

2019 marks the first full year of control line (C/L) flying at the Stetson Flyers Field on the new control line circle located at the helicopter flight line.

For many of us it's been as much as half a century since our last control line flight as youth. Wow, it's great to be back and what a rush!

During one flying session Charlie Colwell mentioned that the World Ringmaster Fly-A-Thon event might be something fun to do.

The Ringmaster Fly-A-Thon is the world's largest control line event held annually in early October. The event is open to any variant of the Ringmaster series of control line models. Flights may be done anywhere in the world and totals for each location are submitted to a central site for tabulation. The website for the World Ringmaster Fly-A-Thon is <https://ringmasterflyathon.com>. There are links to the Facebook group and other related information.



Ringmaster Fly-A-Thon 2019



The Brotherhood of the Ring is sponsoring its 12th Annual Fly-A-Thon event:
October 5th & 6th, 2019

Matt Kanis's beloved Ringmaster control line model has been built and flown by more modelers than any other control line model airplane!

This is not a contest! No registration is required. There are no entry fees or prizes! This Fly-A-Thon is to honor the most popular C/L model ever! Be part of something big and help make history by having more worldwide Ringmaster flights in a single weekend than last year's record of 5680 flights!

A record 655 different pilots participated!! **Goal this year is 6000+ flights by 800+ pilots!**

This event is open to **all** participants **worldwide!**

On October 5th & 6th, we challenge you to fly any one or more of the many varieties of Ringmasters, old or new, and report your flights to: www.ringmasterflyathon.com

Deadline for reporting is 12:00 noon Eastern time (USA), Tuesday, October 15th

Location: Wherever you are in the world!

Any Ringmaster from 1/2A to Giant and all variants in between can be flown.

Please report, how many total Ringmaster flights were made, how many different pilots flew, how many different Ringmasters flew and the location of these flights. Please feel free to include lots of details of your event as we plan to chronicle the Fly-A-Thon for future publication!!! If you get a new pilot to solo on a Ringmaster, that first flight will count as 2 flights!

**** A minimum of 5 laps is required to count as an official flight! ****

Let's keep the spirit of C/L alive!

Ok everyone! Just dig that old dusty Ringmaster from your attic and go fly it!
The results will be compiled and published by the Brotherhood of the Ring.

All questions should be directed to the primary contact: 2019flyathon@ringmasterflyathon.com

Rain/Wind/Flood/Conflict/etc. makeup weekend is October 12th and 13th!

This year the World Ringmaster Fly-A-Thon was designated for October 5th and 6th with a rain option if required on October 12th and 13th to qualify for data entry.

Initially for the Stetson Flyers Club an informal gathering was slated for October 6th, however due to weather, the gathering was moved to October 5th with the 6th still open to those willing to brave the elements.

Though the event brings out the competitive nature of some participants, the focus of our participation was to have fun, introduce new pilots, and re-acquaint some old timers with the challenge of C/L flying. Charlie generously provided his scratch built Cox 049 powered variant of the Baby Ringmaster flown on 35' control lines. The control response was reduced and the propeller installed backwards (old C/L line technique) to somewhat reduce the model's speed.

The weather on Saturday, October 5 for day 1 was spectacular. The morning started off a bit frosty so extra clothing helped but by late morning the temperature was pleasant with a sunny blue sky and barely no wind.

Flying started just before 1000 with Peter Wakefield logging the first two consecutive flights followed by Brian Pepin with two additional flights. After that the C/L flight line got quite busy. Peter Wakefield, Brian Pepin and Wayne Karperien alternated for pit crew duties while Wayne Karperien & Brian Pepin also alternated to tutor the pilots on C/L techniques. In total we had 14 C/L pilots of which 8 have never flown control line. The "Jet Guys" Louis Simon, Elckar Monsalve, and Richard Dalpe took up the challenge to fly something low tech and see who could actually finish a C/L flight. There are rumours that someone had to spring for a steak dinner.

Steve Maines(second flight in 40 years), Wayne Karperien (first flight in 4 years), Nigel Chippendale (first flight in 30 or so years) added several more Ringmaster flights to the tally.

There are a couple of side stories for this event. First story: We were flying Charlie's plane but he couldn't attend due to Grandpa duties. Since we had no spare 6x3 props, if we broke it then Charlie would have to bring another. Louis Simon volunteered to be the fall guy by breaking the first prop and the plan was in motion. For backup, Brian was dispatched to Great Hobbies to secure additional props. Dutifully, Charlie arrived with granddaughters in tow to deliver spare props. Now being present, he had to fly. Second story: While Brian was at Great Hobbies, he noted a father, mother and son (Patrick, Angela and son Felix Boisvert) looking at the small balsa wood kits so he invited them to the field. They actually came and joined us.

Felix was the youngest of the 8 first time participants and managed a first assisted flight of 17 laps and a second solo flight of 7 laps with two loops.



Kudos to the adventurous first-time C/L pilots: Jonathon Soliman, Louis Simon, Patrick Boisvert & son Felix Boisvert, Rene Lepage, Elckar Monslave, Richard Dalpe, and Tony Garbish.

Joining in as spectators were Jim Denyer, Pierre Coulombe, Yasser Soliman, Bob Myhara, Don Glandon, Maurice Edkins, Louise Gelinias, Wayne Smith, Norm Kihl, Kevin McDougall, Len Gaultois, Bob Butterworth, Pierre Voyer, and Tiffany Voyer. Apologies to anyone we've missed.

Brian logged the final Ringmaster C/L flight for day 1 at 1730 for a first day total of 32 flights.

The weather on Sunday, October 6 for day 2 was wet and chilly, but fortunately the wind was light. The model used for this day's flying was Charlie's Super Tigre .35 powered S1 Ringmaster on 60' control lines. Charlie started flying at 0935. Charlie and Peter took turns flying with the objective to reach 20 flights. Unfortunately, the engine didn't cooperate so the day ended with the last flight for day 2 logged by Peter at 1330 bringing the day's total to 18 flights. Thank you to our spectators Daniel Marcotte and Thom McCracken for braving the weather.

The two day tally submitted to the 2019 World Ringmaster Fly-a-Thon database was: 14 C/L pilots, 2 Ringmaster variants - Baby Ringmaster & Ringmaster S1, Total of 50 flights.

Fun was had by all!

One behalf of the Stetson 'control line' Flyers we thank all who came out to support, help, and fly with us.