



# Stunt News

Precision Aerobatics Model  
Pilot's Association

July/August 2012 \$5.00

**CONTROL LINE  
TAKES FLIGHT AT  
THE JOE NALL**



***A Champion's Motivation  
Part 3: An interview  
with Bob Hunt***





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*On the cover:* Derek Barry is almost dwarfed by the Windy Urtnowski-designed Sweeper that belongs to Bob Shaw. He flew the behemoth in demonstration flights at the huge Joe Nall fly-in this year. The event was a resounding success for Control Line and CL will be a part of Joe Nall again next year. Make plans now to attend! The dates are May 11-18, 2013. Don't miss Derek's report on the Joe Nall in this issue. Photo by Dale Barry.

*Inset photo:* NASCAR's Juan Pablo Montoya has been an RC modeler for years. This former F1 and Indy Car driver was brought to the CL circles at Joe Nall by Horizon Hobbies' Peter Goldsmith. Mark Weiss (at left in photo) introduced himself and asked Juan if he wanted to try a turn at the handle. After one lap, Juan was soloing! Photo by Craig Gunder.

*Inside cover:* In this issue PJ Rowland series, "A Champions Motivation," continues with the first of several interviews of previous and current Champions. His first interview features our own Bob Hunt. In the photo above, Robby Hunt is launching Bob's "Bronze-Dog" Saturn for a judge's warm-up flight at the 1995 Nats that was held in the Pasco/Richland/Kennewick area of Washington State. The Saturn was one of Bob's all-time favorite airplanes.

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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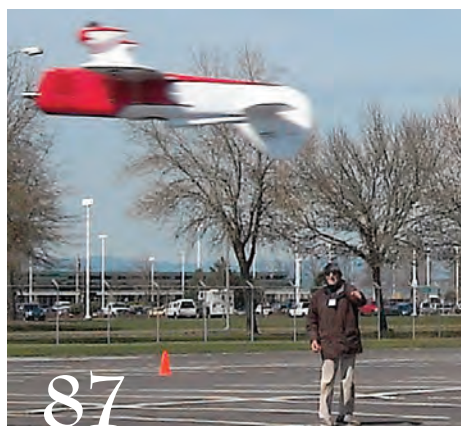
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# President's Column

by Don McClave

## Carbon fiber props have sharp edges and will cut through just about anything ...

I hope that this issue of *Stunt News* reaches you upon your return from a wonderful time at the Nats in Muncie ... sunny skies, light winds, and a safe trip home. It's the safety part I'd like to dwell on for a moment.

While many or most of us have whacked our fingers flipping wooden props or adjusting needle valves at some point in our lives, the danger of serious injury has risen with the advent and increasingly widespread use of carbon fiber propellers. Carbon fiber props have sharp edges and will cut through just about anything, a point well made by Bob Hunt about ten years or so ago at a PAMPA membership meeting at the Nats when he described carbon fiber props as "baloney slicers" and proposed that AMA rules be changed to allow battery-driven starters to be used. The rules change was made, and most of us now use either a starter or at least a rubber-coated starter stick if we still flip the prop to start an internal-combustion engine.

In spite of this increased awareness, there have been a significant number of severe injuries to experienced pilots throughout the country, many of them very well known, in recent years. In my neck of the woods, for example, three experienced pilots were seriously injured in about an hour at the Northwest Regional CL Championships, a very large contest in Eugene, Oregon, three years ago.

Fortunately, excellent medical facilities were available in Eugene and the casualties received good treatment. Soon afterward, another experienced Regionals' contestant was injured shortly after returning home to Vancouver, British Columbia. All of them have switched to electric-powered aircraft and have done very well ever since.

Unfortunately, I joined this not-so-elite club at VSC in Tucson on March 10 of this year when I touched the back of a spinning carbon fiber prop, sliced my thumb, and trimmed  $\frac{1}{16}$  inch off of my index finger. Fortunately, my injury was comparatively mild by comparison to others, but a number of very good friends, nevertheless, spent a considerable amount of time taking me to the two facilities I had to go to for treatment.

At the same time, it seemed as if every one of the contestants had a story to tell me about the time (or times) they had been injured; it was as if I'd just joined a fraternity. It made me realize how easy it is to make a mistake, and how many of us have done it.

On the 1,500-mile drive home, with a large bandage on my injured fingers, I had plenty of time to think about the steps I can and will take to prevent this from happening again. The carbon fiber props are a wonderful step forward, but I will be more respectful of the cautionary steps that are required, as should we all. While electric motors seem on the way to becoming the predominant source of power for our planes going forward, they, too, will require cautionary steps of their own, and I hope one of the pioneers of this new wave will write a safety article for *Stunt News* sometime soon.

On a different subject, I was thumbing through President's messages from past issues of *Stunt News* on the PAMPA website this morning to see how many common threads are there, when I came across my longtime friend Frank McMillan's message in the Nov-Dec 2002 issue.

He mentions the complexity of producing and distributing each issue of *Stunt News* and the volunteer effort that's required. As you know, it's still a pretty tough chore, and we are very fortunate that Bob Hunt stepped up three years ago to take over the editorial role. Similar thanks are due to Secretary/Treasurer Jim Vornholt, website manager Bob Kruger, and others who devote a portion of their daily lives to keeping PAMPA growing.

Fortunately, the website upgrade that you approved overwhelmingly last fall is underway and should be in place soon. It will make things easier for you and for the individuals who serve you. You'll be able to renew your membership and purchase products online, look at an online member directory that is updated promptly when changes are made (new home address, email address, telephone number, etc.) and continue to be able to view not only the current *Stunt News*, but also all the past issues which are on file along with a wealth of other information.

There are fewer things that will have to be done manually to serve your needs, and that will make it easier to attract experienced volunteers to key positions. More to come on this exciting step forward in PAMPA's history.

Best to all. *SM*

—Don



In spite of this increased awareness, there have been a significant number of severe injuries to experienced pilots throughout the country, many of them very well known, in recent years.





## Control Line flying at Joe Nall. This could be big ...

The main feature in this month's issue is a report on the Control Line activities at the 2012 Joe Nall Fly-In. It was written by Derek Barry, who, along with his father Dale, was a volunteer at the event. Normally, we would not devote so much valuable newsletter space to an event that is not specifically CL Stunt oriented; however, this was not just a run-of-the-mill fun-fly.

Mark Weiss and his all-volunteer crew achieved what no one else has been able to do: Gain the respect of the mainline RC community for Control Line flying and Control Line modelers.

In fact, the event was such a success in this respect that we have heard that many who "visited" the CL area at Joe Nall are now either getting back into CL flying after a long layoff or starting to fly CL for the first time.

Certainly, our thanks go out to Mark and his crew, but we need to equally thank Mr. Pat Hartness for opening his heart and his facilities to this experiment.

I don't want to steal Derek's thunder here, but I'm happy to report that Control Line will be a part of Joe Nall again next year, and I'd bet it will remain a feature for years to come. In fact, Mr. Hartness has already begun improving upon what were already outstanding CL circles for next year's gathering.

How will this affect and benefit CL Stunt? Well, the vast majority of the volunteers were longtime CL Stunt fliers, and I'm told that they put on a great show for the crowd. I'd bet that next year there will be a number of RC fliers who will attend and bring along a CL ship or two to fly.

With PAMPA members present to help out, it's a safe bet that many of the RC visitors will soon become PAMPA members, as well. Anything that increases the size of the pie also increases the size of our slice of the pie!

This will bring in new CL Stunt fliers! I'd say they're pages well spent in *Stunt News*, and I want to thank Derek for taking on the job of reporting on the Joe Nall event for us.

We will continue to monitor the plans for next year's Joe Nall and will update you with periodic reports. We'll also keep in contact with Mark Weiss and endeavor to work with him to help fully staff the event with PAMPA volunteers. This could be big...

... I want to thank  
Derek for taking on the  
job of reporting on the  
Joe Nall event for us.

### PJ's Interviews

PJ Rowland's series, "A Champion's Motivation" started out with some definitions of what competitors think about and what keeps them energized. Some of it might be slightly controversial, but you have to admit that PJ is certainly not shy about sharing his feelings on the subject. PJ threw me a curve in the midst of this series and asked me and a few other CL Stunt competitors to consent to an interview. I reluctantly accepted the offer.

It is a bit uncomfortable for me to publish an interview about myself in a magazine that I also edit. I've always tried to separate stuff like that... PJ was adamant, however, that he wanted my perspective on a number of issues.

I have to admit that there were some things that I have wanted to write about that I really couldn't, except in an interview format. I gave it my best shot and I hope that some of it helps out in some small way.

Who is next to be interviewed? Well, in order, the list goes like this: Les McDonald, David Fitzgerald, Paul Walker, and Ted Fancher. Should be an interesting series.

Please take time to  
write or email Howard  
with your thanks...

### Our Contest Calendar is a Rush!

I really should have written this next piece a while back. It's important to give special recognition to those who go the extra mile for PAMPA and take on volunteer work that is, well, really work!

In the past couple of issue you have probably noticed that Howard Rush has taken on the chore of compiling a contest calendar. This is tedious work and is probably not fun at all. Still, Howard requested this job, and he's doing it very well indeed. I certainly appreciate your work, Howard!

Howard is also the man to whom you should send your contest results for publication. Again, it's not a glamorous job, but rather one that measurably improves *Stunt News* for the members.

Please take time to write or email Howard with your thanks... And be sure to send him any input you have for the contest calendar and contest results.

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



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**NOTE:** Term of ALL Memberships are from January 1<sup>st</sup> through December 31<sup>st</sup>.

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## 2012 PAMPA Membership Application

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### PAMPA Membership Renewal Instructions

#### GENERAL:

1. All new or renewal membership applications received after September 1st of the current year will be considered an application for the next year.
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.
5. Membership cards are optional, and are available for \$2 each.
6. All members have full access to the website and all online back issues. These can be read online or downloaded to your computer. You can file them, burn CD's or print them from the files.

#### RENEWALS:

1. For renewals to be considered timely, they must be **postmarked** by December 31st.
2. Renewals after January 1st, of the membership year, will be considered as late renewals.
3. Late renewals will **not** get back issues mailed to them; back issues are available on-line or may be purchased from PAMPA Products.
4. Late renewals after September 1st will receive a membership for the remainder of the year, and for all of the following year.

#### NEW MEMBERS:

1. New members joining before September 1st will receive all back issues for the year they join, as part of their membership.
2. New members joining after September 1st will receive a membership for the remainder of the year, and for all of the following year. However, they will receive no back issues.
3. New member packets, including a welcome letter, a membership card, and a directory, will be sent to the new members by the Membership Chairman.

**To renew your PAMPA membership, fill out the application blank, with all your information, including the type of membership you want, and then do one of the following:**

1. **A. Fill out the application and mail it with a check or your credit card information. We accept Visa and Mastercard only.**  
**B. You will receive next issue of *Stunt News*.**
- OR 2. **A. Scan your application blank, with Credit Card info.**  
**B Email me the scanned copy.**
- OR 3. **A. Email me your scanned renewal form, along with the first 8 digits of your credit card.**  
**B. Send another email with the second 8 digits.**  
**C. Send yet another email with the expiration date and the 'V-code' (3 digits on back of card)**

**PAMPA Treasurer**

**P.O. Box 320**

**Plainfield, IN. 46168-0320**

**Phone: 1-317-385-4751**

**[jvornholt@indy.rr.com](mailto:jvornholt@indy.rr.com)**



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### Ad and Editorial copy

Issue	Deadline
November/December	Sept. 20, 2012
January/February	Nov. 20, 2012
March/April	Jan. 20, 2013
May/June	March 20, 2013

**Postmaster:** Send address changes to:  
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*Stunt News* (ISSN 1076-2604) is the  
official newsletter of the Precision

Aerobatics Model Pilots' Association  
(PAMPA), a not-for-profit hobby  
association, and is published bimonthly at  
209 Old Easton Rd., Stockertown PA  
18083. Annual membership dues are  
\$50.00, which includes a subscription to  
*Stunt News*. Periodical postage rate paid  
at Rockport IL.

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# Joe Nall 2012

by Derek Barry

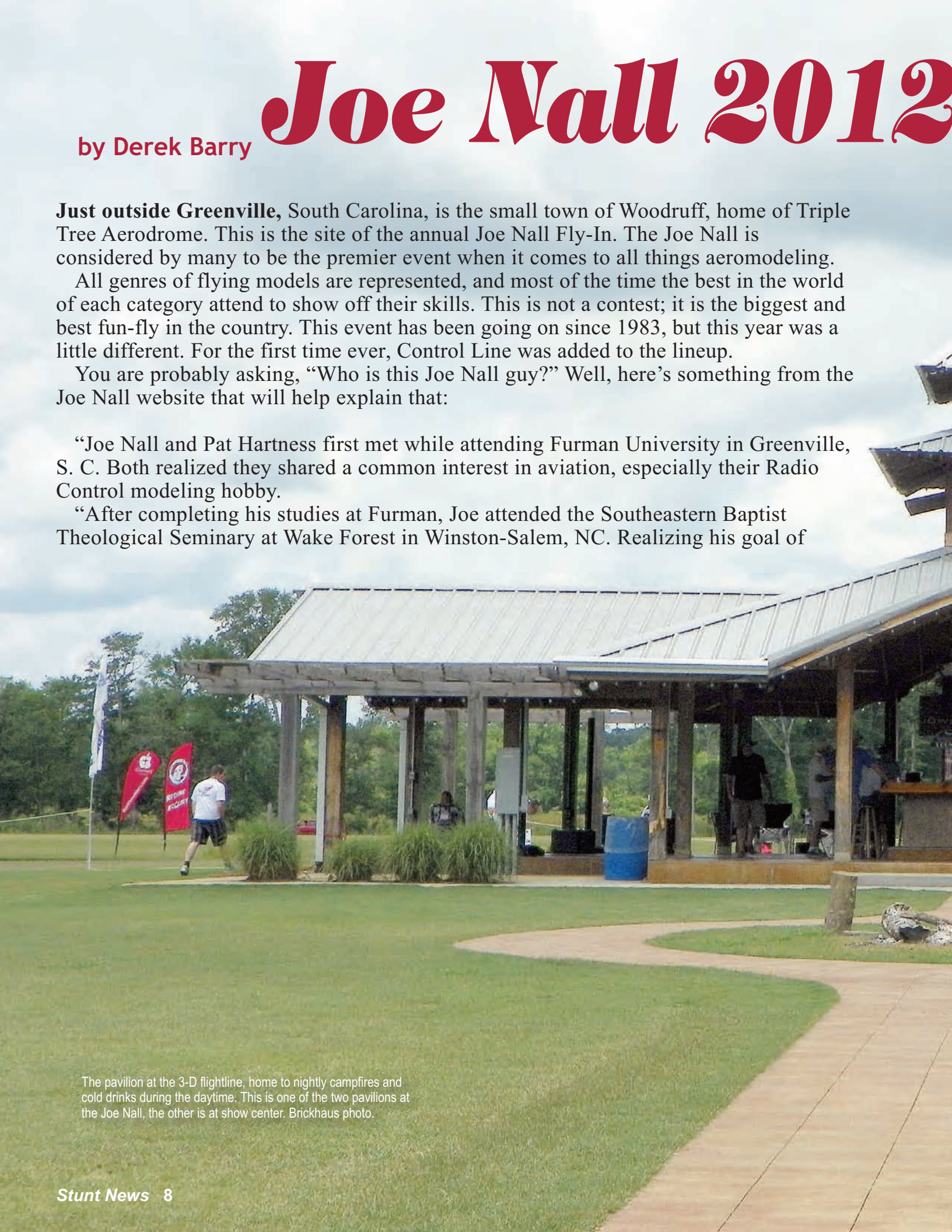
**Just outside Greenville,** South Carolina, is the small town of Woodruff, home of Triple Tree Aerodrome. This is the site of the annual Joe Nall Fly-In. The Joe Nall is considered by many to be the premier event when it comes to all things aeromodeling.

All genres of flying models are represented, and most of the time the best in the world of each category attend to show off their skills. This is not a contest; it is the biggest and best fun-fly in the country. This event has been going on since 1983, but this year was a little different. For the first time ever, Control Line was added to the lineup.

You are probably asking, “Who is this Joe Nall guy?” Well, here’s something from the Joe Nall website that will help explain that:

“Joe Nall and Pat Hartness first met while attending Furman University in Greenville, S. C. Both realized they shared a common interest in aviation, especially their Radio Control modeling hobby.

“After completing his studies at Furman, Joe attended the Southeastern Baptist Theological Seminary at Wake Forest in Winston-Salem, NC. Realizing his goal of



The pavilion at the 3-D flightline, home to nightly campfires and cold drinks during the daytime. This is one of the two pavilions at the Joe Nall, the other is at show center. Brickhaus photo.



# : A CL Success

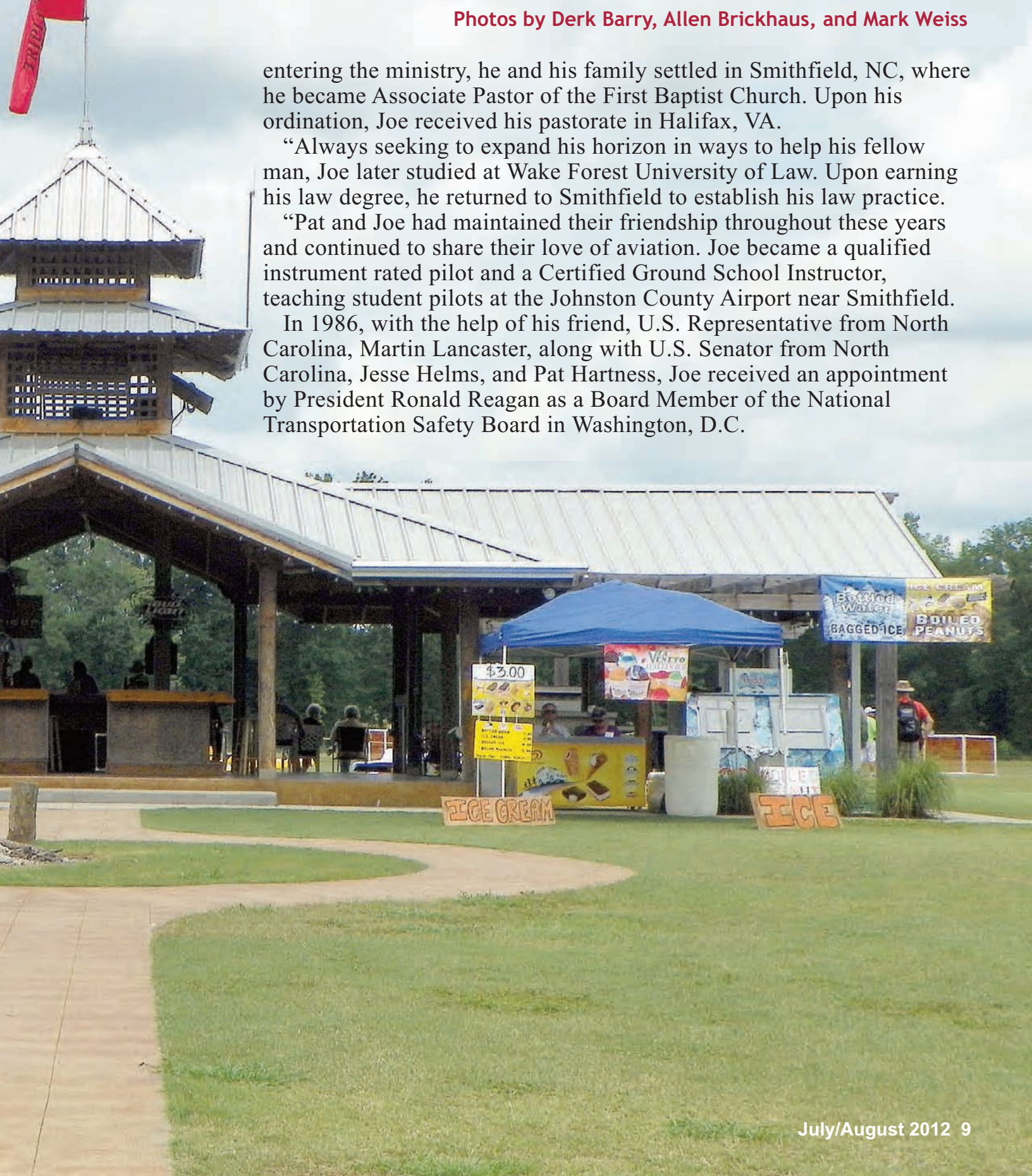
Photos by Derk Barry, Allen Brickhaus, and Mark Weiss

entering the ministry, he and his family settled in Smithfield, NC, where he became Associate Pastor of the First Baptist Church. Upon his ordination, Joe received his pastorate in Halifax, VA.

“Always seeking to expand his horizon in ways to help his fellow man, Joe later studied at Wake Forest University of Law. Upon earning his law degree, he returned to Smithfield to establish his law practice.

“Pat and Joe had maintained their friendship throughout these years and continued to share their love of aviation. Joe became a qualified instrument rated pilot and a Certified Ground School Instructor, teaching student pilots at the Johnston County Airport near Smithfield.

In 1986, with the help of his friend, U.S. Representative from North Carolina, Martin Lancaster, along with U.S. Senator from North Carolina, Jesse Helms, and Pat Hartness, Joe received an appointment by President Ronald Reagan as a Board Member of the National Transportation Safety Board in Washington, D.C.







Noted Giant Scale RC designer Bob Trueworthy visited Mark and the circles several times. He relived his days of CL quickly and was so excited.



Allen Goff and his Gieseke Nobler on day one of the event. Unfortunately Allen had to leave after only one day; we were sad to see him go.



“Joe Nall died in an aircraft accident while on official business in Caracas, Venezuela, in 1989. During the years from 1982 until his death in 1989, Joe served as Master of Ceremonies of the Giant Scale Fly-In held at Hartness Field, always using his aviation and modeling experience as well as his sense of humor to entertain the audience.

“After Joe’s death, Pat honored his good friend’s memory by renaming the event *THE JOE NALL FLY-IN*.”



Above: Dale Barry giving Charlie Lasley some pointers on his first Control Line flight.

Right: Dale went out to help Warren Thomas, but Warren flew like an old pro. You can tell by the hand on the hip. Dale is now assembling a SV-11 ARF for him; another future CL pilot hooked at the Joe Nall.

On Saturday, May 12, 2012, at 8:15 a.m., Dad and I pulled into the front gates at Triple Tree. The large sign on the front welcoming everyone to the Joe Nall fun-fly was still covered in the morning dew. We pulled through the gate, and to my left the helicopter guys were already burning up the morning sky.

As we topped the hill near the registration booth, what would become the sea of RV’s and Winnebagos had already begun to form. The smell of burning fuel was in the air, large scale RC planes were already zipping up and down the main runway, and I could not wait to start flying. I was about to burst with excitement; this is something that I had been planning to attend from the day I heard that Control Line was being added to the event.

This was the second time that I made the trip to Triple Tree, but under different circumstances. Just one year prior I was invited to fly a noon demo on Friday and what an honor it was! For those of you who have never been there, Friday’s noon demo is the climax of the entire week at the Joe Nall. Some of the most incredible performances I have ever seen took place that day, and I was extremely happy that I was the first to fly. (Any of the other acts would have been hard to follow.)

I will admit that I was very nervous. I have flown at hundreds of contests, including multiple US Nationals and two World Championships, but to go out in front of two thousand people who have never seen me fly was quite intimidating. Most of them had never even seen Control Line, or if they had, it was many years ago. Along with the thousands of people watching was an announcer on an extremely loud PA system talking to my dad about my pattern, *as I flew it!* He was explaining the maneuvers and the way we are judged in competition. This was an experience that I will never forget, but it was dwarfed by what happened this year.

It all started for me when I got an email from Allen Brickhaus asking if I had heard anything about Control Line at the Joe Nall. I made a few phone calls and emails before I got in touch with Mark Weiss. Mark is the person responsible for contacting Pat Hartness, the owner of Triple Tree and initiator of the Joe Nall Fly-In. Pat is also an old-school Control Line flier, as well as an avid RC and full-scale pilot.







Mark is getting ready to launch the Stevens Aeromodels Baby Rat 250 trainer for one of the many spectators who came by the Control Line circles. The woman in the picture was the last of her family of four to fly the trainer. It only took a little encouragement from her husband and kids to get her out to the handle.

Mark sent Pat an email inquiring about adding Control Line to the Joe Nall lineup. Pat thought it was a great idea and appointed Mark as the man in charge of the Control Line portion. Just let me say that Mark went above and beyond when it came to running this event. He made numerous phone calls, in some instances, almost begging for people and distributors to contribute to this monumental affair.

His efforts did not go unrewarded. Many companies did contribute their wares, and everything that was donated was used

by Mark in an effort to promote Control Line.

Once I heard all of this, I was sold. I told Mark that I was going to be there for the first four days and I would do anything I could to help. He graciously accepted my offer (even though when I got there I discovered that my efforts were infinitesimal in comparison to what he had already done).

I did contact our president, Don McClave, and asked him about getting some *Stunt News* magazines to hand out. Don directed me to Noel Drindak who almost immediately put a stack





Left: Watt Moore taking a break from the action to watch some training flights. Watt brought his own fleet of planes for people to fly.

Below: Here is a picture of the pits on day two. It was a little rainy but we managed to get a fair amount of flying in.



Below: I think she enjoyed the flight.



of magazines and PAMPA membership forms in the mail for me.

I did my best to help Mark get going, but other obligations took up some of my time and many times he was left alone with the hordes of people who wanted to fly his Control Line trainer. Mark was there from sunup to sundown giving demo flights and letting anyone with any interest fly his electric Control Line trainer. The people were very appreciative of his hard work, and the Control Line circles quickly became a desired destination for all attendees.

**Day 1:** When Dad and I went up to the registration desk on the first day, we said, "We are here to fly Control Line." The person we spoke with simply said, "Look for the bright green circles at the back of the property." And, boy, was he right. Apparently, Pat was not pleased with the appearance



of the circles to begin with so he “painted” them a bright green. (I am sure that you will be able to see this in some of the pictures that I have included in this article.)

The three grass circles were cut to about one half inch and would meet the standards of any top-level contest that I have been to, including some World Championships. On one of the circles was a tethered Control Line/RC hybrid. It was a Control Line airplane that was controlled by a transmitter on the outside of the circle; it had throttle and elevator control via two servos.

I was fortunate enough to get a few flights on this plane, and unfortunate enough to be one of the first to crash it! It was, however, quickly repaired and back in the air and ready for more fun. I opted not to fly it anymore even though Mark said it was okay. The other two circles were open for flying, but we did use one primarily for training flights.

When Dad and I got to the circles, we were met by our good friends Allen Goff and William Davis, and our soon-to-be good friends Mark Weiss and Bruce Jennings. These guys had out planes and were already flying. (And I thought we were early birds!). We enjoyed a few minutes of introductions and catching up, then it was on to flying. Unfortunately, Allen had some work issues that arose which prevented him from staying for more than one day. We were sad to see him leave, but what can you do?

Something that amazed me was the number of people who were interested in Control Line. On the first day we had at least twenty flights on the little electric trainer, many of them from people who had never seen or even heard of Control Line. Numerous spectators came by and got some handle time; there

Harrold Bittner holding the Ringmaster that we used for some training flights.



Dale Barry watching Will Davis from the safety of his umbrella. The rain did not slow William down!



were even some repeat offenders who just could not get enough of it.

The Control Line circles at the Joe Nall offered something that is unheard of: the chance for spectators and other pilots to fly planes that were not theirs. I think that this is one of the reasons that CL was such a big hit this year. I spent a lot of time walking

This little guy can't wait for his chance to fly with the big kids! Brickhaus photo.







Above: AMA District III Vice President Mark Radcliff and Mark Weiss at the Joe Nall.

Right: Bob Shaw and Tom Morris at the Joe Nall.

around and talking to people, and I can't think of one person who didn't mention the Control Line circles. They had either been there or were planning on visiting them. It was certainly a big attraction at this year's Joe Nall.

**Day 2:** This day was filled with intermittent rain, but that did not stop us. Well, it stopped us some times, but every time the rain let up we were back at it. William Davis didn't even let the rain stop him; he was out there with his TEOSAWKI flying in the rain every chance he got.

Dad and I watched from the shelter of the tent that was provided for us. Another thing that the rain didn't stop was the number of people who showed up to fly Mark's trainer. Mark was out there in the rain giving demos and training flights to anyone who wanted them. People showed up in rain jackets and umbrellas ready to fly.

I know I said it already, but Control Line may have been the highlight of this event. I have flown CL for most of my life and I have never seen anything like this. People just could not get enough; they watched, flew, and talked about CL the entire time I was there.





Mark Weiss and someone who looks like Mark Sumner at the Joe Nall with Mark Weiss' electric trainer.

Below: Our youngest student was Jackson. So that he could "fly," Mark picked him up and held in in his arms while "they" flew the BabyRat. H is parents were thrilled. Brickhaus photos.







Konkle and R.B. Kincaid at the Joe Nall, friends of Pat Hartness.

**Day 3:** This was another rainy day but not as bad as the day before. We were able to get some good flying in. I spent more time exploring the facilities but, as usual, Mark hung out at the CL circles, and every time I went back he had another list of people who had flown the trainer and a line of people waiting to fly.

Bruce Jennings was his right-hand man and for the first three days Bruce never left Mark's side. He was instrumental in getting the event off to a bang, and I want to thank him for his efforts. I cannot express in words how fortunate I am to have met Mark and Bruce both; they exemplify the reason Control Line means so much to me.



Pat Hartness' Extra in his hangar. This is just one of the few planes that he has in the hangar and they are all incredible. This was his 70th birthday gift to himself I was told. Derek Barry photo.





I snapped this picture without getting the names of these two enthusiasts, but the elder was giving building tips to the younger.

Below: Bruce Jennings watching from the inside of the circle during one of the 241 training flights that took place at this year's Joe Nall.

Some of the finest people I have ever met in life are Control Line fliers, and Mark and Bruce are high up on that list! Bruce had a Hangar Nine PT-19 that he was flying, but it needed some trim adjustments. I gave him a few pointers and made a few adjustments of my own, and I by the time I was done, it was looking pretty good. Bruce looked pretty happy, too!

**Day 4:** This, unfortunately, would be my last day at Joe Nall. I would have loved to spend the entire week there but







Mark giving Bruce and his Hangar 9 PT-19 ARF a launch. Mark will appreciate this picture. (He told me "Thanks, I look like I am sitting on the pot.") Sorry Mark!



Noted RC Aerobatics pilot Ryan Archer with Bruce Jennings, his instructor. Ryan caught on very quickly as did many of the RC'ers who came to try CL.

work duties called and I couldn't stay any longer. One highlight of the day was that I did get to fly the Sweeper, a plane that Dad and I built for our friend Bob Shaw. I have flown the Sweeper maybe ten times. The Sweeper is the biggest CL stunt plane ever designed and it is a blast to fly (and a handful!). Mr. Shaw does not like to risk this plane, so when I do get the chance to fly it, I consider it a real treat.

By this point hundreds, if not thousands of people, had come by the Control Line circles to watch and fly. We left on Tuesday afternoon but Wednesday is the official start of the event. That is

when the noon demos start and the majority of people start to show up. As we exited the field there was at least double the amount of people in attendance.

The sea of RVs covered a few acres of land, and the cars and trucks covered even more. I was sad to leave, especially knowing that Mark was going to be on his own. I did, however, leave knowing that Mark had a long list of great stunt fliers on their way. Among

those were Allen Brickhaus, Tom Morris, William Davis, and Joe Adamusko. I am sure that they had as much fun as I did, and I know that I am already planning my trip for next year. Maybe I will be able to stay even longer next time.



Derek with Ryan and his dad, a world champion FF contestant and a good CL flier. Mark Weiss photo.





I caught this low pass just as it flew over the "Welcome to Joe Nall" sign at show center.

**Day 5 and on...** Well, since I was not there, I will leave you with the words of someone who was. This is an email that Mark Weiss sent privately to all the contributors to the event but I felt that it was a great summary of what went on at the Joe Nall and it needed to be included in this article. Take it away, Mark.

"The site that Pat Hartness and his crew delivered was

exceptional. The reception and activity were far beyond anyone's expectations for the first year. There was no way to track how many people came by to watch, ask questions, fly, and be trained. At times the area was quiet, while other times it was busier than we could handle.

"My guess would be around 2,500 attendees came by. With

Here is a panoramic view of the main pavilion from the main flightline. This was a rainy day early in the week, you can tell by the lack of planes in the pits. Derek Barry photo.





Rainbow over the 3-D area, the left side ends at the Control Line circles. I guess we truly were the pot of gold at the end of the rainbow. Derek Barry photo.



complete certainty, we had 241 attendees on the handles of our trainer planes. This was the hit of the CL area and maybe the show. Folks were so delightfully surprised that I was encouraging them to fly a plane that was not theirs and not to worry about any consequences.

“For the first three days, Bruce Jennings was in the circle, and during the remaining four I was the instructor. Ages ranged from 2 through 86 and all of them were so appreciative. It was personally exhausting but well worth the efforts, both in preparation and at the Nall.

“We gave away one page (blue paper) flyers encouraging all to join AMA and PAMPA. I also included the names of all the supporting companies, their exact product support, and their websites.

“I made two radio Control Line planes that flew around a tether on 52-foot-long lines, controlled from outside the circle by radio. Everyone loved this, but I learned the hard way not to give

the transmitter to anyone who said they could fly it! *Like Derek!* Of course, I was provided with and brought all the materials and adhesives I would need to keep the fleet in the air.

“Some of the very best RC pilots came down to try CL, and a couple of the notables included Mac Hodges, RJ Ritter, Bob Trueworthy, Bob Sadler, and Jerry Smith. I also had the pleasure of giving the handle to Tony Stewart’s pilot, Alex. Then the next day, I took someone for a trial flight and *he* was used to going counterclockwise. His name is Juan Pablo Montoya, one of the very few motor sports drivers who has won in Formula One, Indy Cars, and currently, NASCAR. Peter Goldsmith brought Juan to the area.

“Pat Hartness and Mike Gregory (the ED) spent a lot of time in the area and told me many times what wonderful feedback they were receiving from the attendees who stopped by the CL circles. Pat came back on two separate occasions with two of his sons and two of his grandchildren. Pat flew the radio Control







Left: Gerald Neal, one of the Team Futaba members came down for a few flights. He too was a Control Line pilot when he was younger.

Below: You are probably thinking that Pat Hartness is flying an RC plane as he and Bruce Jennings focus on the task at hand. Well, actually, Pat was flying a CL plane that was tethered to a pylon, equipped with elevator and throttle control, and flying on 52-foot lines. Mark called this their radio control line plane. Pat flew it extremely well as he did when he was given the handle for the electric trainer. Mark Weiss photo.



Line plane very well, and his sons and grandsons flew our control line plane, too. Pat also introduced me to his wife who was very appreciative of our efforts.

“Pat called me last week and is already at work improving the circles! I was amazed, as they were very nice but I guess not up to his standards. He

Below: The big and the small: here is the Sweeper with Mark’s RingRat 250 tucked under the tail. I just wanted to give a size comparison.



asked me to come back next year... I agreed. As successful as we were this year, the word spreading in the chat rooms and around the modeling community has been terrific. Next year, it will be unbelievable.”

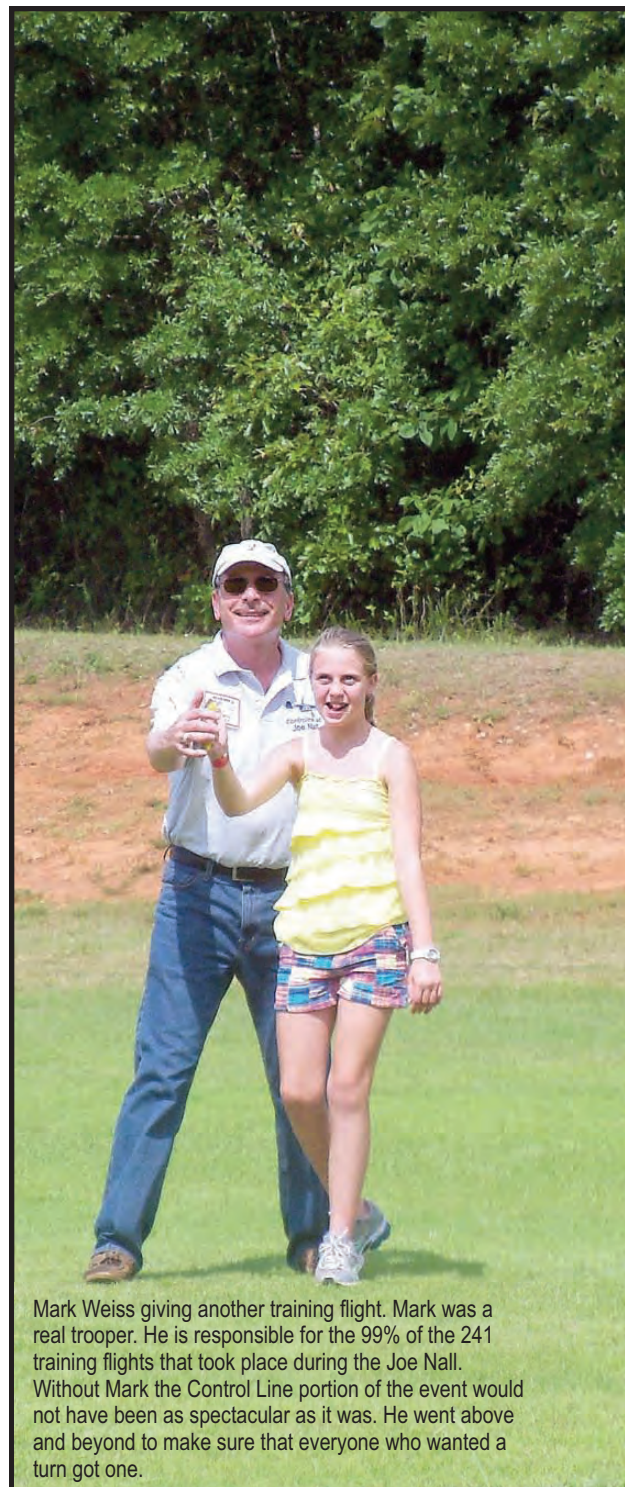
I was extremely impressed by the trainer plane that Mark brought, so I asked him to give me all the specifications. Here they are:

“The plane is the RingRat 250 manufactured in Colorado (not China!) by Bill Stevens at Stevens Aeromodels. The kit quality is outstanding as were all the accessories (all name-brand) and worked perfectly. I covered the flying surfaces with Ultracoat and sprayed the fuselage and rudder with clear Minwax mat finish lacquer.

“The laser-cut kit has a span of 28.5 inches and a length of 26.5 inches. It can be purchased just as a kit, or what I recommend is the complete package. That includes the kit, a BL-2212/6 electric motor, a 30-amp speed control, and an E-Flight timer. (The



Tom Smeltzer with his Brodak Pathfinder. Tom came down with Joe Adamusko and Craig Gunder.



Mark Weiss giving another training flight. Mark was a real trooper. He is responsible for the 99% of the 241 training flights that took place during the Joe Nall. Without Mark the Control Line portion of the event would not have been as spectacular as it was. He went above and beyond to make sure that everyone who wanted a turn got one.



Allen Brickhaus with Bob Shaw's Bearcat.

timer also lets the pilot set the motor RPM's.) He sells his kits directly. Their website is [www.stevensaeromodel.com](http://www.stevensaeromodel.com).

"The lipo batteries I used were Thunderpower RC 1350mah 2-cell packs."

Well, guys, this concludes the Joe Nall Fly-In coverage. I hope that this article will inspire some of you to make the trip to Woodruff SC, next year. If you are a fan of model aviation as I am, attending this event is a must. Hope to see you guys there next year! **SN**

—Derek Berry



# PAMPA Open Forum

***Editor's Note:** This is the first of what I am quite certain will be many Open Forum submissions. It was written by a past PAMPA President and a modeler who has a long history in our event, Tom Dixon. The unique perspective that Tom has, as a Clinical Social Worker, on what motivates us to do things, and what motivates us to care about things, makes for thought-provoking reading. The fact that his focus in this particular piece is on getting involved and doing something to help promote PAMPA and CL Stunt is particularly timely, as the previous piece (a report on the control line activities at the 2012 Joe Nall gathering) highlights the efforts of many to do just exactly what Tom is suggesting. The monumental effort that Mark Weiss put forward to bring the CL activities at Joe Nall to fruition is just the type of dedication and promotional spirit that Tom writes about here.*

—Bob Hunt

## Rejoining and Rebuilding

I hadn't been a PAMPA member for about five years but rejoined in late 2011. I have been active in control line stunt and in my control line supply business all along, but had dropped my PAMPA membership because I could not support the direction the organization was taking. I had been a PAMPA member since the beginning, 1973, and recall, as though it was yesterday, Les McDonald stopping by my home to tell me of this new organization on his way home from the 1973 Nats. It sounded like a great idea at the time!

It's still a great idea. However, to rebuild PAMPA and further foster stunt, and more broadly, control-line... and even more broadly modeling in general, all of us need to be more involved in fairly easy ways.

Bob Hunt's concept of each person signing up another is really a good concept. But here I want to back up a step or two before that to mention "philosophy."

"Huh? What's philosophy got to do with stunt?" Well, philosophy is what you believe about how the world works, and how you guide your thinking and actions.

In my "real life" job, I am a Licensed Clinical Social Worker. I do individual and couples psychotherapy. When I am working with a couple, I talk about what *love* is. Most people don't know; they think it has something to do with how you feel towards someone or something. Actually, the following is the functional, useful definition of love: "The willingness to make a sacrifice, or be inconvenienced, on behalf of the well-being of another." So, my point is, if you love control line stunt, are you willing to be inconvenienced on its behalf?

The people who serve as PAMPA officers are willing to be inconvenienced on behalf of the organization. People who judge, CD contests, and write articles (like this one) are willing to be inconvenienced for the organization and the event. People who do all this surely don't do it for the pay!

Some simple things you can do to "love stunt" involve actually sending in contest reports to your District PAMPA representative, including airplane and engine data. Narrative reports, in my opinion, are not enough. I've said over and over that reporting on a contest by just giving the pilot's name and score is like reporting on a horse race by only mentioning the jockeys! Sacrifice a little more, get the details, and send them in.

Another thing you can do is take PAMPA membership applications to contests. You might even take pre-addressed stamped envelopes. Even at the coming postal rate of 50 cents a letter, ten envelopes is only five bucks. This is probably half of what you would pay for lunch at the contest. Sacrifice a little.

At the meet, promote your contests. If you don't have a contest, plan one. If you are not a CD, ask around. A goodly number of us who have been doing this a while hold Contest Director AMA licenses and would be willing to assist you in getting a meet going. I sometimes hear people say that a contest is a lot of work. In my experience, it's a lot less work than a day at the office! But willingness to do the work is what fosters the health of the sport. A contest doesn't have to be an elaborate multi-event affair. A one-day event on one circle with, say, Profile only, would be a start. (We are having a one-day Saturday meet on one circle at the Gilmer County Airport in Ellijay, Georgia, this September with OTS in the morning and Classic in the afternoon. Come join us.)

Another simple thing to promote stunt is to mention it to people in other organizations you are in. I took two guys from my church out to teach them how to fly a while back. It was a great time. Don't emphasize the competition aspects if you do this, but rather emphasize the fun. I've since found a few more prospective members for the "Methodist Air Force," and when the weather gets a little better, I'll be trying to get them into the air. Here again, the idea is to be willing to sacrifice a little time and effort for these people's fun or education, and in the long run, promoting the sport.

Fifty years ago, John F. Kennedy famously said, "And so, my fellow Americans, ask not what your country can do for you; ask what you can do for your country." The same concept applies to PAMPA and stunt. You can be a "taker" from the event, or you can be a "giver" to the event. If we're all willing to give and make a sacrifice on behalf of its well being, then we all benefit. That's the funny thing about this concept of love. When you make sacrifices for others, it doesn't diminish you; you grow. **SN**

—Tom Dixon



# CENTRAL ALABAMA STUNT SQUADRON 2012 CONTEST

OCTOBER 6<sup>th</sup> & 7<sup>th</sup>  
CLANTON, ALABAMA  
Sanction12-1482

**SCHEDULE:** SATURDAY, OCT. 6 SUNDAY, OCT. 7

Classic/N30 (JSO) Beginner (JSO)  
Old Time Stunt (JSO) Intermediate (JSO)  
Profile Stunt (JSO) Advanced (JSO)  
Warbird Stunt (JSO) Expert (JSO)

We plan to have one of the practice circles set up for Bi-Slob fun flying and also a simple Carrier Deck for those brave souls that wish to try it. There will be no judging for the Bi-Slob or the Carrier flying—just have fun!

**ENTRY FEES:** 1<sup>st</sup> Event—\$20; 2<sup>nd</sup> Event—\$10; 3<sup>rd</sup> Event—\$5  
Additional Events: No Fee; No fee for Bi-Slob or Carrier flying.

No BOM rule, no appearance points. There will be a Pilot's Choice Award for models flown in competition. Custom-made trophies for first three places for Judged Events.

Registration open @ 8:00 AM both days. Pilots' Meeting @ 9:00 AM.

Thanks to Lewis Popwell and family, we will again have the Sat. evening fish fry for registered flyers and their pit crew. Donations cheerfully accepted!

We have four smooth grass circles which will be available for practice on Friday, Oct. 5<sup>th</sup>. Concessions and restrooms on site. RVs welcome, but no hook-ups.

From I-65, take Exit 205 (at US 31). Drive North on US 31 for 1 mile, turn left on Chilton County Road 47. Drive 3 miles on CR 47, the flying site and sign will be visible on the right side of CR 47. The address is 3704 Chilton County Road 47, Clanton, AL.

**CD:** Jim Oliver 334-730-1411; nsrca\_1133@yahoo.com  
**Co-CD:** Lewis Popwell 205-755-6513

Lodging and food are available at Exit 205.  
BEST WESTERN INN 800-528-1234  
KEY WEST INN 800-833-0555  
HOLIDAY INN EXPRESS 800-HOLIDAY  
DAYS INN 205-755-2420



# A CHAMPION'S

## Part 3

*In this segment of the series, I interview Bob Hunt, World Champion, US National Champion, pioneer, innovator, prolific builder, and master craftsman. With so many feathers to the cap over such a long career, this is one person who I had to find out where his motivation comes from.*

**World Champion and US Nats winner, Bob Hunt:** PJ wrote and asked me a very profound question: “What keeps you going at it?” He is, of course, referring to what keeps me going in the world of competition Stunt. He has also asked me not to give the simple “yearbook” answer of, “I love it!” Okay, that will require a bit of thought, but, then again, maybe not *too* much thought on my part.

For me, the hobby/sport of model airplanes started at such a young age that I literally don’t remember it. They tell me that my dad held me up in his arms at the tender age of 22 months and that I flew the required number of laps at a Youngest Contestant contest in 1949 to take home the “win.”

Again, I don’t remember any of this, but it does serve to illustrate just how much modeling permeated my young consciousness. All of my dad’s friends were modelers, and good ones at that. The likes of Harold “Red” Reinhardt, Bob Tucker, George Lieb, Leon Shulman, and the irrepressible Larry Scarinzi were household fixtures at the Hunt home. Red worked for my dad for many years, so he became a sort of big brother to me in many ways.

I just naturally gravitated into

Bob Hunt has had a career in Stunt flying that has spanned six decades.

Here he is with two of his more recognizable designs: the Genesis Extreme and the Caprice. He designed the original Caprice in 1967. The Genesis Extreme is the last in a design series that dates back to 1972.

modeling as my life’s passion. I grew up around modeling personalities who were much bigger than life and I—along with many other local and area youths—wanted to emulate them.

Okay, so I grew up as a modeler in a strong modeling environment. That still does not answer the original question of, “What keeps you going?” I believe that many—maybe even most—people go through life without connecting with the one thing that truly reveals and satisfies their soul. They may have interests and hobbies, but not that one thing that allows them to display exactly who they are behind the mask of outward appearance. I was blessed—not lucky, I believe—to have that one thing revealed to me. I can express virtually all my innermost feelings and thoughts through CL Stunt flying and all that it entails.

I’m a competitive person by nature. Those who are not competitive can never really understand those who are. It is not a



## What a ride!—Bob Hunt



# S MOTIVATION

by P.J. Rowland

choice. You cannot choose to be a competitive person. You can, of course, choose to compete, but if your basic make-up is not that of a competitor, you will never become one in reality.

That in no way should dissuade anyone from flying in competition. There are other ways to win. Not every competitor wins. It is just a tool that is a gift of nature that can be used effectively if all the other aspects required to win are present. There are a lot of people who have a competitor's nature but never win at anything. That does not mean that they don't still strive to compete.

If they never put that competitive nature together with all the other required skills needed to win at something, then they are usually destined to be not-so-happy individuals. They cannot "turn off" their competitive drive, but they also cannot win. That is a sad thing to witness, and I've seen it many times.

I'm also a sensitive person by nature. I internalize things and

often feel that I'm not doing anywhere near enough to justify my own existence. This was far more of a problem for me when I was younger. I would take negative comments and strong criticism way too seriously and often felt that I was vastly inferior to virtually all around me.

Fortunately, I've learned to get past that way of thinking ... Now I still take it all in and examine it, and then I take away the things that can help me and discard permanently anything that tends to hurt me. Perhaps I'm achieving a bit of wisdom in regard to this aspect of my life.

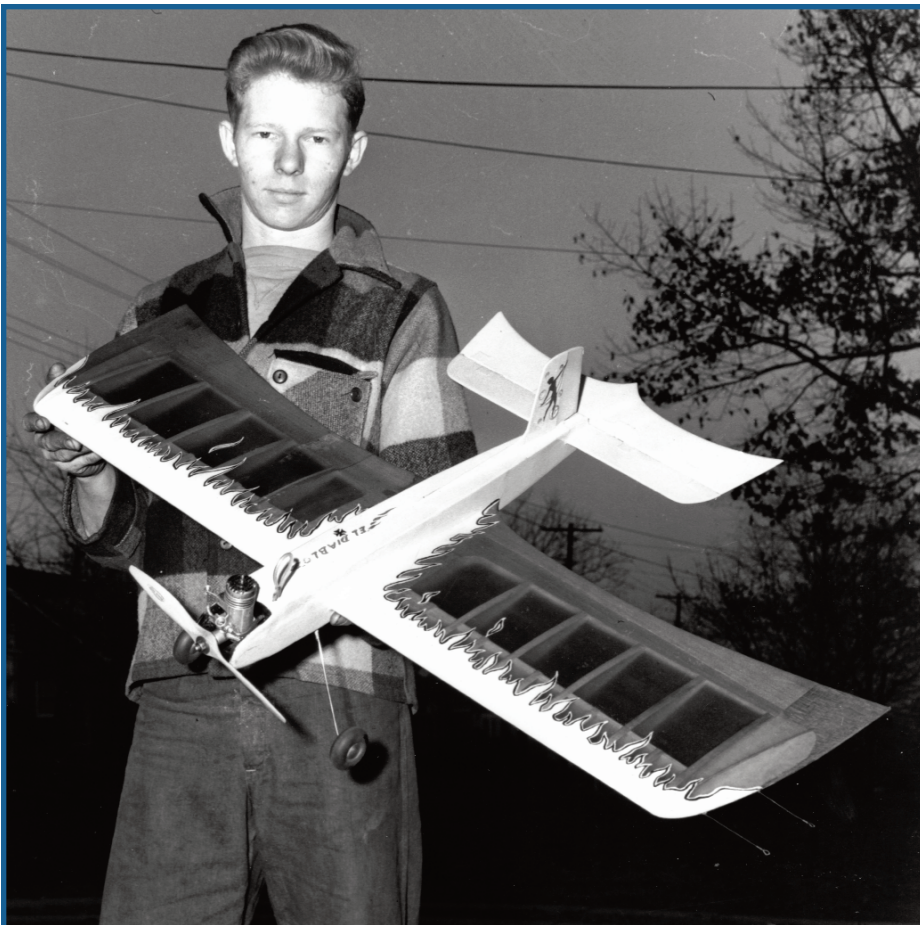
I like people and am compelled to help anyone who just asks for my input. Fortunately, most of the people in this hobby are really nice, and it is easy to interact with them. Helping others to achieve their goals is a pleasure that simply cannot be expressed adequately in print. It is something of the soul and it is, at least for me, a necessary ingredient for happiness. Others helped me, and I take joy in passing help along to others. There is great energy here ...

There is an artistic aspect to my being, and I've found that designing what I feel are good-looking models goes a long way to satisfy that artistic bent. There is just something so satisfying about sculpting a pleasing model.

And, there is an engineering gene in me. My dad, James A. Hunt, was one of the most creative engineering minds I've ever known. His approach to engineering in the custom-built automation machines that he designed and built displayed a genius beyond simple problem solving. His machines were eloquent and beautiful. They displayed a simplicity that was startling, but also a depth of innovation that was simply staggering.

He passed his knowledge on to Red

Inspiration is a huge part of motivation for Bob. Red Rinehardt—shown here holding his famous El Diablo design in 1952—was one of Bob's many childhood heroes. Red and Bob worked together in the same machine shop for Bob's dad, who was an automation machine designer/builder. Bob learned much from Red about a lot of things.







Another one of Bob's childhood heroes is Larry Scarinzi. Here Larry is tuning his original-design Gay Devil for flight as his wife, Ginger holds. This photo was taken in 1958, the year that the modern pattern was first flown in competition. Larry's influence on Bob's career was, and still is, a key ingredient to his success.

Reinhardt. He taught Red the technical things, but Red also possessed a similar genius gift for simplicity of design in engineering. Dad passed what he knew on to another soul with the same gifted insights. Although I never pursued engineering as my life's work, I'm absolutely certain that there is a lot of my dad's gift for three-dimensional thought in problem solving present in my make-up. I love solving model building problems and try to make the solutions as eloquent as possible. I have the ability of being able to see mechanical and construction oriented things in my mind and can view them mentally from all angles. This, again, is a gift.

All of these are elements that add up to some ability to be successful at a number of things. I chose model airplanes, and CL Stunt models in particular, because all of those elements dovetail perfectly into the skills required to be successful there.

Beyond what I have written, I cannot express the intangible things—the deeply seated internal love of this sport. Much of it stems from the feeling that is received by actually feeling the life of the model at the end of the lines; the way it turns and locks; the way it flows through round maneuvers. It is a visceral thing and cannot be adequately conveyed in but mere words.

It is a spiritual thing for me, and for many others, I would venture. To know that the living thing at the end of the lines was something I designed and built with my own hands is also a big part of the equation. While I have no problem with others flying models that they didn't build or design, I feel sorry for them for not having the chance to experience all the other aspects that I've written about here.

Coming back from the spiritual to the human realm a bit, there is also one thing that separates those who take this hobby/sport to the pinnacle and those who will never achieve that lofty perch. Drive! You can have all the above mentioned attributes and gifts and still not achieve success. You need to get off your butt and work at it!

It is here where those who were born without some, or even all, of the above listed attributes and gifts can make it to the top. You can get very far with a bit of talent and a lot of sweat. You can have all the talent in the world and not go anywhere if you are not willing to work very hard.

The really rare and amazingly beautiful thing is when someone has been gifted with all we have discussed here, and also works extremely hard at it. Eventually, that will pay off, and the result is a *Champion*. Not just someone who has won a contest, but rather a true *Champion*. This happens rarely, and true Champions are few and far between, but it is such a beautiful thing to be present and see it all come together on the field.

Even if I'm not the person holding the trophy on such an occasion (and I'm usually not ...), I feel truly blessed to just be present to see it happen. It is why I fly Stunt. And, to answer PJ's original question: It is what keeps me going at it. It's what I will continue doing until the end.

*Bob has certainly answered my question in detail, but I sense that there is even more to his story. My interview with Bob follows:*

**PJ:** *How did you feel after your first Nats win?*

**BH:** Almost like I had stolen something! I mean, man, you spend your whole life looking up at and trying hard to emulate your heroes who win the big contests, and when you finally win a big one, you actually feel a bit guilty that you've stolen one away from them.

Actually, it took quite a while for it all to sink in. I called my wife to tell her that I'd won. It went something like this: "Hi, Honey, I won the Nats!" Her reply was, "No you didn't." Okay, I guess she didn't understand. I repeated myself, "No, really, I won!" Then she hit me with, "How could you win with all those good fliers there?" I had been telling her for years just how good the competition was and how difficult it would be to ever win one of these things. I guess she was convinced!

At the very instant that I knew I had won, I went into a sort of shock. People were coming at me with their hands out to congratulate me and all their faces seemed to be distorted, and everything seemed to be going in extreme slow motion. It was weird ...

After a few weeks it did sink in completely and I realized that one major goal had been achieved, and because of that, all my other goals seemed attainable, as well. Winning is a liberating thing. Until you have to defend a title that is ...

**PJ:** *Was your ultimate goal a US Nats win? Do you recall the motivation toward trying to achieve it? Was it based around trying to get a better flying package, new designs, and evolutions?*

**BH:** I'm not sure that I had a specific goal. The thought of actually winning the Nats seemed like such a far off and virtually unattainable thing that I just sort of focused on the designing, building, and flying aspects of the sport, thinking that sometime, far in the future, I might win one.

# What a ride!—Bob Hunt

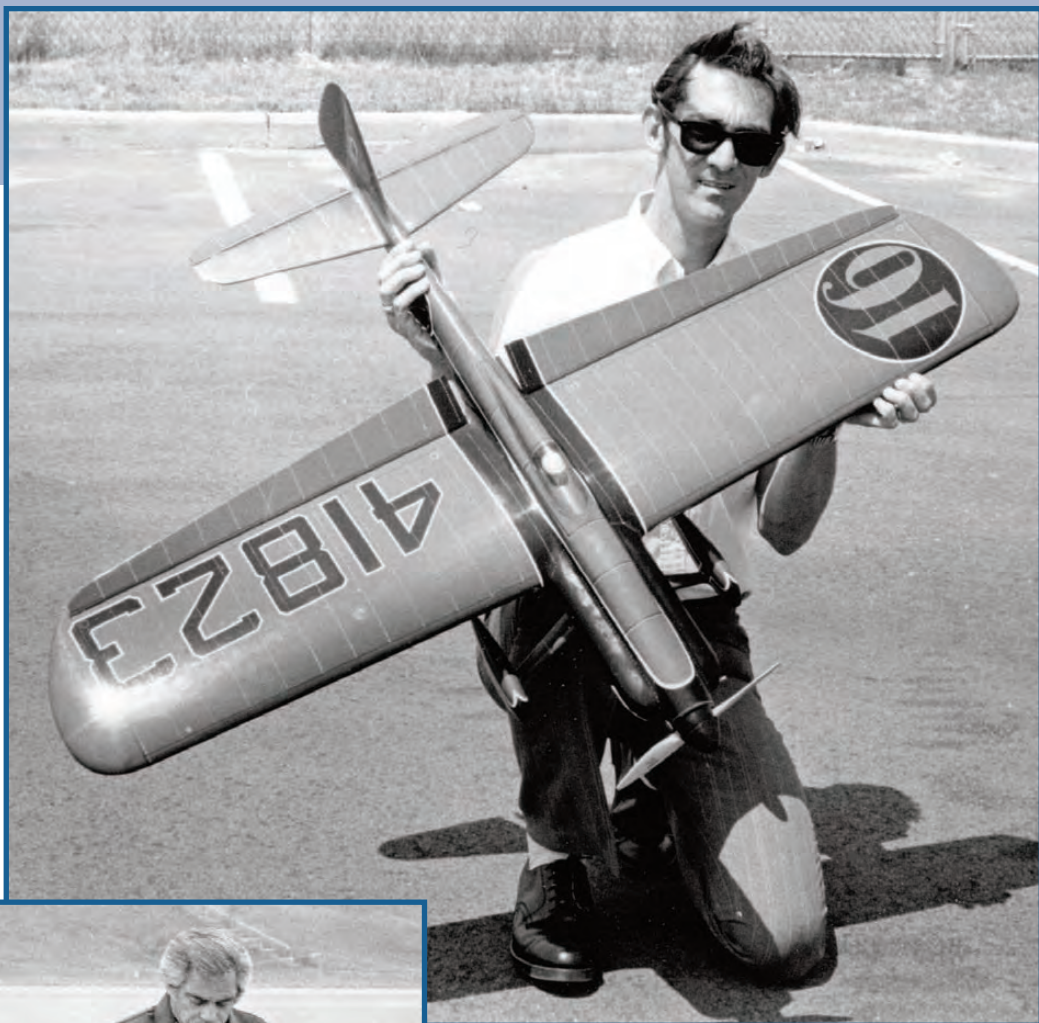


**PJ:** Goal setting: Do you goal set at the start of a season?

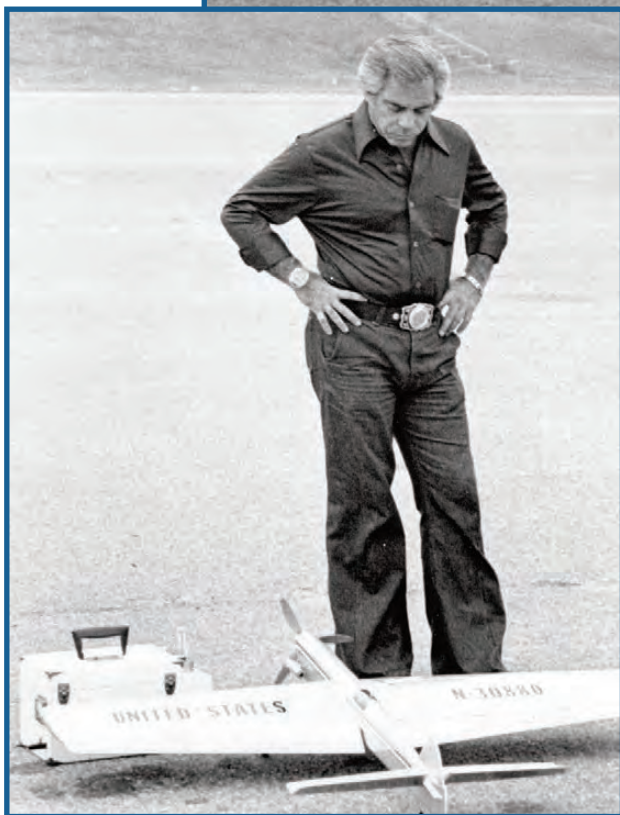
**BH:** Well, I didn't used to, but when I found out that goals are attainable, I certainly started thinking in that direction. These days I'm far more organized and goal oriented than I used to be. Early on it was just this bundle of energy dressed in white pants and a red shirt rocketing along with no direction or goals, totally out of control, but not in any danger of hitting anything, either. The fact that I smashed head on into a Nats crown was more destiny than design, I think.

Now I am thinking ahead and planning in much more detail than I ever have before. I guess it's the realization that I'm much closer to the finish line than to the start line that has made me prioritize and optimize my time. I still have a bundle of energy, but now it is becoming more directed. That excites me but also makes me mad that I didn't start thinking like this many years ago. I think I'm approaching wisdom ...

**PJ:** At the end of your career, what would you like to have achieved? Certainly, you could easily



Above: Where Larry and Red's influence was mostly inspirational, Bill Simons' contribution to Bob was in mentorship on the technical and practical aspects of the event. He honed Bob's building and flying skills over a period of several years. Here Bill is shown holding his famous Shoestring in 1969.



Left: While Bill Simons covered the tangible things in Bob's stunt education, Gene Schaffer took over and covered the intangibles. Gene, shown here at the 1977 Team Trials with his Hallmark, was the most influential person in Bob's life in terms of instilling a sense of competitiveness. Bob still ranks Gene as the fiercest and most focused competitor he's ever known. Gene's resolve to win and his amazing piloting skills were a catalyst for Bob's development as a competitor.





Left: Here's Bob alongside Lake Charles in Louisiana in 1974. He's displaying his second Genesis 35 and his brand-new (at that time) Genesis 46. He flew the Genesis 46 to sixth place that year in a hotly contested Nats. This marked his move to the larger ships.

*quit tomorrow and be considered one of the best.*

**BH:** Well, I'd like to know that I have indeed reached the actual end of a career. I think that many leave this orb without having accomplished all of which they were capable. They leave, or quit, before they have achieved all that they had the talent and energy to do.

You lose a few things as you get older (no hair jokes here, please ...), but you also gain a lot of things. If you learn to use the new things that age and experience provide, and hang onto as many of the things afforded by youth as possible, then you might find whole new vistas of things that are possible and that there is much more to accomplish. I'm getting old, but I'm not dead ... Actually, I feel younger each day of late, and that tells me that there is more to achieve.

I have long since stopped thinking about where I rank compared to other fliers. I just haven't got the time to waste on that. History will place me where I belong in the minds of others. I am too busy exploring what is possible for *me* to worry about any of that drivel.

**PJ:** *Are still trying to get to "multiple Nats wins" status?*

**BH:** Well, again, that's not how I think of it. If winning comes, that's great, but to focus on the prospect of winning only takes away from the things that can make winning possible. If you put your thoughts and energies into flying better, building better, trimming better, focusing better, etc., then a Nats win might just come up and grab you when you are not looking. To have a better chance of winning, don't think about winning; think about improving in all ways, all the time.

**PJ:** *Engine technology and your approach: Some people choose a path of taking a set design, and simply refining it over a long period of time. You always seem to be on the cutting edge of new*

Right: Two years after his Nats win, Bob found himself in a battle with the wind and Al Rabe at the 1978 World Championships in England. Here he is shown pull-testing his O.S. FSR .40-powered Genesis for one of his qualification flights at that contest. Note the homemade wooden three-blade prop.



In 1976 Bob won it all at the Nats in Dayton, Ohio. Behind Bob in this photo you can see the Air Force Museum. The contest that year was held on Dayton Wright AFB. Bob flew his Genesis 46 to the win after having backed over the ship in a parking lot accident!

*power technologies. Is this part of the continual love and where you find inspiration?*

**BH:** Well, first off, this is where I like to focus my thinking these days, on anything and everything that can improve performance. It is well documented that I was a member of that small but weird group that brought the tuned pipe to CL Stunt. There were a lot of people who thought that a sacrilege. In fact, in the early days of



# What a ride!—Bob Hunt





Left: Pulling up into the wingover during his winning flight, Bob shows the focus and concentration that all successful competitors must have. Bob practiced every day for a full month before attending the 1978 World Championships, and it paid off!

It is no secret that I am now head over heels, puppy dog in love with electric power. I have sold all my glow stuff, except the engines and props that I use to power my Classic and OTS models. It is a personal decision that I will not use electric power in those vintage events. I do not, however, mind if others do.

Now that I've established and acknowledged my love of electric power, let me make this statement: If something better than electric power came along tomorrow, I'd drop electric like a hot potato. My allegiance is not to electric power, nor glow power, nor steam power, nor nuclear power, nor even to a couple of chipmunks on a turntable spinning the prop. My focus is on what will yield the best performance in my CL Stunt model. Right now, for me, that's electric power.

**PJ:** *How did you feel after your World Champs win? Was there single-minded focus behind that—simple goal setting? Was there a letdown, or a sense of, "Now what?"*

**BH:** Quite frankly, the WC win just felt, well, good! The Nats win had shown me that attaining such goals was possible. I felt as if I'd actually earned that WC win.

I took off a month from work and just flew all day long. I put in the sweat equity, and when I won, I was happy but not all that surprised. I had seen the path to success was one of hard work and preparation. I tried that and it worked! I wish I could tell you that I put that kind of effort in every time I prepared for a major meet. The truth is, that was the only time I really worked as hard as I could.

Because of that I really have never felt cheated or slighted by the results of any subsequent Nats or Worlds in respect to my performance or placing. I got very lazy after that Worlds win, and it really didn't bother me. That's probably why I quit after an unsuccessful title defense in 1980. I did manage a Silver Medal at that Worlds, but after you've been to the top, there is only one way left to go ...

The pressures of real life had finally come to call, and

Here is the 1980 United States World F2B team, along with the defending World Champion, Bob Hunt. Bill Werwage, Les McDonald, and Wynn Paul made up the actual team that year, and they won the Team Championship. Equally impressive was the fact that Les won that year, Bob took second, and Bill placed third for the second medal sweep in F2B by a United States team.



that saga I actually received a few physical threats over it!

It's amazing to me that anyone would not investigate something new for possible performance improvement before condemning it. Sometimes technology takes you to places where you feel uncomfortable. New glasses make me feel uncomfortable, too, at least until I get used to them and discover that I can *see better*.

There is this propensity by many to discount new things outright in this hobby/sport. Tradition seems to be so deeply rooted here that anything new is attacked right away, by many, and for no other reason than it is different than what they are comfortable with. Then, when they finally see that the new thing is indeed better, a new tradition is formed and all is well until the next new and uncomfortable thing comes along, and then the entire process repeats itself. Arrrrggggg!





Left: These three men had many fierce battles at many contests throughout the 1970s and early 1980s, and today they are best of friends. Left to right in the photo are Les McDonald, Bill Werwage, and Bob Hunt, enjoying a moment together after the 1980 World Championships. The real reason they are smiling is a story for another time ...

flying CL Stunt at the pinnacle level just didn't

seem so important anymore. I had achieved my personal goals and beyond, so it was not too difficult to step away. I'm not sorry about it now, either; I did the right thing to get a real job and care for my family. Ironically, that move set in motion a series of events that would eventually bring me back to CL Stunt with new energy and lots of new technologies to explore—a story, perhaps, for another time ...

**PJ:** Have you contemplated a life without Control Line Aerobatics?

**BH:** Not really. I'm convinced that this is the medium at which I can best express myself and satisfy my artistic, competitive and even spiritual self. There *was* a moment in time that I'd like to forget where I did indeed have to contemplate some serious things.

It was while I was flying through the air at about 60 mph after having been rudely ejected from a sport bike. They say that your life passes in front of your eyes at such a moment of truth. I really could have been killed on that occasion (ended up with a few cracked ribs and lots of bruises, but no road rash, thanks to

proper protective gear), and the one thing that flashed into my consciousness was the thought that I might never fly a CL Stunt model again. Sorry if that sounds trite, but that's exactly what I thought about when faced with oblivion.

I think, like Bob Gieseke often says, "They'll have to pry the handle out of my hand before they put me in the box."

**PJ:** Can you remember a time when your motivation had disappeared, where going out to the workshop and starting another project was all too daunting?

**BH:** Nope!

**PJ:** Can you talk briefly about some of your rivals? How had they pushed you? Who do you feel pushed you the most, and who, if any, influenced you?

**BH:** Well, no, I can't talk briefly about this subject. Those who were my rivals are now among my most treasured friends, by and large. When you are young and are competing against other young bucks, you really don't feel much love for them. All they represent are roadblocks in your path. You want to squash them. And, they want to squash you.

Then, as the journey unwinds, you find that you have more in common with them than with anyone else on earth. It starts as a begrudging respect and then it grows into genuine admiration. It ends up as brotherhood. No one else can really understand the things you are thinking and feeling like they can. And, the farther



In 1992 this United States F2B team won the Team Championship Gold Medal in Czechoslovakia. Bob Hunt (left) finished in fifth (one half point out of third!), Bill Werwage (center) captured sixth, and Paul Walker (right) won the individual Gold Medal. Bob says that this is perhaps the most fun team he was on. He remembers vividly the airplane box races that he and Paul had down the hotel hallway. These guys would compete at anything! Ask Paul about the Stopwatch Game they all played that year ...

# What a ride!—Bob Hunt





Left: One of Bob's all-time favorite airplanes was his Bronze Dog Saturn. This is the ship he flew at the 1992 and 1994 World Championships and at the 1993, 1994, and 1995 Nats. Here he is with it at the 1992 World Championships in Czechoslovakia.

Below: In 1998 Bob served as the United States CL World Assistant Team Manager for the second time. This world championship was contested in Kiev in the Ukraine. Here he holds the P-47 as Bill Werwage gets ready for an official flight. Paul assists with the battery.



considerable powers in CL Stunt to bear at the exact right moment. Being a showman means nothing if you have nothing to show. Les had it all. He was an exquisite builder. He developed an iconic design in the Stiletto and kept refining it for years.

He could fly extremely well and kept developing a personal flying style that displayed the technical aspects of the pattern to good effect, while at the same time demonstrating a flow and grace that was just mesmerizing. He had the personality required to make him someone you just wanted to hang around with, and everyone liked him. He was just a classy, naturally funny, likable guy who could kick ass in the circle. And, it all appeared to be so effortless for him.

If you have read Les' multiple-part autobiography that was published in past issues of *Stunt News*, then you already know that the persona was far different than the reality of being Les McDonald. That makes it even more amazing to me—that he was able to pull it off as well as he did for as long as he did.

The point at which Les and I truly became brothers happened at the practice field at the 1978 World Championships. Les was attending as the defending 1976 World Champ and was not a part of the actual US FAI F2B team. He voluntarily did not go to the Team Trails in 1977 so that one more American could go over as a team member, giving us four shots at the individual win. The actual team that year was Bob Gieseke, Al Rabe, and me.

You might not know this, but it is a well-known fact by the older Stunt guys that there is no love lost between Al and Bob. No one really knows the reason, but they just do not socialize. Neither of them has offered to comment on just what the point of contention is between them, and we have all learned to respect that. So, because of that division, the 1978 team was a bit fragmented.

Bob's son Joe came over to help him, and Al just set up his stooge and started burning them in at the practice circle. That left Les and me to kind of fend for ourselves. Les suggested that we share the car that he had rented and fly together in practice so we wouldn't be taking sides with or against either of our teammates. It was awkward, but I truly believe there was a reason that it happened.

Les and I were scheduled to fly late in the first qualifying round of competition, so we went out to the practice field. Unlike many (maybe even most) world championship venues, we had an entire RAF air base and all its runways at our disposal throughout the contest. Les and I began flying practice flights. Remember, we were still young rivals and each of us didn't really want to show the other any chinks in the armor.

Les was hot and he flew a virtually perfect flight. When he landed, I didn't even hint that I was impressed with his flawless performance. Then I flew, and I knew I was also flying at the very top of my game. Les flew another spectacular flight, and

up the ladder you go, the fewer competitors you meet who have experienced that which you have. It is truly a brotherhood.

I came up in Stunt on the national scene at a point in time when there were a few very talented young fliers, a few ultra-talented veterans in their prime, and even a few declining veterans. I can remember having some reverence for the vets, but none at all for the other young fliers who were vying with me for the next open "slot" to Stunt stardom.

Among these young fliers was Bill Werwage. In Bill's case, he was also a veteran. Billy started so young and had so much success at an early age that he was sort of in a class by himself. You really couldn't disrespect him by treating him as a "young gun" peer; he was already an icon. I wasn't too sure how to relate to Billy at that time, so I just gave him a wide berth for quite a while.

Les McDonald was a totally different case. Les and I were the obvious new hot young fliers and we were in a personal, unspoken competition within the actual competition. We were cordial to each other, but you could tell that there was a fight going on there. I wanted to feel that I was just as good as Les in every respect in those days, but the truth is, he had a few things figured out that I had not yet solved, and he also had some natural gifts that I either didn't have or hadn't yet discovered.

Les was the consummate showman. He could bring all his





Left: Bob really enjoys flying at VSC and has attended 22 of the 24 championships that have been held. Here he is flying his original-design, five-time VSC Champion, Caprice at the 2011 gathering.

then I answered with one, and it went for about an hour.

Finally, we just looked at each other and began laughing. Les said, “Bobby, I’m certain that you and I are the two best Stunt fliers on the face of the earth right now. Let’s one of us go out and win this thing!” It was the defining moment for us as brothers. We looked each other in the eye with a new sense of purpose and a pact was made.

I went on to win that WC, but I treasure that moment all alone with Les on Burtonwood RAF base as much or more than the win. We each still wanted to win, but at that point we became brothers, and that’s the way it’s been ever since between us.

That point also came with Billy about two years earlier. We were each disappointed with our scores at the 1975 Team Trials and were both pacing under the same tree in disgust. I asked him what he was mad at, and he told me that he had flown what he considered to be a great flight and the judges just overlooked it. I commented that I had watched that flight and also thought it was a great one. He then told me that he felt that I’d also been underscored on my flight.

We had known each other casually up to that point. I really never tried to get too close to Billy because he was so intense. That day he revealed another side of his personality, and we’ve been close friends ever since.

Some of my most treasured memories are of the nine trips Billy and I made together to Tucson, Arizona, to attend VSC. Believe me when I tell you that there is no one on earth who is funnier and more biting satirical than Mr. Werwage. There were points on those trips where we had to literary stop the van, get out, and just laugh. If we had kept driving, we would have crashed. My sides hurt after those trips from laughter.

Billy and I started doing a lot of building and flying together

rounds at the finals of the 1976 Nats. The highest point was fixing it and then winning the Nats on the same day with it!

**PJ:** *Is your dedication/motivation as strong today as it was in the early 2000s?*

**BH:** No, it’s much, much stronger now! In fact, I’ve never been as motivated and as energized as I am right now. I feel I’m peaking at designing, at innovating, and at building, and I also feel that my best flying may actually be ahead of me. I’m truly having a second childhood in CL Stunt!

**PJ:** *I’m very close to my father; he taught me everything I know and although I’m very capable on my own, having him around to bounce ideas off of is comforting. Knowing he’s around is something I cherish—I don’t know how I will react to wanting to continue to fly when he is no longer there. I know, from what others have told me, you were similar; you had an incredible father who was very intelligent and helped you in every aspect. Yet with his passing you seemed to dedicate yourself even more. How difficult was that to get over?*

**BH:** Well, I’ll let you know that when I’m over it. Seriously, I hope I never get over the passing of my father, or my mother. They were both such incredible people. In my father’s case, it is a bit more difficult for me because we worked together for many years. I started out learning how to run metal working machinery from him and just slid into working for him full-time, making parts for the automation machines that he and Red Reinhardt were working on.

Red was my actual day-to-day mentor in the machine shop. He was an outstanding tool and die maker and he taught me plenty. He wasn’t always very subtle about it either when I made

from that point on, and he was very open and giving with his vast knowledge. I learned a ton from him over the years since, and we still occasionally get together and just build for days on end.

So, to answer your initial question, I’d have to say that Les pushed me more to be a better competitor, but Billy influenced me more when it came to the actual technical aspects of the sport. I love them both as brothers.

**PJ:** *Your lowest moment—and the highest.*

**BH:** That’s a no brainer. The lowest point was when I backed over my own model between

# What a ride!—Bob Hunt



a mistake or did less than I was capable of. He'd yell at me and use many colorful metaphors (ahem), and I caught my dad smiling to himself often while Red chastised me.

My father and I had a very close relationship right up until near the end. He was slipping into a sort of dementia and became very paranoid just before his death. He was having a lot of major automobile accidents (he totaled three cars in quick succession) and lots of minor fender benders with other people's cars in parking lots.

My brother and sister and I tried to get him to relinquish his driver's license, and at first he was okay with that. Then he made an about face and refused to do it. He got quite mad at us siblings over it. We were just afraid that he was going to kill himself, or, God forbid, someone else. We backed off, but he was still angry with us. Again, it was dementia setting in and he had all the classic symptoms. Remember this happened in his 90<sup>th</sup> year on this planet.

The sad end came for him when he died in a car crash. Fortunately, no one but him was hurt in that crash. My family is now quite sorry that we did not hold our position and insist that he stop driving. For anyone reading this, please, *do the right thing* for your parents when the time comes, and make them stop driving when you see that they are becoming dangerous to themselves and to others. I could go on for pages about this, but it is still too painful.

I prefer to remember my father as he was for the vast majority of my life: He was totally supportive, helpful, instructive, generous with his time and resources, incredibly funny at times, a bit stubborn at times (probably where I get that trait, as well ...), fiercely creative, amazingly innovative, and loving in his own way.

There is not enough ink for me to tell of all the good things

about my father and how much he helped me along the way. I miss him dearly and I still talk to him while I'm building in my shop at night. That gives me a lot of comfort. And, yes, it is in large part for wanting to justify all the time he invested in me that I'm now so re-energized. It's almost as if he were here helping me along again.

**PJ:** *What do you think was your best achievement?*

**BH:** This one is easy, too. The Lost-Foam Wing Building System is to me my best achievement. My dad really thought that was a great innovation, and I'm proud of that as well. I now wish that I had named it something different as the foam is really not *lost* in any way. I think that "Foam-Form Wing Building System" would have been a better name for it. The problem is, it has become so popular and well-known under that moniker that I don't think it wise to change it now.

I'm also proud of the fact that so many top fliers—including our last two American World Champions in F2B—have chosen to build their wings in this system. And, we just continue to find new uses for it and ways of constructing different types of wings in that system. It's the best thing I've done for sure, in my opinion.

**PJ:** *What model did you think was your best flying ship, or gave you the best sense of confidence?*

**BH:** That's a toughie ... I have been blessed with a number of very fine flying models over the years. Both of the Genesis 35 models I built were excellent ships, and two of the three Genesis 46 Mk III models were fantastic flyers, as well. The Genesis 40 that I used at the 1980 World Champs would hands down be my choice if the fuselage had been just a bit more torsionally rigid. It was the very best maneuver "scriber" I've ever owned when

flown in good wind conditions, but when the wind came up to 10 mph or so, the fuselage would twist and the wing and tail would get out of line and all sorts of weird things would happen.

Another great ship for me was the Saturn, which was built around a set of "numbers" and



Left: One of Bob's most treasured memories was flying with his dad, Jim A. Hunt, at VSC in 1993. Jim reprised his Travel Air that was published in the December 1952 issue of Model Airplane News. He won the Spirit of '52 award that year, and was named the Keeper of the Flame as well. A great year for a great man.





Bob feels that his best flying and competing may yet be ahead of him. Here he is at the 2004 Nats adjusting the needle valve on his Genesis Extreme while his son, Robby, holds. Bob treasures the years that Robby flew stunt with him. Robby won five straight Nats crowns: one in Junior and four in Senior (1991 through 1995). Bob and Robby were the only father/son team to fly together in the Top-5 Flyoff at the Nats, and they did it five consecutive years!

airfoils that Billy Werwage suggested. That ship was very honest and easy to fly, and I won a lot of contests with it.

The “numbers” and airfoils that I used in the 1980 Genesis are now in my new Crossfire Extreme, only with a much stiffer fuselage. That ship is still new but is showing a lot of promise. It may yet become my favorite of all time. But, if pressed to choose only one, I’d have to go with the Genesis 46 Mk III that I used to win the 1978 World Championships. It was just killer in all respects, especially in the wind.

**PJ:** Which model was your best looking?

**BH:** I kind of liked them all at the time I designed and built them. Styling a model is the thing that gives me the most enjoyment in the sport, and I’m continually drawing new designs on paper.

The Genesis series is perhaps what I’m best known for, but

the truth is, I never did get that concept to the point I really wanted. I always felt there was more to be discovered with that look, and heaven knows I tried a bunch of different looks on that basic concept over the years. I’d have to say that the Genesis Extreme came closest to what I was searching for with the Genesis look, but it was still not *exactly* what I wanted.

Again, if pressed to pick only one model, I’d have to choose the original Crossfire in its second finish. I refinished that ship around 1989 and changed some of the styling cues in the process. I liked it a lot, and so did a lot of other people, apparently, as I’ve received a lot of requests for plans for that model over the years.

Just before I designed the new Crossfire Extreme, I also traced in pencil the plans for the restyled 1989 Crossfire, so they are available. That ship sat on the front row in appearance in 1990 at the Nats. Amazing, since I came within seconds of

# What a ride!—Bob Hunt



breaking it into pieces and throwing it out just before deciding to refinish it!

**PJ:** *What was your most disappointing moment?*

**BH:** Unfortunately, that's an easy one, as well. It was not making the 2004 US F2B team. I was flying the Genesis Extreme at that time and it was brand new. It flew very well, but the engine I chose to use was just not cooperating. It was a new design .40 of a brand I had never tried before, but I was certain that it would be a good one.

I tried everything during that week of practice at Muncie before the competition began, but there was no way to make that engine behave. I flew nearly 100 flights during the week of practice prior to the contest, just trying to make that first engine run right. It would sputter in corners, but not every time; it would run away for a few maneuvers, but not every time. And, it didn't have much useable power.

I was able to nurse it to run just well enough to finish the Team Trails as the First Alternate. It was very disappointing. It's not often that the World Championships comes to the United States, and I dearly wanted to fly on that team. Tried hard, but came up just short.

I really should have switched engine brands and got the ship to work better during that week, but right at that time there were no other .40-size Schneurle engines available that would fit into the nose of my ship and run correctly on the pipe. Shortly after that meet, Randy Smith developed and released his fantastic PA .40 R Ultra-Lite engine, and I retrofitted the ship with one. It flew just fine from that point on. I *did* get to fly the warm-up flights for the judges with the PA .40-powered Genesis Extreme the next year at Muncie; it was like kissing my sister ...

**PJ:** *Talk about some of your greatest memories at past Nats.*

**BH:** I'll relate my very favorite Nats experience. And that actually covered six Nationals from 1990 through 1995. It was flying with my son at the Nats. Robby won the Junior division at the Nats in 1991 and then won four straight Senior Nats crowns to accomplish a "five-peat."

In those days the Junior winner and the Senior winner flew together with the Top-Five Open class fliers in the Walker Fly-Off. I made the Top 5 in Open each of the years that Robby won, so we got to fly together and against each other in that fly-off for five years in a row. No other father-son team has flown together in that format, and we did it five times in a row! In 1994 I came within half a point of winning (placed second to Paul Walker), and if I had, then we would have both been Nats Champs! So close ... Those are memories that surpass virtually anything else for me in modeling.

**PJ:** *Those who influenced you?*

**BH:** Wow! Another subject for a good-sized book. Okay, briefly,

here goes. My dad was the major influence, of course. He made it all possible with his patience and support. He taught me a lot and let me learn by making mistakes and then patiently helped me correct them; best way to learn! He imparted a sense of logic and instilled many engineering principals that I still use daily. I could not have done any of it without him.

Red Reinhardt and Larry Scarinzi: These two were bigger than life for a young boy who wanted to become involved in modeling. They built beautiful airplanes, flew amazingly well, and made it all appear to be so much fun and so possible to achieve. They were, and are still, my all-time heroes.

Bill Simons: Bill found me floundering with a warped and oil-soaked Chief at a dust bowl of a flying field. He watched me fly a pattern and then commented that I could be a competitive Stunt flier with a bit of help, and then he offered that help. We became best friends, and he was even the best man at my wedding. Bill taught me the fine points of building and finishing and helped me to hone a competition-caliber pattern.

Gene Schaffer: Where Bill Simons helped me with the tangible things, Gene stepped in and covered the intangibles. He was the most fierce competitor I've ever known and that's what I learned from him—how to compete! He showed me how to use the tools that Bill Simons had given me, in the arena.

Bill Werwage: Billy helped me put it all together and added a dash of art to the equation. Billy's presentation is mesmerizing and has a flow like no one else's. He helped me to understand presentation and that there are not 15 disconnected maneuvers, but rather just one long maneuver from start of takeoff roll to end of landing roll out. Plus, he was someone who I could brainstorm extremely well; he just grasps new concepts so quickly.

Dean Pappas: Dean's influence crosses all boundaries. He gave me the ability to think almost four-dimensionally about things. He is by far the most intelligent and learned person I know, and he has a way of not making me feel like a complete dunce in his presence. He's someone one with whom I can brainstorm at the speed of thought. He's shown me horizons of thought that I did not know existed. Dean is truly an unappreciated genius of his time.

Others who contributed in various important ways include Ted Fancher, Bob Gialdini, Bob Gieseke, Phil Granderson, Chris Lella, Charles Mackey, Frank McMillan, Warren Tiahrt, Keith Trostle, Paul Walker, Bob Whitely, Buddy Wieder, Lou Wolgast and maybe a hundred others!

**PJ:** *Who are your biggest rivals?*

**BH:** Another easy one: Bill Werwage and Les McDonald. Mainly since we were the hot young fliers of the 1970s who were dicing it out at each big meet. We were each trying to unseat some aging legend of the event, and at the same time be the one to take that seat. I was left standing more often than not. Wouldn't change a thing if I could, however. What a ride! **SN**



# Around Tom's Shop

by Tom Morris

## Let's Build a Wing: Part 3

**It's time** to finish up the wing we have been building in the New Millennium Lincoln Log method. Let's pick it up with the installation of the leading edge sheeting.

30



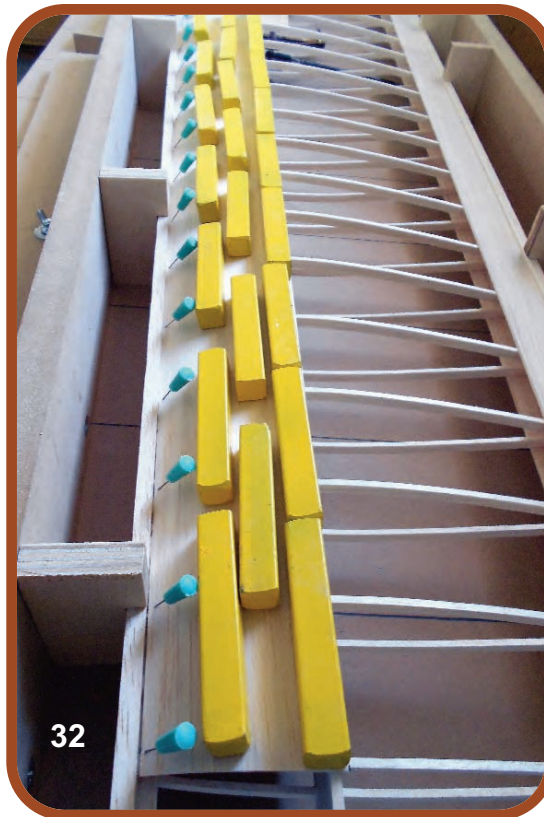
The first step in putting on the leading edge sheeting is to put in a gluing shelf along the leading edge (Photo # 30). This is a  $\frac{1}{16} \times \frac{1}{4}$ -inch piece of balsa that matches the airfoil of the ribs and is placed between each rib. This keeps the glue below the surface, helps prevent sanding through the leading edge sheeting as the leading edge is shaped, and helps keep the balsa from sagging between the ribs.

31



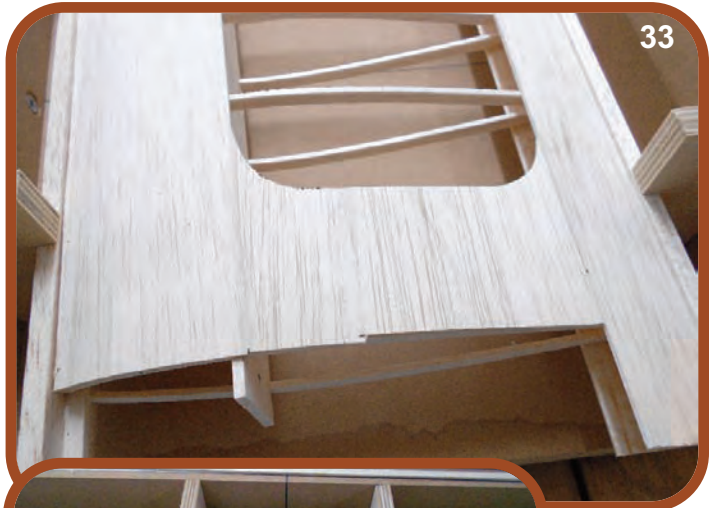
Sheet the bottom of the wing first. Put dots of glue along the leading edge gluing shelf, the spar, on each rib, on the landing gear block, and on the bellcrank mounting plate. Elmer's Glue dries slowly enough to give you time to put on the glue. Pin the leading edge sheeting to the leading edge and tight against the ribs (Photo # 31).

32



Add weights to the sheeting while the glue dries (Photo # 32). Sheet the other side in like manner. After the leading edge sheeting is dried, put on the outer bay sheeting (Photo # 33). Most plans don't show outer bay sheeting, but I always use

33



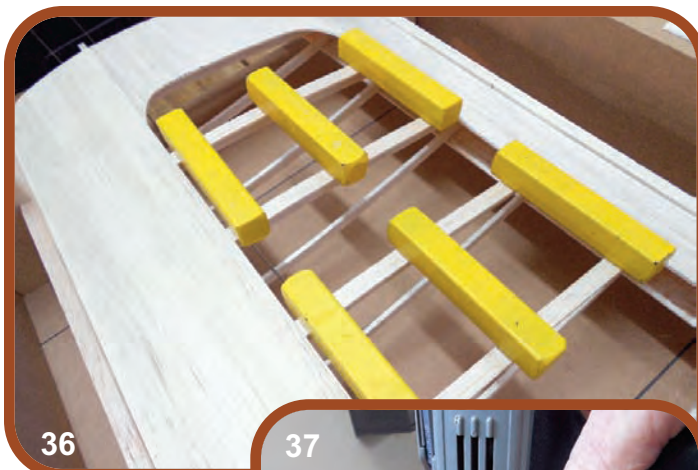
35



it because it makes the wing stiffer and it looks better matching the center sheeting shape.

Now add the center sheeting





(Photo # 34).

Next, put on the cap strips (Photo # 36). The building weights make this job real easy and keeps them perfectly flat.

Turn the wing over. Before you put on the top sheeting, drill down through the vertical landing



38

gear block, horizontal block, and balsa sheeting with a long  $\frac{1}{8}$ -inch diameter drill bit. That saves a lot of time trying to find where the landing gear wire goes (Photo # 37).



39

Before you put on the center and outer bay sheeting on top, put on  $\frac{1}{16}$  x  $\frac{1}{4}$ -inch vertical braces on each rib in the center of the open bay (Photo # 38). That adds a lot of strength to the rib strips and will prevent cracking a rib while rubbing out the finish.

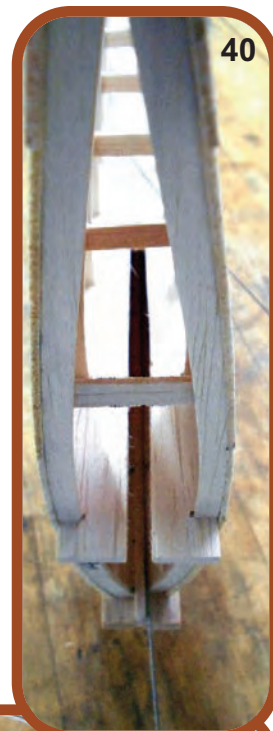


Just about finished. It's tips time. Cut a slot in the inboard spar for the front leadout clearance (Photo #40).

Sand the tips flush and square with the outer rib (Photo # 41). The best sander for this and for tapering flaps and elevators is the Sand Devil from Grizzly. It holds a standard 3 x 21-inch belt sander sanding belt.

Add  $\frac{1}{4}$ -inch center perimeter pieces (Photo # 42). I usually build the adjustable leadout slider right into the perimeter (Photo # 43). It saves a little weight, makes it easier to adjust, and flies the airplane right out to the tip. Now I just fill in with blocks on both sides of the perimeter, shape and hollow, shape the leading and trailing edges, and we're go to go.

This is just one of several wing building methods I use. It is easy; almost intuitive; inexpensive; uses a



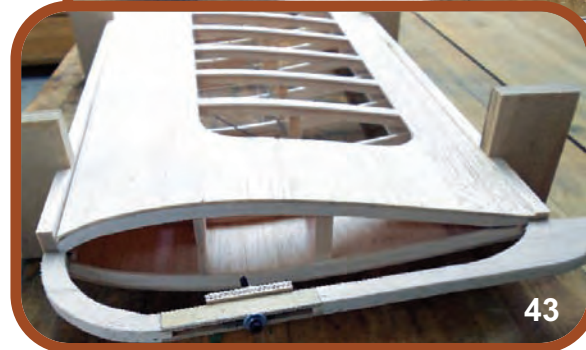
40



41



42



43

minimum of balsa; always straight because the leading and trailing edges are held in jig blocks; adaptable to any wing; quick. This wing was started on Monday morning and finished Wednesday afternoon just working part time on it, and it's very light. (This one weighed eight ounces.)

I can supply anything and everything you need, including the wood, if you would like to give it a try. **SN**



# Finishing Foundations

by Mark Scarborough

## *Make friends with your sandpaper ...*

**Greetings** once again! Thanks for coming back. I fear the topic of this column may be somewhat abrasive, even to those with thick skins. No, not like that; I want to talk about sandpaper. Yes, I know that was a kinda cheesy intro, but you get what you pay for, right?

Sandpaper is a pretty straight forward tool, correct? Well, yes and no. There are lots of types of sandpaper, lots of ways to use it, and some other things I want to touch base on with regards to sanding.

The basic premise behind sandpaper is pretty straightforward. The goal is to remove surface imperfections by removing material from the surface where the imperfections are living. Typically, we use sandpaper, X-Acto knives, and mini planes to do this. Sandpaper is what I choose to address here.

There are lots of types of sandpaper one can get one's hands on. Going back to what I noted before, it's all about your goal in this process. I am going to avoid any wasted verbiage on products that I don't use. You can buy relatively inexpensive paper at the hardware store. This is probably not the best paper to use in our projects.

It is primarily intended for use in home repair environments where the quality of the scratch is not as important. It is also different, in that the backing paper is not as flexible and can create odd scratches as you fold it in use. I select the type sandpaper that I am most familiar with, that being paper which is produced for use in the automotive refinishing process. Typically, this will be paper from 3M, Norton, or the least

expensive brand that I personally find acceptable from Mirka. There are a few other brands, but these are the ones I am most familiar with.

Most automotive refinishing retailers will sell sandpaper by the sheet. This is a bit more expensive than buying a complete sleeve of paper would be, but the odds of your using a 50 or 100 sheet sleeve of paper in your lifetime building models are pretty slim. This is especially true when you consider that you will be using several different grits.



PSA 2½-inch sanding paper, these are the four grits I typically keep close at hand: 80#, 120#, 240# and 320. I also use 400# occasionally when dry sanding primer. This is the cat's pajamas for sanding, convenient, good quality, and easily affixed to virtually anything to use for a shaping block.



These are my most used blocks for sanding. As you can see, I keep different grits on each one and they are labeled so I can quickly choose the one I want. The smaller Black block is a "DuraBlock" hard foam sanding pad. It is very firm but has enough give not to cut flats onto rounded surfaces. I typically keep 120 on one side and 240 on the other.

When you purchase paper, there are a lot of options available. There are wet-or-dry papers, straight dry paper, and PSA paper. PSA is pressure sensitive adhesive paper which comes in round precut sheets for use on pneumatic sanders. These won't be of much use to us, since we won't be using any power tools to sand with. Of much greater interest is the PSA that comes in rolls of 2 ½ -inch wide paper. This is perhaps 80% of the paper I use when building and during the finish process.

It is extremely versatile, in that you can easily attach it to sanding blocks of all shapes and configurations. The commercially available "T" bar sanding bars are extremely good tools for general use. I have three of them that are 12 inches long. I keep 80# on one, 150# on another, and 240# or 220# on the third. I seldom use the non-adhesive dry only paper, since it is just not as versatile as the PSA strips and the wet-or-dry paper.

One of the important things with sandpaper (it is a non-inconsequential investment, after all) is to keep it clean and flat. I use an inexpensive folder, like those you use to file your bills. You can get these at any office supply or discount store. I keep



one grade per slot, which keeps it flat and easily accessible, and it prevents grit contamination. It's important not to let the 120# mix in with the 400#, since the grit particles from the 120# (or other grit) will cause major grief if it gets on your 400# paper that you use to finish sand before painting.

incidentally one of the things that separates expensive from inexpensive, is the flexibility of the backing material. You really want the backing to be flexible and not crease. If the backing material creases, it will create scratches from the sharp crease line. This is a bad thing.



Another DuraBlock sanding block, again very firm but slightly flexible. I don't use this as often as the aluminum blocks, but there are places where the slight compliance pays dividends. There are also shown Scotch Brite-type sanding pads. These are essentially just like the wife uses to clean the dishes with, except they are much finer "grit." The gray is about equivalent to 320# paper, and the Red is closer to 220 grit. I use the gray when scuffing a surface to open the top up, or for sanding on open bay areas around the cap strips and ribs.

The PSA rolls are also great for using on random things to sand those odd corners. You can affix it to dowels or other objects. Things like fixtures to sand hinge barrel relief openings become easy and accurate. I have also created a block to sand the bevel onto control surface leading edges using 120# PSA paper on the edge of a particle board (MDF) fixture which has the edge cut to a 40 degree angle on my table saw.

A few words about the structure of sandpaper are likely in order. As you can imagine, if you think about it, the process for making sandpaper is pretty simple. The grit is created by whatever means is needed, whether it be mined or manufactured depending upon the type of abrasive used.

The grit is sorted by "screens" for grit size. The type of grit and the way it is manufactured determine the sharpness of the particles. The type of adhesive and the way the particles are dropped onto the surface help to determine not only how sharp the paper cuts, but also how long it lasts. Less expensive papers use softer particles that dull quicker and adhesive that tends not to be as secure in holding these particles to the paper.

The different types of paper have different material for backing. Like anything, typically better adhesives are more expensive, and since the adhesive keeps the abrasive particles in place while we scrub away removing material, the adhesive becomes rather important. Wet-or-dry paper has backing that will have more fiber and be water resistant.

One of the important characteristics for paper, and



My sandpaper storage. I got this and a local office supply house. The tabs are labeled with the grit in that slot. I can save smaller pieces for future use saving money and time to find them. It also pays dividends in keeping your paper clean, and flat which is a very important thing with sandpaper.

Another important thing when using sandpaper is to not sand without either a sanding block or a pad of some sort. Sanding with your fingers on the paper will lead to a wavy surface, and that is not what we desire. Note that I will use the terms "straight" and "smooth." They are not interchangeable. For a surface to be smooth, that means it is free of texture but not necessarily straight. A straight surface will be pool table straight with no waviness, and all the radii are uniform and consistent.

The goal of our finishing process is to develop a straight surface to lay our finish on. In order to make a surface straight, there are a couple things to keep in mind. One is that if the materials you are sanding are different hardness or density, it will be virtually impossible to make it straight because the materials sand at different rates. For example, if you use

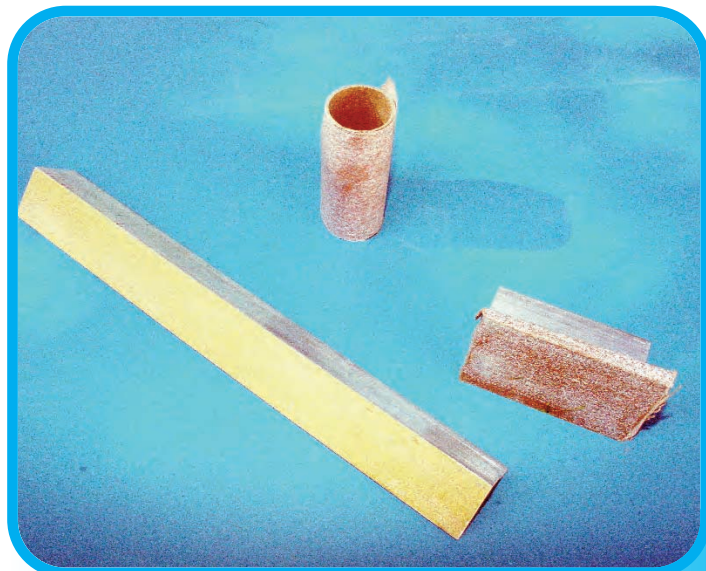




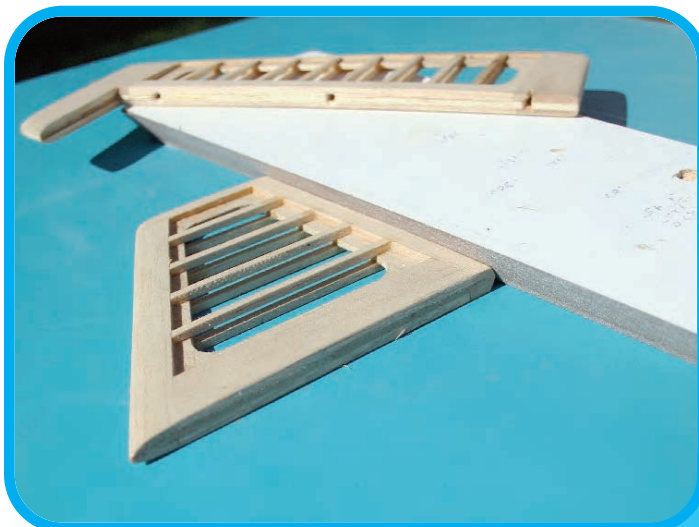
The underside of my hinge bevel plate. I cut this bevel on my table saw, sanded it smooth, then attached a strip of PSA 120 grit paper on the beveled face. The "strips" running parallel along the length space the plate off the surface to allow the dust to have somewhere to go as you sand the bevel in.

something like epoxylite or microballoons and epoxy to make fillets, and you don't have some form of surface hardener on the adjacent balsa, you will likely end up sanding a groove in the balsa while trying to fair the fillet into the fuse side.

The single most important key is, the coarser the paper you use, the straighter the surface will be when you are done sanding it. So in other words, if you are shaping a top block, and you want to get the shape straight, sanding with 240# paper will not really get you where you want to be, even using a block. When I am shaping a top block, I will use 80# to get the shape correct and straight, and then I will use 120# to get rid of the 80# scratches. Of course, when sanding with 80# on balsa, it



These are a few odd objects I use here and there. The angle stock is aluminum that I put 120 on one face and 240 on the other. I put it flat on the table and sliding it across the end of a capstrip is a great way to square it up and adjust the length before gluing it in place. The slightly longer angle I use to square the edges of long cut pieces like fuse sides since cutting them exactly square with a knife is difficult.



Here is the bevel plate in action. I hold the control surface flat on the table and slide the plate back and forth along the edge of the surface. It results in a very nice uniform bevel on the leading edge of the surface. It is much easier to get a symmetrical bevel on each side. On tapered surfaces I just prop the trailing edge up so the surface is level to the table before sanding.

is pretty easy to tear the fibers in the balsa, so only use it enough to get the shape correct, then switch to 120# to cut the torn fibers off the surface.

In cabinet woodworking, sandpaper is often discouraged because of this tendency to tear the wood fibers. High-end furniture and cabinet makers use a scraper to shear the fibers instead of sanding because it avoids this tendency to tear the fibers.

In our world, this is not as critical, since we are not putting a stained finish on it so the clarity of grain that cabinet makers are after are really irrelevant for us. When selecting a block (or T bar) to sand a surface, it is optimal to use a block that is longer than the surface being sanded. It is very easy when sanding to put more pressure on one end of the block which causes grooves to be cut in the surface from the end of the block.

When you build your inventory of sandpaper, here are a few guidelines to help with selection. For rolled PSA paper I keep on hand, 80#, 120# (or 140#), 220# (or 240#), and 320#. I also have a roll of 400# but don't consider it critical, although I really like using it for sanding primer surface as opposed to 400# wet-or-dry.

As to wet-or-dry paper, I will keep on hand a bit of 320#, mostly 400# and 600#, perhaps a few sheets of 800#. 1200# and 2000# are used primarily for color sanding and removing defects in the clear top coats. As I mentioned, you can buy sheets from your local paint supply retailer in small lots. Keep them clean dry and separated in your folder so they are accessible when you need them. Of these you will likely use more of the 400#, 1200# and 2000# than any other.

Well, I think I will leave off here for this issue. I look forward to getting into a bit more meaty topics next trip around. I intend on sharing some of the more specific things I think of and do when I am preparing the surface for finish.

Until then, make friends with your sandpaper, and keep your guns clean! **SN**



by Derek Barry

## *A guideline to what works!*

**In this column** I want to address airplane selection. There is a plethora of planes to choose from, and for a new pilot this can cause problems. I will suggest what I think some of the appropriate planes for each skill level are, and I will try to cover as many different design characteristics as possible.

### **Basic to Beginner**

In Basic and Beginner the chances of a crash are high, so a plane that is strong and reliable would be a good choice. Also, a plane that is easily repaired would be a good thing to have. The ability for a plane to maneuver is important, but not nearly as important as in the later levels of competition.

I think that a basic profile stunter is a good choice, and I will name a few that I have flown. The Ringmaster (or Flightstreak), Banshee, Twister, and Limitation are all good airplanes. They are fairly simple to build and are all good flying airplanes (the Ringmaster and Flightstreak are both non-flapped airplanes). I would probably recommend something similar to the Ringmaster for starters.



The Primary Force is a great flying profile and would make an excellent Intermediate plane. It was designed by Mike Pratt and this one was painted with the Spiderman theme for my son Gavin.



And here is my newest airplane The Matrix. I will be taking this one to the Nats this year. Maybe it can join the ranks of Walker Cup winners! It is a Smith/Barry design. Update: Well, I did take the Matrix to the Nats but it did not do as well as I had hoped. I failed take some of my own advice and I paid the price by not finishing as well as I had hoped. *ALWAYS* use the best airplane not the prettiest one ...



This Magician was my personal Beginner plane, one of the few to survive all these years. In my very first Beginner contest I flew a Ringmaster, and this was the plane I flew in my last.

The Ringmaster will do all the basic maneuvers; it is not the best at doing squares (because of the lack of flaps), but in Basic and Beginner this is not a big deal because most of the maneuvers are round. The Ringmaster is a small, .25- to .35-size airplane, which is also a good size for beginners.

Another plus with the Ringmaster is that it is Old Time legal; the Old Time pattern is another good place to develop your skills and get used to competition. The more you fly the more muscle memory you will gain, and there is nothing better for rookie pilots than practicing. When I was starting, I flew in every event

that I could: Classic, Old Time, Profile, and PAMPA skill classes. The more events you compete in the better!

As you start nearing the end of your Beginner days, I would recommend moving up to one of the bigger, flapped profiles that I mentioned earlier. These profiles are a good place to start because of the ease of construction, and if you crash and something breaks, it is easier to repair than a full-fuselage design. The engine and tank are exposed, which makes it easier to see and identify problems that may develop after numerous flights, such as tank and engine leaks or clogged fuel filters, and if you are a fan of electric power, you will be able to see any loose connections in your wiring or a loosening motor.

The bigger, flapped profiles will perform better in square





This is the good old Smoothie, one of my favorite designs of all time. I had one when I was in Intermediate and I have almost always had one in my possession. This one is very special to me though, it was given to me by Don McClave at the 1991 Nats. Currently, it is being cleaned up to bring to the 2012 Nats.

you will always need an airplane that is more capable than you are. This will help you improve faster. Having an airplane that does not fly well or does not fly well enough to do what you are trying to do will only hinder your progression.

While we are on this topic, never be afraid to ask for help! As I have stated before, there are many people in stunt who will be more than willing to lend you a helping hand and give you advice



Paul Walker's Impact is one of the winningest airplanes to ever exist. This one belongs to Howard Rush.

maneuvers and will help you make the transition to the full pattern. This will make it possible to progress into Intermediate seamlessly. Having a good flying plane is very important, and

on how to improve. A lot of times there is an Advanced or Expert level pilot who will watch you fly your airplane and give you advice on how to trim it better or even tell you that it is time for you to move up to a more capable design.

### Intermediate

By the time you reach Intermediate status, you should be flying the full pattern, or at least most of it. You will need an airplane that can do this, and the larger profiles I mentioned are a good place to start. A good profile should take you through most of your Intermediate life, but once you start getting better you



This is PJ Rowland and his Geiseke Nobler. The Geiseke Nobler is a great Classic-legal airplane, it has won both The US Nationals and the World Championships. PJ didn't do too bad with it in Open last year either.



Some of the top level competitors have changes over to electric power. This is our editor's own design, the Crossfire. His plane flew extremely well at last year's Nats, even after a little mishap on the first day of qualifying. Here it is in its new 2012 paint scheme.





The Upright Thunderbird. It gets its name from the upright engine installation. There is also one with an inverted engine and they both fly very well.

will probably want a full-fuselage design. I am not saying that you can't use a built-up fuselage in Beginner, but I think it is best to wait until you are truly ready before moving up to more complicated designs.

Just like with profiles, there are tons of regular planes to choose from. At this stage I would recommend a smaller .35- to .46-size airplane. A lot of Classic legal planes that fly very well are nice for this stage in your development. The reason I say a Classic legal plane is a good choice is because you can fly it in more events. The key to getting better is flying as much as you can and flying in multiple events.

There are many to choose from, but here are a few that I have flown over the years which I really liked. The Gieseke Nobler, Thunderbird, Smoothie, Olympic, and Caprice are all good airplanes, and some of them have even won national titles. Any one of the aforementioned planes is capable of winning even in Expert, so they will be more than suitable for Intermediate and Advanced. The larger designs (that I will get into soon) are a lot more to handle in the wind, and it takes an experienced pilot to master those skills.

### Advanced

At this point you should be a competent flier and know how to perform all the maneuvers reasonably well. The airplanes you should be using are designs that will be competitive even when you move into Expert. When you go to contests and look around, the planes that you see in Advanced should rival their Expert counterparts in both appearance and flying capabilities.

As we progress, our skills in both building and finishing will naturally improve over time just as our flying skills do. This is important because when you reach the highest levels, you will be competing against the best builders, finishers, and pilots in stunt. Now would be the time to start looking into the larger designs. Larger does not always mean better, but the bigger planes seem to pretty much be the norm in Expert nowadays.

If that is the direction you want to go, the end of your Advanced career would be the time to switch. *Let me clarify for just a minute; I am not saying that you can't use full-size planes as you climb the stunt ladder. I just don't recommend it. Things happen fast at five feet, and if you are going to fly a big plane, you better be ready!*

Your last Advanced airplane should be as good, or almost as good, as the majority of Expert fliers' planes. This is because, most likely, when it is time for you to move up, you will still be flying the same plane as your last Advanced contest. It's not that you shouldn't build a new plane for Expert; it's that you will need to fly what you are most comfortable with to be competitive at the next level.

Having a well-trimmed plane that you are very familiar with is the best way to test the waters in Expert. I think it takes between fifty and one hundred flights to really get in tune with your plane; I call it the "old glove feeling." When you pick up the handle you know exactly what the plane is going to do. It's as though you can fly it with your eyes shut (not recommended).

I have gone to the Nationals too many times with a brand new airplane, and I paid the price for my poor decisions. Never—and I mean never—chose the pretty plane over the one that flies the best!

I want to talk about knowing when to "move up" for a minute. When I was progressing through the ranks at contests, I had a rule that I went by to tell me when I should move up. When I had won my respective skill class more than once, and I knew that in any regional contests I went to, there was a strong likelihood that I would place in the top three. I felt that this was the appropriate time to move up.

There is no reason to hang out in an event that you know you will place highly in every time. The reason behind this is that if you stay in the same place, you will more than likely never improve, and you will probably anger the people below you who feel that you are sandbagging or flying in an event below your skill level. When this time comes, take the leap to the next level and you will be a better pilot for it. Flying with people who are better than ourselves makes us strive to get better.



This is a Flightstreak, a good plane to get started with. Just like a Ringmaster it is small and flapless. Either of these planes will work in Basic and Beginner.

### Expert

This part of the article is going to be a challenge, because most Expert pilots do not need me or anyone else to tell them what they should be flying. I guess I will try to describe what makes a top level airplane just that. Personally, I fly Randy Smith designs; I do this for a few reasons. The first reason is that I am not an



airplane designer; I see no need to reinvent the wheel, so I use something that is already proven. The second reason is that I like the way they fly, and all his designs fly very similarly. The third reason is that I live very close to Randy, so if I have problems with one of his designs, he is just a phone call and a two-hour drive away. *If you have an expert pilot or plane designer near you, by all means use their expertise to your advantage.*

Randy's planes have very forgiving flight characteristics; they "turn and lock," which is very important in the higher levels of stunt. The airfoil design will carry an enormous amount of weight and still fly well. They handle high and turbulent winds as well as any other design I have flown.

His planes with his PA engines are among the best out there. There are, however, many other great designs on the stunt scene. Just take a look at the Top Five placings over the years and you will see what I mean.

Paul Walker and his line of Impacts are among the best of the best when it comes to the record books and winning streaks. Paul's planes display some of the sharpest corners you will ever see, and I am sure if you ask him, that is exactly what he was going for. Dave Fitzgerald and his Star Gazer series have done extremely well in both the National and International contest scene.

Brett Buck's Infinity is another example of a great flying stunt ship. Bob Hunt is always developing new and innovative ways to design and build top level stunt planes. This list goes on and on, and if you choose to use any one of the designs I mentioned, and you build it straight and light, you almost can't go wrong.

There is one other group of planes that are very competitive—that is, if you have deep pockets. The Yatsenko brothers and a few other companies outside the US are building and selling top quality ARF's for FAI and non BOM competition. These models fly extremely well and can come to your door in many different



Dave Fitzgerald's Thunder Gazer cools off after winning last year's Walker Cup. This plane is destined for Bulgaria this summer. Good luck to the US Team!

levels of completion.

Personally, I would recommend that you build your own planes because to be a true Champion you must master all aspects of modeling. The ability to build, finish, trim, and fly a model airplane to the highest level is quite an accomplishment, and it is the only way to win the most prestigious award here in the US: The Walker Trophy.

I just want to say that the planes that I mentioned in this article are ones that I have either owned, flown, or both. They do not even scratch the surface of what is available in today's market. There are literally thousands of planes to choose from, and I hope that you will try as many as you can to see what works best for you. I am merely giving you a guideline to what I know works. I hope this will help you in picking your next competition model.

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



Brett Buck and his own design, the Infinity. Another Walker Cup-winning design.



ROBIN'S VIEW PRODUCTIONS

# Custom Foam Wing Services



*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 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.

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](mailto: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!*



# Next Generation

## News from the North

by Matt Colan

**For this issue** I am writing about what has been going on in Vermont, since I am running out of Next Generation fliers to feature. If anybody has a Next Generation flier in their area, encourage them to write their life story about stunt for publication in this column.

Flying season has arrived and is in full swing where I live. Now that flying season has arrived, that means baseball has, as well. As of the time I write this, my school's varsity baseball team, which I am a part of, is in the semifinals of the state tournament. Hopefully, we will be able to defend our State Championship from last year.

I have been flying my Oriental Plus for most of the year so far, working on getting it in better trim. From where I was in trim, compared to now, it is night and day better. When I flew my Trivial Pursuit for most of the year last year, I really got to know what a plane in good trim felt like. When the line broke and it pancaked inverted, I had to get the Oriental Plus in better trim.

After shortening the lines, moving the leadouts, taking some tip weight out, more pitch on the prop, vortex generators, and taking rudder offset out, I have become very happy with how it performs. I am so happy with how it is performing and am planning on using it in this year's contests. Ever since the Trivial



Above: Fueling up the Oriental Plus during an evening flying session.



Left: Getting ready for some more trim flights on the Oriental Plus during a Sunday afternoon flying session.





Above: Grandpa's (Don Herdman's) P-51 gets a workout in some blustery air during our Sunday afternoon flying session.



Left: Another successful flight for the Mustang.



Below left: Grandpa's Mustang awaits flying another sortie in the stunt circle.

Pursuit crashed, the motor hasn't been the same so I haven't bothered flying it.

My grandfather has been flying a variety of planes so far during the year. He has flown his P-40, P-47, and his P-51. He has also been stripping the paint off of his 1976 Buick Park Avenue getting ready to repaint it.

in 2007. Since then, it has seen very little air time. My little cousin, Christopher, has watched us fly occasionally and has expressed interest in learning how to fly. Last year, during my birthday, he got his first flying lessons, and was even shown how to fly a loop!

About a month ago, I decided it was time to pass on my Fw-

### It feels good to give back

In addition to flying my Oriental Plus, my grandfather and I have been getting the kinks worked out of my profile Fw-190. I flew this plane when I was a beginner in the hobby/sport back





Above: Nine year old, Christopher Cotignola is ready to start flying! The Fw-190 was built from a Brodak kit, and has a Bluebird .28 engine for power. It feels nice to pass on something of my own to someone who is ready to get his beginning in Control Line. I now know how all the people who gave me planes, wings, kits, and engines felt.

Below: Here's a shot of my grandfather's original-design, Classic-legal P-47.



190 to someone who could use an airplane—Christopher. The plane is very stable and will do the beginner pattern with ease. I told him when I gave it to him that I expect him to fly the snot out of it and enjoy it.

After all these years of receiving gifts from other fliers, it feels good to give back to the hobby and hopefully gave a future champ his first of many Control Line model airplanes to come.

Thanks to modern technology, I have a couple videos on my iPod of me flying. After showing some of my friends those videos when they ask exactly what it is I do, they thought it was “cool” and wanted to see me fly. Maybe we could get them a flying lesson or two. If a few of them really like it, maybe they can start getting into flying, as well.

### The NEST fun-fly

Even though we weren't able to attend the fun-fly at Wrentham MA, my grandpa received an email and pictures from the fun-fly. A new flier seems to be getting her feet wet in CL stunt, and she is Bernie Tremblay's daughter, Marlaina. Stick with it, Marlaina. It can be a very rewarding hobby.

### The decision has been made

After applying to three colleges, and through a lot of deliberation, I have decided to attend Embry-Riddle Aeronautical University in Daytona Beach. My major is going to be Unmanned Aircraft Systems Science, because it is a more flexible major than Aeronautical Science. It will provide more job opportunity after graduating, since the major encompasses engineering, flying full-scale airplanes, and flying UAVs. I will arrive at Freshman Orientation at the end of August.

That about wraps it up for this issue. Enjoy the pictures, and 'til next time, fly Stunt! **SN**

—Matt Colan



## Painting Spinners

**Chipping paint** and paint that does not stick: That is what a lot of modelers, including myself, have trouble with when painting metal spinners and carbon fiber parts.



Here is a shot of what happens when the paint does not stick and starts to chip. Not a very pretty sight.

What is the best way to help prevent that? Well, this issue's tip comes from David Fitzgerald who addresses that question.

The following is what David wrote to me in an email:

"The paint chips because there is too much paint on the edges.

"I have a long 1/4-20 bolt I use as a paint holder for the spinner. I use multiple nuts to space out the back plate, spinner with prop nut, and nose cone. I cut about seven or eight layers of masking tape on the very front of the spinner body-nose cone face to space out the nose cone.

"You want about 1/64-1/32-inch space between the mating surfaces. That way you don't get too much paint on the surfaces, but the edges are gradual so they don't chip off.

"For the spinner back plate-body spacing, I just use the multiple nuts to hold tight the backplate and spinner body about the same spacing apart, and for the same reasoning. Keep the surfaces about 1/32-inch apart to get some paint, but not too much, in the joint.

"The other big thing is a good metal primer. I have a quart of grey lacquer auto primer that I use on the spinner and fillets. So...Sand the spinner to get all the machine marks out.

"1) Set up the spinner on the bolt with the above spacings.

"2) Spray on the lacquer primer—important—do not sand it! If it isn't smooth, spray it again or start over. If there is any exposed metal, even a spec, the paint will move away from the spot like a speck of oil.

"3) Apply one or two color coats, depending on base color of

the fuselage. If you used the Polar gray base for dope, the color should match up well.

"4) Auto or dope clear."

Thanks, Dave! Now while I was painting my new plane, I discovered that I did not have a long 1/4-20 bolt as David describes, so I "McGyver'd" another way to hold my spinner with a dowel and screw that I happened to have lying around.

Now for those of you who did not watch 1980s TV, McGyver was a fictional character who would routinely get himself into trouble with the bad guys and then get himself out of trouble by taking normal everyday things and turning them into whatever he needed to get himself out of trouble and save the day.



Here is a picture of the dowel that I used with the hole drilled in the end. Note the large head screw. You can use a washer under this to hold the spinner backplate.

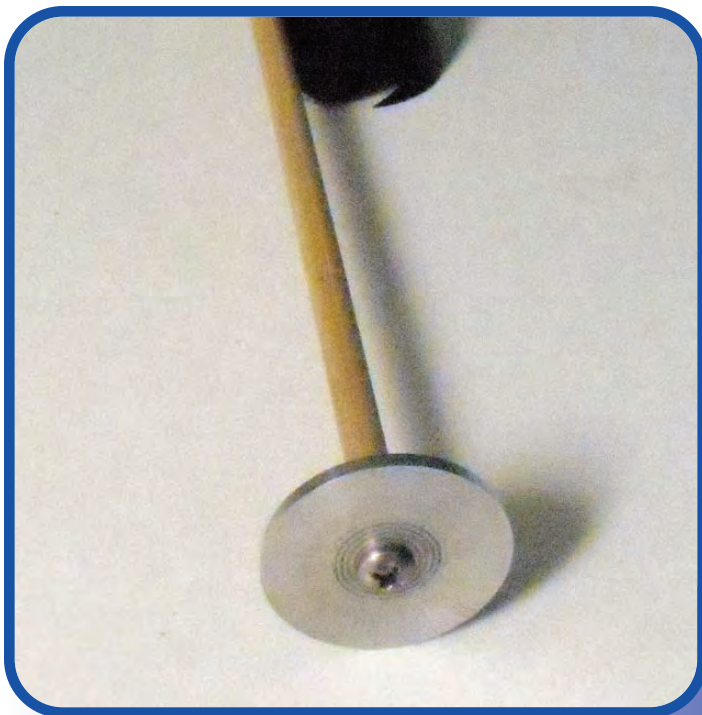
As far as I know, I am not in trouble as McGyver always got himself into, but this way just happened to present itself to me, so I am writing this as an alternative to the way David did his.

As I have always said and will say again, there are many ways to accomplish the same goal when building model planes. Just pick which way works best for you.

This is the same principle about keeping excess layers of paint off of the edges, just a different way to hold the pieces. What I used is a wooden dowel 1/2 inch in diameter.

I drilled a hole in the end of the dowel so I can screw in a self tapping screw in the end. The head of the screw has to be bigger than the hole that is in the back plate of your spinner, or use an





Here is a shot of the backplate mounted to the dowel with the screw.

appropriate sized washer under the head of the screw. Now screw the dowel to your back plate.

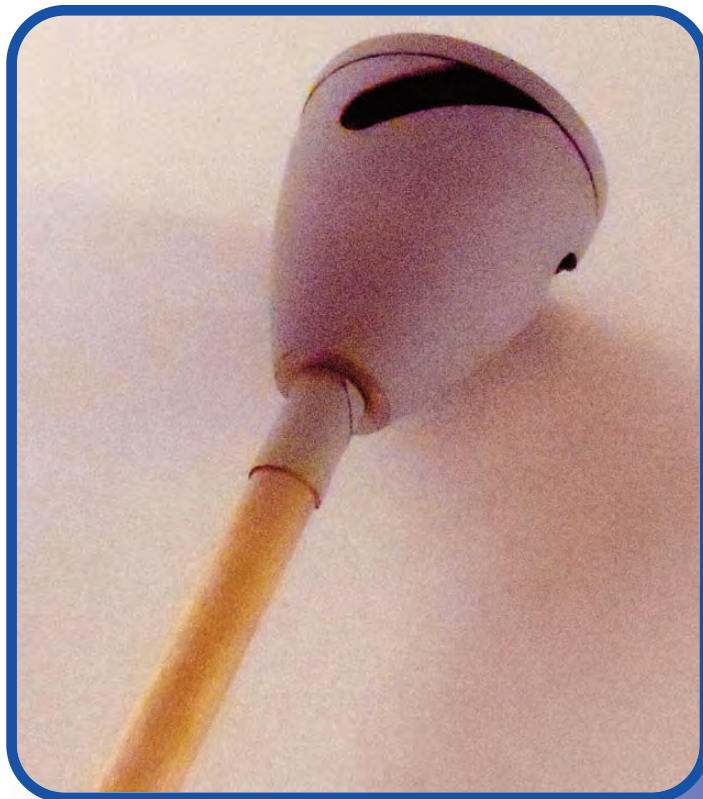
Slide the spinner from the other end until you are able to assemble the spinner nose cone and back plate. Wrap some masking tape on the dowel at the end of the spinner nose cone. Now separate slightly the spinner nose cone and back plate about a  $\frac{1}{64}$ -inch to a  $\frac{1}{32}$ -inch gap as David suggests. The masking tape



This is a picture of how I drilled a hole in a piece of wood to accept the nose section of the spinner.

will be forced into the hole and will hold your spinner in place.

For the nut portion of the spinner, just drill a hole the size of the threads in a piece of wood and slide the nose section into the hole. Now paint as David suggests. Remember, *do not sand the primer!* Sanding the primer has been my biggest mistake in the past. I always sanded the primer but then would have trouble with the dope peeling up later. No matter how I painted the piece or how low tack I made the masking tape, the paint seemed to always peel up. *Do not sand the primer!*



This is the back plate and cone section of the spinner. Here, you can see the tape at the front end of the spinner as well as the slight gap between the two pieces. Also, if you look closely you can see that there is very little paint on the flat portion of the cone piece. Keep the paint thin here.

When painting the spinner and nut section, do not spray directly at the tip of the spinner where the masking tape is located. Keep your spray pattern parallel to the flat spot at the nose end. Never spray directly at the nose tip section. This will help prevent buildup on the flat portion of the spinner. Same goes for the nut piece.

Once you keep these spray pattern rules in mind, paint as normal.

Earlier I had mentioned carbon fiber pieces, such as landing gear struts. I have had problems with dope sticking directly to the carbon fiber pieces. Again, the solution is to use the same primer that you would use on the metal parts. Just remember this: *Do not sand the primer!* If you only get one thing out of this article, it should be, *Do not sand the primer!*

Hopefully, using one of these two holding methods, you too can have a more chip resistant spinner for your plane. Notice that I have always said "resistant." Nothing is ever fool proof. However, you can drastically lessen the chances of many things by following certain procedures.

Remember, it is in the details. **SN**



by Crist Rigotti

# E-Stunt

## Introducing Jason Greer—Second Place in Advanced



Jason poses with his GEO-XL at the 1012 Nats. Greer photo.

Jason stated to me that in the wind on Finals day the airplane did not wind up at all, and he had no problems with line tension. He attributes his second-place finish to flying an electric powered stunter. While others were chasing needle valve settings and having overruns and underruns, he knew he would have no trouble with his electric setup. The following are the vital stats of Jason's GEO-XL:

**Wingspan:** 59 inches

**Wing area:** 700 square inches

**Weight:** 53.5 ounces

**Motor:** Scorpion SII-3026-710

**ESC:** Castle ICE Lite 50A

**Timer:** Hubin FM-2A

**Battery:** Zippy 5S 3000mAh 20C

**Prop:** APC 13 x 4.5P thick hub

**MA used:** 1900 mAh; 1700 mAh on Finals day with 18 mph wind

**Launch RPM:** 9625

**Line length:** 69 feet, 11 inches from center of plane to center of handle

**Line diameter:** .015 braided

**Lap time:** 5.55 seconds

**Hatch location:** Bottom with a tab aft and an internal rubber band hold down on the front

**Control system:** Tom Morris carbon-fiber pushrods and ball links

**Handle:** Tom Morris straight handle

**CG:** 2 inches aft of the LE. (Well forward of what is shown on the plans.)

**Jason Greer** is a Database Administrator and is married to Shannon. Jason flew Free Flight in the early 1990s and attended several Nats along the way. He flew  $\frac{1}{2}$ A Gas, A Gas, Catapult Launched Glider, and Hand Launched Glider.

In 1997 he set an AMA record that still stands today in Senior  $\frac{1}{2}$ A Gas. He went on to win the Nats in 1999 in Open  $\frac{1}{2}$ A Gas. In the early 2000s he lost his flying field and turned to CL and RC. Jason struggled with CL trying to get a good engine run on his K&Bs and Stalkers. Eventually, he got fed up and quit flying CL. He then got an AeroTiger and a Vector that flew very well, but he had a hard time getting fuel for it.

At the 2009 Nats I met Jason and answered a lot of questions about my electric Resolve EP stunter. Jason had already started to look into electrics by then and decided that electrics were the way to go. He has since then built an electric profile he called the Eclipse and a full-bodied model he designed and named Omega.

This year's model is a Bill Werwage designed GEO-XL that he built from AMA plans. It is finished completely with MonoKote. Its weight of 53.5 ounces *with battery* sure shows Jason's background as a Nats-winning and record-setting Free Flyer!



Jason's model uses the nose air inlet for cooling. Greer photo.





A bottom view of the GEO-XL that shows how clean the model is and the cooling air exit hole. Greer photo.



Bottom view with the cowl removed. Notice the rubber band that Jason uses to hold down the front of the cowl. Also notice how Jason has positioned the battery to the outboard side of the fuselage. Greer photo.



A closer look at how the motor is mounted. Jason has used some plastic spacers to position the motor. Greer photo.

Jason doesn't practice very much and only had four practice sessions prior to the Nats. He uses an Accucel 6 charger with the AC adapter for charging at home, and he uses the car battery at the field. He numbers his batteries 1 through 5, and when ready to fly, he always uses the next higher battery number to keep from using a discharged battery for flight.

When he MonoKotes his airplanes, he uses high heat to attach the MonoKote and uses a medium heat on the seams of adjoining pieces on MonoKote. When applying numbers and graphics, Jason uses Windex applied to the adhesive side and then places the numbers/graphics in place. He then wipes all the excess Windex off and lets it dry overnight. He then goes over the edges

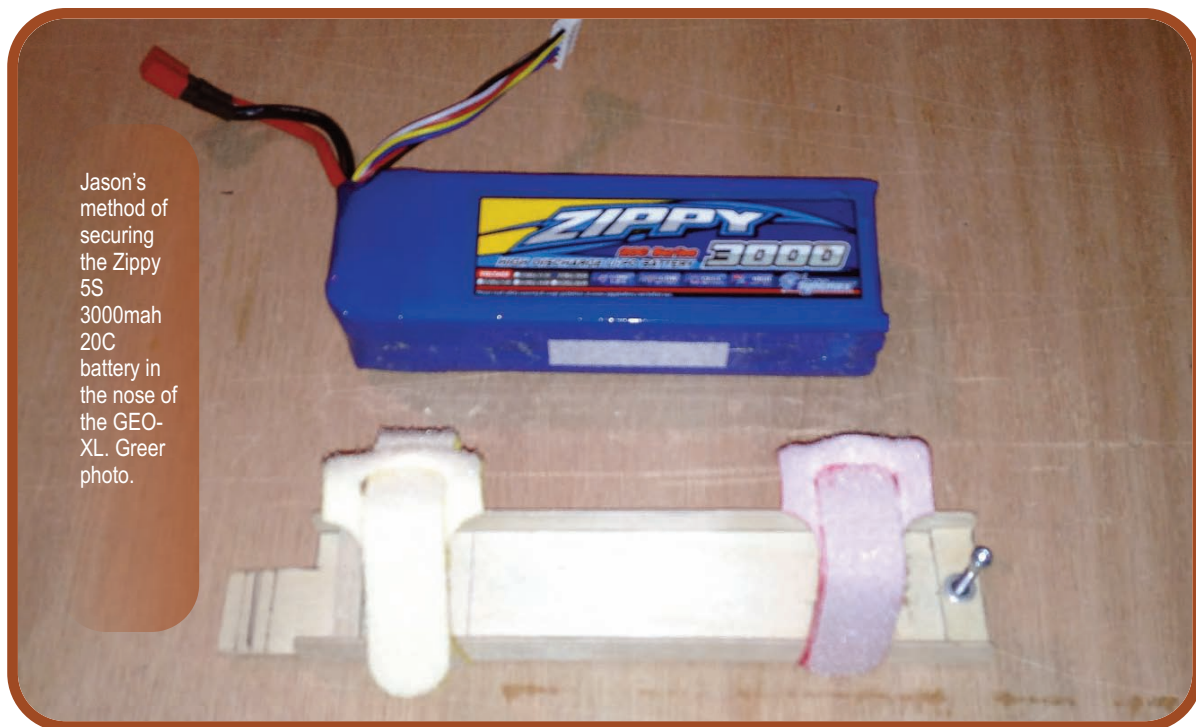


with his sealing iron set to medium or low heat.

He is already thinking of the next airplane. It'll have a GEO-XL wing and perhaps a rounded Yak-type fuselage with a radial cowl. Sounds pretty neat Jason.

I'll close with this statement from Jason: "...how much help and support that my wife Shannon provides. She has spent a lot of time in the heat and sun launching for me and coaching me. She is always there for me!" **SN**

Jason's method of securing the Zippy 5S 3000mah 20C battery in the nose of the GEO-XL. Greer photo.



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# → Appearance Point

by Gerald Arana

## ***F&B Sharpy***

**Let me introduce myself.** My name is Gerald Arana. I was born in 1939 and raised in Santa Cruz, California.

I designed (with the help of my late brother) and built my first rubber model somewhere around 1948-49, from my pencil drawing on a discarded grocery bag and a sheet of  $\frac{1}{8}$ -inch balsa. I had to make all the parts and strip the stringers while Dad worked on other projects. We built several models from the kits produced in the 1950s, all the time trying to adhere to the published plans as closely as possible.

The F&B Sharpy model presented here has been upgraded to modern construction techniques, but still





## Specifications:

### Sharpy by Carl Malmsten

**Construction:** Built-up and molded fuse with rib and spar wing.

**Kitted by:** F & B Model Aircraft, Boulder, Colorado

**Span:** 47 inches; 11-inch chord

**Length:** 32¼ inches

**Weight dry:** 37 ounces

**Covering:** Heavy-duty silkspan was used on the wing and tail. Carbon-fiber veil was used on the fuselage and rudder.

**Moment arms:** Back of spinner to LE=  $4\frac{7}{8}$  inches; TE to elevator hinge line  $11\frac{3}{8}$  inches

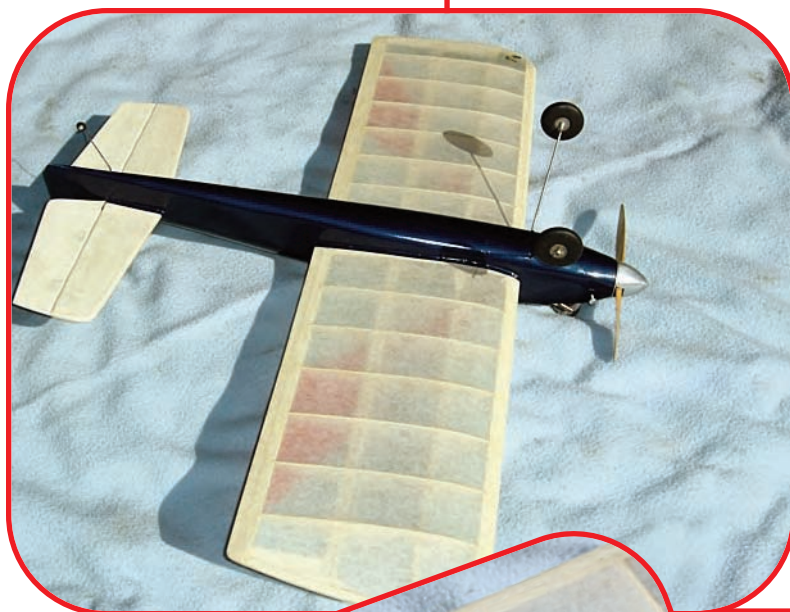
**Line length:** 60 foot eyelet to eyelet

**Power:** O.S. LA .46 with 762 muffler, two head shims, and an O.S. LA 25 venturi

**Tank:** 4-ounce custom uniflow tank, cut into the wing for clearance

**Miscellaneous:** A 3½-inch bellcrank was used. Carbon-fiber pushrod with "Z" bends, JB welded 2¼-inch diameter "old wheels" were used, as was a 2-inch diameter Froom Spinner and cloth hinges. The rudder was air foiled to lift outward.

**Prop:** 11 x 4 BYO by Brodak







retains all the original dimensions. The LE and TE are laminated for greater stability. The main spar is capped with a  $\frac{1}{8}$ -inch spruce top and bottom. The rear spar is laminated, too.

No additional sheeting was used in the center section. The fuse has molded  $\frac{3}{32}$ -inch balsa top and bottom. The turtle deck has been lightened by two-thirds of the original's weight while retaining the ridge back-type construction ( $\frac{1}{16}$ -inch radius). The fuse has  $\frac{1}{16}$ -inch plywood doublers with 3-ounce carbon fiber cut and applied on a bias, and  $\frac{3}{8}$  ounce of tip weight was used.

The finish is Brodak Dope brushed on with the exception of the trim and lettering.

#### Flying

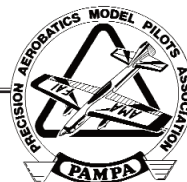
The model flew better than anticipated on the first flight. It was a bit on the rich side, but was still able to do all the OTS stunts. The second flight with a 5-inch pitch prop proved to be too fast.

The third flight was much better with a 5.15-second lap time and great line tension overhead. **SN**





# PAMPA News & Reports



## Vice President Report

by Matt Neumann

### Looking Forward to Membership Growth



**I was happy** to note that the slow, decreasing trend in membership these past several years is now starting to reverse itself.

Membership is now growing once again. Maybe not by leaps and bounds, but it is at least growing.

There are probably several factors at play here. Perhaps more people are feeling better about their finances and feel they can once again afford a few “luxuries” like *Stunt News*. And some who dropped out, figuring they could do without their *Stunt News* “fix,” found out that they are too addicted to just drop it. So they once again renewed their membership. And we can’t discount the efforts that some are making by going out and getting more exposure for the hobby.

One case in point is the Joe Nall event. This has become a modeling event in general, and I know of several CL people who were there showcasing our event and CL in general. This was a real opportunity for CL. I know that there have been many cases of radio control people coming up and saying that they still have some of their old CL planes and did not know that people were still doing this. In a few cases, they even dusted off their old equipment and started flying again, realizing just how much fun it was to actually hang on to the lines and feel the plane flying.

I suggest that if you know of an event that is predominantly RC, why not go up to the organizers and ask if it can be a modeling event and do some fun flying along with the RC guys. And don’t just bring out your latest world-beater aerobatic plane, but maybe some fun planes like the Bi-Slob and just have fun. It is things along this line that can really bring people in.

On another note, Jim Vornholt has been going over the books since he took over as our new secretary, and he has come up with some ideas to save money in the budget. A fresh pair of eyes can often help now and again. How many times have you tried looking for something and could not find it, only to ask someone

else to help, and they found it right in front of your nose. Well, I think Jim has come up with several good ideas that will help trim the budget and keep us from having to raise dues.

The first option which you probably have already noticed is that *Stunt News* is no longer mailed out in the paper wrapping. This saves not only the costs of the wrapping but also the stuffing fee, as well. This money-saving part should be fairly obvious.

Okay, maybe your issue got slightly roughed up edges. But it will still be readable. My magazines that come this way are 99% of the time like new. Once in a while something may happen (like the postman reads it while on his delivery route), but I have never had an unusable issue of a magazine shipped without a paper wrapper. So again, while we may have to put up with a complaint now and again about how the post office ate a member’s magazine, I feel the negatives about this will be less than if we raise dues.

PAMPA will also no longer automatically be sending out printed copies of the membership directory. A lot of the membership probably loses the thing anyway. And in its printed form it is only up-to-date for a short period of time as the membership’s contact information constantly changes.

You can still request a paper copy of this if you wish, but you will now have to pay a fee. The information that you are used to seeing here, however, will still be available to the membership through the new web site, and this information will be up-to-date. So, since the vast majority of the membership has access to the Internet, this should not be that big of a problem for anyone.

The last item that I will touch on is the issuing of membership cards. Very few people even ask for them. It is a time-consuming item for the people involved and really serves no purpose. Let’s face it; do we need to show our PAMPA cards at a contest as we do our AMA cards? No. Is there any reason at all to show our PAMPA cards? No. Since the printing of a membership card really serves no purpose but merely costs us money, it, too, has been dropped.

Now you may have noticed a slight theme here in these last paragraphs. That is saving money so as not to raise dues. Raising dues, in my opinion, should be a last resort, as this could be detrimental to the now-growing membership trend. Let us not put a damper on a good thing by being wasteful of our resources.

—Matt Neumann, VP

Let us not put a damper on a good thing by being wasteful of our resources.



# Secretary/Treasurer Report

by Jim Vornholt

## Minutes of the 2012 PAMPA Executive Committee Meeting

**July 18, 2012, Held at A.M.A. Headquarters-  
Control Line Nationals, Muncie, Indiana  
Submitted by Secretary/Treasurer Jim Vornholt**



**5:00** Meeting was called to order by President Don McClave. The following members were present for the Executive Council meeting: President Don McClave; Vice-President Matthew Neumann; Secretary/Treasurer: Jim Vornholt; Membership Chair Jim Vornholt; District II Buddy Weider; District III Bob Hunt; District IV Steve Fitton; District V Eric Vigilone; District VI Allen Brickhaus; District VII Bob McDonald; District VIII Don Hutchison (Proxy Dale Gleason); District IX Carl Shoup; District X Jim Hoffman (Proxy Ted Fancher) District I Don Herdman, absent; District XI: Bruce Hunt (represented by Mike Haverly).

**5:10** Jim Vornholt began the meeting with the Membership Chairman's report. Membership for 2012 is down slightly mostly due to age attrition. Total membership is 822 down from 869 last year.

**5:15** President Don McClave ask Jim Vornholt for a financial report for the 2012. It was reported that PAMPA is losing money in every category of membership. It was the recommendation of the Treasurer and was unopposed by the E.C. that PAMPA make a small increase in yearly dues beginning in 2013. Due to cost of printing it was agreed to discontinue the printed version of the membership directory. Eric Viglione suggested possibility of placing a directory PDF file on the website. There was a discussion regarding PAMPA Products Mr. Jim Snelson no longer will be selling PAMPA Products and a new vendor has been found.

**5:35** Bill Rich and Randy Smith were present to discuss the Competition Committee's proposal for a new PAMPA skill class. Randy Smith and Keith Trostle presented a written proposal for Expert Class. This class will not affect events (322 Junior, Senior & Open) or the Walker Trophy. Randy Smith stressed the point that participants are down over the past few years. Mr. Smith stated whatever the E.C can do to increase interest in the Nationals is in best interest of PAMPA. Ted Fancher mentioned that some participation is down to the economic constraints especially for pilots on the West Coast.

**To:** The PAMPA EC

**Subject:** Proposal to add the final skill class of Expert to the Nats schedule. The main reason for PAMPA's existence is to promote aerobatic C/L flying and increase the numbers of pilots doing so, With that in mind:

We propose adding Expert to the Nats in C/L Precision Aerobatics. This will facilitate making our event more inclusive, and could increase participation, and help grow numbers of new pilots, or pilots that for BOM and other reasons, cannot fly event 322. This will include many people that are expert pilots not advanced, but are also not quite ready to go to Open; as it is now they have no choice.

Adding Expert will extend that choice to them. It will give a place for many US and other foreign pilots that would travel to the US for our Nats, but have RTFs or ARFs to travel with or have bought or borrowed planes.

This proposal is designed to help increase the number of pilots flying Control Line Aerobatics, without affecting the tradition of the 322 events, (322 is Open, Jr. and Sr.) and the tradition of picking the best modeler/pilot in the US as the National Stunt Champion. Every PAMPA skill class we have added so far has turned into a great way to help increase the numbers of new pilots enjoying the NATs experience. Expert will be another feeder event for Open.

This will also help the Advanced class by allowing Advanced flyers to compete without the local Experts that far too often, now fly in that class at the Nationals.

This will not affect event 322 in Jr. Sr. or Open. The Expert class is a Skill class event, and will not fly in any fly off with the 322 event. Just as Advanced flyers do not now or ever.

The Expert event can be run very easily with the circles and manpower we use now, by simply adding them to the 2 qualifying circles we use for the Advanced class. Pick 10 qualifying pilots for Advanced and 10 For Expert. Their respective scores would simply be kept separate on the scoreboards. Fly off for the Expert and Advanced finals on 2 circles and use the other 2 circles for the Open Finals.

This is not intended to affect, or to do away with the BOM in any shape form or fashion, in any event, be it Skill classes or 322. The Non-mandatory BOM rule for skill classes would still apply where non-BOM models can be flown but will not receive appearance points.

Remember, PAMPA's job 1 and main reason to exist is to get more people flying this event. This is the ONLY proposal I have seen, in a long time that has a good chance at increasing the



numbers of pilots flying the US Nationals in C/L Precision Aerobatics. Expert is already an official event, and is in the rulebook so it takes no rule change, all we need do is just run it.

This proposal has zero effect on any Fly off for any other Event, 322 included. This will help in many other ways, it will help Clear the Advanced Skill Class of the local, and other Experts that fly there now. It will take NO more personnel to do this, as it can be run inside the 4 circles we use now.

It will help the Intermediates in moving up to a class that is full of only Advanced flyers. It will let other Flyers from outside the US come and have a Skill Class to fly, as well as anyone else in the US that buys or for whatever reason has a plane he did not build.

It will also help with the large gap that exists between the Advanced class and qualifying to fly Open 322

*Sincerely,  
Randy Smith and Keith Trostle*

**5:55** President Don McClave asked for a show of hands and the proposal was passed eleven yes votes to three no votes.

**6:05** Executive meeting adjourned for a brief break.

### **Minutes of the PAMPA General Membership Meeting**

July 18, 2012: A meeting of the membership held at AMA Headquarters, Control Line Nationals, Muncie, Indiana. Submitted by Secretary/Treasurer Jim Vornholt

**6:15** General meeting was brought to order by President Don McClave. President McClave commented on the much larger turnout than usual which shows more members are taking an interest in PAMPA.

**6:15** President McClave spoke to the audience concerning the need for a slight dues increase and the fact that membership is down due to age attrition. Next he addressed the new website and how we will conduct business in the future using the different capabilities of the new site. President McClave asked Dave

Fitzgerald to speak about the new website. Dave stated he has a new provider named Wild Apricot that can handle all our website needs. Dave projected a date of mid-September before the new site will be online.

**6:25** President McClave opened the floor to any questions from the group. The question was asked about the new Expert Class. Mr. Randy Smith answered the question explaining it was not a rule change only a new class of PAMPA. AMA 322 will not be affected. Builder of the model rule will not apply in Expert Class.

It was suggested we have PAMPA brochure printed for handouts and a sign for each hotel during Nationals week. Randy Smith suggested PAMPA print pamphlets for each model vendor addressing the value of PAMPA membership. Jim Vornholt said he would contact Tom Morris to see if he had a copy of the old pamphlet which could be updated by Liz Helms. Bill Rich mentioned the possibility of a vinyl banner to hang in front of the pavilion at the L-pad during Stunt Week.

**6:50** Bob Hunt mentioned Howard Rush has done an exceptional job producing a contest calendar for Stunt News. Bob Hunt will look into the possibility of AMA putting the Control Line contest calendar on the AMA website.

**6:55** It was motioned and seconded that the following positions were nominated for election.

Vice - President: (Matt Newman)

District II: (Bud Weider)

District IV: (Steve Fitton)

District VIII: (Doug Moon)

District X: (Jim Hoffman)

**7:05** Allen Brickhouse made a motion to adjourn the meeting which was seconded by Ted Fancher. Meeting was adjourned.

*Submitted August 8, 2012  
James R. Vornholt*

**Until next time ... SN**

## **T&L SPECIALTIES 2012 CATALOG**

### **Congratulations to Richi Kornmeier for using a T&L ST.60 to win the 2010 World Championship!**

**I have now reworked over 1600 U/C Stunt motors, for PAMPA members and Stunt flyers around the world. I have had Nat's winners in 9 different countries, and 2 World Champions, using my T&L reworked motors, or products.**

**Super Tigre V.60 & G.51 Rework includes: 1. Re-hone cylinder, 2. Install a "hard-ened" piston ring, 3. Upgrade bearings, 4. Install a conventional type Stunt venturi, 5. Make several internal Stunt mods. These motors are very powerful, and have lots of torque, and an excellent 2-4 break! If you supply the motor it is \$95. If I supply motor = \$225 for a T&L .60, and \$195 for a T&L .51. I have the .51 cylinders hardened, so they don't lose compression, like the stock ones do.**

**Super Tigre G21/.40 & .46 Rework includes: 1. Re-hone cylinder, 2. Install a hard-ened piston ring, 3. Upgrade bearings, 4. Install a conventional type Stunt venturi, 5. I make several internal Stunt mods. These motors are very powerful, and have lots of torque, and an excellent 2-4 break! If you supply the motor, it is \$95. If I supply motor = \$225.**

**O.S. .35-S Rework includes: 1. Deburr the factory port burrs, with a rubber tip Dremel tool, 2. Then I send the piston out to be heat-treated, (which also expands it slightly), 3. Then I hand-lap the piston to the cylinder, using a very mild lapping compound. 4. I install a custom made stunt venturi, 5. I install allen screws. These motors will 1-flip start, every time! If you supply a NEW motor, the cost is \$95. If I supply the motor = \$135.**

**McCoy .40 Red Head Rework includes: The weak link in the Mc.40's was the soft, "sintered" iron piston, which lost compression quickly, and would not allow use of a muffler. 1. I send the piston out for heat-treating (which also expands it slightly), 2. Then I hand-lap the piston to the cylinder, using a very mild lapping compound. (Or I can install a Dykes ring piston, for \$20 more.) 3. I install a custom made Stunt venturi, 4. I repaint the red head, 5. I install allen screws. These McCoy .40s have the strongest 2-4 break of any motor I have ever flown. If you supply the motor, the cost is \$95 lapped, or \$115 w/Dykes ring. If I supply the motor = \$135 lapped, \$155 ringed.**

**Shipping = \$8 within the continental U.S.A.**

**Checks made payable to Tom Lay. Email: [thelayster@aol.com](mailto:thelayster@aol.com) Phone: 626-964-5724.**



# District I

by Don Herdman

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

**Flying season** is upon us here in the Northeast! Matt and I have been getting quite a few flights in his backyard over the past few weeks in between baseball games. Matt has been flying his Oriental Plus recently, and I have been flying one of Matt's old profile models to get it ready for my youngest grandson Christopher to start him learning how to fly.

This past weekend (May 19-20) a fun-fly was held in Wrentham MA. Based on the reports that I received, the guys there had two beautiful days to fly and there was a good turnout. Pictures from the fun-fly are elsewhere in this column.

## CL at Maine Jet Rally

A few weeks ago I received an email from Ara Dedekian, an all-around modeler and PAMPA member who informed me about his plans to bring Control Line flying to the Maine Jet Rally in September. Here is what Ara wrote:

"Hello. I'm writing to inform the CL community that Control Line activities will be included in this year's Maine Jet Rally. A CL area will be set up and the New England Combat flyers have scheduled a GX meet for Saturday, Sept. 8, 2012, with the circle available for general CL flying on the remaining days.

"Ray Labonte, owner of Ray and Robin's Hobby in Falmouth, Maine, and CD of the Rally, recognized an opportunity to use the event as a showcase for the hobby and will include Control Line, RC jets, cars, boats, and helicopters. Besides modeling, there will be a Saturday night barbecue with live music and fireworks, an on-site hobby shop, full-scale aerobatics, an F4U Corsair flyby (in the works), etc. The website with brochure and site map is [www.mainejetrally.org](http://www.mainejetrally.org).

"The intent of the organizers was to make this a fun-fly-type event open to any AMA member. Andy Argenio decided to make the Rally his District I event and brought in the AMA to help organize. Horizon Hobby has taken over almost full sponsorship. The organizers are expecting 5,000 people a day!

"My involvement was to bring in CL activity, and I contacted John Brodak to see if he would sponsor the Combat flier registration fees and he graciously agreed. Because of his generosity, I've been able to open the Control Line area for the four days, without fees, for all CL flying. The New England Stunt Team members won't be available to showcase Precision Aerobatics due to a conflict with their meet, so I hope opening the circle will encourage CL fliers to attend on Thursday, Friday, or Sunday. Ray even suggested moving the Wrentham meet to the Rally site! We discussed the possibility, number of circles required, etc. The assigned area shown on the website has room for three-plus circles. With the car track gone, there's easily room for five circles.

"Sanford is about 1½ hours north of Boston. If all goes according to plan, this event is going to be huge! Planning is ongoing; I'll keep you all informed."

—Ara Dedekian

This is going to be a huge event in Maine for RC and potentially for Control Line. Even though the Mass Cup is being held the same weekend, maybe they will be able to move the contest to the Jet Rally to help promote Control Line among RC hobbyists.

## Clayton D. Rehaume

NEST and PAMPA is saddened hear the loss of Clayton Rehaume. Damian Sheehy sent me a few words regarding Clayton:

"NEST is saddened to hear of the loss of dedicated club member, Clay Rehaume, who passed away last Sunday (April 22). Clay's memorial service took place on Monday; regretfully, due to miscommunication on my part I didn't email the announcement to you and I am truly sorry. If you would like to send condolences to Clay's wife, please let me know and I will provide contact information.

"As a new member to NEST, I have only known Clay for a couple of years. In that brief time, I came to understand his passion for Control Line through his gracious volunteering on behalf of the club. On a few occasions I arrived at Cracker Barrel on Sunday mornings to find nobody.

"As I unraveled my stooge or hooked up my lines, Clay's silhouette would catch my eye as he stood by the corner of the prefab. The help of a willing coach and pit man brought a big smile to my face. 'Fatten it up a little ...' Trimming out my plane the night before the Mass Cup, the advice of Big High Loops rang out as Clay pulled up in his truck to layout the beanpoles and tape.

"Rest in peace, Clay." *SN*

—Damian Sheehy

**Contests** are fast approaching and I hope everyone will have their new airplane trimmed out and ready to go!

'Til next time, fly Stunt! *SN*

—Don Herdman



A Tom Dixon Cardinal that was flown by Steve Teerlink at the NEST fun-fly.





Linheart Smith's Electric Shark was also flown at the fun-fly.



Jim Sumner with his new airplane, but only with one wing. Jim is known for building airplanes with numerous wings.



An evening flying session in Northern Vermont. Here are three planes all getting flights: Matt Colan's Oriental Plus, Don's P-51 Sharpshooter, and Matt's Profile Fw-190 getting ready for a new flyer.



David Adelman's ship is called the Sundance. It is powered by an ST .60 that was rechromed and reworked by George Aldrich.



Vinny Langella came out to fly his ST .60-powered ARF Strega. He seems to really enjoy flying it.



Above: Don's .35-size P-51. He designed it approximately 18 years ago, and it never got finished until 2010. It was originally designed for an Enya 35, but changed over to a Brodak 40 before it was finished.

Left: This is Lionel Chamberlain with a ST .46-powered Tutor. Lionel has been away from us for a while because of health issues but is starting to fly again.





Above: Norm's Geiseke Nobler LA .46, weighs 50 ounces.

Above right: Norm's blew up the original plans of the Madman to a 60 size stunter. It is powered by an ST 60.

Right: Bob Lampione's .60-size United is going to be powered with an ST 60 and still in process of being finished.



# District II

by Bud Wieder

**Hi, all!** This month's column is going to be a little different. Frank Imbriaco will cover the Union Model Airplane Club reunion, and we also have some photos by Ron Heckler of the Flushing, New York, area fliers.

I'd like to take a moment to thank Frank and Tom Luciano for putting the reunion together and contacting as many of the Union alumni as possible. The turnout was fantastic, even considering the rain and cold weather. Without Frank and Tom's efforts this would never have happened. Take it away, Frank!

## Union Model Airplane Club (UMAC) Reunion

A reunion of former members of the Union Model Airplane Club (Union NJ) was held on April 22, 2012. This was the first reunion gathering of members from the club from the 1940s through the 1970s, and more than 33 members attended, many from out of state and one coming all the way from Texas!

The Union Model Airplane Club was founded in the late 1940s by two progressive-thinking gentlemen, Harold Denk and William Davies. They wanted to involve their sons in model aviation, and Control Line flying was taking off—literally—around the country. From its inception, the UMAC had strong ties with the Recreation Department in the Township of Union, a major key to its success.

The mayor of Union and the director of recreation were very keen on fostering positive activity outlets for the youth of the

## New Jersey, New York

Township. The motto "What Helps Youth, Helps Union." can be seen even to this day on billboards throughout the township. By estimate, over 60% of the membership back then was made up of Juniors and Seniors.

The township provided a spectacular field, which had five flying circles, and it took care of grass cutting and all maintenance. Club meetings were held each Thursday evening (yes, weekly) at the Township Civic Center, and by estimate 30-40 members usually attended out of the 60-plus members on the club's roster. One Thursday a month, the township provided a public school gymnasium for indoor flying. The club became noted for hosting a yearly Memorial Day meet. Participation was incredible, as it was one of the few AAA events held annually in the land. Significant club-member-only discounts for hobby merchandise (kits, engines, glue, covering materials, fuel, and paint) all assisted with keeping the hobby affordable for young members. Amazing!

The club morphed into an RC Club sometime in the 1980s, and the field eventually became a Little League sports venue. For the most part Control Line activities ceased to exist.

The success of our Union Model Airplane Club and its members could fill volumes. Multiple Air Youth State, Multiple National, World Team, and a World Champion were among its ranks. Noted designers and authors in the hobby regularly contributed articles to the model aviation publications of the day.



However, the UMAC was really never, ever, about celebrities but rather about fathers with sons—young men under the tutelage of adult members, and volunteerism, camaraderie at the field and contests, harmony within ranks, and lots and lots of building and flying fun. We had indoor (even on stage with a flying model dipping into the orchestra pit) and outdoor demos for township



UMACers today; young and old. Older members reunite and reminisce about their youth and what it meant to be part of the club.



Frank Imbriaco welcomes and offers thanks to former members for making the reunion.



Frank talks a bit about the club's storied history.



Above: Two members from the 50s—Bob Hunt, Gary Burak, and son of the co-founder, Ron Denk. Ron entertained with a fantastic slide show that dated back to the very beginning and depict the evolution of CL flight from ignition power to models of the 80s.

Former Club Prez, Pete Morris, admiring Tom Luciano's Scarinzi designed "Killer" and "Super Satan".



Yet another Killer in the hands of Tom Schaffer. We said they were popular and still are to this day.



Above: Early members Bob Hunt and Greg Cerillo admire Bob's multiple VSC-winning Caprice.



George Rizkalla, Pete Morris, Bob Sudyam, Mike Hotra. The plane is the Scarinzi design, "Killer." Many were built by members during the 60s.



Frank Picz, '61 Nats Jr. Combat Champ, enjoys a laugh about the good ole' days of the club.



The irrepressible Larry Scarinzi appears lost in thought; perhaps about the many joyful hours spent as boy and adult in the Union Model Airplane Club. Larry joined in 1947!



These guys were among the thirty or more who braved the wet weather. L-R, Gary Burack, Roger Burns, Jim Milo, John Milo, and Bob Suydam. All members from the 50s. Gary and Bob traveled to attend.

residents and other interested parties to see.

On April 22, 2012, youths from the '50s to the '70s came together to reunite with childhood pals and to reminisce about what was arguably one of the greatest Control Line clubs in the history of the hobby. It was planned as a day of flying and dining. Mother Nature tried her best, but was unsuccessful in her efforts to dampen our spirits at the flying field gathering (site provided by the Middlesex Modelers).

Thank you, and thanks to the Middlesex Modelers, but UMACers have always been hardy types. At least a dozen pilots flew in heavy rain, and others were given the chance to grab a handle and reconnect. It was a blast, in spite of the weather.



Greg Cerillo, Frank Imbriaco, and Ron Denk. Ron's dad, the former firechief of the Township of Union, co-founded the club in 1946 so that his son and other youths would have a place to fly. After flying in the military, Ron became a captain for United Airlines.



Everyone assembled at Kerwin's Restaurant in Middlesex, New Jersey, for more reuniting, talk, and food. Numerous Control Line models (all self-constructed) were brought in for display and conversation. The day began before noon at the field and lasted from 3 to 9 p.m. at the eatery. The club was fortunate to have among its guests Retired United Airlines Captain Ronald Denk, son of the co-founder. Ron and Bill Davies, Jr. were the reason the club was started!

Ron gave a spectacular slide presentation of the many years of the club. It was fun to see photos of UMAC modeling activity from his youth (1940s) and several following decades. Many of the photos of the reunion day seen here in *Stunt News* are to be credited to Ron Denk.

All in all, it was a day never to be forgotten, and I personally have heard that many friendships have been rekindled and several have decided to return to Control Line flying. I'd like to thank my flying buddy, Tom Luciano, for helping me to get this reunion off the ground.

—Frank Imbriaco

Thanks, Frank. Now let's look at Ron Heckler's photos! **SN**



Bob Lampione advising pilots that there are not enough fliers to have a contest.



Left: Tom Tucker was so anxious to fly that he forgot to ask for an assistant.

Below: Tom finally got his modified Chipmunk off the ground.



Below: One of our club's newest electric fliers, Frank Kern, with his Brodak P-40 ARF.



Above: Neal Beekman's Nobler has a pilot with a large beak.



Left: Neal Beekman and his electric Nobler.



Rich Turello's new SIG Chipmunk.



Here's Ron Heckler's latest original design, Illusion, which features an RVP foam wing. It's electric powered.

That's it for this issue, as I'm busy taping off the trim scheme on my new Ryan's Eagle model and getting it ready for clear. See you all at the Nats!

—Buddy



## Ohio, Pennsylvania, West Virginia

# District III

by Bob Hunt

**My invitation** (plea?) for District III PAMPA members to write a short story for this column about how they got started in flying, and where they are today in the sport, has finally born some fruit. Ohioan, Serge Krauss, editor of the North Coast Control Liner's club newsletter, and longtime model airplane enthusiast, produced a really great piece, and here it is! Take it away, Serge.

### Why I Fly Stunt...Well, sort of ...

When Bob asked me to write this, all I could think was, "...and now *what* will my club mates think of a guy who hardly got into the air last year writing such an article?"

I was skeptical, but they said, "Hey, go ahead!" Well, I don't know that I'd even call what I fly "Stunt", but it often *is* exciting—or disturbing. Ha! So here's a very different perspective from what you'd expect of those who have mastered the pattern, build at the highest level, and have devoted a good part of their lives to the hobby.

My first introduction to stunt was through my boyhood friend John B., back in the late 1950s. He and his dad had some pristine Ringmasters, ranging from Junior to Super, and a little 1/2A Scientific Stuntmaster. Control Line flying didn't take long to captivate me, and Cleveland Quickie kits were immediately things of the past. I was soon soloing his little Stuntmaster and building my own Scientific Atomic, which then flew okay, but didn't loop. So I quickly moved up to a big plane; my Sterling Yak-9 from Ambrose shoe repair (really!) with its \$5.98 special McCoy .35.

I must have lucked out with a Sterling kit that weighed less than a ton, because even though I knew little about weight and finishing, this dark-trimmed, metallic blue beauty flew great. Since we knew nothing about "the pattern," I just leaned it out on 52-foot-long lines and did loops, lazy-8s, wingovers, and compact, white-knuckle, full-lock vertical eights, with the outside loop at the bottom.

I don't remember anyone teaching me these things, but as I said, what did I know of any pattern—or 2-4 breaks for that

matter? Ah, youthful reflexes. The vertical-8s were its undoing, and after too many subterranean excursions, the pieces were finally tiny and beyond reassembly. I loved that plane, but all I have from it are the old McCoy, replete with dirt from Rice Field, and I suppose, if they're not under the new (1972) high school, some pieces may still be buried out there.

My next plane, unintentionally the last stunter I flew for many years, was an O.S. .09-powered Sterling Spacemaster Jr., that survived many earthly encounters and 40 winters in Dad's garage to now reside in our basement.

What finally *fully* captured my imagination was the October 1959 picture of Bill Werwage and his beautiful Ares in *American Modeler* magazine. I had



Can you say Intensity? Here's the photo that inspired Serge to try for a mirror-like finish. A very young Bill Werwage poses here with his 1959 Ares that appeared in the October issue of *American Modeler* magazine that year. Bill inspired a lot of Midwest fliers to try CL Stunt. Truth be known, he also inspired thousands of modelers worldwide to do the same!



Here's Serge Krauss holding his Sterling Yak-9. He began building this model in 1961-62 and finished it in 2003. The plane was started after he saw a picture of Bill Werwage and his Ares in the Oct. 1959 *American Modeler*. Serge said about this plane, "I began trying to mirror finish it using Aero Gloss sanding sealer and intended to paint it like the Ares, but got sidetracked by GF, studies, music, etc. It was the first plane I 'finished' (never put the hardware on it), but it turned out to be the 'World's Heaviest Yak' and had too many things in it that I quickly learned to avoid.



Above: Serge gives us a look at his Mike Pratt designed Primary Force.

never seen such a beautiful plane, and was in awe that a kid just three years older than I could build such a masterpiece and win. I remembered it from that day on, even painting a Whipsaw in its color scheme.

Admittedly I also



Right: Here are two photos of Serge's nearly completed high-aspect-ratio, flapless stunter. It's sitting on top of his freezer which doubled as a paint stand (I'll bet Gusti liked that, Serge...). He said that he stopped applying finish when the weight was right. Interesting technique...





remained enamored of speed and racing, designing and building lots of rat racer fragments, with only a mini-rat and a mercifully unflown Royal Rodent, with its used-up Dooling .29, surviving. Remembering Bill though, I began another Yak, intending to finish it well, as I worked toward a contest stunter. But, as studies, music, and a girlfriend encroached more and more, building and flying hand-launch gliders in a wonderful field that is no more became my only modeling outlet. Finally there was college, during which I built only some gliders and a Roy Clough FF saucer (which I loved) and then teaching, during which I built my last CL plane; a little Purdue-inspired tailless mouse racer, which also survives due to never being flown and now sports: Danica Patrick's and Hershel McGriff's autographs. I never really thought I'd left the hobby, but ...

Forty years later, I picked up a *Flying Models* magazine and



Serge's high-aspect-ratio, flapless stunter was engineered mathematically with a several-hundred-piece "New Millennium" wing whose airfoil sections were designed in Profili. The plane flew nicely, but crashed too soon! It flew well, but crashed badly, when its builder flew it with an obstructed fuel line, before the planned stationary flaps could be added.



saw a Brodak ad for Bob Gialdini's Olympic Mk. VI, remembered the Werwage Ares picture, and got the bug again. I searched the Internet, looked at fast disappearing hobby shops, joined our NCCL club, and got to work. I rescued all of my kits, engines, models, and accessories from Dad's garage (our old workshop) and set to work.

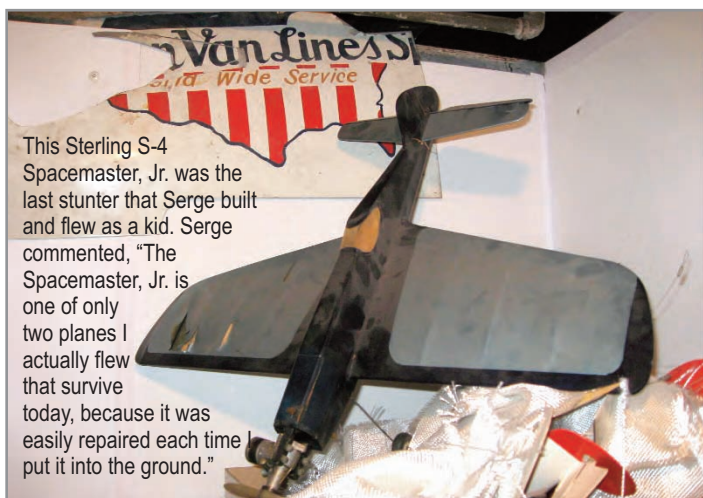
Serge flying his P-Force at Lost Nations Airport during their Gathering of Eagles fly-in. Dave Evar photo.



Here's Serge weighing balsa in Wayne Buran's shop in January of 2009. Wayne keeps the Cleveland club supplied with most of its CL needs. Dave Evar photo.

Below: Serge accepts the 2nd place trophy for his performance at the club contest. The scene is the 2009 Cleveland club's banquet. Dave Evar photo.

The first project was completing my 40-year-old Yak-9; the resulting world's heaviest Yak, hangs without fittings downstairs. I got flying again, thanks to Mike Alimov, who let me fly my first flights in 40 years with his Tricky, an interesting Tucker-Special derivative, which he subsequently



This Sterling S-4 Spacemaster, Jr. was the last stunter that Serge built and flew as a kid. Serge commented, "The Spacemaster, Jr. is one of only two planes I actually flew that survive today, because it was easily repaired each time I put it into the ground."



Serge takes a moment at the 2011 Cleveland Contest to chat with his boyhood hero, Bill Werwage.



gave me for use with my new LA .40 engine. I got to witness VSCs 14 and 15, having among my best times ever, meeting, talking with, and watching icons of the hobby and event. A second-hand Buster and two Skyrays, generously donated by Jerry and Merry Phelps (thanks again!), kept me learning and having fun while I completed my Mike Pratt P-Force.

While repeatedly demolishing and rebuilding, I made good friends and had real fun out in the open as well as in the shop. I discovered, though, that I loved learning the physics of CL models, just as I had full-scale aerodynamics, and began designing my own planes. The physics of CL stunt is fascinating. So while having all this outdoor fun, I've drawn up several planes of my own, one a complex high-aspect-ratio flapless plane that flew well, but died young—what else?

I have a smallish original-flapped stunter mostly built and a truly radical stunt model on paper and in elementary testing form. In his last days, Bill Netzeband was intrigued by this one, and his last words written to me were, "I'm still here rooting for you." Meanwhile, I'm still playing music, editing the club newsletter—well, I think—and rebuilding my damaged P-Force with stub ribs and new fuselage and tail.

Undeterred, despite abuse from folks who don't like my kind of stunt enjoyment, I continue to post semitechnical stuff on the Internet for those who *do*. And, if I can get away from this \$#!&?>\*&! computer, I'm anxious to get back to our CL circles, where I can feel my plane at the end of the lines and see what it and I can do! There's nothing better than seeing—and *feeling*—something from one's own mind and wrought with his own hands performing in the sky. That's a great part of what I see as the legacy of CL Stunt, and I like my own little niche. That's why, in my personal way, "I fly stunt."

—SK

Thanks Serge! Hopefully your piece will prime the pump and other District III members will hit the keyboard and bang out their stories. While we are on the subject of the North Coast Control Liners, I'd like to include a report that Serge sent to me that was written by Dave Evar about their club's participation at a Boy Scout Camporee. So, here's Dave:

#### Greater Cleveland Boy Scout Council Camporee

This event took place at the Lorain County Fairgrounds in Wellington, Ohio, on May 12, 2012. We started about 10 a.m. The North Coast Control Liners, model airplane club, participants were Carl Allendorf, Walter Elbrecht, Dave Evar, Nick Evar, Gary Hull, Ron Lutz, and Dick Yatson.

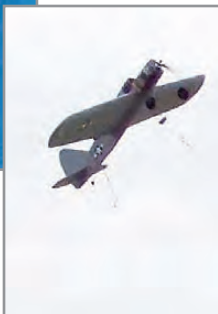
About 70 Scouts were given a chance at the handle, and First Flight certificates were awarded. Only two .15-size planes were demolished.

No attempt was made to sacrifice 1/2A planes.



Above: Dave Evar does his best to interfere with Gary Hull's attempt to reset his carrier plane arresting

Right: Gary Hull flying his carrier plane after proper resetting of his arresting hook, without Dave's help.



Right: Ron Lutz on the handle with a Scout.

Below: Walter Elbrecht on the handle with a Scout. Ron Lutz and Carl Allendorf attempt to identify a flying object.



Lots of weenies and many soft drinks were consumed. The weather was mild and sunny with light to moderate wind.

The pit crews consisted of Ron, Gary, Walter, and Carl. The tabulation duties were handled by Gary and Dick. The photographers were Nick and me. Special thanks go out to Ron and Walter for their instructor efforts. More special thanks go out to Nick for his aircraft retrieving efforts. It seemed that no matter what plane or fuel level, the landings were 180° away from the pits 90% of the time.

We packed up and left about 5:30 p.m. It is estimated we may recover in time to draft additional help for the next time we do this.

—Dave Evar

More and more clubs are finding ways to introduce modeling to potential new fliers. Our congratulations and thanks go out to the NCCL group for their efforts, and especially to Dave and Serge for thinking to send this report in for inclusion here. **SN**

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# District IV

by Steve Fitton

Delaware, District of Columbia,  
Maryland, North Carolina, Virginia

**“Teach a man** to build a fire, and he will be warm for a night.  
Set a man on fire, and he will be warm for the rest of his life.”

—Clayton Berry

Those words, funny to many, outrageous to some, were typical of the offbeat personality of District IV’s late Clayton Berry, a true original if there ever was one. I’m not sure anyone ever totally got his humor, and Clayton’s political rants could, and did, induce apoplexy in liberals.

Clayton’s untimely death this past April 3 deprives the hobby of one of its most unique characters. It is easy to forget, especially for those who did not know Clayton personally, the tremendous disabilities he had to overcome just to be able to pick up a handle. Clayton’s other main hobby, motorcycling, had resulted in devastating injuries after a hard crash.

After recovering from major head injuries, Clayton had to learn how to overcome the loss of any function in his right arm. He relearned to fly using his left hand, yet flew the conventional direction and mastered this technique all the way to Expert. Even with his disabilities he was a skilled builder and produced many original designs, roughly using the Gieseke Nobler as a starting point for ST .46-size planes with creative names such as Mr. Happy or Locomotive Breath.

I started competing in Stunt at the same time as Clayton, and we moved up the ladder together. We were tough competitors, to be sure, but always on friendly terms. I learned first-hand that Clayton’s injuries did not slow him down at all and was always amazed at how well he could start his own engine and fly essentially one-handed.

By the time Clayton reached Expert, life issues started to conspire to reduce his activity in Stunt, and as his plane fleet was reduced by wear and the occasional crash, it became harder for him to keep up with the competition. Never, though, did I hear him complain about his fortunes on the Stunt circle, and he kept coming to events such as Huntersville and Brodaks to share in the fun.

I have a letter written by his fellow NVCL member, Joe Colly, that sums up a tale of the man and competitor, Clayton Berry, with far more eloquence than I can muster, that I would like to share:

“I have a Clayton Story. It is just about a moment in time. I was at Brodak and watched Clayton’s flight. When he finished and was coming off the circle, I approached him and congratulated him on a terrific flight. He was elated, smiling, and as happy as a person and Stunt flier could be.

“He said, ‘That was the best I have felt and that was my best pattern ever.’ He kept repeating ‘It was my best ever.’ Some other folks approached him with congratulations. I stepped back as he accepted some back slaps. I was taken by the sheer joy that radiated from his face and smile.

“Knowing the ups and downs and difficulties he later encountered in his life, I’d like to remember that glorious moment when it all came together for him. He had done his best. He was proud of himself. He did great and knew it. I was happy for him and will always remember his smile, those eyes that sparkled with happiness, and his joy.

“How many of us have had or will have such a moment? Clayton did. I was blessed to be there and experience it with him.

“Like a lot of us in life, Clayton encountered some very tough bumps in the road. He seemed to drift away from us, but because we all cared for him, some others, including Hal Howard, reached out to him. I am sure that mattered.

“Clayton was a good man and a terrific builder and flier. The sky is emptier now that he is gone and so are the hearts that loved him. I am sorry he is gone.”

—Joe

I know all of District IV echoes Joe’s sentiment. We are so sorry Clayton is gone. Godspeed.



Left: Clayton Berry holding one of his original designs in happier times. Dick Houser photo.



Below: Prophetic words on the elevator of Clayton’s plane. Clayton was just 51 years old.

One of the toughest parts of being a district director has been having to write about the loss of one of our comrades, then having to turn around and write about the routine business of having fun in the district, and this issue is no exception.

One of the problems facing Stunt since, well, its inception has been finding new members to replace those who have left the hobby. While many have debated the merits of attempting to actively recruit new members, the NVCL club has tirelessly continued efforts to expose the public to the hobby. I have a report here from northern Virginia’s Scott Richlin regarding their latest endeavor into this matter:

“Hi, everyone! Saturday we did ‘flight training’ for about 40 kids at my church’s neighborhood fair in Falls Church, Virginia. We started the day with a big stack of flight certificates and by the end of the event had awarded them to each of the children who flew our trainer.

“We had a few instances of balky engines (Cox .049s) but we were pretty well prepared this year, having already checked and rebuilt the engines as necessary. Our team of Dick H., John M., David R., Mark S., and I set up operations and ran a ‘ground school,’ fueling/starting/launching group, and instructing in a smooth operation.”





Left: Here is one of our trainees after her first flight. We must be doing something right, as she is happy after her flight. Scott Richlen photo.

Right: Here is one of our Alumni! He flew with us last year and this year flew almost the whole flight unaided. Scott Richlen photo.



Left: This young fellow was too small to fly last year and waited a year for his big chance! Notice that he just makes height! Our little "Jimmy says you must be this tall to fly" sign has spared us a lot of grief (not to mention sore backs) by setting a qualification on

whom we will train. We have found that the motor skills of third and fourth graders are just on the edge for them to be able to fly the trainers. Since the purpose of our flight training is to give them a Control Line flying experience with the chance to actually fly the plane, we use this as a qualifier. It isn't perfect, but it seems to be working. Occasionally we still have the over-indulgent parent who thinks we are there for the entertainment of his spoiled three-year-old, but this makes sure they can't pretend to be surprised. I expect that we will see Ian back next year, ready to fly again. His Mom couldn't be happier. Scott Richlen photo.

Thanks to Scott for sending me this report and a big thanks to all the NVCL guys for planning and executing this event. The northern Virginia guys are doing their part to try to bring more people into Stunt!

**Finally**, at the beginning of May was the spring Huntersville contest, well attended by the usual suspects who frequent the Southeast contests. Weather was good, although it got pretty windy in the afternoons each day. Sunday had some alarmingly dark clouds roll in, but the rain held off. The gloom did reduce the number of action pictures I was able to take with my cheapie lenses, though. As always, William Davis, Howard Shenton, and the whole MCLS gang made the contest a model of efficiency and fun.

An "Attaboy" goes out to Jimmy Welch, who placed second in Profile Stunt, Terry McDowell for his second in OTS, and John

Rakes for a second in Advanced. Jimmy, especially, has been working very hard on his new electric-powered fleet and is finally starting to see some good results from his efforts. Rakes can goof off for six months, pick up the handle, and fly at a very high level right away. If he gets some new planes and practice in, look out. He will be very, very good!



William Davis's daughter, Sarah, takes up a handle, practicing Carrier for the contest.



Howard Shenton conducts the Huntersville pilots briefing while William Davis readies judging materials.

Right: Brian Moore brings planes for himself and his daughter, Lydia, up to the circles.

Below: Terry McDowell's OTS US Mail plane ready for action.



Right: Jimmy Welch in the pits tinkering with his electric-powered ARC SV-11.







Left: Bill Mandakis surveys the Intermediate circle at the Huntersville field.

Below: Terry McDowell guides his plane through the pattern during Advanced at Huntersville.



Above: Scott Bolton prepares to launch Ray Copeland's P-40 for an Intermediate flight.

Right: Gene Martine is a study in intense concentration as he guides his new SV-11 through an Expert pattern.



Left: I don't know what maneuver Watt Moore and Pat Robinson are watching as they judge intermediate, but Pat seems very impressed!



Left: Gene's SV sweeps past Expert judges Will Davis and Curtis Comer during Sunday action at Huntersville.



Above: Bill Mandakis about to launch Brad LaPointe's entry in Intermediate.

Right: Brad LaPointe works his way through the pattern on an official flight.



Tom Dixon mentally prepares himself for a flight on his new Thunderbird 670 as Gene and Randy look on.

Right: Randy Smith and OTS winner Charlie Reeves have a discussion on the straightness of the flaps on Charlie's classic Shark 45. Charlie got 4<sup>th</sup> in Classic/Nostalgia 30 with this PA 51-powered model.



**That's a wrap** for this issue folks. Stay tuned for Nats and Brodak coverage next time. **SN**



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

# District V

by Eric Viglione

**Finally, summer is here!** I hope this column finds all our District V fliers doing well and getting some stick time now that summer is in full swing. I know I am looking forward to the return of the golden orb, and I hope the winds continue to die down for a while.

### A few thoughts for our district:

As more of us move up the old Stunt ladder from class to class, eventually many of us begin to wonder, "How would I do at the Nats?" Well, there's only one way to find out. Get there!

If it helps anyone, I'll be the first to admit, the thought of flying at the AMA Control Line Nationals in Muncie initially scared me half to death. Thanks to the encouragement of Bill Rich, I made the first trip and got hooked on it. Once I got there, I found it to be like any other contest you have been to, but at one of the nicest facilities you will ever fly on.

The L-Pad at Muncie is just incredible. For those of us whose home fields are surrounded by trees and turbulators, we tend to find our level flight takes on a whole new look in the clean air in Muncie. (Yeah, yeah, unless you are flying on Circle #1 with a strong wind coming up the little ledge...).

I would like to encourage you all to make it to the Nats, fly in your skill class or Open, whichever you qualify for, or even just the unofficial events like Old-Time or Classic, where you can still get a taste of the "Nats experience." There's nothing else like a week of being submerged in talking, watching, and flying Stunt!

While you are there, you can check out the AMA museum, which is chock full of modeling items and memorabilia as you never imagined, including CL stuff of legend. While you are at it, you can attend the PAMPA Membership meeting too and see what's going on in PAMPA and voice any concerns or ideas you may have.

I hope I've whet your appetite. Now back to our normal program already in progress. In this issue we are fortunate to have submissions by some of our busy District V builders.



Left: A shot of the business end of the Cavalier. Dixon photo.



Right: Last issue Gene Martine showed us his new SV11 getting panel lines; here it is complete and ready for its maiden flight. Martine photo.



Yet another new bird from the mind of Derek Barry. This Hawker is done up in a "believe-it-or-not" scale paint scheme. Barry photo.



Below: Another view of the Hawker. Barry photo.



Bob Dixon sent me this sneak preview of his new Crystal fuselage in bones. Dixon photo.



Bob also sent this pic of his new Brodak .40-powered Cavalier that is still in the trimming phase, I believe. Dixon photo.

### Huntersville

The Metrolina Control Line Society gang put on another great contest. Though not quite as big as their fall bash, the spring contest was well attended by District V.

Congrats to our own Derek Barry for taking the marbles in Expert, and also to John Simpson and Tom Dixon in second and fourth. Also on the District V podium list goes Tom Morris, with what I believe is his first win in Advanced. Tom Dixon got third in Old-Time. In Classic, District V fliers rounded out the podium with John Simpson, Tom Dixon, and Gene Martine, taking first, second, and third, respectively. A good showing by all! Congrats!

Of course, don't take my word for it. Results should be posted elsewhere in this issue (or the next), and thanks to my roving reporters, I even have some photographic proof.





Above:  
Gene Martine  
helping John  
Simpson sort  
out some  
issues on  
John's PA.40  
UL Cavalier  
before the  
contest. Fitton  
photo.

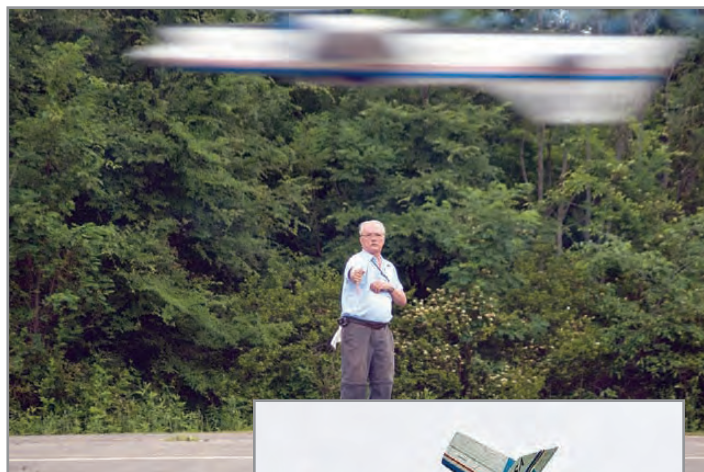
Right: Dale  
and Derek  
Barry  
volunteer for  
judging duty  
on Saturday.  
Fitton photo



Tom Dixon's new TBird 670 with his usual DS power. Fitton photo.



A shot of the pointy end of Dixon's TBird. Fitton photo.



Above: Gene Martine  
wasted no time getting  
his new PA.75-powered  
SV11 trimmed out and  
into competition. Fitton  
photo.

Right: Gene's new SV11  
goes over the top with  
authority. Fitton photo.



Right: Tom  
Morris  
burning  
some  
electrons.  
Fitton  
photo.



Tom Dixon up for an early flight on Saturday. Fitton photo.





Above: Derek Barry's trusty launcher, his son Gavin, gives his PA .65 Dreadnought a smooth release. Fitton photo.

Left: Watt Moore doing that Carrier thing, judging from that three-line handle in his hand. Martine photo.

**The Joe Nall** is not a name you normally associate with Control Line, but you will from now on! Thanks to the hard work of Mark Weiss, and several others, we now have a regular venue at this

**Marietta GA** is another contest just under the wire for this column deadline. I don't have Tom's penned results that he usually sends me yet, but I'll be watching the mail and type it up if I get them in time for this issue. In the meantime, I do have some pictures from my roving reporter, Derek Barry, of the event. Thanks, Derek!



Tom Dixon presents the original Elliot Black Tigre, which he restored beautifully, to Elliot's surviving son. Barry photo.

event. I won't steal Derek Barry's thunder, since he should have an article elsewhere in this issue. But, I will at least say District V was well represented, and this is a *huge* opportunity to promote Control Line to the rest of the modeling community and was a resounding success. Great job one and all!

Right: Dale Barry putting up a training flight with one of the bigger kids. Judging from Charles' JR Radio shirt and badge, he's most likely wandered down from the RC pits to give CL a try. Barry photo.



Tom and Elliot's son pose with a pair of Black Tigres. Barry photo.





Elliot's son examines the contrasting blue bottom and dental work on Tom's restoration. Striking coincidence, Frank Stewart brought a Black Tigre to compete with, so I understand there were a total of three present at the contest. You can see Frank's on the ground behind him. Barry photo.



Allan Perret brought what appears to be a Ringmaster Deluxe and was seen in profile. Barry photo.



Allan Perret's nice PA .65 Novar. Barry photo.



The flightline seems to indicate better attendance this year. Hopefully, this long standing contest continues to thrive. Barry photo.



Left: Dixon's new V-Tail Adamisin design gets a few test flights at the contest. Barry photo.

Right: Ronnie Thompson's sidewinder-mount original design. Barry photo.



**That's a wrap, folks.** Next issue deadline is July 20, and the Nats run July 16-21, plus we need time to drive home and write it up. No doubt we'll be testing our editor's good nature once again.

Until next time, see ya on the circle, or better yet, at the Nats! **SN**



## Illinois, Indiana, Kentucky, Missouri

# District VI

by Allen Brickhaus

**Our District VI column** includes a few photos from the 2012 VSC held in Tucson, Arizona. I have heard from the Internet that the 2013 version will be held at Christopher Columbus Park March 19-23. Old-Time Stunt will be flown on Tuesday and Wednesday, while Classic will remain on Thursday, Friday, and Saturday. The Riverpark Inn will be the host hotel, and the event culminates with the banquet on the last night of the contest.

Next included are several shots of the Polk City, Iowa contest held on the first weekend of May. The weather cooperated for Thursday, Friday, and Saturday, but early morning storms brought the event to a close with 65-mile-per-hour winds and hail on Sunday. Photos mostly show District VI fliers at an out-of-district event.

I received the request to attend the Joe Nall 30<sup>th</sup> Anniversary Fly-In held at Triple Tree Aerodrome near Greenville SC. This is a nine-day event, but I was not able to get there until late Tuesday afternoon. My thanks to Bob Shaw for the opportunity to fly at the first-ever official Control Line portion of the Joe Nall. Derek and Dale Barry have put on demonstration flights for several years, but this was the first time Pat Hartness opened up three dedicated grass circles for anyone to enjoy a return to Control Line.

Pat Hartness, Mike Gregory (Joe Nall CD), Bob Sadler (Joe Nall announcer), Juan Pablo Montoya, Mac Hodges, and a lot of other great Radio Control pilots came down to get some handle time from Mark Weiss. Mark is from Delaware and brought a wonderful training model powered by electricity and was able to dial in one-minute flights for anyone who desired to get in the circle.

His small bird registered 241 training flights in the five or so days he was there. Mark got a lot of kids, wives, girlfriends, and other adults on the handle in the period of time Mark was on the scene. Control Line should be a part of the Joe Nall from now on. Many of the organizers were positive in their appreciation of the Control Line guys who helped to formulate this first time official effort. *SN*



Frank McMillan and Keith Trostle go over Frank's version of the engine and electronic gear in the new Madman 56 that was built and flown by Frank.



Dennis Toth, Roy Trantham, Bob Whitely, Vic Lichtenberg, and Pete Peterson go over Old-Time Stunt rules at the field in Tucson of March 2012.



Ted Fancher, Charles Reeves, Keith Trostle, and Pete Peterson check out the results of Keith's loss of his third Chizler just prior to the 2012 VSC.



Doug Taffinder and Bob Heyworth completed a great job judging Ignition at the 2012 VSC.





Left: Robin Sizemore opens the first day of Old-Time Stunt at the 2012 Vintage Stunt Championships.

Below: Old-Time Stunt results at the Polk City event.

OLD TIME				
	NAME	FT #1	FT #2	
1	TONY KUBES	229	235.5	
2	KEITH SANDBERG	242.5	134.5	2
3	ALLEN BRICKHAUS	268	269.5	1
4	MIKE SCHMITT	217	188	
5	CRIST RIGOTTI	261.5	212.5	3



Above: Bob Baldus CDs the Polk City, Iowa, contest in the early part of May in the Des Moines area.

CLASSIC				
	NAME	FT #1	FT #2	
1	CHRIST RIGOTTI			1
2	KEITH SANDBERG	549	549.5	2
3	MIKE SCHMITT	420.5	486	3
4	GREG VOUMARD	506.5	X	4

Left: Classic scores at the Polk City contest.

PROFILE				
	NAME	FT #1	FT #2	
1	IVARS GREIZINS	413	38	1
2	ALLEN BRICKHAUS	3	495	2
3	GREG VOUMARD			3
4	MIKE SCHMITT	436.5	460.5	4
5	DENNIS VANDERKUR	2	501.5	5
6	JIM FUNK	465	334.5	6
7	KEITH SANDBERG	1	509	7
8	CRIST RIGOTTI	447.5	477	8
9	TONY KUBES	60	182	9

Profile numbers at the Polk City contest.

Right: Rachel, daughter of Keith Sandberg, shows off her new model for the year. Check out Rachel's pilot in her new 2012 model.



Dennis Vander Kuur took second in Profile at Polk City.



Right: Mike Schmitt opened the season at Polk City with a good-flying Jamison.



Wayne Willey shows Crist Rigotti his modified Nobler front end. The end results will be a nicely fashioned cartoonish P-40 looking bird.







Charra Reeves launches Charlie's Big Job for a first at the Huntersville contest in early May.



Charlie Reeves gets another fine launch with his Humbler and placed fourth in both Classic and Expert.



Left: Allen took his TEOSAWKI and Adams' Special to Polk City and placed first in OTS and third with his TEOSAWKI. The TEOSAWKI had a worn out engine, and the winds did not bode well for the flights. The older engine has now been replaced.



Left: The Joe Nall 30<sup>th</sup> Anniversary Fly-In greets everyone with this magnificent Triple Tree Aerodrome gate.

Right: Pat Hartness and Mike Gregory (Joe Nall CD) welcome all the Control Line pilots to the Fly-In Wednesday morning at the event in Greenville SC.



Right: Mark Weiss of Delaware headed the Control Line trainer section of the Joe Nall CL site. Here he is training Bob Sadler, who is the annual announcer for the event. Bob is affectionately called the "Mouth of the South."



Joe Adamusko and Alex Gavin talk over Joe's Spitfire which Joe brought to the Joe Nall 2012.



Left: Watt Moore launches for Bob Zambelli at the 2012 Joe Nall.

Right: Mark Weiss brought a very successful electric trainer to the Joe Nall and put on 241 training flights during his tenure at the site.



John Sabini of Brentwood NY, brought both of his sons to the Joe Nall.



# District VII

by Bob McDonald

Iowa, Michigan, Minnesota,  
Wisconsin

**Hi, everybody.** It's about time to spread some news about Stunt stuff in District VII. Last March I got a note from an old acquaintance, Barry Tippet, who used to live in my home town of Livonia, Michigan. At that time Barry was flying Speed but was thinking of trying Stunt. He has now moved to Alloues MI, in the Upper Peninsula in Copper Country, just north of Calumet, and has apparently come into the light, so to speak, as you can see from the photo of his shop.



Barry Tippet's shop the fleet under construction

Here are some comments that Barry sent to me:

"I am assembling a fleet of ships, so when spring comes, I will see if I can fly them with any skill what so ever.

"After being a CL Speed flier since I was a teenager, the rotational speeds and my knees have reached an impasse, so I am giving CL Stunt a try.

"This is a shot from my shop, which is geared around building 24-inch Speed ships. These 60-inch stunt ships are like building a boat in the basement.

"I have been building all winter and intend to fly in the spring. Flat ground is hard to find up here, but I have located a couple of places, and with a stooge, I can fly!

From left to right: Tucker Special, Seafire, SV 23, Junar, Electra, Oriental, Profile Oriental, and a Nobler. The last three will become fodder for the learning curve, as I attempt to fly the pattern. All of this construction is pretty new to me, so lots of trial and error is the norm. I am finding that any of the experienced fliers that I contact are very generous with assistance!

"We had 192 inches of snow and it has turned warm, so when the melting and runoff stops, I can get to the field.

"By the way, I learned to hang these ships from a visit to your (the author) basement in Livonia."

Barry mentioned that it's a bit of a challenge to find a good place to fly. Fortunately, in the southeast part of Michigan, we have several spots due to the fact that some of the RC clubs have realized that Stunt is a very real form of model aviation. I say this

because the way I and others got these clubs interested (Signal Seekers and Midwest) was through demonstrations and yeah, it helps if you fly a little RC, too. If you need a place to fly, try it. You may be pleasantly surprised.

The Signal Seekers as you may know have a contest in August on the main RC field, and we have a practice circle which is in a very turbulent area. Fortunately, the club realizes that the current location of the circle is *not good*, and believe it or not, we are moving it to a better location. It should be ready next spring. The Midwest site is nicer, but we can't fly on the RC field, as it's not wide enough. Although contests are out, we usually have a local fun-fly.

The really cool thing that has come up around here is that Keith McCrary has found that he can fly on Bell Isle. Keith lives in Detroit and is a Beginner/Intermediate flier and an all-around good guy. Bell Isle, if you don't know, is a large island in the Detroit River adjacent to the downtown area.

Bell Isle is currently a park area but at one time housed a small zoo, an aquarium, and a small casino. It has a road system that has in the past and this year will again be used for the Detroit Indy car Grand Prix. Because of the race they have a huge concrete area used for the car hauler and work area. This area will easily hold six to eight circles and is almost new pavement with not much around to create turbulence.

The pictures are from a flying session last October. That's the Detroit Renaissance Center you see in the background; it's really a pretty place to fly. Keith, myself, and others are exploring the possibility of holding an event at this location.



Left: Bob McDonald practicing at Bell Isle.

Below: Bob McDonald and Keith McCrary at Bell Isle.





Well, as it is now spring (as I write this) it is time to get the new bird out so, I thought I would include a couple of shots of my new one, and Tom Polk from Farmington MI, is in the process of painting his new creation.



Apogee 5 ready to cover.



Apogee 5 ready to test fly.

Arkansas, Louisiana, New Mexico,  
Oklahoma, Texas

**Spark ignition** at VSC this year proved that with the solid-state ignition systems we have today, good engine runs are now the norm. Since I have been messing with them for a number of years and get a lot of questions on them, I thought a simple overview would be a good column topic.

Before there were glow plugs, we all had to use the spark system, a coil, a condenser, and a three-volt battery pack. Except for the lack of a rotor to distribute the sparks, essentially, it's the same system as you had in your '53 Ford Victoria. It worked but required the points to carry the coil current of several amps, thus they had to be kept clean, and all the mechanical engine joints, plus slip fits for advancing the spark, etc., had to be very low resistance. As we only had carbon/zinc batteries then, getting the switch turned off as quickly as possible upon landing was done to avoid draining the batteries.

Enter transistor ignition circuits! With these, the points only carry a small trigger current and will function well, even if not they are not perfectly clean and very low resistance. Today, there are several systems, all of which work fine. There is the Schmidt circuit, consisting of one transistor and one resistor, the Floyd Carter circuit, consisting of two transistor circuits, and the auto cutoff system that I have been making. The first two work very well but with the great batteries we have today.

The new Apogee is an evolution of the really previous three which are all Geo-Bolt wings which all differ in tail size. The last two are designed for the PA .75, meaning the tail moment is longer and the nose shorter.

Tom's new one I've shown is also an Apogee-base restyled and is the older setup, as he is using a PA .65.



Tom Polk's new machine in first color in my garage.

Well, that's about it for now, so fly stunt (and please send me stuff for the column). *SN*

—Bob McDonald

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28746 Westfield Livonia MI 48150  
Phone (734) 421-4330

## District VIII

by Don Hutchinson

However, one needs to get the power shut off as soon as possible after landing, as the coil will have about three amps flowing through it if the points happen to be closed. This much power can heat up the coil and lead to problems.

To avoid this, I have developed a system that will shut down the power to the coil about two seconds after the engine stops if the points happen to be closed. There were some early failures of these units which I cannot explain, as the failure-prone transistor was operated well below specifications.

I suspect the 200-volt pulse across the primary of the coil when the points open may have had something to do with it. I have since replaced that transistor with a resistor and a diode and don't expect any more problems. While it now uses a bit more current when cut off, three minutes with the switch left on will only drain one milliamp hour from the batteries.

OTS legal spark ignition engines can be found in various places, and the 10-point ignition bonus can be huge in a closely fought OTS contest! Jump in and give the spark systems a try; it is quite easy today. If you want more information about this, contact me.

**The annual Texarkana** was held in May, and while I did not get there, my roving reporter, Dale Gleason, filed the following report:



I've been asked by DMAA Prez Don Hutchinson to expound briefly on CD John Gunn's Texarkana, Texas, annual Stunt Meet. When the Prez says "Frog!" I must jump... "I must, I must..."

Texarkana has been a District VIII mainstay for decades, at least two, as this was John Gunn's twentieth year as CD. The asphalt-turned-to-gravel doughnut circle bears testimony to headier days of more contestants and sixty-foot circles. *Anecdote time: Ten years ago me and my seventy-foot handle-to-bellcrank lines convinced Rick Ashford, a stout judge and CD for John G., to dive for his life as my SV-11/ST.60 came chugging around to his very location.* The Pilot Meeting covers such things as the circle limitations. No problemo.

Located in Spring Lake Park, there are stately oaks, pines, and elms, a huge fishing pond featuring blue herons, green herons, mergansers, pintails, mallards, and some seriously bad-looking domestic geese of some sort that looked as though they had been hit with an ugly stick, playgrounds, and, of course, a Lockheed T-33. Nearby baseball fields provide well-kept running- water toilets, really nice by any standard. The Texarkana Parks Department makes Texarkana proud.

Fliers began showing up on Friday, getting in a little practice with perfect conditions. Saturday the wind was quite brisk. Who was going to fly in this stuff? Mike Greb, of course. His casual laying in of pretty tricks encourages us to run out our lines and join him. Doug Patterson, up from Alexandria, and Jason Cunningham from out El Dorado way did all the judging.

Sheila Cranfill, Colleen Gilbert, and Janet Stokely tabulated. This contest takes your best flight of each day and adds them together to determine placing. You must get in a good flight at least once a day, similar to the VSC. Next year, the addition of OTS is being considered, so get ready.

Included in the twenty-five dollar entry fee is plenty of food for hungry contestants. Biscuits and red-eye gravy with steaming boiled coffee start off every morning. Daniel Bowman runs the chuck wagon. He and John risked several rescue missions to Hooters to gain insight into their delicious hamburgers. Missions accomplished!

They served grilled 80/20 patties that miked-out at .750 thick, with huge tomatoes, pickles, and onions. Sunday's fare was "petit squares"- assorted finger sandwiches to get you ready for the drive home. If you are on a strict diet, you probably ought to forego this contest and go to Baton Rouge and have fried oyster po'boys and Cajun fries! Or do as most of us, attend both!

The ever-present Kocher Father and Son Team took lots of pictures (Steve alone took 1500) and they are being featured on Stunt Hangar Forum. We thank them so much for preserving the memories! That's all folks.

—Dale Gleason

Many thanks, Dale, here are the results:

Expert: 1) Dale Gleason, 2) Joe Gilbert, 3) Mike Donovan  
Advanced: 1) Don Cranfill, 2) Norm Faith, 3) Andy Stokely  
Intermediate: 1) Louis Keller, 2) Ty Marcucci, 3) Mike Makepeace

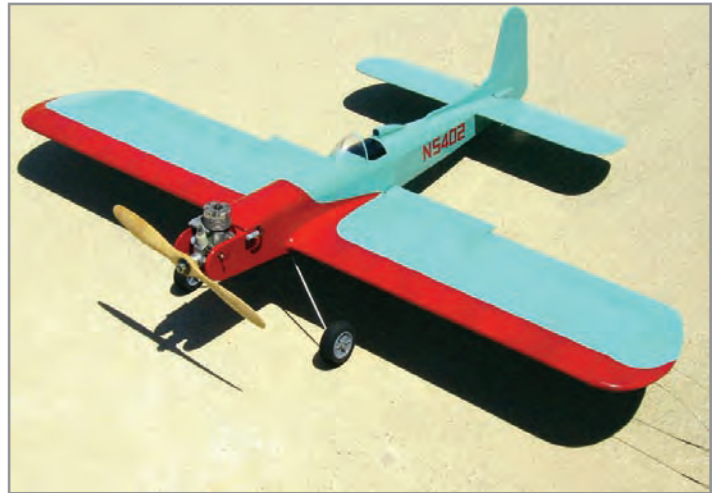
**Do we have another Texas star** on the horizon? I received a nice photo from Ryan Young of Bill Rutherford's 10-year-old grandson, William Dirks, flying his kit Brodak Galaxy powered by an O.S. LA .25 with Bill coaching. Thanks, Ryan.

**While playing hooky** from the contest scene, I knocked out another Go-Devil Jr. for a Magnum .25. This makes it about 12 of these since 1948! Painted same color and scheme as the one I flew at the '53 Plymouth Internats. With that, I will close with yet

another limerick! It seems our intrepid Wisconsin flier has moved from Eau Claire!

His new home is now in Racine where he built a prop carving machine—concave and convex. The blade shapes are complex but his score sheets now really look keen.

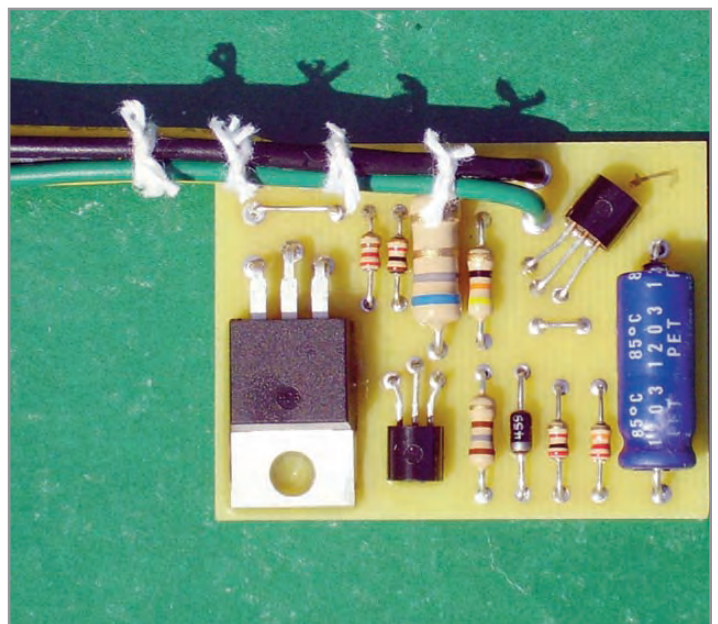
'Til next time. *SN*



The Go-Devil Jr. A fine-flying small model from Bob Palmer.



Trick access hatch for tweaking the pushrod length.



Auto cut-off ignition module Mk II. PC board size is 1.6" x 1.25".



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

No report this month. *SN*

Arizona, California, Guam, Hawaii,  
Nevada, Utah

**Brian Eather:** I received a photo of Australian Brian Eather's latest Firecracker building effort. His new model is powered by a PA .75 and weighs about 61 ounces. Check out that 4-blade prop! Wonder where he gets those? Thanks to Dave Fitzgerald for the input.



Brian Eather's new Firecracker.

**Dale Kirn:** Below are some kind and eloquent words from Eric Rule:

"It is with deep regret that I tell you that Dale Kirn passed away Wednesday, March 21. All of us who were privileged to know Dale recognized him as a giant of Control Line. His many world records, along with his innovations while at Stanzel Bros and Cox Mfg. and after his retirement, made his an honored name in our sport/hobby.

"Of even more importance was the fact that Dale Kirn was one of the kindest, gentlest men ever to walk the earth. In spite of his lofty accomplishments he was a man with no ego. I have often commented to friends that Dale simply did not understand the level of reverence we looked at him with. In his mind he was just another guy building and flying model airplanes. That was what made him so special!

"We will all miss Dale. We will miss him not for his accomplishments in Control Line but because he always made us feel better just being around him."

**Palmer Contest:** The Bob Palmer 2012 Memorial Stunt Contest, sponsored by the Knights of the Round Circle, was held on April 28 and 29 at Whittier Narrows Regional Park in South El Monte, Ca. I was fortunate to attend and enjoyed great weather, a well-run contest, and great post flying social events at the homes of

# District IX

by Carl Shoup

# District X

by Jim Hoffman

both Joel Chesler and Warren Walker.

Warren also served as CD. As an extra added perk, there was a raffle where many of us won kits, glue, lines, and gasoline gift cards. Big thanks to everybody who helped make this a success.

Noteworthy at this contest was an Easy-Up Shade Tent for the judges' comfort and the use of pre-entry process to speed up the administrative aspects of the contest. Kudos to the Knights of the Round Circle.

I am including a photo of a beautiful stunter built and flown by Marshall Palmer. I was saddened to see the plane crash on an official flight, but I must commend and admire Marshall for his unflappable attitude. He enjoyed the rest of the contest and had a smile on his face the entire day. *SN*



Gordan Delaney's Tony and USA-1 dressed as a Tony.



Ray Firkins and his beautiful Classic Sting Ray on the flightline at the Palmer contest.





Hard-working judges Bill Byles and Eric Rule at the Palmer contest.



Mark Wasnick and his beautiful piped entry at the Palmer Contest.



Marshall Palmer and his beautiful Scirocco Stunter.



John Callentine's Mustang continues to fly better and score better.



Robert Harness is still waiting for that call from the marketing folks at Coca Cola.



# Alaska, Idaho, Montana, Oregon, Washington

# District XI

by Bruce Hunt

## Northwest Regionals Results for 2012 Eugene, Oregon

### Expert Precision Aerobatics (18 entries)

1. Paul Walker, Kent, Wash.,	599 (25.5)
2. David Fitzgerald, Napa, Calif.,	596.33
3. Chris Cox, Delta, B.C.,	590 (22.5)
4. Bruce Perry, Edmonton, Alberta,	574.33
5. Gordan Delaney, Layton, Utah,	571.33
6. Jim Aron, El Cerrito, Calif.,	568
7. Norm Whittle, Layton, Utah,	566.67
8. Phil Granderson, Oakland, Calif.,	557.33
9. Igor Panchenko, Winnetka, Calif.,	549
10. Mike Haverly, Auburn, Wash.,	541.33
11. Alan Resinger, Delta, B.C.,	540.33
12. Paul Pomposo, Sebastopol, Calif.,	519.67
13. Richard Walbridge, Fresno, Calif.,	519
14. Pat Johnston, Boise, Idaho,	514.33
15. John Leidle, Kirkland, Wash.,	511.67
16. Keith Varley, Vancouver, B.C.,	496.33
17. Leo Mehl, Portland, Ore.,	467
One Other Entry	Did Not Fly

*Judges: Don McClave, Bruce Hunt and Mike Conner.*

### Advanced Precision Aerobatics (12 entries)

1. Lanny Shorts, Truckee, Calif.,	498.5
2. Kestas Dvarvydis, Los Angeles, Calif.,	497.5
3. Heman Lee, Sacramento, Calif.,	489.5
4. Dane Covey, Tacoma, Wash.,	489 (9)
5. Dave McCheyne, Delta, B.C.,	488.5
6. Richard Entwistle, Scappoose, Ore.,	488
7. Brian Massey, Madera, Calif.,	483.5
8. Mark Scarborough, Pullman, Wash.,	474
9. Mike Massey, Cottage Grove, Ore.,	471
10. Brian Moore, Elk Grove, Calif.,	467
11. Bob Duncan, Fair Oaks, Calif.,	464.5
12. Floyd Carter, Eugene, Ore.,	428

*Judges: Scott Riese and Dave Royer*

### Intermediate Precision Aerobatics (7 entries)

1. Gordon Rea, Eugene, Ore.,	467.5 (7)
2. Bryan Carr, Calgary, Alberta,	465.5
3. Tom Strom, Olympia, Wash.,	449.5 (5)
4. Russell Shaffer, Klamath Falls, Ore.,	437 (4)
5. James Harper, Portland, Ore.,	431.5
6. Tim Wescott, Oregon City, Ore.,	392.5
7. Glenn Little, Vancouver, B.C.,	267

*Judges: Mike Haverly and Jim Rhoades*

### Beginner Precision Aerobatics (2 entries)

1. Doug Knoyle, Salem, Ore.,	260 (2)
2. Robert Ladd, Portland, Ore.,	192.5 (1)

*Judges: Mike Haverly and Jim Rhoades*

### Classic Stunt (12 entries)

1. Gordan Delaney,	570.5
2. Norm Whittle,	548.5
3. Scott Riese, Portland, Ore.,	531.5 (10)

4. John Leidle,	520 (9)
5. Jim Aron,	520.5
6. Paul Pomposo,	518.5
7. Alan Resinger,	514
8. Dane Covey,	478.5
9. Mark Scarborough,	471.5
10. Roy DeCamara, Vancouver, Wash.,	467
11. Brian Massey,	444
12. Mike Haverly,	440.5

*Judges: Don McClave and Richard Walbridge*

### Nostalgia 30 Stunt (3 entries)

1. Brian Moore,	476.5
2. Lanny Shorts,	471.5
3. Heman Lee,	453

*Judges: Don McClave and Richard Walbridge*

### Old-Time Stunt (8 entries)

1. Burt Brokaw,	305
2. Dave Royer, Portland, Ore.,	301 (7)
3. Jim Aron,	299.5
4. Bob Duncan,	289.5
5. Roy DeCamara,	286
6. Floyd Carter,	277.25
7. Russell Shaffer,	255.75
8. Mike Conner,	246.5

*Judges: Pat Johnston and Alan Resinger*

### Expert Profile Stunt (6 entries)

1. Scott Riese,	482 (4)
2. Pat Johnston,	479.5 (3)
3. Bruce Hunt, Salem, Ore.,	474 (2)
4. Paul Pomposo,	457

Two other entries did not fly.

*Judges: John Leidle and David Fitzgerald*

### Sportsman Profile Stunt (15 entries)

1. Heman Lee,	455.5
2. Dane Covey,	455 (13)
3. Richard Entwistle,	448 (12)
4. Mike Massey,	446.5 (11)
5. Tom Strom,	444.5
6. Mark Scarborough,	437
7. Brian Moore,	433.5
8. Gordon Rea,	426.5
9. Bryan Carr,	425.5
10. James Harper,	425
11. Bob Duncan,	408.5
12. Tim Wescott,	389.5
13. Lanny Shorts,	388
14. Russell Shaffer,	384.5

One other entry did not fly.

*Judges: Scott Riese and Mike Haverly*

**The season's** leading story so far is the emergence of electric-powered models in top-level competition.

With Paul Walker leading the way in his third year of using electric power, he has been joined by Norm Whittle, Mike Haverly, Chris Cox, Alan Resinger, and Keith Varley with new



electric models of their own.

In the last couple years Norm Whittle and Chris Cox have also managed to edge out Walker in regional competition using their electric setups. At this year's Northwest Regionals there was at least one electric-powered model in each level of PAMPA Stunt competition, Beginner to Expert.

As always you can get an excellent report on everything going on in the Northwest by checking out the news on the website: <http://flyinglines.org>. *SN*

*Bruce Hunt  
2237 Joseph St S  
Salem, OR 97302  
(503) 361-7491*



Chris Cox lands this season's Bob Hunt designed electric-powered Crossfire at the Portland's Walker Memorial Spring Warm-up. The model is painted in Canadian Snowbird Show Team colors.



Chris Cox's Crossfire makes an overhead inside turn. The model had an impressive presentation in its turns.



Bruce Hunt leads a judging and coaching clinic with interested pilots at the Eugene Oregon Fun Fly. Here, Bruce coaching a pilot who just finished a flight as other student judges compare their scoring against what is described.



Floyd Carter puts his Gee Bee through maneuvers at Eugene's Fun Fly.



Bruce Hunt cleans up his Northwest Profile Brodak Cardinal.





Alan Resinger prepares his electric-powered Revolution for a flight. Sometimes it is hard to fit all those electrons inside.



Paul Walker's electric Impact featuring day-glo orange to attract sharks. Paul claims that the semicircular repair just aft of the canopy was not a shark bite.



Dave Royer prepares to make a flight in the Old-Time event.



John Leidle moves his model off the circle at the Walker Memorial contest.



Mike Haverly's Norm Whittle-designed E-Sultan is Mike's entry for this season's competition. Once they go electric, they never go back.



Roy DeCamera brought this beautifully finished Cavalier to the NW Regionals. It was one of six models that initially tied for the Pilots' Choice Concours Award.





At the Northwest Regional Championships in Eugene, Oregon, Mike Denlis, president of the Eugene Prop Spinners, explains Control Line models to a TV crew using Leo Mehl's Vector 40 as an example.



Don McClave and Richard Wallbridge do appearance judging before the Classic Event at the NW Regionals.



Dave Fitzgerald and Phil Granderson talk shop at the NW Regionals. Phil brought his latest electric Diva to the competition.



Bob Duncan prepares his electric-powered twin for its flight in Advanced in Eugene.

Mike Haverly, holding his Classic Chizzler and castor oil dispenser, is District XI's newly-appointed director. As you can see, he can't wait to write these captions himself.



Jim Aron's Feno made another trip to Eugene.

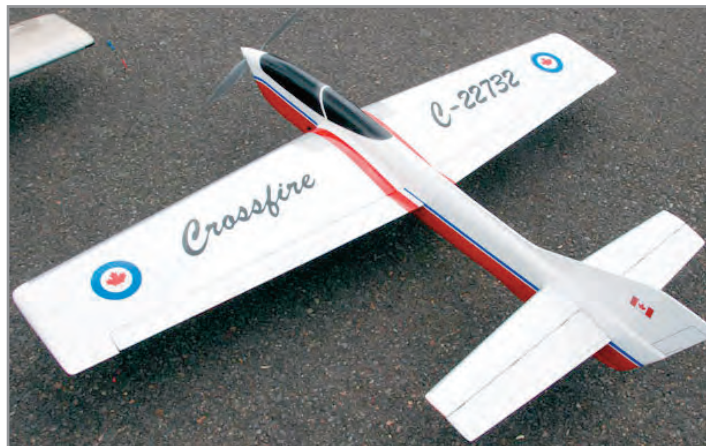




Scott Riese gets his Gieske Nobler weighed. It took two grown men to hold it. (Headline taken straight from the *National Enquirer*.)



Richard Wallbridge faithfully recreated Phil Granderson's Diva design for the NW Regionals.



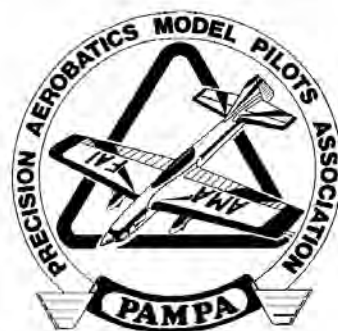
Alan Resinger's recreation of Bob Hunt's Crossfire in Snowbird colors.



Floyd Carter with is Sport Scale Zero. The winning model had retractable landing gear.



Gordon Delaney's USA-1 in Japanese Camo won the Concourse Award at this year's NW Regionals.





# Contests

## Stunt News Contest Calendar

For up-to-date listings and additional information, see the PAMPA Web site: <http://www.control-line.org>, then go to Resources/Documents/2012 PAMPA Contest Calendar. See also the AMA Web site: <http://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](mailto:hmrush@comcast.net). Submit contest ads to Gene Martine, [gmfighting@bellsouth.net](mailto:gmflying@bellsouth.net).

Events marked with an asterisk use nonstandard rules. Contact CD for details.

### August 17-19

Southern Ontario Control Line Championships, The Beanfield, 30167 Esterville Rd., N 42° 37.533' W 082° 08.639', Dresden, Ontario  
Friday: Old Time  
Saturday: Beginner  
Sunday: Profile, MAAC  
Contact: Stuart Henderson, [info@balsa-beavers.ca](mailto:info@balsa-beavers.ca); <http://www.balsabeavers.ca>

### August 18

High Desert Control Line Fiesta, George Maloof Air Park, Albuquerque, NM, N35.149375745358, W106.73019732103  
Take exit 154, Unser Boulevard, north from I-40, go five miles north, turn left on Molten Rock Rd. NW, turn left on 81<sup>st</sup> St. NW, turn right at Maloof Park.  
Old Time, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: Richard L. Perry, 427 Live Oak Lane NE, Albuquerque, NM 87122, (505) 856-7008 or (505) 263-0763, [tailhooker@comcast.net](mailto:tailhooker@comcast.net); <http://www.nmccla.org>

### August 18-19

Dick Scobee Memorial, Auburn Municipal Airport, 16th St. NE and D St. NE, Auburn, WA  
Saturday: Old Time\*, Classic, Profile\*  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: Pete Ferguson, (206) 930- 6221  
[pferguson3@comcast.net](mailto:pferguson3@comcast.net); <http://flyinglines.org/skyraiders.html>

### August 18-19

Western Kentucky/Southern Illinois Stunt Championships, McCracken County Model Air Park, Paducah, KY: Take exit 3 off I-24 on the Kentucky side of the Ohio River. Turn east on Old Cairo Road and find Coleman Road off to the right (south) at about one mile. Travel south on Coleman Road three quarters of a mile and turn left (east) on County Park Road. Go through the open, right, red gate and drive to the top of the hill.  
Saturday: Beginner Precision Aerobatics, Basic Flight\*, Profile\*, Classic-Nostalgia\*, Old Time  
Sunday: Precision Aerobatics\* (Intermediate, Advanced, Expert)  
CD: Allen W. Brickhaus, PO Box 206, Golconda, IL 62938, (618) 683-7611 (home), (618) 841-0089 (cell), [abkb801@shawneelink.com](mailto:abkb801@shawneelink.com)

### August 18-19

Michigan Control Line Championships, Signal Seekers RC Club field, Westland, MI  
Saturday: Old Time, Classic, Profile\*  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: Randy Ryan, (734) 672 2855, [iflyff@comcast.net](mailto:iflyff@comcast.net)

### August 25-26

Ted Goyet Memorial, 44643 County Road 29, Davis, CA (1.4 miles east of County Road 102)  
Saturday: Old Time, Classic, Profile\* (Beginner and Intermediate, Advanced and Expert), Stunt 25\*  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CDs: Walt Ghio, 1380 Elkhorn Drive, Stockton, CA 95209, (209) 478-8225, [flbwalt@comcast.net](mailto:flbwalt@comcast.net); Doug Barton, 160 Park Ave., Woodland, CA 95695, (530) 662-6469, [dbarton@woodlandaviation.com](mailto:dbarton@woodlandaviation.com)

### August 25-26

Fellowship of Christian Modelers FCM at AMA, E. Memorial Drive, Muncie, IN  
Saturday: Classic, Old Time, Profile \*  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert, Masters\*)  
Contact: Allen Goff, 2100 N Carrolton Dr., Muncie, IN 47304, (765) 759-7473, [fcm95@comcast.net](mailto:fcm95@comcast.net); [www.fcmodelers.com](http://www.fcmodelers.com)

### August 25-26

Prairie Fire Stunt Contest, Namao School Field, corner of Highways 28 and 37, Edmonton, Alberta  
Saturday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
Sunday: Old Time, Classic  
CD: Bruce Perry, [bruce@magicbus.ca](mailto:bruce@magicbus.ca)

### September 1-2

Charles Ash Memorial Greater Southwestern Championships, Samuell Hobby Park, E. Northwest Highway and Garland Rd., Garland, TX  
Saturday: Old Time, Classic  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: Michael D. Scott, 1111 Park Dr., Hillsboro, TX 76645, (214) 478-6263, [MikeScott15@gmail.com](mailto:MikeScott15@gmail.com); [www.dmaa-1902.org](http://www.dmaa-1902.org)

### September 1-2

Rocky Mountain Control Line

Championships, Front Range Airport, Watkins, CO; Take exit 299 north from I-70 about five miles.

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: R. Spahr, (720) 981-9908

### September 2

46th Annual Midwest Regional C/L Championships, Aurora Municipal Airport, Rte. 30, Sugar Grove, IL  
Precision Aerobatics (Beginner, Intermediate\*, Advanced\*, Expert\*), Profile\*  
CD: Jim Renkar, 6201 S. Nashville Ave., Chicago, IL 60638-4111, (773) 229-9353, [ukiepilot@comcast.net](mailto:ukiepilot@comcast.net)

### September 8

Tour d'Michigan 4, Erickson Park, Canal Rd., 3.5 miles S of Saginaw Hwy., SW of Lansing, MI; near confluence of I-69 and I-96. See map.  
Fun Stunt\*  
Contact: Rich Kacmarsky, (517) 323-8932, [cdk33@comcast.net](mailto:cdk33@comcast.net); [www.flying-aces.net/tour12.html](http://www.flying-aces.net/tour12.html)

### September 8-9

Mitch Lilly Memorial Massachusetts Cup, Crackerbarrel Fairgrounds, Emerald Street near the intersection of Emerald and Shear Streets, Wrentham, MA. The fairgrounds are part of the Wrentham State School complex.  
Saturday: Old Time, Classic  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: Chris Sarnowski, 27 Marion Road, Bedford, MA 01730, (617) 605-0420, [fchriss@gmail.com](mailto:fchriss@gmail.com)

### September 8-9

R. F. Stevenson Memorial Raider Roundup, Auburn Municipal Airport, 16th St. NE and D St. NE, Auburn, WA  
Saturday: Old Time\*, Classic, Profile\*  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: Howard Rush, (425) 746-5997, [hmrush@comcast.net](mailto:hmrush@comcast.net)  
<http://flyinglines.org/skyraiders.html>

### September 8-9

Memphis Stunt Classic, Millington Barnstormers field, Sykes Road, Millington, TN  
Saturday: Old Time, Classic\*, Profile\*  
Sunday: Precision Aerobatics\* (Beginner, Intermediate, Advanced, Expert)



CD: Louis Rankin, 901-837-1511,  
lwr\_@msn.com

### September 9

Fall Stunt, Crowland Park behind Fire Station 6, S of Niagara Falls, Ontario  
Take Schisler Rd. .5 mile west from Hwy 98  
Profile, F2B  
Contact: Geoff Higgs, 6013 Mayfair Dr.,  
Niagara Falls, Ont., L2J 1V7, (905) 358-5570; <http://www.balsabeavers.ca>

### September 15

North Georgia Skyrebels Fall Fly-In, Gilmer County Airport, 455 Sunlight Road, Ellijay, GA, N 34.63, W 84.527  
Old Time, Classic\*  
Contact: Tom Dixon (770) 592-3279

### September 16

The 17th Annual "This Is Only a Hobby"  
1/2A Stunt & Sport Race Contest, Aurora Municipal Airport, Rte. 30, Sugar Grove, IL  
1cc Stunt\*  
Contacts: Jim Renkar, 6201 S. Nashville Ave., Chicago, IL 60638-4111, (773) 229-9353, [ukiepilot@comcast.net](mailto:ukiepilot@comcast.net), Fred Krueger, (630) 897-2941, [fkpampa9@comcast.net](mailto:fkpampa9@comcast.net)

### September 16

Bergen County Control Line Flyers, GSCB Stunt Contest, 288 Roosevelt Drive, Palisades Park, NJ Take path by the river to south end of facility.  
Precision Aerobatics (Beginner, Intermediate\*, Advanced\*, Expert\*)  
CD: Rich Giacobone, 438 Hillside Ave, Palisades Park, NJ 07650-1314, (201) 947-9638; [www.gscb.us/](http://www.gscb.us/)

### September 22

Walter Musciano Contest, Centennial Park, Toronto, Ontario  
Old Time, Beginner, Musciano events  
Contact: Stuart Henderson,  
[info@balsabeavers.ca](mailto:info@balsabeavers.ca); [www.balsabeavers.ca](http://www.balsabeavers.ca)

### September 22

NVCL Stunt Fest, Meadowood Special Recreation Management Area, 10207 Old Colchester Rd. Lorton VA  
Old Time, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: Dick Houser (703) 489-5647,  
[yvech8v@verizon.net](mailto:yvech8v@verizon.net);  
[www.nvcontrolline.com](http://www.nvcontrolline.com)

### September 22-23

Meat 'n Meat XIV, 44643 County Road 29, Davis, CA (1.4 miles east of County Road 102)  
Saturday: Old Time, Classic  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert), Fox .15 Hurl\*  
CD: Jim Aron, (510) 654-2200; [UncleJimby@aol.com](mailto:UncleJimby@aol.com); [www.aeromaniacs.com](http://www.aeromaniacs.com)

### September 22-23

Broken Arrow 25 Stunt and Scale Contest, Buder Park, Valley Park, MO  
Take exit 272 north from I-44, turn right at

Meramec St.  
Basic Flight\*, Profile\*, Classic/Nostalgia 30\*, Old Time, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: Robert Arata, (636) 391-0272,  
[srarata@att.net](mailto:srarata@att.net)

### September 22-23

Karl Marschinke Memorial, Christopher Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ  
Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: Lou Crane, (520) 459-0546,  
[loucrane@cox.net](mailto:loucrane@cox.net); [www.ccmaconline.org](http://www.ccmaconline.org)

### September 23

Joe Ortiz Memorial Stunt Bash, Flushing Meadows Corona Park, New York, NY  
From I-678 (Van Wyck Expy) southbound, take exit 11, merge onto Meadow Lake Rd. W, turn left on Brooklyn-Queens Greenway. Circles are on the right. From I-678 (Van Wyck Expy) northbound, take exit 12A, turn left under I-678 to Meadow Lake Rd. W, turn left on Brooklyn-Queens Greenway. Circles are on the right.  
ARF\*, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: Bob Lampione, (646) 288-6634,  
[rlampione@verizon.net](mailto:rlampione@verizon.net)

### September 29

Indiana-Kentucky Championship, Clark County Airport, Sellersburg, IN; From I-65, take exit 7 east ¼ mile on Bean Rd. Nostalgia 30\*, Old Time, Profile, Precision Aerobatics\*, all events have Beginner, Intermediate, Advanced, Expert  
CD: Byron Barker, (812) 944-8511,  
[linecontr@aol.com](mailto:linecontr@aol.com)  
<http://www.skyliners.us/index.html>

### September 29-30

Oklahoma Control Line Championships, Reeves Field, Catoosa, OK  
On the east side of Tulsa, take Highway 412 2.9 miles east from I-44, turn left (north) at Admiral (26500 E). Turn left on access road (E Archer St.). Field is ¼ mile west on the right between buildings with red and green roofs.  
Saturday: Old Time\*, Classic\*, Profile\*  
Sunday: Precision Aerobatics (Beginner Junior, Beginner Senior-Open, Intermediate\*, Advanced\*, Expert\*)  
CD: De Hill (918) 743-4912,  
[dfhill@juno.com](mailto:dfhill@juno.com); Assistant CD: Lee Thiel, (918) 691-2717, [fox4now@valornet.com](mailto:fox4now@valornet.com)  
<http://www.tulsacl.com/>

### September 29-30

Akron-Cleveland Stunt Championship, 2260 International Parkway, Green, OH  
Precision Aerobatics (Beginner (Jr.), Beginner (Sr.-Open), Intermediate, Advanced, Expert)  
CD: Ray Rowh, (330) 825-2875,  
[rrowhjrr@neo.rr.com](mailto:rrowhjrr@neo.rr.com)

### September 30

GSCB Fall Air Show Part I, 288 Roosevelt

Drive, Palisades Park, NJ Take path by the river to south end of facility.  
Old Time I and II (flapped models only), Classic\* (Beginner, Intermediate, Advanced, Expert)  
CD: Mike Cooper, (862) 268-5091;  
[mcooper@asco.com](mailto:mcooper@asco.com) ; [www.gscb.us/](http://www.gscb.us/)

### October 6-7

Hi Johnson Memorial, Apollo 11 Model Field, Sepulveda Basin, Van Nuys, CA  
Take Burbank Blvd. (just north of Hwy 101) exit west from I-405, turn right on Woodley Ave., turn left into Woodley Park parking area, drive slowly south beyond parking area to the field.  
Saturday: Old Time, Profile Sportsman\* (Beginner and Intermediate), Profile Competitor\* (Advanced and Expert), Precision Aerobatics (Beginner, Intermediate)  
Sunday: 1cc Stunt\*, Classic, Precision Aerobatics (Advanced, Expert)  
CD: Bill Barber, (805) 241-0453, [barcam@verizon.net](mailto:barcam@verizon.net); <http://sites.google.com/site/valleycircleburners/>

### October 6-7

Columbus Controlline Championships, Scobee Flying Park, Westheimer Pkwy and FM 1464, Houston, TX  
Saturday: Old Time, Classic  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, F2B)  
CD: Frank Williams, 15410 Park Estates Lane, Houston, TX 77062, (281) 488-1371,  
[lonestar\\_77062@yahoo.com](mailto:lonestar_77062@yahoo.com)

### October 6-7

Central Alabama Stunt Squadron Contest, 3704 Chilton County Road 47, Clanton, AL  
Take exit 205 (Hwy 31) northwest from I-65 about a mile, turn left on County Road 47, go 3 miles. Field is on the right.  
Saturday: Old Time, Classic-Nostalgia30\*, Profile\*, Warbird\*  
Sunday: Precision Aerobatics (Beginner, Intermediate\*, Advanced\*, Expert\*)  
CD: Jim Oliver, (334) 730-1744,  
[nsrca\\_1133@yahoo.com](mailto:nsrca_1133@yahoo.com)  
Co-CD: Lewis Popwell, (205) 755-6513

### October 6-7

Fall Follies, Bill Riegel Model Airpark, Salem Airport, Salem, OR  
Saturday: Old Time, Classic-Nostalgia 30\*, Profile (Sportsman, Expert)\*  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)  
CD: Mike Hazel, P.O. Box 505, Lyons, OR 97358, [zzclspeed@aol.com](mailto:zzclspeed@aol.com)  
[www.flyinglines.org](http://www.flyinglines.org)

### October 7

3rd Annual Jim Tichy Memorial Vintage Stunt Contest, John F. Kennedy Memorial Park, Napa, CA  
Old Time, Classic  
CD: Jim Aron, (510) 654-2200,  
[UncleJimby@aol.com](mailto:UncleJimby@aol.com);  
[www.aeromaniacs.com](http://www.aeromaniacs.com)



### October 7

GSCB Fall Air Show Part I, 288 Roosevelt Drive, Palisades Park, NJ Take path by the river to south end of facility.

Old Time, Old Time II, Classic, Precision Aerobatics (Beginner, Intermediate\*, Advanced\*, Expert\*)

CD: Michael Cooper, (862) 268-5091, m200472@gmail.com; <http://www.gscb.us/>

### October 7

Orbiting Eagles Control Line Stunt Contest, Seymour Smith Park, 6802 Harrison St., Omaha, NE

Profile\*, Old Time, Classic, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Robert Furr, (402) 330-1272, icerinkdad@aol.com

### October 14

GSCB Fall Air Show Part II, 288 Roosevelt Drive, Palisades Park, NJ Take path by the river to south end of facility.

Precision Aerobatics (Beginner, Intermediate\*, Advanced\*, Expert\*)

CD: Mike Ostella, (201) 704-7081, mike.ostella@verizon.net; [www.gscb.us/](http://www.gscb.us/)

### October 20-21

Lee Lorio Memorial Control Line Stunt Championship, Independence Park, 111 Lobdell Ave., Baton Rouge, LA  
Circles are immediately east of Liberty Lagoon water park.

Saturday: Classic, Military Stunt\*, Profile\*

(Beginner, Intermediate, Advanced, Expert),  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Doug Patterson, (225) 629-0290

(home), (225) 270-2181 (cell),  
jd3patterson@gmail.com; Assistant CD:  
Tommy Mansur, (225) 235-0882

### October 20-21

34th Annual Golden State Stunt Championships, Madera Airport, Madera, CA, <http://g.co/maps/deq47>

Saturday: Old Time, Classic

Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

Contact: Brian Massey (559) 908-9431,  
bjmassey2@gmail.com;

[www.californiacarclubs.com/GSSC.htm](http://www.californiacarclubs.com/GSSC.htm)

### October 20-21

Carolina Criterium, Waymer Field, 15401 Holbrooks Rd., Huntersville, NC

Take exit 23 east from I-77, turn right on Old Statesville Rd., turn left on Holbrooks.

Saturday: Basic Flight, Old Time, Nostalgia 30\*, Profile\*

Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Everett Shoemaker, (252) 633-4128,  
evjoshoe@embarqmail.com

### November 3-4

November C/L Stunt Contest, MCRC Field, 7315 71st Ave E., Palmetto, FL, N27.57962, W82.49150, <http://tinyurl.com/mcrcmap>

Saturday: Beginner Precision Aerobatics,

Old Time, Classic

Sunday: Nostalgia 30\*, Precision Aerobatics\* (Intermediate, Advanced, Expert)

CD: Wayne Smith, (813) 621-4051; kamwns@verizon.net; [www.manateerc.com](http://www.manateerc.com)

### November 3-4

South Arkansas Stunt Championships, Kenneth Makepeace Field, Industrial Rd., El Dorado, AR, N33.208282102696, W92.616339377099 . Take Hwy 63 east of El Dorado, turn right on Industrial Rd. Field is ½ mile on right.

Saturday: Profile\*, Old Time  
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Norman E. Faith, 157 West Lake Rd., El Dorado, AR 71730, (870) 310-3525, circlepilot@suddenlink.net  
[www.myspace.com/southarkansasaviators](http://www.myspace.com/southarkansasaviators)

### 2013 Contests:

#### February 16

Ed Southwick Memorial Stunt Contest, Christopher Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ

Old Time, Classic and Super 70s\*, Beginner Precision Aerobatics

CD: Jim Hoffman, 2658 W. Montgomery Dr., Chandler, AZ 85224, (480) 897-0630, (480) 329-3316, windswept4@cox.net

Assistant CD: Leroy Black, 25526 W Rio Vista Lane, Buckeye, AZ 85326, (623) 327-9227, (623) 326-4110, lindyle1@yahoo.com

## Contest Results

### Fun Day

May 19-20, 2012, Davis, CA  
Results from Clint Ormosen, CD

#### Expert

1	David Fitzgerald	565
2	Jim Aron	563

#### Advanced

1	Carter Fickes	513.5
2	Heman Lee	511.5
3	Clint Ormosen	510
4	Mark Wasnick	501.5
5	Larry Wong	500.5
6	Bob Duncan	494
7	Lewis Lingwood	492
8	Pete Cunha	490.5
9	Brian Moore	482
10	Lanny Shorts	467.5
11	Jerry Arana	456

#### Intermediate

1	Fred Staley	446
2	Dick Myers	409

#### Beginner

1	Walt Ghio	123
2	Jim Cunningham	120

#### Classic

1	Jim Aron	538
2	Brian Moore	478
3	Heman Lee	568.5
4	Mike Scholtes	449.5
5	Pete Cunha	448
6	Fred Staley	442.5
7	Lanny Shorts	442.5

#### Old Time

1	Jim Aron	282
2	Jerry Arana	266
3	Bob Duncan	166

#### Stunt 25

1	Jerry Arana	477
2	Bob Duncan	475.5
3	Fred Staley	473.5
4	Mike Scholtes	456
5	Heman Lee	455.5
6	Pete Cunha	419
7	Dick Myers	330

CDs: Clint Ormosen, Walt Ghio



**Jim Walker Memorial**  
 April 20-22, 2012, Portland, OR  
 Results from flyinglines.org  
<http://flyinglines.org/jimwalker.12.html>

**Expert**

Judges: Don McClave, Bruce Hunt

1	Paul Walker	603
2	Chris Cox	585
3	Scott Riese	548.5
4	Pete Peterson	546
5	Alan Resinger	545.5
6	Mike Haverly	536.5
7	John Leidle	531
8	John Thompson	502.5
9	Leo Mehl	469

**Advanced**

Judges: Don McClave, Bruce Hunt

1	Mike Massey	486
2	Richard Entwistle	388

**Intermediate**

Judges: Leo Mehl, Scott Riese

1	Geoff Christianson	436
2	Rex Abbott	436

3	Jim Harper	435.5
4	Tim Wescott	352.5

**Beginner**

Judges: Richard Entwistle, Jim Harper

1	Robert Ladd	223.5
2	Jack Mullinix	80
3	Jerry Olson	75

**Classic**

Judges: Don McClave, Bruce Hunt

1	Alan Resinger	550.5
2	Scott Riese	547.5
3	John Leidle	518
4	John Thompson	507
5	Leo Mehl	472.5
6	Rex Abbott	466.5

**Old Time**

Judges: Leo Mehl, Alan Resinger

1	Scott Riese	309.5
2	Dave Royer	303.5

3	John Thompson	295.5
4	Chris Sackett	275.25
5	Rex Abbott	143.5

**Profile Expert**

Judges: Jerry Eichten, Dave Royer

1	Scott Riese	522.5
2	Bruce Hunt	498.5
3	John Thompson	467.5

**Profile Sportsman**

Judges: Jerry Eichten, Dave Royer

1	Mike Hazel	460
2	Richard Entwistle	446.5
3	Rex Abbott	427
4	Geoff Christianson	379.5
5	Jim Harper	158.5
6	Tim Wescott	36.5

CD: Leo Mehl

Stunt ED: Richard Entwistle

Registration and tabulation: Barbara White

Cook: Robert Ladd

**Texarkana Contest**  
 May 5-6, 2012, Texarkana, TX  
 Results from Steve Kocher

**Expert**

1	Dale Gleason	1159.5
2	Joe Gilbert	1157
3	Mike Donovan	1152
4	Joe Bowman	1148
5	Mike Greb	1096.5

**Advanced**

1	Don Canfill	1111.5
2	Norm Faith	951.5
3	Andy Stokey	943

**Intermediate**

1	Louis Keller	922.5
2	Ty Marcucci	922.5
3	Mike Makepeace	853

**Beginner**

1	Brent Rogillio	86.5
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CD: John Gunn

They only fly PAMPA class PA - two rounds on Sat and two rounds on Sunday. The best round on each day is added to determine score. There was a tie for first in intermediate. The total score for all four rounds was used to break the tie.



# **13<sup>th</sup> Annual Ed Southwick Memorial Stunt Contest**



**Sponsored By: The Central Arizona Control Line Club**

**Awards through 3<sup>rd</sup> place for each of the Individual Events.**

**WHEN:**

Saturday, February 16, 2013

**WHERE:**

Christopher Columbus Park  
Silverbell Rd, Tucson, AZ

**Directions:**

See the Cholla Choppers web site [www.ccmaonline.org](http://www.ccmaonline.org) for a map to the contest site.  
The map shows I-10 and how to get to the site from either I-10 going north or I-10 going south.

**SATURDAY Feb. 16, 2013**

**Old Time Stunt**

**(On Asphalt)**

**Classic Stunt and Super 70s**

**(On Asphalt)**

**Flown together (you can only enter one event)**

**Super 70s rules– See Cholla Choppers web site [www.ccmaonline.org](http://www.ccmaonline.org)**

Super 70's planes must have been designed, built or flown between January 1, 1970 and December 31 1979. Models designed built or flown prior to January 1, 1970 are not eligible.

**Beginner Stunt (per AMA Rulebook)**

**(On Grass)**

***Entry Fees:*** \$10.00 First Event + \$5.00 Each Additional Event (Pre-registration strongly encouraged)

***Send Pre-Entries and Checks to Contest Director (Must arrive before February 13<sup>th</sup>, 2013)***

***Pilots Meeting:*** 8:15 AM Sharp! ***First Official Flights:*** 8:30 AM

***AMA License Required:*** Must be shown at check in!

**Contest Director**

**Jim Hoffman**

2658 W. Montgomery Dr.

Chandler, Az. 85224

(480) 897-0630 / 480-329-3316

Email: [windswept4@cox.net](mailto:windswept4@cox.net)

**Asst. Contest Director / ED**

**Leroy Black**

25526 W. Rio Vista Lane

Buckeye, Az. 85326

(623) 327-9227 / 623-326-4110

Email: [lindyle1@yahoo.com](mailto:lindyle1@yahoo.com)



October 20-21, 2012  
 Madera Airport  
 Madera, CA.  
 Exit 99 Freeway at Ave. 17.  
 Go West one block, turn left on  
 Airport Dr. Continue straight  
 ahead to airport.

# 34<sup>th</sup> GOLDEN STATE Stunt CHAMPIONSHIPS

**Fantastic New  
 Venue!!**

The PC Flyers are happy to announce a new venue for the 2012 GSSC! We will be flying on beautiful smooth asphalt, with plenty of room for four circles side by side! The site is a large open area with no structures or trees to create strange wind anomalies. We hope, and think, everyone will be happy with the Madera Airport!

The banquet has moved too. It will be at our host hotel, the Hampton Inn in Madera. The banquet will be catered by Central Valley Caterers. They have been around for 22 years, and their food is excellent!

## Schedule

### Saturday:

Registration 7:30am till 9am;  
 Pilots Meeting, 8am;  
 Classic Appearance Judging, 8:30am  
 Classic & Old Time  
 Official Flights begin at 9am.

### Sunday:

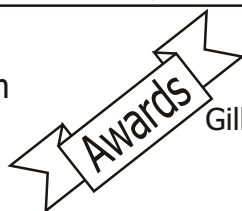
Registration 7:30am till 9am;  
 Pilots Meeting, 8am;  
 PAMPA Beginner, Intermediate,  
 Advanced & Expert  
 Official Flights begin at 9am.

Banquet and Precision Aerobatics Appearance Judging  
 Saturday 6pm till 9pm at the Hampton Inn (Primary Host Hotel)

**Entry Fees:** Registration by October 19th, \$15.00 first event, \$10.00 each additional event.  
 Registration day of event: \$20.00 first event, \$15.00 each additional event.  
 Junior Beginner: \$5.00

**Practice Sessions:** All practice will be at the Airport: Thursday from 11am till 5pm, and Friday 9am till 5pm. Friday includes the now famous Free Hot Dog lunch.  
 Two circles will be available for practice all day Saturday and Sunday.

**Information:** Brian Massey  
 559-908-9431 bjmassey2@gmail.com  
 Ongoing updates at:  
[www.californiacarclubs.com/gssc.htm](http://www.californiacarclubs.com/gssc.htm)



Through 3rd place in all events  
 Pilots Choice Concours Award  
 Gilbert Rodriguez Perpetual Memorial Cup\*  
 1st Place Junior Beginner  
 (\*High Score in Expert)

Hosted by the PC Flyers  
 with the support of the  
 Woodland Davis Aeromodelers and the Valley Circle Burners.



# Metrolina Control Line Society

**Presents**

## Carolina Criterium

For

**Control Line Stunt / Combat / Carrier  
Huntersville, North Carolina**

**October 20 & 21, 2012**

Control Line flying on Two Paved Circles and One Grass Circle, One Grass Circle on end of R/C Runway .

Combat and Carrier circles are on grass at end of R/C Runway.

Large Shelter with tables for Contestants, Spectators, & Vendors

No Appearance points in any stunt event. No Builder of the Model Rule.

All PAMPA & AMA Rules Apply.

Entry Fee \$10.00 each event. Jr./ Sr. \$ 5.00 each event (\$15 Max).

### Friday Oct 19<sup>th</sup>

All Circles open for Practice all day.

4:00 - 6:00 PM Judges Seminar.

### Saturday Oct 20<sup>th</sup>

#### 10:00 AM Start for All Saturday Stunt Events.

OTS, Nostalgia 30, Profile

Basic Flight at 12:00 Noon

Navy Carrier @9:30, Class I & II, Profile & 15

Speed Limit Combat 75mph @ 9:30

### Sunday Oct 21<sup>st</sup>

9:00 AM Start PAMPA Skill Classes

Beginner, Intermediate, Advanced, & Expert

### Contacts:

Everett Shoemaker (CD) [evjoshoe@embarqmail.com](mailto:evjoshoe@embarqmail.com)

Howard Shenton (Combat) [panzer4hs2001@yahoo.com](mailto:panzer4hs2001@yahoo.com)

James Duckworth (Admin) [colduck@netzero.net](mailto:colduck@netzero.net)

Will Davis (Stunt) [willddavis@msn.com](mailto:willddavis@msn.com)

Watt Moore (Stunt) [medplans@truvista.net](mailto:medplans@truvista.net)

### Motel Information

#### **Huntersville Exit 23 from I 77**

Ramada Inn 704-875-1165 (Old Holiday Inn Exp.)

Best Western 704-875-7880 (old Red Roof Inn)

Comfort Suites 704-987-3300 (a ewest hotel)

#### **Huntersville Exit 25 from I 77**

Quality Inn 704-892-6597 Ask for sales (Debra Schmidt \$55)

### Food

Sandwiches, Drinks & desert at the field



# Under Construction

We are in the process of completely restructuring PAMPA Products. Because of that we have omitted the PAMPA Products advertisement in this issue and also the order form for PAMPA Products. We are sorry for any inconvenience this may cause.

We can promise you this: PAMPA Products will be better than ever with many new items, better quality items, and much better customer service than in the past.

Yours for better  
modeling.

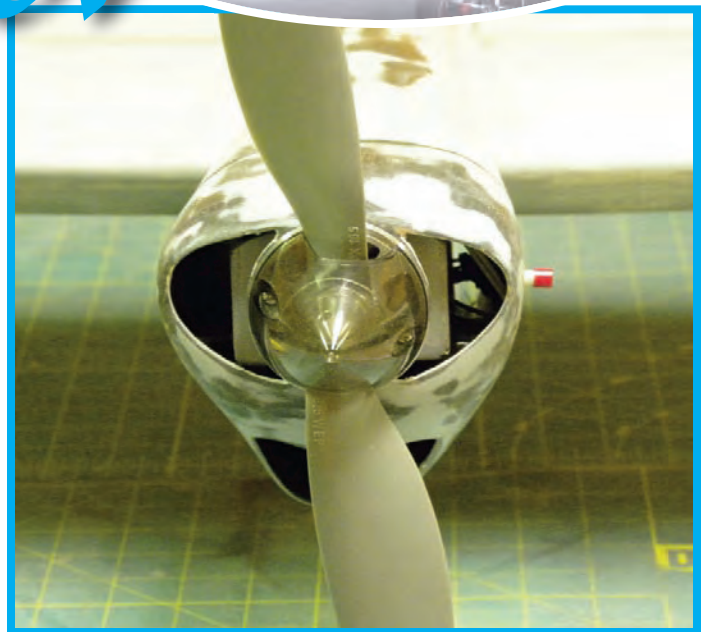
—*The PAMPA Staff*





# Appearance Point

by Tim Stagg



## CHARGER SV

**This model** came about because of my need for a new PA Stunter that could carry me to the next level in competition and better satisfy the cooling needs of a purpose-built electric airplane. If you look at the cowl induction lines of the 2012 Dodge Charger, it has a really cool body line just behind the front wheel sweeping all the way up to the top of the door.

I really liked this line and wanted to incorporate that look into the fuselage. I also really liked the look of the Mercedes AMG Roadster that has chrome cooling fins on the side of the lower cowl induction area.

I wanted the front of the airplane to have a large cowl opening for cooling air. I selected the Extra 300 cowl front end as the perfect shape to blend everything else into. I took all of these ideas along with a Randy Smith's, SV11 Wing and tail, and created the Charger SV.

The other design criteria this airplane had to meet was that it had to be a top loader, meaning a hatch on top for easy access to the battery. I satisfied this requirement by gluing blue foam to the top deck and front end of the fuselage crutch assembly and shaping and sanding it to the desired result. This is really very easy to do.

Once I was satisfied with the look, I removed the tacked on blue foam from the model crutch and covered the blue foam with five-ounce, carbon-fiber cloth and west system epoxy resin. After sanding to basic shape, I melted out the blue foam and was left with a very nice, light, carbon cowl. I then grafted this onto the balsa fuselage crutch and the fuselage was completed.

Add a Randy Smith carbon landing gear, a cool but very simple paint scheme, and the Charge SV was born. Flight trimming was done in primer—another thing you can do when powering with electric—and once I was satisfied I painted it.

I will admit that in learning a new paint system, I put four to five ounces more base color paint than I wanted, but what is done is done. After clearing, I sanded with 2000 grit paper and rubbed with Mother's polish to a luster. There will definitely be another Skinny Charger in the future, but I am really enjoying this one for now. **SN**



## Specifications:

**Model name:** Charger SV

**Designer:** Tim Stagg

**Construction type:** The wing and tail are built-up Randy Smith SV11 components. The fuselage is my own design specifically set up for electric, but again I borrowed the fuse moments from Randy. The fuse has a built-up crutch, but the entire top deck and front cowling is molded carbon fiber using the lost foam method.

**Wingspan:** 61 inches

**Length:** 52 inches

**Moment arms** (measured from the front of the wing to the back of the spinner and from hingeline to hingeline: The forward moment is 10.5 inches and the rear is 17.5 inches

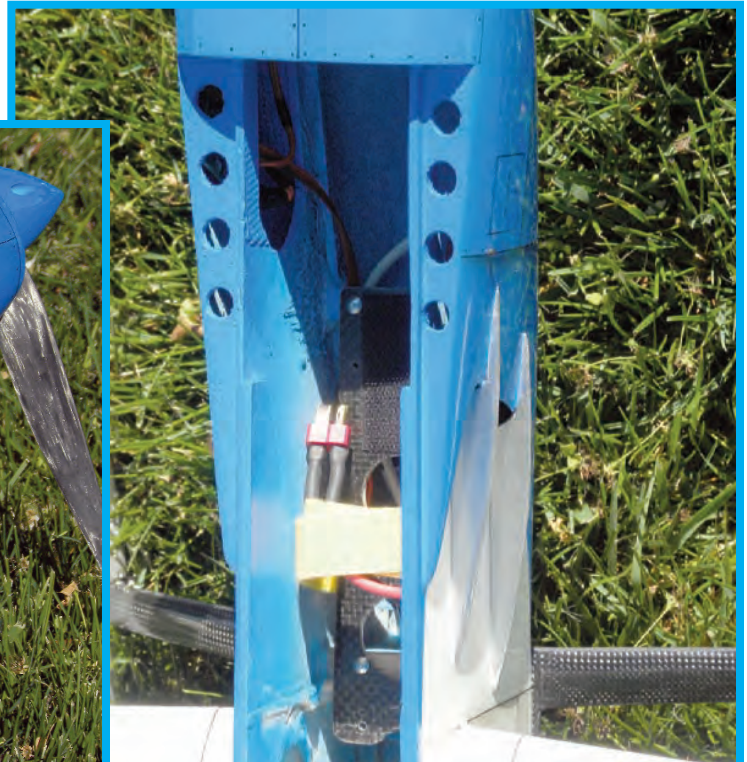
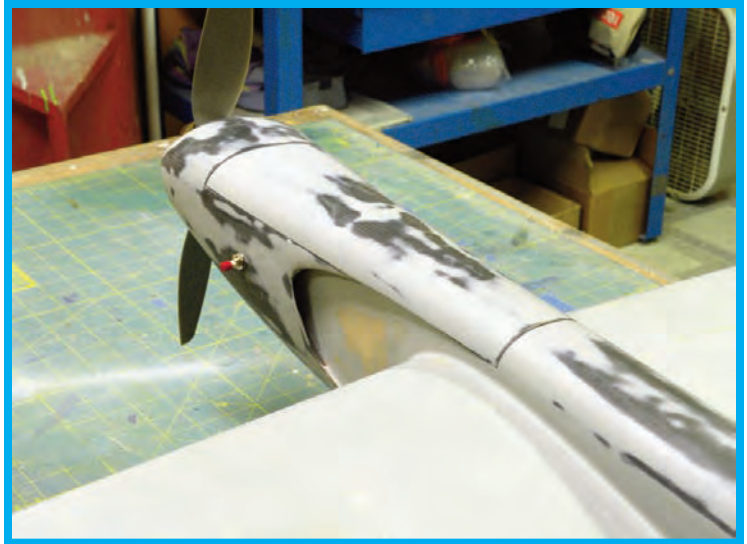
**Weight dry:** Dry weight is 57 ounces

**Power package** (engine and tank size or electric motor and battery): The model is powered by the E-flite Power 32, 770 Kv. I use the Castle Ice Lite 50 speed control as a standard in all of my models as well as the Will Hubin FM-9 Timer. Batteries are the Genesis 5S, 2800 mAh, 65C and I could not be happier with these batteries. I have tried many different brands from cheap to expensive, and I am sold on the Genesis brand.

**Propeller** (type and size): APC 13-4.5 pusher

**Finish:** The paint is Auto Air's water-based system basecoat and the clear is two-part urethane. The paint took a little while to get used to spraying, but once I learned the technique, it worked very well. Cleans up with water, and there is little to no odor.

**Line length:** Line length is 63 feet eye to eye.







PAMPA  
P.O. Box 320  
Plainfield, IN 46168-0320