unison has always been a highlight.

Both 3D Hobby Shop and Extreme Flight RC showed off their lines of capable 3-D aircraft. Although unplanned, the Extreme Flight demonstration also included a midair collision that was talked about for the rest of the event.

John C. Hodges, Jr., impressed me the most by flying the B-29. This extremely capable aircraft had no problem hovering inches off the grass and performing very tight maneuvers.

Mac Hodges closed the demo each day flying his 20-foot-wingspan B-29. Although his

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John C. Hodges, Jr. is the author's father, who flew the B-29 with minor damage that was easily fixed at the field.

