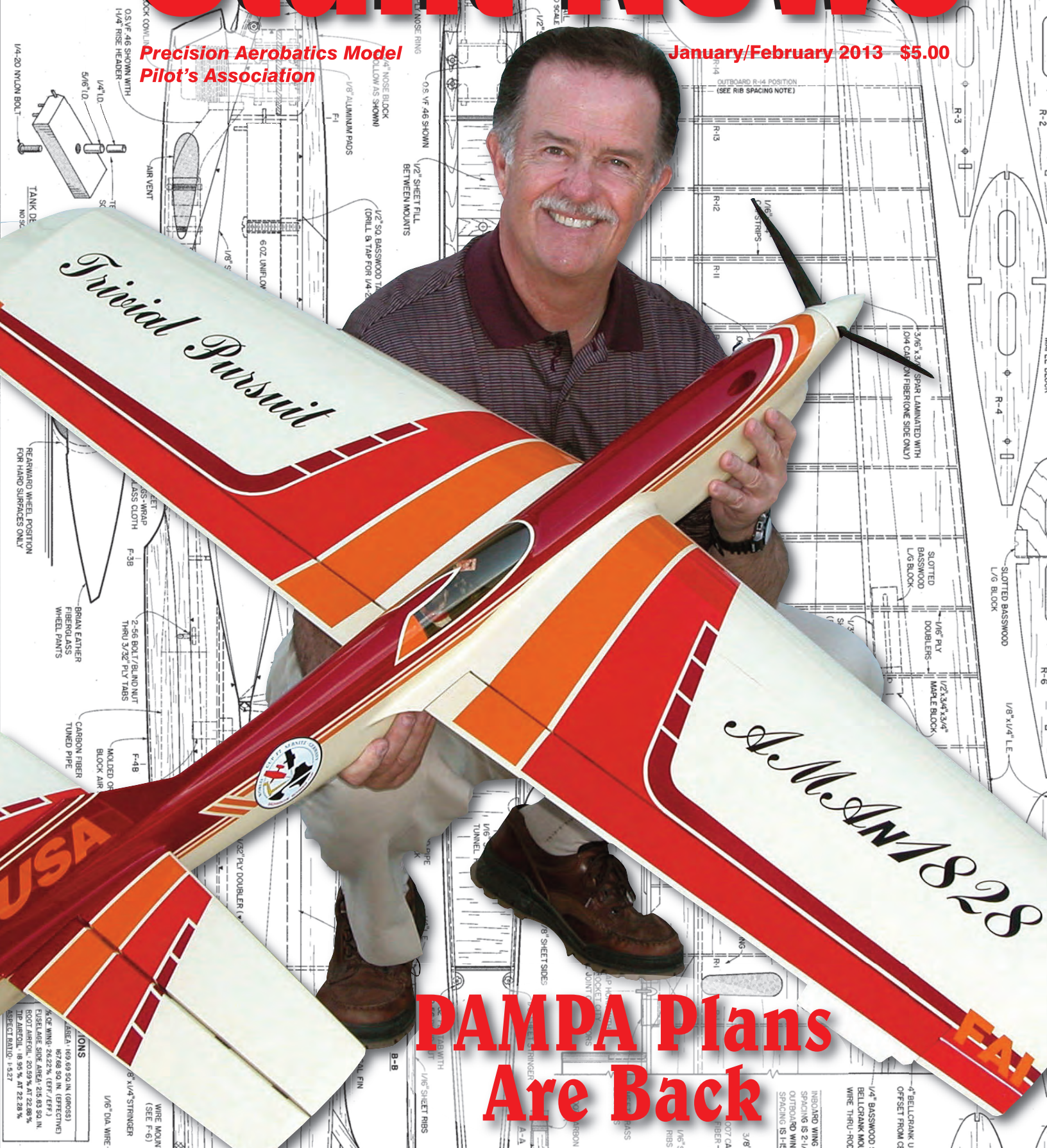




Stunt News

Precision Aerobatics Model
Pilot's Association

January/February 2013 \$5.00



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Are Back

FAI

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January/February 2013

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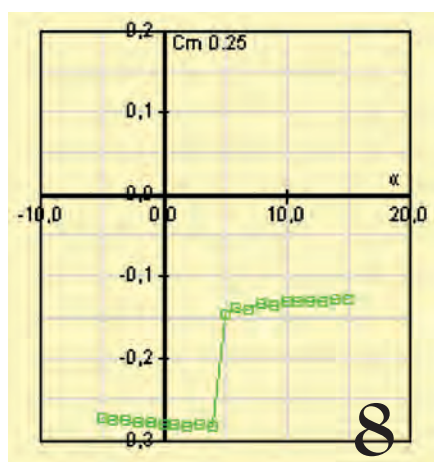
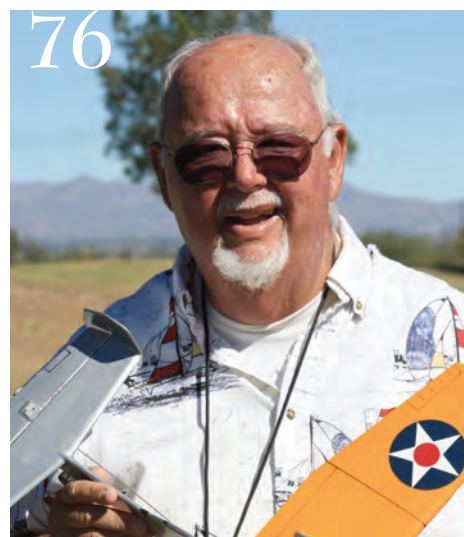
14 A Champion's Motivation by P.J. Rowland

On the cover: Ted Fancher's gorgeous Trivial Pursuit is just one of many models for which PAMPA offers plans. These plans were drawn by Master Draftsman, Steve Buso, and you can now order a set through our revamped PAMPA Plans Service. Ted looks well pleased with both his model and the plans! Photo courtesy Ted Fancher.

Inside cover: Here's another beautiful plane for which plans are now available from the PAMPA Plans Service. This is the John Havel-designed Folkerts Speed King. From all accounts by those who were lucky enough to have seen this model close up in the 1960's, it was one of the most perfectly built and finished models of all time. If this photo and the one on the cover of Ted's Trivial Pursuit don't get your juices flowing to build something, perhaps the new building column, "Putting It All Together," that starts this month just might. It's a new year; let's build something! Photo courtesy of John Havel.

PAMPA, an AMA approved Special Interest Group, was founded in July 1973.

Objectives include a means of communications among Control Line Stunt fliers, voting on issues affecting Control Line Stunt, and administration of the Control Line Precision Aerobatics event at the Nats.



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President's Column

by Don McClave

Welcome the new Hall of Fame Members

Hello, everyone. On November 16 of the year just ended, nine PAMPA members were advised that they have been elected to the PAMPA Hall of Fame by the 1) living members of the PAMPA Hall of Fame, 2) Past presidents of PAMPA, and 3) current officers of PAMPA. The nine new members elected were as follows:

Allen Brickhaus
John D'Ottavio
Shareen Fancher
Ted Fancher
David Fitzgerald
Frank McMillan
Tom Morris
Winfred Urtnowski
Bob Whitely

The new members join the members who have been previously elected. They are the following:

Wynn Paul	Jack Sheeks
Bob Gieseke	Jim Silhavy
Les McDonald	Davis Slagle
Keith Trostle	Art Pawloski
Bill Werwage	Larry Scarinzi
Bob Gialdini	Charles Mackey
Bob Hunt	Dennis Adamisin
Paul Walker	Leon Shulman
Art Adamisin	Don Ferguson
Al Rabe	John Lenderman
Don Still	Bill Zimmer
Jim Casale	

The members of the PAMPA Hall of Fame cover periods of time from the late 1940s to the present, from the era of very simple designs powered by heavy ignition powered engines that could do loops and sometimes inverted flight, to increasingly sophisticated designs for .35 displacement glow plug engines in the 1950s, and from the early 1960s on to today's glow engines of up to .76 or more displacement.

Aircraft sizes and performance have increased accordingly. Although electric motors have powered CL aerobatic aircraft for several years in Europe and elsewhere, they are just beginning to catch on in the United States.

While it is not that clear that electric propulsion systems will ultimately prevail here, the trend is becoming stronger each year.

While electric power systems are being welcomed on stunt circles in the U.S., the welcome is not always as warm at OTS



and Classic events, where some fliers have complained that electric power systems place glow-powered engines at a disadvantage.

I had a similar complaint twenty years ago when I first switched flying from expert PA to Classic and would only use Fox and McCoy .35s because they were engines from the day of the Nobler and the Thunderbird. They both flew well but for the most part couldn't keep up with the more powerful engines, such as O.S., Super Tiger, etc. in the wind.

I asked George Aldrich at one point why the Classic Stunt event wasn't restricted to engines that had sleeves and bearings (or bushings) like those available during the actual Classic period.

His reply was simply that there aren't always good period engines available to make the planes fly as they should.

A year or so later I spent a VSC week in Tucson practicing with Bill Werwage and Bob Hunt. They had been flying Classic planes in competition long before they were called "Classic" planes. Bill said that when he decided to compete at VSC, he decided that he didn't want to start flying his good Classic airplanes with dated power plants.

Bob agreed and gave me a ride on his Mackey Lark, which was powered by a strong Webra .32. I fully enjoyed that flight. Bill then added the comment that the whole idea is to get the plane to fly well. Soon afterward, my good friend Robin Sizemore stuck an OS .40 in my Tucker Special and I have never looked back.

Early in March I'll be heading down to Tucson once again for Vintage Stunt Championship XXV, where electric power is allowed this year along with reciprocating glow-powered engines. I have a Randy Smith Aero Tiger .36 in my new OTS/Classic Smoothie, and I plan to have fun once again and enjoy competing against whoever shows up.

I hope you had a wonderful holiday season and that this issue of *Stunt News* finds you getting ready for the 2013 season—whatever power is your choice. I thank you very much for your support of PAMPA; we had a good year in 2012 and I hope for even better times in 2013.

Best regards. *SN*

—Don

P.S. Shareen Fancher made the Nats work for 3 1/2 decades!



A very belated Happy New Year to everyone! It's 2013 and it promises to be perhaps the very best year in PAMPA's history. Why? Well, for one thing, membership is on the rise again; we are becoming a very strong SIG (Special Interest Group) indeed. For those of you who are not aware, PAMPA is the AMA-recognized special interest group for CL Aerobatics.

That distinction is significant in that we are the group that AMA trusts and commissions to run the CL stunt events at the annual National Championships that are contested in Muncie, Indiana, each year. We are also called upon to suggest new Precision Aerobatic rules and procedures that will keep our event running smoothly.

True, we are not rules makers within the fabric of AMA, but our advisory board is a group whom the Control Line Aerobatics Contest Board relies on for strong input as to what the event needs rules-wise. In the past it has happened that PAMPA's thoughts and suggestions are accepted and find their way into new and needed rules.

Another reason that this promises to be a banner year for PAMPA is the fact that a new and vastly improved website is due to be up and working very soon. This will be a much more modern and useful site than the one which we've had for the past several years. I don't want to steal the thunder of those who have worked and sacrificed long and hard to bring this website to fruition; when the site is complete and in service we will certainly highlight the work that was done and toast those who made it happen.

One of the main things that the website will offer—and the one we have now has long offered—is the ability to view *Stunt News* in color and even download each issue onto your computer for future reference and enjoyment. Many of you have taken advantage of this website feature, but, sadly, many also have not. I strongly encourage all PAMPA members to take the time to view and download *Stunt News* in color. If you

Level Laps

by Bob Hunt

One of the many facets of PAMPA Products is our Plans Service.

have never seen it in color, you truly do not know what you are missing.

Another aspect that has suffered of late is PAMPA Products. I won't go into any details as to why this part of PAMPA services has been deficient, but I will tell you that it is on the brink of coming back so improved that it will seem like a whole new aspect of PAMPA.

One of the many facets of PAMPA Products is our Plans Service. Being a builder, a longtime aficionado of model airplane designs, and a fan of those who design them, the plans service is dear to my heart. I asked Don and Jim to allow me to personally take charge of restructuring it.

I'm very glad and proud to state that this process is now complete and PAMPA plans are now available again and in a form that allows fast fulfillment of orders. The speed at which plans orders can be received and filled will increase even more when the new website is up and running. Until that time, you can order your plans via the new plans ad that will appear in each issue of *Stunt News*, starting with this issue.

It just seems appropriate to commemorate the new plans service with a new column on *Building*. We have not had a dedicated building column in *Stunt News* for several years. Instead of jumping into the more advanced building techniques right away, I thought it only fair that we enable those who are just starting out in this sport to catch up a bit by presenting a more basic syllabus. After the more rudimentary aspects of shop setup, tool selection, and basic model building technique is covered, we can all go forward together in quest of more perfectly built models.

This column will be authored by many builders as time passes. I will kick it off in this issue, write a few columns that deal with the aforementioned basics, then hand it off to others who wish to contribute and teach.

Indeed, 2013 promises to be a banner year for PAMPA!

Max Bee

No, this is not an announcement about another Mel Gibson "Mad Max" sequel about spelling. For those who didn't know, Max Bee is the name of Igor Burger's 2012 F2B World Championship winning model. You know—the one that graced our November/December *Stunt News* cover ...

Igor has graciously consented to producing a series of articles about his model for these pages. The first of these is an in-depth look at the design parameters of the Max Bee, and the rationale for each of these parameters. It's a bit technical, but Igor has coalesced the tech bits to be very understandable by us non-math-minded types (There's plenty of math in there as well for those who *like and understand* that stuff). I've learned a lot from this article and I'm sure all of you will as well.

Till next time, Fly Stunt! **SN**

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2. Dues structure will be as noted on the Membership Form.
3. If you qualify for a Complementary Membership (Hall of Fame, Contest Board, or other) please fill out and return the form, with the appropriate box checked. This is to keep our records and mailing lists up-to-date.
4. Notify the Membership Chairman of seasonal address changes — there are no automatic transfers of mailing addresses. Both your addresses will be kept on file — you need to tell us when to switch.
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1. For renewals to be considered timely, they must be postmarked by December 31st.
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It was 1998. The good old times of Jozef Gabris were gone and we Slovak F2B fliers, copying what others have done, and were doing, were not able to keep pace in the world stunt arena. Having experience with many models from our side of the Atlantic, like Gabris's Supermaster, Cani's Zralok, and others like the Juno, Stiletto, Dreadnought, and Cardinal, I told myself there must be way to collect all their strong points and concentrate them to some good design.

Averaging ... Did you ever try averaging? It is pretty simple: take all those good models, take the average of all you see there, and you will certainly get the best model in the world. Unfortunately, it does not work. Do not ask me how I know!

Averaging adopts all the weak points, rather than the strong points, so it is not the way. To get a good result one needs to explore those strong points and extend them. This means that the result certainly cannot be the average; it will be something like letting the good things grow to extremes. However, they need to be found first.

Control Line Stunt has undergone many years of development. It is not so easy to push it further simply by trial and error. Once I saw Lou Crane's stunt analyzer (thanks, Lou), I told myself that this is the way. I built myself a larger analyzer which gave me a lot of numbers which explained what is going on during tethered flight, what the flaps and elevator are for, what the facts and the fictions are of so many "rules" we have, and much other useful information. That was the initial point of my development, which actually ends in my latest model called Max Bee. (I hope not for long.)

In the first half of this two-part article I will describe the aerodynamics which I first used on my 2002 model. I flew it at the World Championships in Sebnitz with a piped OS Max .46LA (I placed 10th). It survived for a long time, and in 2008 I converted it to electric power and I flew it in the World Championships in Landres (I placed 2nd).

In 2011 I made a newer version, built specifically for electric and with almost the same aerodynamic configuration, just with a little larger tail and with a new fuselage shape. Yes, I wanted something "different," so the look of the fuselage is little bit unusual, but it works well.

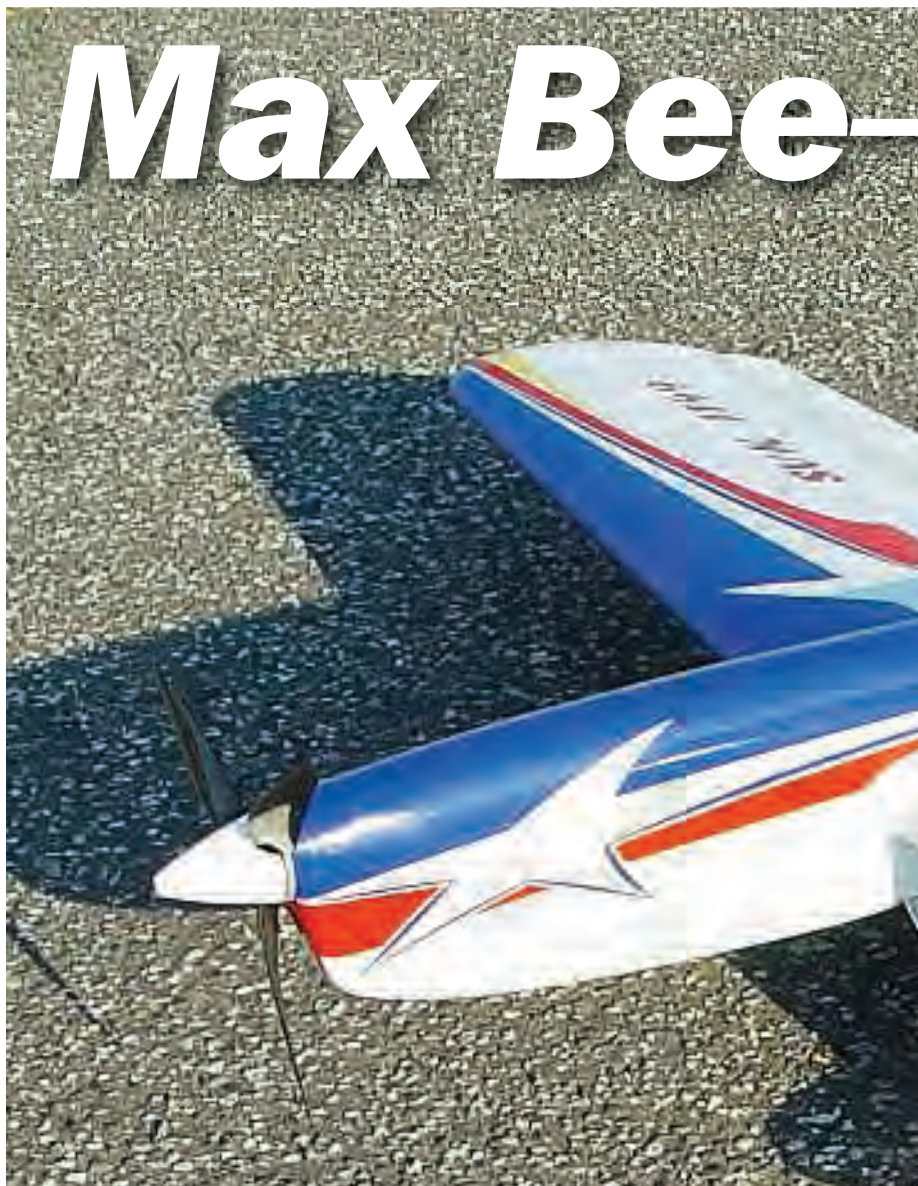
With it I placed first in the European Championships in Czesochowa, Poland, and just recently placed first in the 2012 World Champs in Pazardzhik, Bulgaria. Let's take a look at the technical details of the design.

Wing

The first thing I tried to play with was the wing airfoil. It is not so easy to do a full aerodynamic analysis of an airfoil with an amateur program if the airfoil changes its properties with changing angle of attack (AoA, or alpha). Additionally, it is also very bad for the pilot if the airfoil changes properties.

So the task was to design an airfoil which can safely fulfill everything necessary for easy calculation and for predictable flying. In other words, it was necessary to find an airfoil which can

Max Bee—



Max Bee design concepts

—the Slovak Way

by Igor Burger



make lot of lift in the linear segment of the lift vs. alpha curve.

I think this needs a little explanation. Every airfoil has a range of angle of attack (AoA) in which the lift coefficient changes linearly by 0.11 per 1 deg of angle of attack, independently of airfoil shape. If we know the maximum lift coefficient of that linear segment, then we can very easily calculate how the airplane flies at any lift coefficient up to that maximum (knowing the area, wing loading, etc.).

That is one point. Besides that, if we keep the wing in the linear segment, then also its responses to control inputs are very predictable, so flying such a model gives a much better feeling compared to a model with an airfoil that is going to stall, or has some bumps on the lift curve. Lastly, such a model is easier to trim, as we do not need to avoid some unstable regimes.

Here is example airfoil (NACA 0012) (Fig. 1). The lift curve shows clearly that the linear segment at positive AoA is from 0 to 10 degrees. The lift is linear with AoA, and a program can very easily calculate the AoA for that wanted lift. It is a symmetrical airfoil, so we can use that airfoil in the range from -10 to 10 degrees AoA. An AoA greater than 10 degrees will not only make complications for any calculations, but also flying will be difficult.



Fig. 1

As you can see in the illustrations from Martin Hepperle's JavaFoil program, we are in the time of computers, and since we have several airfoil analyses available and design tools like this one, the work is not so hard. I found that the best way to proceed for me was modifying the NACA 0018 airfoil, known for its good properties, for our use with flaps. Unfortunately, flaps are very tricky. They extend the lift of an airfoil, but they also do one not-so-good thing.

Let's take this slowly. The top surface of the airfoil should be a smooth curve. The curvature of the upper side should change from a small radius at the leading edge to a large radius at the trailing edge, because air flow stability is good at the front of the airfoil, but weak at the back.

But a deflected flap causes a small radius at the hinge line, allowing the air flow to separate from the flap upper surface, and the worst thing is that it happens abruptly at some particular AoA. Flow separation does not progress slowly with angle of attack from the trailing edge (TE) to the wing leading edge (LE); the flow just simply separates abruptly at the hinge line.

So while a smoothly curved airfoil makes more and more lift with AoA to the point where it starts to stall (called critical angle of attack), a flapped airfoil does it only to the point when flow on the flap separates. Then, as the angle of attack increases further, the lift falls down a little bit, and then it continues to rise again up to the stall point. This means that a flap makes a kind of bump on the lift curve slope. That makes the flight characteristics hard to calculate and the airplane not so easy to fly and trim.

Such a model must be trimmed to fly without getting to such a place on the lift curve slope. For example, it will fly well only tail heavy, or only nose heavy, or it will need some

particular flap-to-elevator ratio or such, while a model with a well-working airfoil is easy to adapt to the pilot's preferences, because it will allow any regime of flight.

Photos and illustrations by the author

Fig. 2



Here is an airfoil clearly showing that illness. It is flapped and the flap is deflected 30 degrees (Fig. 2).

The lift curve shows what is happening. It works well until 4 deg AoA, but as the AoA increases, flow past the hinge line

separates, and the airfoil loses a fraction of its lift. As we go further with AoA, the lift curve looks like the classic top of any airfoil lift curve at its critical AoA. Flying at those 4-5 degrees of AoA is impossible, or at least definitely cannot be called precision aerobatics.

This not a very rare problem; I know fliers who are trying to use the Wortmann FX71 flapped airfoil. Soon they encountered exactly this problem. This airfoil is dedicated to tails, and it means that the AoA with deflected flap is typically negative, and that means that is the area where that airfoil works well.

Unfortunately, in positive AoA this causes problems.

There is another issue. The airfoil moment polar also has a problem. A deflected flap makes a pitching moment, pushing the nose down. We must counter balance that moment by a deflected elevator.

But look what the moment does at about 5 degrees of AOA. As the air flow separates, the pressure difference between the upper and lower surfaces at the flap falls down so far from the

center of wing, and thus the moment also changes. So the pitching rate will also quickly change; the elevator will be too strong and the model will go to an even larger AoA, so it has a kind of unstable feedback as we cross that AoA (Fig. 3).

So what can we do to solve these

problems? There are several things. The first and simplest solution is a really blunt and thick airfoil with the thickest point moved as far forward as possible, far from the flaps. This usually spreads lift to a larger area, unlike a thin and sharp airfoil which

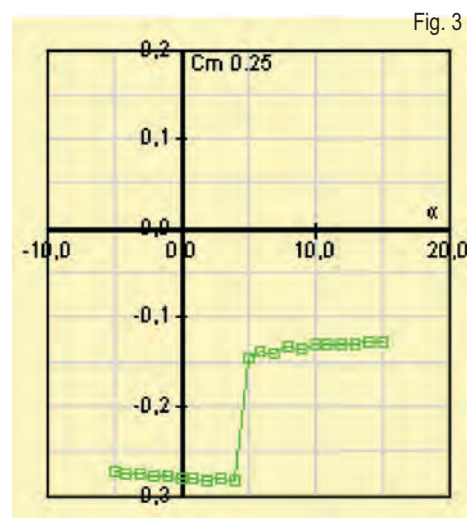
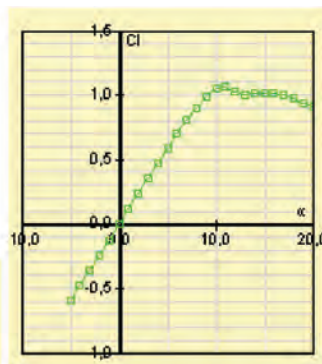
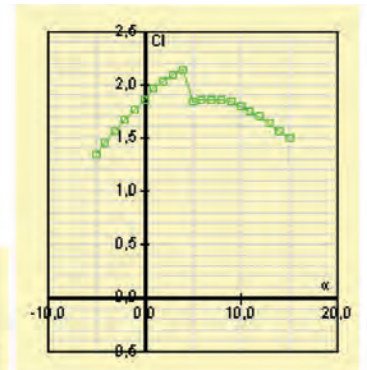


Fig. 3

concentrates lift at the leading edge and the deflected flap.

A small-radius corner at the hinge line of such a thick and blunt airfoil does not mean too much. Unfortunately, it has lot of drag. This is not a big problem, but my future model was meant for a .46 cu in engine, and I do not like simple solutions.

I prefer another solution. It is an airfoil with a smooth upper surface curve at the hinge line with deflected flap. It also minimizes drag for high lift instead of minimizing drag for low lift (cruise speed at low angle of attack), as it is done with usual airfoils. We make stunters, which need constant speed, not best mileage.

So minimizing drag at high lift (corners) is good. This can be done either by flat flaps matched to the fixed part of the wing at maximum flap deflection, or by an airfoiled flap surface matched to the wing surface.

My choice was a flat flap made out of one sheet of balsa. The result was an airfoil derived from NACA 0018-63. Originally, I wanted 0018, but I also wanted to have a little bit of reserve because I was not sure how much I could believe the airfoil analyzer and how well I could later make it work on the real model. I used it from the leading edge to approximately its thickest point. It has an LE radius which is still on the safe side, even if the wing is made with a mildly imprecise LE (sharper than should be).

The back side is reshaped so the airfoil surface slope at the hinge line is 30 degrees, and that angle is also the maximum flap deflection (to be explained later). So the flap is tangent to the wing at maximum flap deflection, while the radius of the airfoil surface at the hinge line is negative at all smaller flap deflections. This means that the air flow is safely attached at that place even if drag is not necessarily the best—for example, in level flight.



So here is the airfoil. Fig.4 shows the flap at 30 degrees. The lift curve slope is linear up to 7 deg AoA and transfers without a bump to the classic smooth top. Additionally, the moment does not change until 10 degrees AoA (Fig. 5).

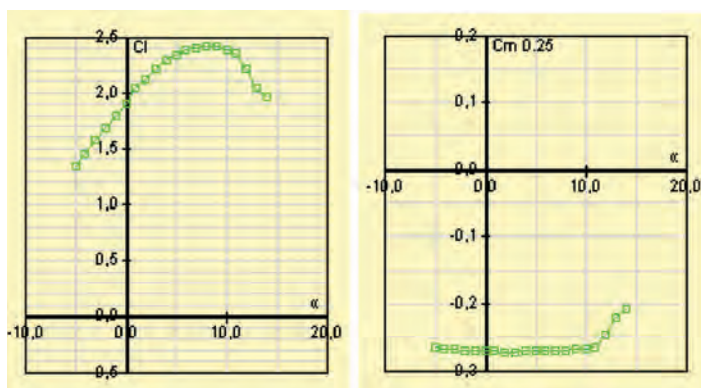


Fig. 5

So far it looks like an airfoil having lots of lift, good properties, and predictability for precision aerobatics, but it is still not the whole story. We fly corners, and airflow in corners does not hit the airfoil as a straight line. The flow looks like a segment of a circle. The radius of that circle is the radius of the corner. It means that the LE of the wing airfoil has a lower AoA than its flap (Fig. 6).

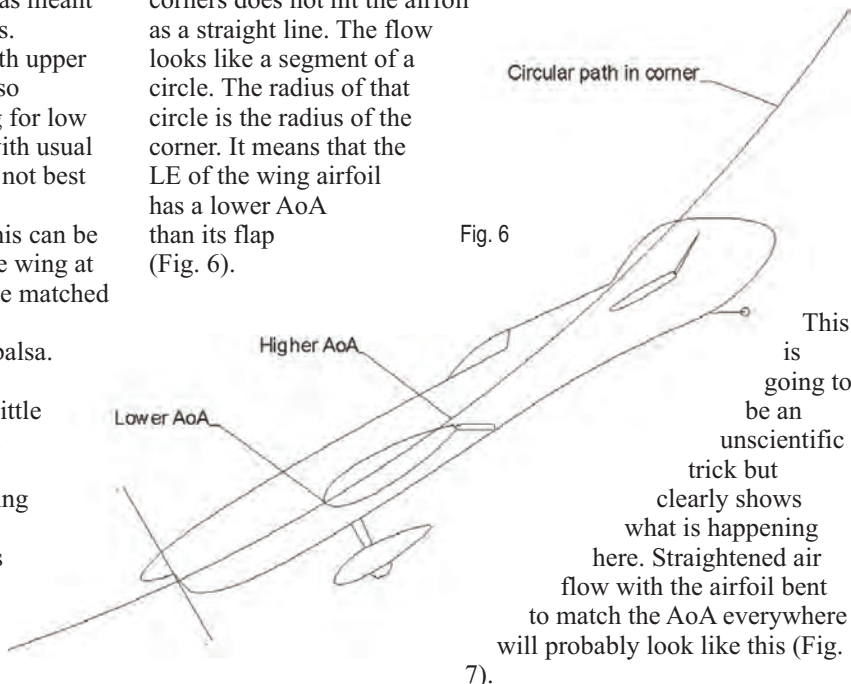


Fig. 6

7).



The flap is now deflected more than those projected 30 degrees, because of air hitting it at some angle, but all still works well. The lift coefficient is even higher than in straight air, and the moment curve is nice and flat, even better than in straight air. This means that

the airfoil will work well in straight flow before it enters a circular path, in circular flow, and also during the transition (Fig. 8).

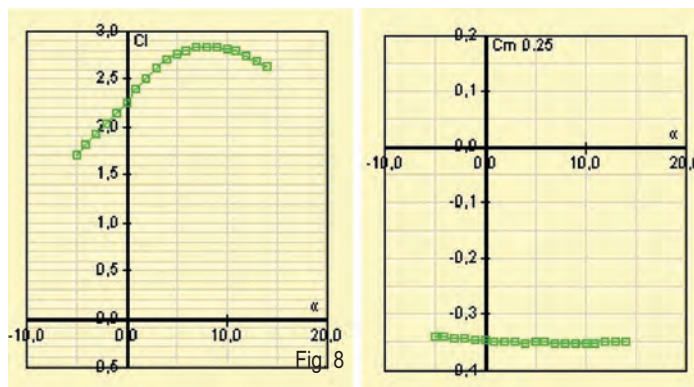


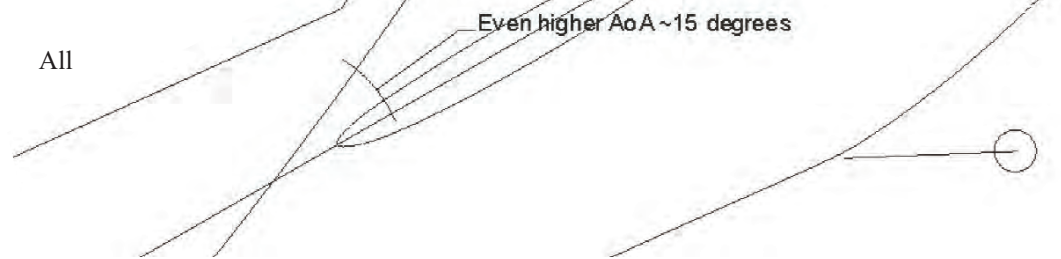
Fig. 8

Elevator

Circular airflow also affects the elevator. The same trick of having a smooth curve at the hinge line does not work here, or at

least not so much. Unlike a wing airfoil, which must perform well at positive AoA, a tail airfoil is at relatively high negative AoA (relative to its camber).

It is approximately 15 degrees, which could cause separation at the leading edge, but on the opposite side from the usual – on the positive-pressure side. It is not complete flow separation as we know from stalled airfoils; it is simply a rotating bubble just behind the stab leading edge (Fig. 9).



depends on the leading edge radius. Sharp airfoils will have such a separation while blunt airfoils will not. Experience shows that both really sharp and also really blunt LE's work well, while those with moderate radius make problems, probably because those moderate radii sometimes separate, and sometimes do not.

I decided to use a sharp LE. It also has good properties in level flight, because the stab flies at a relatively low Reynolds number, and a sharp LE helps to avoid the problem of unstable or wandering laminar-turbulent boundary layer transition point typical of a blunt-LE flat stab.

That "unstable" or "wandering" means that transition point can move far from its position with only little change of AoA, or elevator deflection. It can make some pressure changes, which prevent the pilot from keeping the model exactly at that one particular AoA, and it can cause impossible level flight.

We found on several models converted from IC engines to electric that they tend to hunt after conversion. This typically happened on models having a blunt or moderate LE radius. It is probably caused by the vibrating IC engine which acts like a turbulator. Note: This conclusion it is only my hypothesis, but it seems to be so. A sharp LE typically works well.

Logarithmic unit on flaps

Flaps give strong feedback to the handle. This tendency of flaps to center is a kind of stabilization, but it is just the opposite of what we really need. The feedback depends on the amount of

lift produced by the wing. Lift on the wing is low in level flight and large in corners, but in reality we need good stabilization in level flight or straight segments of figures and rather low in corners.

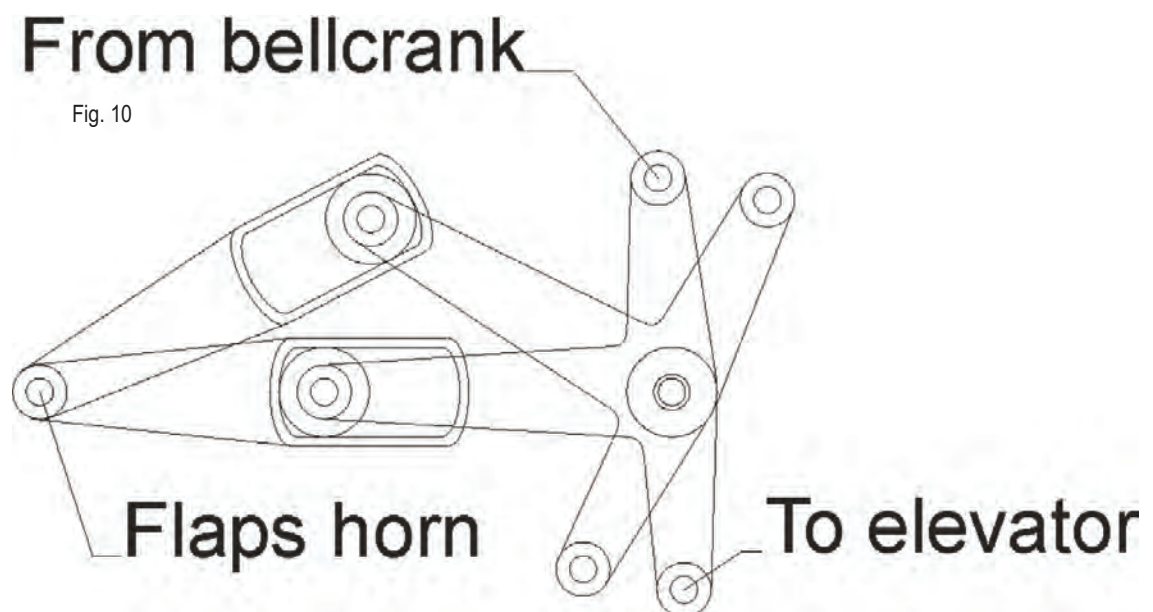
Additionally, effective camber of the airfoil depends on flap deflection and on the radius of a corner flown. So it is very good to have quicker flaps and stronger feedback in level flight and on straight segments of square figures, and slower flaps in corners and limited feedback from hinge moment. With this in mind, I decided to use a device which makes a

logarithmic function and which is inserted in the control linkage between the bellcrank and flaps.

It is not a new idea, but it brings so many new variables to the model that trimming in a finite time was almost impossible and thus not used for more than just tests. But here again, in this age a computer program can help. I modeled the whole situation so it was much easier to adjust the basic function "theoretically." I was able to determine the whole linkage between bellcrank, flaps, and elevator, and I was sure that the wing, flaps, and elevator are in proper positions during flight.

This figure (Fig. 10) shows the main function. Flaps have a slot controlled by a pivot which is a small ball bearing.

And here is its function. The straight line is response of the



elevator to the bellcrank; the logarithmic line represents the flaps. This means that flaps are a little quicker in neutral and a little slower in corners (compared to 1:1 ratio) (Fig. 11).

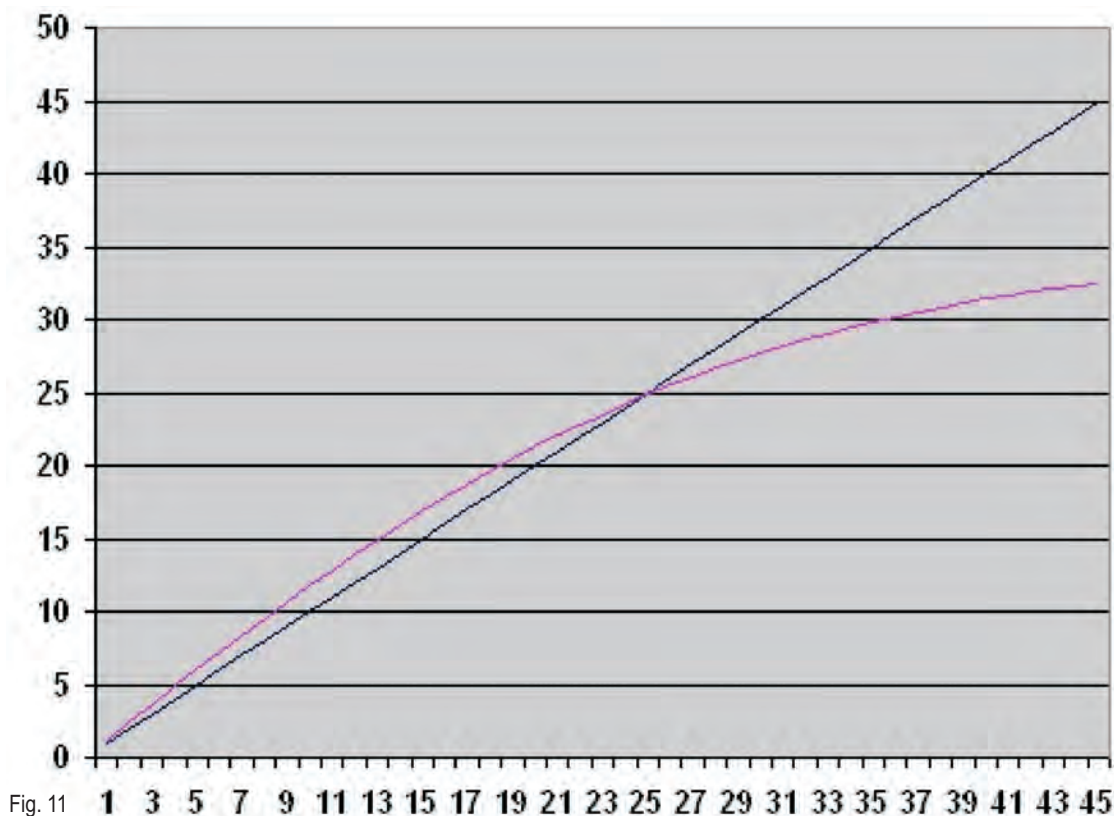


Fig. 11

Control surface dimensions

The rest of the design is now simple. The wing must be able to make enough lift to support the weight of the model plus centrifugal force in a corner at 7 degrees AoA, which is the end of the linear part of the lift curve. It gives backward derived optimal wing area. It also gives size of flaps from airfoil dimensions. Too large a wing (too small wing load) will make model sensitive to wind and turbulence. Excessive area simply makes stronger “kick” in every air whirlpool. Too small a wing area will not carry the mass of the model. So the target is to use linear segment of flapper airfoil as wide as possible by optimizing wing area.

Increasing the tail size up to 25% of the wing size seems to help. Enlarging up to that size allows the CG to go further and further back, while extending the tail size over 25% does not give any further advantage. So I decided to make it a little over 25%, just to be sure it is not too small.

Elevator deflection is 30 degrees from the design of airfoil and linkage, so the last thing we can adjust is elevator-to-stab ratio. The elevator must be able at its maximum deflection (at maximum flap deflection) to keep the wing at that 7 degrees of AoA, which is the end of its linear segment, where we expect its maximum lift.

So the tail must counterbalance the CG moment (the CG is in front of the wing’s aerodynamic center, and it makes pitching moment) plus the pitching moment of the flapped airfoil. Both create a moment which must be equal to the lift of the tail acting through the tail moment arm. The result is visible on the Max plan. It is surprisingly small, but it is definitely enough.

Fuselage

Well ... yes, the shape of the fuselage is fashionable (maybe unusual?). It is loosely based on the Gee Bee R3 racing airplane, hence the name Max “Bee.”

We fly with side wind and our models are a little bit yawed out,

so it also flies to some extent on its side area. I tried to solve two points:

1: The nose is little longer than usual. Electric power trains allow separating the battery from the motor, so it was possible to make a longer nose without too much CG position penalty. The reason for extending it was the fact that a large tail in strong side wind yaws the model inward.

While an electric model does not have fuel and its CG does not move during flight, I like perfectly positioned lead out guides in relation to the CG, but side wind will yaw the model and the effort is lost. So I decided to extend the nose area to counterbalance the effect of the rudder. For the

same reason I use a Rabe rudder which also keeps the fuselage in the wanted position.

The result is that the model does not feel nose heavy in strong wind (which makes LO guide too aft of the CG and thus nose heavy feeling), and does not have that well-known “no line tension” feeling when the wind shifts around the circle and blows in your face.

2: The thrust line is over the wing drag line. I fly tractor props, and the gyroscopic moment pitches the nose up. Also, side wind from the prop in most of maneuvers (those flown on downwind side) makes a pitching moment up. We can counterbalance those moments by drag from the landing gear, but it is not enough.

Thrust line distance will help little bit, but it is still not enough, and the elevator will also have lot of work to keep it in place, so stab incidence is also a little up. For the same reason I use tractor and not pusher props. Pusher props help in some figures, but I believe that a tractor prop allows better overall trim, especially because of the asymmetric landing gear drag.

So much for designing

It is hard for me to judge how successful this design is, because it requires several flights for me to adapt to other models which I try to compare. But I know about several models that were influenced by my design, from almost a copy to redesigned models, using only wing and elevator aerodynamics.

The results are usually good. Evidence of this is visible, especially from the contest results of my friends, which keep going up and up, so the mission was fulfilled. If I could simply describe the feeling of flying this model, I would just say, “It is just easy to fly!”

You do not need to battle with the handle, and you do not need any body-building before the season. But, on the other hand, the controls can feel a little sensitive before the pilot adapts to the way this model flies. Overall, I am very pleased with the design and the results achieved so far. *SN*

A CHAMPION'S

Part 5

Les McDonald completed his Stunt Flying career at the 1984 World Championships that were contested in Chicopee, Massachusetts; he left virtually no competition stones unturned. He won at every level and captured three Gold Medals in World Championship competition.



In this segment of the series I interview Les McDonald—designer of the Stiletto series, U.S. National Champion, and three-time World Champion. It was important to include him in the conversations of motivation; however, I do not wish to run over old ground. Les has written a brilliant comprehensive article called “The Stiletto Chronicles” which tells the story of the why’s and how’s of his competition career. I wanted to briefly look a little deeper and reflect upon how he saw his results.

PJ: Was there a sense of regret at not winning multiple Nats titles, even though you did win multiple world titles?

LM: No regrets; that’s the short answer.

In retrospect, I am quite proud of my Nats results. I do realize that statement is contrary to my “second place is the first loser” attitude, but I’m a lot older now so I feel the need to validate my record. I am not terribly embarrassed by the fact that I only have one Nats win.

Think of all the really good, high-level stunt fliers that have “only” one win. Gene Schaffer was an incredible pilot and flew many amazing flights in top level competition, but he finished his career with zero Nats wins. His legacy is still that of a stunt legend. Tom Warden, Dave Gierke, Jim Kosticky, Gerry Phelps, and many other names that are etched in stunt history were not as fortunate as I.

The main comfort I get from my Nats history is the fact that I accept the reasons for whatever my final placing turned out to be. I never felt “shorted” or “gifted” by the judges. I competed in nine National Championships between 1971 and 1981. My win came in 1980, and I know exactly why I did not place higher the other eight times. I am at peace with myself on that.

PJ: Where do you see yourself and your record standing? Do you consider yourself as the best or equal to the best US stunt flier?

LM: This has always been an interesting question which I think is impossible to answer, but I will say right now that I

Les McDonald

S MOTIVATION

by P.J. Rowland

truly believe I am not the guy, not even close. I certainly do not want to diminish my success, but I am realistic and will be glad to share some of my observations.

Lew McFarland, Bob Gialdini, Jim Silhavy, George Aldrich, and Bob Palmer were all respected champions, but they were before my time, at least during their peak years. Any remarks from me would not be valid here or anywhere else, but I certainly do have the highest respect for all of these gentlemen.

If we look at contest results—which would be the leading factor for me—four people stand before everyone else. In alphabetical order my choices would be David Fitzgerald, Bob Gieseke, Paul Walker, and Bill Werwage. I would certainly place these four warriors above me on the “Fantasy Stunt List.” I competed directly against Bob and Billy and was always aware of the pecking order. And, yes, once in a while I would place above one of them.

David and Paul moved into the top group after I was gone, but their record speaks for itself. Both of these guys have so much experience and complete control of all of the facets needed to be successful. Add in the fact that Paul and David are still going strong, and that probably provides one of them the opportunity to be the best ever.

Now the list becomes a bit more difficult, since things other than contest results come into play. This is the group I would slot myself into, again, not in any particular order. I might place myself higher or lower on this list based on the skill set that each of these people is known for, but I am not sharing my placement here, since I wouldn't have a clue where I would fit in.

In this group are Bob Hunt and Al Rabe, for results, certainly, but mostly for the technical innovations that are used in virtually all the stunt models built in the modern era: tuned pipes, molded balsa, Lost-Foam construction, unique controls, and other stuff that is common practice today.

Also in this group are Gene Schaffer and Jim Casale for mastery at the handle. Gene just had a feel for the plane, and even though he never dazzled me personally, I have always understood why people were in awe of his flights. He was

very, very good. Jimmy was a winner from pure perseverance. He just beat his planes into submission. We all just shook our heads at his utter madness, but he did take charge for a while. He also was very, very good. Ted Fancher was another talented competitor I had to deal with. He always had a good concept of what we were trying to do and could deliver the goods with some really pretty planes.

There are many other rivals whom I recall from past competitions, but the guys I mentioned here were the ones I needed to concern myself with on a regular basis. Everyone mentioned here, including me, was, or still is, highly motivated. Anyone who excels at anything is highly motivated, so that isn't even a question. I can only speak for myself when it comes right down to what the motivation was that drove me to be a good contest stunt flier. It happened in three phases over eighteen years.

For those familiar with “The Stiletto Chronicles,” the three phases of my motivation can be charted over the course of the



National Championships eluded Les for a while, but he broke through in 1980 to win the prestigious Walker Trophy. He flew his famous Stiletto 660, powered by a Stan Powell-tuned K&B .40.

No regrets ...



Left: Les won his second F2B World Championships in Poland in 1980 after a hard-fought battle with the defending 1978 Champ, Bob Hunt. They each won two of the four rounds flown, but Les emerged victorious. This WC was held just a few weeks before the 1980 Nats, which Les also won. The Stiletto 660 captured two Gold Medals for Les and one Nats Championship, making it one of the most successful designs of all time.

Below: The 1970s were rich with CL Stunt talent. Here are three of the all-time greats in the event. From left to right are Gene Schaffer, Al Rabe (standing), and Les McDonald. This photo was taken in 1972 at Lexington, Kentucky. Gene and Al were performing at their peak then, and newcomer, Les was on a meteoric rise in the event.

story. The first phase was simply the motivation to build a nice-looking plane that flew well. This took place between 1967 until about 1972. During that time period I produced the Tropicair and the early Stiletto, enjoying some modest success in the Southeast and at the Nats. It was fun.

By 1973, the second phase of my motivation became more intense as I dedicated my efforts to fly the pattern more accurately. The contests were still fun adventures, but I was starting to put more pressure on myself to fly better. This phase lasted until the 1975 Team Trials. After placing fourth at that contest, I came to the conclusion that I needed to work harder and dedicate every moment of my life to flying stunt. Motivation was not an issue; work and effort were now my path to the "Holy Grail." This was a challenge.

In 1976 I won my first World



Les McDonald

The Stiletto became an icon among designs in the 1970s. This Stiletto 700 was the only foam wing-equipped version of the design, and with it Les finished a close second to Bob Gieseke at the 1975 Nats in Lake Charles, Louisiana.



No regrets ...

When it came to the total package, Les had it all covered with a beautiful, high-performance plane, outstanding building-finishing-flying skills, and the mindset of a gladiator. It adds up to one of CL Stunt's most endearing legends.



Les McDonald

Top: Champions all! This photo is of the 1984 World Championship team, which consisted of (L to R standing) Jimmy Casale, Bob Baron, and Bill Werwage. Les competed as the Defending 1982 World Champion.

Bottom: Les stands atop the podium at the 1982 World Championships in Sweden, where he received his third, and last, F2B Gold Medal. He also cemented his place forever in the annals of CL Stunt history as one of the most fierce, talented, dedicated, and popular champions of all time.



Championship, so there is something to be said about work and effort. At that point in my life, anything less than first place became unacceptable. From that first win until my very last flight at the 1984 World Championships, my very being needed to win these contests. I lived in fear, not girly fear or the fear of getting injured, but the fear of not popping that wingover or putting angles in my square loops. It was the fear that someone might notice that Les McDonald was not perfect.

Totally aware I was not the best flier in the world, I kept up the work and effort, won some more contests, and got beaten a few times. My ego was pushing me on but I just could not keep up, so I just stopped flying—completely. To this day I have no interest in flying, even less in competing. For me flying and competing are not separate functions; they go together. I will always love the planes and enjoy the people, but please stop asking me to participate since I have already lived the three phases: the fun, the challenge, and the fear.

By the way, David Fitzgerald gets my vote for “The Best Ever” but I would rather watch Bill Werwage fly. Dave may have the program but Billy has the magic. *SN*



No regrets ...

Putting It All Together

by Bob Hunt

My earliest recollections are of modelers at our home in Union, New Jersey. Fixtures at our home were Harold “Red” Reinhardt, Larry Scarinzi, Leon Shulman, and Fran McElwee. For those of you who have been in this hobby/sport most or all of your lives (and are old enough to collect Social Security ...), those names will probably be very recognizable. They were some of the true East Coast modeling pioneers, and most of them were control line stunt builders and fliers.

Note that I wrote “builders *and* fliers.” In those days if you wanted to fly, you had to also build; there were no prebuilt airplanes back then. It was no coincidence, I think, that the better builders back then were also, by and large, the better fliers. Good, accurately built equipment certainly helped a modeler improve his/her flying skills as well.

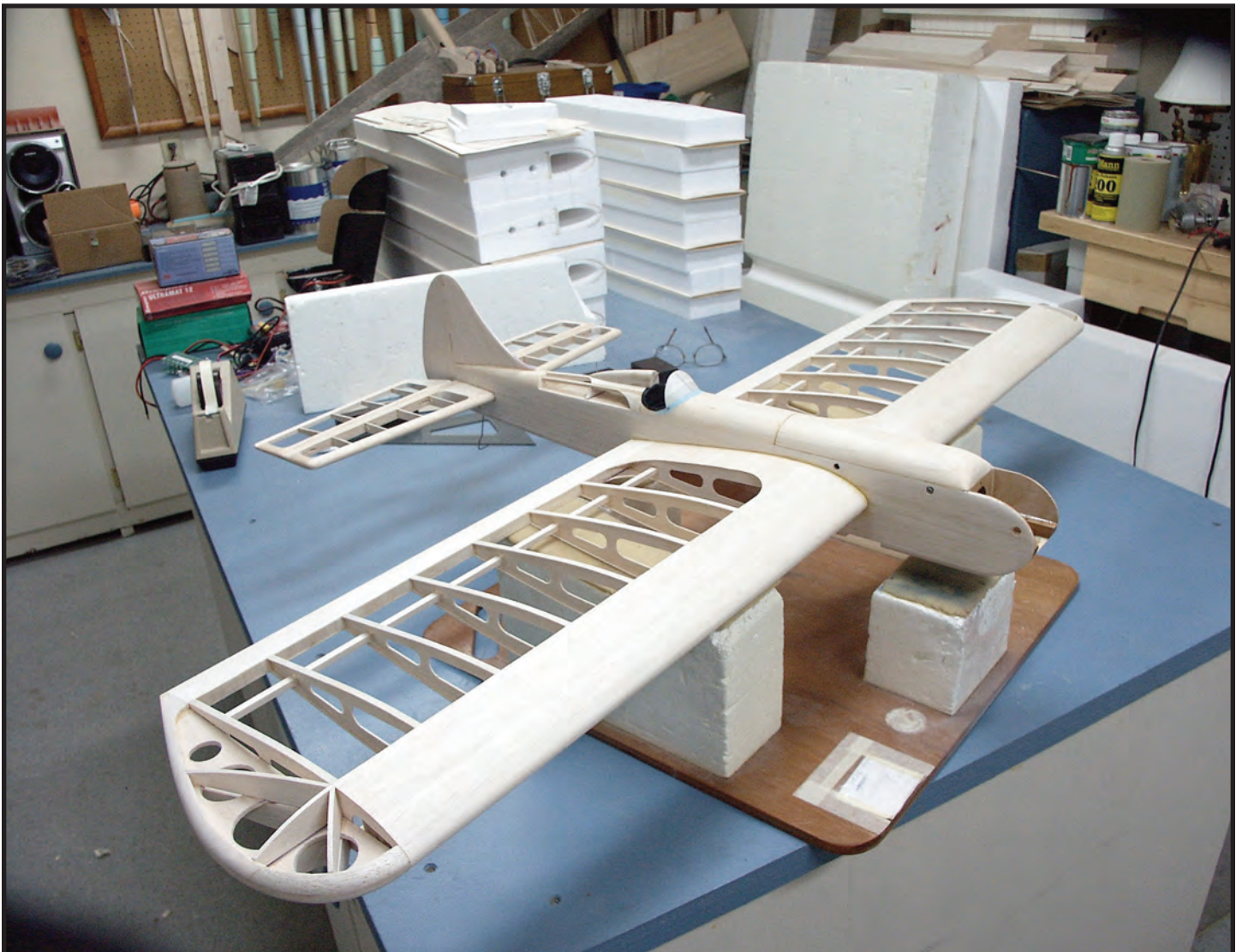
To me, building and flying are inseparable. That’s how I was brought up. If I wanted to fly, I had to learn to build. My father, James A. Hunt, was an accomplished modeler and he could have easily built all or most of my models for me. That was not his way; he was a great teacher, and he wanted me to learn all

aspects of the hobby/sport, not just the flying part.

It was not easy, however, and I went through periods where I was quite certain that I would never “get it” and become a competent builder. Adding to my frustration was the fact that Red and Larry—who were my childhood heroes—were two of the finest craftsmen on the planet, and the stuff I was turning out sure didn’t look anything like the stuff they were bringing to the field each week!

I learned by a process of osmosis for the most part. Being around great builders, and having a strong desire to be just like them, motivated me greatly. Add to this the fact that I had the opportunity to study their work carefully on a regular basis. I would focus on one aspect of my building and try to bring it up to the standards of my heroes.

Below: For many in this hobby/sport, building is just as enjoyable and satisfying a pastime as is flying. Crafting something beautiful with your hands and mind at the workbench that also performs beautiful maneuvers in the sky, is a joy beyond compare. It’s time to build something!





Each plane that I built got a little better and looked a little more like theirs did. Now I realize that I grew up in a perfect environment in which to learn about all the aspects of modeling, most specifically to learn about how to build model airplanes.

Model building today is a bit more complicated than it was when I started crafting my own airplanes. There are few local hobby shops at which to purchase materials needed to keep a project going, and there are fewer experienced modelers in each locality from whom to learn. Today you really have to want to learn to build, and for many, there is no easy path to doing that.

Certainly the paradigms of modeling have changed over the past couple of decades. Today there are many very competent ARF, ARC, and even RTF models available with which to learn to fly well. And, they have indeed ushered a new group of

Left: Bob Hunt is kicking off this building column, although it will be authored by many others over time. Bob's inspiration and main model building mentor was his father, James A. Hunt. "Jim," as he was known by the modeling world, is shown here at about age 15 years of age with just a few of the many free flight models that he built as a youngster. Jim also had one of the very first model airplane companies. His Crimson Model Aircraft Company was formed in the mid 1920s! Jim also mentored the likes of Harold, "Red" Reinhardt and Larry Scarinzi.

Below: Bob prefers an "Island" type bench that allows 360° access to a model under construction. This allows the perimeter of the shop to be fitted with "strip" benches and storage area.





Here's another island workbench in Bob's shop. Note that this type of bench also allows you to work on more than one project at a time. Also note the foam floor mat that helps prevent leg and foot pain during those long building sessions.

people into the hobby/sport. Hey, anything that gets people on the handle is okay by me!

When I was the editor of *Model Aviation* a few years back, the ARF, ARC, RTF boom had reached full blossom, and there were by far more people just focusing on flying rather than building and flying. This was certainly good for maintaining AMA membership numbers.

For whatever reasons, most model enthusiasts ceased building their own models and instead gravitated toward flying prebuilt models. As more new people arrived on the modeling scene, they found the standard practice was to buy a model and then fly it. They really had no reference point of and to a time when most modelers actually built their own models.

After studying this trend in the hobby/sport I've reached the following conclusions. Remember, these are my thoughts, not any scientific analysis. I've identified what I believe are three distinct groups that are primarily assembling and flying ready-built models.

The first of these groups is made up of what I call "Transient Modelers." In this group are those who habitually change hobbies and or sports every year or so. They may be in modeling this year, but they were, perhaps, into golf last year, and will gravitate to go-carts or some other pastime next year. Hey, this makes them happy, and that's what's important ... They will probably never find a hobby or sport that totally

satisfies them. They are more into sampling than long-term commitment. We should welcome them when they give our hobby/sport a try, and then bid them well when they move on.

The next group is made up of those who have come into modeling via the ready-built route and enjoy the flying, but will never build a model. Whether it's an issue of time, talent, health (problems with the chemicals in adhesives and finishing materials, dust, etc.), space, or just lack of interest, the people in this group will probably never be model builders. They are happy just flying, and that's a good thing too.

The third group is the one that interests me the most. These are fliers who came into the hobby/sport via ready-built models and have learned to fly well, but are now bored and are looking for the next challenge. This is the group from which we have the best opportunity to cultivate new model builders.

They enjoy the hobby/sport and want to take the next logical step. Interestingly, unlike traditional "beginners," who know neither how to build or fly, the members of this group probably already possess good flying skills and now want to learn to build. But, they do not want to build trainers or simple profile type models; they want high-performance craft that look good and fly well.

The problem is that they have not accumulated the requisite skills to build a model to that level. So, the challenge now is to provide them with those skills while at the same time treating



By designing and building your own benches, you can add shelving that accepts stock-size plastic bins. These bins can be used to organize modeling materials and tools for quick access.

them from a position of respect for what they have already learned about flying. These are not beginners, but rather people who have not brought their building skills up in concert with their flying skills.

This presents another problem, because there are also traditional beginners coming into the hobby/sport who know neither how to build nor fly. Helping both of these groups to learn to build at the same time is a bit of a challenge; we don't want to bore those who already have an idea about what they want to accomplish at the building board, nor do we want to overwhelm those who are true beginners.

With these thoughts in mind, I'd like to welcome you all—beginners and experts alike—to the new PAMPA *Stunt News* building column.

This column will be authored by different modelers as time passes. No one person has all the answers, and different builders have different methods for achieving success. We will try to include as many different and useful building ideas as we can and tap into the vast wealth of knowledge and experience in our ranks.

Model building 101

Although you might be anxious for this column to get right to the nitty-gritty of intricate model assembly, we are going to start right from the very basics and work up from there.

The most basic element of model building is having a proper place in which to build. Some are lucky and have large, warm and dry work areas, while some have to make do with tiny shops or none at all. You need to assess your situation realistically and

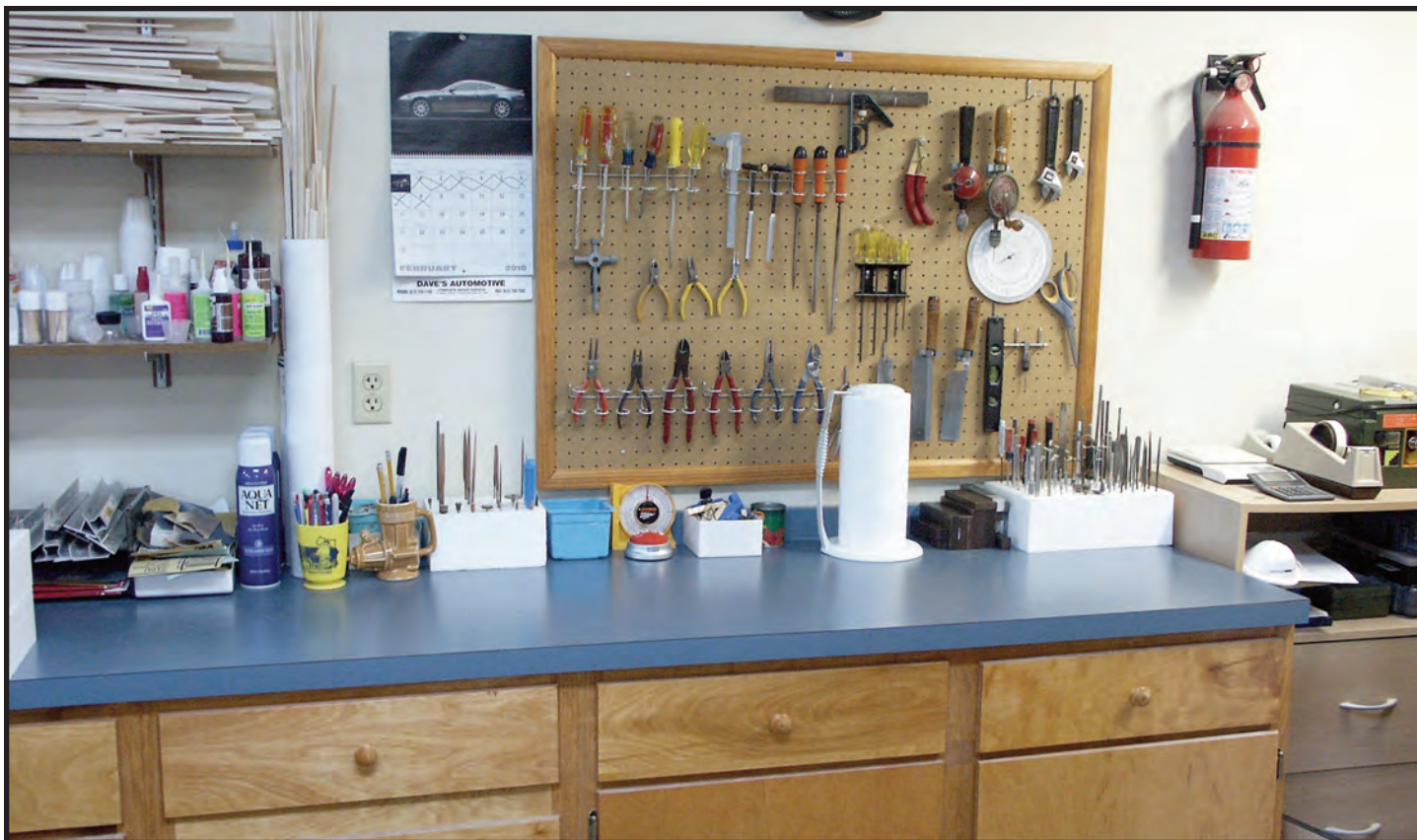
determine just how involved your building can become given your space resources. For many it's really a matter of desire. I've seen gorgeous stunt models that were produced on a building board that was set up on the kitchen table each evening after dinner!

Your first homework assignment is to decide where you are going to build and then start setting up that area with the required basic building tools. The first of these tools is a flat workbench. You cannot produce accurate models on a warped or bowed surface.

I understand that Harbor Freight has a very nice, 60-inch long bench for sale that features a planed butcher-block top and four drawers for storage (Lot No. 93454/69054). It lists for \$229.99, but there is a coupon in the February issue of *Model Aviation* (Page 47) that discounts that to \$139.99 (that coupon is good until May 25, 2013). For those of you who have space issues, this might be a great choice. It's large enough on which to build a wing, and small enough to fit into even the smallest shops.

If you have a larger shop area, a larger workbench would be a benefit. I prefer to make my workbenches as "islands" to allow me 360° access to the model under construction. I'm fortunate that I have enough space to have two 4-foot wide by 6-foot, 3-inch long benches. I can have two projects in progress at the same time without one disturbing the other. Nice, but not necessary.

My bench construction is a bit different than the norm. I use a double bench top that is made from two pieces of high-grade flake board. The first top piece is screwed down to the bench frame, which is made from 2 x 4 boards. Atop the perimeter of



Above: Strip benches can be organized to allow you to quickly find and retrieve a needed tool without the need to get up from your shop stool. Cutting down extraneous movement enhances productivity! Note the fire extinguisher; a must for any shop!

Below: One of the most useful things you can buy for your shop is a piece of flat granite, such as the one shown here. Often you can get "seconds," and/or pieces with edge damage, for very reasonable prices.



Let there be light! And then let there be more of it ... Bob feels that you can almost not have too much lighting in a shop where models are being built. Being able to see what you are doing has its advantages!



the bench frame I glue and screw $\frac{1}{8}$ -inch-thick birch plywood strips that elevate the edges of the top above the frame.

The benches also have two 2 x 4 cross braces, and when the top is set onto the raised perimeter pieces, the center of the top does not touch these cross braces. I then wedge tapered cedar door shims (available at Lowes or Home Depot) between the top and the cross braces. I set a straightedge on the bench top lengthwise and then use a hammer to tap the shims lightly until they raise the center of the top to match the bottom of the straightedge. By doing this in several places I can make the top absolutely flat.

Next, I put the second piece of flake board atop the first one and check the top of that piece for absolute flatness. I can use thin paper shims between the two flake board top pieces to adjust the flatness as required over time. A wood bench will “move” with weather changes and it is important to check it often and adjust as required to keep the top perfectly flat. The paper shims between the two pieces make this a simple matter.

Even after taking the time to ensure a perfectly flat bench top, I suggest that you obtain a piece of milled granite to use as an assembly surface for wings and other structures that require absolute accuracy. A piece of $\frac{3}{4}$ -inch thick granite that is at least 30 inches long and 24 inches wide may set you back a few bucks, but it is one of the most useful things in model building. I do not recommend using glass as a building surface. Glass is actually a liquid (a very *thick* liquid), and will sag over time. Trust me, granite is the ticket here!

If you are building your own bench from scratch, take

advantage of the free storage space beneath the bench and make provisions for either drawers or shelves. If you opt for the shelves, you should first find some plastic storage bins that you like and then make the shelves of the proper width and vertical spacing to accommodate them with no wasted space. With a little forethought, you can optimize this free under-bench space.

If room allows, install some strip benches against the wall adjacent to your island bench. With a little thought as to what tools you will be using most often, you can custom tailor the strip bench space and the wall space behind it, so that you will not have to move from your stool to retrieve a required tool while you’re sitting at your bench.

The next thing to consider is lighting. *You cannot have too much!* When you think you’ve installed too much lighting, *double it!* Your particular area will dictate how much lighting you can install. I use a lot of fluorescent lighting, but I augment it with a few incandescent bulbs to “break up” the 60-cycle effect of the fluorescent lights. This is a personal preference thing, but, again, when it comes to light and model building, you can’t have too much!

Okay. That gives you some stuff to do until next time. Next we’ll get into the basic modeling tools that you will need. After that we’ll discuss the power tools that make model building even easier and more fun.

Yeah, I know this is not exciting stuff, but it will help you to become a better model builder.

Till next time, Build Something! **SN**

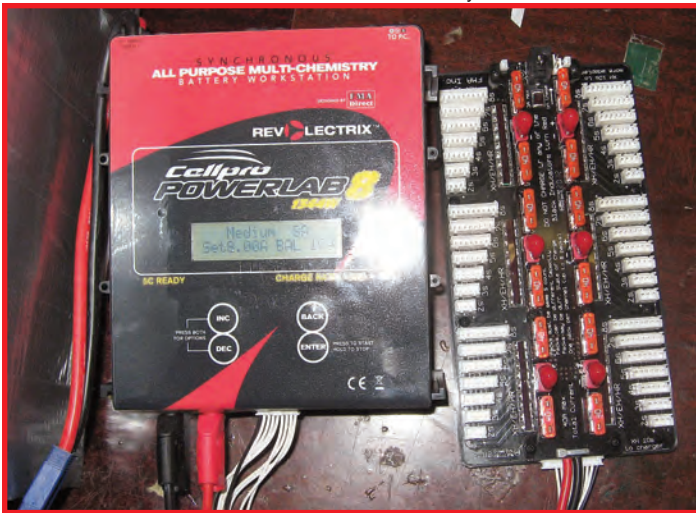
—Bob Hunt

Chargers and Battery Care

Hi, all. I'll start off by wishing everyone a very happy and healthy New Year! I was originally going to write this time about converting ARF ARC models, and I have already built some of these planes to E Power since we are in the building season right now. But, I have received more calls and e-mails regarding chargers than anything else that I feel the need to dedicate this column to chargers instead. Of course, battery care does go hand-in-hand with chargers, so with help from Ron Heckler, we will also write about proper battery care.

As most of you know, I tend to focus on budget items with most things I write about. I like to introduce people to ECL without spending a lot of money but at the same time producing a great experience.

Photos by the author unless noted



FMA Powerlab 8 with Para-Board ready to charge at an 8 amp setting.



FMA Powerlab 8 screenshot showing the different customized settings that were loaded on to this charger. Only the "visible to the user" settings available to the user are shown in this picture. There are 29 others available, but they are hidden to make the charger more user friendly.

Well, with chargers, spending more can actually turn out to be

spending less in the long run. With battery technology constantly improving, and the ability to charge packs at faster rates, comes the need for more powerful and faster chargers. I will only write about chargers that I am familiar with or the ones people close to me have used.

With today's batteries I feel that one should not consider chargers that provide less than 200 watts of output power. You can always slow down a more powerful charger, but you can't do anything with one that's maxed out. This also eliminates all AC/DC type chargers. Although simple to use, these are just too slow for most of our needs. I guess that leaves us with power hungry DC chargers only! These require a good external power source from 24 to 36 volts.

In the top tier of chargers is the FMA Direct line. Their Power Lab 8, while costly, is probably one of the best and most versatile chargers on the market. It has the ability to charge at 40 amps and over 1300 watts!

These can also be linked to your computer to customize the menus. You can even add or remove settings. I recently set up two of these chargers for friends just to show charge and discharge settings for LiPo batteries only. If I ever buy another charger for personal use, that is the one I'll get.

The Power Lab 8 costs from \$250-\$350, depending on accessories purchased with it. FMA just released a Para-Board setup for their chargers. This allows charging of up to six batteries at one time. With any powerful charger a Para-Board is a must. I constantly use mine.

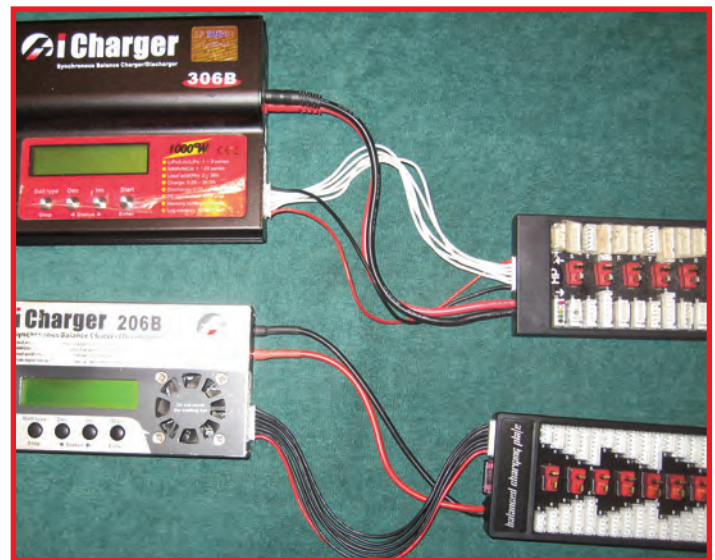


Photo 3- I-Chargers 306B and 206B with Para-Boards attached. With these two chargers I can charge seven 4s 4000 mAh Lipo batteries from storage charge to full charge in about 20 minutes using all 50 amps available to me!

The next level of chargers is known as the I-Chargers: Thunder Power, Hyperion, and others that can generate 800-1000 watts of output power. The Thunder Power and Hyperions are a bit on the pricey side but have great customer support and are updatable.

They do show up used at good prices on RC forum "For Sale" sites from time to time. I personally use the I-Charger line of

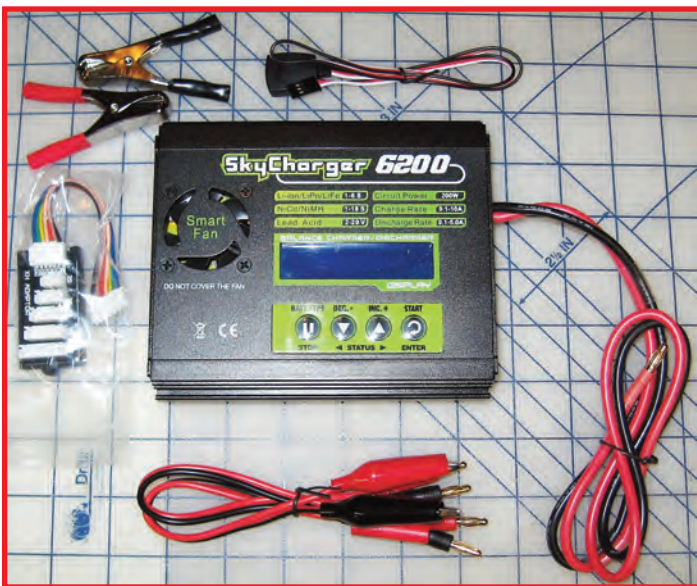
chargers. I have two of them. I use the 306B which generates 30 amps and 1000 watts of available power. I also have the 206b which generates 20amps and 300 watts of power.

The 306b can be bought for under \$200 with a Para-Board included and may very well be one of the best valued chargers on the market. Many upper-level ECL pilots have these and are very happy with them. If you are in the USA, buy these from a US dealer (not from Hong Kong) for proper support and warranties!



Thunder Power 820CD charger: This dual charger has 20 amps and 400 watts available out of each port. It is updateable and has good support from Thunder Power. Photo by Ron Heckler.

Third level chargers generate 200-400 watts and 10-20 amps of power. These also include Duo and Quad chargers. For some reason most chargers in the 400-800 watt category seem to be Dou's, or dual port, with the power evenly split between the two ports. The I-charger 206B that I use and most other I-chargers fall into this category.



This is a typical 10 amp 200 watt charger. This one is available from HobbyPartz.com for around \$50. It has limited support and a short 30-day warranty.

There are lots of budget chargers (\$50-\$100). Do some researching before you settle on one, as there are many that are not that good, or worse yet, inaccurate and may damage or shorten the lifespan of your batteries. What seems like a bargain may not be! If you have to buy twice or replace batteries before their time, there are no benefits.

As far as the quad chargers go, there are many on the market with a number of them around \$100, and they are available from almost all popular vendors. These are essentially four 50 watt chargers combined into one. Even though they are slow chargers, they do allow you to charge four batteries in the amount of time that is spent on one. These are increasing in popularity, and the fact that they do add up to 200 total watts, makes them worthy of mention here.

One more note on dual and quad chargers is to keep in mind that if you have a failure, you could lose your whole charging system at one time. I prefer multiple separate chargers for that reason, but then again I like a backup system.



This is a typical server power supply. This one has yet to be repurposed for powering chargers. This might be the most popular one used and is readily available. It has an available output of 12 volts, 47 amps, and 575 watts.

I know I've written about power supplies before, but since ECL has really increased in popularity I will mention it again. Since these chargers and batteries are so power hungry, they require powerful power supplies that generate 12 or 24 volts at lots of amps. These can be very expensive if bought specifically for our purposes.

Fortunately, the Ham Radio and the RC community have come up with a great solution to that problem. They are using repurposed, surplus, server power supplies. These can be purchased from many Internet suppliers and from eBay for a small cost. You save money and keep things out of land-fills at the same time.



This shows two of the DPS600pb, set up and repurposed into a powerful 24 volt, 47 amp, 1150 watt power supply.

There are many threads on RCGroups.com that tell how to set these up for 12 or 24V operation. Research and decide which one you want to convert before you buy. That way you are working with a known power supply. One of the most popular is the HP DPS 600pb at 12V and 47 amps.

There are a few vendors, such as feathermerchant.com, that will set them up for you. I sometimes have spare units, since I make them up for local people in New York City. You can send me an e-mail to see if I have any available. If I do, I usually charge the same rate as the other online vendors. If you have any questions feel free to contact me at my e-mail address above and as always, if you want something published or have pictures, I'm always in need of material.

The following piece on battery care was written and submitted by Ron Heckler. I thought it would fit in perfectly with this issue's topic. Thanks, Ron.

LiPo Battery Program

With the various types of LiPo batteries on the market, it is important to select the proper one for the size and type of plane you are flying; however, the most important factor is how to care for your batteries to get the most use out of them.

A flying buddy of mine, Will DeMauro, and I have used various LiPo batteries and chargers since three years ago when we first started in Electric Control Line. At this time, we feel we have a great program that has worked for the proper care of LiPo batteries and would like to share this with fellow fliers. This is not written to recommend particular chargers or batteries. It is intended to achieve the best longevity for your batteries.

First and foremost is the need to have a good charger with the capability of charging at a high rate, such as 15 to 20 amps or higher, and capable of putting batteries in Storage Mode. Certain LiPo batteries can be charged at 5C, which means a battery that is 3000 mAh can be charged up to 15 amps—(5 x 3000), and so on. Of course, this means the charger is considered a high end charger and would cost more than the average charger, but in the long run, it would prove to be more advantageous and cost effective which will be explained later.

Whenever we purchase LiPo batteries, they are received from the distributor in Storage Mode, which means the cells are approximately 3.85 volts each. A distributor would never keep them fully charged because they would deteriorate over time. So it

would make sense to put our batteries in Storage Mode after use to extend their longevity and charge them just before use. This is the program to which I am referring.

Having a high end charger, you will be able to charge your batteries within 15-20 minutes before going to the flying site and put them in Storage Mode when you return home. The batteries also have more power when they are used immediately after charging than when charging them the day before, which proves they lose a little power when left in a charged state.

The other advantage in using a high end charger is the capability of using a Para-Board to charge multiple batteries. To give you an example, let's say the charger you are using can charge at 20 amps. By using a Para-Board and charging two batteries at once, the 20 amps is divided in half so each battery is charged at 10 amps and completed in 15-20 minutes from Storage Mode. If charging three at one time, the amps are divided by 3 (6 amps each battery), etc.

There are certain chargers on the market, such as the Thunder Power 820CD, Power Lab 6 or 8, and I-Charger 306B, to name a few, that will charge or discharge the battery to balance the cells to 3.85 when set for Storage Mode. After use, the cells are below 3.85 so the charger would "charge" them to bring them up to Storage Mode. If the battery was fully charged, the charger would have to "discharge" it to bring the cells down to 3.85.

At this point, two things happen. First, a great deal of heat is generated from the charger, and second, it takes a long time for the charged battery to come down to Storage Mode since the discharge rate will only be around 2.0 amps or less depending on the charger. To spell this out in easier terms, to fully charge and balance a battery from Storage Mode takes 15-20 minutes. Discharging a fully charged battery down to Storage Mode takes at least one hour or more.

There is a reason why I am bringing this up. Personally, I like to keep statistics on each battery, such as how many times I've used it and how much mAh was put back after each use. These two factors furnish a lot of information. The usage tells me if I received the return on the dollars I spent. The total mAh put back tells me the percentage taken out of the battery, which also relates to how the battery is performing (if the percentage keeps going up, the battery is deteriorating).

As far as usage goes, this can be done with a simple stroke count for each battery in a log book. However, when it comes to the mAh, you have to charge the battery completely, record the amount it shows that went back in, and then put it in Storage Mode until you are ready to use it again. This whole process will take approximately 1½ hours for that one battery. If you used four batteries and did this, it would be very time consuming and a lot of wear and tear on the charger due to all the heat generated.

The program Will and I have come up with is this: All the batteries are numbered and rotated when used. No matter how many batteries are used in a day, 1½ hours will be spent on one battery to get the mAh and then put in Storage Mode. The other batteries will be put directly into Storage Mode. After the next flying session the next battery will be put aside for the same process. Again, it will be a rotation basis, and when the batteries come around again, there will be comparison numbers to review.

Footnote: With battery technology changing, who knows where we will be in the future, but by having a top of the line charger, you will be able to keep up and take advantage of those changes.*SN*

—Ron Heckler

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It's in the Details

by Matt Neumann

On my Stukas, I have an air inlet at the very front of the nose that serves two purposes. The main purpose is to supply cooling air to the crankcase of the engine. The secondary purpose is to provide a nice little hiding place to put the vent tube for the fuel tank.

Over the years I have had several questions as to how I make this air intake. Well, now your questions are going to be answered.



Here is a shot of the finished product. You can see the tube used for the vent on the inside of the hole.

My particular plane is designed with what some people would call a “club nose.” This is a nose that does not blend smoothly into the spinner because there is a bump at the back of the spinner just like the real plane. This is the easiest type of nose to blend into this type of air intake hole.

The first thing to do is install all nose blocks and carve and sand them to the desired shape. The nose must have everything carved to its final shape so you will know exactly where to place the hole for the air intake. Make sure you know exactly where the spinner goes by marking its location on the front of the nose. My nose blocks only go back about an inch to two inches. The rest of the top of the nose is molded balsa. The joint between the two makes an ideal place for a location reference.

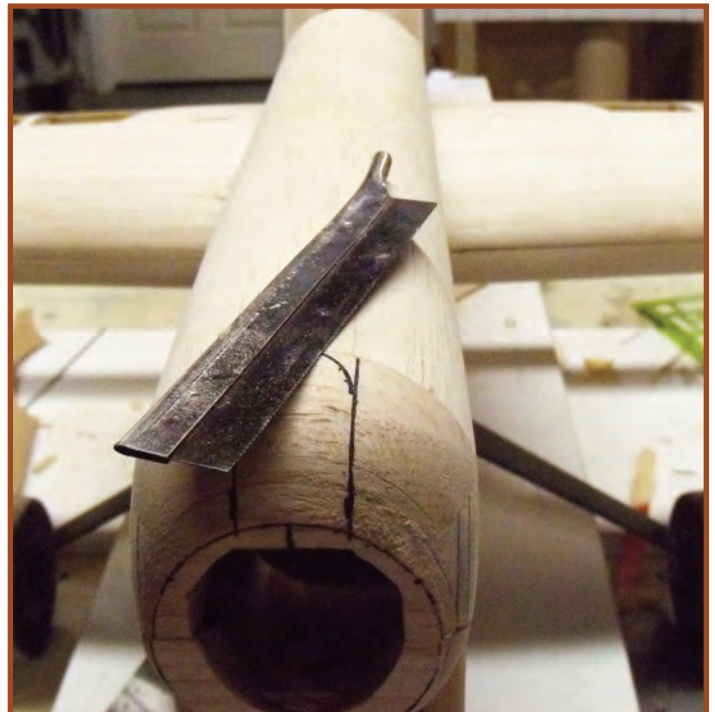
After everything is shaped to your liking, mark out where exactly you want to put your intake. I make mine approximately one inch wide and it extends to the rear edge of the nose block. When determining the shape of the intake, I recommend a curved back portion instead of one that is squared off at the joint where the block and nose top piece join.

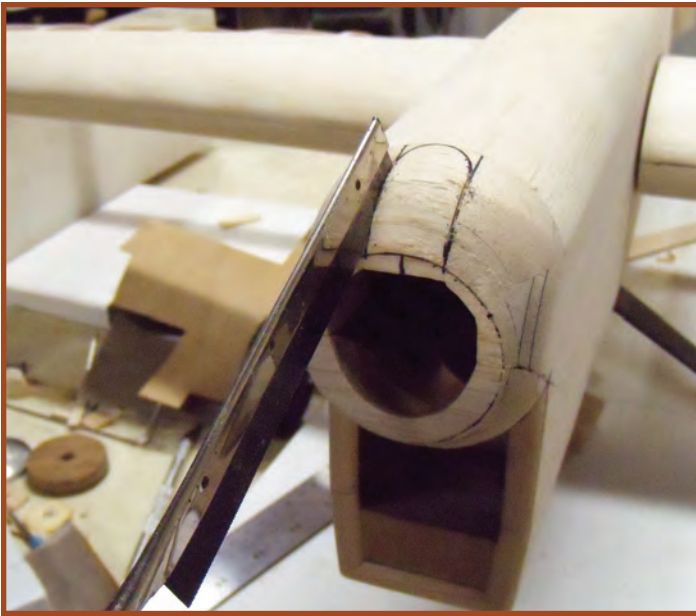
The first Stukas that I put this on had a squared off ends but the corners tended to crack, allowing oil to get into the cracks. This caused further damage from fuel soaking into the wood. Not good. The fix was to make the end rounded as shown.



Here is a shot of the nose of the plane. The blocks are carved, spinner location marked and the location and shape of the air intake is also marked.

Next, using a razor saw, cut the straight portions of the intake. Do not cut all the way through; just cut down approximately 1/4-inch deep. Be sure to not cut so deep that you cut into the area where the spinner would be. I use a razor saw for this because I can get straight cuts with it. It is also easier for me to make sure it is perpendicular to what I want to cut.





This photo and the one on the previous page show the razor saw that I use and how I start my cuts.

At this point I use a knife fitted with a #11 blade to whittle away the material between the cuts. This is the start of the hollowing-out process. I cut just a little with the razor saw and remove material between the cuts. I then go back with the razor saw and cut just a little deeper again removing material between the cuts. This process is repeated until I get the desired depth.



This is a shot of me making the curved cut.



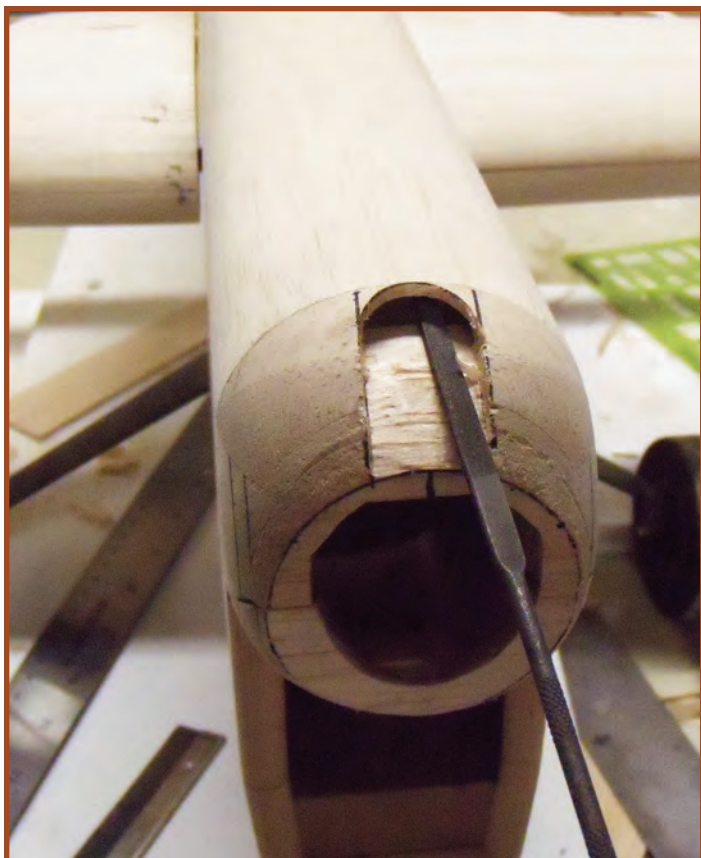
Here is a picture of me beginning to remove material between the cuts.

To cut the curved section I use the # 11 blade knife because it is easier for the thin blade to go around corners. Make several shallow cuts instead of trying to make one big one. This will produce a much cleaner cut.

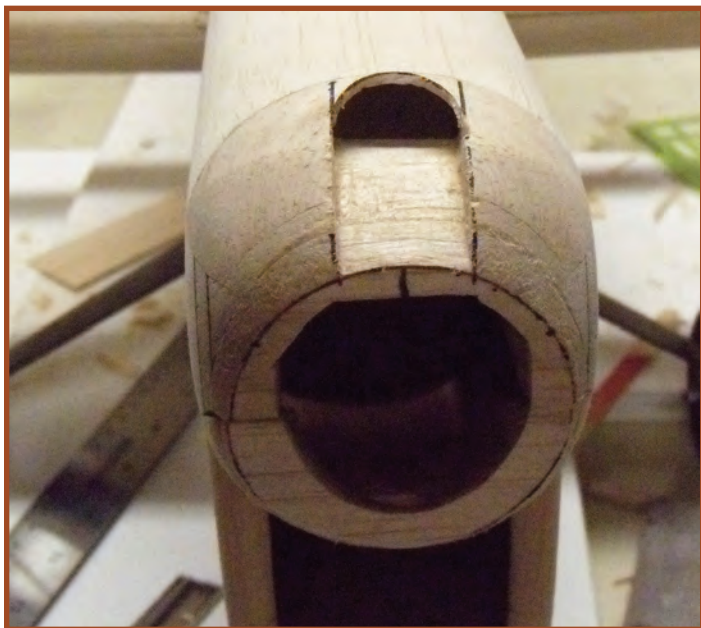


This is a shot of the rough out for the air intake. Notice in back that I have gone through just a bit. No problem because we need to hollow this portion out anyway.

To get to the final shape I use a file and grind away the remaining amount of wood. A thin sanding stick does the last of the fine sanding once the air intake is to its final shape.

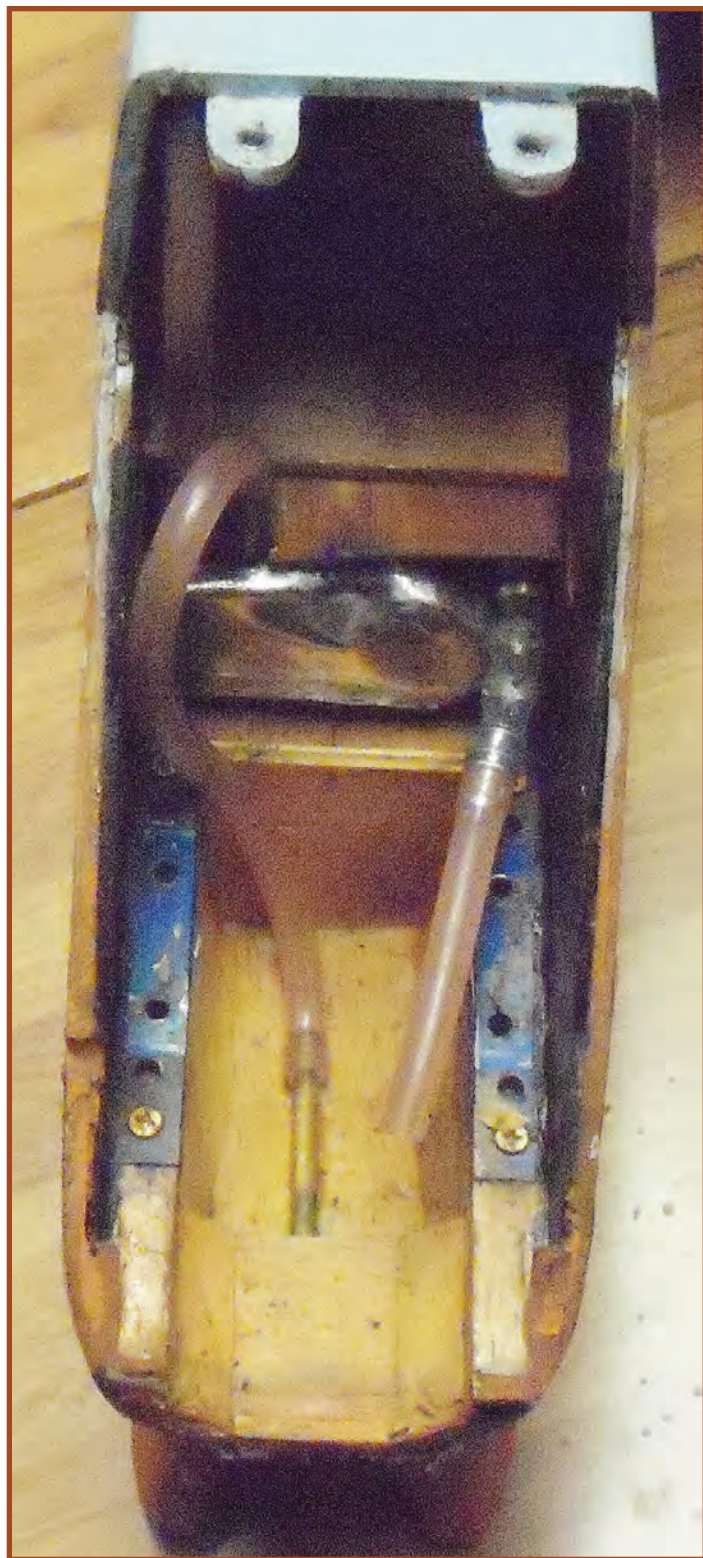


Here is a picture of the type of file I use for final shaping. The last little bit of smoothing is done with a fine sanding stick.



Here is the final product ready for final sanding and finishing.

When adding the tube for the vent for the fuel tank, put it on a piece of vertical grain balsa the width of the outside diameter of the tube. This is to have it stand a little ways away from the top of the engine compartment giving you room to push the silicone tubing over the brass tube. Also put a piece of glass cloth over the tube all the way from one side of the engine compartment to the other side. This prevents the tube from popping off its stand.



Here is a picture of the inside of my tank compartment. It shows the brass tube used for the air inlet for the fuel tank and how I plumb the inside of the compartment. The other tube that goes to the back of the plane is for the overflow vent tube. It ends at the inside back of the radiator scoop. This hides the vent in a nice spot just like the air intake hides the inlet air vent

This type of inlet can be easily modified to fit a variety of planes. It is a neat and simple way to get cool air to your crankcase and hide the air intake at the same time.

Remember, it is in the details.*SN*

—Matt

Next Generation

by Matt Colan



Above: Here is the Pitts S-2B that I got to fly. Full-scale aerobatics are just as much fun as Control Line Aerobatics!

Below: Slipping the surly bonds of earth in the Piper Cub was fun also; perhaps not as much as flying in the Pitts, but fun nonetheless.

College

I have just completed my first semester of college at Embry-Riddle Aeronautical University. On August 27, 2012, my parents dropped me off and I was on my own for the first time in my life. A couple of weeks later my grandfather sent me a Brodak Vector ARF and the proper tools to put it together in my dorm room.

Due to being on the go 24-7, I wasn't able to finish it until the end of October. I currently have 20 flights on the airplane, and I'm starting to become happy with its flying abilities. I have definitely become spoiled with having a flying circle in my backyard, because I have complained about the 10-minute walk to the soccer field when I want to go fly.

Over the course of the semester, I have joined two clubs on campus: the Sport Aviation Club and the Radio Control Model Airplane Club. The Sport Aviation Club deals with all things aviation. Since joining the Sport Aviation Club, I've attended two airshows, flown in a Piper Cub, got a ride in an aerobatic glider, flew a Pitts S-2B (did some aerobatics in it, but didn't attempt the square eight), and helped re-cover a Piper Cub. The club is a lot of fun to be around, and some of my favorite memories of the semester have been with the club.





Left: The construction of the Vector ARF began on the desk in Matt's dorm room.

Below: What parent of a college student hasn't seen a dorm room like this one? The ARF Vector is taking shape and the guys are obviously working hard on it (yeah, right... - Ed.). That is a 1/4-scale Extra 300 next to the Vector.

Bottom: Matt fires up the LA .46 for the first time inside the airplane. There was junk in the spray bar and the plug was dead, so that set things back a little bit. Very few of Matt's RC friends had seen a CL airplane fly and do the pattern. They were impressed!

Next semester, we're planning on spending a day at Fantasy of Flight, attending Sun 'n Fun airshow, and possibly attending Florida Jets, which is an RC scale competition.

The Radio Control Model Airplane Club is just that, a model airplane club. I have flown some RC airplanes over the course of the semester and have come to enjoy it, but not as much as CL stunt. After finding the soccer field that the club flies on, I quickly determined it was perfect to fly CL.

Putting the ARF Vector 40 together was much more difficult than I thought because I built the airplane on my desk and dresser in my dorm room. Near as I can tell,



it came out straight and it flies to the point where I'm happy about it now. My previous three airplanes flew right off the board, so I was slightly disappointed that the Vector didn't fly as well as I had hoped when I first started to fly it.

On the educational side of college, I passed all my classes for the first semester. What is also great about this school is that part of your education is flying in a Cessna 172S. I managed to get 38 hours of flying time and over 80 landings during the first semester. I came close to my goal of obtaining my private pilot license but still needed two solo cross-countries and my check ride to get my license.

My goal for the next semester is to get my instrument rating. This will be a little more difficult to do, as I've heard this is actually the most difficult rating to get, and I'll be starting a little behind since I need to finish up my private. But, I feel up to the challenge, and I hope I can get it.

Home

I arrived home for Christmas break on December 14th and got right to work on painting my Thundergazer. This is the airplane that I had originally planned to bring to Bulgaria for the World Championships, but I wasn't able to attend because college was beginning at the *exact* same time.

As of December 26th, I got all the painting done and just finished up the touch-ups needed on the stabilizer. All that is needed now is lettering, decals, and clear. My goal is to have the airplane completed and ready to fly in two weeks when I have to go back to college. The weight at this point is 62 ounces, so I'm really happy with how the weight is coming out. I should be able to complete the airplane under 65 ounces.

Now the second semester of college is set to begin. I'm planning on attending the King Orange Internationals since I'm so close to the venue. I'm looking forward to attending and getting some good flying done over the course of that weekend.

'Til next time, fly Stunt! *SN*
—Matt Colan

Above: Matt's new Thundergazer is shown here in the final stages of being finished for the 2013 contest season. It looks like a stunner!

Right: Here's one more photo of Matt's ARF Vector. He flew it at the King Orange Internationals and did very well with it, placing third in Expert and second in the Fly-Off!



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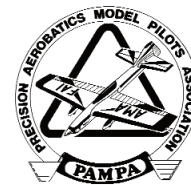


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PAMPA News & Reports



Vice President Report

by Matt Neumann

May the new year bring
hope and optimism for all!

It's the start of another new year, and I trust that it will be a year of renewed hope and optimism for all of us.

For me, I should be in the finishing stages of my new electric Stuka. (Yes, this time I am going electric.) While the wing and stabilizer are the same as what I have been using since 2005, the fuselage is completely new, not only in looks but also in building techniques. With it, I am hoping to build a lighter, stronger, and more realistic-looking air frame.

Although the power plants I have used in the past have produced excellent results, I felt it was time to try electric. Not only do we avoid the mess of oil and cleanup, but the electric power plant should be easier to get consistent and repeated results, as well.

This is especially important for someone like me who flies alone. This consistency is one of the biggest advantages I see of the electric setup, and greater consistency can lead to better scores.

PAMPA, in general, appears to be having a slight upturn in membership again. This is also good to see. We all have hopes that this trend will continue. With higher membership, we can expect a larger pool of resources for our magazine and also have a larger pool of volunteers to count on in other areas. With more people sharing the jobs, it means less work load for all of our volunteers, and this is good.

I have to mention again that PAMPA still does need volunteers in order to function. Actually, precision aerobatic activities themselves do not function without volunteers.

With that, I am happy to see that there is an Event Director for both OTS and Classic at this year's Nats. Once more, it will be Darrell Harvin. Fortunately, his job situation allows him to run these events at the Nats.

It is nice to see people who do not have other duties in PAMPA step up and volunteer for things. Remember what I was saying about possible burn out? Please, keep this in mind should someone from PAMPA come calling on you, asking for a little bit of your time.

With all of your help, we can look forward to the future of a strong and healthy PAMPA and control line stunt in general. *SN*

—Matt Neumann



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PPN008 Challenger (2 sheets 36 x 50)	\$20.00
PPN009 Cutlass by Jim Kostecky (2 sheets 36 x 60)	\$20.00
PPN010 Doctor by Ted Fancher (1 sheet 36 x 60)	\$11.00
PPN011 Dragon by J.C. Yates (1 sheet 22 x 34)	\$8.00
PPN012 Force by Mike Pratt (1 sheet 36 x 48)	\$10.00
PPN013 Golden Falcon by Chris McMillin (1 sheet 30 x 58)	\$10.00
PPN014 Grandpa's Bipe by Charles Mackey (1 sheet 30 x 42)	\$9.00
PPN015 Hallmark by Gene Schaffer (1 sheet 34 x 47)	\$10.00
PPN016 Lancet by Vic Carpenter (1 sheet 36 x 24)	\$9.00
PPN017 Legacy 40 by Allen Brickhaus (2 sheets 36 x 64)	\$20.00
PPN018 Madman by J.C. Yates (1 sheet 30 x 40)	\$9.00
PPN019 Medic by Ted Fancher (1 sheet 36 x 60)	\$11.00
PPN020 Mo' Best by Larry Cunningham (2 sheets 36 x 48)	\$20.00
PPN021 Moitle by Francis D. Reynolds (1 sheet 36 x 24)	\$9.00
PPN022 Nakke by Juhani Kari (1 sheet 30 x 42)	\$9.00
PPN023 Nuts & Bolts by Sam Deheleans (1 sheet 36 x 57)	\$10.00
PPN024 Oriental by Dee Rice (1 sheet 30 x 42)	\$9.00
PPN025 Oriental Plus by Dee Rice (2 sheets 34 x 52)	\$20.00
PPN026 O'Toole Special by Ron O'Toole (36 x 50)	\$10.00
PPN027 Pluma by Bob Zambelli (2 sheets 36 x 45)	\$20.00
PPN028 Profile Nobler by Jim Harris (1 sheet 36 x 52)	\$10.00
PPN029 Profile P-51D by Tom McClain (1 sheet 36 x 48)	\$10.00
PPN030 Ruffy by Lew McFarland (1 sheet 36 x 46)	\$10.00
PPN031 Saturn by Don Ogren (1 sheet 36 x 59)	\$11.00
PPN032 Scared Kitten by Bill Netzeband (1 sheet 30 x 48)	\$10.00
PPN033 Shaman by Steve Moon (1 sheet 36 x 50)	\$10.00
PPN034 Stuka by Matt Neumann (2 sheets 34 x 45)	\$20.00
PPN035 Stuntress by Joe Adamusko (2 sheets 36 x 52)	\$20.00
PPN036 Stunt Trainer by Pat Johnston (1 sheet 22 x 34)	\$8.00
PPN037 Super Caudron by Fran McMillan (1 sheet 36 x 50, 1 sheet 36 x 34)	\$20.00
PPN038 Trivial Pursuit by Ted Fancher (1 sheet 36 x 58)	\$11.00
PPN039 Trophy Trainer by Tom Warden (1 sheet 36 x 60)	\$11.00
PPN040 Tucker 4 by Bob Tucker (1 sheet 36 x 61)	\$11.00
PPN041 Twistmaster by Bob Reeves (1 sheet 36 x 57)	\$11.00
PPN042 Valkyrie by Harold Price (2 sheets 36 x 50)	\$20.00
PPN043 Vegas by Steve Buso (1 sheet 36 x 59)	\$11.00
PPN044 Curtiss Swift by Nate Rambo (1 sheet 36 x 50)	\$10.00
PPN045 F&B Sharpy by Carl Malmsten (1 sheet 36 x 48)	\$10.00
PPN046 Speed King by John Havel (1 sheet 36 x 54, 1 sheet 36 x 48)	\$20.00
PPN047 Detroit Stunter by Roland McDonald (1 sheet 30 x 43)	\$9.00
PPN048 Hi Boy by Bob Palmer and Ted Goyet (1 sheet 22 x 31)	\$8.00
PPN049 Veco Squaw by Joe Wagner (1 sheet 30 x 43)	\$9.00



PPN005 Berserker



PPN015 Hallmark

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	Total cost		

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(Make all checks payable to PAMPA; must be drawn on US bank)

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Account # _____

Exp. date: _____

Signature _____

Tel: _____

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Note: this order form may be photocopied or downloaded from the PAMPA website.

District I

by Don Herdman

Connecticut, Maine, Massachusetts, New Hampshire,
Rhode Island, Vermont

It's the middle of November as I write this and the cold weather has set in. Building season will be in full swing within the next week or two. I have a couple of emails that some of the District 1 members sent me that I would like to share with you all. The first one comes from Perry Rose describing his new airplanes:

"Dear Mr. Herdman: Yesterday was the 'Big Storm' here in eastern Connecticut. I started to make new gear legs for my Banshee 570 and ended up making trike gear for it. The kit was bashed into a stretched and enlarged model with only the fin and rudder going untouched. The gear was copied from my wrecked Pathfinder (the Lee, MA contest winds...). The gear spats are from the wreck. It took a few hours of trial fitting and bending wire, but I had it together before bedtime. A quick coat of Dupli-Color white and John Deere green Rust-Oleum paint was applied this morning and it was ready to fly.



This modified Banshee and a new Ringmaster belong to Perry Rose.



Perry's Banshee was modified to include tricycle landing gear.

"I went to the field before the clouds cleared and the wind picked up. I got in a short trim flight (not really needed as it turned out) and a full pattern for the second flight. It's a great flying plane. The turbulence from the tree line creates havoc with my other planes by changing the pitch up or down. The Banshee rises and falls without a pitch change, making corrections look smoother. I'm using 63-foot lines eyelet-to-eyelet. I am using a Fox .35 tilt-down muffler on the .46. It needs a deflector to keep

the plane cleaner.

"The red and white plane is a Pat Johnston design Ringmaster 576. It's my primary contest plane for next year. Both models have LA .46 engines and APC 12.25 x 3.75 props. The Ringmaster flies on 64-foot lines eyelet-to-eyelet.



Perry Rose's new original-design features a Cardinal wing and his-own design fuselage.

"The plane in the 'bones' is the first winter project and has a Brodak Cardinal wing with Pathfinder tips and the stab/elev from the wrecked plane — the only usable piece.

"It sports an RC type motor mount and firewall, an access hatch to get at the flap to bellcrank clevis, and the elevator push rod exits the fuselage just under the stabilizer, again for ease of adjustments.

"The weight now, with the flaps and hatches, is 26 ounces. It has an LA .46/APC for power. It's undergoing filling and sanding in preparation for tissue and iron-on covering.

"I'm going to use thinned Zinsser Bulls Eye Polycrylic to stick the tissue on the wood. A test piece worked very well.

"Regards, Perry Rose."

Keep up the good work, Perry. The planes look great!

Chris Sarnowski sent me an email back in October describing the Ringmaster Fly-a-thon flown in Wrentham, MA, back in October. The Fly-a-thon was organized by Damian Sheehy, and 30 flights were flown that day. The breakdown on who flew what and how many times are as follows:

Damian Sheehy: Ringmaster S1 / Fox .35; 7 flights
Leon Bowen: Ringmaster S1 / Fox .35; 2 flights
Bob Gost: Ringmaster S1 / Irvine .36; 2 flights
Dick Carville: Ringmaster S1 / Fox .35; 3 flights
Guerry Byers: Ringmaster S1 / OS .35; 1 flight
Chris Sarnowski: Ringmaster S1 / OS .35; 8 flights
Perry Rose: Ringmaster 576 / OS LA.46; 3 flights
Ara Dedekian: Ringmaster S1 / Enya .29; 3 flights
Steve Yampolsky: Ringmaster S1 / OS .35; 1 flight



Damian Sheehy, Ara Dedekian, Dave Cook, and Perry Rose take a break from flying to watch others take a flight or two.



Steve Yampolsky with his UFO at the Fly-a-thon.



Linheart Smith brought something a little bit bigger than a Ringmaster to the Fly-a-thon. Here he poses with his electric-powered Shark.



Ara Dedekian and Steve Yampolsky enjoying the Ringmaster Fly-a-thon.



Ara is getting ready to fuel up his Ringmaster for another flight.

I asked my grandson, Matt Colan, to write a short little article describing college life down in Florida. For those who don't know, Matt is attending Embry-Riddle Aeronautical University and on track to become an airline pilot when he graduates. Here is what he has to say:

"On August 27, college life began for me. During that time I have logged 30 hours of flying time, soloed in N477ER, and flew two cross countries. I had the chance to fly in an aerobatic glider and also fly a Pitts Special. I have joined two clubs on campus, the Sport Aviation Club and the Radio Control Model Airplane Club. It may sound like blasphemy, but I have managed to get a couple people interested in Control Line.



Matt Colan's new Thundergazer appears ready to be painted.

"Since I've been at college, I've managed to put together a Vector ARF in my dorm room. I currently have a small RC plane I'm putting together as well in my dorm. Trying to build in a college dorm room is interesting to say the least. The space is cramped, and the lighting isn't very good. I did get it together without a problem, though, and, as of this date, I have four flights on it. It's starting to become a good flying airplane, and I'm starting to impress more and more friends with its capabilities in flying aerobatics. Maybe I can get some people starting to fly CL, help the sport grow, and get some younger people interested.

"Finals are in a couple of weeks, and the semester ends right after that. I'm having the time of my life at college! It truly is the best place for anyone who loves aviation. You are surrounded by airplanes, and everyone there loves aviation as much as you do!"

Projects

Some of the winter projects for me include refinishing a 15-year-old RC Cap 232, completing a small, .25-size electric CL stunt ship, and building up the substrate on Matt's Thundergazer so it will be ready for paint when he comes home for the Christmas break.

This will be my last district report for *Stunt News*. I would like to thank everyone who helped me out, submitted pictures, and had reports on what the latest activity was in the Northeast. I'm not sure who will follow me at this point, but whoever does, I'm sure he/she will do a good job.

See you all at the flying circles. **SN**

—Don Herdman

District II

by Bud Wieder

Hi, all. The New Year is here and we are all getting older, except for one of our newest Hall of Fame inductees. John D'Ottavio is turning ninety-years-young this January and still doing the pattern better than a lot of guys half his age. John is in the process of finishing up his new electric-powered Silencer. He designed the original glow-powered Silencer many years ago.



At almost 90 years young, John D'Ottavio puts the finishing touches on the nose of his original-design Silencer. The model will be powered by an E-Flite Power 32 and a 5S 3300 battery. By the time you read this caption John will have turned the corner into his nineties. Many more, John! Photo by Bob Hunt.

New Jersey, New York

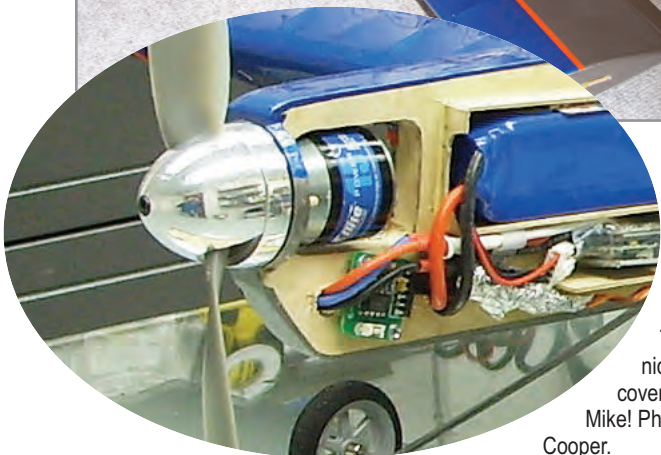
Even at John's young age he is always ready to try new things. His new bird will be finished using the DuPont ChromaBase paint system and two-part clear.

Electric twisted Cooper

Nope, that's not the name of a new rock group. Mike Cooper has just finished building his first electric-powered plane. He built it from the Walter Umland kit of the Fancherized Twister. It is covered with MonoKote and is powered by an E-Flight Power 15 and a Hyperion 2500 mAh 4S battery.



Mike Cooper built this Fancherized Twister from the Walter Umland kit and reengineered it for electric power using Tom Morris components. It features an E-Flite Power 15 motor. Note how the cheek cowl comes off to allow access to the electronics. Photos by Mike Cooper.



Here's one more shot of Mike Cooper's new Fancierized Twister. That's a very nice MonoKote covering job, Mike! Photo by Mike Cooper.

The engineering that Mike incorporated into the nose, utilizing Tom Morris components of his new profile, is a work of art. Check out the pictures and see for yourself.

GSCB Swap meet

Ron Heckler has prepared a report on the annual GSCB Swap Meet for us. Take it away, Ron!

"On Sunday, November 25, 2012, the Garden State Circle Burners held their annual Swap Meet. This affair has become a fall classic, where many bring unused or no longer needed modeling merchandise to sell, hoping that other modelers might have a need for it.

"The turnout for the swap meet this year was initially not as great as last year, but, as the day wore on, more and more people arrived, and by the middle of the day the crowd was impressive, although not as large as in some previous years.



Frank Imbriaco displaying and selling items for interests other than electric Control Line Stunt.



John Saunders talking strategy to Elena on selling.



Three members of the East Coast Electric Flyers: Will DeMauro, Buddy Wieder, and Bob Hunt.



Here's Bill Steklenski with the A10 Warthog that he donated.



AMA District II Representative Eric Williams presenting award to Dave King.



Buddy Wieder presenting PAMPA Hall of Fame plaque to John D'Ottavio.

"Besides the usual raffle and auction, awards were given out to various people. Bud Wieder, District II Director for PAMPA, presented plaques to Windy Urtnowski and John D'Ottavio for their induction into the PAMPA Hall of Fame. Each of these gentlemen has given greatly of themselves for the overall good of the hobby/sport and each has amassed impressive competition records in the Precision Aerobatics event over the years.

"Eric Williams, District II AMA Vice President, presented a plaque to Dave King in appreciation of his excellent work as Contest Coordinator for District II for the Free Flight and Control Line communities.

"Bill Steklenski graciously donated an A-10 Warthog to be given to someone who might have lost planes after the tropical storm Sandy. A very nice and unselfish gesture!"

—Ron Heckler

Thanks for that great report, Ron.

More GSCB happenings

I received another report from another Ron. This time it's Ron Testa, who did fine job of covering the annual Garden State Circle Burners January 1 Fly-In for us. The following is Ron's report of the rather chilly gathering:

"Hi, Bud. Enclosed are some pictures from our 2013 First Flight Fly-In. It was very cold and Bob Krug brought coffee and donuts. Dr. Frank brought his electric Super Clown. It flew great. It seems that a lot of modelers are going to electric power for their models—no fuss; no mess. I just can't get used to a silent flight. Roy Ward brought the Club Trainer (Fox .35 with no muffler; love that noise!), and that had a couple of flights. It was a great way to start the New Year off on the right foot.



The fabled Garden State Circle Burners' field on New Year's Day. Note, there was snow everywhere except on the take-off ramp.



The first arrivals for the New Year's Day fun. Check out the great mood of Mike Cooper.



Doug Benedetti was smart, dressing warm and putting on his boots to combat the conditions.



Doug should have been wearing his gloves to launch Dr. Frank Iacobellis's electric Super Clown. At least he didn't have to wipe off any greasy stuff.



Bob Krug watches as Roy Ward launches the Circle Burners' club-owned trainer for T.J.'s flight.



Dr. Frank Iacobellis putting in a nice flight with the Super Clown.



Ron Testa's beautiful Barnstormer features an open cockpit. Check out Ron's granddaughter's name, Odel, written in Hebrew under the muffler.

"Don't forget that the Garden State Circle Burners club meetings are the first Thursday of every month at 7:30 at the Deli Guy. The coffee is always on.

"It was great to see such a good turnout on New Year's Day. Have a great building season and see all at the club field in the spring."

—Ron Testa

Thank you, Ron, for that great report! Ron also sent along a copy of the 2013 Garden State Circle Burners scheduled events.

Garden State Circle Burners 2013 Contest schedule:

May 19 Sunday

GSCB Profile Meet & Tailgate swap meet at the George L. Gaydos Field in Lincoln Park, NJ: Profile Stunt in all four PAMPA classes will be run along with Fun Scale. Fun Scale will be run using the GSCB rules. Great food will be available by the Deli Guy. There will be a \$5.00 per car admission fee for the swap meet. The entry fee for the contest will be \$10.00 per event.



The sharp-looking Blue Top Flight ARF Nobler belongs to Bob Krug. Watching newcomer T.J.'s flight are Roy Ward and Dr. Frank Iacobellis.

Beautiful photo plaques for first, second, and third places will be awarded. There will be a pilots' meeting at 9:00 am sharp. CD: Roy Ward 973-402-0925. Don't miss this one, as it is a lot of fun.

June 2 Sunday

The June Stunt Meet will be held at the George L. Gaydos Field in Lincoln Park, NJ. Part One, featuring OTS, OTS11, and Classic. Classic will be all four classes. The Deli Guy will provide food. Photo plaques for first through third places will be awarded. CD: Ron Testa 973-493-7389. This will be a great tune-up meet for the Brodak Fly-In.

June 30 Sunday

GSCB Stunt Meet Part 2 will be held at the George L. Gaydos Field in Lincoln Park, NJ. All four PAMPA classes of Precision Aerobatics will be flown, including the fly-off for the Red Reinhardt Cup. There will be gourmet food by the Deli Guy. No B.O.M. or appearance points, but there will be a pilots' choice award for all four classes for best plane. CD: Ed Barry. Please volunteer; we need judges, also.

Sept. 15 Sunday

Bergen County Control Line Flyers Stunt Contest at the Pal Park circles: All four PAMPA stunt classes will be flown, with no B.O.M. or appearance points in any class. Sport & Fun scale will also be flown. Rich Giacobone will be the CD; Roy Ward will be the ED. Great food will be served, and it is a terrific flying site. Call for directions if needed. Don't miss this contest. The GSCB club is running this event in conjunction with the Bergen County Control Line Flyers club.

District III

by Bob Hunt

Building season is in full swing, and I have been very impressed with some of the projects on which fellow District III fliers are working. One that hits home with me is Bob Hudak's electric version of my F-105 Thunderchief. It's an ambitious project that includes retractable tricycle landing gear! Without the engine's cylinder head sticking down to ruin the illusion of a true jet, this one should be stunning in the air.

Bob's F-105 Thunderchief will be equipped with an E-Flite 25, an APC 12 x 6 ep prop, a Hubin FM9 retract timer, a Castle Ice Lite 50 ESC, and Turnigy Nanotech 3000 mAh batteries. Bob



Here's a shot of Bob Hudak's version of Bob Hunt's F-105 Thunderchief. It is electric powered and features retractable tricycle landing gear! Photo by Bob Hudak.

Oct 13 Sunday

GSCB Fall Air Show Part 1: Events will be OTS, OTS Phase II (flapped models only); Classic (all four PAMPAClasses). Classic fliers will fly off for the John D'Ottavio Cup. CD: Mike Cooper 973-770-0263. Great Home Made Food by the Deli Guy. This contest will be at The Pal Park flying site. No B.O.M. or appearance points. Judges needed; help out.

GSCB Fall Air Show Part 2: All four PAMPA Precision Aerobatics classes will be flown. There will be no B.O.M. or appearance points.

Mike Ostella CD: 973-704-7081. The meet will be held at our beautiful Pal Park, NJ, flying site. Please volunteer for judging and general helping out. Beautiful food by the Deli Guy will be available. Note: Both Part 1 and Part 2 of the Fall Air Show will be held on same day.

November 24, Sunday

GSCB Fall Swap Meet /Stunt Forum and Auction will be held at the Wayne Fire Hall. It's a great site with a full kitchen. Breakfast and lunch will be served by a great crew in the kitchen. There will be plenty of parking area. Don't miss this, as it is the best on the East Coast. ED: Ron Testa: 973-493-7389.

Thanks again for that, Ron. It looks like the Garden State Circle Burners are going to have a full year. Please try to make a few (if not all) of their events. They are always fun and the food is always great! (The check's in the mail, right, Ron?).

Well, that's it for this time. Warm weather can't be too far off, so get those new projects finished! **SN**

—Buddy

Ohio, Pennsylvania, West Virginia

is using the E-Flite 10-size electric retracts in his "Thud." These are the same units that Sam Neible uses in his Tracer design and they have worked extremely well for him. Bob is a member of the North Coast Control Liners club that is based in the Cleveland, Ohio area.

Here's a peek inside the "electronics bay" area of Bob's F-105. Note the nose



gear retract mount and the neatly painted canopy that is part of the removable top hatch. Hudak photo.



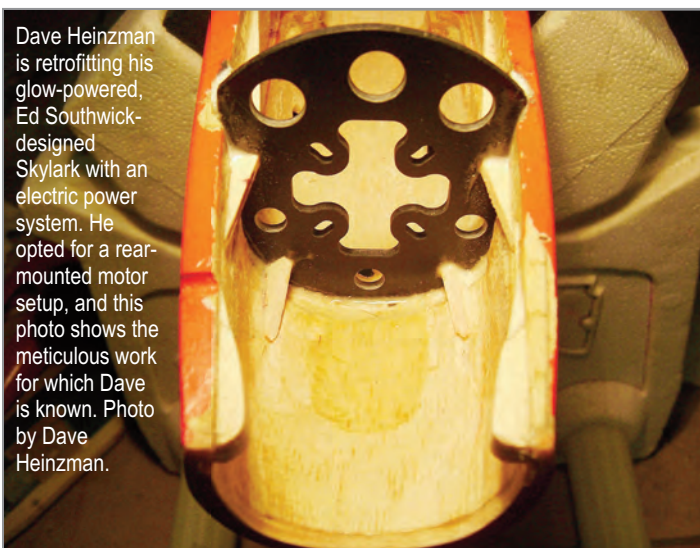
This bottom view of the wing shows the wheel wells and the main landing gear mounts. Hudak photo.



In this photo the landing gear strut is neatly nestled in its well. A very ambitious project! Hudak photo.

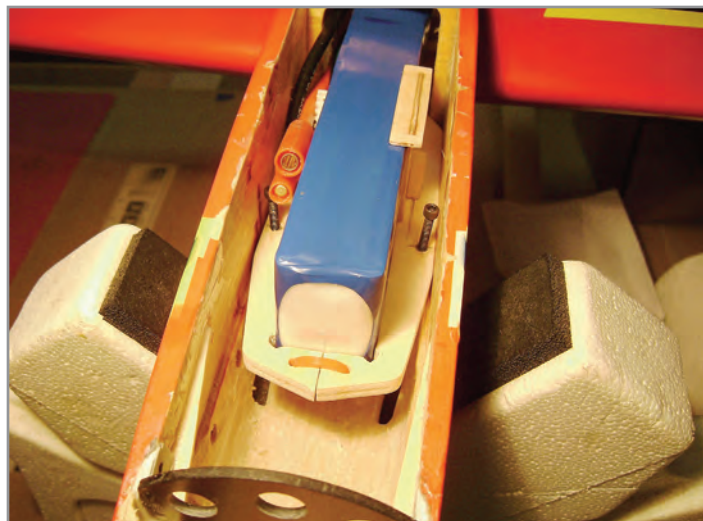
Another member of the North Coast club is Dave Heinzman. Dave recently visited my shop with fellow NCCL member, Dan Bregar. The weather was nice, so we went flying at a local field where I offered Dave a "ride" on my electric-powered Genesis Extreme. He accepted!

Up to that point Dave was not "Thinking Tesla," but he sure was after a bit of electric stick time. We went back to the shop and worked until the wee hours together designing a new electric original for him. Dave went home and decided to convert his Southwick Skylark from glow to electric, and he sent along a few photos of his work in the nose of that ship.



Dave Heinzman is retrofitting his glow-powered, Ed Southwick-designed Skylark with an electric power system. He opted for a rear-mounted motor setup, and this photo shows the meticulous work for which Dave is known. Photo by Dave Heinzman.

Dave opted for a rear mount system, and he did such a great job that it looks as though it was built that way originally. Keep a watch out for Dave's new original electric design; it's shocking!



Dave came up with his own battery holder for his Skylark. It's a very light and cleverly designed unit. Heinzman photo.



An E-Flite Power 25 was Dave's choice of motor for the Skylark. All the components fit nicely and the installation looks "stock." Note the reverse-pitch, or "pusher," APC prop. Heinzman photo.



Here's another view of Dave's innovative battery holder. Heinzman photo.

I haven't received many submissions of stuff from District III members for this column, so, as I warned when I took this post, you'll have to suffer through reading about and seeing some of my projects. You can avoid this entirely in the future by sending in your stories and photos.

For the past few years I have been chipping away at a new, original-design twin. I call it the Second Wind. It is so named because of the two "wind machines" that will power it. Yes—as if I had to tell you—it's electric powered and will mount two E-Flite Power 10 motors and a single Hyperion 4S 4000 mAh battery. That battery will also power the tricycle retractable landing gear. I'm using the exact same retract units that Bob Hudak is using in his Thunderchief as mentioned above.



With the gear down there is plenty of clearance for up to 11-inch diameter props. Lots of disk area! Hunt photo.



Second Wind is the name Bob Hunt chose for his new electric twin-motor stunter. It will be powered by two E-Flite Power 10 motors and one Hyperion 4S 4000 mAh battery. Photo by Bob Hunt.



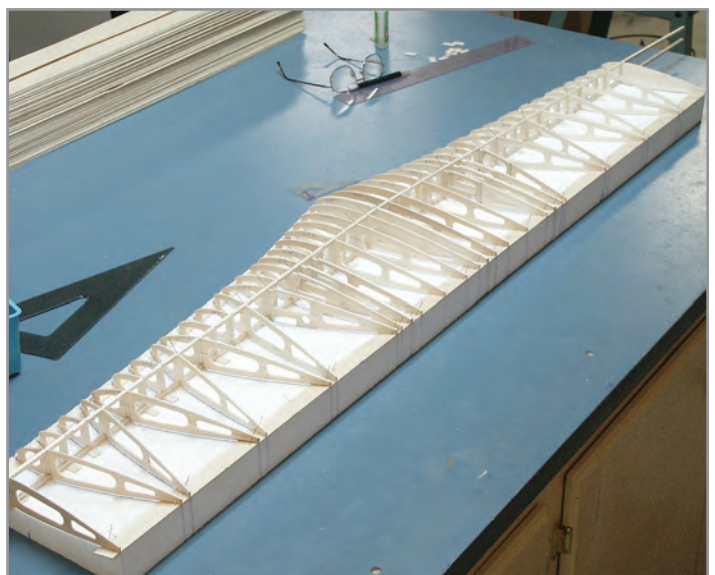
Twins with nacelles make retract installation and operation very easy to accomplish. Hunt photo.



Here's a shot of the underside of one of the nacelles. Note that the retractable landing gear rotates forward through a clearance hole in the nacelle's hatch cover. Hunt photo.



With the nacelle cover removed, the retract mount can be seen. Bob chose the E-Flite 10-size, electric retract units. All three gears will operate off of the motor battery and will be sequenced with a Hubin retract function equipped timer. Hunt photo.



Looks a bit like a P-51 Mustang wing, doesn't it? The leading edge "cuff" at the root of the wing was designed to allow the motor and retract wiring to be able to get from the fuselage to the nacelles without interfering with the forward leadout wire. Hunt photo.



Here the wing is complete. Note that the center section sheeting runs out past the nacelles. This allows for a more rigid mount area for the nacelles and more center section strength. Hunt photo.



Robby Hunt gives us a look at the top view of the Second Wind. Obviously, the flaps and elevators were not installed at the time of this photo. Hunt photo.



And here's a side view of Bob's twin. Note the air outlet vent in the fuselage side and the ventral fin. Bob hopes to fly this one at the upcoming Nats. Hunt photo.

This one has been a labor of love for me, and I only work on it when I'm in the mood. Consequently, it has become the source of much grief for me from my "friends." They continually bust my chops about not getting it done! I have promised that it will be completed for this year's flying, and I fully intend to keep that promise.

As it sits now, the only thing left to do is to install the hatch hold-downs. It should be well into the finishing process as you read this. Actually, the wing, flaps, stabilizer and elevators are already covered with carbon, and the wing is also covered with light grade "00" silkspan over the carbon (Thank you, Bob Gieseke, for that technique). The projected all-up weight (with battery on board) is 62 ounces. Trust me, that's light for a model of this size and complexity.

Why I Fly Stunt—Dan Bregar

One more District III "Why I Fly Stunt" story has landed on my desk (in my computer's inbox...?). Dan Bregar, with only a slight amount of arm twisting, has written his modeling story for us. Take it away, Dan!

"I'm not exactly sure why Bob asked me to share on the topic of 'Why I Fly Stunt,' with my just moving out of Beginner status, but at least it will give me an opportunity to say thanks publicly to those who have helped me along the way.

"After the 2010 RC Pattern season came to a close for me, I was feeling a little restless. One day I spied an old Stuntman 23 1/2A airplane which had been tucked up on a top shelf in my garage since 1989. It was built around 1977 for my son Mark, who was around seven years old at the time.

"He and I flew it four or five times back then, and since he was not very enthusiastic about flying C/L airplanes, it got put away, with the Golden Bee wrapped in a rag, to collect dust for 33 years.

"I decided to take it with me the next time out to the RC field just to see if I could still fly CL. Well, the Golden Bee fired right up after a few flips and away I went. I flew out the flight and staggered around like a drunken sailor for a minute after I landed. I was amazed at the severe degree of dizziness, because I never experienced this in all my days of flying CL. Anyway, to make a long story short, I flew it four or five more times, doing inside and outside loops, inverted flight, and horizontal eights, with the dizziness problem gone.

"I had so much fun that day that I decided I was going to build a CL airplane to go back to my roots for next flying season. Now, a few words about 'my roots' are necessary here. As a young boy I grew up with two older brothers who were around ten years older than I was. They, along with a few of their friends, were always building airplanes in our basement (I was very familiar with the smell of Randolph Dope and Aero Gloss by the time I was six years old).

"They actively competed in CL contests as teens in the greater Cleveland area. My brother John flew a little stunt with his Barnstormer, and my other brother Dave flew Navy Carrier in the early '50s. In fact, he won first place at the Junior Air Races in 1952, and the first place prize was twelve hours of flying lessons in a Cessna 140. That started his full-scale flying career at age sixteen. It closed with his retirement from US Air around 1992. Anyway, this was the environment I grew up in.

"At age six I learned to fly a Firebaby with a Cub .049. Between the ages of eight and twelve I built a half dozen or so Monogram Speedi-Built models. At twelve I built a Guillows profile trainer No. 1 that was powered by a well-used Cub .074. I flew it a lot and finally did it in doing loops. Then I got a Firecat kit and a new Fox .35 for Christmas. This was my first big

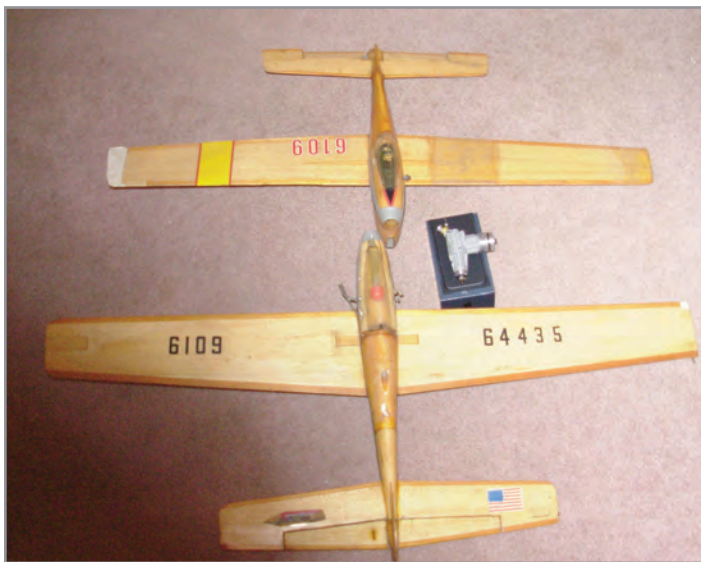
airplane. I had flown my brother's Flying Clown with a Fox .19 a dozen or so times in the previous year and even entered my first contest with it at the first Cleveland Sport Race.

"I flew the Firecat a few times and scared myself enough to set it aside for a year or so. As I got older I ended up re-covering it with silk and putting a Fox .25 in it. I flew it for hundreds of flights and even logged them in my genuine Duke Fox Log Book in the mid-sixties. By that time I had joined a club called the Euclid Wing-Overs. There were three or four guys who were interested in Combat, and I learned about crankcase pressure tin tanks, Johnson Combat Specials, STG21/.35s, and pen bladder fuel systems.

"During this time period I built and flew several sport free flight airplanes, but my interest was growing strong for Combat ships. I think I flew my first Combat contest in 1965, and for the next eight or nine years that was my focus.

"I became associated with the local Cleveland speed fliers team of Stegens and Dodge, and they would invite me with them for engine testing and running. My combat engines got better as a result of this friendship. Around 1967 I started cutting my first foam wing combat designs, and with a few flying buddies, I did pretty well on the contest circuit.

"In 1970 my flying was interrupted by Uncle Sam, who requested my presence in the Army. In 1972 my flying buddies and I flew at the Glenview Nats where FAI Combat was flown for the first time at a US Nationals. A year or two later 'Doc' Jackson gifted me with a FAI Team Race airplane so Dodge and I could try our hand at T/R. My interest shifted from Combat to T/R for the next few years before I kind of got sidetracked with raising a family, and I quit modeling around 1977. That brings me back to the Stuntman 23 episode in October, 2010.



Here are a couple of the FAI Team Racers that Dan built and flew in the 1972 era. Photo by Dan Bregar.

"I did some research and found there was a CL club on the west side of Cleveland called North Coast Control Liners. I made a decision to purchase a Brodak Original Magician from Wayne Buran for my re-entry into CL flying. Over the winter of 2010/2011 I built the Magician kit. I chose the Magician because of my memories of flying them in the early '60s. They flew better than a Ringmaster, so I thought it should be good.

"I had no idea what engine was decent these days, so I searched for info on 'Stunt Hanger.' It was there that I got to know some really nice people. I no longer had any CL equipment

(at least none that I could find), and a guy named Wes Eakin generously gifted me with an old Hot Rock handle and a Tom Morris handle kit. Then, in my search for an engine for the Magician, I called Bob Hunt to ask about a certain glow engine and how suitable it might be for my airplane.

"He said the engine would be good but asked if I ever considered going electric. I considered it and after making contact with Dennis Adamisin (a name I remembered from the '60s at the old Cleveland contests), so I decided to give electric CL a try.

"I had built and flown a few RC electric airplanes and was somewhat familiar with the systems. Dennis guided me very well, and my Magician was flying by the end of May, 2011. I soon found out how much I had forgotten about flying a CL airplane and how rusty I had become. The effects of a 33-year vacation soon started to fade away and I managed not to do anything stupid, so I decided it was time for me to try to become a 'Stunt Flier.'

"Since the Brodak contest was coming up in a few weeks, I started trying to learn to do the Beginner stunt pattern for the June event. Well, I entered both the Profile and Classic events. On the first day in Profile I was still shaky and never got my pattern points because I would exit the overhead eight wrong or something. I think I came in seventh. By the next day, in Classic I managed not to forget anything and I came in third. I thought maybe I had a chance at becoming a stunt flier after all.

"It was humbling to be flying as a Beginner with my previous years of experience, but after all, this really was my first attempt at flying Stunt and I needed to learn humility anyway. I have to say that the North Coast Control Liners club was very gracious to me by letting me fly at their field for several weekends even though I was not a member. Their kindness convinced me to join and become a member. There are four or five guys in this club who fly Stunt. I was coached and mentored by Wayne Buran, Dave Heinzman, Bob Hudak, Frank Zabudske, and Nelson Erbs, just to name a few.



Dan is working on an electric-powered profile Pathfinder. That's a neat airplane holder he's got there! Bregar photo.

"One thing I have been very impressed with on this new journey is how many people have gone out of their way to be generous, kind, or helpful to me in some way. At my first contest at Brodak's, CD Allen Brickhaus came over to look at my airplane and even took a picture. The other CD, Tom Hampshire, came up to me and invited me out to dinner with him and a few



Dan is the 2012 Open Beginner National Champion. Here he is with his electric-powered Magician that helped him win the crown and the huge perpetual trophy that comes with the title. Bregar photo.

other guys that evening. They really made me feel welcome and I was impressed by their behavior.

"Later that year I also entered the Michigan CL Championships and came in second. Also, I have to say the judges who were judging me at all the contests I've flown in the past two seasons have been very helpful in their critique of my flying and pointing out areas for improvement.

"During the 2012 season my flying improved, and I entered four contests with the highlight being the Nats where I managed a first place, making me no longer a Beginner and moving me to Intermediate. The irony was that after flying my last flight in Beginner at the Nats, I was reflecting on my CL flying of many years ago, and it dawned on me that it was forty years ago, almost to the exact day (July 1972), that I flew in my last Nats. For me it was a small epiphany that God is good and this hobby is a blessing to me.

"In the last two flying seasons I have met some really great people. It is a privilege to be able to write this account to all of you, and I would like to say thank you to all who have been so helpful to me. Now I have to go out to the workshop to clean my RC radios; they have two years of dust on them from neglect. Best regards."

—Dan Bregar

Thanks, Dan, for that inspiring story. How about it District IIIers; let's see your personal modeling stories. You send them in and I'll get them into this column. That's a promise.

'Til next time, Fly Stunt! **SN**

—Bob Hunt

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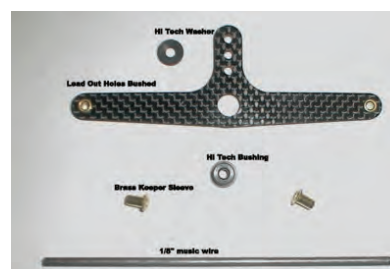
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Wanted: Articles and Columnists for the pages of *Stunt News*.

Reward: Everlasting satisfaction that you have contributed to the advancement and enjoyment of the greatest hobby/sport on earth!

Seriously, we need for all our members to put on their thinking caps and come up with something for these pages. It could be a “How-To” article about a building or flying technique that you have developed, a contest coverage report, a personality piece, or even a full-blown construction article on an original design model. Without your contributions we simply will not be able to continue filling these pages with pertinent and interesting material about the art and sport of CL Stunt flying.

We also need some new columnists. The subjects of Finishing, Building, Flying and Competition need to be addressed on a continuing basis. If you would care to take on the responsibility of writing one of these columns, or have an idea for another column subject, please contact Bob Hunt via email at: robinhunt@rcn.com, or by phone at: 610-746-0106.

We need your help – Now! Please join the ranks of those who share information and write something for *Stunt News*.

Hello everybody, and welcome to the wrap up of the 2012 flying season. By the time this is printed, we will look toward Jacksonville, Florida, and the start of the 2013 contest season at the KOI.

It's been a pretty good year and, as always for this issue, our focus turns to the Carolina Criterion contest in Huntersville, North Carolina, that happened over the weekend of October 19-21.

I know longtime readers of this column (that's probably about five people!) will think that I sound like a broken record when I go on about how well the Carolina contests run, but it's really true. The Metrolina club is blessed with both a fantastic facility and a cadre of outstanding people who put in both the time and have the skills to make sure the event goes smoothly every time. Little wonder the event draws people from as far away as Canada!

This year's version was almost as well attended as the 2011 thirtieth anniversary edition, helped out by some excellent fall weather. Friday had some significant wind come up in the afternoon during practice, but Saturday and Sunday were fantastic. In addition to the many Stunt events, there was also a very healthy turnout of Carrier contestants, as well as the usual Combat suspects. A number of District II and District III people came down this time, improving both the quality of the competition as well as the entertainment (Banjock) at the event.

One of the District III people, Alan Buck, probably wished he had stayed at home, as on Saturday he had to endure two crashes with one plane. The backstory to this is that last year Alan (who always comes down to the District IV and District V contests) made an Oriental to take to VSC. Time was short, as it happened, and the Oriental never got a canopy for VSC or the contests afterward.

By October Alan was tired of everybody busting on him for no canopy, so a canopy dutifully went on for this contest weekend. Instantly, a plane that had performed fantastically in the past became infested with gremlins. Morning practice led to the normally rock-solid reliable AeroTiger .36 quitting inverted, chewing up the fin and that brand new canopy! Patching it up enough to enter Nostalgia 30 led to total disaster in the wingover, when the fuel tank suddenly decided to exit the airplane in the pitch up, resulting in the engine quitting at just that perfect time to ensure the airplane could not be saved by fast footwork.

The resulting crash was very heavy and made me wonder if I actually saw one of Disney's little Gremlins scurrying away from the crumpled remains. Alan took the loss very well, but I just know that we will never, ever, convince Alan to "add" anything after the plane is proven to fly well.

As well as the regulars, the contest had a new beginner at his very first contest. Don Jenkins brought out a very well-finished Fox .35-powered Smoothie to garner top honors in Beginner Stunt. His wife was out there filming his official flight using an I-Pad; I still have a hard time "getting" the fact that somebody is filming something when they hold up one of those pads! With any luck Don will stick with it and master the full pattern soon. Flying with the Carolina gang will ensure he has lots of help with motors and trim as he progresses.

Full results should show up in the Contest section in *Stunt News*, but I'll cover some of the highlights as always.

OTS saw Charlie Reeves come out on top, followed by John

Saunders and Dan Banjock. Over on the Nostalgia 30 circle, Dan Banjock took first with his Galloping Comedian, followed by me, 1.5 points back, and John Simpson, 1.5 points behind me. Profile stunt saw Allen Brickhouse come in first, with Banjock bringing home second flying the infamous "Twin Fox" .35-powered Bearcat. Artie Jessup brought his excellent flying XP-40 into third place for an excellent showing.

On Sunday, Intermediate saw Brad LaPointe justify his long trip with a win, with second going to a much improved Brian Moore and Alex Givan rounding out the podium. Advanced saw John Rakes take the win and the Ringo Perpetual Trophy, while Norfolk Aeromodelers John Tate and Artie Jessup came in second and third. Expert featured Banjock once again eking out a win, this time with his very (very) well-worn Vista. Derek Barry was second, and I was able to round out the podium with my trusty Dreadnought.



It was great to see John Saunders and his wife, Elena, make it down for the Huntersville contest. Here John puts his great looking Ares through its paces in Nostalgia 30.



John's Ares goes over the top in the wingover, giving a perfect planform view for a snapshot.



Alan Buck and Jeanna Mills show off what's left of Alan's Oriental after a mechanical failure. As you can see, Alan is taking this much better than I probably would have!



Jimmy Paul's well-worn NobleMunk sits in the pits on Saturday.



Tommy Luper is busy putting up an OTS pattern.



The lower circle at Huntersville is now used as an open practice circle on Saturdays. Here, Aaron Little prepares to make a test flight on a Vector 40 that he put together. Derek Barry gets ready to assist while his dad, Dale, inquires if Aaron has another plane in the car or not.



Aaron gets the new plane going and up on a test flight.



Tommy's Victory on its way down from the top of the maneuver.



John Saunders shows perfect technique as he releases Dan Banjock's Galloping Comedian on an official flight in Nostalgia 30.



Curtis Comer and Allen Brickhouse await their turns down on the profile stunt circle.



Some of the lineup in profile stunt. Note that no less than four of the entries are Brodak P-40 models. It's a very popular option for a profile model in these parts. Many people run Super Tigre .51s on them as opposed to LA-46s.



Dan zooms by in level flight under the critical gaze of judges Gene Martine and John Rakes.



Bill Ballinger and "Bad" Andy Patterson take in the scenery down by the Carrier circles.



Brian Moore walks out a Ringmaster over the grass at the OTS circle.

NOSTALGIA 30 STUNT					
NAME	①	SCORE	②	SCORE	TOTAL
John Tate	4	490.5	7	468	496.5 7
Bernard Suhanski	3	432	1	423.5	432 10
Charlie Rorer	12	509.5	2	510	510 4
Jim Lee	11	508.5	8	504.5	508.5 5
Brian Moore	2	412.5	6	495.5	495.5 9
Artie Jessup	10	281	9	446	446 8
John Saunders	9	508	5	488	508 6
Steve Fittow	5	510.5	10	528.5	528.5 2
Jimmy Paul	1		11		
Dan Banjock	6	530	4	510.5	530 4
John Saunders	7	477	12	462	462 3
Alan Beck			3		

Watt Moore's daughter, Jeanna, works tirelessly, tabulating for Huntersville contests. Here she finishes off the Nostalgia 30 score sheet.



Bill Ballinger's T-Rex waits for a practice flight before Advanced gets going on Sunday morning at Huntersville.



Don Jenkin's Fox .35-powered Smoothie sits on the grass circle awaiting action in Beginner stunt. Don did a great job on the film finish of this model. Don flies with the Carolina gang and is improving his flying rapidly. His finishing skills already look pretty good!



Here is Don putting in a flight with the Smoothie.



Brian Moore is seen with his Mk XIV Spitfire with which he placed second in Intermediate with at Huntersville.



Right behind Brian Moore, in third, was Alex Givan with his Fox .35-powered Gieseke Nobler.



Charlie Reeves' superb Humbler begins its takeoff roll for a flight in PA Expert.



Charlie's Humbler pulls over the top as the PA-51 hits full song.



Where it all matters: The scores take form on the score sheet as a judge scrutinizes an official flight.



John Rakes fuels for his Advanced class-winning flight as Jimmy Paul observes from his chair and Bill Ballinger stands ready to walk John's handle out to the circle. In the background John Simpson is wrapping up a flight that landed him in fourth in Expert PA.



Dennis "The Strange" Moritz looks up at Dan Banjock's plane as Dennis walks back from the Intermediate circles. Despite looking like an anarchist, Dennis is one of the funniest guys you will meet and a perfect fit in the Philly group. It's always a treat to have a bunch of the Philly Flyers club members come down to Huntersville fall each contest.



An important feature of the Metrolina club is the Carolina Spirit perpetual award that is presented to one of its club members for contributions for contest support and for efforts that benefit the club the entire year. This can be a tough decision to find the best candidate each year for a club that has a tremendous amount of involvement by its members. For 2012 Sonny Williams earned the accolades and was suitably humbled by this recognition. Well done, Sonny!

While much of the focus this month has been on the Huntersville contest, the guys in Maryland and Northern VA have still been busy. The NVCL club had a meeting where the guest was Tim Stagg, who put on a clinic showing how he executes his awesome film finishes, and then Tim went on to give some practical demonstrations into the black art of setting up and programming an electric power system. Armed with Tim's information, we should see more really nice e-power models coming out of the NVCL area soon!



Left: Tim Stagg gave a class on film finishes for the NVCL club this past November. Here, Tim is just beginning to lay out a checkerboard pattern.



Below: Break out the laptop computer! Tim next demonstrated his e-power programming prowess at the NVCL meeting. Tim has considerable expertise in both electric power and first-rate film finishing, and I know the NVCL guys learned tons at the get together.

That's it for now, gang! Have a great

Christmas and New Year's, and we will see you at the King Orange! **SN**

District V

by Eric Viglione

Alabama, Florida, Georgia, Mississippi,
Puerto Rico, South Carolina, Tennessee

Fun! If you're not having any, you must be doing it wrong! At least as far as our hobby/sport goes. The holidays are in full swing as of this writing, but by the time you read this, they will have passed.

I hope you all enjoyed your time with your loved ones and got in a little flying, too. As a resident of hurricane alley, I'm certainly not alone in wishing all hurricane Sandy survivors all our best wishes and a speedy recovery back to normalcy.

This issue we have word from fellow Floridian Bob Whitney from Oct. 7. Bob and his fellow club members are keeping the Ringmaster Fly-In tradition alive over on the Palm Coast. (See the picture and caption that Bob sent in.)



At the IRKS Ringmaster Fly-In you see Dave Platt, a well-known scale builder; Joe Clawson who is a free flighter, one racer, one speed flier; and three newbies from the RC side. We put in 30 flights with four different versions of the Ringmaster, one being electric. A hot dog cookout finished off the day. Bob Whitney photo.

Thanks, Bob. Somehow we never get tired of the little plane that started so many of our stunt careers. Though their looks may be an acquired taste (The Ringmasters! What did you think I meant?) and despite their not flying like a Nobler, they still hold special memories for many pilots.

Stunt 'n Fun

The Southeast Stunt 'n Fun was a hit! Our contest CD was local club member Wayne Smith, and he did a bang-up job along with all his helpers. Wayne even provided a write-up for me to use.

Take it away, Wayne:

"The Southeast Stunt 'n Fun was held in Palmetto, Florida, on Carl Wegner Field, November 3 and 4. The weather was great for both days. This event had numerous sponsors that supported this event, and some donated with prizes and raffles for the entries.

Many thanks go out to all the sponsors, the MCRC (Manatee County RC) club and its members who supported and worked this event. Special thanks to Brodak Manufacturing, Frank Tiano Enterprises and Zap Glue, BMJR Models, Sig Manufacturing, and Paul Sequira for their donations that helped make this a great event for the club and the contestants.

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Sponsors were accredited on this nice banner hanging by the scoreboards. Wayne Smith photo.



The awards table was chock full of great stuff donated by various vendors. Also on display was the new perpetual trophy. Viglione photo.

"This was the first two-day control line event the club has held, and we had fifteen registered entries. This was also a first for having a Perpetual Trophy for the Expert event.



Here are tabulators Marge Josephson and Martha Doyle. Smith photo.

“Saturday had three entries for Beginner, seven entries for Old Time, and nine entries for Nostalgia 30. In the Beginner event ,Brian Malyn, flying his BMJR Nobler, bested Jim Howell and Scott Soanberger. It was great to have these contestants competing. In Old Time, Tom Dixon bested the field flying his All Australian. In Old Time, Roy Trantham came out on top flying his Humongous. Tom Dixon flew a Sweet Pea that sported a v-tail that impressed everyone.



Ken Cerny brought his colorful Super Ares. Sequira photo.



Tom Dixon readies his All Australian for OTS. Paul Sequira photo.



Even with all the Florida greenery, we had no trouble spotting this Tom Dixon rendition of the Adamisin Sweet Pea. Sequira photo.



This is Roy Trantham's Humongous. Sequira photo.



Here is the Sweet Pea from another angle. Viglione photo.



Dennis Toth gives Roy a nice launch.



This is Jim Lee's Mutation. Sequira photo.



Dennis Toth's Ringmaster is very colorful. Viglione photo.



Ken Cerny pilots his Marionette. Sequira photo.



Jim Smith flew this Barnstormer in OTS. Viglione photo.



Ken Cerny's new Marionett is a unique combo of Legacy aerodynamics and some Trivial Pursuit aesthetics. Sequira photo.



Eric Viglione's Cavalier looks very aggressive. Sequira photo.



Here's Dennis Toth's little Electric Stuka. Steve Bevington photo.

Tom Dixon's Cardinal features a patriotic paint scheme.

“On Sunday, Phil Bayly took Intermediate flying a Profile Pathfinder. In Advanced, Sam Niebel flew his Tracer and bested Dennis Toth and Bob Whitney. All three Advanced fliers were using electric power systems. In the Expert class, Tom Dixon took top honors flying his Cardinal.



Wayne Smith presents Phil Bayly his Intermediate first-place medal. Smith photo.



Dennis Toth was received his second-place medal. Smith photo.



Scott Soanberger received this Brodak-donated Pathfinder. Smith photo.



Left: Bob Whitney receives his third-place medal. Smith photo.



Below we see Sam Niebel sporting his first-place medal. Smith photo.



Roy Thantham won NOS 30 and received this first-place medal .



A casual group shot of the winners featuring (L to R) Bob Whitney, Sam Niebel, Dennis Toth, Tom Dixon, Eric Viglione, Wayne Smith, and Phil Bayly. Smith photo.

“For our Perpetual Trophy, there was a one-flight fly-off of the top three finalists in the Expert class. Tom Dixon, Eric Viglione, and Wayne Smith were all vying to be the first to put their name on this Perpetual Trophy. Wayne Smith ended up being the first Expert flier to have his name put on this trophy. (A full listing of all the contestants and results is posted elsewhere.)



Left: Wayne Smith presents Tom Dixon his first-place Expert medal.

Right: I had the pleasure of losing to Wayne Smith (L) and presenting him with the perpetual trophy for winning the fly-off, while he presented me with my second-place Expert medal. Bevington photo.

“Contests cannot be successful without the help of our members and volunteers.



Special thanks to Eric Viglione, Wayne Smith, Rich Peabody, Dale Josephson, Gene Martine, and Bill Rich for so graciously volunteering their time as judges. Our two tabulators, Marge Josephson and Marty Doyle, did a great job of tabulating the scores and posting them for the contestants. Ray Thompson, Kathy Smith, Jim Smith, Dave Roundtree, Sam Niebel, Paul Sequira, the great kitchen staff that provided lunch, the groundskeepers, and other club members volunteered to make this a memorable event for everyone.

“Hope to see more entries for next year’s event.

—Wayne Smith

Thanks for the great write-up, Wayne, and congrats on getting your name on that new trophy first!

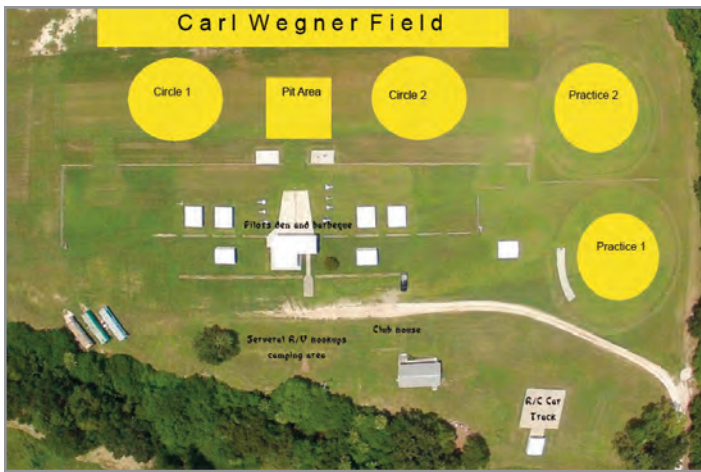
Among the awards presented at the contest were two unexpected awards brought by Gene Martine. It turns out that if you miss the Nats banquet, you might still get your award. Gene brought Bill Rich his fifth-place PA fly-off Nats award plaque, and Sam Niebel his second-place Senior PA award plaque.



Above: Gene Martine presents Bill Rich with his fifth-place Open Class 2012 Nationals PA plaque. Wayne Smith photo.

Left: Gene Martine presents Sam Niebel with his second-place Senior Class PA plaque. Wayne Smith photo.

This event has grown slowly over the last few years. Gene Martine was heard to say, “This is a fantastic facility. You need to get the word out, and people will love to fly here!”



Here is a fly-over shot of Carl Wegner Field with a little doodling on it to show our layout and great facility.

Now with a two-day venue and additional events, use of the large RC runway with clean air and room for extra circles and dedicated practice circles make space a non-issue. Additional amenities, like indoor plumbing, great food, camping hookups, etc., we now can handle a much larger turnout in a comfy setting.

Put this one on your calendar for next year. You won't regret it!

Katana progress

Last time I showed you my building bench. You saw my Katana fuselage and some wood shavings as I worked the top block. Katana is in one piece and in the paint stand now. No paint on it yet; I've been side tracked with a bunch of home improvement, including a new roof!

Things are settling down now, and I expect to get back in the shop to get it done hopefully in time for the return of warm weather and to start flying it. Can't wait!

I find seeing other people's builds inspirational. Please share your builds and other shop happenings with our district. I think we can all use a little pick-me-up now and then.



Eric Viglione's Katana in bones mock-up is shown here before it went onto the paint stand.

A few words on competition in District V

I would like to say a few words about competition in our district. I think the Southeast has gone through peaks and valleys

of attendance at our competitions.

This may be attributed to many factors, including monetary issues as a result of our bumpy economy. Let's analyze them a bit and think about ways to increase attendance:

Judges: These unsung heroes never get enough credit. One quirk I see with CLPA is that many of us can physically participate in the flying portion of the event right until we tip our toes.

This makes it very hard for those of us with a competitive nature to put down the handle and help out with judging. I personally have found a work-around where you might like to have your cake and eat it, too!

At least on a local level, for example, I have judged OTS and Beginner, while still being able to fly in NOS 30 and Expert. Depending on your interests, you can mix and match this idea to suit you.

It helps to have a flexible CD who will allow breaks for judges to fly in the other events if need be, or even tweak the flight order. This might not work at a large event where time is an issue, unless your events are on different days.

Volunteers: Uncle PAMPA needs you! LOL! Seriously, I can't tell you how many people I have talked to that don't feel qualified to help out.

This is such a misconception! Many hands make the load light. You don't need anything more than a can-do attitude to help out, whether it be to help with putting out signs by the road, the weigh-in, pit boss, score running, or even the preparation of the field and chalking out the pilot circles.

Please, don't be shy; your help at any level will be overwhelmingly appreciated by the CD!

Pilots: You would think this wouldn't be a problem. The flip side of the contest hounds, which can become a rare breed at times, are the kibitzers and wall flowers. You know the type—perfectly capable of participating, but tend to chew the fat or watch instead.

These people need a little encouragement, because I sincerely believe maybe not all, but many of these people would really like to participate, yet hold back either because they aren't prepared, don't feel qualified, don't feel their equipment is up to snuff, or whatever.

The time to start encouraging these folks is when a contest is still well out on the horizon. Discuss upcoming events at your field. Inquire what they plan to fly, and encourage them to participate.

If you hear they have an issue, like their plane is out of trim, they can't find some part they need, they still have to learn a maneuver or two, or some other issue, help them to overcome these obstacles in time to participate at the contest. Some of my best memories are of helping others and seeing them do well.

To conclude, I hope these thoughts are taken in the spirit intended, not as any kind of criticism but rather as a reminder of why we are here, which is to help one another and grow our events.

Many of you already do these things, and for those who haven't tried, all I can say is a little effort along these lines can pay back in a big way.

I have always found the members in District V to be not just great modelers, but great people, as well, and I am certain we all can be a positive influence in keeping competition alive and well in District V.

Thanks for reading. Until next time, see ya on the circle! **SN**

—Eric Viglione

District VI

by Allen Brickhaus

Illinois, Indiana, Kentucky, Missouri

This time we'll revisit the Western Kentucky/Southern Illinois Champs with help from other photographers. Then it's off to Muncie, Indiana, for the Fellowship of Christian Modelers event held the weekend after the WKSJ.

The journey to the Treetown Modelaires contest, held at the Aurora Airport, is a yearly trip for Kathy and me, and my pictures represent the contestants at that very nice site. My van then safely transported me to the Memphis venue, and I am also including a couple of shots sent to me and two pictures of Jerry Jack and his 120% Nobler as seen at the SIG Manufacturing contest in late June of 2012.

Thanks to James Mills, Crist Rigotti, Bob Dixon, Keith Spriggs, Michael Schmitt, and Mr. Kocher for their assistance with some of these extra shots. **SN**



Les Byrd is seen here flying at the Western Kentucky/Southern Illinois Stunt Champs this past August of 2012. Les has been a several-time visitor to the contest in Paducah. Next year's event will be run on August 17 and 18, 2013.

Below: Les Byrd brought his newly trimmed Bill Netzeband Fierce Arrow. Charlie Reeves also built a slick-finished version of this same size Fierce Arrow about seven or eight years ago.



Jordan Segal used his own numbers to design and build this P-51. It is a very nice-flying model. Jordan is most noted for his Combat flying, but lately has begun flying Stunt.



Tom Morris brought one of his lightly built and smooth-running, electric-powered Profile Cavaliers. The Cavalier is a John Simpson design and it flies very well.



James, Beth, and Ben Mills took advantage of the shady side of the storage building at the WKSJ Champs in Paducah last August. They drove from Ozark, Missouri, to attend the event.



Robert Storick brought his great-looking Thunderbolt to the WKSJ event. He often wins the Best Appearing model award with this plane at contests throughout the Midwest.



Here the Thunderbolt is caught in flight on the upper circle at the WKSJ Champs which is held at the McCracken County Model Air Park in Paducah, Kentucky.



Mark McKinney drove from the Aurora, Illinois, area to attend the WKSJ Campionships.



Jim Lee flew his Bob Palmer-designed Go-Devil at the Paducah-based contest.



Will Hinton is a supporter of the Fellowship of Christian Modelers event, which held at the AMA "L" pad on a later weekend of August each year. Allen Goff provides a wonderful event for the Midwest control line fliers.



Howard Rush made the long distance drive from the upper West Coast to attend the FCM contest at the AMA site. Howard is another fine Combat flier who has expanded his modeling skills to include stunt.



Howard's Impact is seen here in the fading light on the "L" pad during the FCM contest in Muncie, Indiana, this past August.



John Jordan, of the Dayton area control line club, brought an excellent example of Al Rabe's Bearcat to the 2012 FCM contest. He ran into tank problems and could not have a good engine run at the event. His workmanship is impeccable.



Our intrepid FCM leader, Allen Goff, prepares for the opening prayer and pilots' meeting at the FCM contest in late August of 2012.



Larry Fruits, Kenny Stevens, and Crist Rigotti discuss Crist's new ThunderVolt trike-geared stunter at the FCM meet.



Jeff Traxler brings his "fuel" to the pit area at the FCM contest. Jeff is now totally into electric and is steadily improving his performance.



Here are the stunt and scale event fliers at the FCM contest in Muncie. This is a totally nice bunch of guys.



Michael Schmitt is an accomplished model builder, flier, and photographer. His photos are often featured in this column.



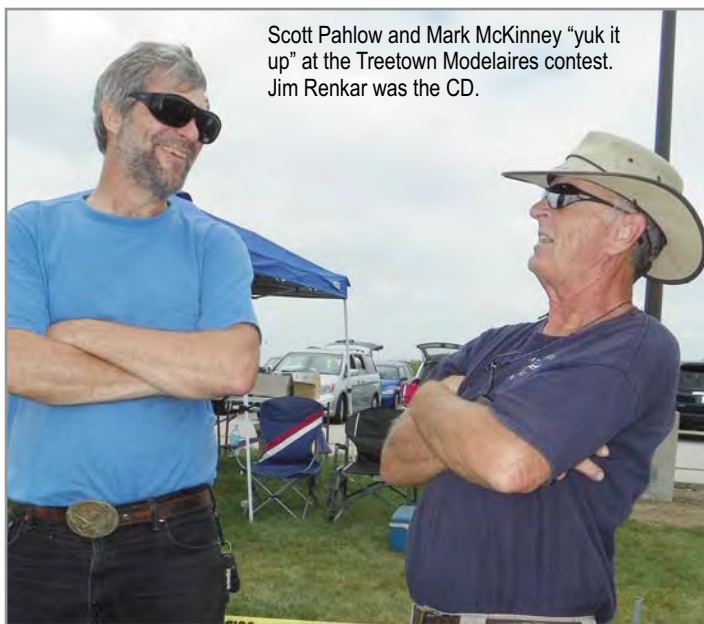
Pete Mick prepares his Twister for a flight at the Treetown Modelaires event. The Modelaires group prepares a nice site each year for the event.



Steve Gerding transformed a Twister into a Buster-like model for the summer contest season of 2012. Here he is at the Treetown event in Aurora last summer.



Crist Rigotti and Michael Schmitt await Crist's flight at the Treetown Modelaires Labor Day contest which is held at the Aurora Airport.



Scott Pahlow and Mark McKinney "yuk it up" at the Treetown Modelaires contest. Jim Renkar was the CD.



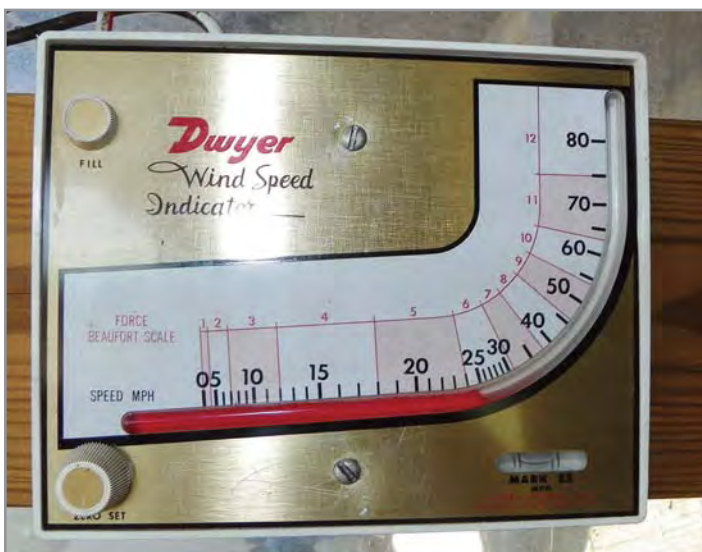
Steve Gerding and Bill Smith take in the day at the Aurora, Illinois, contest.



Charlie Reeves put his Big Job at risk on Saturday night. We did not fly until about 5:30 p.m. on Saturday to avoid the steady, strong winds. Charlie put in a safe and winning flight.



The pilots at the 2012 Memphis contest include this fine bunch of modelers. The contest brought pilots from Louisiana, Alabama, Mississippi, Illinois, and other states. Louis Rankin, Jim Lynch, and the Memphis crew have a well-prepared site, and I encourage any and all to attend their 2013 event.



Winds at the Memphis contest were a bit brisk as this anemometer shows so dramatically. Charlie Reeves saw this device measuring some 30 mph sustained winds.



Curtis Shipp bid on and won this box of original McCoy .35s, still in the original packaging as sent to hobby stores.



Louis Rankin and Jim Lynch prepare to hand out the hardware at the Memphis Classic model airplane contest. Louis brilliantly put together frames with older magazine ads for prizes at the Memphis event.



Bob Dixon also provided a picture of Jim Lynch's Al Rabe-designed Bearcat as seen at the 1976 Nationals in Dayton, Ohio.



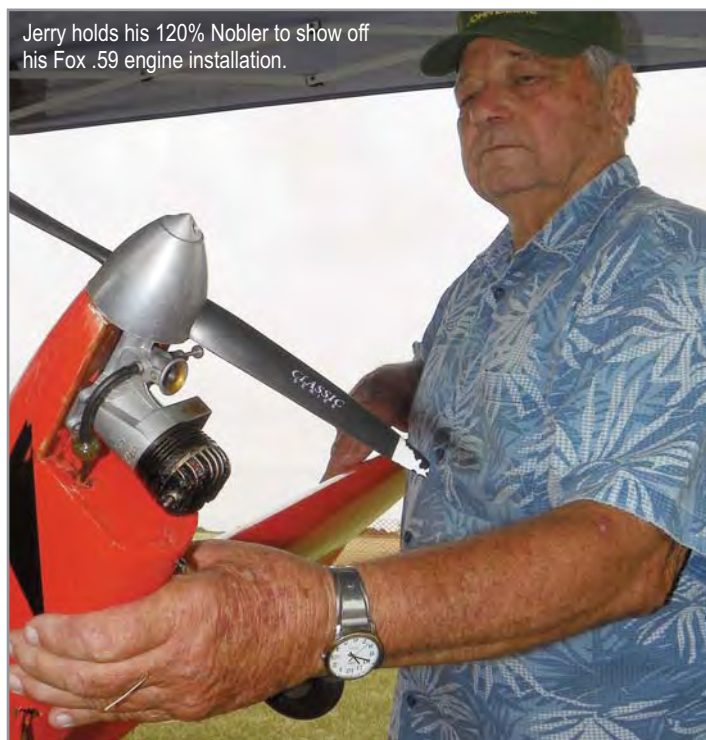
This Bob Dixon photo from the 1972 KOI depicts an unknown builder's Klapinski Tempest, Les McDonald's Tropicair, Bob Hunt's F-105, Charlie Reeves' Flying Red Horse, and Jim Lynch's original Volunteer.



Midwest pilot Jerry Jack brought his 120% Fox .59-powered Nobler to the SIG Championships this past summer in Montezuma, Iowa.



Again from Bob Dixon came this shot of Jim Lynch's fine, FM-published Volunteer.



Jerry holds his 120% Nobler to show off his Fox .59 engine installation.

District VII

by Bob McDonald

Well, it's time for more stuff from District VII. I don't have a lot to work with this month; however, I thought I could show a few pictures and comments from a spring flying session at the Midwest field in Northville Township, Michigan.

This is a pretty much weekly event from mid May on with mostly Rick Sawicki, the Adamisins, Bob Branch, and a few others who mostly fly electric. I now and then drop by as on this occasion, as I was in the process of trimming my new Apogee 5 and needed some input. It does help especially in the early trimming of a new model to have knowledgeable people look it over in flight. They won't solve all the problems, but it will help get through the basics of trim much quicker.

As you can see, in the picture below is my new Apogee with the Rick Sawicki collection lined up behind.



Here are some details from Rick about his airplanes in the above photo.

"The four planes which I brought out that day are all electric-powered and are flown in four different classes of stunt.

"The first plane in my lineup is a George Aldrich 1965 model of the AG-1 Duster. It was built six years ago from magazine plans and has been used in Classic competition even since. It is electric-powered by an AXI 2826/12 with a 12 x 6 pusher prop and a Hubin timer, and it utilizes four cells for power. Total weight ready to fly is 49 ounces.

"Next up is a Brodak kit of the Legacy, which is also electric-powered by the identical type of system components as the AG-1. It was built four years ago and has been used in PAMPA competition. The ready-to-fly weight is 61 ounces.

"The next plane in line is a Brodak kit of the Viking which is flown in OTS. It is also electric-powered and utilizes an AXI 2820/10 with an 11/5.5 prop, a Hubin timer, and four cells. It has a ready-to-fly weight of 39 ounces. It was built eight years ago and has been used in competition every year since. Its ready-to-fly weight is 39 ounces.

"The last plane in the line up is an ARF Brodak P-40. It utilizes a Pulso (\$20 motor) 2820-14 swinging an 11/5.5 prop, a Hubin timer, and four cells. This one's ready-to-fly weight is 49 ounces.

"All the planes still have the original motors and speed control units as put into them when they were built. These components have seen several hundred flights over the years, across all the four planes, attesting to the reliability and long life of the electric components if treated well and not over stressed."

Iowa, Michigan, Minnesota,
Wisconsin

Speaking of knowledgeable help, following is a group shot of those in attendance. Bob Branch, usually a regular at these get-togethers, was not here, as his wife Cynthia was not well. Later it was discovered she had lymphoma. Fortunately, as I write this (November), she is in recovery (prayers welcome).



From left to right are Dave Adamisin, Big Art Adamisin, Rick Sawicki, and Dennis Adamisin. McDonald photo.

Dennis and Dave Adamisin, as you may know, have been working with John Brodak, particularly regarding electric power systems for Brodak models. Following we see Dennis wringing out an electric-powered Joker. Also, the photo gives you a pretty good idea of how nice the Midwest control line field is.

Midwest is one of two RC organizations in my area which have embraced control line and made room for use on its facilities. The other is the Signalseekers (my primary flying site).



Here's Dennis Adamisin flying the electric Joker. McDonald photo.



Left: Here's the whole lineup: an electric Flight Streak, a Little Duper Zilch, the Sawicki collection (all electric), and my Apogee. In the background is Rick Sawicki flying his electric Brodak profile P40. McDonald photo.

That's all I have for now. Fly stunt, and please send me stuff for the column. 'Til next issue.

—Bob McDonald

Email: bobsp47@sbcglobal.net
 Snail mail: Bob McDonald
 28746 Westfield Livonia MI 48150
 Phone: (734) 421-4330

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

Hello, District VIII! My name is Doug Moon and I will be taking over the reigns from Don Hutchinson as your new District VIII representative. I would first of all like to say *thank you* to Don for holding this position for many years and working hard in District VIII to bring you much of the history of our event, along with what has been currently happening right here in our own back yard.

Don is a wealth of information and has been a staple of District VIII and the control line stunt community for as long as I can remember. Not only has he been District VIII rep for many years, but he has also been working as the President of the Dallas Model Airplane Association (DMAA). Don created quite a name for himself with his Stearman biplane and his ignition-powered Madman, and now he has a great line of plans for profile WWII planes.

He has competed very well at VSC over the years with the Dragon. His building skills are second to none. He even builds most of his own tools. Thanks again, Don, for your service to our community. And don't forget to send any information you have for the column my way.

A little bit about me

I was born and raised right here in Dallas, Texas. I am 43 years old, and by the time you read this I will be 44. I am married to Stevie and have three young kids: Grace 9, Katie 7, and Max 5. I have been flying control line since around 1990. I flew my first full pattern and flew in my first competition in 1994. My brother, Steve Moon, and I attended our first Nats that year, as well, in Lubbock TX. From then on I have been hooked on Stunt.

Over the years I have traveled around District VIII to many of our different contests. We have a very active contest calendar every year. If you are ever going to be in District VIII, check the contest calendar. You may never know there could be a contest near you.

This past year I attended the 2012 Nats in Muncie IN. I was able to win the Open division of event 322 and go on to win the overall Championship and place my name on the Walker Trophy. I am honored to have my name on that prestigious trophy, while at the same time being deeply humbled by all those who helped along the way to make it possible. Thanks again!

Charles Ash Memorial

As I am writing this, we just finished the 2012 Charles Ash Memorial Stunt Contest here in Garland TX, at Hobby Park over

District VIII

by Doug Moon

Labor Day weekend. Mike Scott was our Contest Director. His wife Pricilla, Linda Gleason, and Shelia Cranfill worked this contest as tabulators and ran the raffle.

On Saturday Classic and OTS were judged by Stephen Jeansonne and Doug Patterson. Advanced and Intermediate judges were Phil Nickles and Don Hutchinson. Expert was judged by Gary McClellan and Less Demmet. Bill Bischoff was the pull tester. Mike Greb was the ED for the racing event on Saturday. Thanks to all of our volunteers who worked at this contest. We couldn't have done it without you!

We had fliers attend from all over. I think Howard Rush gets the "Most Miles Traveled" award. He made his way to our contest by way of Muncie, Indiana! It was kind of a round-about way back home to Bellevue, Washington, from a family get together in Indianapolis. Howard traveled through Muncie for the FCM contest, then drove the *short* 950 miles down to Dallas, followed by a quick little run back up to Washington!

This was a well-attended contest. Saturday was OTS and Classic. In OTS the results were as follows: Frank McMillan, 1st; Sean McEntee, 2nd; Gaylord Elling, 3rd. Don Cranfill, Gregg Elling, and Joe Gilbert rounded out the field. In Classic: Sean McEntee, 1st; Gaylord Elling, 2nd; Dale McCord, 3rd; and Gregg Elling in 4th. On Sunday the PAMPA classes were flown. There were twelve fliers in Expert, two in Advanced, and two in Intermediate. Several fliers made the move up from Advanced to Expert at this contest.

On Sunday it was sunny, hot, and windy. We had pretty steady southwest-to-west winds all day. This was nice, as they are much more bearable from the west-southwest than from our typical eastern direction. In Intermediate we had two fliers, with Gregg Elling taking first over Tome Hamblet.

In Advanced we had two fliers, and Robert Redmon took top honors over Dale McCord. The Advanced ranks thinned out a bit at the end of the season, as some of the fliers decided to make the jump to Expert. Expert had 12 entries: Richard Oliver, 1st; Doug Moon, 2nd; Howard Rush, 3rd.

Also in our field of Experts were Darrell Harvin, Frank Williams, Gaylord Elling, Joe Gilbert, Sean McEntee, Mike Greb, Dale Gleason, and Don Cranfill. Frank McMillan was entered but had to leave early. As Richard Oliver took the top honors, Steve leaned over and said, "Don't worry, Doug. One day you will figure it out." Thanks for the encouragement.

During the flying an AT-6 Texan flew over then circled our field a couple of times. Later we found out fellow flier Jim Kirby

was getting a ride in that plane and decided to look in on our contest. It was really cool! (Steve was trying to watch the plane fly by as he did his overhead eights.)

Steve Kocher was on hand and took over 2,000 photos! I am certain many will show up here or online. Thanks, Steve, for documenting our great contest.

The District VIII Championship was wrapped up this year at the same contest. It is awarded to the flier who earns the most points, based on placing in the contests all over the district. The higher you place in a contest in your skill class, the more points you receive.

Intermediate, Advanced, and Expert placings are eligible to compete for the win. You accumulate points over the entire season. At the end the flier with the most points wins. A big congratulation is in order for Don Cranfill. He traveled around District VIII this year and earned enough points to claim the District Championship. His name will be placed on the perpetual trophy along with the previous winners.

Now the new season for the District VIII Championship begins. With the number of contests in our district, traveling and entering is as large a part of the equation as it is to place well. Don't hesitate. Get out there and log some contests and see if you can win that award, as well.



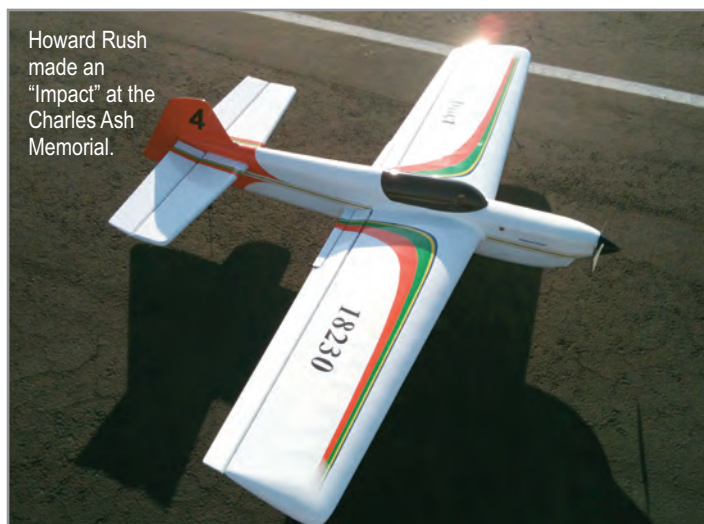
Richard Oliver flew his Maverick design at the Charles Ash Memorial.



Joe Gilbert flew this T-Rex at the Charles Ash Memorial.



The pits were overflowing at the Charles Ash Memorial Contest.



Howard Rush made an "Impact" at the Charles Ash Memorial.



Steve Moon gets ready for an early morning practice flight before the Charles Ash Memorial.



Gaylord Elling also flew an Impact at the Charles Ash Memorial.



Frank Williams flew his original-design Vortex at the Charles Ash Memorial.



Don Cranfill won the District VIII Championship with his Whatever.



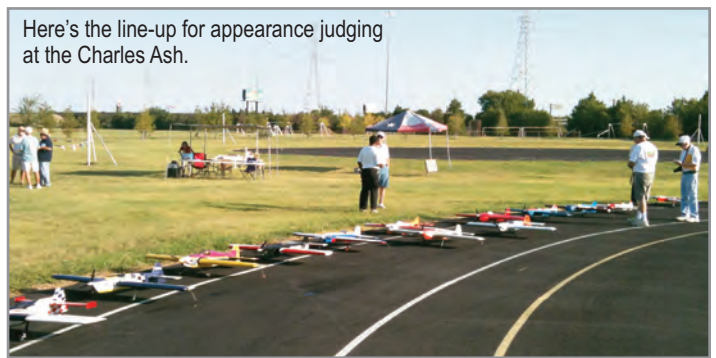
Here's yet another Impact. This one belongs to Dale Gleason.



Darrell Harvin built this electric-powered Infinity.



Dale McCord's Tabasco-powered Nobler is a "hot" ship.



Here's the line-up for appearance judging at the Charles Ash.

Gluedobbers Championships

On September 29-30, the Tulsa Gluedobbers held their annual Gluedobbers Controline Championships. This was a well-attended affair. You can access the Bob Reeves webcam at <http://www.webcam.somethinxtra.com/WebCam.htm>. This webcam looks right out over the field, and you can take a peek and see who is flying and what the weather is doing any time of the day.

I checked it several times during the contest. It was cool. You would see a plane in the air and people walking around—you know, just general contest stuff. It's fun to keep up with it live. I check the site pretty much daily just to see if anyone is burning some fuel or electrons.

On Saturday, Chris White bought an ARF Vector 40 kit. He and Tim Tipton started building it under the pavilion right then and there with plans to test fly it later that evening and fly it Sunday in Intermediate. Talk about getting after it! Marvin Denny, De Hill, Lee Thiel, Vance Munsell, Lew Woolard, and Doug Patterson would be the weekend's judges. Marvin's son David ran scores. Pat Reeves ran the registration. Doug Ames helped put on the show, and Colleen Gilbert made what I am hearing was a great chili and potato soup. Edie Oliver, Sheila Cranfill, Mrs Hildreth, and Linda Gleason helped with the preparation and serving. Thanks to *all* the volunteers, and I'm sorry if I missed your name. The competitors and spectators alike appreciate what you do so we can do what we do.

In the mix of it all an Antonov AN-124 did a fly by. How many wheels do those things have? It seems there is always something flying by in Tulsa. I was there in 2000 when all of a sudden an AT-6 Texan popped up over the trees and just kind of leisurely flew by. Just about the time he started to fade in the

distance, a P-51D came over the trees at a very fast pace. He was really low and had it wide open. My guess he was trying to catch the Texan (Shouldn't have been a problem – Ed.). It was really cool!

As always, Elwyn Aud has some great pictures of the event, and they can be found at www.tulsacl.com/Pictures.html and www.tulsacl.com/Pictures2.html. I picked up final results from De Hill and the website at www.tulsacl.com/Events.html. They can also be seen elsewhere in this issue.

The Bear at 80

Have you ever seen an eighty-year-old bear? Well, we have one right here in District VIII. On October 20, 2012, a stunt legend and icon turned eighty! Happy Birthday. Bob Gieseke!

Bob has won the Walker Trophy five times and the World Championships one time. He has always been, and will always be, a huge part of the stunt community. We are so lucky to have such a great aeromodeler and even better friend right here in District VIII.

His daughter, Christy, threw him a party. District VIII fliers on hand for the party were Mike and Pricilla Scott and their three grandkids; Steve and Jake Moon; Jerry Pilgrim; Tom and Doris Farmer; Stevie and I, along with our kids, Grace, Katie, and Max; and Jim Young and his wife. Most of Bob's family was on hand, as well, including his brother Don, his son Max, and some of the grandkids.

There were burgers, hot dogs, and cake and ice cream. It was a great time and the weather was perfect. Thanks, Christy, for throwing such a nice party.



An 80-year-young Bob Gieseke blows out his birthday candles.



Bob opens his presents!

Lee Lorio Memorial

On October 20-21, 2012, the Lee Lorio Memorial Stunt Contest was held in Baton Rouge, LA. Doug Patterson sent me a write-up on this one. The results can also be seen elsewhere in this issue. Take it away, Doug.

“Special thanks to all the contestants who came and put on a great show, and to Cathy Causey, Kathleen Patterson, Colleen Gilbert, Sheila Cranfill, Jackie Rogillio, Gil Causey, Brent Rogillio, Nick Iacoussa, Merle Pettigrew, Matt Davidson, Andy Chase, Sr., Andy Chase, Jr., Frank Chase, and Tommy Mansur, who all worked tirelessly the whole weekend in making things go well. Also thanks to Richard Oliver and Ray Dore, who made a fine young boy (Carter) very happy by donating an Oriental OS40H and new handle and lines, respectively.

Dale Gleason flew this profile Cub at the 2012 Lee Lorio Memorial contest. Photo by Steve Kocher.



Here's the bellcrank mount on Dale's Cub.



Here Bob enjoys some cake with Mike Scott and Jim Young.



Dee Rice flew this Don Still Stuka-designed at the 2012 Lee Lorio Memorial.



Tom Dixon flew this Cardinal at the 2012 Lee Lorio Memorial.



Here's Allan Perret's RMD Ringmaster at the 2012 Lee Lorio Memorial.

"We had additional pilots' prizes (glow starter/charger, gallon of fuel, and spinner) that were also given to Carter to launch him on his way! He is excited and has the enthusiastic support of his mom.

"After the contest concluded on Sunday, several people (Allan

Perret, Gil Causey, Nick Iacoussa, and Brent Rogillio) took Carter to the grass circle to see how he could handle Nick's Twister on a training flight. With excellent instruction from Allan Perret, young Carter flew more than ten successful laps and almost made a successful landing (a little nose-over). It appears that young Carter is really excited about becoming a 'stunt-monster.'

"Allan Perret may have a new protégé. Special credit goes to Gil Causey for recruiting this young man while shopping at the local hobby shop, Hobby Towne! In mentioning Hobby Towne, a special thanks to Mr. Andy Chase, Sr., for his on-going support of our annual contest through monetary donations and aircraft supplies, and also to his two sons who, along with their Dad, arrived at the flying field very early to help set up for the days' events.

"Saturday's events included Profile Stunt, Classic Stunt, N-30 Stunt, and Warbird Stunt. In Profile, Don Hutchinson flew a great pattern with his Dauntless to take first in Advanced. He did so well that he passed on his second round flight (he didn't think he would improve on the 523.5) and he was probably right.

"Perry Rose, who came all the way from Connecticut, took second, followed very closely by Allan Perret. Joe Gilbert, flying the T-6 Texan, placed first in Expert. Man that 'Thing' is like on 'rails!' Dale Gleason finished second flying a new Don Hutchinson designed and built J-3 Cub. It was like 'The little plane that could ...' Hutch really has a gift for designing and building truly great flying semiscale warbird/profile airplanes.

"Close behind was Richard Oliver, flying a profile Oriental he had won at a raffle at the Tulsa contest a few weeks before. He had virtually no flying time on a plane that had its own idea as to how a pattern should be flown, but R.O. corralled it into flying a 535-point third place. Intermediate was taken by an ever improving Mike Makepeace flying a Ringmaster, and second was Ty Marcucci.

"Warbird stunt was taken by Mr. Mike Donovan flying a Sterling Spitfire; Joe Gilbert was a close second again with the T-6, and Dale Gleason was third with the Little J-3 Cub. Classic was taken by Tom Dixon, flying his own design 'Predator.' Tom flew a very impressive pattern. Don Cranfill finished a close second with his Skylark, and Joe Bowman was a close third.

"N-30 was taken by Dee Rice in a nicely constructed Don Still Stuka. Those Stuka's 'still' (little play on words, eh!) fly great patterns! Mike Makepeace was second.

"Sunday's PAMPA class PA events were hotly contested. Intermediate had David Roland taking first, with first time visitor Leroy Polk close behind in second, and Ty Marcucci taking third. Leroy came with Tom Dixon from Ellijay, Georgia. Advanced was taken by Perry Rose (by one point over Allan Perret) flying a Twister/OS40FP.

"Allan was flying a beautiful Olympia with a sweet-running Stalker .51. Very close behind in third was Ole Hutch with his Dauntless, which, by the way, was on its 250th mission (figuratively). It was a real shoot-out in Expert. Only 14.5 points covered the first six places. Richard Oliver was flying, I believe, a Mule #4 that was powered by a RoJett .76, and he won by 3.5 points over Joe Gilbert, who was flying his own-design PA .75-powered ship. Dale Gleason, flying an Impact that was powered by a PA .75, was a close third, and Joe Bowman with his beautiful Road Runner was right on Dale's heels in fourth. The competition through all seven places was the closest I've seen to date in a District VIII contest.

"Special awards went to Mike Donovan for Best Warbird—Spitfire, and Spirit of '64 Spitfire; Joe Gilbert for Top Gun (highest placing in two or more events); Pilots' Choice went to Joe Bowman for his beautiful Road Runner. The District VIII

Outstanding Service Award went to Sheila Cranfill, who always gives of her time and help at DVIII contests.

"Till next year, 'Good Air' and smooth flying. God speed, Doug."

Thanks for that great report, Doug!

Helping Carter

I received the follow from Allan Perret:

"Sunday after the contest, when most everyone was on their way home, I was just hanging out resting in the shade. I saw Gil and Nick heading over to the grass circle with Carter and a Twister (Nick's) for his first lesson. The wind was starting to blow a little. I saw Nick put the Twister up with Carter kneeling next to him in circle.

"Nick did a couple of tight loops, and I could tell the Twister had fast controls. Wind, fast controls, loops—just what you need for a first time flier ... So I went over and offered my services as instructor and Nick accepted. I managed to solo Carter on our second flight (without breaking Nick's Twister) and consider that a big accomplishment considering the conditions.



Richard Oliver gave his profile Oriental to Carter Alfonso.



Carter proudly poses with his new plane.

"Carter did about ten laps on his own, with me walking around just off his right shoulder, just in case. Only once did I have to reach in at the last second and save him from putting it in the dirt. After the lesson I talked with his mother and told her I would let them know whenever I come back to

fly in Baton Rouge so we could get together for some follow-up lessons. I noticed she had been taking pictures, so I asked her to send them to me, and that's what I posted here.

"Carter did real well considering the fast controls and the wind. I plan to bring a more appropriate trainer with me for follow-up lessons and to take a look at slowing down the controls on the plane that Richard Oliver gave him. Doug Patterson and crew did another great job with the contest, but helping Carter discover the world of control-line was the highlight of the weekend for me."



Gil, Nick, and Allan give Carter his first lessons on a Twister.

Below: Carter successfully soloed with Allan Perret's instruction.



Thanks for the input from some of our fellow District VIII fliers. I will most certainly need input from all our District VIII members along the way in this post. Any projects you have going, contests



Ray Dore donated one of his custom handles and line sets to Carter.

you attend, pictures you would like to see in the pages of *SN* or if you want to just say hi, please don't hesitate to send me an email to dougmoon12@yahoo.com or drop me a line.

Thanks.

—Doug Moon

Bob Hunt has been supplying the Control Line Stunt community with World Class, foam-based model airplane components since 1969. Stunt models built with foam components produced in his shop have won more World and National Championships than all others combined!

The vast majority of CL foam component innovations are traceable to his shop. He was the first to use triple-section coring for reduced weight. He was also the first to offer foam flaps that were cut as an integral part of the wing core and then separated from the wing after covering, ensuring a perfect fit between the flap and the wing.



Here's Bob Hunt at the 2011 Nats with his new, electric powered, Crossfire Extreme. The model features a Masterflite foam wing that was cut and covered with the flaps integral to the airfoil. The flaps were then separated and framed with balsa. Photo by Gene Martine.

Bob developed the system of using Lite-Ply landing gear ribs that install between the leading edge and the spar, and accept lightweight, load-dispersing landing gear plates instead of the heavier maple blocks. More recently, he has developed a system of accurately cutting fully rounded foam leading edges on the cores that he produces, along with a foolproof method for attaching molded balsa leading edge caps on the cores. This system yields extremely accurate wings that are lighter and easier to construct.

These innovations and many, many more were born from constant research and development in the competition arena. Bob was the first to win a World Championship Gold Medal flying a CL Stunt model fitted with a foam-core wing. Foam wing cores and wings built by him have enabled hundreds of CL Stunt enthusiasts to realize superior model performance and have helped them to win

consistently in aerobatic competition.

When you are preparing to build that next "World Beater" stunt model, remember that Bob has been producing wings for just such models for 40 years! He's serious about light, accurate, and innovative stunt model components. If you want to win, you should be too!

Robin's View Productions offers custom-cut foam wing cores, covered foam wings that are ready for control system installation and joining, and also fully built wings complete with flaps, tips, adjustable leadout guide, tip weight box, and control system installed. RVP has templates for all the popular CL Stunt and Classic Stunt models, and can custom template and produce your original design wing for you. Bob personally cuts each wing core using only top-quality virgin bead foam. Covered wings are produced using only the finest, hand-selected, contest-grade balsa.

For a complete listing of the myriad products and services offered by Robin's View Productions, please send a large SASE to: Robin's View Productions, PO Box 68, Stockertown PA 18083, call (610) 746-0106, or email Bob at robinhunt@rcn.com. Phone orders are welcome and RVP accepts Visa and MasterCard for your convenience.

Along with all RVP products comes the invitation to call with any questions about model building. RVP offers an evening "Hot Line" for questions you might have while you are building in your shop.

REMEMBER OUR MOTTO:

Relentless Innovation!

District IX

by Carl Shoup

No report this month. *SN*

Colorado, Kansas, Nebraska, North
Dakota, South Dakota, Wyoming

District X

by Jim Hoffman

Arizona, California, Guam, Hawaii,
Nevada, Utah

Barton Award: Following is an excerpt from a presentation from Eric Rule:

“The Douglas E. Barton Sportsman of the Year Award is presented annually to an individual in California who reflects the attributes that Doug Barton demonstrated for many years. The award was created to recognize someone who works diligently, often behind the scenes with little or no recognition in order to make flying model aircraft more enjoyable for all of us. You cannot win the award because you are a good flier. Winning a lot of contests will not qualify you for the award. The only way you can qualify for the Doug Barton Award is by working selflessly for many years to better the hobby.

“The individual receiving the Doug Barton Award in 2012 is Warren Walker. Those of us who know Warren can give you a long, long list of things that Warren has done for CL modeling in Southern California. He has been an executive in the KOTRC, a CD many times, and the cook at many contests.

“Warren is the fellow who stores the club’s contest supplies and delivers them to the field for every event. He sets up the equipment, takes it down, and stores it until the next event. Anytime the club needs anything to do with metal, it is always Warren who builds it and gifts it to the KOTRC. If the club has a field repair day, you can always count on him to be there and work like a dog until everything is completed!

“A number of years ago Warren decided to open up his workshop to anyone who wished to build. These ‘Thursday Nights at the Man Cave’ have become one of the best evenings for many club and non-club members. Warren not only provides a space to build, but he also cooks a gourmet meal for the folks who attend.”

Bill Heyworth

The annual 1/2A profile scale contest was held this past October in Tucson. Since it is littered with stunt folks, I will put a few photos of the group. Sadly Bill Heyworth attended on Saturday, but was taken to the hospital that night and passed away a week later. Bill was a kind, generous, and knowledgeable soul who will be greatly missed by all. He truly loved modeling and was always helpful to anyone needing assistance. A memorial was held at the Tucson flying field shortly after his passing; it was well attended by control line, RC, and dog shelter communities. Bill will be greatly missed by me and a long list of others.

Golden State Stunt Championships

I traveled to Madera, California, to attend the Golden State Stunt Championships (GSSC) in October and was treated to an outstanding weekend of stunt. I cannot say enough nice things about the efforts and results of the hardworking executive contest directing team of Brian and Mike Massey, and Bob Swan. At the

Saturday night banquet we were treated to Paul Walker’s impromptu recollection of the US FAI Teams’ excellent adventure to Bulgaria this past summer and the hurdles they climbed to win the Team World Championship. Paul was both informative and entertaining.

We enjoyed a clean, smooth flying site at the local airport and could park right next to the ramp where we flew. Nobody minded watching the private planes and biz jets come and go all day. The hotel was very comfortable, had great rates, and was maybe 1/2-mile from the site. The contest attracts oodles of stunt fliers from as far south as Tucson, Arizona, and as far north as Vancouver, British Columbia. The quality of flying and craftsmanship on display was superb, topped only by the camaraderie exhibited by all. (Maybe next year they can get the wind not to blow into the sun!) *SN*



Warren Walker accepting the 2012 Doug Barton Award.



Here are the pilots and planes that flew in the 1/2A Multi Engine Scale Extravaganza that was held in Tucson, Arizona.



The late Bill Heyworth passed away in 2012. This service-minded individual will be missed by all who knew him. Here's Bill with his Grumman Skyrocket at the 1/2A Multi Engine Scale Extravaganza. Goodspeed, Bill.



Lou Wolgast's 1/2A Multi Engine Scale model features two wings, three throttled motors, two rudders, and miles of rigging.



Robin Sizemore and his Chipmunk get ready for a flight at the September Marschenke Contest in Tucson. Lou Wolgast assists.



Warren Tiaht holds John Callentine's Mustang while John sets the needle at the September Marschenke Contest in Tucson.



The GSSC management team of Bob Swan, Mike Massey, and Brian Massey kept it moving along.



Pete Giammona of Reno, Nevada, concentrates on a stunt pattern.



Another Phil Granderson masterpiece of balsa, paint, and imagination at GSSC.



Here's Pete Cunha's Classic Olympic at GSSC.



Jim Aron flew his Classic Feno at GSSC.

District XI

by Mike Haverly

What is winter and August? If you ever watch the TV show “Jeopardy,” you could say it is a proper response to one of their categories. Often, during conversation—usually with non-native Washingtonians—the subject of weather comes up. In western Washington and Oregon it rains, a lot. Not so much in the eastern area of both states.

Alaska, Idaho, Montana, Oregon,
Washington

When I hear a transplant or a visitor make the observation (or complain), I just explain that we have two seasons here: winter and August!

Actually, we have a very mild climate here with very little snow in the winter, but we can’t count on nice weather until August, and that can be “iffy.” Winter flying happens when the

temperature reaches about 45 with no rain, which is more often than advertised.

Funny thing is, this year we had a record dry stretch for this region that continued through the complete contest season nearly to November, 75 days in all. The last contest of the year in this region is traditionally the Fall Follies sponsored by the Western Oregon Line Control-line-Fliers, aka "WOLF," headed up by Mike Hazel and the seemingly tireless John Thompson.

The weather was perfect and as always well attended. This contest is where the annual Vintage Stunt Trophy race is settled. The trophy, sponsored by Don McClave, is awarded to the top scorer in the *Flying Lines* Northwest standings in combined Old-Time and Classic Stunt. This year's trophy points race ended in a tie, with John Thompson catching up with Alan Resinger on the final day of competition. The results of the contest will be posted elsewhere as well as the *Flying Lines* website: <http://flyinglines.org>.

Our local clubs also have "Fun Flies" throughout the year. The Northwest Skyraiders' event was well attended with lunch always a highlight. Robby Hunt is attending school in the area, and Howard Rush made sure he was in attendance. We hope to see more of him in the future!

Another event, albeit unofficial as far PAMPA is concerned, is the annual Ringmaster Fly-A-Thon started by The Brotherhood of the Ring: www.brotherhoodofthering.info. This year a total of 1,685 official flights were amassed around the world, 113 of which were flown in our region. This event continues to gain popularity and gives us an opportunity to visit our past without competition.

The end of October, five of us from the Northwest took a road trip to Madera, California, for the Golden State Stunt Championships. I say five, but really two are from southwest Canada. It seems easy to count Chris Cox and Alan Resinger as "locals," since they attend nearly every contest in these parts. The other three were Paul Walker, Howard Rush, and me.

All five of us are flying electric models. Paul and Howard finished first and second, respectively, putting on a clinic with their Impacts. The weather was gorgeous and the contest was first class, as well as the new and apparently permanent venue. My camera was broken but I'm sure Jim Hoffman has a fine write-up on this must-do event.

Well, it's not August and the rain has started, and so has the building of next year's models. I have a couple started and have heard of a few others.

Until next time stay dry and think Stunt. **SN**

—Mike Haverly



Mike Hazel gets to fly his profile Cardinal when he's not running the contest, or cooking, or tabulating scores, or ... *Flying Lines* photo.



Note the brown grass in the pit area. This is pretty common for this region at this time of year. *Flying Lines* photo.



John Leidle prepares his Spacehound for an official flight. He flies this model in both expert PA and Classic. It's a good-flying design. *Flying Lines* photo.



Chris and Joan Cox are Canadians whom we consider locals. Chris attends nearly every local contest.



Tom Strom has made his way through Intermediate to be a very competent Advanced flier this season with his electric Vector 40. *Flying Lines* photo.



Paul Walker, Keith Varley, Jerry Eichten, and Don McClave enjoy a front row seat. Note the sun glasses. *Flying Lines* photo.



Marc Winz won the Beginner class at the Fall Follies flying this Gordan Delaney-designed Profile Pathfinder.



Here's another view of Tom Strom's Vector 40. Tom has flown at the top of RC Pylon competition. He's no stranger to good workmanship.



Chef Mike Hazel chef prepares the lunch. *Flying Lines* photo.



Paul Walker holds court while Howard Rush and Randy Powell pretend to pay attention. *Helmick* photo.



Left: The ever-present food! Helmick photo.

Below Howard is making yet another adjustment to his Impact while Robby Hunt looks on. Helmick photo.



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Contests

Stunt News Contest Calendar

For up-to-date listings and additional information, see the PAMPA Web site: www.control-line.org, then go to Resources/Documents/2012 PAMPA Contest Calendar. See also the AMA website: www.modelaircraft.org/events/calendar.aspx. Be sure to confirm with the CD before going to a contest. Please submit new listings and contest results to Howard Rush, hmrush@comcast.net. Submit contest ads to Gene Martine, [gmflyng@bellsouth.net](mailto:gmflying@bellsouth.net).

Sir Dale Kirn Memorial Knights' Joust

June 9-10, 2012, South El Monte CA
Results from www.KOTRC.org

Expert

1	Stan Tyler	525.5
2	Igor Panchenko	517
3	Kestutis Dvarvydis	513
4	John Wright	502
5	Leroy Black	491
6	Warren Walker	438

Advanced

1	Mark Wasnick	501
2	Jim Lalley	500.5
3	Parrish Jacoby	473
4	Chris Forbes	469.5
5	Bill Barber	414.5
6	Al Shorey	395.5

Intermediate

1	Fred Staley	459
2	Frank Martin	205.5

Beginner

1	David Kick	225
2	Mike Alurac	67.5

Classic

1	Stan Tyler	544
2	Steve Harris	543.5
3	Leroy Black	533.5
4	Kestutis Dvarvydis	529.5
5	Jerry Silver	526
6	Burt Brokaw	511.5
7	Warren Walker	492.5
8	Mark Wasnick	490.5
9	Fred Staley	454.5

Old Time

1	Stan Tyler	491
2	Burt Brokaw	472
3	John Wright	465
4	Leroy Black	424.5
5	Larry Renger	411
6	David Kick	158.5

1cc

1	Leroy Black	477
2	Larry Renger	462.5
3	Bill Barber	375.5

Profile Competitor

1	John Wright	521.5
2	Antone Kephart	515.5
3	Warren Walker	504
4	Stan Tyler	500
5	Parrish Jacoby	494
6	Chris Forbes	490.5

Profile Sportsman

1	Fred Staley	463
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Southern Ontario Control-line Championships

August 17-19, 2012, Dresden Ontario
Results from Balsabeavers.com

F2B

1	Peter Hanson	141.25
2	Geoff Higgs	135.4
3	Len Bourel	133.95
4	Keith Morgan	126.9
5	John McFayden	126.75
6	Bill Trumble	121.25
7	Mike McMahon	118.1
8	Tom Morgan	113.7

Beginner

1	Bill Huckins	52
2	Naomi Macklem	51.25

Old Time

1	Len Bourel	338
2	John McFayden	310.5
3	Keith Morgan	309.5
4	Stu Henderson	293
5	Paul Smith	282
6	Doug Blackmore	279.5
7	Chris Brownhill	275.5
8	Mike McMahon	274
9	Tom Morgan	267

Profile

1	John McFayden	139.25
2	Keith Morgan	129.3
3	Brad LaPointe	123.55
4	Ron Peters	126.55
5	Tom Morgan	124.6
6	Bill Trumble	121.95
7	Doug Blackmore	117.3
8	Mike McMahon	114.3

Fall Stunt

September 9, 2012,
Niagara Falls, Ontario
Results from Balsabeavers.com

F2B

Judges: Dave Kelly, Chris Brownhill

1	Peter Hanson	146.15
2	Len Bourel	141.35
3	Geoff Higgs	139.9
4	John McFayden	134.55

Profile

Judges: Peter Hanson, Geoff Higgs

1	Len Bourel	137.5
2	John McFayden	135.5
3	Ron Peters	133
4	Dave Kelly	124.5
5	Chris Brownhill	107.5

Tabulator: Naomi Macklem

South Arkansas Stunt Championships

November 3-4, 2012, El Dorado AR
Results from Norman Faith, CD

Expert

1	Joe Gilbert	581
2	Dale Gleason	561
3	Don Cranfill	560
4	Mike Greb	549.5
5	Mike Donovan	517

Advanced

1	Jason Greer	544
2	Bob Redmon	464.5

Intermediate

1	Louis Keller	484.5
2	Mike Makepeace	441
3	Terry Tucker	330.5

Old Time

1	Joe Gilbert	254
2	Mike Greb	251
3	Don Cranfill	243.5, 241
4	Mike Donovan	243.5, 237
5	Jason Greer	210.5
6	Mike Makepeace	104.5

Profile Expert

1	Joe Gilbert	503.5
2	Dale Gleason	497

Profile Advanced

1	Jason Greer	514.5
2	Bob Redmon	441.5
3	Tim Tipton	423

Profile Intermediate

1	Mike Makepeace	426.5
2	Terry Tucker	307

Profile Beginner

1	Dan Berry	170
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Dale Gleason's Cub at El Dorado

Jim Coll Memorial

August 11-12, 2012, Hurlock, MD
Results from Tim Stagg, CD

Expert

1	Mike Palko	570
2	Bob Hunt	563.5
3	Dan Banjock	561
4	John Saunders	545.5
5	Tim Stagg	543
6	Joe Adamusko	533.5
7	Scott Richlen	530

Advanced

1	John Tate	508
2	Lou Ruger	506
3	John Ashford	499
4	Jimmy Welch	498.5
5	Bernard Suhamski	482.5
6	Alan Buck	481.5
7	John Lindberg	479.5
8	Bob Krug	464.5
9	Brad Smith	461.5
10	Ken Armish	459
11	White	442
12	Lloyd Gregory	411.5

Intermediate

1	Vincent Judd	503.5
2	Rick Wetzel	486
3	Paul Raley	474
4	Tom Taylor	459
5	John Murphy	372

Beginner

1	Jerry Davis	203
2		78

Expert Old Time

1	John Saunders	331
2	Bernard Suhamski	308
3	Dick Houser	296
4	Phil Spillman	284.5
5	Brad Smith	272.67

Intermediate Old Time

1	Rick Wetzel	371.25
2	Dennis Hastings	131.5

Expert Profile

1	John Saunders	543.5
2	Scott Richlen	535
3	Phil Spillman	528.5
4	Tim Stagg	507
5	Dick Houser	486.5

Advanced Profile

1	John Lindberg	500.5
2	John Tate	484.5
3	John Ashford	471
4	Brad Smith	458
5	Bernard Suhamski	448.5
6	Alan Buck	420.5
7	Ken Armish	374.5

Intermediate Profile

1	Rick Wetzel	419
2	Tom Taylor	400

Beginner Profile

1	Jerry Davis	197
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Hi Johnson Memorial

October 6-7, 2012, Van Nuys CA
Results from Bill Barber, CD

Expert

1	Stan Tyler	539.5
2	Igor Panchenko	525.5
3	John Wright	507
4	Antone Kephart	403

Advanced

1	Burt Brokaw	554
2	Osvaldo Campos	542
3	Chris Forbes	528.5

Intermediate

1	Erik Duggie	419
2	Andy Borgogna	408.5
3	Stan Kitzes	396

Classic

1	Jerry Silver	545
2	Stan Tyler	536
3	Burt Brokaw	505.5
4	Antone Kephart	498.5

Old Time

1	Burt Brokaw	295
2	Stan Tyler	278
3	Andy Borgogna	220

1cc

1	Larry Renger	456.5
2	Eric Rule	426
3	Andy Borgogna	411

Profile Competitor

1	Ray Firkins	521
2	Burt Brokaw	481
3	Chris Forbes	480
4	Chip Hyde	479

Profile Sportsman

1	Erik Duggie	444
2	Andy Borgogna	443.5
3	Stan Kitzes	427.5

West Ohio Stunt Contest

August 12, 2012, Dayton, OH
Results from John Jordan, CD

Expert

1	Wes Dick	513
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Advanced

1	Bob Campbell	426
2	Mark Messmer	425

Intermediate

1	Frank Sparacino	388
2	Rob Young	325

Classic

1	Wes Dick	500.5
2	Rob Young	344

Profile

1	Frank Sparacino	380
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Judges: Scott Reynolds, Bruce Reynolds
Food: Barb Bennett, Juanita Reynolds
Tabulator: Ralph Hoebner
Runners: Les Byrd, Carl Weiner

Broken Arrow 25 Stunt and Scale Contest

September 22-23, 2012, Valley Park MO

Results from Bob Arata, CD

Expert

Judges: Steve Smith, Jim Thomerson

1	Charlie Reeves	574.5	Humbler	PA .61
2	Allen Brickhaus	563	Olympus	PA .61
3	Dennis Vander Kuur	555.5	Legacy	PA .65
4	Robert Storick	552	Continental	PA
5	Dan McEntee	551	Score	Saito .56
6	Michael Schmitt	549.5	Tempest II	PA .61
7	Jim Lee	547.5	Sunflyr	Evolution .60
8	Jim Lynch	546.5	Super Ares	PA .40
9	John Garrett	546	P Force	OS .32F
10	Crist Rigotti	540.5	Thundervolt	Cobra electric

Advanced

Judges: Ted Winterman, Dan McEntee

1	James Mills	530	Shark 45	Barker ST .51
2	Larry Fruits	521.5	SV-11	PA .65
3	Steve Smith	486.5	Twister	OS .46LA
4	Brian Harris	471	Buccaneer	OS .40FP
5	Howard Terrell	449.5	Tutor II	Supertigre .51
6	Joe Thompson	448	P Force	Dixon OS .40FP
7	Gary Frost	437	Original	

Intermediate

Judges: Bob Arata, Don Stanford

1	James Pescetto	445		
2	Bob Johnson	387.5	Be Bop Deluxe	OS .25FP

Beginner

Judges: Bob Arata, Don Stanford

1	Ed Palacios	184.5	Fnhes	Supertigre .35
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Basic Flight

Judges: Bob Arata, Don Stanford

1	Ben Mills	225.5	Skyray 35	Fox .35
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Classic

Judges: Steve Smith, Dan McEntee

1	Charlie Reeves	498	Humbler	PA .51
2	Jim Lynch	494	Super Ares	PA .40
3	Michael Schmitt	481	Eclipse	PA .65

Old Time

Judges: Jim Thomerson, Bob Arata

1	John Garrett	310	Barnstormer	R&J Fox .35
2	Michael Schmitt	274.5	Jamison	OS .40FP
3	Crist Rigotti	270.5	Jamison	Scorpion electric
4	Charlie Reeves	172.5	Big Job	Fox .59 FI
5	Allen Brickhaus	150.5	Adams Special	Fox .35
6	Ed Palacios	149.5	America Sr.	Fox .35
7	Joe Thompson	135	Smoothie	Dixon OS .40FP
8	Jim Lee	117.5	Go Devil	Atwood Super Champ

Nostalgia 30

Judges: Steve Smith, Dan McEntee

1	Allen Brickhaus	508	Olympus	PA .61
2	James Mills	482.5	Shark 45	Barker ST .51
3	Jim Lee	455.5	Mutakion	T&L ST .46

Profile

Judges: Steve Smith, Dan McEntee

1	John Garrett	515.5	P Force	OS .32 F
2	Dennis Vander Kuur	501.5	Twister	OS .40LA
3	Jim Lynch	501	Barracuda	OS .46LA
4	Michael Schmitt	496.5	Encore	OS .46LA
5	Allen Brickhaus	493	TEOSAWKI	OS .40FP
6	Crist Rigotti	482	Resolve	Cobra electric
7	Gary Frost	464.5	Original	OS .40FP
8	Ed Palacios	182	Sheik 402	OS Max .25

Spirit of '52: Jim Lee, Go Devil

Spirit of '68: Charlie Reeves, Humbler

Spirit of '82: Allen Brickhaus, Olympus

Black Feather Award: Bob Johnson

Concours: Robert Storick, Continental

Pull Test: Dan McEntee, Gary Frost

Runners: Ben Mills, Brian Harris, Becky Smith

Photographer: Keith Spriggs

Tabulators: Randy Ross, Joann Lynch

Awards: Gus Vogeles, Allen Brickhaus, Dan McEntee, John Moll
Larry Wooldridge, Bob Arata

GSCB Fall Airshow Part II

October 7, 2012, Palisades Park, NJ

Results from Mike Ostella

Expert

1	Dan Banjock	526.5
2	Joel Constantino	444
3	Mike Cooper	440

Advanced

1	Doug Benedetti	473.5
2	Sean Cook	466
3	Ed Barry	463.5
4	George Waters	462
5	Neal Beekman	448

Intermediate

1	Ron Testa	329.5
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Mike reports that it was very windy, and turnout was light.

Oklahoma Control Line Championships

September 29-30, 2012, Catoosa OK

Results from De Hill, CD

Expert

Judges: Doug Patterson, Lew Woolard

1	Richard Oliver	561	Mule	RO-Jett .67
2	Joe Gilbert	560	P-47	PA .65
3	Dale Gleason	548.5	Impcat	PA .75
4	Don Cranfill	548	Whatever	RO-Jett .40
5	Jim Lee	518.5	Sunflyr	J. Lee EVO .65

Advanced

Judges: Joe Gilbert, Lee Thiel

1	Bob Redmon	530.5	Red One	Aerowind 2820
2	Bob Reeves	513.5	Latency	Saito .56
3	Tony Kubes	504.5	Banshee	OS .40 FS
4	Joe Hildreth	502	Mod. Cardinal	Supertigre .46
5	Don Hutchinson	496	'59 Thunderbird	Magnum .36 XL
6	Bob Brookins	484.5	Ringmaster	Brodak .25
7	Jim Kraft	451	Magician	McCoy .40 RH
8	Lloyd Gregory	444.5	Shark .45	Supertigre .51
9	Tim Tipton	414.5	Creitz "Tribute"	Scorpion

Intermediate

Judges: Mike Moreland, De Hill

1	Mike Makepeace	398	Cardinal	OS .40 FS
2	Cary Minor	369	Zero	PA .65
3	Chris White	79	Vector	Brodak .40

Beginner

Judges: Mike Moreland, De Hill

1	Jerry Neafus	178.5	Smoothie	Fox .35
2	Joe McGilbra	155.5	Ringmaster	OS .25LA

Classic

Judges: Lee Thiel, Vance Munsell

1	Richard Oliver	576.5	J. D. Falcon	RO-Jett .40
2	Mike Makepeace	552	Oriental	Magnum .36
3	Bob Brookins	551	Ringmaster	Brodak .25
3	Don Hutchinson	551	'59 Thunderbird	Magnum .36

Old Time Plus

Judges: Marvin Denny, De Hill

1	Jim Kraft	376	Humongous	Anderson Spitfire .65 Ignition
2	Joe Gilbert	372.5	Guided Whistle	Super Cyclone .60 Ignition
3	Gary Mondry	356	Super Clown	Veco .19
4	Jim Lee	350.5	Go Devil	Atwood .64 Ignition
5	Tony Kubes	345	All American Sr	OS .35S
6	Bob Brookins	340	Humongous	SilverFoxx .46
7	Don Cranfill	336.5	Stinger	Thunder Tiger .36
8	Mike Donovan	334	Black Tiger	Fox .35
9	Mike Makepeace	294.5	Barnstormer	Magnum .36
10	Don Hutchinson	253.5	Madman	Orwick .29 Ignition

Profile Unlimited

Judges: Doug Patterson, Lew Woolard

1	Jim Lee	511.5	Primary Force	OS .46LA
2	Dale Gleason	502	Piper J-3 Cub	Magnum .36
3	Gary Mondry	496	Primary Force	OS .25FP
4	Joseph Hildreth	485	Mod. Cardinal	Supertigre .46
5	Tim Tipton	478	Vector	Scorpion
6	Bob Redmon	475.5	Red One	Aerowind 2820/07
7	Mike Makepeace	473	Cardinal	OS .40FS
8	Don Hutchinson	461	SBD Dauntless	OS .46LA
9	Bob Brookins	448.5	Primary Force	SilverFoxx .35
10	Tony Kubes	361.5	Banshee	OS .40FS

Concours: Dale Gleason

Spirit of '52: Jim Kraft

Spirit of '64: Don Hutchinson

Charles Ash Sportsmanship Award: Doug Patterson, Lew Woolard, Mike Moreland

KK McClure Award: Mike Donovan

Assistant CD: Lee Thiel

Pull testers: Doug Ames, Jerry Neafus, Joe McGilbra

Scoresheet runners: Doug Patterson, Lew Woolard (in a golf cart!), David Denny, Brad Vaughn

Raffle: Tom Martin, Lee Thiel, Doug Ames, and all who donated items and bought tickets!

Food acquisition, donation, and preparation: Colleen Gilbert, Sheila Cranfill, Alice Hildreth, Edie Oliver, Joan Donovan, Linda Gleason, Dina Redmon, and Ruby Hill.

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Golden State Stunt Championships

October 20-21, 2012, Madera CA

Expert

Judges: Kevin Ferrell, Keith Trostle

1	Paul Walker	591.5
2	Howard Rush	583
3	David Fitzgerald	582.5
4	Brett Buck	581.5
5	Jim Aron	562.5
6	Chris Cox	559.5
7	Bob Whitely	558
8	Sean Chuang	550.5
9	Lou Wolgast	547
10	Phil Granderson	545
11	Igor Panchenko	544.5
12	Kirk Mullinnix	539.5
13	Mike Haverly	539.5
14	Paul Pomposo	536
15	LeRoy Black	536
16	Alan Resinger	535.5
17	Jim Hoffman	532
18	John Callentine	531
19	John Wright	530
20	Clint Ormonsen	521
21	Roy Trantham	505
22	Rich Walbridge	463.5

Advanced

Judges: Dave Fitzgerald, Richard Walbridge

1	Bob Swan	515
2	Mark Wasnick	510.5
3	Lanny Shorts	505
4	Ethan Chen	504.5
5	Bob Duncan	496
6	Brian Moore	485
7	Brian Massey	460
8	Larry Williams	456.5
9	Larry Wong	453
10	Mike Massey	451.5
11	Osvaldo Campos	449
12	Carter Fickes	442
13	Fred Staley	415
14	Peter Cunha	299.5
15	Jerry Arana	193.5

Intermediate

Judges: Lanny Shorts, Clint Ormonsen

1	Mike Denlis	414
2	David Riggs	406.5
3	Norm Gayer	384.5
4	John Donaldson	364.5

Beginner

Judges: Brian Moore, Pete Cunha

1	Jim Cunningham	114
2	Chuck Milsap	59

Concours Award: Igor Panchenko, Extra 300S



Bob Whitely (r) graciously accepts losing Classic by ½ point to Keith Trostle

Classic

Judges: Brett Buck, Richard Walbridge

1	Keith Trostle	549
2	Bob Whitely	548.5
3	Lou Wolgast	546.5
4	Jim Aron	541.5
5	Jim Hoffman	536
6	John Callentine	534.5
7	LeRoy Black	529.5
8	Jerry Silver	524
9	Clint Ormonsen	522.5
10	Ray Firkins	519
11	Alan Resinger	512.5
12	Mike Haverly	512
13	Roy Trantham	499.5
14	Ethan Chen	498
15	Mark Wasnick	490
16	Brian Moore	490
17	Peter Cunha	484.5
18	Fred Staley	480
19	Lanny Shorts	478
20	Carter Fickes	456.5
21	David Riggs	455
22	Mike Massey	444

Old Time

Judges: Doug Barton, Dave Fitzgerald

1	Bob Whitely	304
2	Lou Wolgast	296.5
3	Jim Aron	294.25
4	Keith Trostle	294
5	Jim Hoffman	292.5
6	John Wright	291
7	Bob Duncan	288.5
8	Roy Trantham	280.75
9	Jerry Arana	263
10	LeRoy Black	254.25
11	Ray Firkins	101.75

Lee Lorio Memorial Control Line Stunt Championships

October 20-21, 2012, Baton Rouge LA

Results from Doug Patterson, CD

Expert

1	Richard Oliver	574.5	Mule	RO-Jett .67
2	Joe Gilbert	571	Original	
3	Dale Gleason	565.5	Impcat	PA .75
4	Joe Bowman	563	Roadrunner	PA .75
5	Tom Dixon	562.5	Cardinal	
6	Don Cranfill	560	Skylark	Supertigre .51
7	Mike Donovan	550.5	Vector 40	Aero Tiger .36

Advanced

1	Perry Rose	516.5	Twister	
2	Allan Perret	515.5	Olympia	Stalker .51
3	Don Hutchinson	504.5	Dauntless	OS .46LA
4	Joe Hildreth	492.5		OS .46LA
5	Andy Stokey	485.5	Prof. Buccaneer	Supertigre .60

Intermediate

1	David Rowland	490		
2	Leroy Polk	478.5	Jamison Special	
3	Ty Marcucci	439		
4	Mike Makepeace	208		

Classic

1	Tom Dixon	590	Predator	
2	Don Cranfill	574	Skylark	Supertigre .51
3	Joe Bowman	556.5		
4	Allan Perret	542	Olympia	Stalker .51
5	Dee Rice	528		
6	Mike Makepeace	482		
7	Leroy Polk	450	Jamison Special	

Nostalgia 30

1	Dee Rice	540
---	----------	-----

Warbird

1	Mike Donovan	561	Sterling Spitfire
2	Joe Gilbert	556.5	Hutchinson T-6 Saito .40
3	Dale Gleason	541.5	Hutchinson J-3
4	Dee Rice	539.5	Still Stuka
5	Don Hutchinson	464	Dauntless OS .46LA

Profile Expert

1	Joe Gilbert	552	Hutchinson T-6 Saito .40
2	Dale Gleason	536	Hutchinson J-3
3	Richard Oliver	535	Oriental OS Max .40
4	Dee Rice	520	Ringmaster

Profile Advanced

1	Don Hutchinson	523.5	Dauntless OS .46LA
2	Perry Rose	506	Twister
3	Allan Perret	505	RMD Ringmaster Aero
			Tiger .36, pipe
4	Joe Hildreth	495.5	OS .46LA
5	Andy Stokey	482.5	Buccaneer Supertigre .60

Profile Intermediate

1	Mike Makepeace	479.5	Ringmaster
2	Ty Marcucci	449	

Best Warbird: Mike Donovan, Sterling Spitfire

Spirit of '64: Mike Donovan, Sterling Spitfire

Pilots' Choice: Joe Bowman, Roadrunner

Dist. 8 Outstanding Service Award: Sheila Cranfill

Volunteers: Cathy Causey, Kathleen Patterson, Colleen Gilbert, Sheila Cranfill, Jackie Rogillio, Gil Causey, Brent Rogillio, Nick Iacoussa, Merle Pettigrew, Matt Davidson, Andy Chase, Sr., Andy Chase, Jr., Frank Chase, Tommy Mansur

Southeast Stunt'N Fun

November 3-4, 2012, Palmetto FL

Results from Eric Viglione

Expert Flyoff

1	Wayne Smith	541.25
2	Tom Dixon	539.75
3	Eric Viglione	526

Expert

1	Tom Dixon	550
2	Eric Viglione	540.5
3	Wayne Smith	534.5
4	Jim Smith	527
5	Ken Cerny	523.5
6	Jim Lee	517.5
7	Roy Trantham	516.5

Advanced

1	Sam Niebel	503
2	Dennis Toth	471
3	Bob Whitney	450

Old Time

1	Tom Dixon	297.25
2	Roy Trantham	284.25
3	Jim Smith	275.75
4	Bob Whitney	268.5
5	Dennis Toth	259.5
6	Dale Josephson	215.5

Beginner

1	Brian Malyn	201
2	Jim Howell	171
3	Scott Soanberger	164.5

Nostalgia 30

1	Roy Trantham	532
2	Tom Dixon	514.5
3	Eric Viglione	509.5
4	Jim Lee	498.5
5	Ken Cerny	484.5
6	Wayne Smith	472.5
7	Bob Whitney	472
8	Dennis Toth	442.5

JOE NALL UPDATE

It is almost February and the excitement about CL 2013 at the Joe Nall is building! That may have been an unintended play on words, for “building” certainly is in the air (oops, there is another one!). The Joe Nall presents a marvelous opportunity for us in many regards. One, by visiting and taking in the spectacle of Triple Tree Aerodrome, and having the best circles to enjoy, our hobby just does not get any better. Two, it is a great venue to make new friends and revisit with those we have cherished for many years. Three, we can significantly grow the ranks of CL modelers at this event, as there are over 1,100 registered pilots (mainly RC) and over 7,000 registered visitors.

In our initial year 2012, we estimated having over 2,000 folks come by and wonder what was going on. We satisfied their curiosity, as we snagged at least 241 training flights. Can you imagine how much more we can all do this coming May? We provide control line with the biggest surge it has seen in many, many years. So, here is an update to wet your whistles and hopefully encourage you to join the fun this May 11 - May 18.

Last year's supporting manufacturers are again stepping up to the plate as are some first time donors. Here's the list of contributors so far: AMA; Horizon Hobbies; Sullivan Products; Will Hubin; Bob Hunt (Robin's View Productions); Castle Creations; Bob Smith Industries; Stevens AeroModels; and the list keeps growing. Why is this important?

What made last year so successful was, one, the CL folks who came to enjoy the surroundings and the flying, and, two, visitors being able to fly our CL planes with an instructor in the circle with them. Here, the effort was made possible by using electric-powered CL models. We were able to set the rpm's and the flight times. For most first timers, their initial flights were one harrowing minute! All this would have been nearly impossible using glow power. To get a fleet of planes fully built and equipped to accomplish these training chores is not a free proposition. Thank goodness for these nice folks who are in a position to make a difference. It takes a lot to get us where we all want to be. We have the full support of Pat Hartness and his team at Triple Tree, and we are getting the product support to get hundreds more onto a handle.

Here is what some of us are working on so everyone will have a great model to fly in May: Bruce and I will be bringing three of last year's stars, the little RingRats from Stevens Aeromodels. Bob Hunt and his team are designing and building simple and innovative electric-powered advanced trainers for those who have graduated from the RingRats. Will Davis is designing and testing his design for the beginners, while Tom Morris is bringing a fleet of his e-powered Cavalier profile stunt ships for the skilled CL pilots. Now, how's that for a stable of capable airplanes that others can fly and not worry about repairs! Nowhere else at the Joe Nall can someone just walk up and say, “I would like to fly your airplane” and be allowed, and even encouraged! Can you see the opportunity we have? I know you can!

There is one piece left to put in place, and that is you. We need more PAMPA members to come to the Nall, have a great time, and sign up for a half-day shift to help train all the newcomers we will have. I promise you the effort will be incredibly appreciated by all those who enter the circle with you. Bruce Jennings and I have committed to the entire week, but we cannot do all the flight training. Last year, we had help from Derek and Dale Barry, Allen Brickhaus, Craig Gunder, and others, but this year we need a lot more help throughout the week, May 11 - May 18. Please call or email me if you can possibly help us grow CL: (302)-547-4917 or email at ama82824@yahoo.com. If you have never or not recently visited the website, it is www.tripletreeaerodrome.com.

Once you are there, click on the “Joe Nall” button and then, “Control Line.” You will see overhead pictures of the new circles; these were taken by Pat himself, an accomplished full-scale pilot and a competent CL and RC flier.

Finally, I know I am not a household name in CL; I am merely someone who saw an opportunity. This is not about me. It is not my event. It is a great event for CL modeling. So, take it from others who you know better than me who were there last year and experienced the magic of the site and the circles. Ask Derek and Dale Barry; ask Joe Adamusko; ask Allen Brickhaus; ask Tom Morris; ask Will Davis; ask Craig Gunder; ask Tom Smeltzer; ask Bruce Jennings; ask the others who were there.

Until next time, stay well and enjoy the hobby. And, yeah, plan to come to the 2013 Joe Nall: May 11 - May 18, 2013.

—Marl Weiss

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2013 AMA Control Line Aerobatics National Championships July 14-20, 2013

Friday, July 12-Saturday July 13

7:00 a.m. Control Line Precision Aerobatics Practice

Grass 600 x 600 Only

Sunday, July 14

7:00 a.m. Control Line Precision Aerobatics Practice

Grass 600 x 600 Only

8:00 a.m. Beginner & Intermediate Stunt Registration*

Grass Circles

8:30 a.m. Beginner & Intermediate Stunt Pilots Meeting*

Grass Circles

9:00 a.m. Beginner & Intermediate Stunt Event*

Grass Circles

12:00 noon Old Time and Classic Stunt Registration*

Grass Circles

Monday, July 15

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

12:00 noon Jr/Sr/Open/Advanced/Expert entries close

Nats Headquarters

2:30 p.m. Open/Advanced/Expert Models Presented for
Appearance Judging

180 Building

3:00 p.m. Pilots meeting

180 Building

4:30 p.m. Concours Voting

180 Building

Tuesday, July 16

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

7:00 a.m. Judges Seminar Phase (Flight)

L-Pad Circle 4

8:00 a.m. Old Time & Classic Stunt Events Pilots Meeting*

Grass Circles

8:30 a.m. Old Time & Classic Stunt Events*

Grass Circles

6:00 p.m. Judges Seminar Review (Rules review)

AMA Board Room

Wednesday, July 17

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

8:00 a.m. Open/Advanced/Expert Qualifications Rounds 1 & 2 L-Pad

5:00 p.m. PAMPA EC meeting

AMA Board Room

6:00 p.m. PAMPA General meeting

AMA Board Room

Thursday, July 18

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

8:00 a.m. Open/Advanced/Expert Qualifications Rounds 3 & 4 L-Pad

Friday, July 19

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

8:00 a.m. Open Top 20

L-Pad

8:00 a.m. Advanced/Expert Finals

L-Pad

Saturday, July 20

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circle

7:30 a.m. Jr/Sr processing and Appearance Judging

L-Pad

8:00 a.m. Jr/Sr Finals

L-Pad

8:00 a.m. Open Finals

L-Pad Circle of choice

12:00 noon. Walker Cup Fly-off

L-Pad Circle of choice

6:00 p.m. PAMPA Reception

AMA McCullough

7:00 p.m. PAMPA Banquet

Education center

(by AMA Museum)

*Unofficial Event

If you are flying only unofficial events, you still must register with Nats headquarters and pay a site use fee, \$10.

Thank you all for contacting the AMA over the scheduling fiasco caused by the AMA EC acting unilaterally. We will not be having the CL Nats over the 4th holiday week. A couple of notes:

Flying will only be allowed on the grass 600 x 600 field starting on Friday. The same R/C overflight and safety issue will prevent us from using the paved road. An alternate grass access will be necessary. The L-pad should be open by mid day on Sunday.

Beginner and Intermediate will be held on Sunday July 14th instead of Monday. Bob Brookins requested to try this and see if we can increase participation. Unfortunately, the grass area will also be used by combat, and carrier that morning, so space will be limited and only 1 grass circle will be available for practice until the L-pad opens up. The up side is that the normal 3 circles on grass area will be available for practice all of Monday.

Expert. Expert will be run concurrently with Advanced and Open on competition days Wed-Friday. I have no idea how many entries we might expect for Expert. Presumably this will mainly effect the number of Advanced entries more than Open. So, I will be limiting the number of Advanced trophies, and the number of Expert trophies will be determined by the AMA trophy policy, or number of entries.

My plan will be to run Advanced first, then Expert, then Open on Qualifying days. There will be only 10 finalists in Advanced, and at most 10 in Expert for Friday. They will be flown on one set of circles Friday. Open top 20 day will not be changed and will fly on the other two circles, at least for this year.

PAMPA has 25 rooms blocked at the Holliday Inn Express right off of McGalliard by Ball State. Be sure to mention the PAMPA and AMA rates for the Nats.

Holiday Inn Express
4201 West Bethel Ave.
Muncie, IN 47304
765-289-4678
....

So far, I do not have an event director for Old Time and Classic. If you would like to volunteer your time to be the ED, please contact me, David Fitzgerald at DavidLFitzgerald@sbcglobal.net or phone, H: 707-259-0626, C: 707-332-9564 The danger here is that if I do not have an ED, the events will not be run.

I also need one Pit Boss. You get your own shirt with your name on it. However, if you want one, you'll have to provide your own bull horn.

Note from the CL Stunt
Event Director, David
Fitzgerald:

Brenda Schuette has
informed me that due to a
scheduling conflict, the grass
practice area at the Nats will
not be available for use on
Friday, July 12, until the Free
Flight event is over. That
may not be until later in the
day.

REGISTRATION AND PAYMENT: VSC-XXV (25) March 19 – 23, 2013 (Five Days)

Please complete ALL sections including AMA #, EMail Address, Banquet Choice, and Signature (required)

NAME: _____

AMA # _____

STREET: _____ CITY: _____

STATE: _____ Zip _____

EMAIL ADDRESS: _____

License Plate # and State: _____

Needed if you would like entry conformation (Only if staying in park overnight)

FOR ANY AND ALL EVENTS: I hereby certify that I have read all information accompanying the entry form, and that the model(s) entered by me will be built by me (if required) and flown in compliance with the current Competition Regulations (both AMA and PAMPA), and will previously have been successfully flight tested and proved to be airworthy in accordance with the Official AMA Safety Code.

Signature: _____

EVENTS ENTERED:

OTS @ \$20.00 _____ (Tues. 19th – Wed. 20th)

IGN @ \$20.00 _____ (Tues. 19th – Wed. 20th)

CLS @ \$20.00 _____ (Thru. 21st – Sat. 23rd)

ARF's. ARC's. Purchased, or Borrowed models are allowed in all event, but, models entered in Classic receive a zero (0) for appearance points. For details refer to the Cholla Chopper web site; (See Item #1)

BANQUET _____ **@ \$26.00** _____ **(Sat Night the 17th)**

Please provide names of attendees:

Entry Must be Received Not Later Than Friday March 8, 2013 by 9PM Mountain Time

Make Checks Payable to JIM HOFFMAN (EMail)

Mail to: 2658 W. Montgomery Drive, Chandler, AZ 85224

(Cholla Chopper Web Site: <http://ccmaconline.org>)

1) VSC 25 Headquarters Hotel is the Riverpark Inn (520-239-2300) at 22nd street & I-10. Access is from the frontage road going South along I-10. Mention Vintage Stunt when making your reservations. To get the room rate (\$70 plus 13% tax & \$2 bed charge per night) reservations must be made by February 19th, 2013. Rates change after two (2) people per room.

2) **All** contestants entering VSC are required to sign the entry form where indicated. A builder of the model rule, as it applies to VSC, is included in the current Competition Regulations for VSC and is posted on the Cholla Chopper Web Site. Please read it if you have not already done so. Pull Test for Old Time and Classic Stunt will be per the current AMA rules for Control Line Precision Aerobatics. (10g pull test based on the weight of the model). Scoring for Classic will be per the 2011 – 2012 rules for Control Line Precision Aerobatics. This means pattern points will be included in the scoring.

3) During the two official flight days for Old Time and Old Time Ignition (March 19 & 20), the two unused grass circles will be reserved for Old Time and Old Time Ignition practicing until 10:00AM. No Classic practice flights will be permitted on these two circles (at the contest site) before 10:00AM these two days (Tuesday & Wednesday) unless the ignition stunt competition ends early. If ignition stunt ends early, that grass circle is open for practice to any and all competitors. The asphalt circle not used for Old Time competition (circle #1) is reserved for Classic practice both days of Old Time Competition until 10:00AM. After 10:00AM all the unused circles are open for practice to any and all competitors. The rules for Old Time Stunt are per the current PAMPA rules. This means Builder of the Model (BOM) get a 5 point bonus. The no flap bonus is reduced to 5 points from 10 points.

4) There will be three days of Classic competition at VSC 25; one round each day using all three asphalt circles. The two highest scores will be added together for the final score and placing. Classic Stunt official flights will start no later than 7:30AM each day (Thursday - Saturday; March 21 - 23) with the pilots meeting taking place at 7:00AM each day. Because of the early start the Classic flight order will be posted at the Riverpark Inn during appearance judging Wednesday March 20th.

5) The Dinner and Awards Banquet will take place Saturday night March 23rd at the Riverpark Inn located at 350 S. Freeway (I-10 at 22nd Street). Cash Bar at 5:00PM; Dinner is scheduled for 6:30PM.

6) The Cholla Chopper web site is: . Additional important information is posted there and can be printed, downloaded, or both. You should visit the web site and carefully read all the information provided. Please go to the site and download a full copy of the VSC 25 Flyer. Call **Robin Sizemore (520-749-4434)**, **Lou Wolgast (520-749-1812)**, or **Jim Hoffman (480-897-0630)** if you do not have internet access.

7) If you plan to stay in Christopher Columbus Park over night, fill in the State and License Plate number of your RV, Camper, etc.; the State if different from the address. We need to know this information so that we can provide it to Tucson Parks and Rec. which will keep the authorities from knocking on your camper door at 11PM.

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→ Appearance Point

by Bob Duncan

For some time now, I've been thinking about a Ford Tri-Motor plane. The question was, "Could I capture the essence of the Tri-Motor and have it have the capability to do the full stunt pattern well?"

To answer that question, I sent for a set of plans from the Cleveland Model & Supply Co. Two things were obvious right off the bat. One, the wing would have to be lowered in the fuselage. Two, the nacelles would have to be moved up closer to center (fuselage mounted) motor's thrustline.

The next thing I considered was how to duplicate the corrugated metal covering on the real plane. I came up with three different methods. Method one was to mold 1/16 balsa in a corrugated pattern. Method two was to lay down some 1/16 x 1/8 strips, 1/4 inch apart and cover them with silkspan. Method three was to air brush an illusion of corrugated metal.

In the final analysis, both methods one and two would cost too much in terms of weight, and I don't have the air brush talent for method three.

The finished project is my "interpretation" of a Ford Tri-Motor plane that will do the full pattern. **SN**



BOB DUNCAN'S FORD TRI-MOTOR



Specifications

Model name: Ford Tri-Motor

Designer: Bob Duncan

Construction type:

Balsa, D-tube wing with Silkspan covering

Wing: 61-inch wingspan

Wing area: 635 square inches

Moment arms: Nose

moment: 10.5 inches; tail

moment: 18.5 inches

Weight: 67 ounces

Power package: Three

AXI 2808/24 electric

motors; three Castle

Creation Lite 50 ESCs;

one Will Hubin timer; one

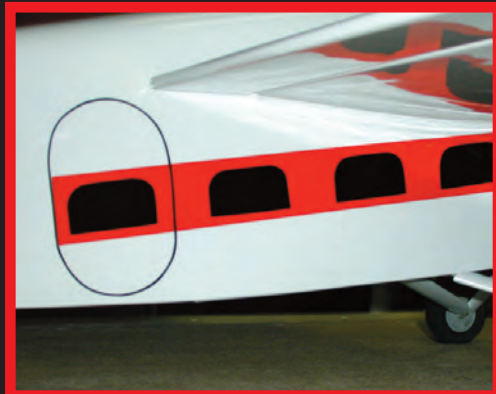
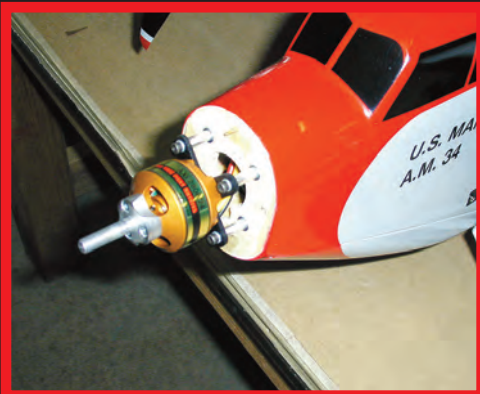
Turnigy 5000 mAh battery

Propellers: Two APC 9 x

4.5 pusher; one APC 9 x

4.5 forward

Finish: All SIG dope including clearcoat



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