

Stunt News

Precision Aerobatics Model
Pilot's Association

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8 Joe Nall 2013 by Derek Barry

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

On the cover: Truly this photo epitomizes what an event like the Joe Nall Fly-In is all about. A dad and his two sons enjoying a fantastic week of flying together on a spectacular flying site, surrounded by enthusiastic, supportive, and helpful modelers and lots of CL Stunt airplanes. Eight-year-old Jonathan Sabini at left with his Sig Buster and Andrew Sabini at right with his Sig Shoestring literally lean on their dad, John Sabini who displays his Walt Williamson-designed Ringmaster. John commented, "The kids had an absolute blast at the Joe Nall CL flight circles. I'm so grateful my Dad taught my kids to fly CL. Watching them fly CL brings me back to my childhood days with Dad." Photo by Will Davis.

Inside cover: Derek Barry flew so many flights at the Joe Nall that he had to lie down and rest during one flight ... Seriously, Derek is shown here flying at the Thursday noontime demo at Show Center at The Nall. He saw Bob Hunt do this during his Wednesday demo flight and decided to add it to his act. Hey, Derek knows class when he sees it! Photo by Allen Brickhaus.

PAMPA, an AMA approved Special Interest Group, was founded in July 1973. Objectives include a means of communications among Control Line Stunt fliers, voting on issues affecting Control Line Stunt, and administration of the Control Line Precision Aerobatics event at the Nats.



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President's Column

by Don McClave

“There is every reason to expect that the growth experienced during the last decade will continue because of the additional stunt events.”

The growth of interest in control line flying throughout the country has been noted, particularly in aerobatics. The West Coast, where I live, is no exception.

The 43rd annual Control Line Regional event in Eugene, Oregon over the Memorial Day weekend (the largest CL competition in the West) drew 91 entries (80 percent of the total entry) in Stunt from British Columbia, Washington, Oregon, California, Utah and Arizona.

Although 2012 US world champion team leaders David Fitzgerald and Paul Walker, along with other top-notch fliers, were in attendance, much of the growth came from newer contestants who flew in Classic, OTS, Profile, Advanced, Intermediate, and Beginner. There is every reason to expect that the growth experienced during the last decade will continue because of the additional stunt events.

As most of you know, the PAMPA Expert class was added to the PAMPA Advanced, Intermediate, and Beginner classes at the US National Championships this year, with the hope that



it will attract more participation in Stunt events at the Nats.

Beginning when the Advanced Category was added to the Nats, each new stunt event that has been added has attracted additional interest in Stunt flying. While I'm writing this in late May and the 2013 Nats won't take place until July 14-20, so we'll have to see if it results in additional entrants as well.

The Northwest Regional event also offers Combat, Speed, Scale, Racing, and Navy Carrier events each year which attract nearly 20 percent of the entrants and are enjoyed by spectators, many of whom are attracted to control line modeling (mostly Stunt).

Stunt News Editor Bob Hunt has advocated growth of control line flying for some time, and my experience has been that when modelers are exposed to control line flying, they more often than not gravitate to stunt flying. Go Bob!

Best regards and I hope that your summer is an enjoyable one. *SN*

—Don

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Level Laps

by Bob Hunt

“This year, more than 10,000 people attended the Joe Nall Fly-In...”

formally added to The Nall through the efforts of Pat Hartness, Bob Shaw, Mark Weiss, and several others. What, you didn't know that? Now you do.

This year, more than 10,000 people attended the Joe Nall Fly-In, and more than 600 of them took advantage of the CL training program that Mark and his crew ran throughout the week. I was honored to have been asked to be among the Green Hat gang who did the training.

I taught several newbies on the amazingly durable and capable Ring Rat models, but the bulk of the training was handled by Mark and his core crew. Mark, Bruce Jennings, and Wayne Robinson are to be commended for their stamina and their patience.

I had volunteered to build five slightly more advanced trainers (I included some photos of them under construction in my last editorial), and spent most of my time at the fly-in letting the more advanced students get some stick time on a higher performance ship.

They were a hit, and many have asked for plans and/or kits



Some who are reading this issue of *Stunt News* might question the reasoning behind covering a non-CL Stunt specific event such as the Joe Nall Fly-In in depth in this publication. We have generally followed a policy of only presenting material that is closely related to stunt flying over the years.

I could easily rationalize and tell you that there were indeed a significant number of CL Stunt fliers in attendance and that they flew a lot of practice and demonstration flights, and that's the reason for the coverage. Instead I'm going to fess up and explain that gatherings like the Joe Nall allow us to “sell” CL in general and CL Stunt in specific in a target-rich environment. Some who “buy in” after such exposure will become CL Stunt fliers in time, and that's reason enough to give it some ink.

By now you probably all know what the Joe-Nall Fly-In is all about, that it is the single largest model airplane event in the world, and that it is held each year in Woodruff, South Carolina, at Pat Hartness's Triple Tree Aerodrome over the span of a week and a day.

You're probably also aware that it is predominately an RC-oriented event. And, you are no doubt aware that last year control line flying was



A man of many talents and much energy is Mark Weiss. He's the driving force behind the control line activities at the Joe Nall Fly-In. Here he installs a tailwheel mount in one of the Joe Nall Cadets that were “committee built” at Bob Hunt's shop. Photo by Bob Hunt.

of the "Joe Nall Cadet." That will happen soon.

These advanced trainers would never have been completed in time without the help of a number of friends and the contributions of a number of companies. I listed my construction crew in my last editorial, but I want to thank them once again, because without them the planes would never have been completed in time.

So, thanks to (in alphabetical order) Will DeMauro, Rich Giacobone, Tom Hampshire, Frank Imbriaco, Mark Weiss, and Buddy Wieder. Thanks also to a number of friends who unselfishly contributed "stuff."

That group consisted of Barbara Spahr at Aerospace Composite Products for several yards of .2 carbon mat; Phil Cartier of the The Corehouse for several yards of covering material; Will Hubin for several of his great timers and a programming box; Mike Scott for several of his Big-D handles; and Warren Walker for five sets of beautiful, custom-bent aluminum landing gear. We also received product support from Castle Creations, Thunder Power, E-Flite (Horizon Hobbies), and Sullivan Products.

Derek Barry and I were asked to fly a dual (side-by-side) CL Stunt pattern demonstration at the huge noon show on Wednesday. That was exciting, and I think we did a great job of showcasing just what it is that we do.

Derek volunteered (there's that word again...) to write a full report on the CL happening at the 2013 Joe Nall, and I think he's done a wonderful job of capturing the spirit of the event.

Please take a few moments to read Derek's report in this issue. And please come to The Nall next year to sport fly and help out with the training. We'd all appreciate that! *SN*

—Bob Hunt

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CL Adventures

by Derek Barry

Around this time last year I wrote an article describing the incredible time I had at the 2012 Joe Nall. I talked about the overwhelming support we (control line) received from everyone and how popular the CL circles had become by the end of the week. I found out after I wrote that article that on the Triple Tree Aerodrome's website they had done a poll to determine the highlights of that year's Fly-In. Control line was near the top of that list!

Pat Hartness, owner of Triple Tree Aerodrome and the mastermind behind the Joe Nall Fly-In, decided that the circles we were provided in the first year—which were very nice—needed to be improved upon, and he set out to do just that. I received numerous emails prior to this year's event from Mark Weiss explaining the changes and improvements for the upcoming 2013 Joe Nall. He told me that three new larger circles were being leveled, irrigation systems would be added to water the circles, and that there would be new grass planted, rolled, and cut to near golf course putting green standards. Mr. Hartness did not disappoint!

The gates at Triple Tree opened on Friday afternoon, May 17th, and the flying started the following morning. The event went on for seven days and wrapped up on Saturday, May 25th. Noontime demos began on Wednesday and lasted through Friday, and the grand finale was a big Bar-B-Q dinner on Friday evening.

Thousands upon thousands of flights were flown during those seven days, and there was never a moment when you didn't hear multiple planes in the air. If you love aviation as I do, this is a must for your bucket list. I think if you ever come once you will be hooked for life. My first time at the Joe Nall was three years ago and I have not missed one since, nor do I plan to.

Saturday morning Mark Weiss, Bruce Jennings, and a few others got everything going. The three circles were better than anything you could imagine. The best way I can describe them is

by comparing them to the Augusta National golf course, and if you have never been there, just imagine green carpet...

The first circle was to the far left and was open to flying all day. The center circle was purposed for training flights, and the top right circle was reserved for Bob Shaw and his guests. The three circles were buzzing all day with a large mix of everything from Control Line Carrier to some Slow Combat performed by Will Davis and Howard Shenton.

There was an almost endless line of people waiting to fly the little electric trainers from day one through day seven. Mark Weiss and his gang cannot be commended enough; the work they do is incredible. There was not one child or adult turned away, and many of the kids came back several times to fly the trainers. My dad, Dale, said that he helped out for a few hours one day and he was beat. I don't know how those guys keep at it all week. It must be the smiles on all the kids' faces that kept them going.

So the next time you see Mark Weiss, Bruce Jennings, Dale Barry, Will Davis, Ken Armish, Tom Hampshire, Bob Hunt, Frank Imbriaco, Howard Shenton, Wayne Robinson, or Dave Wentzel, shake their hand and thank them for all of their effort. It is events and people like this that will keep control line alive.

Sunday was another good day, I heard. The weather was getting increasingly better and the crowd of people was steadily growing. With the crowd growing, so did the line at the training circle. Bob Hunt and the volunteer group of Tom Hampshire, Frank Imbriaco, Buddy Wieder, and Mark Weiss built five intermediate trainers for the more-experienced pilots to have fun with. They too were electric-powered and with the push of a button the fun began.

Bob, not unlike Mark, went out of his way to provide anything needed for a newbie or retread to fly. This included planes, motors/batteries, lines, handles, and the most important thing, their patience and willingness to help anyone who wanted to fly. I

The three circles were buzzing all day with a large mix of everything from Control Line Carrier to some Slow Combat.



at Triple Tree

Photos by Ken Armish, Derek Barry, Allen Brickhaus, Bob Hunt, and Mark Weiss.

can't say enough good things about these guys. I am sorry if it seems redundant but it makes me proud to be friends with these fine gentlemen.

Monday and Tuesday were both beautiful days, I was told. I was, unfortunately, still at work for those two days, and it was driving me crazy to not be there flying. I did get daily reports from dad, who basically told me that there was lots of flying going on and the weather for the days I was going to be there looked great. I was excited to get there; Wednesday morning could not come fast enough. I felt like a child waiting for Christmas morning to come.

Wednesday finally arrived and Melissa, Layla, and I hit the road around 6 a.m. We made it to the gates of Triple Tree around nine and met Dad at the gate. He brought us up to the registration booth to get signed in, and then the fun began. My wife, daughter, and I got out of the car and made the rounds, saying hello to everyone. Then it was time to pull my new plane, the Cutlass XL, out for its first flight.

Bob and I were scheduled to fly demo flights at noon and I had never flown my plane. He had his trusty ol' Genesis Extreme, a plane that he had converted to electric a few years before, but I was flying blind, so to speak. After fixing a tank issue (some idiot hooked the vent and overflow lines up backwards...yes, it was me), the plane was flying well. I made a few trim adjustments and before long it was time for Bob and me to head up to the main flightline.

In previous years I had flown noon demos at the Joe Nall and they usually asked me to go first, which never bothered me because I had seen what the other acts looked like, and boy, were those guys impressive. They asked Bob and me to fly somewhere near the middle of the group.

This, coupled with flying a new plane in front of over a thousand people, made me even more nervous than I was before.

We had seven minutes to do our demo so it was going to be a little tight on time to begin with. Both of us had to get out on the flightline, get our planes started, and launch at the same time. We did a pretty good job of getting off the ground at the same time, but our lap times were a little different.

Fortunately for me, Bob was upwind from me and could watch where I was in the pattern. He was able to add or remove laps as needed to keep our maneuvers almost synchronized. Somewhere around the overhead eights I heard the crowd clap, but it was not until after the flight when I find out that Bob had pulled the old *laying on his back while flying the overhead eights* routine. This guy...

After we were done, the crowd went wild and as we walked off the field. Both Bob and I were approached by a lot of guys telling us how many memories that our flying had brought back for them. Some of them, having never seen CL, were amazed at what we had done. Others who had seen control line had never seen a real stunt pattern, and they too were impressed. As always, I was blown away by the overall support of the RC community. They truly enjoyed watching us fly as much as we enjoyed flying for them.

Bob, Ken Armish, and Tom Hampshire had to hit the road shortly after the demo flights but not before Bob let me fly his Genesis Extreme. Bob had offered to let me fly one of his planes before, but we never had the time. I can say that I was very impressed with Bob's plane. The power was good and very consistent. The plane was very comfortable to fly, and I am sure that with a few practice flights I would be just as competitive with it as some of my own planes. Thanks, Bob. I really enjoyed it.

A small highlight for me was meeting the man responsible for the paint scheme on my new airplane. Gary Ward is a real-life aerobatic pilot who flies a carbon fiber MX2. The paint scheme

The facilities at the Triple Tree Aerodrome have to be experienced firsthand to be fully appreciated. There were six flight lines, including the three control line circles.





Through this gate lies nearly 500 acres of model airplane heaven. A 7,000-foot-long grass strip runs the length of the property and Pat Hartness hosts many full-scale events here as well.



on his plane—designed by Italian scheme designer Mirco Pecorari—caught my eye a couple years ago, and after I saw it I knew that I had to paint one of my planes to match.

As Bob and I waited to fly our demo flights, one of the organizers asked me where I was from. I told him that I live right outside Augusta, Georgia, and he said, “Well, that paint scheme makes sense.”

I knew that Gary Ward was from my area and apparently so did he. He asked me if I knew Gary and I said that I had seen his plane many times but I had never met him in person. He said, “Well, he is standing right over there. I will go get him for you.”

Gary came over and shook my hand. He studied my plane for a few minutes before giving me the thumbs up and telling me that he really liked it. This was quite a compliment for me and a real pleasure to finally meet the guy who inspired my

How's this for service? Our host, Pat Hartness, personally mowed the control line circles atop this custom-built “reel-type” mower!



This is just a very small segment of the crowd at the Wednesday noon air show. They are intent on watching Derek Barry and Bob Hunt put on a CL Stunt demonstration.

paint scheme. He later signed a picture of his plane for me.

One more little side note about Wednesday: When I arrived, Mark was one of the first people that I talked to. He told me that they had already done more than 300 first-time training flights with the Steven Aeromodels' Ring Rats. (*This is more than we had for the entire week last year.*) He said that he had not counted the people who came back for a second flight and some people slipped through the gate without signing the signup sheet. Not that this was a big problem, but it made an accurate count of the flights impossible, so the 300 flights was a conservative estimate.

Something special that was added this year was a very nice badge that was given to all the children under the age of 16 who flew one of the trainers. The box of 100 badges did not make it through the week. To say the trainer circle was a hit would be a huge understatement. The sign that was posted in front of the circle read, "Fun Central," and I think that just about says it all. A great time was had by all!

Thursday was a little cooler than the previous days, and it was overcast for most of the day. This made for very comfortable flying conditions. I was asked if I would fly another demo flight and I was happy to accept the invitation. I flew before the Power Box Team from Germany. These guys put on an amazing noon demo which included a huge 3D biplane, jets that would hover, an awesome speed plane that had a very unusual sound, and another 3D performance that kept the crowd on the edge of their seats.

Again, I was as nervous as I usually am on Top-5 day at the Nats. Wanting to put on a good show and not do anything dumb



Will Davis (left in photo) and Howard Shenton—both of the Metroliner CL club of Huntersville, North Carolina—treated the crowd to an exciting Slow Combat demonstration flight.

in front of all those people, I walked out to the flightline (alone this time), fired up my engine first flip, and went to the handle. I took off and instantly I was in that groove; the flight went awesome until I got to the overhead eights.

Almost without thinking my ego took over and I was lying on the ground just as Bob had done the day before. (*That's not ego, Derek. It's showmanship!—Ed.*) I flew my overhead eights, and, for me, having never done anything like that, it was a very uncomfortable feeling. However, the plane went right through it. As I entered the last loop I thought to myself, "You know you have to stand up without crashing now..."

This was something that I had not thought about. Fortunately, I stood up with no problems, finished my pattern, and waited for the engine to give me the signal for the shut-off loops. As I landed the crowd went wild. Again, numbers of people came over to shake my hand and tell me how impressed they were with my flying. As I left the pits even more people stopped me to look at the plane and tell me how much they had enjoyed the demo.

To say I was not on top of the world right then would be a lie. It felt great to have so many people enjoy what I do and acknowledge the skill and time it takes to do it. I cannot finish this without thanking Allen Brickhaus for announcing for us over the PA system for both days of demos. Allen was an excellent spokesperson for control line and made the performances even more entertaining for the crowd. Thank you, Allen!

Friday again was another beautiful day; the weather was much warmer but there was a nice breeze to keep us cool. Bob Zambelli showed up in his Vintage Ferrari with a few planes to fly. The training circles were running at full tilt as they had been doing all week. Dad, Charlie Reeves, Allan Brickhaus, and I were on the top circle trying to finish flying all the planes that Mr. Shaw had brought with him. I think there were twenty or more planes in the U-Haul that he had driven up from Florida.

There were a lot of really cool designs including, but not limited to, The Bear, Genesis, Colossus, Ruffy, Sweeper, Legacy, Lark, Olympus, Shark 45, and USA-1. We had a great time flying all of these different models, most of which are really good airplanes. I flew a Spectrum that dad had built some years ago, and with a little tip weight it would have been awesome. I see why Jimmy Casale flew so well; his designs were very good. With the modern PA .61 in it, it was really awesome.

After we finished flying, I went down to watch some of the training flights and to let my daughter Layla fly the little Ring Rat. She enjoyed it very much but said that she favored her little pink Tomahawk. Girls...I talked to Mark, Bruce, and Dave for a while, then I headed up to the main

During the week the training crew taught more than 100 youngsters and 500 "oldsters" to fly control line. Here Mark Weiss helps one really young fledgling pilot to get his wings.





Allen Brickhaus assists Bruce Jennings in starting his gorgeous Bill Werwage-designed Juno. Bruce's ship features MonoKote covered wing and tail surfaces and a painted fuselage.



Above: Designer, Bob Hunt, poses with one of the five committee-built Joe Nall Cadet models. These ships were used to give the more advanced students some stick time on a larger, more high-performance model.

Below: Alex West and his sister, Sara, get some schooling on stunt theory from Bob Hunt. They got the chance to see Bob perform a pattern from inside the circle.



Bob Shaw, An Unsung Hero at Joe Nall

Anyone who has ever been even remotely connected to the Joe Nall and the Triple Tree Aerodrome undoubtedly knows the names Pat Hartness and Mike Gregory. There are a lot of others who regularly play major roles in providing this incredible facility year after year to the modeling and full-scale communities.

Our special interest group, “We Control Liners,” has a very important individual who tends to remain outside the camera lens but whose impact is far-reaching. That individual is Bob Shaw. Bob has been associated with the hobby for many years and has traveled to some of the far reaches of our planet to observe World Championships. He has a wonderful collection of contest-winning RC planes, as well as control line aircraft.

Lucky for us, Bob has a real soft spot for control line modeling and, like Pat Hartness, is a true “rain maker.” Bob and Pat are very good friends and also business associates. They have talked in the past about CL at Triple Tree, and then the right things seemed to happen. Derek was invited to fly before the Joe Nall main flightline crowd during a noontime demonstration, and the following fall I called Pat to volunteer my time if he would build the circles. “If you build it, they will come...”

Pat called me a couple of months ago and told me that he and Bob had a conversation about the circles, Bob’s overwhelming desire to make them world class, and to ensure they would be a permanent part of the Triple Tree Aerodrome. Not only that, he wanted me and our volunteers to do our very best and get kids onto the lines this year.

Bob put up the capital for Pat and his crew to reshape the circles, add underground irrigation, and move over 150 cubic yards of dirt to make it all happen. Of course, then seeding and care had to be accomplished. The results were amazing!

So, while Pat and Mike and some others get the praise they certainly deserve, let’s not forget to add our dear friend, Bob Shaw. Thank you for what you have done, what you are doing, and hopefully, what wonderful additional surprises you may have in store. You have already done enough.

Thank you, Bob.

—Mark Weiss



These are the two gentlemen, Bob Shaw (L) and Pat Hartness (R), are responsible for the creation, maintenance and the future growth of the CL site at The Nall.



Above: Tom Morris brought along several advanced CL stunt models that were purpose-built for use by the more experienced pilots. This neat rack holds five e-Cavaliers and two e-Vectors.

Right: The sign in front of the main training circle says it all; this was for sure fun central at the fly-in.

flightline to watch a little RC and wait for the evening barbecue.

I think there were 1,200 tickets sold for the evening dinner, and the people were lined up over the hill and out of sight. The dinner consisted of a huge pile of pulled pork with barbecue sauce, a quarter chicken, coleslaw, beans, and a bowl of shrimp, followed by a very good chocolate chip cookie. We said our goodbyes and thanked Pat for having this wonderful event on his land.

Mark Weiss sent me the numbers after we got home, and, as I did last time, I thought it would be a good idea to include his comments in this article.

The 2013 Joe Nall Fly-In from Mark Weiss's perspective

Wow! That is all I can say. In only our second year at the coveted Joe Nall Fly-In at the Triple Tree Aerodrome in Woodruff, South Carolina, we were thrilled and delighted to match our total of 241 training flights at the 2012 event. We reached and surpassed that number on the *third* day of this







Here's the Green Hat Gang. These are the men who volunteered to help out with the CL training duties. Clockwise from back row left are Craig Gunder, Dave Wenzel, Joe Adamusko, Will Davis, Wayne Robinson, Tom Smeltzer, Mark Weiss, Bruce Jennings, Ken Armish, and Bob Hunt.

weeklong event! Even though we were rained out on the final day, we recorded approximately 600 training flights this year! I say "approximately," for we recorded the names of about 400 students but flew many more flights, as we had a huge number of students who returned for more flights until they soloed. Some of the younger pilots came back a dozen times. I am confident that our estimated total of 600 training flights is a very conservative number.

The Preparation

Pat Hartness and his crew delivered wonderful circles last year, but they outdid themselves this year. Over 150 cubic yards of dirt were moved into the area to provide very level circles and more area between the circles for stringing out the lines of waiting airplanes. Pat also added underground sprinklers into each circle. When we arrived, we were blown away by these beautiful new circles.

After learning much from our inaugural year, additional preparation was made for this year in hopes that we would add to the 241 training flights the prior year. Again, the airplane of choice was the RingRat 250 from Stevens Aeromodels. These electric-powered planes were set up with E-flite timers and ThunderPower LiPo batteries. With over 600 flights, the group of instructors and their students logged nearly 7,000 laps of flying on Circle #2, the Training Circle. *That's 7,000 laps!*

In Action

On Circle #1, all the experienced CL pilots flew their airplanes as well as some selected advanced training flights, mostly under the expert eye of World and Nats Stunt Champion, Bob Hunt. Circle #3 was dedicated to the wonderful and full fleet of top-shelf planes brought by Bob Shaw and flown by such wonderful pilots as Dale Barry, Allen Brickhaus, and me.

Circle #2, the training circle, was the hub of endless flying and



With more than 600 training flights, there were bound to be some accidents. Here Bruce Jennings uses some Bob Smith CA Glue to make a field repair on one of the extremely durable Stevens Aeromodels Ring Rats.

aircraft repair for seven full days. While the RingRats are incredibly strong, there are just some crashes that will partially destroy an airplane. I would estimate that every 10 flights, one of the four RingRats was in the pits being rebuilt. Thanks to the magic of CA and accelerator, it was rare for a fix to exceed 5 minutes. The planes were flying on stranded 52-foot lines.

The Kids

A couple of months before the Nall, Pat Hartness called me and related his recent conversation with Bob Shaw. These gentlemen wanted us to concentrate our efforts on getting as many kids to the circles as possible. They produced and provided very attractive pin-on metal commemorative badges showing the circles and stating, "I Flew Control Line at the Joe Nall."

It seemed that a production run of 100 badges would be more than enough, but we ran out. While those children may not have

received their badge, they will never forget the thrills they got in the circles. More than one mom told me her child would not take off his badge! Now that's buy-in!

The Parents

One of the great things about the Nall is that the kids always came to us with their parents, and that is always a win-win. We took hundreds of pictures of each child with their plane, their parents, their siblings, and their instructor. How could anyone not be excited about what took place in one week in May?

The Green Hat Gang

Great circles, generous sponsoring organizations, fine airplanes, terrific weather, and tons of excited students are not enough to make the event what it was. It took a group of volunteers who manned Circle #2 for 10 hours each day for



Bruce gives his repair work an inspection before returning this Ring Rat to the flightline.





This is just a very small section of the main RC flightline. It was busy from dawn to dusk all week.



Derek Barry and Pat Hartness pose here with Derek's new PA 65-powered Starship. Derek put the first flight on his new ship at the fly-in.



Mark Davison (yellow shirt, second from right) and his son, Brian, share the joy of Brian's first solo CL flight with Bruce Jennings, Mark Weiss, and Wayne Robinson. Mark is one of Pat Hartness's staff members.



Devon Jackson receives his "Control Line Youth Challenge" pin from his mom, Kathy. His instructor, Wayne Robinson looks on proudly. Devon came back at least 12 more times to fly and successfully soloed before the week was over.



Above: Here's Will Davis with one of his students who looks pretty happy with her experience on the control handle. There were lots of young ladies who came to the training site and flew very successfully. Watch out, guys!

Right: Sabrina Jordan was the first female adult to solo. She was at last year's fly-in and liked the experience so much that she bought and built her own Ring Rat! Here she prepares to fly it.



seven full days. Each helper was given a unique safety green ball cap with the Triple Tree Aerodrome logo sewn on the front and "Joe Nall C/L" on the back.

While there were many helpers, these gentlemen worked tirelessly even when the waiting line reached 12 deep on Friday: Bruce Jennings, Will Davis, Wayne Robinson, Dave Wentzel, and Mark Weiss (me).

Pat's Brigade

It is no secret to anyone who has ever attended the Joe Nall that it takes an army of hard workers to prepare and manage this incredible event. While their individual names cannot be easily recalled, there are a few whose daily assistance made our work a lot easier and more successful. The four who come to mind for the second consecutive year are Pat Hartness, Mike Gregory, Mark Davidson, and Bob Sadler.

The Data

We asked each student to sign up on a form that was found on our clipboard. While many slipped through the cracks, here are some of our early findings:

- The top five states represented by our students were (in order) South Carolina, North Carolina, Florida, Tennessee, and Georgia.
- We trained students who live in 33 states as well as those from five other countries.
- The great majority had either never flown a CL plane or had not done so in many years.

Next Year

Pat invited us back for the 2014 Nall, and we are already reviewing this year and what we can improve upon. We are also discussing strategies that will yield even more fun and indelible memories. High on our list will be "Junk Yard Wars." After watching the joy and challenge at



Bob Shaw brought along a large sampling of the control line models that he owns. Derek Barry, Allen Brickhaus and Charlie Reeves were invited to come and fly Bob's models.



Left: The Green Hat committee voted Alex West as the most promising young pilot of the week and presented him with an ARF kit of the Gordan Delaney-designed Pathfinder that was donated by John Brodak.

the annual Brodak CL Contest in Carmichaels, PA, we will be offering the same experience next year.

We will look for teams of four who will be given propulsion systems for a CL plane and a bunch of junk materials. Each team, in a very tight timeframe, will have to design, build, and successfully fly their CL creation.

And finally, the signals of a bright future. There were so many people and events that will stand out for this year's grand experience, but the one that whimsically gave me the sense of permanence took place on the second or third day.

In the late morning, with students on-site, a front-end loader

lumbered over to our area and left a few minutes later. When the dust settled, there it stood right along the tree line and only 100 feet from our tents... our own pair of Port-o-Potties! We have arrived!

—Mark Weiss

I cannot thank the Triple Tree staff and Pat Hartness enough for running such a great event. I will be going as long as they let me through the gate. *SN*

—Derek Barry



Charlie Reeves brought along several interesting models. Here he gives us a look at his Don Still-designed Victory (left), and his Wild Bill Netzeband-designed Fierce Arrow. Charlie is a prolific builder and produces beautiful ships.

Right: Celebrities abounded at The Nall. Here we see Andy Griffith and Michael Jackson enjoying the show. Amelia Earhart was off getting a hot dog at the time this photo was taken...





Left: Another in the next generation of Barry stunt pilots is Derek's daughter, Layla. She appears to be a natural and looks perfectly comfortable at the handle.

Above: We're pretty sure that Layla picked out the colors and the trim scheme on her Goldberg Buster stunt trainer. That's one proud dad!

Right: Here's what the whole thing was about for the Green Hat Gang at the Joe Nall Fly-In. Getting the next generation started with a successful and fun experience.



Hi, everybody. This column will be about what I put together for a fellow experienced control line flier who wanted to try out electric control line. We talked about what size airplane, the type, and the style he was looking for. I suggested a profile for his first electric because everything is out in the open and easy to get to if adjustments are needed.

Sounds real familiar, doesn't it, for any first time control liner? He told me he liked the looks of my newly completed Thundervolt Profile and asked if I would cut him a foam wing and send him a set of plans. We talked about the changes I would do if I were to build another Thundervolt Profile which were to increase the thickness of the wing at both the root and the tips by $\frac{1}{4}$ inch and to lengthen the nose by an inch.

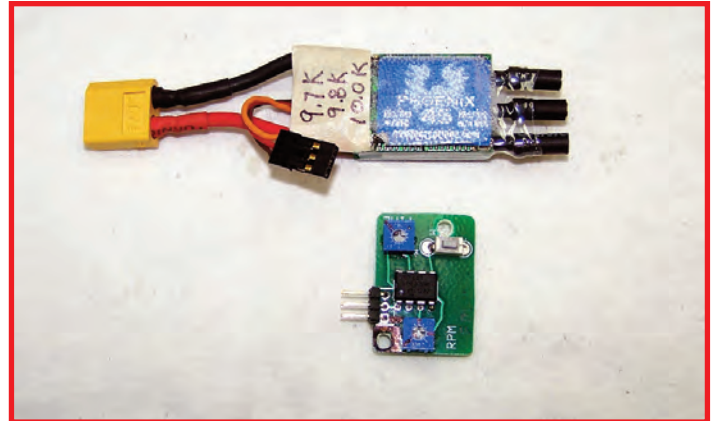
I revised the drawings and made new templates, then cut the wing and shipped those and the revised plans off to him so he could start building while I put together what he needed for the electrics. He wanted a system like mine because he knew I had a good solid system, and if he had any trouble, I would be familiar with what he had.

The model has a 570-square-inch wing area and an expected weight of 52 ounces. Using my Electric Calculator spreadsheet (see *Stunt News* March/April 2012, I came up with what I needed for the battery size using both 4 and 5 cells. The motor was going to be what I used in both versions of the Thundervolts—the Cobra 2826/12 760 Kv. By the way, Innov8tive Designs has had a recent price reduction on the Cobra line. Just to refresh why I chose the Cobra motor is because it's affordable, it's well made, and it has large bearings.



For his friend's first electric experience, Crist recommended the Cobra 2826/12 760 Kv motor. It is affordable and has a very large main bearing.

The next item was getting an ESC. I prefer to use Castle Creations Phoenix series speed controllers. The ICE LITE 50 would work well but the design makes the shape almost cubed shaped. The Phoenix ESC has a low rectangular shaped profile which works very well on the side of a profile airplane. I got one new from RCGroups Classifieds for a very good price. We will run the ESC in the Control Line SET RPM governor mode. This will let us select one of the three RPM's with the timer.



Crist also recommended the Castle Creations Phoenix 45 ESC and the Will Hubin FM-0d timer. He shortened the battery and motor leads on the ESC so they fit better on the side of the profile Thundervolt. This eliminates the "plate of spaghetti" wiring mess due to excess lengths. The timer is attached to the ESC using 3M Dual Lock.

The timer is a Will Hubin FM-0d. I use the FM-9 timers, but they need a \$75 programming box. I didn't want him to spend the extra money on his first electric, so that's why I settled on this timer. It uses two pots to control the motor. One pot is to select which RPM to run with and the other is the run time. The default wait time, after arming, is 30 seconds. This happens to be what I use on my set up. Then if he decides to get into electric deeper, he can always get the programming box and the FM-9 timer.

The batteries took the longest to search and pick out. I

couldn't see him spending \$100 a battery for Thunder Power batteries just starting out. What if he didn't like electric? I know, hard to believe. But you never know. I settled on Zippy Compact 5S 2450mAh 35C batteries at \$23 each. I feel that four batteries is a good minimum to go with; one

for a practice flight, and then one for each attempt on contest day.

Next to select was a charger. After thinking about it for a bit, I decided that getting a quality charger that was large enough to handle charging at least two batteries at a 2C charge rate using a parallel charge board was needed. I decided on the iCharger 106B+. It is affordable and large enough to handle the charging needs with some growth. I think spending the \$80 for this charger is money well spent. I could have gotten one of the larger



For power, the batteries chosen were Zippy Compact 5S 2450 mAh 35C-rated units.

iChargers for more money, but again this is for someone who is just starting out.



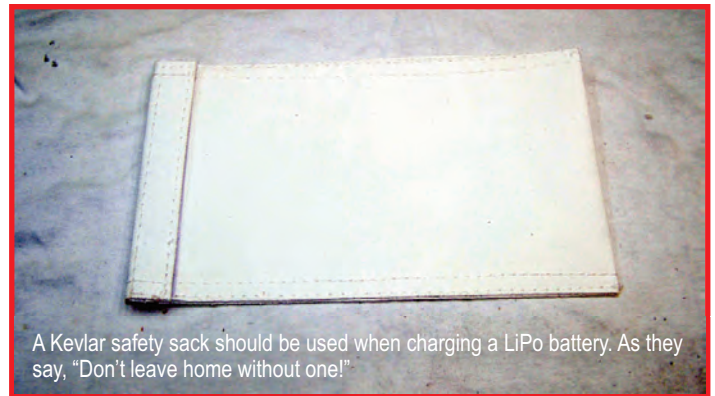
Here's the iCharger 106B+ battery charger. It's a good first charger.

Next was an AC powered power supply. I had an extra new computer power supply in my shop, so I decided to convert it. I use one just like it all the time in my shop. Works really well and can provide up to 15 amps at 12 volts DC.



A converted computer power supply is used when charging near a 120 vac outlet. There are many websites that describe how to convert them. Not hard to do at all and economical, too!

Now that the major components were selected, what else would be needed? Ah, all the "accessories." First on that list was



A Kevlar safety sack should be used when charging a LiPo battery. As they say, "Don't leave home without one!"

a Castle Link so he could program the ESC, especially the RPM settings. I also recommended a LiPo charging safety sack, a couple of APCEP 13 x 5.5 cut down to 12 inches, a prop adapter (Cobra doesn't include this type with their motor), and a nifty lipo battery monitor. I get these from Hobby King and they are only \$1.86.



Left: Crist recommended two props to start with. The Thundervolt is tri-gear equipped, so breaking props is very rare. With this set up Crist uses the APC 13 x 5.5WEF props cut down to 12 inches. He gets them from Dennis Adamisin.

Below: Don't forget the prop adapter! The Cobra motors do not come with this type of adapter.



These things are the best value you can spend on an electric accessory. You use them by plugging them into the battery's balance tap and it gives you a digital readout of each of the cell's voltage and the total voltage for the battery. Get several of them and keep them with your batteries and in your flight box. It's very important to check to see if a battery has been used or not before you fly.

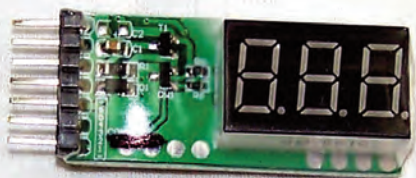
I decided to make up some battery/ESC adapters for my friend. I use EC3 connectors, while I elected to keep the XT-60 connectors that came with the batteries for him. I would use XT-60 connectors on all my stuff, but I have way too much on EC3s to change now. The adapters are made up so he can use any charger, ESC, or battery, in any combo to be able to compete on contest day.

Let's say his charger quit on him; he can use anybody else's

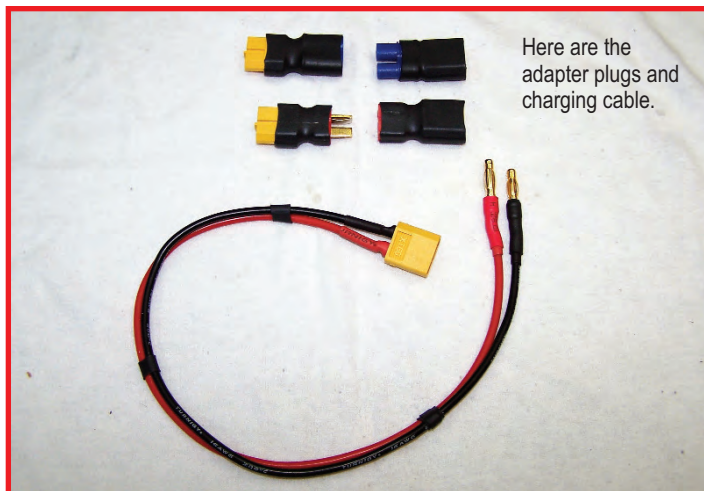
Left: Castle Link is used to program the ESC using your PC or laptop computer. Once the airplane is set up and an RPM is settled on, I find I rarely use my laptop. I just charge and fly.

charger with the proper adapter to charge his batteries. I also made him a charging cable for his charger with an XT-60 connector on it for convenience.

This is the Hobby King LiPo battery monitor; It's well worth the \$1.86 it costs.



I set up and programmed the ESC for him so all he has to do is plug it in and go. I bench ran his setup and even the timer is set up. He now has an affordable, dependable, and proven setup to start his journey into electric control line. *SN*



Here are the adapter plugs and charging cable.



Here's Crist's Thundervolt Profile on the first day out flying. With electric, he set his timer for one-minute flights, and in a matter of five minutes flying time he can have the airplane in basic trim.



Here's Crist's Thundervolt in its stooage on the runway.

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Next Generation

by Samantha Hines

This month's column is going to be all about Kevin DeMauro. Kevin won Beginner Stunt at the Nats in 2012. Now Kevin, please tell us the story about how you started flying and other interesting things about yourself.

"Many of you reading this probably don't know me, but there's a chance you've heard of me. My name is Kevin DeMauro, and I'm the 2012 Junior-Beginner control line National Champion. I won that title flying an electric-powered Banshee that my father built years ago as a gas plane for my older brother.



Kevin receiving his third-place photo plaque from Rich Peabody at the Bergen County Stunt Meet in Sept 2010. William DeMauro photo.

"The Nationals were great this past summer, and I plan on flying again this coming summer in the Intermediate class. I'm thrilled to have come so far in developing my flying skills, and I can't wait to learn more as I go. At the age of 16, I think it's amazing to think my journey in flying began nearly a decade ago.

"My father, William DeMauro, first brought me to the flying field at Flushing Meadows Park in Queens, New York, when I was about seven. My two older brothers always accompanied my father flying, and I was thrilled to finally be included in flying those awesome model airplanes, which hung on the walls of our basement.

"The first plane I ever flew was a Midwest King Cobra (.15 size). My dad would start the plane up while I held it, he'd run out to the middle of the circle, I'd launch it and then run out to grab the handle with him. I was so proud when my dad would guide me as we made the plane fly in steep ups and downs. Doing some form of stunting really made me feel as though I had accomplished something. And that's what I think is so great about this hobby: the sense of achievement one gets when doing something new. Each maneuver that I added to my repertoire as



Kevin relaxing between rounds at one of his first Stunt Competitions in Sept 2010. Besides model planes Kevin has a huge video game collection and many classic and rare games and systems, dating back to the 1970s. Kevin always has a portable gaming system with him. William DeMauro photo.

the years went by was like a piece added to a great puzzle, a puzzle that took years to finish, and when done made me feel both proficient and full of desire to improve upon what I had done.

"Maybe a year after I started this hobby, I began to fly Flite Streaks. The first part of the puzzle I worked on with this plane



Kevin with his Nats prizes after placing second in Beginner Jr/Sr at the 2011 Nats. This was his first Nats. William DeMauro photo.



Kevin flying his winning flight at the 2012 Nats. William DeMauro photo.



Kevin watching his dad fly on the L-pad at the 2012 Nats. Kevin hopes to do some of his own flying on the L-Pad at the 2013 Nats. James Mills photo.



Kevin with his Eagles Nest trophy and certificate for winning Beginner Jr/Sr at the 2012 Nats. James Mills photo.

was flying level and without the guiding hand of my father. That wasn't too tough for me, and soon after being able to fly level I was bold enough to try taking off by myself.

"I'm laughing about it now, while writing this, because it's funny to think how utterly bummed out I was when I didn't stop giving up and the plane jackknifed into the ground 180° from where I took off. I learned from my mistake, however, and the next time I went out to the flying field I wasn't so hasty in trying

new parts of the pattern. My dad helped guide me through several take-offs before he took his hand off of mine.

"This is how it went with most stunts I learned. My dad would guide me through it and before I knew it I was doing it myself. By the age of 10 I was doing loops. When my dad told me that since I was really stunting, I could fly in contests, I couldn't have been happier. So, when we would go to local contests, I would launch my dad's planes for his flights and he would twist my lines, start my plane, and launch my plane so that I could do a wingover and about ten loops. I even won some contests.

"As time went by I slowly added more and more stunts to complete the Beginner pattern, and my dad twisted my lines less and less at each contest. When he started converting our planes to electric power, that's when I really started to advance my skills.

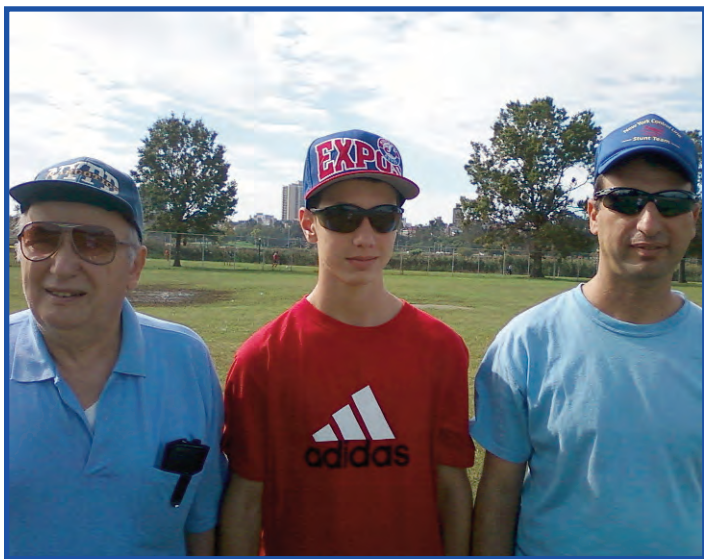
"The first plane he converted for me was my, or one of my (refer to take-off anecdote), Flite Streaks. Flying a plane that consistently did the exact same thing every single flight was crucial to my learning new stunts. I think I first started flying electrics around the age of 13. I came in second in the Beginner event at the Nats when I was 14. Later that summer I knew the whole Beginner pattern.

"It was around this time that I completely moved away from Flite Streaks and started flying that Banshee I mentioned at the beginning of this article. I won Beginner at the Nats when I was 15, and shortly thereafter I was flying the entire pattern. At that Nats I won a Gieseke Nobler, which I helped my father put together (electric of course).

"And this is where I am now—flying the entire pattern on a Gieseke Nobler at what I'd like to call an Intermediate class level. I'm proud of how far I've come but I also know that there's plenty of room for improvement. I don't have incredible amounts of free time to fly, but I accompany my dad to Flushing Meadows

Park whenever I can. Over the summer I hope to sharpen my skills, and I can't wait to go to the 2013 Nationals and fly in the Intermediate class."

—Kevin DeMauro



Three generations of Control Line pilots, Kevin, with his grandfather, Harry, and his dad, William at the home flying field of Flushing Meadows Park, New York. Jeannie DeMauro photo.



Kevin poses with his 2012 Nats-winning electric Banshee. William DeMauro photo.



Kevin hanging out with his two older brothers James and Chris. Jeannie DeMauro photo.

Thank you so much, Kevin, for sharing that very interesting story. Now I think people will know you better!

I'm getting ready to head to the Brodak Fly-In with my dad, Steve. Hopefully, I'll meet some other "Next Generation" fliers and get another interesting story for the column.

See you in the circle! **SN**

—Sam



Kevin with his E-powered UHP Gieskie Nobler. This was one of his 2012 Nats prizes. Bob Lampione photo.

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A CHAMPION'S

Part 7

In this series I interview Ted Fancher, designer of the legendary Trivial Pursuit series, four-time US National Champion, and Concours winner. Ted has been at the forefront of many of the aerodynamic developments taken for granted in today's aerobatic stunt ships. He has competed in several World Championships and US Nationals and has recently retired from the competitive stunt scene.

PJ: *What drove you to have such passion—and why did that passion go?*

TF: Born in 1943, I grew up in a family that ate,

lived, and breathed aviation. My father owned a fixed-base operation (FBO in general aviation terms) and had a Cessna dealership at the Renton, Washington, Municipal airport—an airport with a long résumé in aviation history—including being the departure point of Will Rogers and Wiley Post as they took off on their ill-fated journey to Alaska. I can't remember a time

when airplanes weren't a big force in my life. I had five brothers and sisters, all of whom also learned to fly and have spent either large or small parts of their lives doing so.

I did the classic "lucky airplane boy" gig by getting all my licenses on my birthdays that made me old enough to earn them and was lucky to be

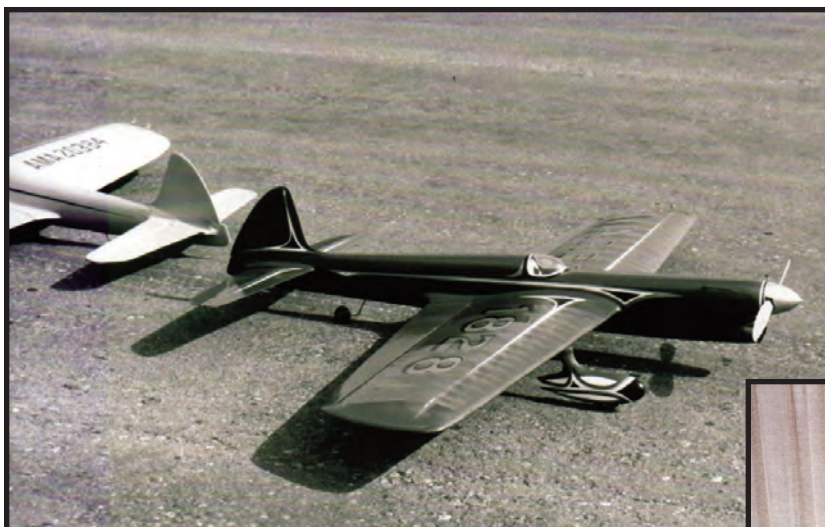


Ted poses with his Intimidation with which he had just finished second to Billy Werwage at the 1981 Nats. The aircraft also won the Concours d'Elegance that year.

Ted Fancher

S MOTIVATION

by P.J. Rowland



Ted built this Ares after attending the 1959 Nats at Los Alamitos NAS where Billy Werwage, as a Senior, bested Bob Palmer to win the Walker Trophy as National Champion. Ted was so impressed by Billy's performance that nearly everything he did in stunt afterwards had a "Billy" flavor to it.

available and trained for an aviation career when the military wasn't letting pilots out because of Viet Nam and the airlines were desperate for new pilots. I was hired by United in late 1964 and flew with them until I retired a few month short of my 60th birthday in January of 2003. The "early" part was because the airline had declared bankruptcy, and there were concerns (valid, unfortunately) about pensions. The early departure proved to have no value as the pensions were socked regardless. C'est la vie.

I started model planes in roughly 1953-4 when the local recreation department and some Boeing engineering types started a CL model building and flying club that met weekly at the recreation building a couple of blocks from my home. My late brother Gary and I were regular attendees, and Gary was my "best flying buddy" for many years before he left for college in Eastern Washington state.

At the "Rec" Center I met my first and best mentor, Bob Emmett. Bob was a visiting "hot shot from back East" who had been invited to show off his airplanes and his resume from Massachusetts where he flew with guys like Lou Andrews (Barnstormer) and Hal DeBolt (Stuntwagon). Bob brought two spectacular airplanes to inspire us kids and, boy, was I inspired. He had a beautiful black Bob Elliott P-40 that looked mean with its Shark's mouth and a simply gorgeous, first-generation Palmer Thunderbird. Any thought of pursuing other forms of modeling

seriously pretty much disappeared during that meeting. I've always loved "eye candy," and these airplanes were classic examples of the genre.

Gary and I talked my mom into taking us to Sand Point Naval Air Station on the shores of Lake Washington a month or so later for the annual "Big" meet which combined CL, FF, and RC. I saw them all but only really "watched" the stunt event, waiting anxiously for my new-found hero to fly. When he did the catalyst sown by the beautiful airplanes fully cured, and I was hooked for life ... or at least a darn long time! And Bob, of course, won Open.



A young Shareen Fancher, nee McMahon poses with Ted's "blown up" Ares he called the Pirouette. The year was 1965 and they had just returned to Renton WA, after Ted completed his training to fly for United Air Lines which he did until January of 2003.

Bob (along with his wonderful wife, "Ginny") took Gary and me (and later Shareen when I was a senior in high school) under his wing, and we spent many happy hours riding in his Dodge all over the Northwest to contests. It was Bob who encouraged me to go to my first Nats in 1959, telling me I was perfectly capable of winning Junior stunt ... which, of course, shocked me.

He was almost prescient, as it was only a blown-up Fox .35 in my black-with-sky-blue-trim Ruffy just before the Junior Finals (yes, they actually had qualifying for Junior and Senior in those days, and I had qualified first in my circle [of two] that kept me from being competitive for the top spot). That event pretty much set the eventual course for what has been an exciting and

Whatever it would take ...

July/August 2013 35



Ted and Shareen pose with the Intimidation after he had won his first of four Walker Trophies in 1992. They had returned from the World Champs in Sweden where Ted had placed highest of the three Team Award-winning US team in fourth place individual. That would have been really cool except Les McDonald repeated as individual World Champion and thus, was not a "member" of the US Team. Ted learned "tons of stuff" from Les and fellow team members Billy Werwage and Bob Baron.

fulfilling semi-adulthood.

My early modeling took only a few short detours. I won my first combat contest and saw no reason to jeopardize that record by entering future events. Ditto with 1/2A Free Flight (although I did take the championship Starduster to the '59 Los Alamitos CA Nats ... since the event seemed so easy ... and promptly broke it in half on an aborted VTO test flight. For better or worse, it was stolen off our workbench in the famous Navy work hangar before I could make any attempt to repair it.

I also flew carrier a handful of times with more modest success. The Seattle/Portland area was a hot



Above: This is Ted's Citation which he flew to his first Top Five finish at the 1977 Nats in Riverside CA. He tied for third with Bob Baron and the Citation won the first-ever PAMPA Concours d'Elegance. The trophy was an inscribed silver ice bucket; the only year it was not one of the now-famous, hand-finished wooden props provided for decades by the late, great Arlie Preszler.

Left: This is the Great Expectation, which won the National Championship in 1995 and flew in the World Championships in Shanghai, PRC in 1994. It had one more surprise moment on the marquee some years later that may surprise some of you.



Along about that time I got my private pilot's license and was running around showing it off at the local A & W Root Beer Drive-In, where I promptly showed it to the cutest girl in the cars getting waited on by the carhops. Forgot to get it back from her and Shareen called me to let me know I'd forgotten it, but I could have it back if I gave her an airplane ride ... or something like that. Fifty-two or so years later she's still helping me find stuff I misplaced.

Ted Fancher

This is Ted's favorite-ever stunt photo. He had just won his first Nats Championship and Shareen—who tabulated at the Nats for more than three decades—had come over to congratulate him with a welcome smooch. Wynn Paul didn't take the picture, but he sent it to Ted with a very nice note on the back and it is the first thing one sees entering Ted's den.

PJ: *After so many years in stunt and your ultimate success, why the retirement?*

TF: It's interesting for me to actually think about why I'm "relaxed" about my involvement in stunt after so many years of activity. I've thought of a lot of things that may have influenced me but can't really pinpoint any single thing. If anything, I think it might have something to do with the fact that I pretty much had my life's activities laid out ahead of me from a very early age (at 21, I was already an airline pilot and a good stunt flier who eventually got to be a pretty darn good one).

One day I woke up and realized that there was more of my life behind me than ahead and that, so far, that life had pretty much been a one-trick pony. Tiny airplanes to giant airplanes from sunup to sundown for 60 or so years. I realized that if I wanted to investigate other things that appealed to me, the time frame for doing so was limited and getting more so every day.

Add in the fact that I'd pretty much accomplished any "goals" I had set for myself when I won the Walker Trophy in 1982 and the realization that I was unlikely to get "better" at it made me think about things I'd enjoyed peripherally over those years but never pursued because—among other reasons having to do with being lazy and so forth—my erratic pilot schedule and the demands of flying stunt were making it difficult to sally forth into other areas.

My son Jeff had surprised us by getting involved in community theater back in the late '90s, which was a big surprise to us as he had never shown any desire to do anything so out of character from his previous studious and serious self. His involvement and passion for doing so was infective. I'd always liked to sing (got it from my mom who was a spectacular singer who "owned" the soprano section of our hometown First Methodist Church choir for pretty much all of her life) but had pretty much left it behind me after high school and university choruses.

I frequently commented to Jeff about how much he seemed to



enjoy the theater and how much I envied his bubbly enthusiasm for doing so. In 2003 I retired from the airline pilot biz and son Jeff said to me shortly thereafter, "Well, Dad, now you've got no excuse!"

Shortly thereafter I was making my debut with the local melodrama doing entre acte song-and-dance numbers... My first requiring dressing up in frilly underthings with two other guys and three gals and singing "Sisters, Sisters!" Shareen was so embarrassed when she saw the number it took her halfway through to realize that one of the "sisters" was her heretofore seemingly manly husband. After her discovery (monitored by all of the show people specifically to catch her reaction) she slowly

Whatever it would take ...



Another photo of the Great Expectation in its earliest years, taken at the parking lot of the Eugene, Oregon Airport, frequent site of the annual Northwest Regional Championships.

working hard at doing something better every time I walked on stage or sang at a concert or other performance. When you start from zero, age is no longer a limitation, only a starting point.

Realistically, I'm never going to win the Walker Trophy of Bay Area Community Theater; in this realm, my expectations aren't nearly so lofty, but the satisfaction of improving with each new endeavor is every bit as invigorating.

Didn't mean to get started on this one aspect. There are other things that contributed to one degree or another, but seeking out and scaling new mountains to climb has been a significant factor. Although it hasn't eliminated my



slid under the cabaret table in hopes no one would recognize her. Too late!

Well, I got the bug from that first experience and quickly realized that, unlike stunt, where my best years were clearly already in scrap books, there was a long ways to go before I could consider myself at that level doing these new challenges. These several years later there's still a long way to go... but not quite as long. It was invigorating and sort of a fountain of youth to find myself once again

Above: Ted, Gary McClellan, and "Dirty Dan" Rutherford share a chuckle at a contest at the Boeing Space Center parking lot back in the late 1970s. Hidden behind Ted's hairy head is probably Gary Letzinger, one of a number of exceptional stunt fliers who earned their stunt wherewithal at the Boeing plants in and around Seattle, Washington.

Right: Here's Ted at the 2000 Nats, where he had just won the last of his four Nats flying the Great Expec....ooooops, the Final Edition. The G.E. was the purple pond scum second iteration of the Great Expectation, stripped, some small aero changes and repainted in colors made infamous by Bubba Hunt.



Ted Fancher

The top five at that 2000 Nats included Frank McMillan, Todd Lee, good buddy Brett Buck, and Windy Urtnowski.

interest in and comradery with my stunt friends, it does enhance my circle of challenges and provides new friends with different but equally passionate interests. There's more in common among them than there are differences. One group loves to chew the Ambroid off their fingers after a building session, and the other loves to wipe off the grease paint when the curtain comes down. They're all special and they're all fun to be around.

PJ: What do you think was your best achievement?

TF: Although this will find mixed reviews, I believe the most meaningful thing I accomplished during my years of serious involvement with stunt was defending the importance of recognizing and championing retention of the event in its historical form, specifically making sacrosanct (for the time

being) the need for the champions of today and tomorrow to legitimately share the accolades bestowed on those who came before them. That to be "the" champion you need to have achieved a competitive degree of competence in all of the facets of the event ... not just twisting the handle.

I do regret the emotional quagmires that resulted from that battle, but, like most such clashes, the resultant armistice seems to have helped to strengthen stunt to levels well beyond any other control line event both nationally and internationally.

I'm not foolish. I recognize that endeavors as multifaceted and demanding as the historical stunt event are likely doomed to be swallowed up by digital one-trick ponies that can be conquered easily and from the comfort of an easy chair. However, as long as the modeling magnificence that is the annual VSC event survives, stunt is unlikely to succumb to that ultimate fate.

ARF's, the limited exclusion of Appearance Points, and BOM have proven thus far to have a niche in our event but haven't yet taken it over. Time will tell, but by the end of that time, those who made the event special will be gone and the evolution to something else called stunt can take place in the natural course. I still think it'll be a shame, but there will be few still around who care what I think.

PJ: What model did you think was your best flying—or what gave you the best sense of confidence?

TF: The easiest design to fly well was the Imitation. It truly surprised me with its competence and the lack of effort it took to fly it well. Most of my competitive designs afterward were an attempt to mold that capability into a more attractive package.

The subsequent Excitation was close—and most closely related to the design aspects of the Imitation—but the Trivial Pursuit series were very close and were more attractive.

The Intimidation, with which I won my first Nats in



The original Trivial Pursuit never won a Nats, but placed second in Open several times and did win a Team Trials in 1993. It is the only still-flyable T.P. in Ted's dwindling arsenal. This picture was taken at its first Nats in 1992 at the Lincoln NE, airport where it placed second powered by an O.S. .40 VF.

Whatever it would take ...



Ted is holding his "infamous" original Nobler built for the 15th annual VSC where it finished second or third at its only contest. While it also ran in its competitive existence, it later became the star of the only stunt drama ever filmed: "Leave it to Shareen," wherein a clone of the original suffered the identical fate which befell the original. It was smushed by Shareen's black 1995 Lincoln Mark VIII in a manner ill-befitting a member of the crown jewel family of stunt ... that of George Aldrich. Check out both acts of "Leave it to Shareen" on YouTube and relive stunt history!

approach. Alas, it was about 610 square inches and weighed too much but still flew okay although it never won anything of consequence. It did, however, fly in the finals of every Nats in which it was flown ... except its last Nats where it qualified for the finals but crashed on a warm-up flight that morning when the engine flamed out going uphill in the wingover. I flew the Imitation to a fifth place finish in its stead.

PJ: Did you set out each year to make a Concours-winning model top priority.

TF: No, although I was fortunate to win the Concours in 1977 (the first ever) and in 1981. I never built an airplane with the purposeful intent to compete for that coveted award. My interest has always been to make a better mousetrap. It was, however, important to me that my mousetrap not be ugly.

Again, from the very beginning it was the airplanes that got me hooked on stunt long before I decided to try to get "really good" at flying the tricks. Being "pretty" was always a close second place to being functional! The quality of craftsmanship and finishes now being produced by so many (my buddies Uncle Jimby and PTG are right at the top of the heap) are light years ahead of anything I've ever done or will do. I'm in awe of their artistry and talent.

PJ: Most disappointing moment? Did this lead to your retiring from Stunt?

TF: The year after I won my first Nats in 1982 I

'82, was beautiful (it won the Concours at the Nats in 1981) but was difficult to fly well. It must have looked all right in the air though, because it had a good winning record and was the highest placing US individual performance at the 1982 World Champs in Sweden (with the caveat that Les McDonald, competing as defending Champion, kicked everyone's butt's pretty soundly!).

My 1986 Nats winning Citation V was the best melding of the Imitation design innovations and an attractive package. Biggest difference between it and the Excitation was the use of a straight flap hingeline vice the swept forward versions on the Excitation (and, by the way, the difficult to trim Intimidation).

PJ: Which model was your best looking in your mind's eye?

TF: The Temptation, which was designed to be a smaller ST .46 plane in that era. Gene Shaffer's excellent .35-size ships with .46s purring around in a constant four-stroke were the impetus for this

went back to Chicopee, Massachusetts, to defend my title. I was flying well and among the leaders when, on my first semifinals flight I passed the entry point for my hourglass because the ship was higher than five feet and I was simply expecting to do one more lap and enter.

Instead, I got halfway around the lap and thought, "two and a half." and pulled up as if to enter the overheads. The sound of "oooohs and rapid inhalations" from the assembled masses (or a handful of people who were paying attention ... I don't recall which for sure) woke me from my reverie and I went to the top of the circle, did a 180 and came back to level flight, never actually entering the first loop of the overhead. I flew a few laps to collect my thoughts, did the hourglass, and completed the pattern.

To this day I don't believe I did anything that, per the rule

Ted Fancher

Ted brought the short-lived Special Edition to compete in the 2004 World Champs in Muncie. The striking airplane managed a gentleman's "C" in the WCs, placing 10th and helping the US win the team F2B Championship. Ted's 1959 hero, Billy Werwage, won the individual Championship that year, thus certifying Ted's four decade old belief that he was—and is—in many respects, the best ever.

book at that time, would cost me points, especially pattern points which were ultimately disallowed along with either hourglass or overhead points.

Unfortunately, a lot of people didn't agree with that assessment, and fliers started a petition before I had even landed to insure that "appropriate penalties" were applied. What was even more unfortunate is that they had to refigure and repost



the score at least three times before they finally decided it was low enough.

My second round flight was the highest-scoring flight of the day but not enough to get me into the top five fly-off. I ended up in sixth place. Although several friends counseled I should defend my position, I chose not to, hoping to live up to my frequently stated belief that it is the pilot's job to fly and the judges'/administrator's jobs to score and administer. The petition, not the sixth place, was my most disappointing moment in stunt. No, it didn't cause me to think about retiring.

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

Above: One more photo of Sharen and Ted with the original Trivial Pursuit. Don't remember the year but the scoreboard when blown up shows that Ted had just finished second to Paul Walker, a frequent addendum to his résumé behind the Walkers, Fitzgeralds, McDonalds, Gieseke, and Werwages of the world. Good company even if you're tail-end Charley.

Right: The winning 2004 US F2B team on the podium during the awards ceremony in Muncie. Individual champions Billy Werwage, Senior, and Rob Gruber, Junior, and top 10 finishers Paul Walker and Ted Fancher.



Whatever it would take ...



The 2004 team with their patriotic and colorful airplanes: Paul Walker with the four-stroke-powered Mustang; Ted with the Special Edition; Rob Gruber with the Junior-winning Dreadnaught; and World Champion Billy Werwage with his sensational P-47.

TF: Easy. Seeing a number of young men I've mentored to one degree or another win Nats championships (plus a couple of World Championships). Big boys David Fitzgerald and Brett Buck; youngsters Jeff Anderson, Paul Ferrel, and the McClellan boys, Danny and Jimmy, all of whom won Junior and Senior Championships.

Maybe the most exciting recent memory was lending a hand in getting a disappointed and "skeptical of his chances" Ryan Young to recognize how he was peaking at just the right time as he started out in the middle of the pack of Junior entries at the World Champs in Gyula in 2010 and improved every round, eventually flying his BOM-compliant, Brett Buck-designed Infinity to a Junior World Championship, overcoming the best efforts of the other entries, many of whom were flying multi-thousand dollar buy-and-fly airplanes, including the excellent performances of the second and third place fliers, Gauthier and Bosio from France and Italy respectively.

The smiles on Ryan and Granddad Bill Rutherford's faces following the conclusion of that tightly contested event pretty much made the whole trip worthwhile. To have been a small part of such a moment was special. The fact that Ryan did it the old fashioned way from balsa sheets in the shop to the podium in Hungary was an added bonus.

PJ: *Your biggest rivals?*

TF: All the usual suspects. What I remember most about my rivals is how they all snuck up on me and then passed me by. Fitzgerald, Buck, and Walker come immediately to mind!

PJ: *Who were those that influenced you?*

TF: I've already mentioned Bob Emmett, who was by far the single most influential person in my stunt life. If it hadn't been for meeting Bob, I probably would never have directed my interests so heavily toward modeling and stunt, in particular. I had gone to the 1959 Nats very excited about getting to see Bob Palmer fly, and it was a thrill to do so and even more special to fly a practice flight while sharing the circle with Bob.

Unfortunately, it was that flight where my Fox blew the crankshaft, prop, and spinner clean out of the front end of the Ruffy in the middle of the overhead eights. The then very tail heavy Ruffy fell out of the sky, whacked the concrete, and needed an all-night repair job.

But the biggest influence from that Nats was watching a kid (a couple of years older than me and flying senior) who flew stunt like no one I'd ever seen before. His name was Billy Werwage and, quite literally, everything I've done from that day on, from design, aesthetics, and approach to flying the

Ted Fancher

pattern has been as close a reflection of “Billy Stunt” as I could manage. A singularly amazing individual who dedicated a lifetime to excellence as no one before or after.

When I was a bit older and attended the ’74 and ’75 Nats in Lake Charles, I had developed a bit keener eye and appreciation for what a good pattern should look like, and watching winners like Gieseke and Rabe critically caused me to make the rash assumption that I thought, as good as they were, I could learn to fly well enough to be competitive with them.

I more or less committed to do whatever it would take to, one day, come out on top even against fliers that good. It took seven more years before that challenge came to fruition.

The three Cups that followed were fun—it’s always more fun to win than not—but the mental drive to do so pretty much dried up after that Walker Flyoff in 1982.

Shoot, this gets a bit silly trying to pick individuals who’ve influenced me! I attended all but one Nats (1995) between 1975 and (I think) 2006 or ’07. During that stretch I met and competed against pretty much every top flier in the states and a lot of the best from around the world, including competing in three World Championships. There wasn’t a single one of those amazing guys who didn’t influence my stunt adventure in one way or another.

One of the blessings of spending a lifetime involved in one of the most creative endeavors imaginable is the exposure to

amazingly talented and creative human beings. I suppose I could write up a list, but it would pretty much look like every other stunt flier’s list, filled with what constitute “household names” in our modest little fraternity.

Names that are special to me above and beyond their modeling successes would include the “West Coast Cabal” with whom I’ve spent thousands of hours competing, designing, laughing, and dining.

Brett, David (and his late, great dad, and my closest compatriot for many years—Bill Fitzgerald), Keith, Whitley, Walker, the McClellans, Uncle Jimby, “Larry, Larry” the Airplane Fairy Fernandez, wonderful and talented Jim Armour, and many more. A greater group of guys I can’t imagine.

A long ways away but close in my heart is Bob Hunt—perhaps the most talented and innovative competition modeler of whom I’m aware. Take a minute someday to think about the innovations to our event Bob has been responsible for in whole or in part. You’ll find it is a long list.

Finally, right at the top of the list would be Shareen, whose love and support throughout my little stunt career made the whole effort not only possible but also provided a shoulder to ride on—or cry on—throughout the several decades that she not only put up with but supported my obsession. Without Shareen’s “influence” none of it would have been possible.

Stunt’s been good to me for a long time and will always be a part of my life. I might fly at another Nats one of these days. I

remember the thrill I got when I competed in events when legends like Palmer, Aldrich and Gialdini saddled up for one more ride.

I’m not going to bring tears to anyone’s eyes if I show up with some beater and a can of gas but I’ve no doubt doing so will bring back memories that just might bring a tear or two to the eyes of this old stunt flier. **SN**

The late and not-quite-great Special Edition was lost to a folded wing during practice in high winds between the 2004 World Championships and the United States National Championships held the following week. It was a truly “special” airplane, the loss of which had a measurable impact on the end of Ted’s competitive drive.



Whatever it would take ...

PAMPA News & Reports

Vice President Report

by Matt Neumann



All kidding aside, the EC has heard the complaints about *Stunt News* getting damaged in the mail.



Let's take a little poll. How many of you out there remember the old Samsonite suitcase commercial with the gorilla? You know, the one where the gorilla stomped and banged on the Samsonite suitcase but the suitcase could take the punishment. All those who remember, raise your hand. Okay, how many of you forgot about this until I just mentioned it? Keep your hand raised and the rest lower your hand.

For those of you who still have your hand up, did you ever wonder what happened to that gorilla when he got fired from the commercials? He had to find a job somewhere, right? Well he did. He became a mail carrier! The people who just lowered their hand know this gorilla personally, because he is now their mail carrier. And he is doing a number on their issues of *Stunt News*. That is why they never forgot about the gorilla and got to lower their hands and you did not.

Okay, all kidding aside, the EC has heard the complaints about *Stunt News* getting damaged in the mail. If I get my issues right, the issue before this one once again came in an envelope. Hopefully, that foiled the gorilla mail carrier and will continue to do so in the future.

The idea behind dropping the envelope was to save money. It did save us some money... until too many magazines were getting damaged in transit. It was a good idea because the reasoning behind this was that a lot of other magazines come without envelopes and come undamaged. So, why not give it a try? Save PAMPA some money, right?

Wrong! It did seem like a good idea at the time but turned out to be a not-so-good idea after all, because way too many magazines were getting damaged. That gorilla has a lot of territory that he delivers in.

Okay, so what went wrong? When we got our heads together to try to figure out why, it was decided the reason for *Stunt News* getting banged up more so compared to the other magazines is because it is too heavy to go through the mail this way. There are way too many pages for the covers to protect. The covers are getting crumpled from the weight of the pages inside.

Now in a way this is actually a good thing. That means the membership is getting a lot for their money content-wise. Unfortunately, we will have to send *Stunt News* in its wrapper for

the time being until we figure this whole thing out. We want to save money, yet we don't want to make the membership mad or lose money by having to send extra copies out to replace those that got damaged.

So our secretary will be making a list of options for us to sort out at the meeting during the Nats. We hope to have a permanent solution to being able to afford the wrapper in the future in order to keep "Sampsoniteing" the magazine.

Oh, and if you still have your hand raised, you can lower it now. **SN**

—Matt Neumann

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Secretary/Treasurer Report

by Jim Vornholt

Good news! It's not too often I get to report good news, but this is one of those times. Over my 18 months in office as your Secretary/Treasurer I have reported several times that PAMPA

products was, shall we say, out of business. For many months plans, books, clothing articles, and past issues of *Stunt News* were unavailable.

Well, I am extremely happy to report this is no longer the case. Previously our go-to guy for PAMPA Products was Mr. Jim Snelson of Albuquerque, New Mexico. Approximately five months ago, I was contacted by Mr. Snelson who offered to send an assortment of books, PAMPA color decals, PAMPA lapel pins, and all available PDF files for model plans.

The biggest problem we faced was the cost of shipping the remaining products from Albuquerque to Indianapolis. Three weeks ago I received an email from Mr. Snelson offering to rent a U-Haul and drive *all* of the remaining PAMPA products to Indianapolis at his expense. He was adamant that he wanted *no* reimbursement for travel expense, and the cost of transporting the boxed items would be his contribution to PAMPA.

On Sunday, May 26, Mr. Snelson and his wife, Emily, arrived at our storage unit in Indianapolis with 80 boxes of books, T-shirts, plans, past issues of *Stunt News*, and several cases of very nice PAMPA coffee cups.

Until that day I had never met Mr. Snelson, but I found him to be personable and very committed to PAMPA. Shipping 80 boxes by UPS or Fed-Ex might have cost \$2,500 dollars or more. During our time unloading the U-Haul, Mrs. Snelson (Emily) explained how it had become necessary to sell their home and purchase a new one to have the necessary room to take care of her 90-year-old parents. Having been in the same situation myself several years ago, I could easily understand why Mr. Snelson found it impossible to continue working with PAMPA products.

I personally would like to thank Mr. Snelson for going that extra mile (literally) to make sure PAMPA products are once again available to our members. I'm sure I can speak for all of our members when I say thank you very much Jim Snelson.

Two new announcements

When Noel Drindak left the PAMPA Membership Chairman position in July, 2012, I decided to assume his duties. If you read my column in the March/April issue of *Stunt News*, you noticed that I made a request for someone to assist me mailing *Stunt News* plus a welcome letter to new members along with other miscellaneous duties.

Honestly, I was surprised by the response I received. I would like to thank Mike Strand, Wayne Robinson of Lexington SC, and Michael Jones of Mission Viejo CA, for stepping up and volunteering to help PAMPA. Without members like Mike, Wayne, and Michael our SIG could not exist.

To be fair, I chose the person whose e-mail I received first. As of June, 2013, Mr. Mike Strand of Delafield WI, will become my assistant and right-hand man by assuming the duties of Distribution Chairman.

As for Wayne and Michael, and any other PAMPA members who wish to volunteer and serve, there will always be a need for good people to fill other open positions with PAMPA.

Next, I would like to explain that again we have experienced problems with *Stunt News* delivery. Last spring I decided PAMPA could save approximately \$1,200 a year by eliminating the white 9 x 11 envelope protective cover in which *Stunt News* had been mailed. As of this moment we only have theories as to what is causing the destruction of *Stunt News* by the United States Post Office.

I have discussed this problem with President Don McClave, Editor Bob Hunt, and our printing company. As of this issue you will notice your *Stunt News* is again being delivered in the standard white envelope. Now I'm sure most members will say, "Great! The envelope has returned!"

Please keep in mind, as with any business, extra expense will need to be offset by increased income. How do we increase income? The easiest way is to increase membership! Many members did not renew their membership for 2013; why, I don't know. Our Editor Mr. Hunt and his team create the best magazine available for the control line enthusiast. Just because you're not a competition stunt flier has little bearing on the amount of knowledge you can gain by reading *Stunt News*.

Another way to offset these necessary expenses is from increased advertising revenue. John Brodak has placed full-page color ads in our last two issues, and that is very helpful to our cause. If anyone has a contact with Tower Hobbies or Hobby Lobby, please try to get them to advertise in *Stunt News*. Our color ad rates are more than competitive as compared to major modeling magazines. Contact Gene Martine for color and black-and-white ad rates.

If you have any ideas on how we can increase membership, increase income, and increase sales of PAMPA Products, please contact me by e-mail or phone so we can discuss your thoughts.

See you at the Nats! **SN**

—Jim Vornholt
PAMPA

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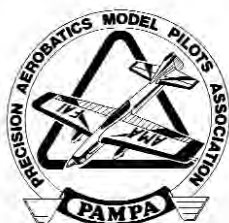
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District I

by Steve Teerlinck

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

Legend has it that fun-fly events in this area were, at first, not very well attended. In the past the view was that fun-flies lacked the competition that our members craved. To pit your building talents and flying skills against your peers had been the driving goal for a lot of our District I members. Therefore, when a fun-fly event was first re-proposed in this area, it was received with a bit of skepticism and uncertainty.

Now that our NEST members are getting more “mature,” we are realizing we can have just as much fun, if not more, at a fun-fly as we can have at a competition. Fun-flies allow the typical “lookers-on” to participate. The sport fliers, who are intimidated by the competition, can feel relaxed and encouraged at a fun-fly, hopefully enough so that they will participate in the next competition.

Such was the case on the weekend of May 18th and 19th at the Crackerbarrel Fairgrounds in Wrentham MA. District I held its first event of the 2013 season, a fun-fly complete with a cookout and food on Saturday afternoon.

The weather for this event was picture perfect. With all the unsettled weather we have had this season, we finally caught a break for this fun-fly weekend. Unfortunately, I didn’t get around to counting bodies or take attendance, but suffice to say we had two circles in use all day long both Saturday and Sunday.

One of the first planes I noticed was Linheart Smith’s Legacy derivative, called *A2Z*, because Lin said he copied everybody’s ideas from A to Z! I recognized the wing planform and the shape of the stab/elevator because I have a Legacy sitting on the workbench back home. Only difference, besides Lin’s having covering on his plane and actually flying, was his fuselage had a turtle deck with a thumbnail canopy and a different shape rudder. Also, Lin’s plane was electric powered.



Linheart Smith's A2Z, a Legacy derivative, in flight.



Linheart's Legacy-based ship is electric powered.

Norm Liversidge brought one of two Cavaliers that he built over the winter. I paid special attention to his Cavaliers because that is a plane that I have on my must-have-someday list.



Norm Liversidge's Cavalier performs an overhead maneuver.



One of the two Cavaliers that Norm Liversidge built this winter takes flight at District I's first event of 2013.



Here's Norm Liversidge at the controls of one of his Cavaliers.

Dave Adleman showed up with a newly finished Patternmaster that really looked great in the air.



Dave Adleman brought his newly finished Patternmaster to the Fun-Fly.



Dave Adleman's Patternmaster takes to the air at the District I event.



Here's Dave Adleman at the controls of his newly finished Patternmaster.

One of the most photogenic airplanes of the weekend was Will Moore's electric-powered Yatsenko Shark. Will's Shark is powered by a Plettenberg Orbit 20-18 motor with a Thunder Power 2700 mAh 5-cell battery. The Shark flies so smooth and graceful it is easy to track with a camera. I was able to get quite a few good in-flight photos.



Here's Will Moore piloting his electric-powered Yatsenko Shark.



Will's very photogenic Shark is caught here during inverted flight.



Will Moore's Shark is shown here in an overhead maneuver.

Damian Sheehy, our very own NEST Secretary/Treasurer, came armed and ready to fly with two planes, a Dolphin and a Nobler. Damian and Stanley Baron occupied the second circle on Sunday and took turns flying one flight after another. They must have gotten in a dozen flights apiece over the weekend.



NEST club Secretary and Treasurer, Damian Sheehy, appears to be armed and ready with his Dolphin and Nobler models.



Here, Stanley Baron's Twister is caught in flight.

Steve Yampolsky is a regular on Sunday with his Stoli Special, another photogenic airplane.



Damian Sheehy put in a lot of flights at the Fun-Fly. In this photo he's flying his Nobler.



Steve Yampolsky flies his Stoli Special through an overhead maneuver.



Stanley Baron also put in many flights at our Fun-Fly event.



Here's a photo of the one and only Steve Yamplosky!



Steve's Stoli Special performs a nice level inverted pass.

Steve Yampolsky also pulled double, triple, and quadruple duty helping others to fly. Chris Sarnowski's friend and co-worker, Cindy Hung, brought her two boys to the Wrentham event to spectate. They were enticed to try their hand at control line.

Yampolsky took Cindy and her two boys up on a control line trainer. The NEST members were more than willing and happy to relegate some of their flying time to the new and prospective fliers. Steve also took up his nephew, David Shneyderman, on the trainer.

David starting flying control line last year and had only six flights under his belt before our Fun-Fly event. He flew the trainer unassisted and with confidence. David is currently building a Dare Design SportHawk profile kit. Steve said he is very proud of his nephew for taking up the "handle," and he feels very fortunate to be able to spend quality time with his nephew doing something they both enjoy.

I predict David will be a regular at all District I events in the future!



Cindy Hung received expert flight instruction from Steve Yampolsky.



Ethan Hung also got flight time on a control line trainer with Steve as his instructor.



David Shneyderman made his Uncle Steve proud by flying unassisted.

Needless to say, between the gorgeous weather, great company, and awesome flying, I believe everyone had a great time. I think fun-flys are here to stay in District I. We have a nice schedule of contests and fun-flies in our district, which will hopefully promote and enhance our hobby and sport for many years to come! *SN*

—Steve Teerlinck

Right: Len Harding attended the Fun-Fly both days to provide much needed support and to heckle of all the pilots.



Left: Dave Cook is the "patriarch" of our group at 84 years young. Here he looks on with pride and satisfaction that our district is alive and well.

District II

by Bud Wieder

Hi, all. I guess this month's column has to start out with an explanation. In the March/April 2013 issue of *Stunt News*, my pals, Bob Hunt and Tom Hampshire, snuck in a photo of, and a caption about, Tom's No Blur stunt ship. The caption read, and I quote, *"There is a delicious bit of East Coast gossip concerning the cowl opening that Tom used around the head of the Brodak .40 on his No Blur. Our District Director will reveal the story behind this in his next column... or never hear the end of it from his 'buddies.'"*

I just want to thank my ex-friends Bob and Tom in advance for putting me on the spot. But, rather than never hearing the end of it I will reveal my massive "Wieder Blunder" and tell you all what I did.

After spending a couple of hundred hours in Bob's shop designing and building my first gas-powered Ryan's Eagle, I took home my new plane to finish up. About four months later it was time for the Eagle's first flight. Quite a few of my flying friends gathered around my new plane at the Garden State Circle Burners field while I put gas in for a short test flight.

Next came the source of my blunder! When we lifted up the plane to attach the glow driver to the plug, I realized that I neglected to cut an access hole in the cowl for the glow driver. At first you could hear a pin drop, but that was short lived. The abuse and jokes came hard and fast and lasted for a painfully long time.

Any of you who know Bob Hunt, Tom Hampshire—and I should throw Larry Scarinzi's name in there—know that the abuse I will receive for this Wieder Blunder will last a very, very long time.

I would like to say that I found a way to make sure that I will never make this mistake again. My last two Ryan's Eagles have been electric powered.

Joe Nall 2013

Unfortunately, I could not make the trip to the 2013 Joe Nall Fly-In, but a couple of our District II PAMPA members did. Frank Imbriaco and Tom Hampshire drove down together, and Frank has graciously supplied a short report about the affair for us:

"This was the second year that control line was an official part of the Joe Nall Fly-In, and things are already running at top-shelf level. May 11-18, 2013, marked the 31st year of the week-long event.

"Thanks to host Mr. Pat Hartness, control line is now a big part of the extravaganza. The Triple Tree Aerodrome is located in Woodruff, South Carolina, and, as most of you already know, it annually hosts the world's largest aeromodeling event. Several years ago Mark Weiss approached Pat about the feasibility of adding control line, and, as they say, the rest is history.

"Last year, Mark and a team of volunteers assisted newcomers who stopped by for a chance to grab the handle and become connected or reconnected (as was the case for some who flew long ago). In excess of 250 folks of all ages enjoyed the experience.

"Seeing that, Pat Hartness decided that he'd make things even more accommodating by installing three of the most beautiful grass flying circles this side of Heaven. The circles are raised, irrigated, and of near putting green quality. Frankly, this facility has no equal and must be seen to be appreciated.

New Jersey, New York

"Pat, being a hands-on guy, regularly cuts them with a golf course mower to a height of approximately $\frac{3}{4}$ inch! Experienced fliers who wish to use a circle are required to pre-register for a nominal daily fee or the entire week. AMA insurance is required and all must fly in accordance with AMA and facility rules.



Pat Hartness personally cut the grass on the beautiful CL circles at the Joe Nall Fly-In. Photo by Bob Hunt.



There were always a number of people on line at the CL training circles. The lines got much longer as the week wore on. Hunt photo.



District II PAMPA member, Tom Hampshire (left in photo) chats with District III member, Joe Adamusko, at "The Nall." Ken Armish photo.



Bob Hunt prepares one of the "committee-built" Joe Nall Cadet trainers for a hop. These trainers were full-pattern capable and featured E-Flite Power 15 motors and Thunder Power 2700 mAh 4S batteries. Photo by Mark Weiss.



Frank Imbriaco, Tom Hampshire, Ken Armish, and Bob Hunt were invited to stay with Watt Moore at his beautiful compound in Chester, South Carolina. If you look closely, you will be able to see Frank getting ready to dole out portions of ice cream for the group on the front porch of Watt's gorgeous wood-frame home that was built by his daughter Geanna and her husband Jeff. It's just beautiful. Hunt photo.



Frank Imbriaco prepares to launch Watt Moore's electric-powered Brodak Super Clown during the action at the Joe Nall Fly-In. Weiss photo.



There is a custom at Watt Moore's place; you need to sign the "board" in Watt's shop that indicates that you have flown on his private, front-yard circle. In order to sign the board, you must first fly. Here we see Frank Imbriaco heading for the circle carrying Watt's electric-powered Brodak Super Clown. Yes, he flew it successfully and then signed the board! Hampshire photo.

"For 2013, sturdy, electric-powered Stevens Aero Ring Rats were used to train the inexperienced pilots, and Bob Hunt designed an electric, flapless, profile stunter, aptly named the Joe Nall Cadet, for those who were experienced enough (or at least thought they were) to fly. Volunteers Will DeMauro, Rich Giacobone, Tom Hampshire, Frank Imbriaco, Bud Wieder, and Mark Weiss helped Bob assemble and finish five Joe Nall Cadets in less than a month.

"Tom Morris supplied several of his electric-powered profile Cavalier's for use by the more experienced visiting modelers. They were beautiful and flew very well.

"On the morning of May 10, 2013, Tom Hampshire and I hooked up with Bob Hunt and Ken Armish of District III and headed south for the 11-hour trip. The week was a wonderful experience, made all the more memorable because of a very special Southern gentleman, Mr. Watt Moore. I could fill pages praising Watt for his hospitality and company, but he'd probably be embarrassed because he is so very modest. Watt's lovely daughter Geanna was most gracious. She, along with her husband Jeff, treated us all to a wonderful 'campfire cookout.'

"The weather all week was spectacular with moderate and mostly straight-line winds, and dinner was an adventure each night. One evening was spent visiting an aeromodeling museum owned by Jim 'Duck' Duckworth of North Carolina.

"Jim's museum is deserving of separate coverage—something our editor probably already has on his 'to do list.' We laughed, teased each other a lot, and in general behaved like kids at Christmas time. From what we've been told, Mark and his team of pilot assistants (who I believe will be credited elsewhere) far exceeded last year's numbers in terms of pilots trained. Thank you, gentlemen!

"A number of notable, top-level RC pilots stopped by for some CL flying fun, including Jason Shulman, Andrew Jesky, and Mike McConville. Full-scale aerobatic champion Matt Chapman also got some flying time on one of the Joe Nall Cadets with Bob Hunt as his instructor. And just in case you are wondering, Pat Hartness performed an excellent, complete flight - including stunts - on Tom Morris's electric profile Cavalier.

"My advice to all is to attend next year and be certain to read Derek Barry's detailed coverage of this event in this issue of *Stunt News*."

—Frank Imbriaco

Thanks, Frank, for that insightful report. It sure sounds as though everyone who attended had a lot of fun and got in a lot of flying. I'm sure next year's Joe Nall Fly-In will be an even bigger success!

Bob Hunt snapped a few photos of the inside of Watt's home,

and I'm including a few of them here because, as stunt model constructors, we all appreciate good craftsmanship.

There's a bit of a story to all this, as well. There is one guest bedroom inside the main house at Watt's place. There is a matching barn structure beside the main house that is actually Watt's workshop. Upstairs in the barn are sleeping quarters for three (or more). The barn is quite comfortable, but it is not air conditioned as is the house, and it also contains no ... ahem... modern facilities. The main house affords a room with a bath; the barn has a room with a path...



Here's the wood frame construction barn at Watt Moore's place. It doubles as Watt's workshop and also as a sort of "Stunt Flier Motel" for visiting modelers. Hunt photo.



If you like fine woodwork (and what modeler doesn't?), take a gander at the main room of Watt's home. The entire inside of Watt's house is made from local knotty pine! Hunt photo.



This is a view of the stairway to the second floor in Watt's house. Hunt photo.



This is the kitchen area at Watt's place. Hunt photo.



This is the view from the top of the stairs of the main room. Hunt photo.



See the text for the significance of this photo. It's the guest bedroom inside Watt Moore's house. It will be the source of much grief for one Yankee stunt flier for years to come. Hunt photo.

When the group of four arrived at Watt's house, the first order of business was to decide who got to sleep in the house and who

was relegated to the barn. Bob Hunt suggested that they decide in an elimination fashion using a coin flip.

The other three just told Bob to go ahead and take the room in the house. And so he did. Bob's not stupid. He did, however, receive a lot of flak from the other three in the group for the remainder of the week, and he's pretty sure that flak will continue for years to come. Knowing these guys as I do, he's probably right.

Survivor...

I received a note from Ron Heckler about a humorous thing that happened to him:

"I guess a lot of fliers have memories of events that happened to them in this hobby which are hard to forget. Well, here is mine.

"When I first started flying many years ago, I was told by people on the field never to grab the flying lines if there's a chance I'm going to lose the plane; just let the plane crash. I guess you know what's coming next!

"During one of my flights, I lost line tension and saw the plane heading for the ground. Not thinking, I grabbed the lines and gave a pull to try and get the tension back. Consequently the plane went into the ground and one of the lines cut my pinky finger wide open.

"Naturally, everybody ran out to the plane to see the damage as I stood in the center of the circle with a bloody hand. When I walked off the circle, one of the wives present happened to be a nurse and her husband had a first aid kit in his flight box. She put some kind of powder on the cut to stop the bleeding, wrapped my hand up the best she could, and told me I would need stitches.

"When I got home I told my wife what happened, and she said she would go to the hospital with me. When we got there I held my hand in the air with a large bandage around it and asked for the emergency room.

"As I went in, my wife stayed in the reception area waiting for me. Some people asked my wife what happened, and all she said was, 'My husband cut his finger open when he crashed his plane.'

"When I came out of the treatment room, a lot of people came over to congratulate me and pat me on the back. I said, 'What is this for?' They told me that I was very fortunate to have walked away with only a cut finger after crashing my plane. I told them it was a model plane. They all walked away and didn't say a word."

—Ron Heckler

Gee, Ron, they sure weren't very understanding. Thanks for the laugh; however, unlike me, at least you didn't forget to put a glow plug access hole in the nose of your model! (I'll never live that one down.)

Ohio, Pennsylvania, West Virginia

Greetings, District III. I would like to introduce the members of District III to one of the newer clubs in our district. I think the best approach for this introduction will be for me to let Chuck Holtzapfle fill you in by means of a letter he sent:

"StarrLiners... yes, 'Starr' with two r's. Our group is small in number but big in excitement and enthusiasm. We became a control line entity about three or so years ago, as several accomplished RC fliers returned to their 'airplane-on-strings' roots, thanks to the inspiration of Scott Bolton and his dad, Sam,

I'll close with a few photos that were sent to me by Ron Testa. These photos depict a typical Garden State Circle Burners meeting at Ron's delicatessen in West Orange, New Jersey.



Tom Hampshire shares some electric stunt wisdom with the Garden State Circle Burners during one of their meetings at Ron Testa's delicatessen. Photo by Ron Testa.



Tom explains the fine points of electric motor installation to Doug Bennedetti (center in photo) and Mike Ostella. Mike brought along a flashlight to really be able to study the interior of Tom's E-Flite 32-powered Cardinal! Testa photo.

That's it for this issue. Please keep those stories, reports and photos coming! **SN**

—Bud Wieder

District III

by Ken Armish

and Craig Gunder, former Nats 'Rookie of the Year' recipient. (Craig had been removed from CL stunt for about twenty years but was drawn back into it when Scott, a newcomer to the event, gave him a Vector 40. It was obvious that Craig hadn't forgotten much over the years, as he flew that Vector with precision in short order.)

"Tom Smeltzer, Bruce Jennings, and Mark Weiss, the RC boys, were similarly inspired, and they too became hooked. I had been inactive for a dozen years or so, and I, too, hopped onto the bandwagon. Joe 'Mr. Supermarine Spitfire' Adamusco teamed up with us, as well, and the StarrLiners were born.

“Starr is the first name of Tom Smeltzer’s lovely wife. In fact, Tom named his former model business, Starr Flight, in honor of her. Mark Weiss synthesized certain components and deemed ‘StarrLiners’ as an appropriate name for our nefarious crew. We all agreed.

“In the short time of our existence, Bruce, Tom, and Scott learned the pattern and hit the contest circuit. Bruce and Scott are presently Advanced class competitors; Tom is an Intermediate flier on the fence and soon ready for Advanced; Craig, a dynamic Expert flier, is back in shape and once again competing at the Expert level. Sam Bolton, our elder statesman, is there to assist in any way he can. (Although Sam flies a bit, he’s most interested in becoming a multi-class judge at local contests.)

“Mark Weiss deserves a huge shout-out. Mark is a gentleman (and he is indeed a gentleman) who is in a large part responsible for instituting control line activities at perhaps the most famous RC event in the world, the Joe Nall Fly-In. It was his brainstorm and required much work and immense determination.

“Mark’s accomplishments at ‘The Nall’ have arguably provided the most significant boost to control line, in general, and to control line stunt, specifically, in decades. Kudos to Mark, especially, to the Joe Nall administrators, and to the myriad of volunteers who have assisted Mark in his worthwhile endeavor.

“The StarrLiners club is somewhat unique. We have no officers; we have no dues and, consequently, no money! However, we do have fun, and that’s truly what matters, isn’t it? We meet every Sunday, weather permitting...sometime not...on a full-scale airstrip which Tom Smeltzer meticulously maintains. Our site is located on the Pennsylvania/Maryland border amidst rich farmland in the most gorgeous setting you could imagine. Heaven on Earth? Undoubtedly.”

—Chuck Holtzapple



Tommy Southern was just one of the estimated 600 pilots who flew one of the Stevens Aeromodels’ Ring Rats at the Joe Nall Fly-In. From his expression, it appears that he had a great experience.

Thanks, Chuck. Well, as you read in Chuck’s description, one of the biggest accomplishments of this group, and, particularly, Mark Weiss, is the introduction of CL to the Joe Nall RC Fly-In in Woodruff, S.C. I was privileged to help with this year’s fly-in, along with my traveling partner, Bob Hunt, and our good friends, Tom Hampshire and Frank Imbriaco (both District II interlopers).

Mark Weiss, Bruce Jennings, and other club members put together several of the fabulous Stevens Aeromodels’ Ring Rat 250 electric trainers. This combination was used to very

successfully introduce new fliers to CL flying or reintroduce RC fliers who wanted to relive their youth when they may have started in the hobby with a CL plane. We had a dedicated circle for this level of pilot.



Tommy receives some “ground school” advice from his training pilot, Bob Hunt, before taking off.



Another young fledgling pilot, assisted by Bob Hunt, gets some flying time on one of the outstanding Ring Rat models.



Left to right are Starrliner club members Mark Weiss, Bruce Jennings, Craig Gunder, and Tom Smeltzer, sorting out the give-away goodies at the Joe Nall Fly-In.



Mark Weiss arranges the special "I flew CL at the Nall" T-shirts and sport shirts. He sold a pile of them in all sizes!



The Joe Nall Cadet features "Lost-Sheeting" wing construction with .2 ounce carbon mat applied directing on the foam in high stress areas using water-thinned Titebond glue. The ships were powered by E-Flite Power 15 motors, and they used Thunder Power Pro-Lite G8 2700 mAh 4S batteries. APC 11 x 5.5EP props were used, as were Will Hubin timers and Castle Creation ESCs. It was a true joint effort. Plans will soon be available for this ship, according to Bob Hunt.



Bruce Jennings (L) and Mark Weiss appear to be working on some sort of song and dance routine. Don't quit your day job, guys... These two gentlemen did an outstanding amount of work at the Joe Nall. Perhaps they were not dancing; they just had sore feet!



Here is a view of part of the pit area and the "Experienced Flier's circle" at the Joe Nall Fly-In. There were many who came to the "Nall" to just sport fly and enjoy the experience.

A second circle was dedicated to open flying by experienced modelers and for fliers who were more advanced, but may have not flown for a while. The choice of trainers for this circle was built by Bob Hunt (designer), Tom Hampshire, Frank Imbriaco, Buddy Wieder, and Mark Weiss.

The plane Bob designed was called the Joe Nall Cadet. I flew the Cadet and found it to be a very easy-to-fly trainer that was capable of doing the full AMA pattern. Oh, by the way, this plane was also e-powered. It will soon be available in plan form and as a semi-kit from Bob's *Robin's View Productions* concern.



Designer Bob Hunt proudly poses next to one of the five Joe Nall Cadets that were committee-built by himself, Will DeMauro, Rich Giacobone, Tom Hampshire, Frank Imbriaco, Mark Weiss, and Buddy Wieder.



In the foreground in this photo is Bruce Jennings's stunningly beautiful, Bill Werwage-designed Juno. It is powered by an O.S. LA .46. The fuselage is finished with automotive paints and the wing and tail are covered with transparent MonoKote. Behind Bruce's plane is Fran Imbriaco's highly modified SV-11 ARC. Frank recovered the ship and painted the fuselage. He installed an E-Flite Power 32 motor and runs this combo on a 5-cell pack.

A third level of plane was brought to the Joe Nall by our Alabama connection, Mr. Tom Morris. Tom had four or five e-powered Cavaliers and an e-powered Vector. As any of us who has ever competed against Tom knows, the profile, e-powered Cavalier is a very potent machine.



Tom Morris really came prepared for some flying! Tom likes the John Simpson Cavalier design and has made a great profile version of it that utilizes electric power. Here are several of the e-Cavaliers and an e-Vector, as well. What do you do in your spare time, Tom?



Bruce Jennings also brought a Tom Morris e-Cavalier to fly at the "Nall." It's powered by an E-Flite 25 motor with a Castle Creations Ice-Lite 50 ESC and uses a ThunderPower Pro Lite G8 2700 mAh 4S battery.



Southern Gentleman, and host supreme, Watt Moore takes in a bit of shade and watches the action.

What was interesting was the range of ages of those who flew the trainers. As you will see in the attached photos, we had youngsters from three to four all the way to "kids" in their 60s, 70s, and 80s!

It was amazing to watch the older kids as they exited the circles. Smiles and laughter abounded; and, for a few minutes, everyone was a teenager again. We had moms who tried the flying at the urging of their kids and husbands, and, other than being a little dizzy, they loved it!



The new CL fliers came in all ages. Here Bob Hunt assists an older "kid" at the handle.

Bob Hunt and I left South Carolina Wednesday afternoon, and, at that point, I am sure there were 350-400 flights put up. I heard the next day that that number had grown to 500 flights and that ultimately there were more than 600 training flights logged! To say we were a tired group would be the understatement of the year; but, as my dear mother would have said, "It was a good tired."

The list of people who helped in this effort is quite extensive, and I am sure I will overlook someone. For that, I apologize.

Here are just a few who were involved, listed in alphabetical order: Joe Adamusko, Ken Armish, William Davis, Craig Gunder, Tom Hampshire, Bob Hunt, Frank Imbriaco, Bruce Jennings, Watt Moore, Howard Shenton, Tom Smeltzer, Wayne Robinson, Mark Weiss, and Dave Wenzel.

To all these people we owe a big thank-you for moving CL forward at a time when some say it is a dying part of the modeling hobby.

Until next issue, when we will have coverage from the Brodak Fly-In and reports from other clubs in District III, light winds and tight lives. Be safe! **SN**

—Ken Armish
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Selinsgrove, PA 17870
717-602-2144
karmish@ptd.net

Summer has finally arrived! Your humble scribe has just returned from the first truly productive practice session of the entire year, and the first session to see temperatures of nearly 80°, some humidity, and almost none of the crazy winds that have dogged this whole region this spring.

Now, it's finally time to get busy flying! Brodak's and the Nats are right around the corner, and let's not forget that the Philly Flyers' Contest, the Jim Coll Memorial, and the Northern Virginia Stuntfest are coming up this summer, as well.

The word on the street is that there is a finite number of Brodak contests left, maybe another three or four years, so, if you have never been to Brodak's, this would be a good time to get there! It's something that has to be experienced to believe. Personally, I hope to make it back there at least once before it rides off into the sunset.

Tommy's Teo

Tommy Luper shared some pictures recently of his refinished Teosawki. Tommy has taken the late Clayton Smith's design to a whole new level with his latest paint job. Tommy has gone on to using ST .51 power in his Teosawki and considers it an improvement over the LA .46 historically seen in these airplanes.



What an amazing transformation from what started out life looking like a combat plane!



Tommy Luper's pretty daughter, Mindy, holds Tommy's extensively refinished Teosawki.



A view of the power unit. Tommy has a cleverly designed adjustable tank mount feeding fuel to the ST .51 crammed with "sekrit" modifications by John Tate.

Largent goes 'lectric

District IV greybeards (which is pretty much all of us) will remember Chip Largent from Virginia Beach. Chip moved out to Ohio, and by his own admission has not been flying for several years.

That is changing, however, as Chip has modified a Sig Banshee for e-power and has been flying again! Chip has found the adjustability of e-power run duration to be helpful as he gets his CL "sea legs" under him again.

Chip was well known as an excellent craftsman and finisher, and his new plane shows that his attention to detail has not diminished with age. I wish Chip still lived back East, because I bet he could shame the rest of the Norfolk aeromodelers (myself included!) into producing some better-looking models.

Chip sent some photos along to illustrate his progress:



Chip Largent's Sig Banshee set up for e-power. The quiet power system will allow Chip to get back into CL flying right by his house.



Another view of Chip's new E-Banshee shows Chip's attention to detail to good effect.

Normally, this issue features a lot of coverage of the spring Huntersville contest, but this time I regret to inform you that coverage is a bit limited. This is in part due to the fact that I could not be there due to family matters. But, thanks to efforts of William Davis and Derek Barry, I have plenty of pictures to work with.

The main problem is that by all accounts the weather was a complete stinker the entire weekend, to the extent that overall attendance was down, and people brave (or crazy) enough to fly were in short supply.

While sitting in Virginia, I got many real time contest weather reports from Derek Barry, and every one of the reports used a great deal of colorful language to describe weather conditions that remained cold, windy, and oft times rainy for the duration of the weekend.

My hat is off to everybody who made the trip, and especially those who braved the elements to fly. Charlie Reeves pushed through the conditions (despite a very close shave with his Humbler!) to pick up victories in OTS and Nostalgia 30, Artie Jessup took top honors in Profile Stunt and Advanced, and William Davis won Expert.



John Rakes and Alan Buck judging at Huntersville. To give you an idea on how cold it was, Rakes generally wears shorts and a T-shirt unless it's snowing. And notice that Alan, who hails from the frozen tundra of Central PA, is also bundled up! Derek Barry photo.



Artie Jessup stands tall as he guides his XP-40 model through the pattern at a very windy Huntersville. Derek Barry photo.



Bill Mandakis gives the start signal as Tommy Luper holds his Ringmaster. William Davis photo.



Here's a closeup of Charlie Reeves' fantastic new Lark stunter that he brought to Huntersville. William Davis photo.



The payoff for bravery in wind flying! Lydia Moore presents Artie Jessup with the first place trophy for Profile Stunt. William Davis photo.



Group shot of the Carolina Gang who came to Huntersville. William Davis photo.

The Nall

An event just south of Charlotte NC, that is rapidly becoming a big deal is the Joe Nall Fly-In at the Triple Tree Aerodrome in Woodruff, South Carolina. While this is a fun-fly and training event on the CL side, the site features three fantastic grass circles with grass as perfect as the greens at Augusta National, it seems a pity not to use them more often.

Like last year, there will be a feature article on the activities at the Joe Nall (in this issue, actually!—Ed.), but some notables from our district include William Davis, making the trip down almost every day to participate (it's a reasonably short drive from his home), Sarah Davis and David Smith, along with Alex Givan, Don Jenkins, Watt Moore, and probably more that I didn't know made it there. Howard Shenton came down to show off Combat to the masses, and I know everybody had a great time.

As I currently understand it, the Joe Nall control line activities center around giving as many interested attendees as possible some trainer time on either basic or advanced CL trainer models.

Also, this year there was a demo performed show center during the noon airshow which featured stunt elites Derek Barry and Bob Hunt. Finally, the presence of three circles means that there is ample space for sport flying or just grinding out patters for the fun of it.

At present, it is not known if there are any other plans during the year for the use of the circles, but, when you have three grass circles with grass as perfect as the greens at Augusta National, it seems a pity not to use them more often.

I'm betting that before too much longer you will see some more events there. More events or not, I plan to make it down for a couple of days next year.



Mark Weiss and William Davis pose with one of the students from the flight training circles at the Joe Nall Fly-In. William Davis photo.



Don Jenkins prepares to take off with his Gieseke Nobler on the Joe Nall grass circles. Davis photo.



William Davis and Howard Shenton give a combat demo down on the Joe Nall CL circles. Derek Barry photo.



Just part of the crew helping out at the Joe Nall and enjoying themselves immensely at the same time. Davis photo.



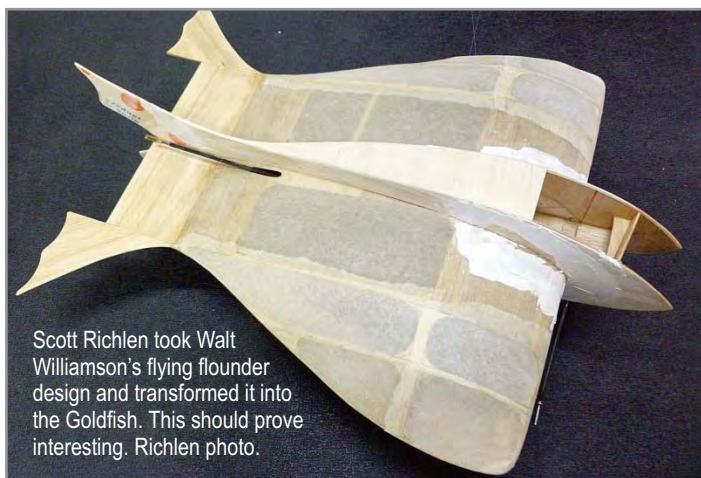
Left: You never know just who is going to turn up at the control line circles at Joe Nall. Last year noted F-1 and Sprint Cup driver Juan Pablo Montoya came down to the circles to see what was going on. This year, Matt Chapman, well known aerobatic pilot in both IMAC and full scale aerobatics, came down to check things out. Davis photo.



Stan Powell and Watt Moore wonder what engine adjustments can be made to the airplane in the foreground while munching gizzard sandwiches. Derek Barry photo.

Fun-loving NVCL

We will wrap things up with a few pictures from the NVCL guys, who have opened the season by having far too much fun than anyone, except maybe the Philly guys, should be allowed to have. They will have their Stunt Fest contest coming up this September, but in the meantime they are really keeping busy up there. **SN**



Scott Richlen took Walt Williamson's flying flounder design and transformed it into the Goldfish. This should prove interesting. Richlen photo.



Alex Givan poses with Joe Adamusko as Joe holds his latest fantastic stunt model. Davis photo.



Scott mounted the Fox .35 on an RC mount, making life much simpler from a design standpoint. Richlen photo.



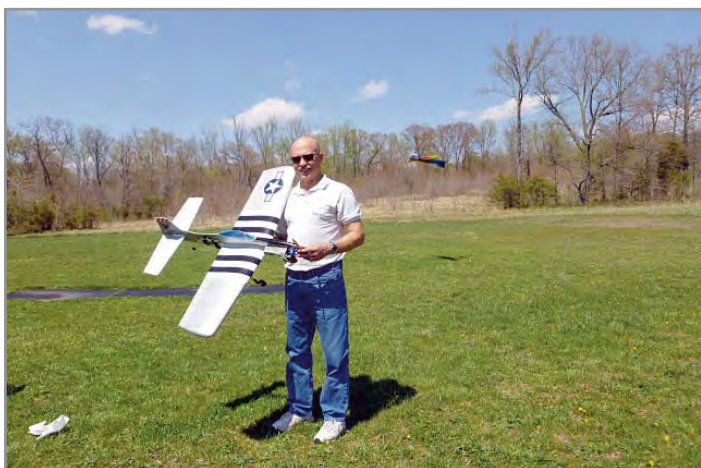
Joe Colly pretty much creamed this Pathfinder at one of the first NVCL sessions of the season. The good news is that it has already been put back together and is back in the air! Colly is working hard getting ready for Brodak's. Richlen photo.



Dave Reichard fuels his nice dope-finished Brodak Cardinal at the NVCL circles. Richlen photo.



Scott Richlen, being a bit braver than the average bear, uses not a regular profile Ringmaster to do the "Sabredance" 3-line act, but rather a built-up Super Ringmaster. Clearly he has thrown down the gauntlet of challenge to the Philly guys! Richlen photo.



Scott Richlen poses with his Fun 51 sport model, while in the background Frank Dobrydney's Twister comes by inverted. Richlen photo.

Right: That Philly reference above segues to our final parting shot of this issue, as here we find a picture of Dan Banjock trading in his jet-powered stunter for a true one horsepower mode of transport! This was taken last fall by Watt Moore, I believe, right after the Huntersville contest.



T&L SPECIALTIES CATALOG, Free shipping to PAMPA members

Congratulations to Richi Kornmeier for using a T&L .60 to win the 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 "hardened" 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.

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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 make internal mods, and then 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.

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Checks made payable to Tom Lay, Email: thelayster@aol.com

Phone: 626-964-5724, Address: Tom Lay, 1441 Paso Real Ave. #82, Rowland Heights, CA 91748

District V

by Eric Viglione

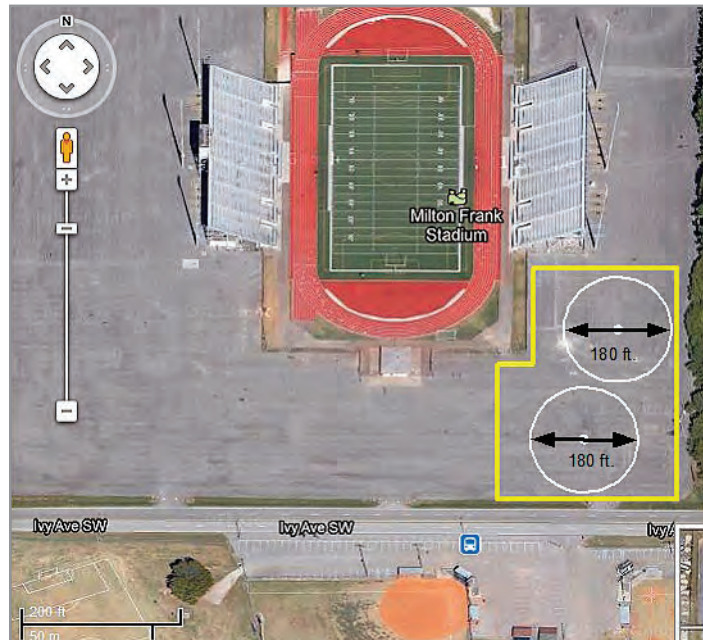
Alabama, Florida, Georgia, Mississippi,
Puerto Rico, South Carolina, Tennessee

Thank you! I just thought we would start right off the bat with a thank-you to this issue's contributors. We have some good stuff here. Hope you enjoy.

NACA obtains permanent flying site

Our first news comes from fellow District V member, Ty Marcucci of Alabama, about a new flying site:

"The North Alabama Control-Line Association of Huntsville, Alabama, has obtained a flying site on a permanent basis, after flying on parking lots of the minor league ball park, county high school parking lots, soccer fields, and a huge grass lot belonging to a local Baptist church (with their blessing. Seems we were the only ones to ask). Some of the other places where we flew were 21 to 42 miles away at city parks and county parks.

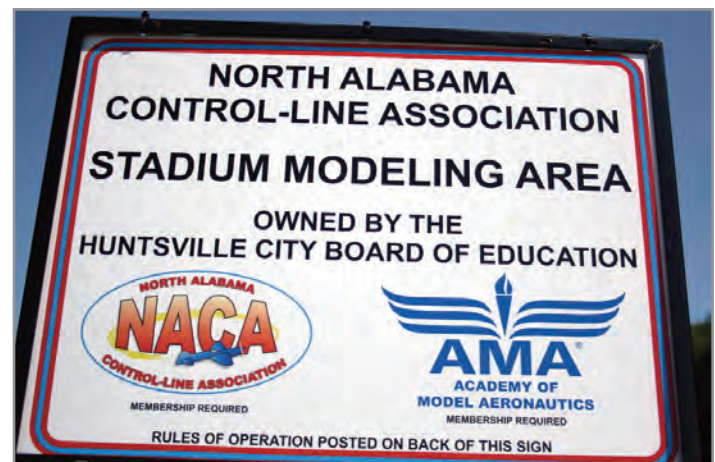


Here's an aerial view of the new NACA flying site.

"During baseball season we were asked to shut down, as we were distracting the little leaguers. John Rist suggested that we might try Milton Frank Stadium, as he had been flying his CL scale models there for a few years. (He is just getting back into stunt.) We looked it over and decided this was the place to fly. It has lots of area, so Tom Smiley (president) and John contacted the school board, their lawyers, etc., and we have a signed agreement that allows us to fly there.

"The school painted two 90-foot radius circles for us and gave us access to a key for the gate we use. We fly on a not-to-interfere basis.

"Included are some photos of the site, John and Tom installing a wind sock, the sign authorizing our presence as legal, and our bulletin board. The two circles are 180-feet in diameter and are twenty feet apart. There is lots of room for parking and pits. As to holding any contests, we will have to increase our membership, and we hope this helps. Having a place to fly almost daily is a huge step in gaining members.



NACA proudly posts signs and rules, welcoming you to their new field.



John Rist and Tom Smiley are shown here installing a wind sock.



Here are the two new CL Circles, marked and ready to go!

“We plan on going to one or two local TV stations and to the local paper for some coverage. Hopefully we can get a piece into one of the Sunday supplements.”

—Ty Marcucci

Wow! A new field and a potential contest venue are always welcome news. This can only help us grow and gain visibility. Thanks to NACA for all their hard work and patience in obtaining this new site. Thanks for the report and pictures, Ty!

North Georgia Skyrebels Stunt Meet

Next up is Wayne Smith’s report on the North Georgia Skyrebels Contest:

“The North Georgia Skyrebels Stunt Meet was held in Ellijay, Georgia, on April 19 -21, 2013. Contest Director Tom Dixon and the North Georgia Skyrebels put on a good contest even though the weather tried to put a damper on the event. There was a lot of rain on Friday and cold temperatures to begin with on Saturday (34 degrees) and Sunday (41 degrees). There was also some good wind with some unpredictable gusts. Fortunately, no contestant lost an airplane, but some pilots did manage to mangle a couple of props on takeoffs.

“Everyone had a good time. Doug Patterson came up from Baton Rouge to help judge, and he also provided drinks for everyone. Being from Florida, I enjoyed the nice change in scenery. There will be results posted elsewhere in this issue, but just a note that Bob Dixon took home the Perpetual Trophy for this event. Included are a few photos from this event.”

—Wayne Smith



Steve Drake readies while Bob Dixon, Rollin Keszler, and John Simpson talk.



Jim Smith flies his Mustang in front of judges Tom Dixon and Doug Patterson.



Old Time Stunt contestants Jim Smith, Sam Niebel, Wayne Smith, and Leroy Polk gather for a photo.



Bob Dixon (left) and Richard Schnieder look a bit cold as they perform their judging duties.



That must be some interesting flight; everyone is intent on watching!



This is the North Georgia Skyrebels' Gilbert County Airport flying circle.



Contest Director Tom Dixon explains some fine points of flight.



Steve Drake prepares to start his electric-powered Nobler while Jim Smith holds.



The Nostalgia 30 pits were busy. That's Leroy Polk getting ready to fly.



Rollin Keszler and Ronnie Farmer look over the PAMPA class planes.

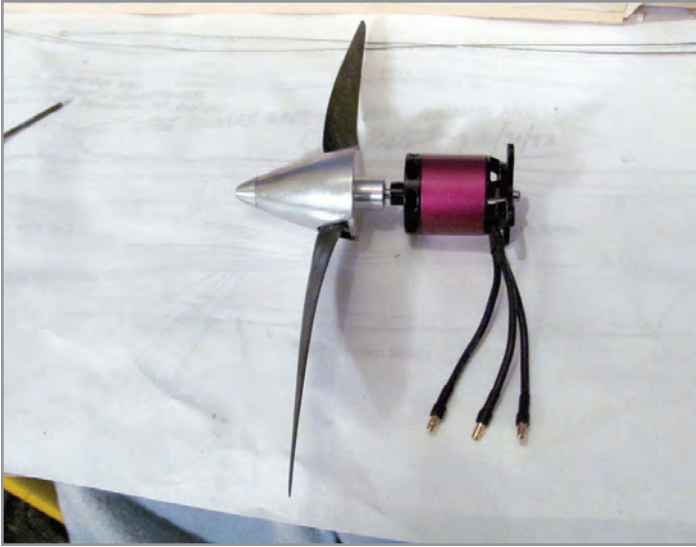


Richard Schnieder scribes a score while Doug Patterson ponders what he'll award.



It appears that Ronnie Farmer's new ship has a bit of Yatsenko Shark influence.

What, you think we are done? No chance! Here are a few photos of Bob Whitney's new Formula S.



Bob proudly displays his current fleet.

But wait, there's more! I had the pleasure of seeing fellow MCRC member Dale Josephsen's new GeeBee. This is a conversion from the Great Planes RC kit.



Here's the spinner and motor for Bob Whitney's new Formula S.



This is Dale Josephsen's new Gee Bee. First flight was with an OS FP .40; its second flight a week later was with an Enya .50. The Enya pulled it much better.



Bob Whitney's new electric Formula S, or is that Formula-E?

And finally, here's my new Katana that you have been seeing slowly built in this column. It finally has been finished and flown. The weight as you see it is 64 ounces, and it is powered by a PA .75. Initial flights have been very good; it grooves and turns a clean non-eventful corner. Yay! Time to practice...



Eric Viglione's new Aero Products' Katana, with PA75.

Speaking of practice, it's that time of year again. Time to start thinking of rows of corn, or soybeans, a nice big L-Pad, and a whole lot of flying in good old Muncie, Indiana. Hope to see as many as possible of you all at the AMA CLPA Nationals this year!

Joe Nall

Just in under the wire is some news from The Nall. Word is that there were over 500 instructional CL flights flown on the Ring Rat trainer planes, and Derek Barry and Bob Hunt put on a great duet demo flight. Hopefully, a full write-up is going

somewhere in this issue. Congrats to those that worked so hard.

I also just received some pics of one of District V's newest young fliers at the Nall; Derek Barry's own little Layla Barry flew her little flower-power Tomahawk several times and is about ready to solo.



Layla Barry at the handle: "I got it, Daddy!"



Here's Layla Barry and proud papa, Derek Barry, after a good day's flying at the Nall.

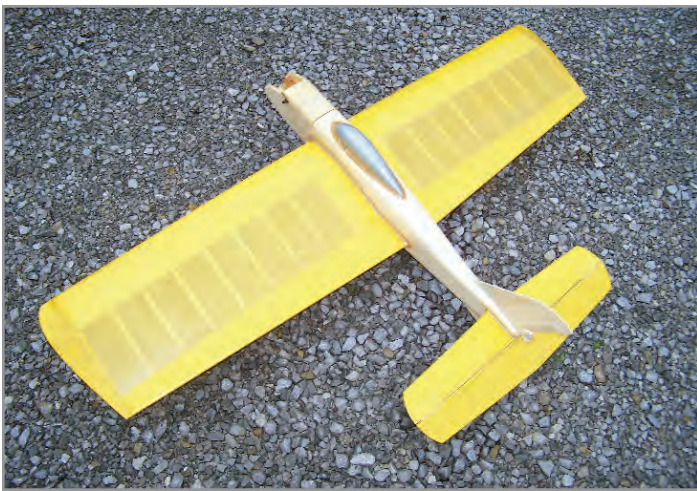
Until next time, see ya' on the circle! SN

—Eric Viglione

This month I will be covering my various trips out of District VI. I'll also be including many pilots from our area. My jaunts include an easterly direction to New Albany, Indiana, for their swap meet last January, and my further drive east to the Brodak Fly-In.

The last ten pictures are a brief survey of my trip to the 2013 VSC in March of this year and include shots of Wesley Dick, my driving partner in this year's adventure to Arizona. My trips include the Polk City, Iowa contest the first full weekend of May, and Michael Schmitt's Windy City Classic, held near Schaumburg, Illinois, on the Memorial Day weekend.

Charles Reeves and I also got to attend the Joe Nall event in South Carolina, and I will work to cover those events. (Note: The Polk City contest was cancelled due to cold weather and snow.) **SN**



This is Allen's new, but not-yet-finished Barnstormer, which will, of course, be powered by an L&J Fox .35. The projected weight with an automotive clear coat is around 30 ounces. This will be Allen's third Barnstormer, with the first being his '92 OTS Champ and the second one having performed very successfully for him.



Jack Sunderland shows off his Classic legal Airacanda, with an OS Max .35S for power, at his home in Columbus, Ohio. Columbus is always Allen's first stop on the way to Camichaels, PA, and the last night out from the Brodak Fly-In while on his way home. No plans are available for this one, but contact John Sunderland. Perhaps he can draw some up for you.



Here's the bottom side of Roger Wildman's California Beamer (so named by Allen Goff) which won the "I-Beam" award at the 2013 VSC in Tucson this past March. This is a Classic-legal model built and flown by Roger in his earlier stunt career. This one is powered by a Randy Smith PA .40 Merlin (lite).



Jim Lynch has built at least four Volunteer models. This one is AeroTiger .36-powered and is a true replica of his Nostalgia 30 legal stunter that was published in Flying Models in the early 1970's. The only version not painted like this one was his number two bird with colors of red, yellow, and black.



Here's Charlie Reeves with his new Ed Southwick Lark. He is applying light weight fiberglass cloth with an epoxy mixture. He covered the bottom in one evening, and then went to one side of the fuselage and rudder. Once that was cured, he was finishing up the last remaining side when this shot was taken.



Larry Robertson and Mike Starrett man the door, take the cash, and stamp the hands. They are very friendly greeters at the New Albany Skyliners Swap Meet each January.



Joe Reinhard and Allen Brickhaus published Jim Silhavy's Gypsy 35. Jim and Joe were caught together at the Brodak Fly-In during some off flying time. Jim and his lady Fran are a "hoot"! Kudos to Joe for his great build of Jim's Gypsy 35.



Allen Burnham is a newer Skyliners member. He and Allen met in the early seventies when they were in the same school system at the same time. It is great to re-meet old friends.



Kenny Stephens and Eric Taylor are really enjoying themselves at the New Albany Skyliners Swap Meet in Charlestown, Indiana. This is their main fund raiser, and a multitude of vendors attend each year. Contact Mike Stinson through the PAMPA information book for the date of next year's meet.



Carl and Joyce Lovins take in the New Albany Skyliners Swap Meet. Joyce is dreaming of the new curtains in the living room, and Carl is expressing his concerns over the color choices Joyce has in mind. Guess who wins? All kidding aside, everyone is always glad to see this fine couple at a contest or swap meet.



Mike Stinson and Byron Barker show a possible purchaser of one of Byron's stunt engines. Byron owns the C.F. Slattery company in New Albany, Indiana.



Shown here is the Indiana contingency at the VSC in Tucson. From left to right are Roger Wildman, Wesley Dick, Allen Goff, and Mike McHenry. The FCM tent is a blessed one during the VSC time period. Drop over and say hello next year.



Charlie is showing how he sets up his stooing device to get in safe and efficient practice patterns when no one else is around to help launch his Humber (Shark 45).



Larry Lindburg and Jim Renkar enjoy the sun and fun of the OTS and Classic crowd at the 2013 VSC in Tucson. They flew out and volunteered their time to judge Old Time Stunt.



Charles Reeves and his lovely wife Nancy take in the scene at the 2013 Vintage Stunt Championships in Tucson this past March. This was Nancy's second trip and she had a great time with all of her new friends.



Allen re-met one of his U.S. Army 399th Band members from Ft. Leonardwood, MO. Ron Beck and Allen were assigned to Ft. "Lost In The Woods" or "Little Korea" during Allen's January, 1971, to January, 1972, stint in mid-Missouri. Ron lives in the Phoenix area and drove over to see Allen on Saturday at VSC.

On their way home, Allen and Wesley Dick met with Andy and Janice Stokay at the Pacific War Museum in Fredericksburg, Texas, and visited a wonderful view of the Pacific War Zone. Allen's father was aboard the USS Nevada on Sunday morning, December 7th, 1941. The Nevada and Allen's dad both survived.



This exquisite quilt was sown by the Mark Smith family, with his wife getting most of the credit. This t-shirt quilt is dedicated to the 25th Anniversary of the 2013 VSC.



Wesley Dick encourages Allen to visit and meet Don Still (2000 PAMPA Hall of Fame recipient) in Don's hometown of Beaumont, Texas, on the way home. Allen was very happy to oblige and met another fine stunt flier and gentleman.



Shown is the front door to the Fredericksburg, Texas, Pacific War Museum. This is a well displayed venue and is equal to any in Washington, D.C.



Whatever you do, don't miss the sign to the Christopher Columbus Park and the VSC, which is held there each year. Look for this event next March in 2014.



Lou Wolgast's own design, the Fury, was the only model chosen as "front row" worthy at VSC appearance point judging. This is a wonderful model that is well-built and flown by Lou.



Charles Reeves and Keith Trostle assist Roy Trantham in trimming his very



nicely finished Dick Mathis Chizler at the 2013 version of the VSC. New Paducah Aero Modeler, Doug Vasseur, with his new Ringmaster at the McCracken County Model Air Park. It's powered by a McCoy .35 Red Head



engine. Doug Vasseur gets his Sterling Yak-9 and Brave ready to fly. A McCoy .19 is in the Brave and a McCoy .35 is on the Yak-9. Red Heads are his favorite power

Iowa, Michigan, Minnesota, Wisconsin

Hello, everybody. It's time again for stuff from District VII. Mostly what I have for this installment are a few photos of new projects from the guys around the Southern Michigan area.

Also, I will again mention the Tour 'D Michigan events that are ongoing. I will have some new stuff from them at a later date.

I would also like to plug our contest here in Westland, Michigan, on August 17 and 18. We fly all PAMPA classes, Classic and Old-Timer. Contact me or Curt Nixon at captcurt@flash.net for more info.

Now let's talk about the new projects from a couple guys in the area.

First, we have Vince Bodde from Jackson, Michigan, who is now threatening to fly Old-Timer with his new Barnstormer shown below in a near-complete state.

Since this photo he has flown it and is quite happy with it.

District VII

by Bob McDonald



Vince Bodde is going to be campaigning this very nice Barnstormer in OTS this year.
Photo by McDonald.

Vince is also working on a Classic plane for this year. It's a Mini Mako that is powered by an AeroTiger .36. Hope to see it soon.

The other new project worthy of mention is Tom Polk's new Stuntquest. Tom is from Farmington, Michigan, and his new creation is based on my Apogee design from several years ago.

The wing was made using the same carbon, balsa, and glass construction that I used on the Apogee 4, but the tail and moments are from the older design more suited to the .60 or .65 power-train rather than the .75 I have been using. He is using a PA .65 and pipe.

The styling is a compilation of several things; the wingtip shapes and rudder are from the Apogee, but the cowl and bottom are from the SV-22 he has been flying for several years. The top of the fuselage was inspired from a photo of an old airplane of mine from late '80s called Questar. The paint scheme is USA-1-ish. All of this inspired him to say it is sort of a Frankenstein creation, and that is so noted under the canopy in one of the photos. It came out weighing about 65 ounces. And I have flown it. It flies *real good!*

The next photo is of the Stuntquest engine and tank installation. What's interesting here is the method used to hold the tank in position. The rear is held with a simple, light ply shelf that the tank slips under, but the front is secured by a small removable aluminum bracket.

The bracket is made of 1/16-inch thick, soft aluminum that is bent into an elongated Z shape. It is secured to the motor mount crutch behind the engine with a 4-40 bolt, and clamps the tank with the other part of the Z bend.

The part that contacts the tank has a 1/8-inch thick piece of balsa glued to it with a piece of RC wing foam stuck to it to give some grip.

To account for tank shimming, you just change the thickness of the balsa pad or add a piece of shim under the bracket where it attaches to the crutch. This works so much better than the old balsa stick glued in between the body sides method that you cut loose and replace every time you need to remove or shim the tank.

Tom has used this in his last two airplanes, and I have it in my latest. You should give it a try.



Tom Polk used some of the thinking from previous Bob McDonald-designed models to produce this very good flying Stuntquest. Photo by Tom Polk.



The Stuntquest features a very interesting and new engine and tank installation scheme. See the text for details. Polk photo.



This photo shows Frankenstein as the pilot on Tom's Stuntquest. Polk photo.

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

—Bob McDonald, My email: bobsp47@sbcglobal.net

Snail mail: Bob McDonald

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District VIII

by Doug Moon

Hello from District VIII. In our first contest of the season, "The Not President's Day, President's Day Contest," it was cold and windy. As our season kicks into gear, it is evident that the winds are not going away anytime soon but the temps are coming around. We have had lots of rain around here and we needed it, too.

The last Texarkana contest was held on May 4 and 5, 2013. This has been the opening PA contest for District VIII for many years.

John Gunn has been the CD for the contest for as long as I can remember. I have many fond memories of making that short, three-hour trip and flying in the two-day format PA event. I am sad to see it go.

I would like to take this opportunity to thank John Gunn and all of the volunteers for running that contest for all these years. The several times I made it over there, I was never disappointed and always had a great time. Thanks again!

The contest featured a two-day format. Two rounds were flown on Saturday, and you kept your best score of the day.

Two rounds were again flown on Sunday, and you added your best score to your Saturday score to get your total.

Jason Greer attended the contest and said the winds were high and temperatures were low. Jackets and blankets were in full effect. This made for some pretty tough conditions, and most of the pilots passed on round 2 on day one as the winds got up around 20 mph.

And from the sounds of it, day two wasn't much better. But from the photos it is apparent that everyone had a good time. The contest results are posted elsewhere in this issue.



Don Cranfill watches as Dale Gleason makes some adjustments to his Impcat (yes that is the correct spelling.) Photo by Shannon Greer.



Here's Jason Greer with his e-powered profile Eclipse. Photo by Steve Kocher.



Joe Gilbert's P-47 surveys its next group of victims as it quietly sizes up the competition in the pits at the Texarkana contest (Should I strafe them or just beat them up on the scoreboard? Decisions decisions...) Photo by Shannon Greer.



Joe Gilbert and his P-47 are ready to drop the hammer. Photo by Steve Kocher.



Dave Ek is ready to instruct his profile through the pattern. Photo by Steve Kocher.



This is Louis Keller Jr. and his Vector. Steve Kocher photo.



Texarkana contestants and crew. Steve Kocher photo.



CD John Gunn poses with his Magician. Thank you John for all the great contests. Photo by Steve Kocher.



Terry Tucker with his profile at Texarkana. Photo by Steve Kocher.



Andy Stokey with his profile at Texarkana. Photo by Steve Kocher.



Stephen Jeansonne with his Tutor at Texarkana. Photo by Steve Kocher.

Dale's new ship

Dale Gleason has been hard at work this winter/spring, and here's what he has to say about his new plane:

"I'm trying to build a plane that will fly better in turbulence; I hope it works. The wing is really thick at the root, and the leading edge is really blunt. The idea is that it won't get a death wish when it's pointing at the ground.

"There's a pretty strong leading edge taper, too, keeping the tip area down. That, combined with a relatively low-aspect ratio wing, will hopefully allow this model to grind through turbulence without so much upset. It has a scosh longer tail moment, again for more stability. The longer tail moment, coupled with balanced elevators, might give it stability and corner.

"I'm also hoping it will unload some of the arthritic wrist load I sometimes experience. Maybe I can fly the corners with my wrist instead of my elbow. I know judges don't watch the flier, just the plane, but someone flailing around as though he's swatting at bees is distracting to me when I'm judging. Can't help but notice...

"The wing for this ship was built-up and then sheeted with balsa. It's pretty hard to get good balsa these days. George Hamby laser-cut the ribs and did a great job. I built it on rods, but instead of one long rod, I used two shorties.

"I built two equal wing halves on three-foot rods, so it was easier to handle them during construction; just join the two together when done. I molded the rear turtle deck. (I'm kind of new at molding, so it took two tries to get one that worked.) Finally, the landing gear is a wing-mounted carbon gear, curved a little and slanted forward a little. Only problem is, I have a situation sort of like that cute little lizard on TV: 'Someone please help me, for I have sheeted over my landing gear plates!'

"The motor mount rails are lower than those in my previous planes; I've seen vertical CG problems that I hope to fix. The drive train is the ROJett .76 with the light weight ROJett pipe driving a two blade Eather prop.

"I based this design on ideas I got from Richard Oliver and Oba St. Clair. Gotta' go sand some more..."

—Dale

Thanks, Dale, for the information on your newest plane. I know Dale has worked extensively with Richard Oliver over the years, and I am quite certain that the model produced from



Fitting the RO Jett 76 into the new Impcat V.



Another view of the Impcat V.

Richard and Dale's knowledge base will be an excellent flier. I can't wait to see it.

DMAA Spring Warm-Up

On April 28 and 29, 2013, the DMAA held their annual Spring Warm Up. Patrick Hempel was the CD. Speed and racing events were held on Saturday. The results can be found here: <http://stunthanger.com/smf/index.php?topic=31345.0>.

On Sunday the carrier contest was held. I have seen the carrier contests over the years and always thought it looked pretty easy on the one hand—the fast portion—and very difficult on the other hand—going slow and trying to hit the deck. A few months back Bill Bischoff, our local multiple Nats Carrier Champion, offered Steve and me a ride on his "Mule," a Hellcat profile.

He set up a couple of markers on the circle, and Steve and I tried to hit them as if we were hitting the deck. It's hard to hit that tiny little stretch of runway. I can't imagine doing it in a



A side view of Dale Gleason's new Impcat V.

jet fighter at night with no lights on!

Bill offered to let me fly his Mule in the contest on Sunday in the Sportsman Profile class. I made it through my first flight, and I even landed it on the deck and caught the tailhook! It took a few passes but I did get it.

On my second flight I got a bit more aggressive with my slow flight portion and ended up touching the grass. The flight was over, as that is considered crashing into the ocean. David Russum took top honors in Sportsman Profile.

The contest was so relaxed. All the classes fly together. You just sign up on the sheet when you are ready to go, and the timers keep your numbers and count your laps and mark it all down.

The DMAA is a well-oiled machine when it comes to contests. I want to thank Bill Bischoff, Bill Lee, Terry Kirby,

and Phil Dunlap for their work at the contest so we could fly and have fun. If you haven't had the chance to try carrier and you get a chance, go for it. At the very least you will have some fun!



Bill Bischoff in slow flight with his Zero.



Dale Gleason launches Dave Ek's A-7 Corsair.

That's all I have for this time. Please send me any pictures and/or information for anything happening in your area.

Thanks. **SN**

—Doug Moon

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

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

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

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



District IX

by Jack Pitcher

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

It's early May at this writing, and I suspect that most of District IX is still fighting off the effects of a late winter as we are here along the Colorado Front Range. There has been a plentiful supply of snow, wind, and some genuine blizzards well into May with little reported spring time flying as of yet.

Niner's at VSC

A few of our district members made the pilgrimage down to Tucson in March in search of some flying and hopefully a little sun. Jim Lee flew in both Old Time and Ignition. Jim captured the First Place trophy in Ignition with his Atwood-powered Go Devil.

Chris Brainard flew in both Old Time with a Jameson and in Classic with his Aero Tiger .36-powered, Bob Hunt-designed Caprice. Mark Gerber competed in Classic with his Charles Parrott-designed Ryan PT-20, also Aero Tiger-powered. Linda Brainard served as a judge for the Classic competition, and on the administrative side Lila Lee handled Airplane Data and Registration Check-in. Full VSC contest results can be found on the Cholla Choppers MAC website.



Chris Brainard's Caprice awaits scrutiny on the VSC appearance judging line. Mark Gerber photo.



Here's Chris Brainard with his Jameson ready in the Old Time pit. Mark Gerber photo.



Mark Gerber's Ryan PT-20 is ready for a morning flight at VSC. Jim Negro photo.



Mark Gerber landing his Ryan on Circle #1 in Tucson. Jim Negro photo.

Topeka Stunt

A group of Topeka fliers hit the circles for their first spring flying session on the last Sunday in April. They were greeted with a 12 mph wind but persevered and got in some good flying. Thanks to Dave Tribble for the accompanying photos.



Darwin Ulledahl and Jim Lee with Darwin's Millennium Rabe Mustang. Dave Tribble photo.



Jim Pescetto fuels his Score with Jim Lee assisting. Tribble photo.



Darwin's Ulledahl's Sig Fazer. Tribble photo.



Dave Tribble's latest Desperado, with RO Jett .61 power, waits on the line for test flights. Tribble photo.



Jim Lee with his Fox .35-powered Nobler. Tribble photo.



Paul Willard's Buster with a .25 FP. Tribble photo.

New Stunt Club

It's official! As of May 8, 2013, the Colorado Control Line Aerobatics Club (CCLAC) is now an official AMA chartered club (#5151). There hasn't been a lot of focused Stunt activity around the Front Range area of Colorado in the past few years. Stunt fliers have been scattered around flying in ones and twos here and there.

A small group of us decided to take the step of forming a new Stunt-focused club. Our intent is to create a focal point to pull together those scattered Stunt fliers and improve the fortunes of Stunt around these parts. Our goal is to be able to fly together in larger numbers at a common site where everyone knows that Stunt can be found on any given day.

If you're interested in Stunt in Colorado and would like to participate or to know more, you can reach me through my listed contact information at the end of this report.

Projects

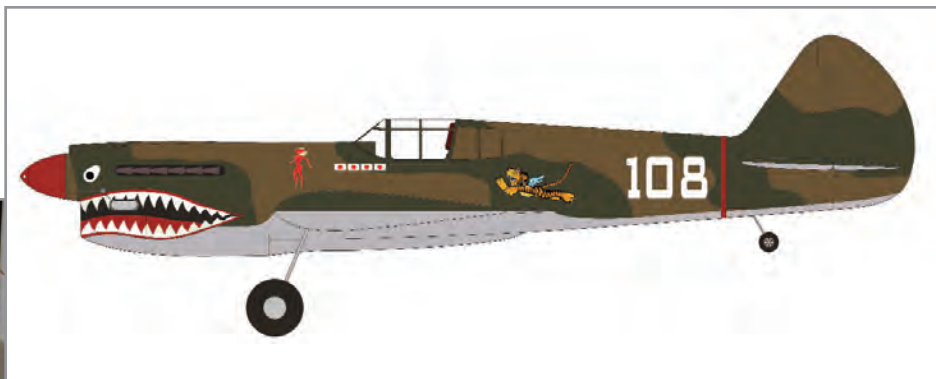
Mark Gerber has a Charles Parrott-designed P-40 underway in his shop. Here's a short report from Mark:

"First is a picture of the completed wing for my Parrott P-40. Second is a drawing I made to see what it would look like in a

Flying Tigers color scheme. I do these by converting the CAD outline of the model to JPG and then filling in the colors with a Paint or Photoshop program. Makes a good way to visualize before you commit to a color scheme."



This is the completed wing for Mark Gerber's Charles Parrott-designed P-40.



This is the proposed Flying Tiger color scheme for Mark's P-40. You can view a full color rendition of Mark's Flying Tiger scheme in your down-loadable version of Stunt News.

That wraps it up for this report. By the time this issue is released we will be well into the flying season, and I hope you all will have filled my in-box with photos and reports for our follow-on columns. You can reach me by email at mjpitcher67@gmail.com or call me at 970-460-0682.

See you on the circle. Be safe and keep your hands out of those props! **SN**

—Jack

District X

by Jim Hoffman

Arizona, California, Guam, Hawaii, Nevada, Utah

Blue Angels Trainer: Bill Toschik and Russ Schaeffer, of Klamath Falls, Oregon, shared some photos of their Blue Angel profile. Bill was a longtime Phoenix flier and migrated to the Northwest many years ago. This nice-looking profile shows what can be done with a straight wing and a creative trim scheme.



This Blue Angels Trainer is the work of Russ Schaffer and Bill Toschik of Oregon

Ed Capitanelli

Happy belated birthday to Ed Capitanelli of Tucson! Ed turned 80 years old recently and enjoyed a little celebration at his home. Ed continues to build, fly, compete, and judge at our local stunt contests and always has a smile and a warm greeting for his old pals.



Left: Peggy and Ed Capitanelli celebrate Ed's 80th birthday

Palmer Contest 2013 Memorial

I was fortunate to attend this year's Palmer Contest at Whittier Narrows in South El Monte, California, on the weekend of April 27/28, 2013. Once again this contest produced many, many smiles and a great time for all. The flying results are likely printed elsewhere in *Stunt News*.

I'd like to thank the people who do the actual heavy lifting work necessary for the rest of us to play. Alphabetically: Pat Akers, Andy Borgogna, Bill Byles, Joel Chesler, Dennis Coleman, Tom Collier, Ray Firkins, Maryann Harness, Randy Heydon, Mike Jones, David Kick, Larry Renger, Eric Rule, Al

Shorey, Stan Tyler, Rich Walbridge, and Warren Walker. Apologies if I accidentally omitted anybody.

The contest attracted a lot of stunt talent from the West Coast, including Bill Ervin, Steven and Reuben MacBride from Las Vegas, Phil Granderson from Oakland, California, Dave Riggs from Prescott, Arizona, Russ Bates from Inyokern, California (near China Lake), Dave Sabon of Ramona (near San Diego), Gary Gingerich of Safford, Arizona, as well as eventual overall Palmer Trophy winner, Bob Whitely, from Tucson.



Dave Sabon flew his P-47 in Expert at the Palmer Memorial.



CD Warren Walker presents Trey Heyworth with the Most Fun award at the Palmer contest.



Ray Firkins won the Classic event at the Palmer contest with his Heinz 57.



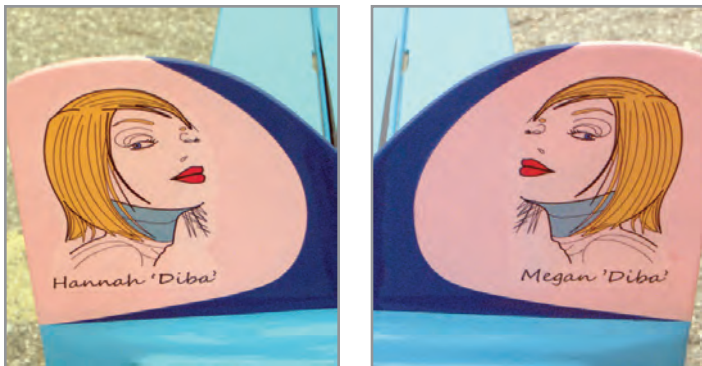
Note the complex bottom of Igor's Stalker .76-powered, take-apart Extra 300.

The weather and facility were excellent, and that always contributes to the success of an event. I particularly enjoy sitting in the shade trees between flights. Unfortunately, the trees also generate a little turbulence when the wind comes up. The club

had recently patched the circles to smooth and fill in the cracks in the pavement. There was hot food available on site both days. I enjoyed having hot coffee available each morning at the flying site.



This spectacular Extra 300 is the work of Igor Panchenko. Photos do not do justice to this handmade composite aircraft



Richard Walbridge's Diva paid tribute to his daughters, Hannah and Megan.



Bill Ervin flew his beautiful Cobra at the Palmer contest.

Highlights include awarding the Most Fun plaque to young Trey Heyworth. Trey is the grandson of Bill Heyworth, who

passed away last year. Bill had been a driving force of the Palmer contest, and his efforts and presence will be missed.

I know that Trey's father Kenny also had a great time and appeared pleased with the award. The Palmer contest remains in the good hands of the Knights of the Round Circle in the LA area. I am confident it will thrive for years to come.

The Palmer trophies were unique, sheet-metal plaques featuring a photo of Bob Palmer. Warren Walker made the sheet-metal base in his shop and bartered for the gold nameplates with a local trophy shop. The club made the stencils and did the assembly work.



This is a partial lineup of the Classic planes at the Palmer Memorial contest.



Steven MacBride brought his Classic Blue Angel to the Palmer Memorial.

There was a raffle at the end of each day of competition; Warren had gathered up a huge pile of prizes to give away, including kits, tools, glue, fuel, and items I fail to recollect. There were so many prizes that it was not unusual for an individual to win several prizes.

Another highlight of the Palmer contest was the evening social events. On Saturday night Warren Walker opened up his renowned man cave and feed us as well. On Sunday, post contest, Joel and Diana Chesler did the same at their home. The food and hospitality at both venues was wonderful and make the trip something I look forward to annually.



Kestas Dvorydis flew this Shark at the Palmer contest.

Warren Walker's man cave has some very noteworthy airplanes stored, including Jim Armour's Tucker and Gypsy, a Larry Fernandez PT-22, and a 2X Flight Streak (with a 900-square-inch wing!).

One of the lesser publicized highlights at Warren's home is his adjacent vegetable garden. Fellow gardener Kirk Mullinix and I always look forward to touring the magnificent garden whenever the opportunity permits. *SN*



Dave Sabon and Richard Walbridge take a break at the Palmer Contest to inspect Richard's Diva.



Ray Firkins shows how it's done at the Palmer Memorial.

Alaska, Idaho, Montana, Oregon, Washington

Flying season arrived, along with the second wettest April since records were kept in this part of the country. In spite of that, The Portland Fireballs had their Jim Walker Memorial contest, AKA the "Spring Tune Up."

The weather was more than tolerable; in fact, very nice! There were light breezes—a little too light for most of us—with some cloud cover. Along with almost all of the PA events, they had racing, speed, carrier, and combat. It was well-attended and well-run. It was quite a complete weekend.

There were a few new airplanes as well as some new competitors. One of the new competitors was Daniel Johnson, who showed up to fly in Intermediate PA. He was flying a well-worn, hand-me-down Profile Oriental. It was recognizable by the Japanese writing on the fuselage.

Well, it was one that I built in 2005! It was passed around and ended up in good hands. Daniel is eager to learn and his dad Duke has him on the right track seeking advice on all aspects of modeling. The whole family is involved, and we look forward to seeing them in the future.

Another new flier, at least at this contest, was Dave Denison, flying his own-design electric Finesse. By all accounts it's an excellent flying airplane. We look forward to seeing Dave at future events; he is not new to modeling, having spent many

District XI

by Mike Haverly



Here are Daniel Johnson and his dad, Duke, with the hand-me-down Profile Oriental. This was Daniel's first ever official flight. The nerves were evident. We all have been there, Daniel. Haverly photo.

years in RC. He is a craftsman, evidenced by his attractive airplanes, and he will be a contender soon.



Here are Bruce Hunt and Dave Denison. Bruce had just flown Dave's Finesse and reported that it was one of the best models he had flown. Very high praise from Bruce! Haverly photo.

Tim Westcott had his new Fancherized Twister he calls Sister Jenny. It sports tricycle gear and flies quite well. Tim is showing constant improvement climbing up the ladder of the PAMPA classes.

Chris Cox and Alan Resinger from Canada showed up with their new electric Crossfires designed by Bob Hunt. Both models are gorgeous and are going to be serious contenders in any contest.



Chris Cox is ready for an official flight with his new take-apart Crossfire. Haverly photo.



Here's Alan Resinger's stunning, new Bob Hunt-designed Crossfire XLS.

Bruce Hunt had his new Stiletto to show off but not quite ready to fly. Another fine job by Bruce, and it would make Les McDonald happy if he ever got to see it in person.



Bruce Hunt's new Stiletto is awaiting flight tests. This is Bruce's first attempt at automotive finishes. *Flying Lines* photo.

Paul Walker has a new one also, but it didn't make the trip due to "technical difficulties." He more than handled the competition with last year's model.



This is Paul Walker's not-ready-for-prime-time Predator. Paul is not afraid to try new technology. Rest assured that has all the new "stuff" installed. Walker photo.



Chris Cox launches Paul's Impact. You can guess the results. Another 600+ point flight and another win. Haverly photo.



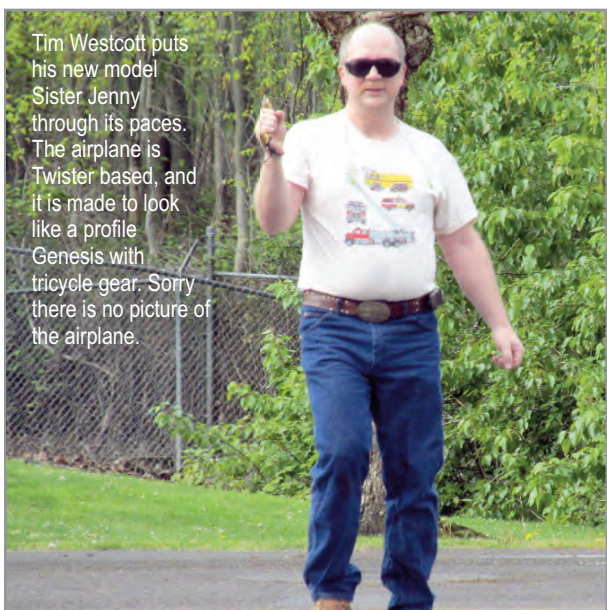
Pete Peterson's Caprice at rest after kicking everyone's tail in Classic. Haverly photo.



Food, of course! The Fireball's served up lunch.



This is the lineup for Profile Stunt competition. This event started out as an add-on event to be flown for fun. Make no mistake, it is still fun and has grown to be a very popular and competitive event.



Tim Westcott puts his new model Sister Jenny through its paces. The airplane is Twister based, and it is made to look like a profile Genesis with tricycle gear. Sorry there is no picture of the airplane.

Scores should be posted elsewhere in this issue, and for complete results for all events, visit www.flyinglines.org/index.html.

A sad note for the district is that Fireballs member, Geoff Christianson, died after suffering a heart attack at home on Saturday morning. Geoff was one of the "good guys," always ready to help and with a smile on his face. Condolences from all of us CL fliers to the Fireballs and Geoff's family.

More district news concerns flying fields. Jerry Eichten reports that a new venue is being prepared at McMinnville, Oregon, to replace the one next to the museum. Anyone who has been there knows what a lovely area it is.

The other news is a bit troubling. The Eugene Prop Spinners have found out that they are in jeopardy of losing their field at the airport. It is not only their regular flying field, but also the sight on which the Northwest Regionals is held annually. We are all holding our breath on this one. Stay tuned!

Long time district contest coordinator Dick Salter has stepped down. His duties have been assumed by Mike Hazel. Mike is very capable and we are fortunate the he is willing to take on more responsibility.

Flying season is here! Be happy, help someone new, and fly stunt! **SN**

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Contests

Contest Calendar

For up-to-date listings see the PAMPA Web site: <http://www.control-line.org> . 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. Submit contest ads to Gene Martine, gmfflying@bellsouth.net .

Events marked with an asterisk use nonstandard rules. Contact CD for details.

2013 Contests:

June 15, 16

Dallas Area Summer Heat (DASH), Garland Hobby Park,
E. Northwest Highway and Garland Rd., Dallas, TX

Saturday: Old Time, Classic

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Mike Scott, (214) 478-6263, Mikescott15@gmail.com

<http://www.dmaa-1902.org>

June 22-23

Stunt-A-Thon, Thun Field (Pierce County Airport),
Meridian Ave. E and 186th St, Puyallup, WA

Saturday: Old Time, Classic, Profile*

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Dave Gardner, 15107 SE 145th PL, Renton, WA 98059,

(425) 235-5190, davegardner55@msn.com

<http://flyinglines.org/skyraiders.html>

June 23

Midsummer Stunt Fest, 44643 County Road 29, Davis, CA
(1.4 miles east of County Road 102)

Old Time, Stunt 25*,

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CDs: Walt Ghio, 1380 Elkhorn Drive, Stockton, CA 95209,

(209) 478-8225, flbwalt@comcast.net,

Pete Cunha, 6433 Shady Springs Way, Citrus Heights, CA 95621,

(916) 541-0593, laguna3@surewest.net

www.aeromaniacs.com

June 30

GSCB June Stunt Meet Part Two

George L Gaydos Field, Two Bridges Rd., Lincoln Park, NJ

Precision Aerobatics (Beginner, Intermediate*, Adv.*, Expert*)

CD: Ed Barry, (908) 359 0288, ekbarry@comcast.net .

<http://www.gscb.us/>

June 30

1/2A Fun Stunt Event, Rice Mill Road flying site, Richmond, B.C.

1/2A Stunt for models of military aircraft*

Contact: Bruce Duncan, a.b.duncan@shaw.ca

July 7

NEVRC CL Stunt Competition, NEVRC Field,

Kubie Dr., Sugarloaf, PA, N 41.01273, W 76.13457

Take exit 256 south from I-80, turn R on T-429 Pecora Rd.

Take Pecora Rd. for several miles, turn R on Red Rock Rd.,

pass over I-80, turn R on Kubie Dr.

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Bernie Suhamski, (570) 574-6894, bernie@pa.metrocast.net

Contact: Jen Fedorick, (570) 956-5348, jenfedorick@yahoo.com

<http://nevrc.org>

July 14-20

AMA Nats, Muncie, IN See separate announcement.

July 20-21

Western Canada Stunt Championships,

Rice Mill Road flying site, Richmond, B.C.

Saturday: Old Time, Classic, Profile *

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Keith Varley, kvarley3@gmail.com

July 27-28

Mike Olson Memorial Control Line Contest,

57th Annual Red River Valley Championships

Trefoil Park, Fargo, ND

Park entrance is at Elm St. and 14th Ave. N.

Saturday: Classic, Precision Aerobatics (Beginner, Advanced)
preliminary rounds

Sunday: Classic, Precision Aerobatics (Beginner, Advanced) finals

CD: Paul Kegel, (701) 237-5814, paulsmod@aol.com

August 3-4

The Great American ARF-OFF, 44643 County Road 29, Davis, CA
(1.4 miles east of County Road 102)

Saturday: Stunt Clinic with the local hotshots

Sunday: The Great American ARF-OFF*

CD: Jim Aron, c/o Pacific Western Mortgage Group,

2354 Powell Street, Suite B, Emeryville, CA 94608,

(510) 654-2200, UncleJimby@aol.com

www.concentricbehavior.com

August 4

Precision Aerobatics, Mountainview Park, Middlesex, NJ
Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
CD: James Vigani, (908) 658-9604, jfv@vts3d.com

August 10-11

Prairie Fire Stunt Contest, Namao School, corner of Hwy 37 and Hwy 28, Namao, Alberta, <http://goo.gl/maps/ptTzz>
Saturday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
Sunday: N30, Profile*
CD: Bruce Perry, 419 Klarvatten Lake Wynd, Edmonton AB T5Z 3B9, (780) 478-0429, Bruce@magicbus.ca

August 10-11

Jim Coll Memorial Stunt Contest
6035 Shiloh Camp Road, 2 miles SW of Hurlock, MD
Saturday: Old Time (Intermediate, Advanced and Expert combined), Profile* (Beginner, Intermediate, Advanced, Expert)
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
CD: Tim Stagg, 410-310-9534, tstagg@goeaston.net
<http://www.esacclub.org/>

August 10-11

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, Adv., Exp.)
Contact: Pete Ferguson, (206) 930-6221 pferg3@comcast.net
<http://flyinglines.org/skyraiders.html>

August 10-11

Sir Dale Kirn's Knights Joust, Whittier Narrows Park, South El Monte CA, 60 Freeway and Rosemead Blvd.
Saturday: Old Time, Classic, ICC*, Profile Sportsman*, Precision Aerobatics (Beginner, Intermediate)
Sunday: Profile Competitor*, Precision Aerobatics (Adv., Expert)
CD: John Wright, (562) 420-9018, jowrightpe@hotmail.com
<http://www.kotrc.org/>

August 11

West Ohio Stunt Contest, club field behind Wegerzyn Gardens Metro Park, 1301 E. Siebenthaler Ave., Dayton, OH
Classic*, Profile*, ARF*, Precision Aerobatics (Beginner, Intermediate*, Advanced*, Expert*)
CD: Bruce Reynolds, (513) 705-0660, reynolbw@cinci.rr.com
<http://buzzinbuzzards.weebly.com/>

August 11

Flint MI Stunt Meet, Stanley Broome Park, Flint, MI
CD: Dan Miles, (810) 618-6370, dmiles70@comcast.net

August 17-18

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
<http://www.paducahaeromodelers.com/>

August 17-18

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 81st St. NW, turn right at Maloof Park.
Saturday: Precision Aerobatics (Beginner, Int., Advanced, Expert)
Saturday or Sunday (TBD): Old Time
Contact: Richard L. Perry, 427 Live Oak Lane NE, Albuquerque, NM 87122, (505) 856-7008 or (505) 263-0763, tailhooker@comcast.net
<http://www.nmccla.org>

August 17-18

Michigan Stunt Championships, Signal Seekers RC Club field, 3821 South Henry Ruff Rd., Inkster MI
Saturday: Old Time, Classic, Profile*
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
CD: Curtis Nixon, (734) 261-8134, captcurt@flash.net
<http://www.michigansignalseekers.org/>

August 18

Stunt in the Berkshires
Boyd Company, 501 Pleasant Street (Route 102), Lee, MA
Take exit 2 off the Mass Pike, heading towards Stockbridge.
Precision Aerobatics (Beginner, Intermediate*, Adv.*, Expert*)
CD: Bill Hummel, (518) 766-9432, camphummel@hotmail.com

August 24-25

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, Adv., Exp.)
CDs: Walt Ghio, 1380 Elkhorn Drive, Stockton, CA 95209, (209) 478-8225, flbwalt@comcast.net, Doug Barton, 160 Park Ave., Woodland, CA 95695, (530) 662-6469, dbarton@woodlandaviation.com

August 24-25

Fellowship of Christian Modelers FCM at AMA

AMA, E. Memorial Drive, Muncie, IN

Saturday: Classic, Old Time, Profile *

Sunday: Precision Aerobatics (Beg., Int., Adv., Exp., Masters*)

Contact: Allen Goff, 2100 N Carrolton Dr., Muncie, IN 47304,

(765) 759-7473, fcm95@comcast.net

www.fcmodelers.com

August 31-September 1

Charles Ash Memorial Greater Southwestern Championships

Garland Hobby Park,

E. Northwest Highway and Garland Rd., Dallas, TX

Saturday: Old Time, Classic, Profile*

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Tom Farmer, (972) 262-4772, tom.farmer@sbcglobal.net

<http://www.dmaa-1902.org>

August 31-September 1 (tentative)

US F2B Team Trials, AMA, E. Memorial Drive, Muncie, IN

Contact: Randy Smith, TSC Chairman, 980 Winnbrook Drive,

Dacula GA 30019, (678) 407-9376, Randy aero@msn.com

September 7

Indiana-Kentucky Stunt Championship

Clark County Airport, Sellersburg, IN

Old Time*, Nostalgia 30, Profile*, Precision Aerobatics

Beginner, Intermediate, Advanced, Expert classes in all events

CD: Allen Burnham, (502) 544-3476, allensmail@yahoo.com

<http://www.skyliners.us/>

September 7-8

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, Adv., Exp.)

Contact: Howard Rush, (425) 746-5997, hmrush@comcast.net

<http://flyinglines.org/skyraiders.html>

September 14

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 15

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*, Adv.*, Expert*)

CD: Rich Giacobone, 438 Hillside Ave,

Palisades Park, NJ 07650-1314, (201) 947-9638

ED: Roy Ward, (973) 402-0925, team4ward@aol.com

<http://www.gscb.us/>

September 21-22

Broken Arrow 26 Stunt and Scale Contest

Buder Park, Valley Park, MO

Take exit 272 north from I-44, turn right at Meramec St.

Basic Flight (Junior and Senior)*, Profile*, Classic/Nostalgia 30*, Old Time,

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Robert Arata, (636) 391-0272, srarata@att.net

September 21-22

Meet 'n Meat XV, 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, c/o Pacific Western Mortgage Group,

2354 Powell Street, Suite B, Emeryville, CA 94608,

(510) 654-2200, UncleJimby@aol.com

www.concentricbehavior.com

September 21-22

Akron-Cleveland Stunt Championship

Military Aviation Preservation Society,

2260 International Pkwy, North Canton, OH

Saturday: Old Time, Classic, Profile*, ARF*

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Ray Rowh, 3642 Wadsworth Rd, Norton, OH 44203,

(330) 825-2875, ray3toes@gmail.com

Contact: Roger Strickler, (330) 645-1435, rstrickler1@neo.rr.com

September 28

NVCL Stunt Fest, Meadowood Special Recreation Management

Area, 10207 Old Colchester Rd. Lorton VA

Old Time, Precision Aerobatics (Beginner, Int., Adv., Exp.)

CD: Dick Houser (703) 489-5647, yvech8v@verizon.net,

www.nvcontrolline.com

September 28-29

Oklahoma Control Line Championships

Reeves Field, Catoosa, OK, 36.166307, -95.686659. 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/N30, Profile*

Sunday: Precision Aerobatics (Beginner Junior, Beginner Senior-Open, Intermediate*, Advanced*, Expert*)

CD: De Hill, 5811 So. Utica, Tulsa, OK 74105, (918) 743-4912,

dfhill@juno.com

www.tulsacl.com

September 28-29

Karl Marschinke Memorial

Christopher Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ

Saturday: Old Time, Classic-Super70s*

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Lou Crane, (520) 459-0546, loucrane@cox.net

www.ccmaonline.org

October 5-6

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: 1cc Stunt*, Old Time, Profile Sportsman* (Beginner and Intermediate), Precision Aerobatics (Beginner, Intermediate)

Sunday: Profile Competitor* (Advanced and Expert), Classic,

Precision Aerobatics (Advanced, Expert)

CD: Bill Barber, (805) 241-0453, barcam@verizon.net

<http://sites.google.com/site/valleycircleburners/>

October 5-6

Fall Follies, Bill Riegel Model Airpark, Salem Airport, Salem, OR

Saturday: Old Time, Classic-Nostalgia 30*,

Profile* (Sportsman, Expert)

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Mike Hazel, P.O. Box 505, Lyons, OR 97358,

zzclspeed@aol.com

<http://www.flyinglines.org>

October 6

Jim Tichy Memorial Vintage Stunt Contest

John F. Kennedy Memorial Park, Napa CA

Old Time, Classic

CD: Jim Aron, c/o Pacific Western Mortgage Group,

2354 Powell Street, Suite B, Emeryville, CA 94608,

(510) 654-2200, UncleJimby@aol.com

www.concentricbehavior.com

October 13

GSCB Fall Air Show, 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)

Precision Aerobatics (Beginner, Intermediate*, Adv.*, Expert*)

Old Time, Classic CD: Mike Cooper, (973) 770-0263,

mcooper@asco.com

Precision Aerobatics CD: Mike Ostella, (201) 704-7081,

mike.ostella@verizon.net

<http://www.gscb.us/>

October 19-20

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, Adv., Exp.)

CD: Everett Shoemaker, (252) 633-4128,

evjoshoe@embarqmail.com

October 19-20

Lee Lorio Memorial Control Line Stunt Championships,

Independence Park, 7500 Independence Blvd., Baton Rouge, LA
Circles are immediately east of Liberty Lagoon water park.

Saturday: Old Time, Classic/N30, Warbird*, Profile*

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Doug Patterson, (225) 629-0290 (home),

(225) 270-2181 (cell), jd3patterson@gmail.com

October 19-20

35th Annual Golden State Stunt Championships, Madera Airport,
Madera, CA, <http://g.co/maps/deq47>

Saturday: Old Time, Classic

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

Contact: Brian Massey (559) 908-9431, bjmassey2@gmail.com

<http://www.californiacarclubs.com/GSSC.htm>

November 2-3

Southeast Stunt 'n Fun, MCRC Field, 7315 71st Ave E., Palmetto,
FL, N27.57962, W82.49150, <http://tinyurl.com/mcrcmap>

Saturday: Beginner Precision Aerobatics, Old Time, Nostalgia 30

Sunday: Precision Aerobatics* (Intermediate, Advanced, Expert)

CD: Wayne Smith, (813) 251-0575, kamwns@verizon.net

www.manateerc.com

November 2-3

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, Adv., Exp.)

CD: Norman E. Faith, 157 West Lake Rd., El Dorado, AR 71730,

(870) 864-6772, circlepilot@suddenlink.net

<http://www.jasong.rchomepage.com/masaHome.html>

Contest Results

Not Presidents' Day Contest

February 16, 2013, Dallas TX

Results from Tom Niebuhr, CD

Old Time

Judges: Don Hutchinson, Steve Jeansonne

1	Mike Scott	313	Jamison Spl.	Aero Tiger .36
2	Don Cranfill	312	Stinger	Thunder Tiger .36
3	Dale Gleason	308.5	Wildman 60	Orwick .64
4	Tom Hamlet	275	Super Clown	OS .25LA

Pull test: Steve Thornton

Tabulation: Priscella Scott, Sheila Cranfill

Food: George Hamby, Linda Gleason,

Sheila Cranfill, Priscella Scott, Sandra Lee

Classic was canceled because of wind.

Jim Walker Memorial

April 20-21, 2013, Portland, OR

Results from flyinglines.org

<http://flyinglines.org/jimwalker.13.html>

Expert

Judges: Don McClave, Bruce Hunt

1	Paul Walker	601
2	Chris Cox	577.5
3	Alan Resinger	560.5
4	Mike Haverly	534
5	John Leidle	527
6	John Thompson	501.5
7	Leo Mehl	449.5

Advanced

Judges: Leo Mehl, Pete Peterson

1	Dane Covey	509.5
2	Floyd Carter	489
3	Mike Massey	466.5

Intermediate

Judges: Dave Royer, Scott Riese

1	Jim Harper	490
2	Tim Wescott	453
3	Russell Shaffer	439
4	Mike Denlis	369
5	David Denison	317

Beginner

Judges: Richard Entwistle, Jim Harper

1	Tom Brightbill	244
2	Jerry Olson	224.5
3	Daniel Johnson	128

Classic

Judges: Leo Mehl, Alan Resinger

1	Pete Peterson	545.5
2	John Leidle	528
3	John Thompson	500.5
4	Dane Covey	497
5	Rex Abbott	417

Old Time

Judges: Scott Riese, Alan Resinger

1	Pete Peterson	313.5
2	Dave Royer	310.75
3	John Thompson	268.75
4	Russell Shaffer	184.5
5	Rex Abbott	162

Profile Expert

Judges: Leo Mehl, Dave Royer

1	Jerry Eichten	550.5
2	Bruce Hunt	514.5
3	Mike Haverly	509
4	John Thompson	490.5

Profile Sportsman

Judges: Leo Mehl, Dave Royer

1	Dane Covey	480.5
2	Tim Wescott	467.5
3	Richard Entwistle	451
4	Russell Shaffer	427

CD: Dave Royer

Fun Day

May 4-5, 2013, Davis, CA

Results from Clint Ormosen, Co-CD

Expert

Judge: Lanny Shorts

1	Brett Buck	555
2	Jim Aron	546
3	Jim Rhoades	528
4	Paul Pomposo	502

Advanced

Judge: Brett Buck

1	Pete Cunha	488, 459
2	Bob Duncan	488, 0
3	Carter Fickes	483
4	Brian Moore	476
5	Heman Lee	438
6	Larry Wong	432
7	Michael Scholtes	422

Classic

Judge: Clint Ormosen

1	Jim Rhoades	529
2	Pete Cunha	483
7	Lanny Shorts	458

Old Time

Judge: Jim Aron

1	Bob Duncan	270.5
2	Jim Rhoades	256.5
3	Doug Barton	251.5

Stunt 25

Judge: Paul Pomposo

1	Pete Cunha	486
2	Brett Buck	446
3	Lanny Shorts	427
4	Heman Lee	413
5	Mike Scholtes	403

CDs: Clint Ormosen, Walt Ghio

Field prep: Doug Barton, Pete Cunha,
Cleon and Lewis Lingwood,
Brian Moore, Bob Duncan

North Georgia Stunt Meet
 April 20-21, 2013, Ellijay GA
 Results from Tom Dixon, CD; Eric Viglione

Expert

1	Bob Dixon	517.5	Nobler	Fox .35
2	Wayne Smith	510	E-Tracer	Electric
3	Jim Smith	401.5	E-Tracer	Electric

Advanced

1	Ronnie Thompson	492	Original	Double Star .54
2	Sam Niebel	476	E-Tracer	Electric
3	Rollin Keszler	458.5	Vector 40	Brodak .40

Intermediate

1	Steve Drake	419.5	Nobler	Electric
2	Leroy Polk	390.5	Time Machine 40	OS .46LA

Beginner

1	Bill Gray	199.5	Twistmaster	OS .46LA
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Judges: Richard Schneider, Tom Dixon,
 Bob Dixon, Doug Patterson
 Tabulation: Jim Pearson, Becky Dixon

Nostalgia 30

1	Bob Dixon	536	Nobler	Fox .35
2	John Simpson	532	Cavalier	Aero Tiger .36
3	Tom Morris	501.5	Cavalier Prof.	Electric
4	Steve Drake	431	Nobler	Electric
5	Leroy Polk	396	Jamison Spl.	Brodak .40

Old Time

1	Wayne Smith	248	Barnstormer	OS .25LA
2	Leroy Polk	221	Jamison Spl.	Brodak .40
3	Sam Niebel	220	Barnstormer	OS .25LA
4	Jim Smith	201	Sterling Mustang	OS .25LA

Profile

1	Tom Morris	493.5	Cavalier Prof.	Electric
2	Rollin Keszler	478	Primary Force	Brodak .40
3	Leroy Polk	398	Time Machine 40	OS .46LA
4	Steve Drake	306.5	Banshee	Electric

Bob Palmer Memorial

April 27-28, 2013, South El Monte CA
 Results from Stan Tyler

Expert

Judges: Bill Byles, Dennis Coleman

1	Bob Whitely	577
2	P.T. Granderson	569
3	Kirk Mullinix	547.5
4	Bob Harness	542.5
5	Dave Sabon	542
6	Jim Hoffman	535.5
7	Stan Tyler	532.5
8	Bill Ervin	529.5
9	Kestas Dvarvydis	527
10	Jim Rhoades	518.5
11	Igor Panchenko	511.5
12	John Wright	493
13	Richard Walbridge	441

Advanced

Judges: Stan Tyler, Antone Kephart

1	Mark Wasnick	509.5
2	David Riggs	494
3	Steven McBride	484
4	Larry Renger	481
5	Osvaldo Campos	472
6	Gary Gingrich	471.5
7	Kenny Heyworth	468.5
8	Al Shorey	426
9	Fred Staley	399.5
10	Walter Hicks	363.5

Intermediate

Judges: Rich Walbridge, Ray Firkins

1	Kenny Heyworth	490
2	Eric Duggie	456.5

Beginner

Judges: Stan Tyler, Al Shorey

1	Charles Carter	229.5
2	Mike Alurac	204
3	David Kick	196.5
4	Mike Jones	103.5

Classic

Judges: Eric Rule, Dennis Coleman

1	Ray Firkins	566.5
2	Bob Whitely	562
3	Steve Harris	555
4	Bob Harness	548.5
5	Jim Hoffman	544
6	Dave Sabon	543.5
7	Stan Tyler	538.5, 525.5
8	Jim Rhoades	538.5, 501
9	Gary Akers	525
10	John Wright	500
11	David Riggs	498
12	Fred Staley	445
13	Mark Wasnick	409
14	Gary Gingerich	382.5
15	Kenny Heyworth	208.5

1cc

Judges: Joel Chesler, Eric Rule

1	John Wright	494.5
2	Larry Renger	466
3	Al Shorey	419.5

Old Time

Judges: David Kick, Larry Renger

1	Bob Whitely	509
2	Jim Hoffman	508
3	Bart Klapinski	495
4	Stan Tyler	494
5	John Wright	491
6	Jim Rhoades	457.5

Profile Competitor

Judges: Joel Chesler, Eric Rule

1	Jim Hoffman	509
2	John Wright	493.5
3	Fred Staley	394

Profile Sportsman

Judges: Rich Walbridge, Ray Firkins

1	Eric Rule	467.5
2	Eric Duggie	446

Spirit of '52: Jim Hoffman,
 Galloping Comedian

Spirit of '69: David Riggs,
 Trophy Trainer

Palmer Trophy Bob Whitely
 Most Fun Trey Heyworth
 Leprechaun Larry Renger

CD and trophies: Warren Walker
 Pull test: Warren Walker,
 Andy Borgogna, David Kick
 Tabulation: Randy Heydon, Pat Akers,
 Maryann Harness, Mike Jones
 Signup: Randy Heydon, Tom Collier
 Food: Mike Costner and family

<div>Texarkana Contest</div> <div>May 4-5, 2013, Texarkana TX</div> <div>Results from Doug Patterson, Doug Moon</div> <div>Expert</div> <div><div>1</div><div>Joe Gilbert</div><div>1152</div></div> <div><div>2</div><div>Dale Gleason</div><div>1131</div></div> <div><div>3</div><div>Jason Greer</div><div>1106.5</div></div> <div><div>4</div><div>Don Cranfill</div><div>1095.5</div></div> <div>Advanced</div> <div><div>1</div><div>Stephen Jeansonne</div><div>1051</div></div> <div><div>2</div><div>Louis Keller</div><div>1038.5</div></div> <div><div>3</div><div>Andy Stokey</div><div>1022.5</div></div> <div><div>4</div><div>Don Hutchinson</div><div>964</div></div> <div><div>5</div><div>Dave Ek</div><div>960</div></div> <div>Intermediate</div> <div><div>1</div><div>Mike Makepeace</div><div>944</div></div> <div><div>2</div><div>Terry Tucker</div><div>637.5</div></div> <div><div>3</div><div>Bill Brown</div><div>452</div></div> <div><div>4</div><div>Bryan Norton</div><div>252.5</div></div> <div>Beginner</div> <div><div>1</div><div>Tracy Abernathy</div><div>470.5</div></div> <div><div>2</div><div>Eugene LaFaille</div><div>440</div></div> <div>CD: John Gunn</div> <div>Score is the sum of the score of the better of two Saturday flights and the score of the better of two Sunday flights.</div>	<div>Ringmaster Roundup</div> <div>May 18-19, 2013, Houston TX</div> <div>Results from Dee Rice</div> <div>Expert</div> <div><div>1</div><div>Joe Gilbert</div><div>546</div></div> <div><div>2</div><div>Don Cranfill</div><div>521</div></div> <div><div>2</div><div>Dale Gleason</div><div>521</div></div> <div>Advanced</div> <div><div>1</div><div>Richard Stubblefield</div><div>479</div></div> <div>Intermediate</div> <div><div>1</div><div>Steve Holt</div><div>271</div></div> <div>Old Time Pattern</div> <div><div>1</div><div>Joe Gilbert</div><div>327</div></div> <div><div>2</div><div>Don Cranfill</div><div>307</div></div> <div><div>3</div><div>Steve Holt</div><div>299</div></div> <div>Team Stunt</div> <div><div>1</div><div>Joe Gilbert's Okies</div><div>1617.5</div></div> <div><div>2</div><div>Don Cranfill's Winged Ducks</div><div>1478.5</div></div> <div>Pilots' Choice: Larry Borden</div> <div>Master of the Ring: Joe Gilbert</div> <div>Pilots' Choice Special Edition: Dee Rice</div> <div>Jerry Leuty Award: Bill Strawn</div> <div>Turtle Award: John McCollum</div>	<div>Windy City Classic</div> <div>May 25, 2013, Rolling Meadows IL</div> <div>Results from Crist Rigotti</div> <div>Expert</div> <div><div>1</div><div>Crist Rigotti</div><div>535</div></div> <div><div>2</div><div>Allen Brickhaus</div><div>514.5</div></div> <div><div>3</div><div>Fred Krueger</div><div>488.5</div></div> <div>Advanced</div> <div><div>1</div><div>Larry Fruits</div><div>526</div></div> <div><div>2</div><div>Jordan Segal</div><div>476.5</div></div> <div><div>3</div><div>Gene Scheiderer</div><div>439.5</div></div> <div><div>4</div><div>William Smith</div><div>318.5</div></div> <div><div>5</div><div>Bill Calkins</div><div>309.5</div></div> <div>Intermediate</div> <div><div>1</div><div>John Broughton</div><div>445.5</div></div> <div><div>2</div><div>Stan Gerding</div><div>423.5</div></div> <div>Beginner</div> <div><div>1</div><div>Grant Hiestand</div><div>250.5</div></div> <div><div>2</div><div>Mike Riebe</div><div>239.5</div></div> <div><div>3</div><div>Scott Pahlow</div><div>231.5</div></div> <div><div>4</div><div>Greg Wojtecki</div><div>197</div></div> <div><div>5</div><div>Art Johnson</div><div>191</div></div> <div>Basic Flight</div> <div><div>1</div><div>Mike Riebe</div><div>171.5</div></div> <div>CD: Michael Schmitt</div>						
<div>Top Class Annual</div> <div>May 26, 2013, Topeka KS</div> <div>Results from De Hill</div> <div>Expert</div> <div>Judges: Ginger Taylor, Jim Lee</div> <div><div>1</div><div>Richard Oliver</div><div>498</div><div>Thunderbird II</div><div>RO-Jett .40</div></div> <div><div>2</div><div>Mike Greb</div><div>497</div><div>Strega</div><div>RO-Jett .65</div></div> <div><div>3</div><div>Joe Gilbert</div><div>496</div><div>P-47</div><div>RO-Jett .65</div></div> <div>Advanced</div> <div>Judges: Ginger Taylor, Jim Lee</div> <div><div>1</div><div>Jerry Higgins</div><div>444</div><div>Jamison Spl.</div><div>OS .40FP</div></div> <div><div>2</div><div>John Holliday</div><div>431</div><div>Doodlebug</div><div>OS .40FP</div></div> <div><div>3</div><div>Bob Brookins</div><div>364</div><div>Strega</div><div>RO-Jett .40</div></div> <div><div>4</div><div>Kevin Prier</div><div>263</div><div>Sequoyah</div><div>OS .40FP</div></div> <div>Basic Flight</div> <div>Judges: Pete Lee, Dale Hrenchir</div> <div><div>1</div><div>Dylan Prier</div><div>145.5</div><div>A-Bomb</div><div>McCoy .19RH</div></div> <div>Old Time</div> <div>Judges: Pete Lee, Dale Hrenchir</div> <div><div>1</div><div>Joe Gilbert</div><div>295</div><div>Ringmaster</div><div>OS .20FP Fe</div></div> <div><div>2</div><div>Jerry Higgins</div><div>289.75</div><div>Jamison Spl.</div><div>OS .40FP</div></div> <div><div>3</div><div>Bob Brookins</div><div>279.5</div><div>Ringmaster</div><div>Brodak .25</div></div> <div><div>4</div><div>John Holliday</div><div>217</div><div>Intl. Stunt Winner</div><div>Fox .25</div></div> <div><div>5</div><div>Bob Henningsen</div><div>174</div><div>Mars</div><div>Fox .35</div></div> <div>CD: Jim Lee</div> <div>Tabulation: Tiffany Lee, Erika Hrenchir</div> <div>Scoresheet running: Jackson Lee, Dylan Prier</div>								

Northwest Control Line Regionals

May 24-26, 2013, Eugene OR

Expert

Judges: Ted Fancher, Bruce Hunt

1	Dave Fitzgerald	575	Thunder Gazer	PA .75
2	Paul Walker	574	Impact	Electric
3	Brett Buck	559.5	Infinity	RO-Jett .61
4	Howard Rush	547	Impact	Electric
5	Bruce Perry	544.5	Jester	PA .75
6	Chris Cox	532	Crossfire	Electric
7	Jim Aron	530.5	Systema	PA .65
8	Alan Resinger	529	Crossfire	Electric
9	Mike Haverly	508	Sultan	Electric
10	John Leidle	507.5	Junar	PA .61
11	Paul Pomposo	507	Temptation III	RO-Jett .61
12	Igor Panchenko	497.5	Tornado	Electric
13	Jim Rhoades	496	Apteryx	PA .51
13	Richard Walbridge	496	Diva	OS .40VF
15	Kestas Dvarvydis	493	Premier	Stalker .76
16	Bob Harness	490.5	Coca Cola Spl.	PA .65
17	Keith Varley	473	E Sultan	Electric
18	Steve Helmick	447.5	Eagle	OS .46VF

Advanced

Judges: Dave Gardner, Dave Royer

1	Dave McCheyne	509.5	Saturn	Electric
2	Peter Cunha	502.5	Olympian	RO-Jett .61
3	Gary Gingerich	496	Yak 55	Retro Disc. .76
4	Mark Scarborough	493.5	Avenger	Magnum .53
5	Lanny Shorts	487	T-Rex P-47	Supertigre .51
6	Dane Covey	486.5	Nobler	Electric
7	Mark Wasnick	481	Wazzi	PA .75
8	Gordon Rea	470.5	Ringmaster	OS .25LA
9	Floyd Carter	466.5	Tiburon	Stalker .51
10	Mike Massey	464	Legacy	Evo .60
11	Brian Massey	457.5	Trophy Trainer	OS .46LA
12	Fred Staley	448	Imitation	PA .61
13	Bob Duncan	432.5	Lazer	Electric
14	Richard Entwhistle	414	Thunderbird	OS .46LA
15	Tom Strom	252	Pathfinder	OS .46LA

Intermediate

Judges: Alice Cotton-Royer, Joan Cox

1	Doug Knoyle	400	Forerunner	Electric
2	Paul Gibeault	399	Nobler	OS .46LA
3	Jim Harper	396	Vector	Tower .46
4	Tim Wescott	390.5	Sister Jenny	OS .46LA
5	Marc Winz	346.5	Pathfinder	OS .46LA
6	Bryan Carr	333.5	Cat 5	K&B .40
7	Russell Shaffer	320.5	Medic	OS .25LA

Beginner

Judges: Alice Cotton-Royer, Joan Cox

1	Tom Brightbill	154.5	Flite Streak	OS .25LA
2	Jess Walls	148		
3	Daniel Johnson	136	Prof. Oriental	OS .40FP
4	Jerry Olson	56	Super Clown	OS .25LA

Classic

Judges: Alan Resinger, Richard Walbridge

1	Jim Rhoades	540.5	Apteryx	PA .51
2	Pete Peterson	538.5	Caprice	Aero Tiger .36
3	Jim Aron	535	Feno	OS .25LA
4	Bob Harness	520.5	Two Bits	Electric
5	Mark Wasnick	497.5	Tempest	OS .40FP
6	John Leidle	495	Electra	Double Star .54
7	Pete Cunha	481	Shark 35	Aero Tiger .36
8	Gordon Rea	457.5	Ringmaster	OS .25LA
9	Mark Scarborough	427	Avenger	Magnum .53
10	Brian Massey	412.5	Trophy Trainer	OS .46LA
11	Mike Massey	409	Shark 45	Evo .60
12	Dave Denison	372.5	Shark 45	Electric
13	Marc Winz	337	Smoothie	OS .46LA

Old Time

Judges: Alan Resinger, Leo Mehl

1	Dave Royer	295	Humongous	Dixon Merco .61
2	Pete Peterson	289.75	Jamison Spl.	Double Star .40
3	Burt Brokaw	279.5	Jamison Spl.	K&B .40 Series 71
4	Jim Rhoades	272.75	Humongous	Magnum .36
5	Lanny Shorts	264.25	Smoothie	Thunder Tiger .25
6	John Thompson	245.5	Ringmaster	OS .26 4-Stroke
7	Russell Shaffer	225.5	Taurus	K&B Sportster .45
8	Floyd Carter	215.25	Madman 56	Orwick .64 spark ign.
9	Bob Duncan	190.5	Jamison Spl.	Magnum .32

Nostalgia 30

Judges: Alan Resinger, Richard Walbridge

1	Bob Duncan	474.5	Imitation	Aero Tiger .36
2	Lanny Shorts	473	Warburton Tony	Aero Tiger .36
3	Fred Staley	455.5	Imitation	PA .61

Expert Profile

Judges: Dave Fitzgerald, Paul Walker

1	Mike Haverly	491.5	Star Finder	Electric
2	Bruce Hunt	464.5	Cardinal	OS .40FP
3	Dave McCheyne	455	Polaris	OS .46LA
4	Keith Varley	448.5	Gray Ghost	Electric
5	John Thompson	432	Cardinal	Evo .36
6	Pat Johnston	428.5	Mako Jet	OS .46LA

Sportsman Profile

Judges: Dave Fitzgerald, Paul Walker

1	Tom Strom	461.5	Pathfinder	OS .46LA
2	Bob Duncan	441.5	Imitation	Aero Tiger .36
3	Tim Wescott	434.5	Sister Jenny	OS .46LA
4	Doug Knoyle	434	Forerunner	Electric
5	Dane Covey	433	Pathfinder	Electric
6	Fred Staley	427	Imitation	PA .61
6	Jim Harper	427	Cardinal	Tower .40
8	Russell Shaffer	414.5	Medic	OS .25LA
9	Gordon Rea	407.5	Johnston Mustang	OS .25LA
10	Bryan Carr	403	Pathfinder	Electric
11	Marc Winz	388	Pathfinder	OS .46LA
12	Mark Scarborough	308.5	Mako Jet	OS .46LA

Concours: Alan Resinger, Crossfire

CD: Mike Hazel, Event Director: Don McClave
Co-director, Tabulation: Barbara White

2013 AMA Control Line Aerobatics National Championships

July 14-20, 2013

Friday, July 12-Saturday July 13

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

Grass 600 x 600 Only

Sunday, July 14

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

Grass 600 x 600 Only

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

Grass Circles

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

Grass Circles

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

Grass Circles

12:00 noon Old Time and Classic Stunt Registration*

Grass Circles

Monday, July 15

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

L-Pad, Grass Circles

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

Nats Headquarters

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

Appearance Judging

180 Building

3:00 p.m. Pilots meeting

180 Building

4:30 p.m. Concours Voting

180 Building

Tuesday, July 16

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

L-Pad, Grass Circles

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

L-Pad Circle 4

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

Grass Circles

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

Grass Circles

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

AMA Board Room

Wednesday, July 17

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

L-Pad, Grass Circles

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

5:00 p.m. PAMPA EC meeting

AMA Board Room

6:00 p.m. PAMPA General meeting

AMA Board Room

Thursday, July 18

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

L-Pad, Grass Circles

8:00 a.m. Open/Advanced/Expert Qualifications Rounds 3 & 4 L-Pad

Friday, July 19

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

L-Pad, Grass Circles

8:00 a.m. Open Top 20

L-Pad

8:00 a.m. Advanced/Expert Finals

L-Pad

Saturday, July 20

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

L-Pad, Grass Circle

7:30 a.m. Jr/Sr processing and Appearance Judging

L-Pad

8:00 a.m. Jr/Sr Finals

L-Pad

8:00 a.m. Open Finals

L-Pad Circle of choice

12:00 noon Walker Cup Fly-off

L-Pad Circle of choice

6:00 p.m. PAMPA Reception

AMA McCullough

7:00 p.m. PAMPA Banquet

Education center

(by AMA Museum)

*Unofficial Event

If you are flying only unofficial events, you still must register with Nats headquarters and pay a site use fee, \$10.

Thank you all for contacting the AMA over the scheduling fiasco caused by the AMA EC acting unilaterally. We will not be having the CL Nats over the 4th holiday week. A couple of notes:

Flying will only be allowed on the grass 600 x 600 field starting on Friday. The same R/C overflight and safety issue will prevent us from using the paved road. An alternate grass access will be necessary. The L-pad should be open by mid day on Sunday.

Beginner and Intermediate will be held on Sunday July 14th instead of Monday. Bob Brookins requested to try this and see if we can increase participation. Unfortunately, the grass area will also be used by combat, and carrier that morning, so space will be limited and only 1 grass circle will be available for practice until the L-pad opens up. The up side is that the normal 3 circles on grass area will be available for practice all of Monday.

Expert. Expert will be run concurrently with Advanced and Open on competition days Wed-Friday. I have no idea how many entries we might expect for Expert. Presumably this will mainly effect the number of Advanced entries more than Open. So, I will be limiting the number of Advanced trophies, and the number of Expert trophies will be determined by the AMA trophy policy, or number of entries.

My plan will be to run Advanced first, then Expert, then Open on Qualifying days. There will be only 10 finalists in Advanced, and at most 10 in Expert for Friday. They will be flown on one set of circles Friday. Open top 20 day will not be changed and will fly on the other two circles, at least for this year.

PAMPA has 25 rooms blocked at the Holliday Inn Express right off of McGalliard by Ball State. Be sure to mention the PAMPA and AMA rates for the Nats.

Holiday Inn Express

4201 West Bethel Ave.

Muncie, IN 47304

765-289-4678

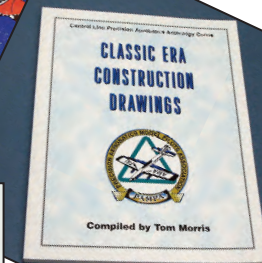
So far, I do not have an event director for Old Time and Classic. If you would like to volunteer your time to be the ED, please contact me, David Fitzgerald at DavidLFitzgerald@sbcglobal.net or phone, H: 707-259-0626, C: 707-332-9564 The danger here is that if I do not have an ED, the events will not be run.

I also need one Pit Boss. You get your own shirt with your name on it. However, if you want one, you'll have to provide your own bull horn.

Note from the CL Stunt Event Director, David Fitzgerald:

Brenda Schuette has informed me that due to a scheduling conflict, the grass practice area at the Nats will not be available for use on Friday, July 12, until the Free Flight event is over. That may not be until later in the day.

**PAMPA
Products
Are Back!**



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Classic Era Construction Drawings compiled by Tom Morris \$12.00

Old-Time Stunt Construction Drawings compiled by Tom Morris \$ 8.00

Pioneers of Control Line Flying by Charles Mackey \$12.00

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PAMPA Logo: Full color water-transfer decals. One 3-inch diameter decal and two 1½-inch diameter decals \$ 2.00

PAMPA Logo: Black on clear 1½-inch diameter vinyl sticker \$.25

PAMPA Pin: A 1¼-inch diameter, five-color metal lapel pin \$ 4.00



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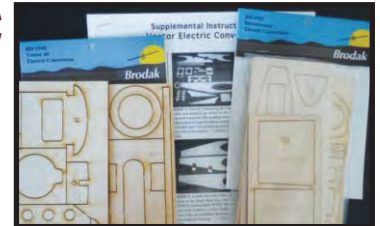


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