

# Stunt News


Precision Aerobatics Model  
Pilot's Association

March/April 2009 \$5.00



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March/April 2009



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**On the cover:** This month's cover is comprised of a collage of images from articles and column that appear in this issue. That's Bob Hunt's 1900 red Nobler in the upper left corner (Bob Hunt photo). Bob's new "Classic Stunt" column starts this month. In the upper right corner there's a shot of the nose of Ray Firkins' Heinz 57 (A Gordan Delaney design). It's an "Appearance Point" feature this month (Ray Firkins photo). Jim Vornholt reminisces about his experiences in the late 1950s and early 1960s. He's shown in the lower left corner holding his Nats-winning Carousel (Vornholt collection photo). Jim Lee (lower right corner) lays in a smoking hot flight at this year's King Orange Internationals (Steve Fitton photo) in the lower right.

PAMPA, an AMA approved Special Interest Group, founded 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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PAMPA Web site: [www.control-line.org](http://www.control-line.org)



# President's Column

By Bill Rich

**A**s PAMPA President I am charged by the By-Laws to appoint a successor for any EC member who does not complete his/her term. I would like to announce the appointment of Don Hutchinson, of Fort Worth, Texas, as District VIII Director. Don is a

longtime PAMPA member and has served as District Director in the past. Don has agreed to serve as District VIII Director for 2009 and 2010. Please join me in welcoming Don to his new position.

Don has asked me to let District VIII members know that he would like to hear from you in regards to activities in the District. District VIII covers a lot of territory and he will need input from all areas to adequately cover District activities in his *SN* Director's Report.

You will notice that there is no report from District VIII in this issue of *SN*. I will take the hit for this; I was late in contacting Don in regards to the position. While I certainly appreciate Don's willingness to "step up to the plate," I feel strongly that we need to get some of our newer PAMPA members involved in running PAMPA. This is a topic of discussion for our current EC and we would welcome any thoughts you might have on how to get some of our newer members involved.

I would like to encourage anyone who would like to get involved to either contact me or their District Director. We, as the administrative arm of PAMPA, have an obligation to insure capable successors for all our offices. This leads me to my next item, the importance of mentors. Bob Hunt and I were talking about the importance of mentors in our development in CL Aerobatics. I know in my case they were a number of individuals who were key to my enjoyment of the hobby and my progression in the competitive process.

contests and the Nationals.

I am currently mentoring Eric Vigilone. Eric has been very active in local contests but has never attended the Nationals. Eric wanted to wait until he was out of Advanced and could compete as an Open contestant. I have encouraged Eric to attend the Nationals and compete in the Advanced Class.

One day we were talking about the movie "The Bucket List." Eric said attending the Nationals was definitely on his bucket list. I told him there's no time like the upcoming Nationals to attend. Eric agreed and will be attending and competing in the Advanced Class. I call this a successful mentoring project. We need to encourage attendance and competition at local and national contests.

**Time certainly flies** when you're having fun. It's hard to believe that spring is approaching. I hope all of you have had a successful building season and are now starting to enjoy the flying side of our hobby. For those of you who are in the colder climates, winter is your building season. I like to joke that those of us in the warmer climates don't actually have a specific building season. Our building season occurs in the evenings and when the weather conditions won't allow flying. Unfortunately my building season isn't finished. I'm still putting the finishing touches on my latest plane. Hopefully it will be completed before the end of March.

The months of April, May, and June is the time to prepare for the Nationals and Team Trials. We are fortunate this year to have two major Aerobatics competitions, the Nationals and Team Trials. If you haven't attended these events in the past I would certainly encourage you to do so. You don't have to be a "Serious Competitor" to enjoy and learn at both of these events.

At the Nats all PAMPA classes are flown, with the Expert Class included as Open. If you love CL flying the Nationals is truly "Stunt Heaven." The joy of seeing CL airplanes constantly flying patterns is hard to describe.

In regards to the Team Trials, Bob Gieseke once told me,

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The joy of seeing CL airplanes constantly flying patterns is hard to describe.

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There are far too many individuals to mention by name, I'm sure I would leave someone off the list. The key is that mentors *are the key* to maximizing your experience in the hobby.

I'm sure everyone reading this can think of a number of people who have contributed to their enjoyment of CL Aerobatics. Here is the question, are you currently mentoring someone? One of the main reasons I choose to run for the office of PAMPA President was to give back to the hobby. A number of people have asked me what they can do to help PAMPA. I always ask them to get involved by mentoring. Let's mentor and encourage these people to get involved in our hobby. This includes encouraging them to attend local

"The best flying in the world takes place at our Team Trials." Here you get the opportunity to see 20-30 "serious competitors" go after the three Open United States Team spots. I have been attending the Team Trials since 1993, and have never failed to learn and fully enjoy the experience. Now is the time to start planning for these events.

A number of years ago there was discussion centered on conducting a PAMPA Nationals. The intent was not to shortchange the AMA Nationals or Team Trials, but to give us another venue in which to compete. I would like to revive this discussion. Why couldn't we hold a PAMPA Nationals? There are a number of ways we could accomplish this. I would like to start the discussions with the following thoughts.

# Starting Points

There is very sad news to report that affects the entire world of modeling. Engine genius Jaures Garofali, founder of SuperTigre, has passed away. This news came to us at the eleventh hour of *Stunt News* production and so we did not have the time to do justice to Jaures' memory.

Suffice to say, the CL Stunt community owes a great deal to the

developments that are directly traceable to Jaures. The ST .46 and ST .60 carved wide and impressive paths through the record books of our event and were used by thousands of modelers.

We received the tragic news from Pino Carbini. We have asked Pino to find someone who can write a proper obit for Jaures for inclusion in the next issue of *Stunt News*.

Until then I'm sure that I speak for all modelers everywhere in extending our most sincere condolences to Jaures' family, friends and co-workers.

If you would care to send a personal message to his family, Pino has supplied the email address of one of Jaures' sons, Leonardo: [lg@safalero.it](mailto:lg@safalero.it).

#### Last minute items:

In his editorial, Bob Hunt mentioned the new

columnists who are starting out in this issue. At the last minute we received a column from Claudio Chacón about the CL Stunt scene in Argentina.

He has asked for his column to be titled "News from the Tango Zone." Claudio will alternate with Thomas Case, who will be writing a column about CL Stunt happenings in Brazil.

Bob asked for volunteers to write the Classic Stunt column in his editorial and then decided to write it (at least for a while) himself, so that column starts with this issue also. *SN*



## President's Column *continued*

We could hold this competition on the years when there were no Team Trials selections. The selection occurs on odd years so this event would occur on the even years. The Championship could be conducted at the AMA L-Pad or the competition could move around the country. We could look at holding Regional Competitions with the winners automatically being seeded at the Championship.

The format could be as simple or complex as we wish to make it. All PAMPA classes could be included or we could limit participation. We can design this competition to be conducted in many different formats and at many different locations. I would encourage you to talk with your Directors or communicate directly with me regarding a PAMPA Championship.

**Frank McMillan led a committee** to develop Appearance Point Guidelines. Our plan is to use these at the '09 Nationals. One of the key components of the Guidelines will be a "training session" for the appearance judges. Paul Walker and I are currently in the

process of finding qualified appearance judges. It was Frank's idea to have a training session for the judges, similar to the training that is done for the flight judges. Frank and I will conduct the training.

Our objective will be to insure understanding of the guidelines and their incorporation in the appearance point process. The entire guideline document will be published in an upcoming issue of *SN*. Elsewhere in this issue we are publishing the key highlights from the guidelines.

I want to thank the Appearance Point Committee for all their efforts in developing these guidelines. We will work with the appearance judges using these guidelines. I'm sure there will be some tweaking after the Nationals. After you have read the guidelines please feel free to comment to me or Frank. It would have been great to have these finished before your Nats planes were constructed but this was not possible.

**Until next time**, fly Stunt safely, mentor someone, and enjoy your hobby. See you at the field. *SN*

## *Stunt News* Publication Policy and Disclaimer

Materials submitted to *Stunt News* are accepted on an unpaid voluntary basis. It is expected that the work product will be that of the author. By submitting material, the author authorizes its publication in *Stunt News* and represents that the work is his own, and that he has the sole right to distribute it and authorize publication of it. In the event of dispute about the source of any material, *Stunt News* reserves the right to print such retractions and notices about such submitted materials as it shall see fit in its sole discretion.

#### Editor:

Bob Hunt: PO Box 368  
Stockertown PA 18083;  
[robinhunt@rcn.com](mailto:robinhunt@rcn.com)  
Tel.: (610) 746-0106

#### Contributing Editors:

Ron Burn  
Cladio Chacón  
Doug Dahlke  
Noel Drindak  
Peter Germann  
Ken Gulliford  
Leonard Neumann  
Matthew Neumann  
Grace Paris  
Mike Pratt  
Louis Rankin  
Scott Richlen  
Rudy Taube  
Keith Trostle  
Windy Urtnowski

# Level Laps

By Bob Hunt

As always I'll start this column by thanking all those who put forward an effort to help in filling these pages with such good, useful, and relevant material. My most heartfelt thanks go out to the regular columnists, feature writers/contributors, and of course to the PAMPA District Directors for their outstanding commitment to *SN* and to the CL Precision Aerobatics family as a whole. Trust me, your efforts are more appreciated than you can possibly imagine. If you have not yet contributed, please seriously consider what you can offer that will enhance this experience for all of us and send something in. This is your newsletter and only you can provide the contents by which it is judged and enjoyed.

So, what can you contribute? Well, I still need regular columnists to fill the following slots. We need someone to write the "Flying" column. Let's face it, this event is mainly about flying (93% of the possible score comes from flying), so here is a real need! Ron Burn has done a fantastic job with the "Building" column in the past but he now needs some time off for personal things, so here is an opportunity for you craftsmen out there to share your secrets.

I want to start an "Old Time Stunt" and "Classic Stunt" column. I would consider having one columnist write about both of these subjects in one column, or separate them into two different columns with different authors depending on the situation. How about

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## PAMPA has become increasingly a global organization.

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a "Competition" column? A lot of us are truly focused on competing. We need a column that goes into the more esoteric thoughts of the gladiator in action. Any takers out there?

I am very pleased to announce that we have had a few brave souls step forward to take on the responsibility of writing columns for *SN* since I last put out the call. Let's take a moment to recognize them.

In this issue you will find the first

etchings of Grace Paris, who will be in charge of a column we are calling "The Next Generation." In her first offering, Grace introduces herself and tells us a bit about her family and her modeling. The entire Paris family has become a fixture at Midwestern meets and I'm pretty sure they will be regulars at the Nats as well. Grace will be highlighting the "next generation" fliers, and I'm sure she will welcome help in finding material for her new column. If you know of any young CL Stunt enthusiasts in your area, please nudge them to contact Grace and let her know their story. We old timers want to get to know the kids who will be trouncing us soon on the circle!

PAMPA has become increasingly a global organization. It is important that we acknowledge that by presenting regular columns for the various regions abroad in the same manner as we do the District Director reports from the various regions of our own country.

Since there are no official global PAMPA districts, I've decided to ask for volunteers from as many different worldwide regions as possible. In this issue you will find the first report from Mr. Peter Germann, who will be covering the happenings in all of Europe. Peter's "Euro Column" promises to be a very informative and popular regular feature and we welcome him and all our European friends aboard. In case you haven't been paying attention, there are a lot of really fantastic builders and fliers over there and we can now learn about and from them on a regular basis.

My old buddy, Mikey Pratt, called and volunteered to write whatever column I felt he was best suited for. Now Mike, as many of you already know, is a party looking for a place to occur, but he is also an extremely knowledgeable and gifted designer, builder, and flier. He could easily write authoritatively on virtually any subject in the CL Stunt world. I thought he'd like most to write about designing, and so offered that slot.

Mike has responded with the first of what I'm sure will be many thought-provoking columns. In his first column he cuts to the heart of the matter and asks us would-be designers to first define the mission before we go off



scribbling on reams of vellum—oops, I forgot that we are now in the Computer Aided Design era—before we wear out the keyboard, mouse, and plotter trying to conjure up that new "world beater."

Another new column making its debut this month is Matt Neumann's "It's in the Details." The idea here is to go a few steps past the major building procedures that would be covered in the Building column and focus on the very small items that make the really great airplanes stand out at appearance point judging. These details can also help us produce a longer-lasting, safer, more practical, and more serviceable model. I know I'll be reading this one several times over to learn some of Matt's secrets. His models are always a cut above.

Although not starting in this issue, I'm pretty sure we have "closed the deal" on manning the "Finishing" column. Jim Tichy and Larry Fernandez were coerced, badgered, and threatened by yours truly until they cheerfully volunteered to take on this very important column. If you have ever seen airplanes built and finished by either Jim or Larry, you know we've got great team writing on this subject—I think!

Yes, things are shaping up contents-wise, but we still need more members to step forward. Trust me; even though deadlines are not pleasant things, the rewards from passing on your know-how and knowledge far outweigh the discomfort of having to burn the midnight oil every two months to get a column in on time. Nuff said ...

As for feature articles, please remember that our membership is growing and many of them are new modelers that may not have read all of the How-To and technical articles that were published in the past. It is important to update relevant material

every four or five years and re-publish it. Methods and materials change over time and we need to update and republish the staple articles for not only the beginners, but also for the experienced.

Let's see, how can put this in a way that I haven't said it before? I know: Write something for *SN*!

**And Now for Something Completely Different.** We are always on the search for ways to get *SN* into the hands of our readers in a more cost-efficient manner. What with upward spiraling printing costs and mailing costs, it is only fiscally responsible to be vigilant and open-minded about this.

Many of you may know Uwe Kehnen, who hails from Germany. I first met Uwe in 1978 at the World Championships that were held at Woodvale RAF base in Manchester. We became great friends during a post-championships tour of England. My flight was not scheduled to leave for home until several days after the competition (A Freddy Laker chartered DC-10!), and when Uwe and Stephan Ratsch found out I'd be stranded with nothing to do but sit and wait, they invited me to come along with them. That is a story I will save for another time—when I'm certain I don't have much longer to live ... But, let me just say this: Uwe is a crazy person! No, really, he's just nuts! This fact, of course, only makes him a more interesting and fun person to be around. Now I find out that his wife, Claudia—who I thought was quite sane—is even crazier than Uwe.

Claudia sent along the answer to our prayers of being able to print and distribute *SN* at a fraction of the cost we now pay. Please see the adjacent photo.

Yes, that's two complete issues of *SN*—every single printed page with text and photos—at a size of 3/4-inch wide by 1-inch high. Eureka! Our problems are solved. Or, at least I thought so until I started pricing the perfunctory magnifying glass (or maybe microscope) that we'd have to supply to each

PAMPA member so they could read the newsletter. Oh well ...

Our thanks go out to Claudia for a really great laugh. Of course Claudia gets to laugh every day—she's married to Uwe.

### Mystery Photo

Somehow our intrepid *SN* graphic artist/layout technician, Liz Helms, got a hold of a photo of one of our equally intrepid PAMPA officers that was taken when he was, well, younger—a lot younger! She had a spot that needed filling in the last issue (January/February) and so she put her creative talents to work and came up with a new format for using this type of photo to best effect. Her first thought was blackmail of some sort, but it turns out that her first victim for this treatment also writes the checks, so that was right out. (Are you sensing a Monty Python theme from me this month?) Liz worked up a new twist on the "Guess what old guy this young guy is today?" routine and added a bunch of significant things that also happened the year the photo was taken. Okay,

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*"Looking through some photographs I found inside a drawer, I was taken by a photograph of you. There were one or two I know that you would have liked a little more, but they didn't show your spirit quite as true."*

—*"Fountain of Sorrow"* by Jackson Browne

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enough suspense; it's our Secretary/Treasurer, Dave Gardner! How many got that one right?

Let's keep this going. Send in your mystery photos (you or a friend, taken a gazillion years ago), and don't forget to identify the person in the photo and what year the photo was taken. Liz will do the rest. I'll report the winner (?) in this column each month. What a thrill.

*"Now for you and me it may not be that hard to reach our dreams, but that magic feeling never seems to last. And while the future is there for anyone to change, still you know it seems, it would be easier sometimes to change the past."* —  
"Fountain of Sorrow" by Jackson Browne.

**Til next time, Fly Stunt. SN**

## Deadlines

### Ad and Editorial copy

Issue	Deadline
March/April 2009	January 20, 2009
May/June 2009	March 20, 2009
July/Aug 2009	May 20, 2009
Sept/Oct 2009	July 20, 2009
Nov/Dec 2009	September 20, 2009

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## PAMPA Directors

### President

Bill Rich: 3036 Ridge Vale Cir.,  
Valrico FL 33594-5649; (813) 681-9832;  
richvalrico@aol.com

### Vice President

Brett Buck: 972 Henderson Ave. Apt. #4;  
Sunnyvale CA 94086; (408) 246-8173;  
buckbw@pacbell.com

### Secretary/Treasurer

Dave Gardner: 15107 SE 145<sup>th</sup> Pl.,  
Renton WA 98059-7308; (425) 235-5190;  
Davegardner55@msn.com

### Membership Secretary

Russ Gifford: 1302 2<sup>nd</sup> St.,  
Camanche IA 52730; (563) 259-1649;  
Gst92@mchsi.com

### Stunt News Editor

Bob Hunt: PO Box 368,  
Stockertown PA 18083;  
(610) 746-0106;  
robinhunt@rcn.com

### District I

**Dave Cook**  
46 Maple St.  
Norfolk, MA 02056-4548  
(508) 528-4548  
davc2@verizon.net

### District II

**Windy Urtnowski**  
93 Elliott Pl.  
Rutherford, NJ 07070-1912  
(201) 896-8740  
Windyu@aol.com

### District III

**Patrick Rowan**  
9692 Unity Rd.  
Poland, OH, 44514  
(330) 542-0673  
patr131@yahoo.com

### District IV

**Steve Fitton**  
104 Mill Stream Way  
Williamsburg, VA 23185  
(757) 897-4696  
spfvmi90@aol.com

### District V

**Dale Barry**  
5995 Tipton Ct.  
Harlem, GA 30814-9377  
(706) 556-1177  
dalebarry@hotmail.com

### District VI

**Allen Brickhaus**  
PO Box 206  
Golconda, IL 62938  
(618) 683-7611  
abkb801@shawneelink.net

### District VII

**Crist Rigotti**  
1629 Grizzly Trail  
North Liberty, IA 52317  
(319) 329-6232  
crigotti@mchsi.com

### District VIII

**Don Hutchinson**  
9405 Side Saddle Trail  
Fort Worth, TX 76131-3135  
dhutch2@sbcglobal.net  
817-306-0226

### District IX

**Carl Shoup**  
3172 Glendarm Dr.  
Grand Junction, CO 81504-6034  
Home: (970) 424-0764  
Mobile: (970) 250-8047  
shoupenstatorrepair@prodigy.net

### District X

**Dave Fitzgerald**  
2063 Monticello Rd.  
Napa, CA 94558-2001  
Home: (707) 259-0626  
Mobile: (707) 332-9564  
DavidL.Fitzgerald@sbcglobal.net

### District XI

**Bruce Hunt**  
2237 Joseph St. S.  
Salem, OR 97302  
(503) 361-7491  
bhunt@swbell.net





# PAMPA Membership Application or Renewal Form

Please print legibly. Use one form per member. Make photocopies for multiple registrations.

Membership Year 2009	New Member	Renewal	Address change:
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Name: \_\_\_\_\_ AMA No. \_\_\_\_\_ Age: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Nation: \_\_\_\_\_

ZIP Code + 4 (or Postal Code): \_\_\_\_\_ Telephone: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

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Office only: Date postmarked: _____ Date received: _____ Form complete: _____
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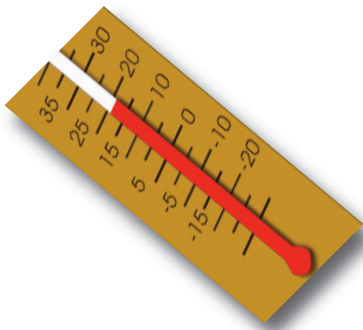
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Renton, WA 98059-7308

**Fax No.:** 425-235-5191

**Email:** davegardner55@msn.com

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

**ALL DUES EXPIRE DECEMBER 31<sup>st</sup>!**



# My King Orange

by Steve Fitton

**F**lorida's King Orange contest has had a long and colorful history, from its days as a mini-Nats type contest for all disciplines to today's version, which is held at different

venues and at different times. One thing that hasn't changed is that it's still a great time. While at some point hopefully someone can come up with a history of the KOI from its inception to its present day, for right now I wanted to describe from my viewpoint the 2009 version of the King Orange Stunt contest.



Tom Hampshire came down from New Jersey with this very nice Aerotiger .36-powered Ares. Viglione photo.



A look at the pit area on Saturday. Gene Martine flew the Evo-powered PT-19 in the foreground to second place in Profile, behind William Davis's Teosawki. Not bad for a "trainer" ARF!

A buddy from my club back home, a fellow who served in the armed forces and got to travel all over the world, told me he had never been so cold in all his life as in North Florida at a King Orange! His words were ringing in my ears in time to my shivers as I arrived at Kent Tysor's house on Friday morning the 16<sup>th</sup> of January. It was a balmy 11° as we hurriedly moved my junk into his van for the drive down to Florida, grabbed some coffee, and hit the road just as the sun came up.

Eight hours later we stepped out of the van in scenic Starke, Florida, and it was ... cold! We couldn't bear to look at the forecast for the next day, so we joined some of the diehards putting up practice flights and piled on jackets and hats to try to keep warm.

Saturday morning in Starke was all of 24°! Yikes! Kent and I realized that Floridians are not used to that when we pulled into the McDonalds down the road from the flying site, and there was a guy hosing off the parking lot and sidewalk just like any other Florida morning. He didn't seem to notice that he was making a hockey rink! We got out of there quick and headed to the field just up the road.

One of the great things about the current KOI site is that it has heated buildings that are used to set up the vendors, concessions, and the scoring and tabulating. They always have a good-sized building allotted to the contest and we found everybody inside drinking coffee and catching up with what everybody had been up to.

Mercifully, CD Tom Weedman let the start time for the Saturday events slip an hour or so, which allowed the brilliant Florida sunshine to go to work on the freezing temperatures. By the time we got the airplanes weighed and out on the flightline, it had gotten to the lower 40s and was warming rapidly.

After the cold subsided, it turned out to be just a great day to fly Stunt! By the second round most of us had shed our coats and hats and were flying in shirtsleeves; the wind was light and out of the sun, just great conditions to go fly. The turnout was remarkably high considering the cold forecast—more than I think I have seen at a King Orange since the Whitehouse days—with 16 people in Classic, 10 in Profile, and 11 in Old Time.

# Orange Adventure

Although it had warmed considerably by the official flights, it was still cold by most standards. Electric starters were almost mandatory in the first round, except on planes like my Nakke that decided it preferred biting the hand that started it over being gunned by the starter. It's not the best way to begin an official when the engine is backfiring so hard that even the judges are cringing and involuntarily saying "ouch!" every time they hear your hand getting bashed. Having an engine that is over-compressed and over-nitroed for conditions ensures some pretty violent kick backs, and freezing cold hands ensure that every hit draws blood. Next time I'll remember a glove!

One unfortunate occurrence during Classic was the loss of John Simpson's superb Cavalier. John had been delighted with that model, calling it the best one he ever had on more than one occasion, but unfortunately the engine flamed out during the Clover and at a very bad spot in the maneuver. All John's considerable skill was not enough to keep the model out of the ground and it looked beyond any reasonable repair. I, for



Steve Fitton and Kent Tysor look warm enough here. This is how they needed to dress in the mornings at King Orange.



Eric Viglione concentrates on the launch signal as Ty Marcucci's Ares strains to take flight.

one, hope that John builds another one soon, and with any luck the new one can assume the mantle of “Best flying one ever!”

Ty Marcucci had a model dinged during the second round of Classic, as the model for some reason yawed in hard at the 45° point in the Wingover and never really regained line tension. Ty did some pretty impressive scrambling and the model pulled out more or less before the ground, leaving the model with some holes in the wing and a dinged cowl but looking quite repairable.

Once the Saturday events wrapped up, everybody grabbed their planes for Sunday’s skill classes and started to practice.

Tampa’s Eric Viglione was one of the first up and his brand new Starfire flew very well. He had the piped PA-61 purring like clockwork and showed the hard practice he has been putting in with Bill Rich. Kent Tysor put up his awesome Retro .60-powered Yatsenko Shark, but right away it was apparent that getting the lap times at a reasonable level was going to be hard this weekend.

Kent had knowingly taken a big chance that weekend by taking a ship that had not yet been shaken down to any meaningful extent back home, and also, by the fact that by graciously letting me ride along with him to Florida, my fleet of clunkers took up the space in the van that would have normally gone to his other ships, leaving him pretty much without a backup.

With daylight rapidly dwindling in the winter afternoon, most of us put up one needle flight and then let Kent get as many flights as he could. A prop change and some needle fiddling got the lap times closer, and Kent started to look really sharp. Kent’s Shark reminded me of Orestes Hernandez’s Shark as it went through its paces with Terminator-like precision.

That promising situation got cut short, though, as without warning one of the detachable strut and wheel assemblies abruptly departed the model in flight and clattered across the



Above: Jim Lee burns in his OTS flight. Jim brought the whole “store” with him, and many fliers stocked up on the unique tools he makes.



Left: It was a treat to see several generations of the Lee family at this KOI. Here, Todd holds Jim’s OTS entry before an official flight.



asphalt. Kent was able to land the model without damage, but there seemed no obvious reason why the strut had come off and it was decided to knock off anymore flights until the problem was understood.

By this time most everybody had left the field and it looked like time to get some supper. In the week leading up to the KOI, there had been much discussion on the forums about an establishment called Grannies and its specialty dish: Gizzards. Not wanting to eat stuff better sent to the hot dog factory, we bypassed Grannies and the horde of Stunt fliers' cars in its lot, and headed to a nearby buffet place.

Kent was so focused on getting the Shark sorted out that he skipped dinner (or he was afraid we might get Gizzards) in order to tinker with the Shark in the hotel room. By the time we returned, Kent had found a way to retain the wheel and the Shark was ready for Sunday.

**Sunday dawned** pretty much like the day before—below freezing! It might not have been quite as cold as Saturday, but the contest got off to an earlier start so it was still cold-weather operations for the first round of the skill classes. Plus, we would have to contend with wind on Sunday. At the airport in Gainesville they measured 10 mph during the first rounds, 15-17 for the second rounds, and 19-24 by the time the fly-off wrapped things up in the afternoon.

The increasing winds and rapid temperature changes kind of threw a curve to many of the pilots and the second round saw many, if not most, pilots elect to pass rather than risk their planes. Those who manned up and flew faced a tough time improving their first-round scores, but as far as I saw, everybody kept it together and no planes were lost, and there were some exciting flights for the spectators to see!

I was delighted to see that fellow Norfolk Aeromodeler Artie Jessup piloted his Nobler to the win in Intermediate—another great job by one of our up-and-coming fliers. In



Ty Marcucci bears down as he puts up a flight in Classic.

Right: Gene Martine holds his very well-done Lark. It features an Aerotiger 36 for power.



Above: Todd Lee gives his dad's OTS entry a textbook launch. Todd would finish first in OTS and Jim would be third behind Tom Hampshire.

Right: Steve Fitton's Nakke Classic ship. DS 50 power, Juhani Kari's design is essentially a Thunderbird II with modified wings and aft fuselage.

Below: Gene Martine decided to give his beautifully finished Staris some extra help for Expert. Look carefully at the can in the foreground!



Advanced, it was no surprise to see that Roy Trantham had returned to form to take first place with his Double Star-powered Shark 35.

Eric Viglione tried hard to displace Roy from the top spot but he fought some asymmetry in his motor run that hadn't been there the day before and that left him with his hands full in the wind. Eric gutted out both rounds but couldn't eke out enough points to catch Roy. William Davis rounded out the podium with a really nice growling run in the wind with his ST .60-powered Dancer. In Expert, Derek Barry

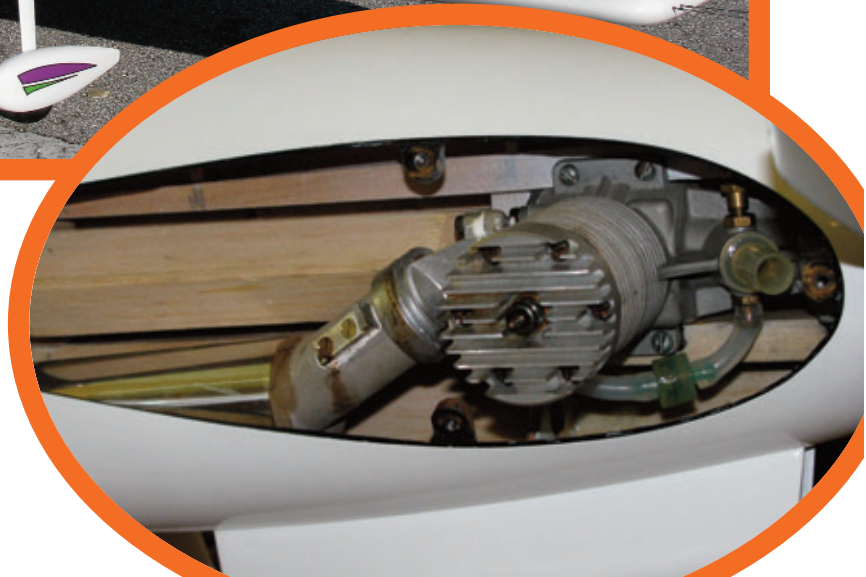


quickly set himself up as the man to beat, flying his Dreadnought he flew at last summer's Nats. Derek's plane took the field without a spinner or cowling, as some confusion regarding the new pull test and line size requirements meant that he and his dad had to strip the plane down to get it below 64 ounces for his solid lines. Derek mastered the now very tail-heavy plane pretty much instantly and put up good flights in both rounds, even in the wind.



**Above: Kent Tysor's Yatsenko Shark sits in the pits, ready for Expert action.**

**Inset: Under the hood of Kent Tysor's Shark. The attention to detail is very impressive!**



Bob Dixon had to park his ubiquitous Crystal Stunter due to mechanical trouble and pulled out his Fox .35-powered Nobler Classic plane to do battle with the wind and the rest of the field. His mastery of the Fox-powered Classic ship showed as he finished second in Expert, followed by Jim Lee to round out the top three.

Kent Tysor had the Shark (and both wheels!) ready to go, but as he got it started it seemed ominous that the engine didn't really respond to the big needle-valve adjustment he put to it. Kent would find out the next day that the slender needle valve had seized in the collet, twisting the steel of the needle instead of richening his engine. The resulting 4.7-second lap-time flight was expertly handled by Kent, but the combination of the wind and the understandable reluctance to "go for broke" with a very expensive and hard-to-replace plane, that wasn't performing optimally, kept Kent from getting a high score. After that first-round flight Kent decided to retire the plane from the second round, as the at that time unexplained lack of needle response combined with the rapidly increasing wind would lead to little chance to improve the score from the first round.

My battered Old Time machine handled the winds pretty well in rounds one and two, but I finished stuck in fourth place after the second round and was rolling up my lines in disgust when Derek's dad Dale came back from the building and told me to keep the lines on the plane. It transpired that the Lee family had to leave immediately to start their very



**Above: Roy Trantham's DS 40-powered Shark 35 took top honors in Advanced.**

**Below: One half of the Smith Brothers Stunt team's air force is this PA-powered Tracer.**





Steve Fitton making an outside pullout in the flyoff. Viglione photo.

long trip back home, which bumped me into the fly-off! I hated to back into the fly-off because someone who earned it had to leave ahead of schedule, but was tickled to be there nonetheless. One round for the big trophy!

Walking out to the circle with Kent, it became apparent that it had become a lot windier than it was in round two! It occurred to me to try to take off dead into the wind and let the plane pop off, but I decided that even if I had backed into the fly-off, I was there to win and I knew I would need every point to make a run at Derek or Bob. I decided to take off in the normal spot and try to make it rule book—a strategy which of course instantly backfired in a buzzed prop as the wind grabbed the plane maybe 15 feet into its roll on takeoff. In level flight I was inwardly cursing my stupidity, in both buzzing the prop and in not asking the judges before my flight if you got an attempt in the fly-off!

A few tentative maneuvers before the Wingover convinced me the prop was not badly hurt, and the lack of knowledge

about whether I had another attempt, plus the realization that some of the gusts moving through left the distinct possibility that the plane could get wrecked upon landing led me to press on with the flight. It was windy, but not unflyable, and I realized later that the distraction of the prop buzzing lasted until the eights. I had no recollection of the first few maneuvers and doubted they were very impressive. After landing I scurried off the circle in defeat and watched Bob Dixon and Derek fly.

Bob manned up in a big way with his little Nobler, with the Fox doing all it could as the winds buffeted the plane. With the wind it was all Bob could do to get through the pattern, but he made it and the Nobler returned to earth intact. Derek came out and put up a good flight even with some of the heaviest wind gusts in the contest.

All that Nats wind-flying experience came into to good use, and when the dust settled (literally, as by now there were big clouds of sand and dust blowing everywhere!) Derek had put





Dale Barry recounts a flying tale of some sort to Jim and Todd Lee, while his son Derek looks on. Judging by the position of Dale's "flying" hand, I don't think the story ended well!



Artie Jessup wipes down his Nobler after taking first in Intermediate.



Ken Cerny's great Saito-powered Super Ares served him well in both Classic and Expert. Viglione photo.

his name on the Perpetual Trophy one more time. I ended up second less by virtue of any skill than the fact that Bob's diminutive Nobler was really too small and light for that weather. It was hard to get too down though, and as we packed up I vowed that I wanted in the fly-off again—hopefully earning my way next time.

After all that, there was nothing left to do but shake a few hands and say some goodbyes, and begin the loong trip back

to Virginia. On the road back, near the old Whitehouse field, Kent and I saw a hitchhiker with the ambitious sign reading, "Washington, DC" that he was holding up to traffic. It wasn't till we saw another one down the road that we realized people were hitchhiking their way to the Inauguration that was scheduled two days from then! A sign of changing times, I supposed as we drove along. The postscript to that was a few days later, when Kent called me to say he had found the stuck

needle valve on his Shark. After describing the Shark issue, Kent commented that he saw somebody hitchhiking *back* from Washington, presumably on their way back down to Florida. We wondered if they ever made it in time ... SN



Bob Dixon readies his O.S. .52-powered Crystal for weigh-in on Sunday morning.

Right: Eric Viglione's PA-61-powered Starfire looks like a chopped and lowered Dreadnought—which is exactly what it is. Eric used the Klass Kote epoxy paint system to good effect on the model.

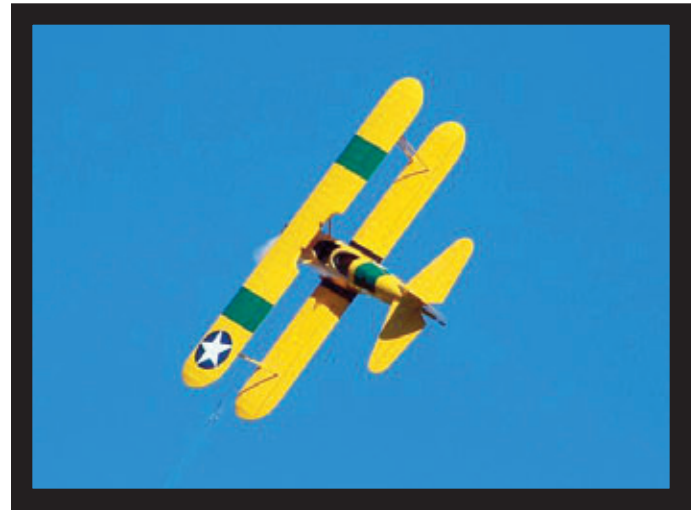


Below: Derek Barry accepts the KOI Perpetual Trophy once again from Lyn Weedman.



# Flaps

by Don Hutchinson



Since the early days of stunt, flaps have been an essential part of most competitive model designs. Along with the use of these devices, a one-to-one ratio of flap-to-elevator ratio has become the “normal” setup designed into the models. In the process of designing and building my own stuff and doing it “my way,” I have found that the criteria of one to one has a lot more built in to it than meets the eye of the casual observer and may not necessarily be the best choice. I’ll now try to make my findings clear and provide you with a better insight on the subject.

A lot of trimming flights and a lot of time thinking about it has led me to composing this treatise on the subject.

The first thing one must keep in mind is that when the flaps are deflected from neutral, what they really do is change the airfoil from symmetrical to a crude undercambered airfoil similar to those used on free flight models. The chord line (a straight line from the leading edge to the trailing edge) also takes on a new angle of attack, moving up or down at the trailing edge depending on the control input. Also, as a byproduct, deflecting the flaps introduces a pitching force in opposition to that of the elevators.

What I found when trimming a Stearman biplane was that the one-to-one ratio was just not working—the model just wouldn’t turn. A great in flight photo showed the model with the flaps down and the elevators up while the model was in level flight! When I extended the flap horn to give me a two-to-one ratio, the results were amazing; the model really came to life and got me to thinking about why.

I believe it would be possible to build a research model and skew the flap/elevator parameters to the point that the elevator pitching force was equal to the flap pitching force and the model would continue to fly level no matter what control input you gave it. Taken to even further extremes, an up elevator control input would cause the model to nose down!

My intuition told me that the Stearman situation was approaching this situation. Upon checking the model it showed that the flaps were a much larger percentage of the wing chord than your typical stunt ship. This led to measuring several other models to get some idea of where they fell into the scheme of things. The first model I checked is a very successful competition design. To protect the innocent, I’ll call it “Anonymous Stunt Ship” for this discussion. I have measured the wing on our test subject and several other models and will present the findings in the following illustrations.

Since I am using percentages of the wing chords for flap width, I can draw all the diagrams the same length thus allowing me to put the leading edges in the same place. I am also drawing the flap deflections as 30°. I know we don’t use anywhere this amount in normal flight, but it illustrates the point more easily. I will list the models and the wing chords

and flap chords at the flap root end and outside end. Some also have the flap end before the tip so you will see in the graphics two or three chord lines and the angles they make to a neutral line. Other models measured were all designed by me: The XP.2, the SBD Dauntless, and the Stearman.

You will notice that on the first two subjects, the chord angles get less as we go out to the tip—sort of a built in washout of the tips while maneuvering. The SBD has constant chord flaps on a tapered wing, thus the opposite effect! The Stearman flaps just have a wide chord (scale aileron size) and you can see where cutting their travel in half puts the chord angle about on a par with the other models. Note the angles were determined by a simple measure and are only so accurate but clearly show the point of this paper.

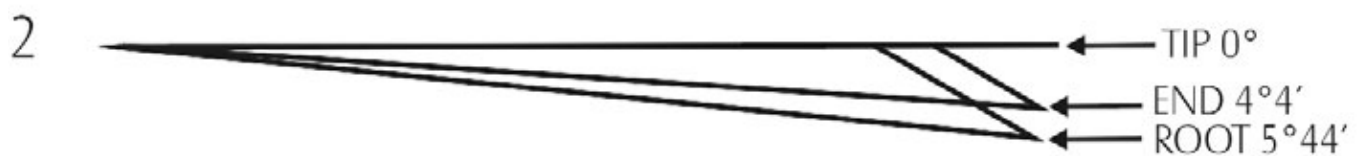
Since all these models fly quite well, I can only surmise that the washout or washin is not a serious defect; however, I would think a constant percentage flap width would be the most optimal choice. If you are like me and prefer to “roll your own,” some thought should go into the flap percentage of the chord, as well as the ratio in the control system. Of course having the ability to tweak on it later is also a good idea.

The drawings of the subject models show the chord/flap sizes and percentages. Also shown are the chord lines and angles at 30° deflection of the flaps. One can surmise from the data that the angle of the flaps not the primary concern. It is controlling the resultant chord line change that is the key to getting the performance you want out of a stunt model. *SN*

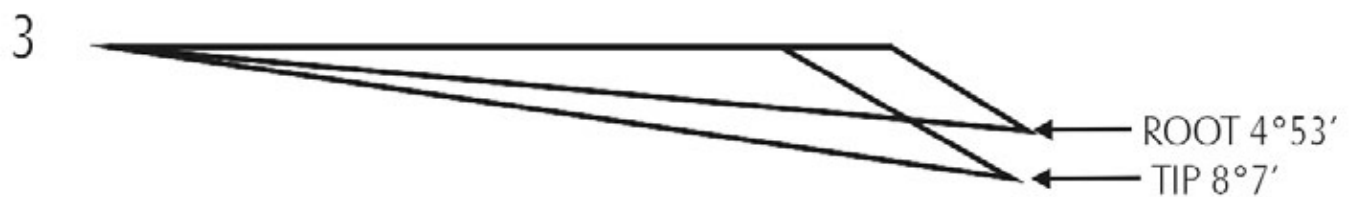
CHORD LINE ANGLES, 30° FLAP DEFLECTION



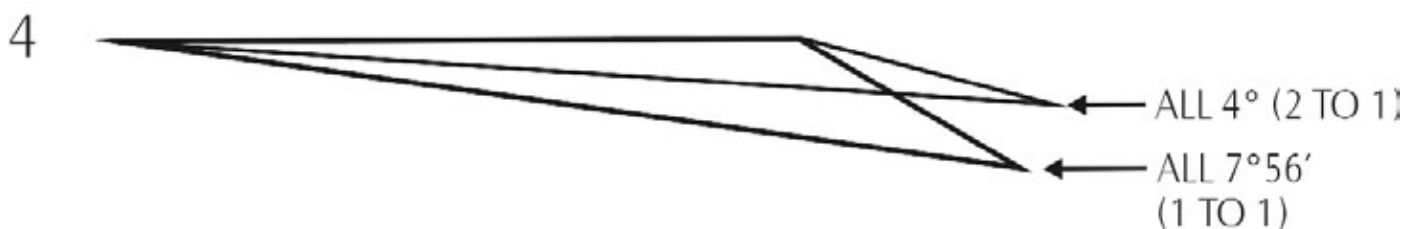
ANONYMOUS ROOT 12.5/3 24% END 9.5/1.25 13.15%



XP-2 ROOT 12.25/2.375 19.4% END 9.5/1.25 13.15%



SBD ROOT 13/2 15.4% TIP 7/2 28.6%



STEARMAN 6.875/1.9 27.6%

NOTE: AT 2-TO-1 RATIO, STEARMAN SIMILAR TO 1 AND 2

## Scratch Build? Kit? ARF or ARC?

**Question:** Which is the best way to go, scratch, kit, or ARF?

**Short Answer:** It depends on what your goals and abilities are. If you have the building skills or desire, no doubt, scratch-build. If you have limited time and resources, then kit-build. If you have more restrictive time and resource limitations, but can handle the covering, Almost Ready to Cover (ARC) is the answer. If you have time, resources, and covering skill problems, then Almost Ready to Fly (ARF) should suit your situation. If you absolutely, positively must be in the air with something to fly, and you have a suitable budget, buy one ready to go. Of course, this leads us into the longer answer which is simply strewn with landmines, booby-traps, and misconceptions, as well as the technical definitions of a CL Modeler, Builder, Flier, and Recreational Experimenter.

**Long Answer:** First, let's look at some definitions.

*Scratch Build:* To build a plane to a plan (drawing) from specific resources (wood, composites, etc.) including all the airframe components, hardware as required, covering, and finishing materials. Essentially scratch building is

construction of a kit, before building starts.

*Kit Build:* To build a plane to a plan (drawing) from a more or less complete list of individual parts, where most of the items have been cut to size and shape, the hardware is usually provided, and all the covering and finishing materials are not.

*Modeler:* One who copies an object, especially one made on a smaller scale than the original. The Scratch Builder fits this category well with knowledge, skill, experience, and scratch builders usually fly what they build. Kit builders are in this group as well.

*Builder:* One who enjoys the building aspect more than the flying aspect of the hobby. Builders could also be Modelers who kit build rather than scratch build.

*Flier:* One who enjoys the flying aspect more than the building aspect of the hobby. Fliers generally have limited building and repair skills.

*Recreational Experimenter:* One who takes recreational pleasure from some aspects of the hobby (observing, flying, building, etc.) at an entry level that does not attach any amount of commitment to the hobby.

Now, let's look at what method that you should use. Using a number grid to help define your goals, add up the assigned points for each category that fits your situation as they apply. If you don't have the necessary equipment, for example, then 0 points are added. If you do have the necessary equipment, then add in the assigned points (1). The

Money category gets more points, because, as we all know, cash overcomes adversity. If money is all you have, then purchase or contract a ready-to-go plane. Categories: Money, 3; Time, 1; Skill, 1; Equipment, 1; Desire, 1; Location, 1; Knowledge, 1.

7-9 Points: Scratch Build  
5-7 Points: Kit Build  
3-5 Points: ARC Build  
1-3 Points: ARF Build

OK, now that we have done the corporate/new age exercise, we all know that we are going to do just what we want to anyway. A least you will have a point of reference for your frustration in the future.

There are inherent problems with any of the building options. For instance, if all you ever do is buy ready to go planes, fuel, and equipment, then you are a Flier/Recreational Experimenter, and there are some really valuable things that usually don't go with it. Specifically: inspection and repair skills. If you are not familiar with what is under the skin, then you have no idea just how dangerous that little "cosmetic" crack really is. Along with that come the ARF and ARC planes. While quite well done in most cases, the chances that an ARF or ARC is being jig built by an actual modeler has about the same odds as finding the missing "Inverted Jenny" postage stamp. The factory assembler of those planes is more than likely working at a station on an assembly line, and although they have in-depth skills at that station, they more than likely do not have the product knowledge that an actual modeler would. For instance, given a square piece of sheet balsa, is to be installed with the grain depth wise or length wise? Generally a modeler will know, while a factory worker only knows it is square and should be glued in place. There is a big difference here if the piece is a shear web between wing spars, and very little difference if the piece is a fuselage stiffener scabbed in place to support the foam construction.

Problems that come from ARFs and ARCs can be mitigated by close inspection before the parts are assembled. A little twisting, turning, bending, and



The ARC Brodak Cardinal is a fine example of composite construction. The plywood, hardwood, and balsa fuselage assembly is neatly rough-sanded and laser-cut at the wing and tail slots as well as the lightening holes. The beautifully jig-built wing is sanded as well. But the best part is the bellcrank, lead-outs, and adjustable lead-out guide are accurately installed. For \$5 more, you can get the already-covered ARF version.

sighting for warps and wovees will go a long way if you take some time to actually look things over. To quote Yogi Berra, one of my heroes of the understated, “You can observe a lot just by watching.” Today, most ARFs and ARCs are of very good quality, and you can modify them to make them stronger and safer with just a little experience. In the early 1980s I was asked to build an ARF of the day. It was a .40 sized scale plane (which shall remain nameless, since a lot of people bought these and are still mad about it). It was very compatible to today’s modern Stunt plane in size and weight. The construction was skinned Styrofoam over a wood skeleton for both the wings and fuselage. There was, for lack of a better analogy, a cowl that looked like it was made of Tupperware. The planes came in red and blue and were quite fetching when fully assembled. I got the Blue one, and one of the other club members got the red one. Before the assembly—since this was my first journey into ARF-land—I examined all the parts, assembly methods, and features. My counterpart started assembling at “Step 1,” and followed the instructions to the letter. I noticed the firewall was made of three-ply door-skin instead of plywood, and that the internal gluing was more like spot welding than running a steady bead down the matching joints. I cut a new <sup>3</sup>/<sub>16</sub>-inch five-ply firewall, and epoxied it into place using an acid brush and 30-minute epoxy to attach the firewall over the old one and to completely coat the inside of the tank compartment all the way back past the leading edge mount. I followed the instructions as well, but added braces, gussets, stiffeners, and glue, as my

conscience (and experience) told me to. Mine got an HP Silver Star .40 for power, his got an O.S. .40 FSR; compatible engines of the day. Both flew really well, but his simply exploded midair weeks later; mine died of fuel soak and old age years later. Turns out they were assembled in another country using hot glue and two-sided sticky tape, but they looked really fine.

The moral of the story is that the plane is what you make of it. Ask a few questions, get a few opinions (shouldn’t be hard around modelers), proceed on your best knowledge, but never ever trust that someone else has done all the “What-if” homework for you to make it safe.

**Kit building brings a mixed bag** of satisfaction and unhappiness. For most of us, kits do all the hard parts for us, and provide a more or less correct set of hardware for the plane. Good plans and instructions replace or enhance knowledge requirements. We apply our skill to the degree that a final product is acceptable for flight, or we learn a series of lessons in the process. Kit building is the most common of the choices, has its own rewards, and today’s kits are really something to see.

**Scratch building is essentially**

**constructing** a kit one piece at a time. Fitting those pieces, then building the plane to a set of instructions either in the form of an article (step-by-step), or a logical sequence set out in our mind. A lot of skill, knowledge, equipment, desire, and location are required. While there is a great money savings to be realized from the economy of scale applied to resources and supplies, the investment in



**Modern kits are excellent as well. This RSM Ringmaster has clear plans and instructions, an outstanding hardware pack, and class “A” wood. The modern construction method leads to a lighter, stronger Ringmaster. The most difficult part of taking these pictures was keeping the laser-cut parts in place for the photos. Every time I moved them, the parts fell out, talk about accuracy!**

equipment can eat that up pretty quickly. (let’s say in the form of saws and sanders alone). Then again, the equipment investment becomes more economical each time it is used, and my band saw, for instance, actually paid for itself around 10 years ago. Scratch building has with it more of the structural knowledge which is the best contributor to safety, and safety is *the* bottom line.

When we look at what type of plane we should fly construction wise, we need to set aside (with great difficulty) our wants and desires and look at the realities. Can we actually build a safe plane from scratch? *Or* are our particular skills still more at home with Kits? The structure is the key, and the painting and sealing are what keep it intact. A fuel soaked plane, built to exacting standards of construction on the surface, that is not structurally sound and paint protected, will fall apart (remember the red one from above). This makes it much more dangerous than your first effort kit with too much glue, too little sanding, and a sealed finish applied with a house paint brush.

ARFs and ARCs have their place and, with the evolved standards of jig building and applying coverings, can be the answer. They do more of the hard stuff for you, but you still need to add things up, see where you stand, then ask the final question: Is it safe? Many of you out there still get an imaginary twinge of dental pain at that question from the movie, *Marathon Man*. It is just that kind of reminder that we need to apply to our flying no matter if you are an experimenter, flyer, builder, or modeler. Happy Trails. **SN**



**Legendary designer and modeler Hal DeBolt offered this excellent example of a kit during the early '50s. Excellent wood, workmanship, and hardware set this aside as one of the best kits of all time. Note the aluminum gear, band sawed and sanded parts. A really decent set of full-size plans tops it all off.**

# News From the Tango Zone

By Claudio Chacón

**H**ello everyone! First of all, I'd like to introduce myself. My name is Claudio César Chacón, born in Buenos Aires in 1956 and based in Rafaela city (Santa Fé province), Argentina, since 1989. My modelling passion began back (waaay back) in 1969 building a 1/2A CL plane powered by a "one flip starting" (yeah, right) Cox .049 (as I'm sure many of you did).

My first "serious" competition took place in 1984 at the Nats in which I took fourth place out of nine contestants, flying an unfinished Avanti (only white base color, no time left to do the trim color job) with an O.S. .40 FSR in the nose—the engine vogue in those days here.

Starting with this short report, I'll try to keep you abreast of what is going on in Argentina's Stunt life.

**Rafaela is a rather small city** (100.000 inhabitants), the venue for the first Control Line World Cup Championships held outside Europe in the Americas. Since 1999, five F2 World Cup competitions were hosted in my Club, called "Círculo Aeromodelista Rafaelino," a fact we are very proud of.

Okay, let's see where Rafaela is located in the map:

Following, some aerial shots of our club. You can see the F2B and F2C circles, the RC strip, and the club house. The flying site is located seven minutes driving away from downtown. (These photos were taken on a practice day during the last World Cup competition, in February 2008.) *SN*



**Well folks. Now you have** a first overview of our CL activity in Argentina. Many thanks to Mr. Bob Hunt for letting me be part of this great magazine.

Until next time! *SN*



# Robin's View Productions' CUSTOM FOAM WING SERVICES



*Bob Hunt's Crossfire featured a foam wing with integral foam flaps and a foam stabilizer and elevator. It also featured wing-mounted landing gear installed using Bob's innovative foam wing landing gear system.*

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

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

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

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

hundreds of CL Stunt enthusiasts to realize superior model performance and have helped them to win consistently in aerobatic competition.

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

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

For a complete listing of the myriad products and services offered by Robin's View Productions, please send a large SASE to: Robin's View Productions, PO Box 68, Stockertown PA 18083, call (610) 746-0106, or e-mail Bob at [robinhunt@rcn.com](mailto:robinhunt@rcn.com). Phone orders are welcome and RVP accepts Visa and MasterCard for your convenience. Along with all RVP products comes the invitation to call with any questions about model building. RVP offers an evening "Hot Line" for questions you might have while you are building in your shop.



*Here's Bob with his original-design, three-time Nats Classic Champion and three-time USC-winning Caprice. It features a foam core wing with triple internal coring. The original, built in 1967, also utilized a foam core wing.*

Remember our motto:  
**RELENTLESS INNOVATION!**

# Memories From t

I was reading Wynn Paul's article in the September/October issue of *SN*. His words revived many old memories of the '50s and '60s that I would like to share.

As a boy in 1950 I was obsessed with model airplanes, full-scale airplanes, and just about anything that flew. In those days there was a National Guard Base in Indianapolis and Bunker Hill Air Force Base in Kokomo, Indiana. (Now named Grissom Air Force Base for the late Astronaut Gus Grissom.) I remember being 4 years old standing in my back yard watching P-51 Mustangs and later F-80 Shooting Stars fly over my house. I would get so excited I would point and yell, "airplane, airplane!" I guess it was only a matter of time before model airplanes would become part of my life.

For my birthday in 1957 I received my first model airplane. It came in a box and was made of plastic with string for control lines and powered by a Wen-Mac .049 engine. I could never get the engine to run long enough to actually get it off the ground. A local hobby shop owner had recently bought out another hobby shop and needed help moving the inventory to his shop. I volunteered to help and for my efforts he gave me a Sterling P-51 Mustang kit. Somehow I built the kit and talked my Mom into buying a Fox .29 to put up front. With lots of help I learned to fly it level. Throughout the summer of 1957 I built and demolished several Sterling P-51s and Yak-9s and Ringmasters while attempting to learn inverted flight and outside loops.

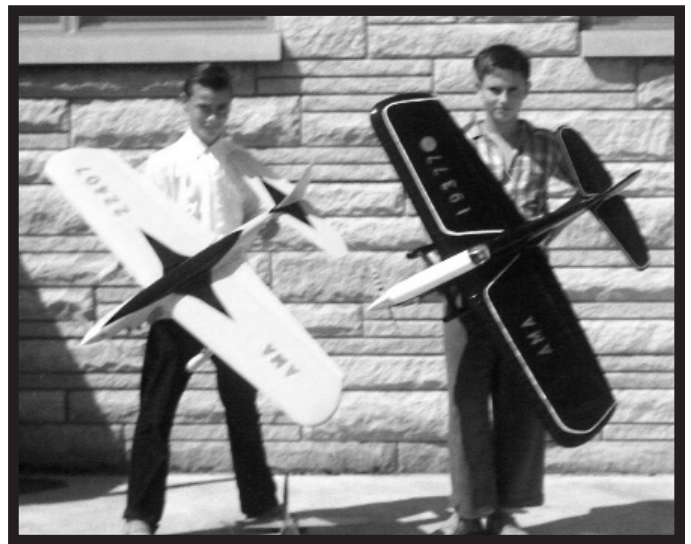
It was around this time that George Aldrich's Nobler became available as a kit, but the big buzz around the flying circles was about Roland McDonald's I-Beam Strathmore Detroit. Since the I-Beam construction was so radical, it became a well-kept secret and plans were unavailable. Bob Randall and Charlie Lickliter put their heads together and developed a covert operation that would somehow reveal the hidden secrets of the I-Beam wing. Bob and Charlie purchased a Strathmore Detroit, took it home, and carefully dissected it piece-by-piece and then drew a complete set of plans for it.

In 1957 Charlie Mackey formed an elite club in my area that

was known as the "Stunt Masters." Membership in the Stunt Masters was by invitation only and consisted of Bob Randall, who later became the 1958 Open National Stunt Champion (flying a Charles Mackey twin boom design), Don Ogren, and Charlie Lickliter. Charlie Lickliter built some of the most beautiful Stunt models of that era and then painted them using only a brush. Charlie Lickliter didn't even own a spray gun!

I was privileged to have grown up in Indianapolis, an area filled with CL Stunt talent.

By 1958 my flying improved, as did the need for a more sophisticated aircraft. My first larger model was the Veco Chief. I glued the engine mounts into that model using a popular orange-colored glue (no brand names mentioned). During the second flight on my brand new model, something strange happened. The engine decided to leave the Chief behind. I stood in the middle of the flying circle and watched in amazement as my Chief floated softly to the ground like a falling leaf.



Denny Breedlove (L) poses with Jim Vornholt on right with his very first Strathmore Detroit in 1958.



Here is a group photo from Indianapolis, Indiana in 1958.

A fellow Stunt flier on the south side of Indy, Mr. Lee Steinbrook, had a black and white Detroit that was for sale. Somehow I convinced my Mom that I really needed that airplane (Poor Mom). She worked hard all week and would spend her paycheck on model airplanes.

The catch was that I had to promise that I would not crash it. Man! Talk about pressure! Well I should have been a politician; I would have said or promised anything to get that Detroit. Of course we all know what happened! My friend Denny Breedlove and I picked up the big

# the '50s and '60s

By Jim Vornholt

pieces and then went to Denny's house and obtained the help of his step-dad, Ward Rutherford, to assist in rebuilding the crashed Detroit. Several times it was necessary to come up with a creative excuse as to the whereabouts of my airplane.

During the rebuild process I was able to discover how the Detroit style models were constructed. "Well that doesn't look so hard" I thought. Bob Randall, feeling sorry for me, gave me a set of plans for the Detroit. With a lot of help from Bob, and several other people, I built my first I-Beam Stunter over the winter of 1958/1959. By the spring of 1959 I had my first home-built Detroit and enough confidence to enter my very first contest in Dayton, Ohio.

The Dayton Buzzin Buzzards were fortunate to have a city that was willing to provide a CL flying park. That park, if my memory serves me correctly, had two paved circles and a grassy area for Combat. My first endeavor in competition flying was a success; by that I mean I was able to fly both my first and second round flights without crashing. I remember

being so nervous that my right leg would shake like I was doing an Elvis Presley imitation.

Now I had my first taste of competitive blood. That summer I went to every CL Stunt contest I could. I bummed rides with anyone who would put up with a snot-nosed 13-year-old kid. In those days cars were so big that it was not unusual for four guys to pile four or five airplanes, tool boxes, folding chairs, and a cooler into a 1949 Nash four-door and head off to Lexington, Louisville, St. Louis, or Chicago for a contest.

That summer I met Bernie Ash. Bernie became my Stunt coach. Bernie was the one who convinced me that I had the potential to win the Nationals the next year, but he told me that in order to accomplish that goal I would have to practice every day. He told me that it would also require the right airplane. My Detroiters were heavy and they would stall when I tried to fly sharp corners with them. I built a Charlie Mackey Lark, and that flew much better than my previous Stunt ships. With the Lark my skills seemed to improve. Charlie Mackey was a great



Here's Jim at his first Stunt Contest Dayton Ohio May 1959.



Charlie Lickliter's third Ballerina 1959.



Right: Jim poses with his Carousel and the 1960 National Championship trophy.

influence on me as a 13-year-old who was obsessed with flying CL Stunt. Then in the spring of 1960 I built my Mackey Carousel. This was a very sleek-looking twin-boom design that also flew extremely well. I knew this would be my Nationals ship.

**The 1960 Nationals in Dallas** was extremely hot and steamy to the point that the hot concrete runway burned large blisters on the bottom of both of my feet. My Mom and Dad provided my transportation to Dallas in our non-air-conditioned 1956 Oldsmobile. Being adults and much smarter than I was, they stayed at the local Holiday Inn. I, on the other hand, wanted to be where the action was and opted to stay in the barracks at Dallas NAS (big mistake). The heat was unbearable; it was like sleeping in a steam bath.

When the Navy hosted the Nats they were so gracious and accommodating to all that attended. There was always one large hangar open 24 hours a day. In that hangar there were 100 or more work tables on which to store your aircraft and equipment or to make those necessary emergency repairs. You could hang around the hangar and stay up all night just talking about modeling.

The base was open to all participants and their families. (Could you imagine doing that in today's world?) My Mom and Dad took me to the NCO Club where I witnessed one huge fight over a pool game that apparently didn't end the way one sailor thought it should. There were pool ques flying around and sailors in white uniforms which were suddenly trimmed in *red*. That was the night I learned what an SP was.

On the next to last day of the Nats every year the Navy Blue Angels would put their aircraft on static display and then do their aerobatic act the next day to commemorate the end of the Nats. That year (1960) George Aldrich was the Stunt Event Director and sole judge of ground points. George—being George—was extremely difficult to impress to say the least. I will admit my Carousel was a little ruff around the edges but 11 ground points really deflated my ego. During the months of June and July I flew fly

five or six practice pattern flights per day right up until we left for Dallas. Well practice makes perfect. I wasn't perfect but I was lucky and won first place in Junior Stunt.

Bill Werwage was the defending Senior Stunt Champion that year flying an early model Ares in typical flawless Werwage style. This is where things got a little crazy. After the smoke had cleared, Artie Myers of New York had won and Bill caught a Greyhound bus back to Ohio. (He didn't even say goodbye.) Jim Silhavy, also from Ohio, was first in Open Stunt, flying a Nobler. There was no shortage of good Stunt fliers in the Midwest during those years. Besides Jim Silhavy there was Lew McFarland, Gary Zeller, and Ron O'Toole, who called the St. Louis area home. Gary flew the Tucker. (See the article about that plane in the Jan/Feb 2007 *SN*.) Ron was flying a Tucker Special and was quite a contender in the Senior Division. Let's all never forget the late Steve Wooley, an excellent flier who made so many contributions to FAI and the sport of CL Stunt. Cincinnati was home to Jerry Solomon who was noted for dragging the vertical fin on the pavement during outside maneuvers.



Above: Jim is holding his Carousel and poses with the 1960 King Orange International Queen.



Left: Jim, Bill Netzband, and John Davis after King Orange finals, December 1960.

When I returned home from Dallas I received a phone call from Bob Randall asking me if I would like to become a member of the Stunt Masters. Of course I said yes and after 48 years I still have my club jacket hanging in the closet.

As winter approached I decided to strip and repaint my Carousel changing it from all black to all white. Bill Davis, father of another excellent Junior flier, the late John Davis, invited me to tag along with them to Florida for the King Orange Internationals. On Christmas night in 1960 we loaded up Bill's 1955 Mercury four-door, plowed our way through 18 inches of snow, and headed for Fort Lauderdale.

This was to be my first meeting Wild Bill Netzeband who was the event director at the KOI.

John Davis was flying a Ballerina designed by Charlie Licklitter and came in first, several points ahead of yours truly.

### 1960 King Orange Scrapbook



Steve Wooley at the 1960 King Orange.



Jim Silhavy at the 1960 King Orange.

I met the legendary Jack Sheeks in 1961. Jack was an Indianapolis Police Officer and would come into the local hobby shop while on duty (checking for criminal activity I'm sure). To me he looked like he was 7 feet tall, weighed 350 pounds, and could break your face with one punch. Those were the days when kids were afraid of the police. What can I say about Jack that just about every Stunt flier doesn't already know? Jack has published more Stunt plane articles than anyone I know of. Over the years Jack and I became best friends and still are today.

In the spring of 1961 my friend Bernie Ash and I decided to build an I-Beam Stunt plane similar to the Ares but added our own personal touch to the design.



Bernie Ash and his Airon in 1961.

We added 1 1/2 inches to the rear moment, a 1/2 inch to the nose moment, a bubble canopy, redesigned wingtips, and vertical fin, and christened it the Airon. Two models were built and both models were painted identically; I had to look at the AMA number to make sure I had the right airplane!

Just before the 1961 Nationals the inevitable happened; I drove my Airon straight into the ground. With Bernie's help it was back together in three or four nights of repair work. The problem was I never had time to test fly the model before leaving for the Nats. When I arrived at Willow Grove NAS in Pennsylvania I met up with Bill Werwage and Ron O'Toole. That year Ron arrived with a thin sleek new design called Aeolus. After catching up on current events I began relaying my sad story about my crash to Bill and Ron. With their assistance we were off to do a few test flights of my repaired aircraft.

The first day of competition went well; I was in first place in Junior and Bill was first in Senior. That afternoon I was feeling confident about the finals the next day until I had a



Jim at the 1961 Willow Grove Nationals.

conversation with Bill and Ron. Not wanting to burst my bubble they felt it their duty to advise me that my horizontal stabilizer was bowing during tight maneuvers (probably stress from the crash) and both felt it could break off in flight. Well that was just what anyone sitting in first place wanted to hear. Being good friends, a decision was made to replace the stabilizer,

## 1961 Nationals Scrapbook



Bill Wergage at 1961 Nationals.



Ron O'Toole and his Aeolus 1961 Nationals.



Eddie Kaimmerer, good friend of Bill Wergage, at 1961 Nationals.

keeping in mind that I was due to fly in the finals at 8 a.m. the next morning. Within minutes the three of us were on our way to the Willow Grove NAS hangar to perform the surgery. With the steady hand of a 15-year-old surgeon I removed the old stabilizer while Bill and Ron cut and sanded the new pieces. By 3 a.m., paint—including trim colors—had been applied and the project was completed, leaving just enough time for a short nap before a 6 a.m. test flight. The day ended with Lew McFarland first in Open Stunt, Bill Wergage first in Senior Stunt, and I was first in Junior Stunt for a second year in a row. The summer of 1961 ended all too soon. So much fun was being had by all in the sport of CL Stunt that year ...

**The 1962 Nationals** was held at Glenview Naval Air Station just outside of Chicago. I had been so impressed with Ron's O'Toole's Aeolus from the previous year that I build my own version of his design but the fuselage of my new aircraft was even thinner. Now I was in Senior Stunt, old enough to drive, and dating a girl named Donna. So I decided to name my new aircraft the Adonis. That was the politically correct move for the time.



Jim with his Adonis at Chicago Nationals in 1962.

Considering the fact that my heart was not into the sport as it was in the past, I gave a half-hearted attempt to win. I finished an honorable fourth place that year and still received a small trophy for my efforts.



Jim's Adonis, 1962.

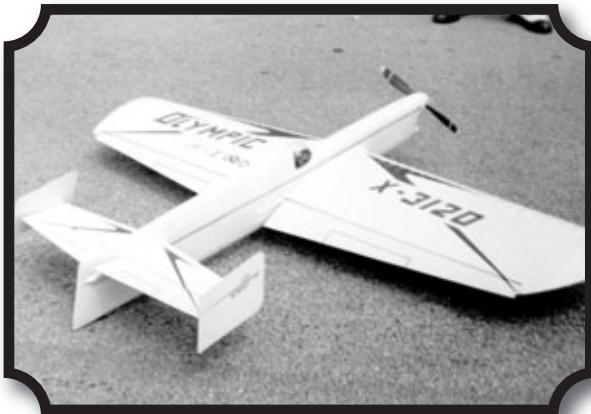
1961 Scrapbook, Kokomo, Indiana



Bob Gialdini at Kokomo Indiana August 1961.



Steve Wooley at Kokomo, Indiana, 1961.



Bob's Olympic at Kokomo, Indiana August 1961.



Steve Wooley's Argus, Kokomo, Indiana, 1961.



Don Orgen at Kokomo, Indiana, in 1961.



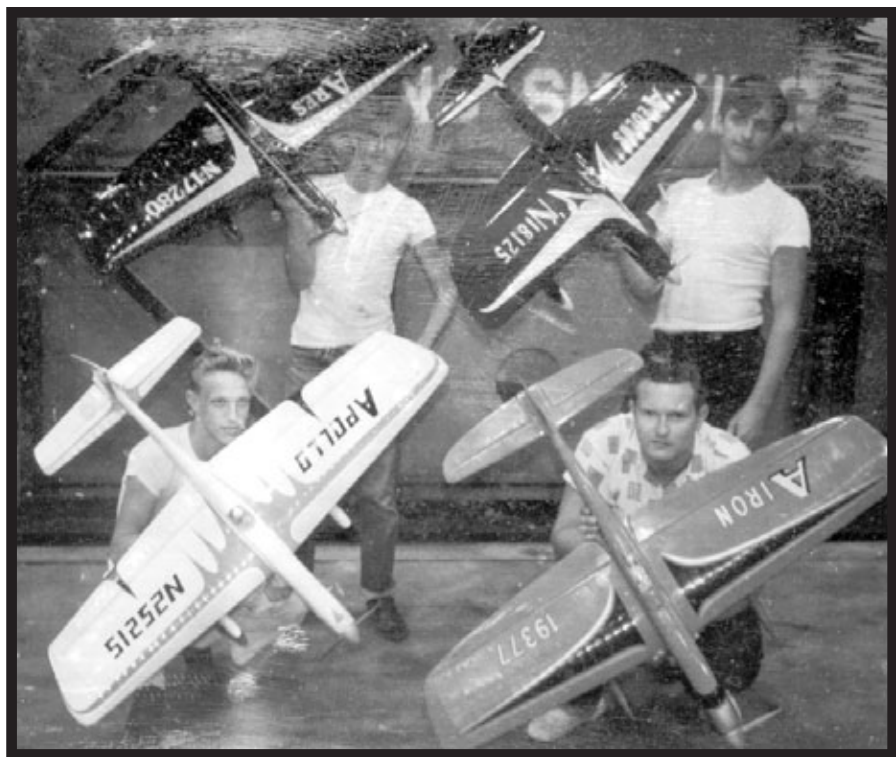
Charlie Lickliter with his Ballerina at Kokomo, Indiana, in 1961.



Ballerina, Liberator, Silhouette, and Airon at Kokomo, Indiana, 1961.

For several years in the month of August the Kokomo Indiana Chrysler Plant sponsored an AAA class contest in August after the Nats.

I competed that year flying my new slim-line Adonis. The final results of Senior Stunt were Bill Werwage in first and I believe I was second or third—I can't remember for sure. In the late afternoon when the flying was over a group of us was just standing around discussing the events of the day when Bill Werwage said to me, "Do you mind if I fly your airplane?" Bill was my buddy and of course I said, "Sure, let's fuel it up and get in line to fly." Well in Bill's defense I fly a little nose heavy and Bill likes his Ares to turn easily on a dime. To make a long story short, I believe Chrysler Corporation had to call a local asphalt company to fill the crater my Adonis left in the black top. Bill felt as low as a snake's belly, but it was not his fault. He even went so far as to loan me his brand new Ares to fly the next year. The next summer came and went and I never picked up a handle that year. I returned the Ares to Bill Werwage and took a couple of years off from Stunt flying. *SN*



Here's a pretty well-worn photo, but doesn't it bring back a few memories?



Ron O'Toole and the Aeolus Bellville, Illinois, September 1961.



Bob Randall with his then-new Liberator design, August 1961.



Ron's Aeolus Belleville, Illinois, September 1961.



# CLPA Rules

By Keith Trostle

In the last issue of *SN*, I incorrectly reported that the AMA has posted their new Contest Board Procedures. I just checked the AMA website and the new document is not there. By the time you read this, there is a chance that the new document will be available.

As reported earlier, the new document shows that the deadline for basic rules change proposals has been extended to December 31. Also, the form to submit a change proposal has itself been changed so that it requires only one name/signature of an AMA member. This is changed from the process explained previously in this column. Before, proposals had to be signed by an AMA Contest Director and two other AMA members. It should be emphasized that any AMA member can submit a change proposal. A Contest Director signature is no longer required on the Change Proposal form.

## Elimination of Pattern Points

Several sharp sighted individuals have pointed out some discrepancies in the new CLPA rulebook related to the elimination of Pattern Points. When the proposal was made in the last rules change cycle, certain related items were missed and should have been adjusted to totally integrate the pattern point elimination change. These discrepancies include:

1. In the Errors section of Paragraph 13.15. Landing, the next to the last word "pattern" should be replaced with "landing." This has to do with allowing a model to be whipped for two laps prior to landing so that it can receive landing points. With our new rule, unless a maneuver is preceded by the nominal two laps between maneuvers, the next maneuver is scored zero.

Whipping is allowed so that landing points can be received if the two lap requirement is met.

2. In the rewrite of Paragraph 11, the paragraph number "13" was omitted in the reference to the Paragraph on Flight Maneuver and Scoring. That number should be inserted after the word "Paragraph" in the second line of Paragraph 11. Also, in the next to last sentence of that same paragraph, the sentence that starts "All such maneuver shall ..." should read "All such maneuvers shall ..."

3. In Paragraph 9 of the Skill Class PA

Events 323, 324, 325 and 326 that appears after the Judges' Guide (Paragraph 14): Scoring of Incomplete and Unattempted Maneuvers should be rewritten to agree with the wording in the basic CLPA rules, Paragraph 11 regarding Execution of Maneuvers. That existing Paragraph 9 should be replaced in its entirety with the words from CLPA Paragraph 11:

"11. Execution of Maneuvers.

The maneuvers must be executed in the order listed in Paragraph 13, Flight Maneuver and Scoring for the Control Line Precision Aerobatics event. The contestant may attempt a maneuver only once in any one flight. A score of 0 (zero) will be given for any maneuver omitted or not attempted at all, for any maneuver started but not completed, any maneuver with an incorrect number of consecutive figures (either too few or too many), any maneuver flown out of sequence, and/or any maneuver flown without a minimum of the nominal (two) laps interval after the previous maneuver. When a maneuver is omitted or not attempted at all, the remaining maneuvers shall be scored provided they are attempted in the correct order. When performed after the completion of the Four Leaf Clover maneuver but before the start of the Landing maneuver, other maneuvering shall be permitted. All such maneuvers shall not be officially observed nor scored by the judges."

In accordance with AMA procedures, an Urgent change proposal will be submitted to the AMA for the Control Line Aerobatics Contest Board (CLACB) to review and approve. This matter has already been brought to the attention of the entire CLACB and it should only be a formality to complete the documentation trail to make these corrections. Hopefully, the discrepancy should not present any problems with Contest Directors until the correction is officially completed. A Contest Director should recognize the intent of the changed rules regarding the elimination of pattern points and how those changes should apply throughout the rulebook accordingly.

## Errors in the 2009-2010 Rulebook Corrections

There are several items in the new rulebook that will be corrected by the AMA. One correction will be to properly insert the 10-40 point range for the

horizontal square eights that was omitted in the sample score sheet on page CLA-12 of the new rulebook. Also, there is a typographical error that "crept" into the printing of the 2009/2010 rulebook. The maneuver diagram for the Four Leaf Clover, Paragraph 13.14 shows the elevation at the start of the maneuver. The 2007/2008 rulebook showed this elevation correctly to be 42° as explained in the maneuver description. The new 2009/2010 rulebook now shows this incorrectly to be 38° with an inappropriate insertion of "42' Elev" appearing near the margin in the preceding paragraph. This matter will soon be fixed by the AMA and perhaps will be by the time this issue of *SN* is delivered to you.

## The Control Line Aerobatics Contest Board (CLACB) and PAMPA

The purpose of the CLACB is to monitor and accomplish rules revisions to our event. As such, the members represent the separate AMA Districts and are appointed by the respective AMA District Vice Presidents. The chairman of the board is appointed by the AMA President. There are 15 separate Contest Boards for the various model aviation events and disciplines. Though our board members are and almost always have been PAMPA members, there is no requirement for such membership. The CLACB can receive and consider recommendations regarding rules proposals from PAMPA at any time. The actions of the CLACB should not be confused with the activities within PAMPA regarding Old Time Stunt and the Classic Stunt events which are unofficial events. PAMPA has generated their own set of rules for these events. The AMA CLACB has nothing to do with these unofficial PAMPA events. Any changes desired for either the OTS or Classic events need to be initiated through the PAMPA Rules Committee which is chaired by Alice Cotton Royer who often provides interesting material here in *SN*. Her function is entirely separate from the AMA CLACB.

## Wind Arrows (again)

Several months ago, I mentioned the "wind arrows" that appear in four of the maneuver diagrams including the Reverse Wing Over, Inverted flight, Overhead Eights and the Four Leaf Clover. These "wind arrows" show the "normal" orientation of a maneuver relative to wind direction. I believe those arrows are there for maneuver placement so that the judges

can best observe and score those maneuvers. As long as all fliers orient their maneuvers that way, then the judges have a consistent basis to compare each maneuver from one flight to another. There is no mention in the rules of any penalty to the pilot if his maneuver orientation is not in accordance with those rulebook wind arrows.

Over the years, there have been inconsistencies in how these wind arrows should be applied while judging a pattern. Some contest officials have deducted pattern points if a maneuver is not oriented to the wind (as in the judges' location). Some judges will correctly not give a particularly high score for a maneuver which cannot be critically witnessed when a pilot, either intentionally or unknowingly, positions a maneuver where the judges do not have a good view of it. Now, there are no pattern points to deduct for such practice. Perhaps a more positive way to accomplish appropriate/consistent maneuver orientation for the judges is to remove the wind arrows and place

some statement in the rules that the pilot should (or must?) orient his maneuvers in an appropriate manner in order to receive a maximum maneuver score, or just show the placement of the maneuver in the diagram relative to judges' location on the circle.

Then, we still need to address what the penalties would be for the pilot not placing maneuvers in specific positions relative to the judges. This could be in terms of an automatic point deduction, a total loss of points for that maneuver (a bad idea) or some variation of these options. And there will have to be allowances for the contingency where the wind is very light and changing, which in some cases, the flier can sense the wind, if any, to be in one direction and the judges sense a different direction.

This is one of the things I have asked the CLACB to think about, during this phase of the rules change cycle. Your Board representative would like to hear your opinion on such matters.

Comments will be appreciated.*SN*

—*stunteagle@cox.com*

### Rules Proposal Preparation and Submittal By Alice Cotton Royer PAMPA Rules Chairperson

**Any open class** Pampa member may submit a rules change proposal (available at PAMPA products) by filing out a completed PAMPA Proposal Form and sending it to the Pampa rules chairperson (that's me), January 1 - August 1 2008 (even numbered years). Your proposal will be reviewed by the rules chairperson to assure that it has been properly submitted (I will make sure the proposer used the correct form, that it is properly filled out, that it has all required signatures, and clearly states the proposal, etc.). If the proposal, as submitted, does not pass the review by the chairperson, it will be returned to the proposer with an explanation of what is required to present it correctly.

If members just use the Rules Change Proposal Form and follow the directions, it is an easy process. I will then gather all proposals that I received by August 2008, make copies and send them to those who vote which are PAMPA officers and all representatives. The proposals also must be put in *Stunt News* so members can discuss them before the vote in November.

Alice Cotton  
educator, writer, artist  
alice@artemisillustration.com  
503-254-3173  
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## PAMPA Rules Change Proposal Form

Proposal Number: \_\_\_\_\_ Postmark Date: \_\_\_\_\_  
(Filled in by PAMPA)

Send completed form to PAMPA rules committee chairman. A copy will be forwarded to the appropriate committee members.

Rule Category:     Old Time     Nostalgia     CD Guide

1. A brief summary of the proposed change. Attach additional sheets if necessary.

2. The exact wording proposed for the PAMPA rules (list paragraph numbers where applicable). Example: Change "quote present rule wording" to "exact wording desired". Attach additional sheets if necessary. The PAMPA rules committee chairman may at any time prior to submitting a proposal to the appropriate PAMPA committee for final vote, edit proposal wording to increase clarity and to avoid ambiguity, provided the proposal intent is not changed.

3. Specify the logic behind change, including alleged shortcomings of present rules. Attach additional sheets if necessary.

4. Signature of two Pampa Members:

(1) Proposer: \_\_\_\_\_ Date of Signature: \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

(2) Proposer: \_\_\_\_\_ Date of Signature: \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

The cutoff date for rules change proposals is August 1 (post mark).

# Why I Fly Stunt

The time is somewhere around 1942. I'm sitting on the foot of my Dad's bed watching him carve a little piece of pine. Mom says, "Van, you're getting all those wood chips on the floor again." Little did I know this would be the anthem for the rest of my life! My mom and dad were both members of the Civil Defense Team in East Orange, New Jersey during "The big one." Dad was an engineer with some mechanical skills and

was carving Aircraft Recognition Models of enemy planes before they started molding them in black rubber for the civil defense effort.

I was hooked. There was no escape for me from that point on. I was a modeler! I started with Strombecker solid models, and moved on to the Speedee-Built rubber-powered balsa flying (?) models. But rubber was tame when there were gas engines out there. My 11<sup>th</sup> birthday

brought me an O.K. Cub .049 engine kit. *Yes a kit!* The engine came in parts that had to be assembled by the purchaser. You saved a dollar on the price of the engine that way. That engine powered several Scientific Log-styled 1/2A CL models that gave me the thrill of flying on wires! The first one was a Mustang followed quickly by a Stunt Master. For a short time that Cub powered what I believe was a Testors Quarter Midget-styled tethered race car. Well, I eventually put that engine into a Veco Dakota free flight model (with way too much fuel) and watched it fly over the local mountain range. See ya!

By age 12 all my begging and pleading produced a Fox .35 and an All American Senior for my birthday. Keep in mind that a couple of my buddies and I had *no* coaching whatsoever during this period of our modeling career. Yes, there were a couple of hobby shop guys but they weren't terribly available. And there were some magazine articles. That was *it!* Light, straight? You're kidding!

So here I was, taking that All American, fuel, battery, lines, etc. on my bike, 7 1/2 miles from East Orange NJ to my buddy's park in South Orange to fly. I "stuffed" that A.A. on the third flight! But I trudged onward, ever onward until there was very little left to glue anything to.

A Vampire was next, then a couple of Ringmasters, and then a Stuntwagon 30. By age 17 I had wheels and joined the local Union Model Airplane Club in North Jersey. This is where I received my training from the likes of Harold "Red" Reinhardt, Larry Scarinzi, the Davies, and the Hunt family. Watching Red and Larry cutting the grass, inverted, at 80 mph, was mesmerizing. (How do they do that?) Of course, we all took turns keeping young Robin Hunt off of everyone's lines. Somewhere around now I built my first El Diablo. Thinking of my personal skill set at the time, I can't imagine how I managed to build that wing on my first "scratch build." (Thanks, Red!)

I can't exactly remember when I first joined the AMA, but I did find an old 1955 picture of me with my AMA number (originally 16022) on the wing of a pink and black Combat ship! After high school there were a couple of on and off years at Rich's HobbyTowne, in Parsippany NJ. Much of the old airplane

## Featuring Ward Van Duzer



cronies were in and out of there on a regular basis. Larry and Ginger Scarinzi were part of the every weekend crowd there, and I still remember their 3-year-old daughter, Bernadette, flying her FireBaby. While I never hooked up with him, I think John D'Ottavio was floating around at that time.

The airplanes were beginning to get some serious realistic looks now. Remember, all of mine were mostly box-bodied flying machines or profiles. The carved balsa blocks, faired-in cowlings, and inverted engines were intimidating but I was having fun getting creative with some designs. I never understood the success of the Ringmaster with a rectangular wing, elliptical stab, and elevator, and tear-drop shaped rudder! An artistic *mélange*! (But I fixed that! Was this the beginning of the Customized Ringmaster?)

Then like so many of us, I discovered girls and drifted away. By 1962 I was married with two boys and attempted a return to

the hobby. I built a Green Box Nobler for that same old Fox. Then, an interest in sailing and bass fishing took over, and the Nobler gathered dust for many years.

**I retired from business** in 1988, and got a “fun job” in a local hobby shop. Somewhere in between that Nobler and my retirement I had acquired a (ugh!) Futaba radio control system and a Pica Rapier RC trainer. That’s when I discovered that Robin “Bob” Hunt from the old Union Model Airplane Club was living just up the street from me and flying RC with a local club. A perfect instructor! I remember him saying that my Rapier had a roll rate you could mark off on a calendar! Didn’t matter, my fate was sealed! I was back! But RC didn’t seem to fit. I just couldn’t *feel* the airplane. That’s when *it* happened. On a visit to Bob’s house one evening I discovered a drawing of a *Stunt ship* on his board. My new mentor had set the hook on me! Through Bob I discovered the Garden State Circle Burners, and PAMPA, and I was off and running. The Nobler was a disaster by then so I built another Reinhardt El Diablo on the card table. (It still has the X-Acto scars on it!) The same Fox .35 powered this ship and I was off to flying in John Miske’s new competition creation called “Old Time Stunt.”

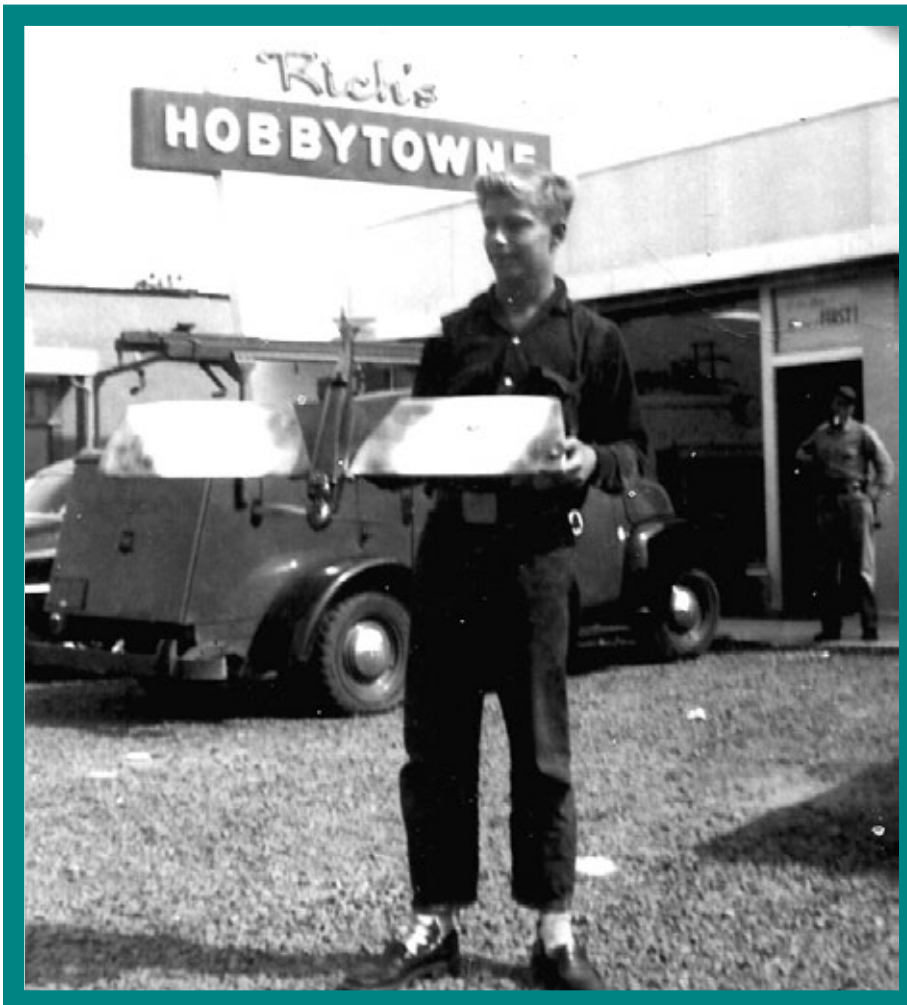
The rest is history. I was back flying CL Stunt and began a “career” writing beginners’ articles for *Flying Models* and PAMPA’s *SN*. When Bob asked me to join him and son Robby at a contest in Mt. Comfort, Indiana, I was thrilled. *Contest?* Are you kidding; this was the United States Team Trials for the world Precision Aerobatics event! Holy stuff! I did have a little head start there knowing a bunch of the crowd from the Northeast. Casale was there, Windy was ever present as ever, and of course, Bob. But there was Fancher, Billy Werwage, Paul Walker, Pratt (a party looking for some place to land), Wynn Paul, and the rest of the “left coast.” Yup, all my Stunt heroes were there. When we left on Sunday they were all my friends. But don’t get too near the edge of a pool when Walker’s in the neighborhood!

Then in 1990 my bride Judy gets transferred to Atlanta GA. (Hey, somebody has to put the steak on the table!) But Atlanta sounds cool. The Atlanta Stunt Conspiracy and all that good stuff! Well, it didn’t all work out quite that well as I headed down there at the leading edge of Bob, Rich, and Deano’s tuned-pipe era. And the first guy I meet is Randy Smith, Engine Guru! Cool ... Now maybe I’ll learn something about our little engines.

The first time we went flying, Randy pitched my fuel, and all (most) of my engine problems went away! Just about this time Randy’s engine re-work business was starting to peak. Randy had already thrown himself into the tuned-

---

“After high school there were a couple of on and off years at Rich’s HobbyTowne, in Parsippany NJ. Much of the old airplane cronies were in and out of there on a regular basis.”



pipe fray and business was good. Well, as they said, "My Mama didn't raise no dummy." I convinced Randy he needed a part-time shipping department! Over the next seven or more years we got along well, with me doing packaging and shipping, engine break-downs, cleaning parts, turning venturis, balancing and finishing C/F props, and watching a magician at work. With all the thousands of engines that were modified for Stunt and left that shop, I only recall one PA coming back. We took that engine out in the yard and ran it up. Couldn't make it match the complaint. We sent it to Werwage. He couldn't find the problem, so he took it to the Worlds. Now you know the rest of the story! Those who know me know that I never had burning desires to be in the "Top Ten" of competition Stunt. Although I did do some local contests, I preferred to go flying for fun on Sunday mornings rather than to go "practice"! Randy respected our differences as I did, and we got along just fine. However, I occasionally leaned on him to do some .40-sized designs for "Us Guys"! Thanks Randy. Now, about that Profile SV-11 ...



Ward's Double Cross.

Then Judy retired, and son Mitchell decided to go to school in Sarasota, Florida. Sounded like a pretty good deal to us. Palm trees, Bougainvilleas, and tropical weather. And guess what? There is a small CL club down there called the Tampa Bay Line Flyers. Yipeee! Pack your bags! We're off again!

So, what's it all about? Sixty-seven years of great relaxation, creative juices, nostalgia, and skills I never would have had without balsa, silk, and dope. And, of course lots of "Old buddies" (Boys and Gurls). Yup, that's it—The Buddies!

Great modeling friends! Thanks to you all. And especially to Jude, who lets me get away with all of this. *SN*

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# The Euro Scene

By Peter Germann

**2009 European Contest Preview:** From mid April 2009 until the first weekend in October European CL fliers may participate in as many as 29 open international contests for all FAI CL classes. On top of this there are another 25 or so national and/or regional competitions taking place, including perhaps 15 national CL championships. Add to this the limited access European Championships in Belgrade/Serbia and you have a nice choice of events to visit. Driving distances will be significant, at least by our standards, with contest sites being as far apart as the distance from Russia down to Spain.

Contests are typically flown in several of the FAI CL categories during the same weekend on one or two circles with the contestants arriving Friday evening and prize-giving being held Sunday afternoon. I consider the side-by-side flying of totally different categories as being very valuable, both in terms of technology know-how transfer and friendship.

Unlimited practice flying is not always possible and it really makes sense to arrive well prepared. The organizers take pride in providing an atmosphere of friendly companionship and true family spirit. Quite often, Saturday evening get-togethers or even banquets are offered, which makes the social aspects of the events being at least as important as the actual competition results.

Visitors and guest fliers are always very welcome. Registration fees for competitors are typically roughly 35 Euro (\$40 US) and I am sure that, if contacted well in time, most organizers would be glad to arrange for loaner airplanes for overseas visitors wishing to participate. If thinking along these lines it would be a good idea to carry proof of liability insurance valid for the respective country and a valid 2009 FAI sporting license to be issued by your NAC (National

Aero Club). (That would be AMA for United States fliers—Ed.) Here is the choice of contests taking place in 2009:

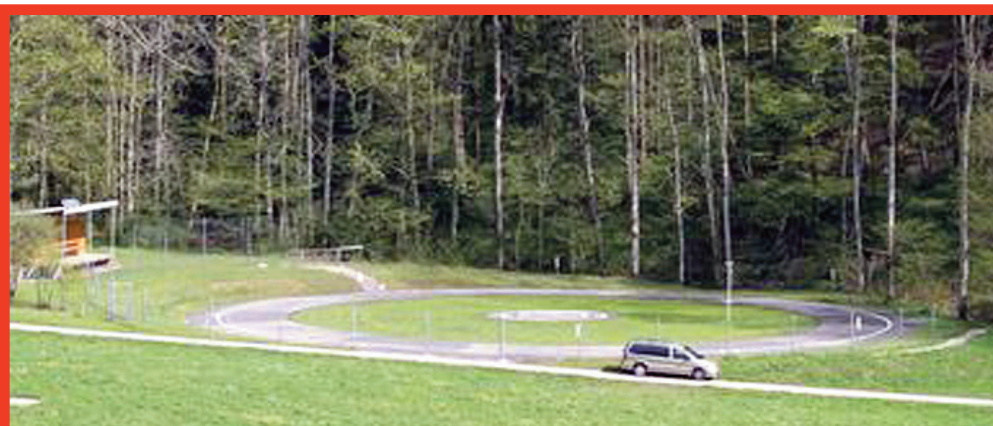
**Vidreres-Gerona, Spain, April 11-12:** Categories flown are F2A Speed, F2B Stunt, F2C Team Race, and F2D Combat. This is a World Cup series event run by Francisco Mata: vidreresf2@ono.com.

**St. Eulalie, France, May 9-10:** Categories flown are F2A Speed, F2B Stunt, and F2C Team Race. Run by F2B Working Group member Aime Gilbert, who can be reached at gilbertai@aol.com.

**Kiev, Ukraine, May 22-24:** Categories flown are F2A Speed, F2B Stunt, F2C Team Race, and F2D Combat. This is a World Cup series event run by Valery Kramarenko: vakram@gala.net.

**St. Etienne, France, May 30-31:** This F2B contest is run by the Beringer family, including former champions and four-stroke experts Gilbert and Remy and newsletter publisher (and respectable flier) Veronique. The event is a must for four-stroke Stunt fliers: control.line.info.circulaire@wanadoo.fr. Lovely region, excellent food, and really nice people, too.

**Landres, France, July 4-5:** The site of the 2008 World Championships now hosts the 2009 Grand Prix de France for F2A Speed, F2B Stunt, and F2C Team Race. The truly spectacular site is worth a trip by itself and the contest will be run by World Championships organizer Jean-Paul Perret: jpperret@wanadoo.fr. For those interested in recent history, a guided tour of Fermont, the impressive nearby Maginot line fortress, would be a very worthwhile side activity.



**Breitenbach circle. Turbulence city; if you make it there, you'll make it anywhere ...**

**Breitenbach, Switzerland, May 22-24:** Categories flown at the traditional biennial Jura-Cup are F2B Stunt and F2C Team Race. This is a World Cup series event run by former Team Race Champion Heiner Borer: heinerborer@datacom.ch Jura-Cup. This is undoubtedly one of the must-go places for highest-class Team Race, attracting top competitors from all over Europe.

Despite the availability of one circle only, with line length limited to 18 meters (59 feet, eyelet-to-eyelet), and being surrounded by turbulence generating trees, the Stunt community has fallen in love with the event, too.

**Pepinster, Belgium, August 15-16:** The nicely rebuilt circles on the hills above Pepinster host a well-known World Cup series contest for F2A Speed, F2B Stunt, and F2C Team Race. For details contact Henri Stark at: hm.stark@skynet.be.

**Radfeld, Austria, August 22-23:** The biennial F2B contest in Tirol, near Innsbruck, is flown in open space over grass. Organized by Alexander Winkler, the Radfeld Stunt contest is known for smooth and turbulence-free air and, of course, for the on-site availability of extra class and unlimited supply of Wienerschnitzel. Contact Marco Fankhauser at info@mbg-radfeld.com.

**Lugo, Italy, September 5-6:** Close to the historic cities of

Ravenna (Mosaics) and Faenza (Ceramics) and within just 90 driving minutes from Venice, the totally tourist free little town of Lugo di Ravenna is really nice place to stay for a couple of days when up in central Europe colder weather

starts to set in. In particular because the Coppa d'Oro contest for Speed, Team Race, and Stunt being held on the Lugo Aerodromo is a truly charming event.

As with all Italian contests the atmosphere and the spirit can best be described by the lines "Volare, oho, cantare oho oho ... " Now, I do not really know what Domenico Modugno, or Dino Martin if you like, had in mind when singing this immortal tune. What I can tell you is that if you have not been part of Italian CL events you still have something nice to look forward to. Contact Mr. Sillvagni to learn more about a perfect way to conclude a European contest season: [info@aeroclublugo.it](mailto:info@aeroclublugo.it).

The preceding is not complete and the events listed are typical for many others taking place throughout the 2009 European season for CL contests. For detailed information on open international FAI competitions for CL models I suggest you consult the FAI Web site: <http://events.fai.org/calendar.asp?id=23>.

In order to update your FAI rules knowledge, you may want to go to: [www.fai.org/aeromodelling/documents/sc4](http://www.fai.org/aeromodelling/documents/sc4) and download the files listed under "F2 Control Line Competitions" and "Control Line Competitions - Annex 4H." Have fun! *SN*



On-site lunch, Italian style. Shot at the biennial contest in Cirie. Stands well for the Lugo spirit, too.

## 2009 CL Stunt Nats Schedule

### Sunday, July 5

6:30 a.m.	Control Line Precision Aerobatics Practice	L-Pad, Grass Circles
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
12:00 noon	Jr./Sr./Open/Advanced entries close	Nats Headquarters
2:30 p.m.	Open/Advanced Models Presented for Appearance Judging	180 Building
3:00 p.m.	Pilots' meeting/Forum	180 Building
4:30 p.m.	Concours Voting	180 Building
6:30 p.m.	Judges' Seminar Review	TBD

### Monday, July 6

6:30 a.m.	Control Line Precision Aerobatics Practice	L-Pad, Grass Circles
8:00 a.m.	Old Time & Classic Stunt Events Pilots' Meeting*	Grass Circles
8:30 a.m.	Old Time & Classic Stunt Events*	Grass Circles
9:00 a.m.	Judges' Seminar Phase II (Flight, may move earlier)	L-Pad Circle 4
6:00 p.m.	Judges' Seminar Review	TBD

### Tuesday, July 7

6:30 a.m.	Control Line Precision Aerobatics Practice	L-Pad, Grass Circles
8:00 a.m.	Open/Advanced Qualifications Rounds 1 & 2	L-Pad

### Wednesday, July 8

6:30 a.m.	Control Line Precision Aerobatics Practice	L-Pad, Grass Circles
8:00 a.m.	Open/Advanced Qualifications Rounds 3 & 4	L-Pad

### Thursday, July 9

6:30 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 Finals	L-Pad

### Friday, July 10

6:30 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	Horizon Convention Center
7:00 p.m.	PAMPA Banquet	Horizon Convention Center

\* Unofficial Event

If you are flying only unofficial events, you must register with Nats Headquarters as a mechanic.



By Louis Rankin



Norm Faith with his award-winning Thai Angel.

## *Featuring Norman E. Faith Jr.*

**D**on't you want to go where everybody knows your name? Well, with the CL community being so small, everywhere we go just about everyone knows our names. The personality this issue is no exception and when everyone sees him they yell out "Norm!" That's right, Norm Faith from El Dorado, Arkansas.

Norm loves model aviation and has been doing very well in the Intermediate class, and last year he moved up to the Advanced class. He hails from District VIII and that is where he enjoys most of his competitive flying. He does venture out of District VIII to attend the Nats and the Memphis Stunt Classic.

Norm lives in El Dorado with his wife, Wongduan. His grown children, James, Norman III, and Mary, also live in El Dorado and are now raising families of their own. Master Sergeant Faith retired from the Air Force in 1987 after a rewarding career in aircraft maintenance. One of his proudest

moments during his military career was the honor of being the crew chief of a team that helped restore the "Memphis Belle" B-17 bomber. After leaving the Air Force he continued working in aircraft maintenance. During his civilian career he has restored many antique aircraft including one that he took to Oshkosh and won "Grand Champion." He started his own business, "Faith Aviation" in El Dorado, that his son James now manages. Currently he is a professor at Southern Arkansas

**Norm Faith and Joe Bowman prepping one of Norm's favorite ARFs at the Memphis Stunt Classic.**



Some lady walked up and handed him and his father a set of solid lines and said, "Here, use these, they're solids; you should be using them when you race."

University Tech, instructing Aviation Technology.

It was Norm's father with his extensive background in aviation who got him started in model aviation by helping him build an S.E.5 when he was 4 years old. I'm sure we can all remember our first models. The first model I can remember my father helping me building was a plastic F-104 model kit. Let us all be thankful for fathers everywhere that inspire their children to following their interest.

CL Stunt is what Norm enjoys most in modeling. He used to have an interest in Combat and Rat Racing. He even used to fly competitively in RC Pattern, but now devotes all his modeling time to competitive Stunt flying.

... she was Betty Bell, one the best free flighters and most well-known model magazine celebrities of that time.

His favorite model design is the Goldberg Shoestring. His least favorite models are the ARFs that he owns. His favorite power plant is the Kraft .61 and he plans to adapt one to Stunt use. His least favorite power plant is the Wen Mac .049 with the spring starter.

As young men in the '50s, '60s, and '70s, many of us would read the model aviation magazines and admire the top fliers as if they were sports heroes. As for me, I knew more about George Aldrich and the "Bear" than I did about any of the normal sports figures of the day.

Norm too had his heroes and one of his most memorable moments in model aviation is of one of a great free flight competitor of the '60s. While Norm was being pull tested before a Rat Race heat at the 1961 King Orange he had a line break. He had no extra line sets and was



Above: TSgt Norm Faith and one of his RC Pattern ships, circa 1980s.



Right: Young Norman (4 years old) with his first model



Left: Circle two at Hobby Park in Garland TX.

Below: Norm's current project is a scratch-built Novi IV.



Norm in a stunning jumpsuit in his early Combat days.



Marlon Brando, eat your heart out!

not going to be able to compete.

Some lady walked up and handed him and his father a set of solid lines and said, "Here, use these, they're solids; you should be using them when you race." Norm was able to finish the competition and afterwards went looking for the lady to thank her. When he found her he discovered she was Betty Bell, one the best free flighters and most well-known model magazine celebrities of that time. Norm really felt special that day!

Forty-plus years later on a sunny morning at Hobby Park in

Garland, Texas, he came face to face with another hero of his young modeling years, "The Bear" Bob Gieseke. I guess some would consider me weird; I live in the Memphis area and cannot tell you for the life of me who any of the Grizzlies' ball players are. Honestly, I don't care. But when I am around the flying greats from the yesteryear, I feel like young schoolboy again. I know how Norm feels!

Norm's current project on the building board is a scratch-built Novi IV. He is going to cover it with Polyspan, install Tom Morris controls, and power it with an LA .46.

Norm's future aeromodeling goals are to continue building and competing with his own designs. Norm currently competes with a Stunter that he designed called the "Thai Angel."

What Norm likes most about aeromodeling is the camaraderie. Second would be design and building his own models. He says, "Watching your creation take to the air is awesome."

Norm is also a full-scale pilot. His non-aviation interests are motorcycles and race cars. He and his wife ride together and frequently look for excuses to hop on their ride and venture out of El Dorado and enjoy the Arkansas countryside.

When at a contest in District VIII, make sure you seek out Norm and introduce yourself. You will quickly learn why everybody knows his name. *SN*

Forty-plus years later on a sunny morning at Hobby Park in Garland, Texas, he came face to face with another hero of his young modeling years, "The Bear" Bob Gieseke.

# The Next Generation

By Grace Paris

The plane started up and proceeded to launch. I started to shake like a leaf on a tree.

Hello, I am Grace Paris. I am going to be the writer of this column and I think that's just awesome. Well, let me just start with the basics for those who do not know me. I am currently 15, turning 16 when April runs its course. I live in a city called Clio in the wonderfully mitten-shaped state of Michigan.

I am a sophomore at Clio High School. I was a varsity swimmer and am on the honor roll. I fly just CL, no RC for me. Other than flying I like to draw, read, listen to music, eat, hang out with friends, and be outside and in the water. I am a really easygoing person and full of energy. If you ever need help, I will help; you just need to



Grace Paris at the 2005 at the Sig Control Line Contest getting ready to fly a Skyray.

get my attention. I can launch a plane like no other! I also think I have a sense of humor. You should meet me sometime if you haven't met me yet. I am sure we would get along great.

I do have a little brother, Michael. My dad, brother, and I all fly. My dad flies Expert at the smaller contests and Advanced at the Nats. My brother flies the whole beginner pattern and will hopefully take the trophy I won last year at the Nationals. I can do the whole pattern. There is a story about that ...

It was a couple of weeks after the Nationals. I was at a local flying circle with my dad. I had made a promise earlier that no matter what, whether I won or lost the beginner spot in the Nationals, I would fly the whole pattern.

I had the Buccaneer 740, Sluggo, designed by Allen Brickhaus, and just stood staring at it while looking at the pattern in my head. I had never flown the whole pattern, and this would be my first attempt ever at all of the stunts.

My dad asked if I was ready. I said, "Let's do this." I went out to the handle. This can't be any worse than the beginner pattern, I thought. The plane started up and proceeded to launch. I started to shake like a leaf on a tree.

Reverse wingover. I can do it. Start, I jam the handle up and watch the plane glide over me and got ready to give it down instead of up again. I pull out at 10 feet. That wasn't so bad. The maneuver that I dreaded the most was the outside squares. I go through the

loops and inverted flight and do the inside squares. Then came the moment of life or death for Sluggo. I went a little higher, maybe at a 60° angle and gave down, chickened out, and gave down quickly three more times. They looked like diamonds. The idea of going straight at the ground terrified me (I got over that). Still shaking, I did my triangles and then regular horizontal



Grace takes Beginner Gold at Sig flying a Buccaneer 740.



Grace served as dad's pit crew at the 2007 Chicagoland Circle Cutters event.



Grace and her father John head out for her Beginner flight.

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## I'm particularly looking for input from my fellow young fliers.

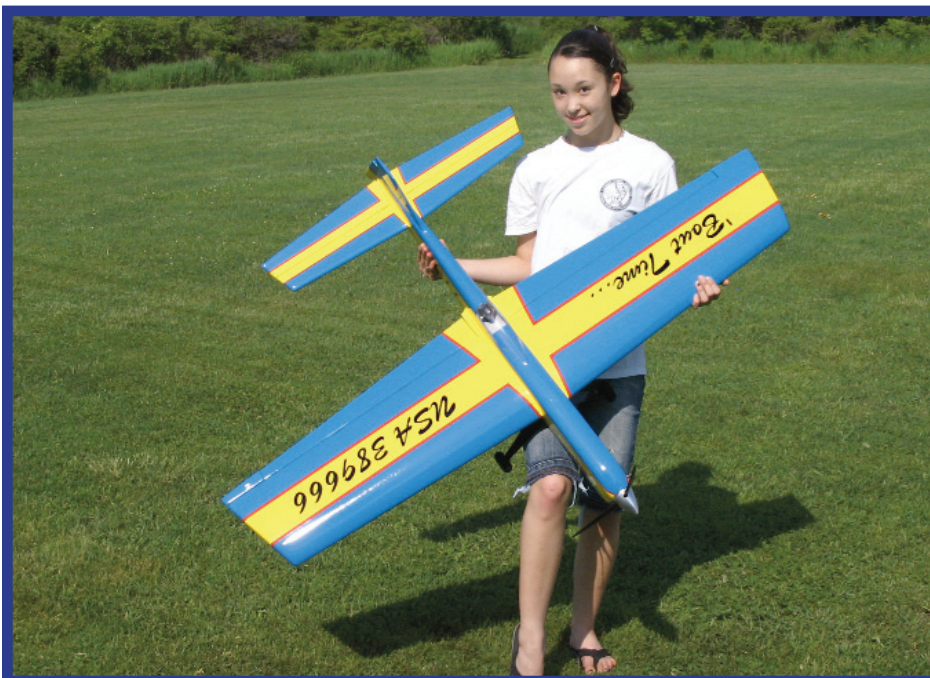
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The 2007 Beginner Nats where Grace finished second and got the eye for that big trophy. She was flying her own Super Clown that year.



Grace at the 2008 Beginner Nats with the Bucanner 740.



eights. Now I had the square eights. How I dread anything square. I wimped at the corners. I had square insides and square-ish outsides at 10 feet from the ground.

By far my favorite maneuvers are the vertical eights, hourglass, overheads, and the clover. So I did those with a breeze. After all my first attempts at horizontal eights were actually verticals! I landed smoothly and walked to my dad and was so excited. Did you *see* that!?! He seemed proud. He smiled and said something positive I couldn't quite remember. I still shake when I fly sometimes.

I don't just fly Stunt either. I do like to do the Foxberg races with my best pitman, my dad. I have tried my hand at Carrier, too, with the help of Art Johnson. I did place first at the Nationals in the Sportsman Profile category. I think it helped that I was the only one entered in it. Carrier is so much harder than it looks. You have to focus so hard.

I have not done Combat or Speed; usually the younger ones are doing those, like Pat Gibson.

My goals for this year are to go to Brodak's and fly as many events as I can. Like everything Intermediate, such as Classic, PAMPA, and maybe Old Time. It depends on what plane I bring. We have only so much space in the van. My dad usually brings three planes and so might I. We have to consider Michael, too. I do not know how we will do it but maybe we will get one of those U-Haul trailers. I also plan to go to the Nationals and fly in Intermediate. And if I win that then compete in Advanced. I also plan to go to the FAI Team Trials. Those are the big contests I go to. We also go to Sig, Cleveland, and so many other places nearby. I hope one of these years I can go endure the heat of VSC.

If you have any questions whatsoever, even ideas for me to write about or some advice you would like me to put out there, you can e-mail me at [Parisgy2@aol.com](mailto:Parisgy2@aol.com) or snail mail me at 10120 N. Jennings Rd., Clio MI 48420-1915. I'm particularly looking for input from my fellow young fliers. This, after all, is our column! I want to be able to introduce and highlight all of the "Next Generation" of CL Stunt pilots. *SN*

## Plastic Tanks for Stunt

Six years ago I wrote a column about plastic tanks (*SN*, July/August 2003). At that time I was switching to plastic tanks. After six years I guess it's time for an update. In this column I'm going to revisit the topic and share what I've learned in six years of using plastic tanks.

This year at the Nats my annual Technology Survey had a question about tanks. I asked the competitors if they used a metal tank or a plastic tank. About one-third of the competitors used plastic tanks. I don't know what the number would have been six years ago, but I would bet that more fliers are using them now. Plastic tanks have some advantages over metal tanks:

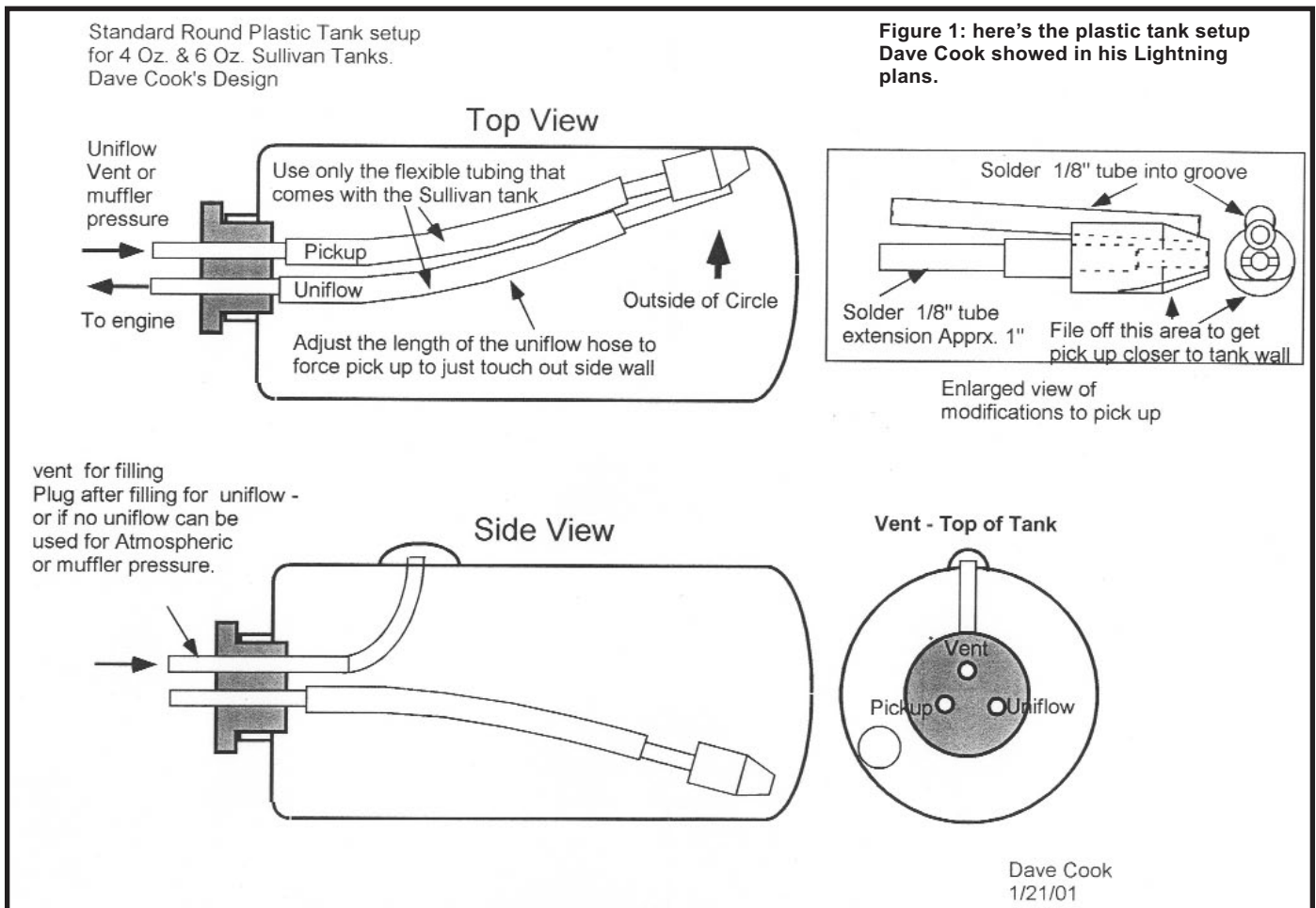
1. Plastic tanks are lighter.
2. Plastic tanks don't corrode.
3. Plastic tanks can provide more capacity in a given length nose than a standard 1-inch high by 2-inch wide metal tank. This is important to fliers using larger engines (.75s, .76s, and .90s). They need 8 or 10 ounces of fuel to fly the pattern. An 8-ounce standard metal Stunt tank would be 8 inches long—a 10-ounce tank would be 10 inches long. It's extremely difficult to find room for these large tanks in the nose of a Stunt ship. It's a good reason to go to a plastic tank.

When I switched to plastic tanks, I went to a setup that Dave

Cook had used for 40 years. Although I'm not above reinventing the wheel, I went with the proven setup (Figure 1) that Dave showed on his Lightning plans.

In conversations with Dave Cook, he listed several key factors in his setup:

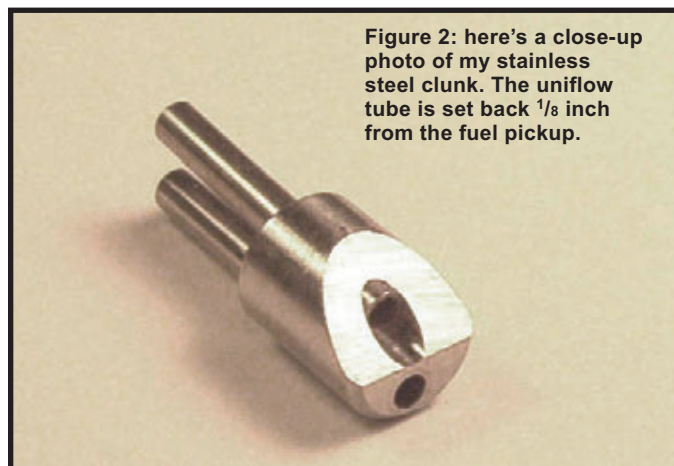
1. Dave's setup is a single clunk setup. He tried two-clunk setups, but had trouble with the clunk lines getting tangled. Also, clunks weigh about  $\frac{1}{4}$  ounce, so you can save weight if you use a single clunk.
2. Use only the Sullivan flexible tubing that comes with the tank. (This can be purchased separately from Sullivan.)
3. Adjust the length of the uniflow tubing so the pickup just touches the wall of the tank.
4. The pickup should sag the same amount in both the upright and inverted positions. (Some fliers bias the sag to adjust their engine run, but Dave shims the tank up and down instead.)
5. The rear of the tank should be cocked outboard about  $\frac{1}{16}$  inch. (This ensures that all the fuel is burned and gives a smooth shutoff.)
6. Dave used the round Sullivan tanks (either the R-4 or the R-6). The tank I used was a Sullivan R-6. It should be noted



that in most Stunt ships they must fit partway into the area between the engine mounts. Also note that Sullivan makes an R-8 and an R-10.

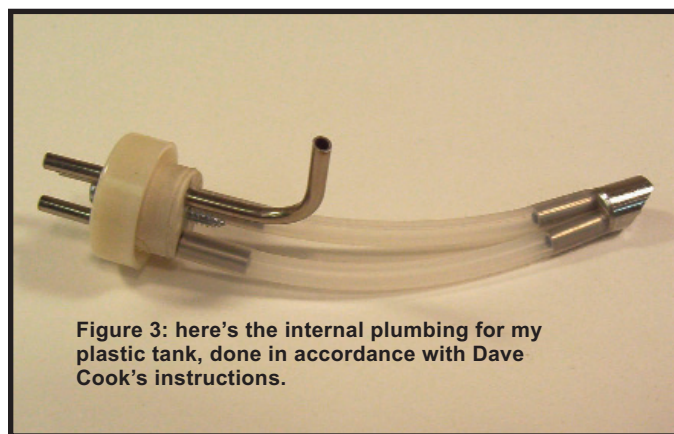
I mentioned that one of the advantages of plastic tanks is they don't corrode. While this is true of the plastic tank, it doesn't hold for the brass tubing and clunk. If you let a tank sit for an extended period with fuel in it, the fuel will turn green from the corroding brass. To prevent this from being a problem I decided to use stainless steel for the tubing and clunk. I figured that as long as I was building a special clunk, I might as well make it of stainless.

My stainless steel clunk is a  $\frac{3}{8}$ -inch diameter by  $\frac{1}{2}$ -inch long dowel pin with two  $\frac{1}{8}$ -inch holes drilled in it. Two  $\frac{1}{8}$ -inch stainless steel tubes (one for the pickup and one for the uniflow) are inserted into the holes. I bought the stainless dowel pins from McMaster-Carr and the stainless tubing from Small Parts Inc. The tubes are knurled to make them a press fit in the holes. A portion of the dowel pin is ground away to expose the uniflow tube, set  $\frac{1}{8}$  inch behind the pickup tube. The two tubes are at a slight angle to each other so they diverge as they exit the dowel. This makes room for flexible tubing to fit on without interference. A photo of my clunk is shown (Figure 2).



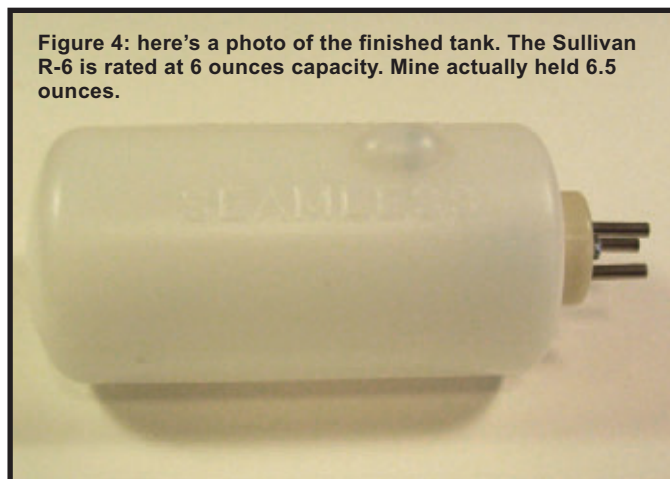
**Figure 2: here's a close-up photo of my stainless steel clunk. The uniflow tube is set back  $\frac{1}{8}$  inch from the fuel pickup.**

I made up the internal plumbing for my tank in accordance with Dave Cook's instructions. All tubing is stainless steel. My tank internals are shown (Figure 3).



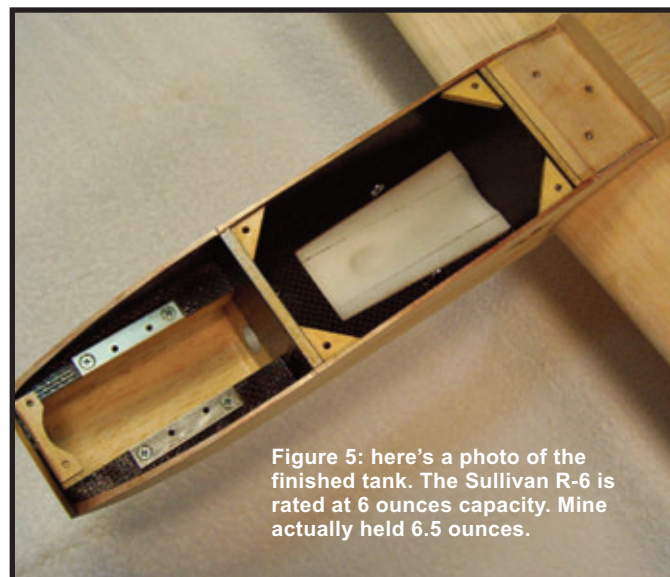
**Figure 3: here's the internal plumbing for my plastic tank, done in accordance with Dave Cook's instructions.**

The finished weight for my Sullivan R-6 is 1.83 ounces. That's a saving of about 0.5 ounces over the metal tanks I've been using. The finished tank is shown (Figure 4).



**Figure 4: here's a photo of the finished tank. The Sullivan R-6 is rated at 6 ounces capacity. Mine actually held 6.5 ounces.**

As previously noted, a plastic tank will usually need to use part of the space between the engine mounts. In my case the tank is into this space about  $\frac{3}{16}$  inch. I make a filler piece of Rohacell foam to fit in the space between the engine mounts. I make the Rohacell piece into a saddle for the tank by wrapping a piece of 100-grit sandpaper around the tank and sanding a bed for the tank in the foam. Also, the foam must be ground out for the filler dimple on top of the tank. Rohacell foam is a good choice here because it is light (about 2 lb./ft.<sup>3</sup>), strong (comparable to balsa), and impervious to solvents (and fuel). I get Rohacell foam from CST-The Composites Store, Inc. Shown (Figure 5) is the nose of my Super Kestrel with the foam tank saddle in place.



**Figure 5: here's a photo of the finished tank. The Sullivan R-6 is rated at 6 ounces capacity. Mine actually held 6.5 ounces.**

A couple of eye screws are screwed and epoxied into the engine mounts. To hold the tank in place, a plastic cable tie goes through the eye screws and around the tank. Shown (Figure 6) is the nose of my Super Kestrel with the tank in place.

In the six years that I've been using plastic tanks, I've had nothing but good results. I haven't found it necessary to make any changes to Dave Cook's setup, and I credit him for getting it right. Most importantly, I get consistently good engine runs. Also, my tanks are durable and require no special care. Randy Smith is fond of saying "There are two kinds of plastic tanks—

*Continued page 47*

I think most of us would like to add more points to our scores at a contest. Or just make a better-looking takeoff to impress our friends at the flying field.

In an effort to conserve battery power, I changed my idle speed from a fast idle to "0" idle speed, during the 30 second walk to the handle. This saved around 200 mAh of wasted energy.

As a side benefit, the *sloooooow* startup I had programmed into the Castle Creations controller now showed up. It must have been masked by the high idle speed I was using, that jumped to full speed quickly after 30 seconds. I highly recommend using this slow startup setting while in Heli mode in your ESC.

Now I have "Great Takeoffs" to go with my great power-on landings. When I pull the string on my stooge, the plane barely moves as the motor continues to speed up. Then it slowly rolls for about 60 feet before lifting off. (This is easily controlled to ensure liftoff is before 100 feet or 1/4 lap.) As the speed uniformly builds up, the plane goes into

**My takeoffs have gone from so-so to awesome, and high scoring, with just a little practice!**

the sweetest slow climb you could ever ask for! It does what the rules say a takeoff should be like. Before the third lap is completed the plane is up to full speed and ready for the wingover!

This works perfectly on pavement. All the pilot has to do is resist the temptation to move the handle, and spoil the takeoff. Just let the plane do it alone; it is almost on auto pilot for the takeoff and climb out. On grass you will need to let the motor speed up a little before pulling the stooge string to prevent a slow taxi nose over in the grass. A little

## E-Stunt Wing Loadings Vs. Other Planes

I thought some of you might be interested in seeing how our E-Stunt planes stacked up against wet CL planes. I put in a few of the full scale planes I have flown so that we can see the impact of the all important "Reynolds Number" ( $Re=68 \times V \times c$ , or  $Re=VL/v$ ) on our wing loadings. A 400 pound Nobler? It gives a new perspective on worrying about the difference between 13.9 and 14.3 oz./sq. ft. in our CL planes! And it shows that larger planes can carry a higher wing loading while still having great performance.

I know there are many other factors that influence our CL planes' performance, airfoils, moments, etc., but wing loadings are a good method to use to see how we are doing in comparison to the wet systems our friends are using.

As I, and others, have stated before, our CLPA planes can go up a little more in wing loading with no problems,

as long as they have an *increase* in power. With our modern, powerful, wet engines and our very powerful E-systems, we can add several ounces to our planes and still have more than enough increased power to fly through our maneuvers with authority, in calm air or high winds.

I would appreciate you sending me your ECL planes' data so we can all get a better idea of the range of wing loadings (and power loadings, etc.) that still works well in ECL. I have a spreadsheet with all this data, plus props, batteries, etc. I will publish the additional info in a future column. TIA [I have no idea what this is.—Shelia]

The T-Bomber is Will Moore's, the Diva is Phil Granderson's, the Dewoitine is Thierry's, the Impact E is Paul Walker's, the Elec Crate is Dennis Adamisin's. (Note: Dennis, Phil, and Paul all use helium in their planes.)

Aircraft Name	W Area sq. in.	A/C wt oz.	Wing Load oz/sq ft	Engine
Diva	690	59	12.3	Mag .36
Impact E	750	67	12.9	Orbit 30-12
Odyssey	700	65	13.4	ST .60
Cardinal	590	57	13.9	TT 4S .54
Nobler*	510	49	13.8	AT .36
Igor (CA)	630	61	13.9	Saito .56
Firecrac	760	74	14.0	66RE
PT-19	560	55	14.1	AXI 2826-10
Elec Crate	600	56	13.4	AXI 2820-8
E P-40*	560	57	14.7	AXI 2826-10
E P-40*	560	60	15.4	AXI 2826-10
T-Bomber	750	75	15.4*	Two Hackers
Dewoitine	670	67	14.4	AXI 2826-10
35% Extra*	2,049	480	33.7	DA 100cc
Pitts S2B*	29,232	27,200	134.0	LYC 540
Extra 300L*	16,560	30,688	266.9	LYC 540
F4 Phantom	76,320	928,000	1,750.9	Two J79-GE



experimenting will easily allow you to find the “sounds right” speed to release for your length of grass.

My takeoffs have gone from so-so to awesome, and high scoring, with just a little practice! Now, if I can find a way to get some “Electron Magic” to help me with my embarrassingly out of shape Hourglass, I will be in E-Stunt heaven!

Rules note: The above takeoffs are perfectly legal per our AMA rules. This type of takeoff is easy to do with our E-systems, but it can be made to work with wet systems too.

### E-Stunt at the Golden State Championships

Slowly, step by step, we are moving forward. There were *four* ECL planes at the CA State Champs this past weekend. Last year I was the only one. Next year?

It was a pleasure to have other ECL pilots there to talk to and compare notes with. With four of us answering questions from the many wet pilots about our ECL planes, it got more information out to more people. Four out of 46 pilots is a start. My guess is that the ECL entry next year will be eight or 10.

Larry Wong is one of the nicest guys you ever want to meet. His quiet enthusiasm for ECL, and his warm personality, make him a pleasure to be around. Larry was there with his beautiful “round motor” Sukhoi-looking ECL plane. He also flew his wet backup plane but is getting his ECL dialed in with a new AXI 2826-10 motor with an APC-E 12 x 6 pusher prop (with reversed direction on motor rotation to help with line tension). He is working on a

“purpose-built” ECL plane for the 2009 contest season. With Larry’s excellent workmanship and smart ideas, I am looking forward to seeing his next successful project!

I finally got to meet Eric Rogers and see his ECL Score fly. Eric is a very bright young man with a great sense of humor. Like Larry, Eric is an accomplished flier and makes an excellent ambassador for ECL. Eric takes his Score completely apart and fits it into a “Sportube” snowboard carrier to transport it on the airlines. Eric uses a Plettenberg 3012 on five cells, turning an APC-E 15 x 8 prop. His Score is quiet and powerful. It flies like it is on rails with more than enough power. Eric was kind enough to offer to let me fly his ECL Score, but due to heat stroke issues, I was not up to taking a risk with his nice plane. I look forward to having my Score-size Extra 300L ready to fly in 2009.

The third ECL plane was a very nice-looking Old Time entry, but I did not get to meet the owner. The fourth plane was my old trusty P-40 with an AXI 2826-10, Castle Creations ESC, Thunder Power 4S 4200 mAh battery, with an APC-E 12 x 6 prop.

It was great to have other ECL pilots at the contest. I look forward to seeing more ECL planes at the SW contests in 2009!

### Happy New Year

Don’t let any electrons leak out on your wife’s carpet, keep the rubber side down on landings, and have a great E-Stunt New Year! *SN*

## We Have the Technology

*continued from page 45*

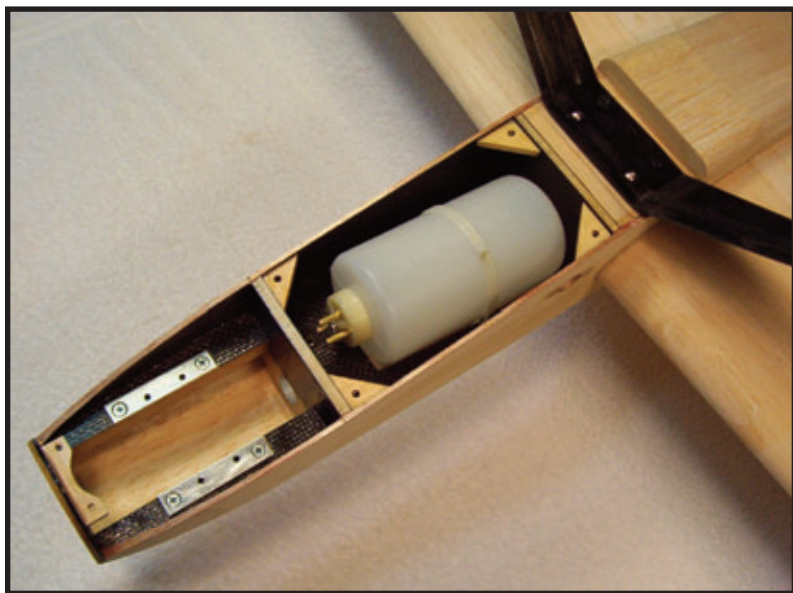


Figure 6: here’s the nose of my Super Kestrel with the tank in place. One cable tie is shown holding the tank, but the plane is flown with two cable ties (a second for reliability).

those that leak and those that are going to leak.” However, I’ve never had a plastic tank leak. (Neither have I, and I’ve been using them exclusively in my glow-powered airplanes since 1987! – Ed.) Nevertheless, I take the precaution of putting clear GE Silicone Seal around the stopper before I tighten the screw. After tightening the screw I wipe off the excess and let it dry before using the tank.

Plastic tanks are lighter, they don’t corrode, and they can provide more capacity in a given space than metal stunt tanks. You should consider using one.

Good luck with your next plane. *SN*

Small Parts Inc.  
(800) 220-4242  
[www.smallparts.com](http://www.smallparts.com)

McMaster-Carr  
(609) 223-4242  
[www.mcmastercarr.com](http://www.mcmastercarr.com)

CST-The Composites Store, Inc.  
(800) 338-1278  
[www.cstsales.com](http://www.cstsales.com)

See you at the 2009 AMA Control Line Aerobatics  
National Championships: July 5-10, 2009

# The Appearance Point

By Walt Brownell



**P**olyampa 2 is my second twin electric design. My plan was to improve on my Gemini design by making it lighter and incorporating new features to make it safer and fly better. To improve the aerodynamics I changed the wingtip shape and reduced the stabilize/elevator aspect ratio to 3.2:1, which should yield better corners. The nacelles were made smaller and more streamlined. The use of counter-rotating props was planned to evaluate if it improved performance. An adjustable tab on the outboard wing was added. To provide quick at-the-field changes in pushrod length, a hatch was added above the flap control linkage. The hatch was activated by sliding a “bubble” canopy.

To improve safety, an arming switch was used with a removable “key.” The key was made to resemble an air scoop when it was plugged in to connect the battery for flight.



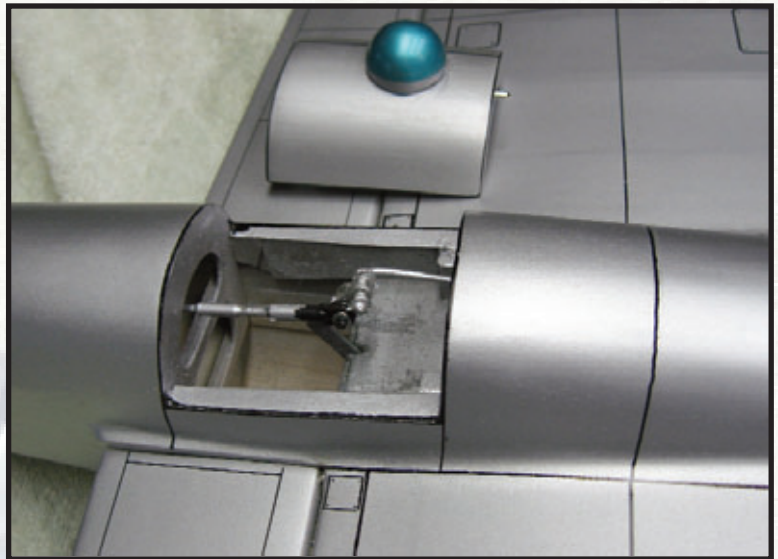
## Specifications

# POLYAMPA 2

<b>Model name:</b>	Polyampa 2
<b>Designer:</b>	Walt Brownell
<b>Construction type:</b>	Built-up wing (T. Morris method), molded balsa fuselage top and bottom shells
<b>Wingspan:</b>	57.6 inches; 646 square inches
<b>Length:</b>	41 inches
<b>Moment arms:</b>	Nose-10 inches; Tail-16.6 inches
<b>Weight dry:</b>	61.5 ounces with 12-ounce battery(3300mAh); 63.5 ounces with 14-ounce battery (4270 mAh)
<b>Power package:</b>	E-flite 480-919 Kv motor (2); Evo-lite 14.8-volt 4270 mAh battery; or FLT power 14 8-volt 3300 mAh battery
<b>Propeller:</b>	APC e 9 x 6 tractor & pusher (inboard) or up to 9.6 x 6.5 with largest battery
<b>Finish:</b>	Brodak dope over silkspan
<b>Line length:</b>	64 feet to 67 feet CL to CL

The battery compartment was configured to permit the use of two battery sizes, and to keep the vertical CG of the battery at the centerline of the fuselage.

A fantasy 1940 US Army bomber look was used so that a light finish of silver could be used over a large area of the surface. This worked well as the flying weight was reduced by 3 ounces to 61.5 ounces with the smaller 12-ounce battery. The motor run was controlled to a "constant" rpm for the entire flight. The high governor mode on the two Phoenix-35 ESCs was used.



The Zigras timer was set to maintain an rpm of 8,800 throughout the flight. My initial flights were made on 67-foot lines (center of the model to the center of the handle) and using the larger, heavier battery with counter-rotating props. My lap speed was 5.0 seconds, which was good for the 6-10 mph winds. After recharging the batteries, I found that I could safely use the smaller 12-ounce battery with no problem. I also found that with the larger battery I could increase the props to 9.6-inch diameter by 6.5-inch pitch if more power was needed. Currently I am flying with the smaller battery for all my practice/trim flights. *SN*

One of the problems with writing a column like this is running dry of ideas. On several occasions now I have asked for ideas on our Stuka Stunt Control Line forum. And each time I have received a number of different thoughts and ideas from various contributors. So our column in this issue will be devoted to a number of things.

A point well taken was this comment by Larry Fernandez: “One of the things that makes me cringe is to watch a flier, who has just got his engine started, reach behind the prop to disconnect the battery and then make needle adjustments. I have made a practice of starting the plane, standing up, and walking around behind the plane to remove the battery and make any needle adjustments necessary. I do not care to have any part of my body in front of, or near the rotating plane of a prop.”

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**“I do not care to have any part of my body in front of, or near the rotating plane of a prop.”**

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Unfortunately, what Larry mentions here is an all too common practice by CL fliers. It just seems so simple to reach over or around the prop to remove the battery clip and/or adjust the needle. I have watched Matt remove the battery clip this way hundreds or times (actually, thousands of times) and there are times I have cringed at how close he came to the prop without realizing it.

I have a scar on my wrist and my hand where I have been clipped a couple of times (long, long ago) and that was when we were flying with 10-inch props. Matt is now using a 14-inch three-blade which is harder to reach around and even more dangerous. And if someone is holding the plane for you, it is not an easy solution to walk around either. It is not the easiest thing to walk around behind the plane to reach the stuff. And you can't ask whoever is holding the plane for you to offer a hand to help, either. He or she needs to use both hands to hold onto the plane (or at least he/she had better be doing that). So, what's the solution?

Probably most will just continue to reach around or over the prop arc. But if you do that, just make sure you are being very careful. A time-honored suggestion is to paint the tips of your props with yellow paint. That helps you to see just exactly where the end of the prop is. (A moving black prop is quite hard to see while in motion. Back in the days when people had those ugly 12-foot satellite dishes in their back yards, manufacturers found that the easiest way to hide them was to make them of mesh and paint them black. They virtually disappeared.)

Well, that's one answer if you are still reaching around. Another is to attach a remote glow plug connector to your airplane. This has two wires that are attached to a clip that is permanently attached to your glow plug. Then the other end is mounted on the side of the fuselage farther back in the nose (or even farther back yet) and this looks and works like the top end of a glow plug. Just attach your battery clip there and it will be

much easier to remove, especially if you do walk around and remove it from the rear. But if you go this route, just be aware that, like a lot of things, there are a number of sub standard remote units out there. One good unit that was recommended is from Revolution and the part number is RV01015.

In the same category of danger around a moving prop is to watch what you do with a stopwatch if you have one hanging around your neck. Don't let it dangle while starting the engine. If it should hit the prop it could break something. (And we are not just talking about the stop watch or propeller.) Worse yet, it could draw your head and neck right down into the arc of the rotating prop. I would hate to read in the obituary column that a certain modeler “lost his head” when he allowed his stopwatch to dangle from his neck and get caught in the whirling propeller.

And simply tucking it away in your shirt pocket may not be the answer, either. Stopwatches, pencils, pens (knives, forks, spoons), whatever you carry in your pocket can fall out and hit the prop, or punch a nice hole in the middle of the wing of your latest “Belchfire number 9.” Empty your pockets before attempting to start the engine, and watch how you wear your stopwatch or anything else that is hung around your neck.

Oh, and if we are trying to keep things from hitting the prop while it is running, we should never intentionally throw something into the prop, either. A lot of people think you can stop an engine simply by throwing a rag into the turning prop. Well, it may stop the engine, but who knows what else it may stop? In this instance, just think of one word, “Don't.” If you have to stop the engine after it starts (if you have a metal tank) just pick up the plane and point the nose straight down. (Do it carefully; remember that turning prop.) Even with a “full” tank, the pick up tube will suddenly run out of fuel and the engine will stop.

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**If you don't wear sunglasses, you need to have a pair of safety glasses in your flight kit to wear as protection for your eyes.**

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Fliers are often seen wearing sunglasses at the field. Mostly we wear them so we don't get blinded by the sun while flying. (Have you ever noticed how the wind “always” seems to blow in the direction of the sun?) But, hey, they also look cool, don't they? But this is another safety item on our agenda. If you don't wear sunglasses, you need to have a pair of safety glasses in your flight kit to wear as protection for your eyes. (Those yellow tinted glasses are really neat for cloudy days, by the way.)

One contributor mentioned reading in *RCM* many, many moons ago (his words) of a modeler who got hit in the glasses by a glow plug that flew out of the engine when he started it. The modeler in the article was in the habit of loosening the glow plug a bit when he started the engine. (I don't think any of us would do that, would we?) Anyway, the glow plug found its way out of the engine and hit his sunglasses dead center. Without the glasses ... well, let's just say things could get on the dark side.

This same contributor who mentioned this story also mentioned how he had fuel spray in his face the weekend before. He was in the process of emptying his syringe when the tubing slipped off of the fitting and the fuel squirted him in the face.

Fortunately he was wearing protective glasses. But another contributor mentioned an incident where a modeler wasn't wearing protective glasses and actually had fuel spray in his eyes. Fortunately he had a bottle of water with him that he used to flush out his eyes right away. Every modeler ought to have an emergency kit in his car that would include bandages, ointment, and, yes, even water. What does yours have in it? You do have one, don't you? (I posted that question on the forum and received some interesting answers. Maybe I can include some of them in a future column.)

Oh, and while on this subject, do you have a Halon fire extinguisher in your car? Not only is it good to keep one handy in case your car (engine) should catch on fire, but having one handy could save a model as well.

If you use a stooge, what color is the line? By using a brightly colored yellow or orange line, you will find that you can see it more easily as you walk out to the lines. Always walk in behind the lines as you walk out to the handle so you can pick up the handle with the lines in front of you and always know where the stooge line is when you are using one.

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## “What do you do if, when you take off, the plane takes a left turn for some unknown reason, and comes in right at you?”

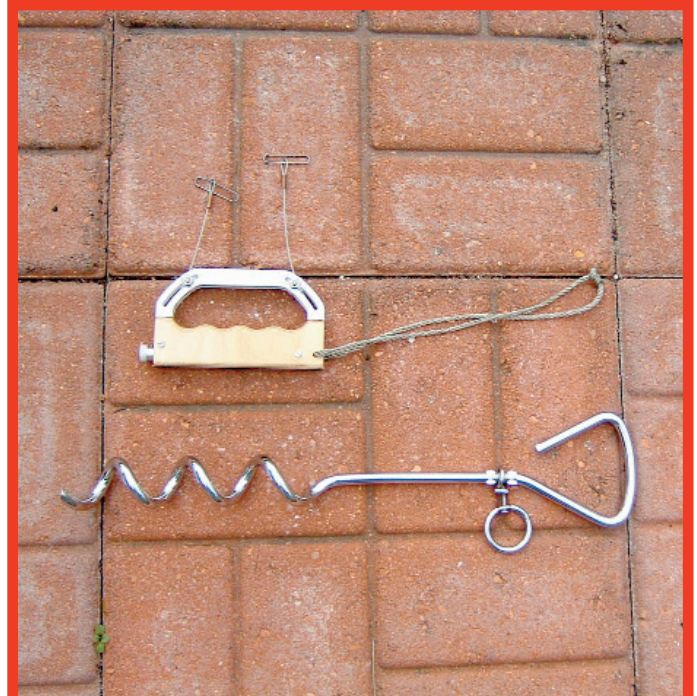
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One modeler posed the question, “What do you do if, when you take off, the plane takes a left turn for some unknown reason, and comes in right at you?” Well, what would you do? One adventurous response that was given was simply put: “Duck!” I would use a different word, “Run!” Most of the time you can run backwards and “catch” it. If not, at least get out of the way.

But in a similar vein, there have been instances of someone flying using a stooge, and while he was walking back to the handle after starting the engine, the airplane released on its own. This is usually caused by someone using an improperly constructed attachment for the release hook on the airplane. Perhaps you have already heard the stories of people grabbing the lines on such an occasion in an effort to “catch” the plane and then having the lines slice right through their hand. There is a lot of force here, so this is a definite “no no!” If the plane launches “on its own” and you can't grab the handle, do not grab the lines! They can and will cut you.

As a final thought, Alan Perret offered an ingenious solution to this. This is what he wrote: “Whenever I use a stooge I always use a stake of some sort to secure the safety lanyard on the handle. Should you have an unexpected release, this should keep the plane from getting airborne as the lanyard being on the bottom of the handle should input down control as soon as tension is developed. Sure you will damage a prop, but if it gets airborne it's going to be the prop and likely a whole lot more, not to mention keeping it away from spectators. I used to use a large screwdriver or a tent stake, but I found this pet stake at Wal-Mart for under \$10. I like it because it's easy to screw in by hand.”

Alan sent along a couple of pictures which I am including here of this pet stake that he found at Wal-Mart. The first picture shows the stake, itself, compared to the size of the handle, and the other shows it “in action.” I like this idea because, as he says, if the airplane ever releases on its own before you get to the handle, this stake will input “down” control to the airplane and it will never get off of the ground. Sure, you will probably break a prop, but you will save the airplane and any other damage that it could cause.



Next time I plan to concentrate on safety tips while building. Even though the article will come out in the middle of the summer, building season won't be too far away.

Whenever you build or fly, always think safety. If you have an idea or a tip, please pass it on by e-mail ([MrStuka@CLStunt.com](mailto:MrStuka@CLStunt.com)) or join us on the forum at [www.clstunt.com/htdocs/dc/dcboard.php](http://www.clstunt.com/htdocs/dc/dcboard.php). You can post your suggestions there.

Until next time, keep your fingers out of the prop. *SN*

# Beginnings

By Doug Dahlke

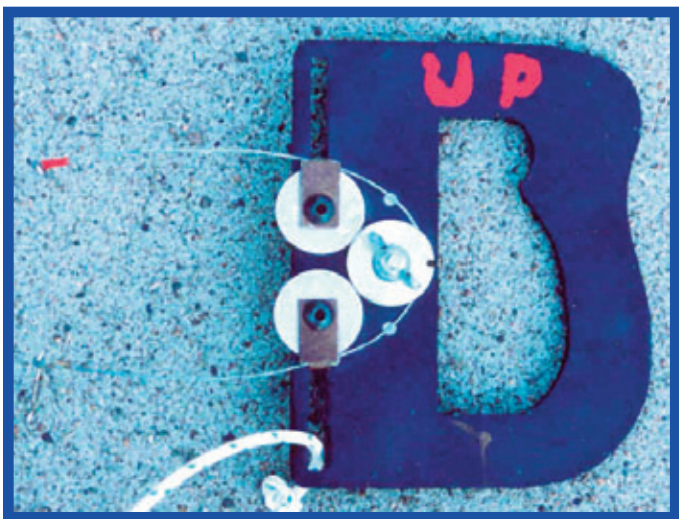
Long-time Stunt judge and Beginner-friendly Bill Zimmer is currently recovering from recent health problems and would enjoy hearing from readers. His address is: Bill Zimmer, Box 72, Varna, Illinois.

**Dave Shipton**, ramrod at Hobby Hideaway, Delevan, Illinois, shows his new F9F sport Stunter that is powered by a Walker "Firecracker .065" (Anderson .065 Royal Baby Spitfire). Dave runs a 6 x 3 prop, but let me mention that I've had good luck running a 6 x 4 on my Baby Andy. He is trimming out some nose heaviness at present. It spans 20 inches and is 19 inches in length. That's cool, Dave!



Dave Shipton's slick little F9F sport Stunter has a 1cc prop twirler up front to make snarl. We are beginning to see more compact Stunters every day.

**Tim Pansic**, Wood River, Illinois, long-time contributor to this column (and others elsewhere), wonders if some member can help him identify this "elderly" handle. Of special interest here is the effort to avoid stress risers caused by wire kinks. Can anyone help?

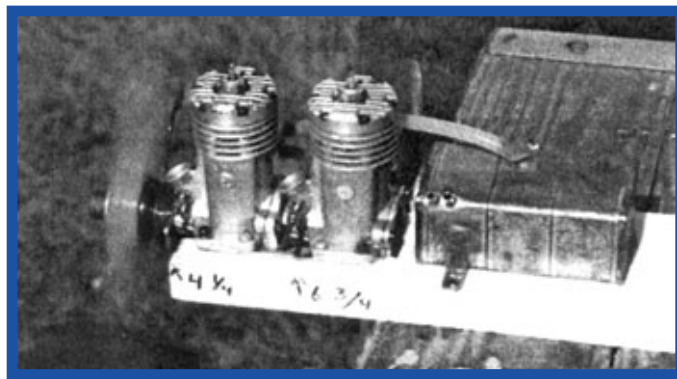


Tim Pansic seeks reader help to ID this "elderly" handle, thought to be a U.S. product.

**Doug Dahlke**, Oshkosh, Wisconsin, cranks up his ultra-rare, Fox .70 Super Stunt at a recent Milwaukee Circlemasters club

meeting. Often overlooked is the fact that monkey-motion twins like this are always far smoother than a big, booming, one-cylinder thumper of equal displacement, thus allowing lighter front-end construction of the model. Further, the likelihood of total plug failure in flight is between slim and zero. Finally, even with an open stack, the character of the noise is different because the peaks and valleys of the sound are different in magnitude.

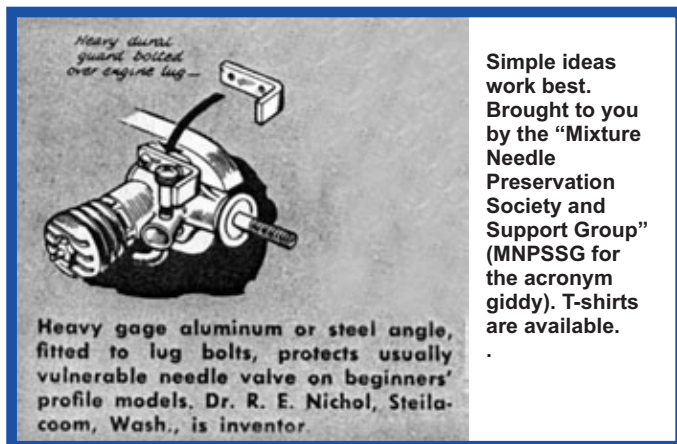
One flier who had just finished framing up a 200% Ringmaster looked at this motor with true lust in his eyes. The logic was inescapable: "Twice the Ringmaster ought to have twice the Fox cylinders and twice the displacement." How can one argue with that?



Doug Dahlke's Fox .70 Super Stunt.

**Doug Dahlke's** Fox .70 Super Stunt (above) shows 8,500 rpm with 15% on a 14 x 6 Top Flite prop with a slight burble. Weighs 14 grams more than a ST .60, but has 16% more displacement. Still to come is hemi heads and a stuffer back plate for the rear cylinder for even better grunt. The constant compression of these twins prevents hand starting. This engine is quieter than you'd think, even sans mufflers. If your Stunting twin had a pair of these, would you then have a "twin-twin"?

**Building/Flying Tip:** Read my lips: "He who stunts models will eventually bend his mixture needle." It doesn't have to be the Ground Monster doing the bending either. Prop blades have come back during flip-overs on rough fields. Here's simple protection that's hardly visible.



**Building Tip:** Here are some basic specs on dope coverage.

1 PT. OF CLEAR DOPE WILL COVER APPROX. 12 SQ.FT. (2 gms/sq/ft when dry)

12 SQ.FT.

PIGMENTED (COLORED) DOPE WILL COVER APPROX. TWICE THE AREA OF CLEAR DOPE (colors vary, average is 3 grams sq/ft dry)

24 SQ.FT.

The diagram shows two cans of dope. The top can is labeled 'CLEAR DOPE' and is associated with a cloud-like shape representing 12 sq. ft. of coverage. The bottom can is labeled 'COLORED DOPE' and is associated with a larger, more textured cloud-like shape representing 24 sq. ft. of coverage.

**Flying Tip:** A common window shade works fine for a portable takeoff ramp. This works for up to lightweight .35 models. An extended length is available by attaching a second shade at about a 20° angle to the first. Whipping practice is available here by trying to land the model on the same takeoff ramp. Plastic shades are best. Paper ones need sealing with Camp Dry or similar sealing liquid. Clean with soap and water. Corner eyelets allow long nails to hold things down in strong winds.

A photograph showing a red RC airplane on a white window shade that is propped up to form a ramp. The background is a grassy field.

A super cheap, highly portable runway made from a window shade, or two. It handles small models and lightly loaded larger ships. Shown on deck is my full-pattern Baby Ringmaster Mark VI.

Regular spring-type clothes pin has limited gap and depth of jaws —

Re-arranged clothes pin is handy modelers' clamp with deeper, wider jaws —

The diagram shows two clothespins. The top one is a standard spring clothespin. The bottom one is a modified clothespin where the spring is re-arranged to create a wider and deeper jaw opening.

**Tool Tip:** Here's a simple clamp you can whip up at low cost. By turning the wood parts upside down and reversing the spring, ordinary clothespins become decent model clamps.

The jaws open twice as wide, the throat is deeper, the balsa-crushing force of the jaws is reduced, and the surface contact area is increased, says Otto Lion, Mountain View, California.

In trendy "redundant-speak," here are "oodles, gobs, scads, tons, and many" model clamps you can make for next to nothing.

**McCoy .40 Pistonology:** The following info is via Ron Warring from whom I pinched it:

"In April 1966, we commented on the 'Blue Head' R/C McCoy .40 which revealed a departure from the piston design common to all the McCoy low-priced engines produced during recent years (aka 'shiny case red heads'). In place of the usual domed crown piston produced from a sintered iron casting, this model reverted to a 'more orthodox' piston, machined from Meehanite bar stock with a flat crown.

It now transpires that this engine was one of an experimental batch of 1,000 that were put on the market without any announcement to the effect by the manufacturer, who wished to test consumer reaction. We are informed that, in fact, the change appeared to pass largely unnoticed. This seems to indicate either some lack of perception on the part of the average user, or that our sample of the Meehanite piston .40 was somewhat substandard, as our test revealed a marked difference in performance between the two types.

"We carefully checked this by interchanging piston and cylinder assemblies between the two engines and obtained increases of up to 1,000 rpm, according to the prop size, with the old type piston. This, clearly, is not merely due to the difference in material.

The Meehanite piston was, in fact, very slightly shorter above the wrist pin, which, in the absence of the domed crown, also reduced the compression ratio quite noticeably and also altered port timing slightly. Since our tests on these engines, the Testors Corporation has announced improvements to the entire range of McCoy shaft valve engines for 1967, which will now be known as the 'Custom' series. (They would compete at world level for several years thereafter.)

## George Aldrich told me he used the RC version of the Custom for ease of changing the venturi.

"Among these improvements is a new forged piston which apparently combines the crown and baffle shape of the old sintered iron piston with the longer wearing qualities of the Meehanite piston. The appearance of the 1967 McCoy's is slightly altered by the adoption of matt-finished castings in place of the previous tumble-polished components. This is a 30% price increase over the 'shiny case' 1966 models."

George Aldrich told me he used the RC version of the Custom for ease of changing the venturi. He also said it was one of the finest running Stunt engines he'd ever used, bar none. This was post millennium.

**Lookee-Here What You Missed:** If you weren't at KidVenture '08 helping kids to learn to fly ukie, then you missed this highly unusual Peter 51. Your idea of "scale" markings for your military Stunter may have taken a beating. Behold! Here are Invasion Stripes together with the red bar national insignia—which means, it's now *scale*.

Scott Yoak, of West Virginia, has this color scheme to honor different periods of service for the aircraft. Those who like to "build scale" in their Stunters too have a problem.

Continued on page 54

# Crash Repairs

By Windy Urtnowski

Whenever you do any repair, removing the old paint can be the worst part of the job. The many ways to do this all have pluses and minuses, depending on which method you choose. Here are a few tips I've learned from my experiences.

The most common way is just get a lot of sandpaper—#220 grit would be my choice—and sand away. Try to have a bunch of friends over and convince them it's *fun* to sand—sometimes this works, sometimes it doesn't. If you haven't completely cleaned off all the residue oil, it's a lot messier and uses a lot more sandpaper. Sikkins' M600 and DuPont's Prep-Sol are the products I've always used to get off most of the oil before I start any repair sanding. Once you're through the old finish and breaking into the raw wood, try not to thin out things like leading edge sheeting or areas where carving and hollowing may have left the shell thin.

If you're doing an open bay wing, I'd suggest removing all the tissue;

otherwise you wind up with a lot of unnecessary finish on the open bays. You can gently wipe the open bays using Brodak retarder or acetone, but if you do, be sure you do it outdoors or with good ventilation. Keep throwing the paper towels away as they fill with paint.

Another method is to remove paint with paint remover. Some of the new paint remover products are user friendly and some are not, but all will remove model finishes using the methods described in the directions. Always test these paint removers on the bottom of the plane and then work the bottom first to develop your technique. My rule is to do an area about the size of a playing card before moving on, in order to minimize the mess involved. Again, be sure to use good ventilation. *Never* use any removers, acetone, or retarder without wearing rubber gloves—*never!* Trust me: that's a rule to follow even if you're a tough guy! And just as important, always wear eye protection around these chemicals. I wear old flannel shirts when I do this kind of work

and put them right in the washer as soon as the day's work is done.

I've used all these methods with Brodak dope, but if you're using automotive products, all bets are off. You should find out from your supplier which remover works on the products your using. Sandpaper works on all finishing systems, of course.

I've even completely taken off all the finish of a model: my 1988 Cardinal was refinished to become the 1991 Cardinal. It took many hours but was well worth it, as I really liked the model. Dave Midgley and I have stripped several models over the years. It took about two gallons of acetone, two boxes of rubber gloves, and five rolls of paper towels for each one. We worked a marathon in my back yard and convinced Woody Midgley that it was fun, so the three of us got the finish off in one single day—but my back yard smelled like a chemical factory for a few days afterward. When the garbage men turned over the refuse can, I bet they were wondering if we were terrorists! *SN*

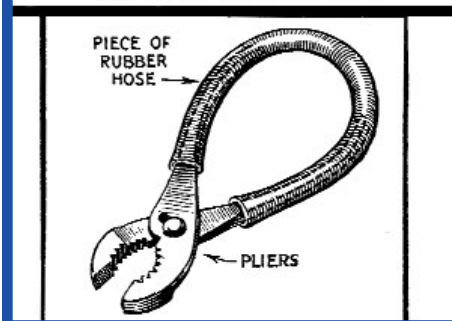
## Beginings

continued from page 53

Scott's P-51 was built from the parts of over 235 different "Stangs." There are both C-model and D-model parts on his aircraft, so how do you build that in "scale"?



### Rubber Hose Keeps Pliers Open for One-Hand Work



**Another Tool Tip:** Any pliers converts to "stay open" type as shown. This works on any type of pliers, needle nose, etc.

Please send column contributions to: 1393 E. Black Wolf Ave., Oshkosh WI 54902. *SN*

### Fiction 'n fact

From Doug's Almanac

"Your stunter is grass—and Mother Nature is the lawn mower." (a.d.)

See what you missed at KidVenture this year? Scott Yoak's unusual P-51. "Quick Silver" packs both Invasion Stripes and red bar national insignia. Reason was to honor service of different time periods. This means having both on your model is now legit scale.





# It's In the Details

By Matthew Neumann

**D**etails, Details, Details: As my pappy likes to say, "What is the part of the cow that jumps over the fence last? De-tail!" Get it? Blame my pappy for that one...

Okay, what is this series of columns really going to be about? Building a plane is not that hard. It just takes a bit of patience and some simple tools. What I would like to write about is the little things, the details that can make a good plane better.

There have been numerous articles on how to build wings in various forms, how to build fuselages straighter and all that. These to me are, for a lack of a better term, "big picture articles." Not that there is anything wrong with these types of articles. They are certainly necessary, but I don't see many articles that tell the builder how to do the little things; the details. Things like dressing off bolt holes, achieving good joints between the cowl and the main part of the fuselage, that type of thing. The little tricks of the trade so to speak.

A disclaimer here: These tips that I will write about are not meant to mean that this is the best or the only way to do these things. In these first columns the

things that I will write about will naturally be the way the I do it, but there may be a better or another way to do it. This brings me to my next point...

If any of you have a different or better idea on how to do these things, *please* let me know. I will include your ideas in future columns, and of course give credit where credit is due. I am only one person. Therefore I only have only so many ideas before the brain matter shorts out (Hoo boy, can I identify with that, Matt! – Ed). Okay, so on to our first detail discussion.

**Glow plug access hole:** On some cowls, the head of the engine sticks out just a bit like on my Mustang. The design did not allow for the engine to be completely enclosed in the cowl. On this setup it is really easy to get to the glow plug for attachment of the glow plug clip and replacement of the glow plug itself.

You also do not have to worry about scratching or chewing up anything when you hastily remove the clip when the engine starts.

However, for my taste, I like a "clean look" airplane the best if at all possible. What this means to me is that you

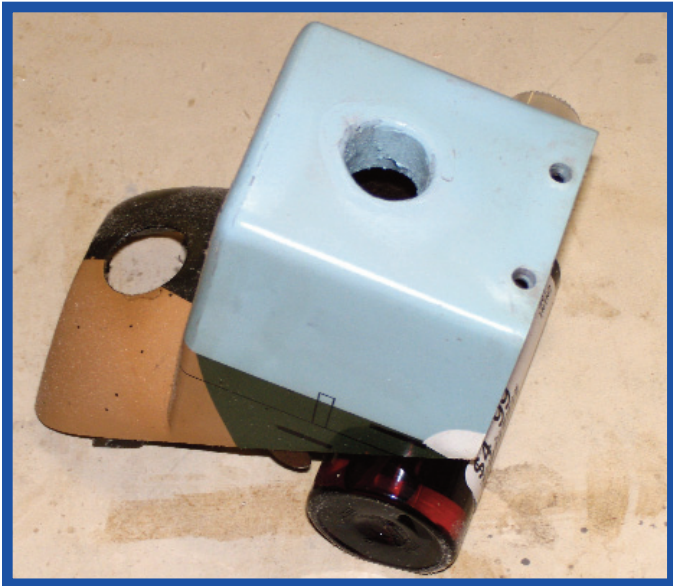
completely enclose the engine in the cowl, such as I did on my Stuka. But how do you get to the glow plug? The neatest and cleanest way would be to install a remote plug that has wires, one of which attaches to the top of the plus and one that goes to ground.

But you have to draw a line somewhere and I did not really want to add a remote plug and put it in an inconspicuous spot. So I do what many people do and made a hole in the bottom of the cowl that is slightly larger than the glow plug clip. However, this hole has a nasty habit of getting chewed up with use.

This happens when the clip is pulled out quickly when the engine is running because I am more worried about my fingers getting clipped by the prop than dinging the sides of the balsa access hole in the cowl. This is also an area which can get oil soaked very easily. Hey, it is right next to the engine! I had resigned myself to the fact that no matter how well I keep up with the scratches and gouges, this area will eventually just look lousy. Take my 2005 plane's cowl. Yuk! But it does have over 2000 flights on it so I can forgive it.



Here is my Mustang; you can see the head of the engine sticking out.



Here is my 2005 plane's cowl. You can see what 2000 flights worth of removing the glow plug clip does to the hole. Yuk!

One day, when I was shortening a carbon pipe, I took a look at the "waste" piece and got a brain storm. It looked to be about the same diameter as the hole in the bottom of the cowl for the glow plug clip. After a quick check of the dimensions, sure enough, it was. I now had a solution to the "chewing up" problem. I could use this piece to line the hole. I did this on my 2007 Stuka and after over a 1000 flights this area looks as good as new. I did get a couple of scratches over time but because the carbon is fuel proof, it was just a matter of getting out a fine paint brush and touching up that area.

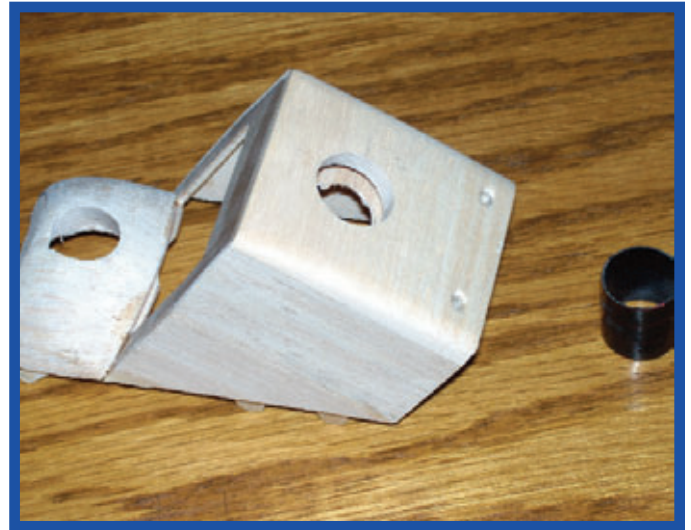
To install the tube it is a simple matter of cutting off a slightly longer section

than needed.

Making an appropriate size hole in the cowl and then gluing in the tube. The extra length is then easily sanded off flush with the surface of the cowl both inside and out.

Now on my Stukas I have a slightly unique situation because I install a baffle in the cowl to help air flow. I angle the baffle so the intake area at the front of the engine is smaller than the back. This helps to create a low pressure area behind the engine helping airflow. At least that is the theory/hope.

To accomplish this baffle, I use a piece of 1/16-inch sheet balsa that is installed cross-grained inside the cowl. So I have to install some sort of tube in



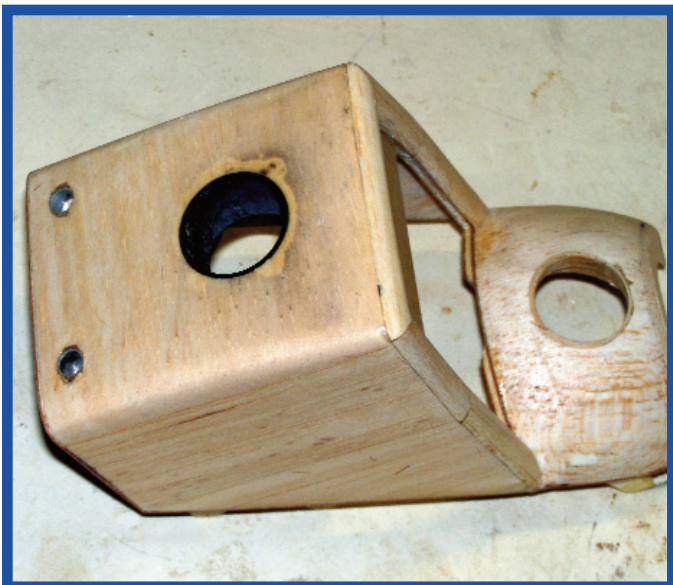
Here is a picture of my plane's cowl that I am making now. You can see the cowl and the waste piece of carbon pipe in this picture. The carbon tube is ready to be installed. You can also see the gap between the bottom of the cowl and the baffle piece.

my cowl or I will get lots of oil in between the baffle and the bottom of the cowl with no way to clean it out.

To solve this problem, I originally installed a molded balsa tube but then came up with the carbon tube that I am writing about in this column. Here are some pictures of my current cowl being constructed.

This is a unique situation and most people will just be able to cut off a much shorter piece to install in the bottom of their cowl without having to worry about the baffle. I am just showing this as an extreme case and how easily it can be installed.

Until next time remember: *It is in the details!* SN



Here is a picture of the bottom of my finished cowl with the carbon installed and sanded flush with the surface.



Here is a picture of the completed cowl with the carbon tube installed and sanded flush with the inside of the cowl.

By Mike Pratt



Our new “Designing” columnist, Mike Pratt displays a model that he didn’t design! It’s a Jim Walker Fireball that Mike used to campaign in OTS competition.

After calling Bobby and offering to help write a few articles for *Stunt News*, he talked me into writing the “Design” column (the gun pointed at my head also helped me make up my mind really fast). Seriously though, I’m very excited about writing this column and will do my best to keep all of you interested and hopefully, spark a flame for different ideas and/or solutions to better understand just what we are trying to design or change.

I plan on keeping the articles straight forward and easy to understand with an RJ perspective of “what really works” solutions. In addition, I need to have ideas, questions and feedback from readers to make this column a success and one everyone wants to read and participate in. Hopefully I will enlist (twist their arms) some of the most respected fliers in our event to share some of their experiences and solutions to different aspects that are unique to PA.

In this first installment for the design column we will concentrate on...

**Defining the Mission:** To some, this may seem really obvious. We all want

the best flying model we can design and build. In reality, this is not nearly so simple and sometimes requires a series of design renditions to approach or accomplish this lofty goal.

Some will argue that not much has changed since the Nobler came on the scene, and using that as a baseline, they are correct referring to some certain point in time. What we have learned since that time is that thicker airfoils, larger tail surfaces, stronger control hardware, more powerful engines, more adjustable features, building lighter, and stronger has produced designs from very talented people that are far superior in all flight realms.

To define the mission of your next world beater, decide what you want to change and what are the end results and/or flight parameters you are looking for. For example: do I want a model with a lighting fast corner or do I just want to improve the corner? Do I want a totally different shape such as a canard or maybe go with a delta plans form? Do I want the model to have a classic or modern shape? Do I want to start with a clean sheet of paper or make changes to an existing design? I’ve presented just a few of the questions that you may be thinking about. I’m sure, there are many more questions that you have to ask yourself before your model is fully defined.

Once you have defined the mission of your new model, you can logically start addressing each of the design issues and features to achieve your desired results.

**Looking at some of the designs** from the past reveals many straight forward solutions to “Defining the Mission” to improve performance of PA models. Some of the designers of these



George Aldrich is the designer of perhaps the most well known stunt model of all time: the Nobler. Here he shows off a copy of the very first Nobler at the very first Vintage Stunt Championships in 1989 at Whittier Narrows, California.

outstanding models used many different approaches to define the end product.

George Aldrich designed the Nobler as an enhancement to current the designs of that time and that, in my opinion, is the base line for all models from that point on (the same can be said for Bob Palmer, Billy Werwage and others as well).

During the late 1950s and early 1960s there were many designs that were basically Noblers with a different outlines. This is very sound reasoning from a competitive standpoint. Many would-be designers chose to use an existing model (such as the Nobler) with a proven heritage and changed the looks to more represent their personal style.

The resulting outlines of some of these models have become “classic” in every sense of the word and in my opinion many of them are among the most beautiful models ever crafted. Others chose a different route and started with a clean sheet of paper and wrote down all the issues that were associated with implementing the changes they thought were necessary.



Ted Fancher reprised George's 1952 Nobler and flew it to a third-place finish at VSC ... and then his wife, Shareen, rolled over it with the family Lincoln. Wow! She's a tough critic. Will Hubin photo.

From the mid 1960s on, many of the competitors started to make changes to the basic designs incorporating well-thought-out changes to improve the performance. With the availability of more powerful engines they were no longer constrained by the limited power of the previous era's engines.

The models became larger to make use of the available power, and again, in my opinion, started the trend that "bigger is better." Many of the designs from that era displayed longer tail moments, greater tail areas, and thicker airfoils along with increased wing areas.

One of the most gifted designers is Al Rabe who shocked the stunt world with his innovative scale-like models such as the Bearcat, Mustang and Seafury. Al Rabe's approach was to design a PA model with very scale like appearance.

least. Here was an almost scalelike model capable of performing the pattern with ease and grace.

As the models grew larger, the horsepower requirements also had to increase just to stay in step. We saw a wave of bigger models that could handle the newfound power of the ST 60. With the ST 60

This required extensive testing of his design criteria to achieve the desired end result. Much has been written on his testing procedures and the issues he addressed in designing such models.

The first time I saw the Seafury fly I was impressed to say the

becoming the dominant power plant, along came thicker airfoils to harness the power of these engines.

This became very apparent to me one year at the Nats. I was watching Paul Walker flying his ST 60 powered Bad News and noted how it handled the wind with very little trouble. I, on the other hand, was adding nitro to my fuel trying to find a little more punch in the wind with my ST 46. I knew right then, it was time for a change in power plant and airframe design.



In 1977, Al Rabe won the Nats crown and the Walker Trophy flying his Snaggletooth P-51. This model also placed second at the 1978 World Championships. Al Rabe photo.



Bob Gialdini gives us a look at his huge 1965 Nats winning Eclipse. This model is representative of the move to larger models in the mid to late 1960s. The model was powered by a Veco 45 fitted with a Spinaflo muffler. Was it really that heavy Bob? Bob Hunt photo.



Al Rabe came on the scene in the late 1960s and showed us all what the term Scale-Stunt really means. Here is his Easy Two Sugar, which was just one of the many P-51 stunters that Al produced. Al Rabe photo.



Four-time Nats Stunt Champion, Jimmy Casale found the ST .60 to be the engine that worked best for him and he used it in many of his original design models, including this Columbia.

**The advent of the carbon fiber tuned pipe** and a properly set-up engine, set in motion a totally new set of design requirements. Now we were running Schneurle ported .40 engines at higher rpm, allowing them to operate within their designed power range, and using the pipe, engine, and prop combination to control the speed of the models. We no longer needed the huge amount of drag associated with super thick airfoils to slow the models in the wind.

**What I've found very exciting** now is the availability of electric power systems that can approach and even equal the best internal combustion engines out there. On a going-forward basis, this change may be one of the most important aspects to stunt design in many years. In my opinion we are now just getting close to fully understanding the dynamics of this power system and what it can do for Precision Aerobatics. As technology moves forward, motors, batteries, timers (sequencers), and props can only get better (they are pretty good now...) and the full potential of the electric set-up will be utilized. Without a doubt, this will require changes to the airframe to fully utilize this power system, and the design journey will continue. *SN*

*Mike Pratt  
6008 Golden Valley Rd  
Golden Valley, MN 55422  
michael\_pratt57@yahoo.com*



Paul Walker had a great year in 1992. He won the Nats and the World Championships that year flying his original-design Impact, fitted with an O.S. .40VF and a carbon fiber tuned pipe. Paul was the first to win the World Championships flying a piped model.



Bob Hunt retrofitted his Genesis Extreme with an electric power system and promptly captured a berth on the United States 2006 World F2B Team. He used an AXI 2826-10 motor, a Castle Creations Phoenix 45 ESC and a Thunder Power 4000mAh 4S2P Li-Poly battery. He believes electric power is the future of CL Stunt.



**G**ordan Delaney's inspiration for the Heinz 57 came from two sources: He had a Nobler kit laying around, and he admired that design's flying characteristics more than its looks; and a liking for the wing planform of the Thunderbird.

With the idea of combining the very effective and competitive Nobler wing and moments with T-bird wingtips and elliptically shaped flaps, Gordie went to work slenderizing the deep Nobler fuselage, rounding the stabilizer elevator assembly to more closely match the new tips, trimming the turtledeck to Smoothie-like proportions, and incorporating the rudder and landing gear from the Conquistador.

Unveiled by the proud 20-year-old in 1962, the results were predicable—"Hey, great-looking custom Smoothie you got there, Gordie!"

Returning to his lonely building table, Gordie knew he was onto something, but wanted a more unique (!) look. He accomplished that by swiping the landing gear from a Skylark, and incorporating an open cockpit look to add a dash of rakishness. He powered it with a Fox .35.



Unveiled in 1963, this combo was much better received, with remarks like, "Hey, looks kinda like a mutt, y' know—a Heinz 57!" Gordie adopted this moniker for his masterpiece, and to this day insists that it was one of the finest-flying models he's ever had.

Fast-forward 40 years. While visiting a VSC, a still youthful and vigorous Gordan Delaney turned up with a new Heinz 57 (same color as the sauce) and insisted I'd really enjoy having one, and that John Miller was working on CAD plans for it.

Sometime later, I received the file via e-mail and had the plans printed up. Oddly enough, I had an ARF Nobler laying around whose flying characteristics I admired more than its looks, and a desire for an elliptical winged Stunter.

One thing led to another, and after

consulting with Mr. Delaney on rudder shapes and fuselage tapers and what-not, I built a Heinz 57 of my very own from the basic wing of the ARF Nobler. I installed a 4-inch bellcrank, new center-section sheeting and wingtips, adjustable leadouts and a tip-weight box. (Upon reflection, it would have been easier and taken less time to simply *build* a Nobler wing!)

Construction was kept simple by using sheet balsa for the tail surfaces, and spare hollowed-out balsa blocks. I also incorporated an adjustable-length pushrod, but due to cost and space constraints, did not incorporate a slider elevator horn.

I made very little effort to go to the extremes of weight saving, as this was a project I wanted to do as inexpensively and rapidly as possible. The bellcrank was from my dearly departed Electra, as

## Specifications

# Gordan Delaney's HEINZ 57

<b>Model Name:</b>	Heinz 57
<b>Designer:</b>	Gordan Delaney
<b>Construction type:</b>	Built-up wing, fuselage. Sheet tail surfaces
<b>Wingspan:</b>	56 inches
<b>Length:</b>	40 inches
<b>Moment arms</b> (Measured from the front of the wing to the back of the spinner and from hinge line to hinge line):	Nose moment—9 <sup>1</sup> / <sub>4</sub> inches, tail moment—14 inches
<b>Weight dry:</b>	45 ounces
<b>Power package:</b>	Aero-Tiger .36, plastic 4-ounce uniflow tank
<b>Propeller</b> (Type and size):	Magic Prop 10.6 x 4.5
<b>Finish</b> (Dope, auto paint, shrink film, etc.):	Sig dope and silkspan
<b>Line length:</b>	64 feet



The aluminum landing gear was also from a preceding model, although I did round the edges and polish it.

My Heinz was finished using medium-weight silkspan and Sig dope, followed up by wet-sanding and polishing. In order to impress Gordie, I had special graphics made up by Callie Graphics in New Mexico. I finished this airplane with a goal of 16+ appearance points, figuring the time saved from earning those extra points could be made up in flying time. I then bolted in Randy Smith's Aero-Tiger .36. (Okay, so I wasn't doing this *totally* on the cheap!)

I completed the ship barely in time for the Golden State Stunt Championships, arriving in Clovis, California, in October



was the flap horn, elevator horn, and threaded pushrod adjuster. I even re-used the engine crutch from an earlier project. The plastic tank was also previously used. The balsa I used was what might be considered good, but not prime quality.



2008 with only about four flights on it. The new Heinz 57 turned out to need some trimming (tail-weight and elevator-to-flap ratio). The plane flies very well, and feels like an old friend out at the end of the lines. It's one of those planes that doesn't call much attention to itself; it just goes where it's pointed and stays there, with no unpleasant surprises. Having a really groovy level flight, it turns a surprisingly nice corner, and stops turning just as easily.

Many believe (myself included) that a mutt makes the greatest doggie companion you'll ever find. Having a Heinz 57 to go out and play with is also turning out to be great fun! *SN*

# Classic Stunt

By Bob Hunt

Okay, I gave everyone a chance to volunteer to write this column and had no takers, so, at least for a while, you are stuck with me!

I grew up through the years that made up what we now call the “Classic Stunt Era.” The CL aerobatic airplanes that were designed, built and flown between 1952 and 1969 are the ones that really lit my fire to design, build and fly CL Stunt models. There was just something about the looks of those models that excited me then and they still affect me that way today.

Originally the idea for an event for these models came from Tom Dixon and Doc Passen. They coined “Nostalgia” as the name for the event. In the February 1989 issue of *Stunt News*, there was an announcement for the “Inaugural OT/Nostalgia Meet” and that the Nostalgia event was for “Post-OT designs thru 12/31/64.” That would put the cutoff at 25 years prior to the first VSC at that point in time.

That February 1989 issue of *SN* also contained a report that stated that the PAMPA Nostalgia Committee—made up of Ted Fancher, Mike Keville and Gerry Phelps—was in the process of finalizing the rules. There were some change proposals in the September/October 1990 issue for appearance point deductions and to limit Nostalgia to only models that were either kitted or for which plans were available through published articles. Neither of these passed according to a report in the January/February 1991 issue of *SN*.

In the May/June 1992 issue of *SN*, two Nostalgia changes were posted: One was to change the eligibility to those models designed prior to December 31, 1967 (by Keville), and the other was to change the name to Classic

(by Keville). In the January/February 1993 issue of *SN* there were six more proposals: One was made by George Aldrich to change the cutoff date to December 31, 1965. Another was made by Ed Robbart to change it to December 31, 1968. Two proposals were adopted per the March/April 1993 issue of *SN*. One was to change the name of the event to Classic and the other was to adopt the December 1968 cutoff date.

Many of you might not know that I was the one who made the original proposal to make midnight December 31, 1969 the official and final end of the Classic era of CL Stunt models. This proposal was announced in the December 1994 issue of *SN* and was adopted by vote, the results of which were published in the March/April 1995 issue of *SN*. Actually, my proposal read to the effect that models designed, published and/or kitted *and flown* prior to that date would be eligible to fly in the Classic Stunt event. Somewhere in the translation the actual wording that was voted on and adopted allowed models designed, published and/or kitted before December 31, 1969 to be eligible. The words “and flown” were somehow omitted and that made quite a difference! There were a number of models that were designed, or were being built, before that date that were not flown before the cutoff date. And, they were and still are perfectly legal for Classic Stunt competition under the existing rules—providing that their designers can vow that they were indeed at least designed before the cutoff date. I wish that the PAMPA Directors who voted on these rules at that time had not changed my original wording, but that’s how it is.

It is no secret that there are those who now want to extend the Classic cutoff date and add a year’s worth of designs to the eligible list each year, as was the original practice. I really want to get to writing about these great designs and leave the controversy surrounding this issue behind, but I feel that it is important to first define once and for all what constitutes a legal Classic Stunt design and also why the rules should remain frozen for this event forever.

The argument that most people make about changing back to a “rolling” cutoff date seems to boil down to the fact that the models that are classics to them were from the 1970s or even the 1980s. Yes, this means that they were young in those years and the models that lit their fires were flying and perhaps winning in CL Stunt competition. They never saw the models from the 1950s and 1960s in action. And, this line of thinking is perfectly reasonable and logical—to them!

Several years ago I suggested that we create a new event to celebrate the models of the 1970s and call it “Super Seventies.” That idea did not get any traction then, but I believe that it might now. Those who

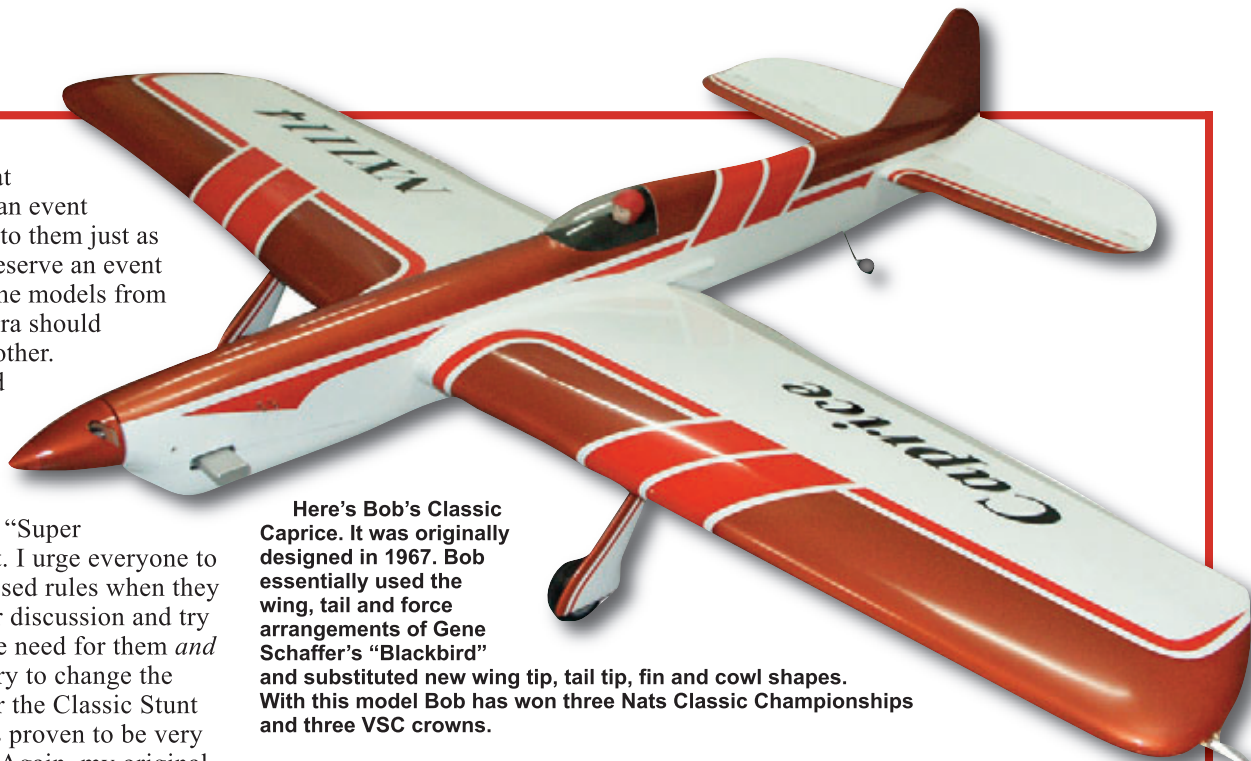


Bob Hunt designed and built this Avanti in 1969, but it was not flown until 1970. Under the existing rules it is a legal design for Classic stunt (See text). It was powered by an O.S. H40S engine and featured a foam wing that was cut by Bob. He plans to build another and make plans available.



revere those great designs deserve an event that pays tribute to them just as us aging types deserve an event that focuses on the models from our youth. One era should never eclipse another.

My very good buddy, Warren Tiahr, is now working up a set of rules for a “Super Seventies” event. I urge everyone to read those proposed rules when they are presented for discussion and try to understand the need for them *and* the need to not try to change the existing rules for the Classic Stunt event, which has proven to be very successful as is. Again, my original proposal was to make the *final* cutoff date for Classic where it stands today. Let’s not mess with a good thing. If we were to change that cutoff date and then find that we had made a mistake, the damage would already be done. I’m in full support of the Super Seventies (Or whatever title everyone decides on) concept, but I’m also going to fight to keep my favorite event, Classic Stunt, as it is today. Soapbox stored. Let’s move on to the good stuff!



Here’s Bob’s Classic Caprice. It was originally designed in 1967. Bob essentially used the wing, tail and force arrangements of Gene Schaffer’s “Blackbird” and substituted new wing tip, tail tip, fin and cowl shapes. With this model Bob has won three Nats Classic Championships and three VSC crowns.

#### What is Classic?

To me the term “Classic” means an iconic brand mark of an age. The age of what we now call Classic actually ran from just slightly before 1952 to—in my current way of thinking—around 1967. Before 1952 the planes were by and large flapless creations that were primarily box fuselage type planes with constant chord wings: simple but effective. Sure, there were a few notable exceptions to that rule. There were some very stylish OTS designs with

curvaceous fuselage contours and tapered wings. But, again, they were the exception to the rule. Most were boxes fitted with “Hershey Bar” type wings.

When the “flap age” really took hold, designers were starting to experiment with some very fluid lines for their planes and the result was an age of unbridled experimentation, at least fuselage shapes. To be fair, most of these models were nothing more than mild restyling of a couple of standard design trends. It’s no secret that the Nobler wing and tail group found its way into many otherwise



Bob’s rendition of Bob Tucker’s Tucker Special was powered by a retuned Webra .32. It weighed 35 ounces!



In 1966 Bob built and flew this “Simonized” Nobler. It featured a solid  $\frac{1}{4}$  inch thick balsa stab and elevator, wing mounted landing gear and more “swoopy” rounded wing tips. He used hollowed blocks instead of planking for the top and bottom of the fuselage. It was powered by an Anniversary version Fox .35 and weighed 45 ounces.

“original” designs. The Atom and Ares I-Beam icons also spawned a bunch of similar low-slung, long and sleek “limousine-like” ships. And, while we tend to think of the Classic era in terms of flapped ships only, there were several very notable unflapped Classic designs that made their mark in both design and performance. Larry Scarinzi’s Grey Ghost is certainly one that comes to mind in this respect.

The styling cues generally came from the Bendix, Thompson Trophy and Schneider Cup racing planes of the 1930s and 1940s and the Warbird aesthetics made popular by the WWII fighters from all the warring nations. Bubble canopies were popular as were open cockpit types (like the PT-19 and Ryan ST and STA). The mainstay seemed to be the turtle-deck look with the canopy set towards the back of the wing. The Nobler personified this look. Those with the canopy set more toward the front of the wing seemed to be mostly I-Beamers.

Even with this seemingly restricted aesthetic bank of traits to pick from, the distinct designs that resulted were just amazingly different in character. A lot of this was due to the very individualized paint schemes and also because of the small details that made one ship stand out from another. These details included—but were not limited to—

wheel pant and wheel spat shapes, rudder and fin design, wing tip and tail tip shapes, and certainly, cowl shapes. There were some amazing maws on some of these planes!

The thing that amazed me most was the styling trends that seemed to identify the various geographical areas of the country. Texas and most of the South was Nobler and Nobler look-alike territory. Michigan, Ohio and Indiana were the strongholds of the I-Beam group. The East and the West coasts seemed to be split between the two looks with personal styling differences that made them individual enough to make up a third group of model designs that really defied labeling.

Twin and even triple rudders were tried. Tricycle landing gear, with and without wheel pants, began to show up. Nobler-looking designs with I-Beam wings were seen (Bob Gialdini’s 1961 Olympic Mk III was a good example of this). Elliptical wing designs made themselves known, as did models fitted with wings with multiple tapers. (A good example of this is Harold Price’s Valkyrie.) In fact, the crosspollination of the types ran rampant throughout the last few years of the age and the result was some incredibly beautiful models and also some amazingly grotesque (and forgettable) designs. Hey, not all of the Classics were beautiful!

---

**Texas and most of the South was Nobler and Nobler look-alike territory. Michigan, Ohio and Indiana were the strongholds of the I-Beam group.**

What signaled the end of the Classic age of CL Stunt models? Well, to me it was when everyone realized that massive horsepower was probably a good thing and the engine manufacturers started to listen and supply really strong power plants. The models grew larger and the tails grew longer and a new generation of models emerged from all the years of research and development. These bigger, longer and more powerful models began showing up between 1967 and 1969. Some will argue that the trend actually started a bit sooner than that with the Shark 45 in 1961. I contend that the bigger engines available at that point were not yet head and shoulders better than the .35-size engines that were popular. But, the Shark, the Super Ares and the Eclipse (among others) did get everyone's attention by winning some major meets.

Just like a new formula auto racing series, the new-age models of the late 1960s and the early 1970s took on a very similar appearance and a "mannequin" of numbers that set them apart from the Classic era machines. An age had ended, but it ushered in a new age and a new ilk of machine. That's why *now* I really think that the Classic era

should have been ended by the rules at 1967. I'm actually sorry that I didn't just leave it at the 1968 cutoff date instead of submitting a proposal to make the last day of 1969 the end of Classic. Oh well...

I would like to take this opportunity to thank Keith Trostle for his help in researching the history of the PAMPA Classic Stunt event.

#### Call for Classic "Stuff"

This column will be dedicated to all things Classic. If you have something you want to appear here, please get in touch with me, or just send it in to my e-mail address: robinhunt@rcn.com. You can also call and chat about Classic stuff. My phone number is: 610-759-8813.

Please send in your photos, stories, technical items, tips and techniques, questions and anything else you might consider Classic worthy.

The photos in this month's column are of some of my Classic planes. If you don't want to see only my old stuff, please send in your photos of your Classic planes. *SN*

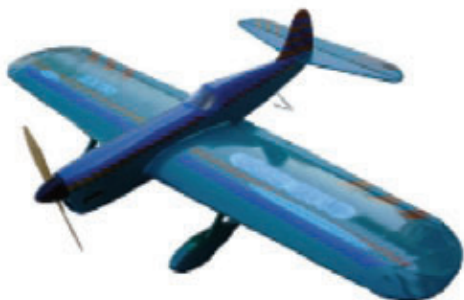
—Bob Hunt

... and the result was some incredibly beautiful models and also some amazingly grotesque (and forgettable) designs.

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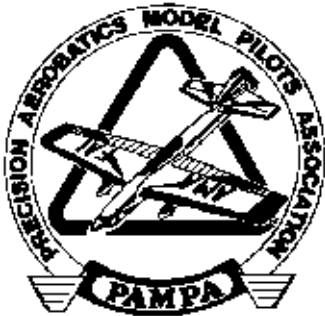
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# PAMPA News and Reports

PAMPA officer reports and organizational information.

## Vice President's Report

By Brett Buck

**S***N* Deliveries: As we did last time, there were a few comments about late deliveries of the November/December issue of *SN*. Please bear with us; Bob and company got a bit behind the curve with the sudden transition, but they are making progress and will be back to the normal schedule as soon as possible. If you want to help this process along, submit an article or call Bob and volunteer to write a column.

weighed in during processing. This will be “harsh truth time” for those who “fudge” for effect, because now your veracity will be tested. The pull test will now be 10Gs, or your model weight x 10. For a 64-ounce airplane, that will be 640 ounces, or 40 pounds, etc. I think in a lot of cases the pull test will actually go down for many—I can now pull 38 pounds under the new rules, instead of 45 under the old. Of course, with a

### No more use of the engine size to determine the pull test or line size!

One thing I did note—the “early renewal” program, with a discount for early renewal, seems to have worked wonders, with far more renewals on-time and in-place on January 1 than usual. Either everybody really concentrated and were timely—or the chance to save \$10 appealed to the usual, uh, “frugal” nature of Stunt fliers. No matter why it happened, we are seemingly well ahead of the game on the usual “sawtooth” membership trajectory. What usually happens is that the membership drops drastically in January because people don’t renew, and then climbs rapidly till about March/April (long enough for people to realize they didn’t get their *SN*, and why).

After that, it continues to climb more slowly for the rest of the year. We are way ahead of the membership from last year in early January, so it’s looking pretty good right now as far as membership goes.

**New Rules:** I didn’t mention it last time, but contest season will be upon us soon, and with it the new 2009 rule book (available on-line at: [www.modelaircraft.org/files/events/CLAero.pdf](http://www.modelaircraft.org/files/events/CLAero.pdf)). There are two big changes—new pull test rules, and no more pattern points!

The pull test rules have been changed to the old, separate Electric Stunt rules, except now for everyone, regardless of type of propulsion. No more use of the engine size to determine the pull test or line size! It now goes by model weight—meaning that the models now have to be

spring scale, that’s about within the tolerance.

There are two areas where it will make a significant difference (aside from the added difficulty of having to track down everyone first thing in the morning, and then get the right pull test to the pit boss)—the line size break points are set at 64 ounces and 75 ounces.

Sixty-four ounces is the break point between 0.015 and 0.018 stranded lines. Up to 64 ounces, you can use 0.015 cables. Above that you will use 0.018 cables. Note that this is right in the range of a lot of the competitive models, and I know that some people with 64- to 65-ounce 40-powered models will now have to change to the larger lines. And don’t forget that there is going to be some variation in the weighing—if you are at 63.5 ounces you had darn well be planning on 0.018 cables, because if there is a .5-ounce error, and you are on 0.015 cables, you will have to switch, on the day of the contest, to .0018 cables. Believe me when I say, you don’t want to have to do that at the last minute—it

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If you don’t participate in the process, then you really don’t have a lot of reason to complain about the results in 2011.

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will make a huge difference in the trim, and the control response. Just my opinion, but I think models near the edge actually fly better and more consistently



**Brett Buck**  
972 Henderson Ave. #4  
Sunnyvale, CA, 94086  
[buckbw@pacbell.net](mailto:buckbw@pacbell.net)  
(408) 246-8173

on 0.018s anyway—they are vastly less “stretchy” than 0.015s, and after the super-whip-up of my 63-ounce airplane at the 2003 Nats, no way am I going to fly it on 0.015 cables in any sort of wind. Smaller models will undoubtedly prefer the smaller lines.

The other break that will affect a few people is the break at 75 ounces between .018 and .021 cables. There are a lot fewer airplanes in this range than there are around 64 ounces, but some of the larger models will get bitten by this one. I am not sure how this was set, but the line strength to the pull test is quite different for any of the other categories. One thing for sure, you are going to have plenty of margin for your 76-ounce airplane. I don’t know how much .021s will affect the performance, but obviously it will. If you are near the edge, you need to get out there and do some trimming.

The other major rule change is no

more pattern points. If you leave out a maneuver, don’t do your two laps or do a maneuver out-of-sequence, you just get a zero for the next maneuver. Most of the

time it will be obvious which maneuver gets a zero—but in my opinion there are some conditions where you will have some problem figuring that out! This is essentially identical to the FAI rule.

Unlike the pull test rules, which, whether you like them or not, are completely unambiguous, I think this one will likely result in some disagreements. We have primarily dealt with this rule in FAI at the Team Trials, where it doesn't matter what you do; leaving stuff out or doing it in the wrong order is almost unheard of, and if you do you are dead no matter what maneuver gets dinged. But in

Intermediate and Advanced, you see so many bizarre occurrences that I think we will cause the occasional conflict over what to do.

I think it will take a year or so to come to a consensus, so until then, please use patience with the judges and CDs—they want to get it right as much as you do. And to be perfectly blunt about it (subtlety is not one of my outstanding virtues), if you are really worried about it there is a very simple solution—do all the tricks the way they are supposed to be done, then there will be no issue.

**Related Rules Topic:** Of course, since the new rule book is out, the new rules cycle has started. That means, if you don't like the above, or anything else with the rules, then now is the time to propose something different. There's a perfectly well-defined process for it, and you have a representative on the CLACB to provide feedback to. If you don't participate in the process, then you really don't have a lot of reason to complain about the results in 2011. Your representatives are shown on the AMA Web site—somewhere! Work through them to make sure you follow the process. *SN*

## In 1951 ...

- Nuclear testing at the Nevada Test Site begins with a 1-kiloton bomb dropped on Frenchman Flat, northwest of Las Vegas, Nevada.
- The comic strip Dennis the Menace appears in newspapers across the U.S. for the first time.
- *I Love Lucy* debuts on CBS.
- *The Catcher in the Rye* is first published.
- "Shot Heard 'Round the World": One of the greatest moments in Major League Baseball history occurs when the New York Giants' Bobby Thomson hits a game winning home run in the bottom of the 9th inning off of Brooklyn Dodgers pitcher Ralph Branca, to win the National League pennant after being down 14 games.
- Second Red Scare: Ethel and Julius Rosenberg are convicted of conspiracy to commit espionage. On April 5 they are sentenced to receive the death penalty.
- The film *A Streetcar Named Desire* premieres, becoming a critical and box-office smash.
- Direct dial coast-to-coast telephone service begins in the United States.
- The film *The African Queen*, starring Humphrey Bogart and Katharine Hepburn, premieres in Hollywood.
- CBS' Eye logo premieres on air.
- The American soap opera *Search for Tomorrow* debuts on CBS. After over 30 years, the show switches to NBC on March 26, 1982. *Search for Tomorrow* aired its final episode on NBC on December 26, 1986.
- Operation Greenhouse: The first thermonuclear weapon is tested on Enewetok Atoll in the Marshall Islands, by the United States.
- Average cost of a new house: \$9,000.
- Average wages per year: \$3,510.
- Cost of a gallon of gas: 19 cents
- Average cost of a new car \$1,500.
- A pound of bacon was 52 cents.
- And this cute little guy was just beginning to build and fly model airplanes. Can you guess who he is?

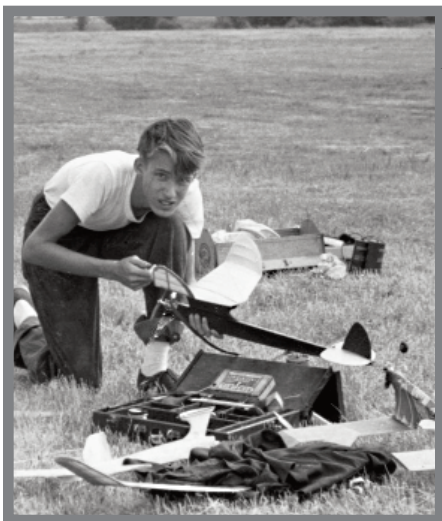
Send your guesses to Bob Hunt.





# Secretary/Treasurer's Report

By Dave Gardner



From the January/February *SN*, Dave Gardner, circa 1952.

The new membership incentive has been a great success! This is being written the day before the postmark cutoff (12/31/08) for the incentive pricing. At this point, we have nearly 850 renewals and new members signed up!

At the end of 2008, we had 1,007 members, so we have over 80% membership signed on for 2009! I expect a bit of a year-end rush, to get the final incentive pricing. Please note, however, that late renewals will not get the missed

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I have to say  
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copies of the publication, printed or CD!

Back issues are available to all members, from the Web site, downloaded, or as paid print back issues.

Do note, though, that all new members will get all the back issues for the current year they joined.

All previous memberships from 2006, 2007, and 2008 are considered as renewals, not new memberships. “Retreads” from 2005 and earlier are considered as new members, on application for membership.

I have to say “congratulations” to a great majority of our great PAMPA membership! We sent out a comprehensive renewal instruction and most followed it in one of the several recommended responses.

Some of you, however, seemed to want

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## In 2009 some of the membership and activities will be moved over to the Membership Secretary.

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a little more “personal” service, by just calling me, at your convenience, and wanting me to take all your information and credit card information. I’m sorry to say that service ended at the end of 2007.

I’m still running a business, although I’m trying to retire! When I get a call in the middle of some other activity, it means I have to break that train of thought and explain why I can’t stop everything and take your info. We’re presumably all adults in this game and we each have some responsibilities. PAMPA went through a great deal of effort and cost to send renewal notices to all members from 2007 and 2008, so all of you would have the new membership form and instructions. For that, we expected you to follow those instructions and get a completed membership form sent in by one of several methods offered to you.

I am amazed at the number of forms sent back on the old format (2008 and back), and in envelopes other than those supplied by PAMPA for the purpose! And I know that most of you got the mailer, by your admission!

I am very pleased at the forms done correctly, and sent by mail, fax, and e-mail scans, particularly the scans to .pdf, since they are clearest and easiest to print. All that said, at this point, I have about half the renewals “officially” entered in the database. By the time this issue is due, the lists will be complete to date. A good sign of this is that you’re reading this right now!

I’ve run some time studies on the membership entry; it takes about 12-15 minutes, per member, to make the complete entry, from receiving the mail, sorting it, preparing checks for deposit, making credit card entries, doing the banking, alpha sorting the forms, and, finally, entering the necessary info in the

data/ mailing base.

From this, you can see that the 400-odd entries completed have taken about 80 hours total, with that same amount still to go. When you haven’t heard anything about your membership, this is one of the reasons why.

I’m working with Bob Kruger to get the Internet-only memberships prioritized, so they can get online. The print members have to hang on for the next mailing, so the list is hopefully complete by each mailing date.

In 2009 some of the membership and activities will be moved over to the Membership Secretary. These actual items have not been firmed up, but many membership questions and actions will be handled separately, to spread some of the work around!

Questions relative to the mailing of *SN*, since it now shows up on the Web site, are still many. We’re going to note the mailing schedule on the Web site, so you’ll have a reference date. All the appropriate parties are working like crazy to get the *SN* schedule back in order, so the mailing for any given issue is by the first of the month of the specific issue; i.e., May 1 for the May-June issue. All that said, we’re working on a “point person” to handle such inquiries, and other such membership items.

**One Last Item of Note:** We have a list of about 40 folks who are on a “complimentary” mail list, including our Hall of Fame members and AMA officers and Contest Board members. I’m very pleased to report that about 10% of that group has supported PAMPA by paying their full dues! Thanks, guys!

Thanks again to all of you who have helped make PAMPA the great organization that it is! *SN*

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# District I

By Dave Cook

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

**B**oy, as I write this the temperature is 1° and headed down—not ideal flying weather—time for some hot stove stories and reflections

Back in the '40s and '50s the Brockton, Massachusetts, club used to fly on a regular basis in the winter. Sometimes we flew on a local ice pond (named 30 Acres) that had plenty of room for a couple of circles and the Sunday skaters. We drew some pretty good crowds of spectators and even made the local papers. You had to be on skates (if you could skate) or wear strap-on ice spikes just to stand up. The biggest hazards were lines freezing to the ice or people skating across them, cutting them into pieces. Starting ignition engines in the winter was always a chore and glow plugs were not much better. The planes and batteries were kept in a warm car until it was time to fly and a blow torch was kept handy.

The ice was a great surface to fly on—perfectly smooth and level, but very hard if you crashed. An airplane would go just as fast with wheels on the ice as it would in the air. One guy built a CL ice boat on runners, with a McCoy .60 in it, and it easily broke 100 mph. That started a couple of seasons of ice boat racing.

We had great fun with pick-up hockey games when the weather went bad during a flying session. One of our sparkplug members was John Ross (his father was the owner/manager of the Boston Bruins,

Art Ross) John was 6 feet, 5 inches tall and he was the best hockey player I ever saw. I fell through the ice in the middle of a flight (the water was only a couple of feet deep) but finished the flight. I went in again that same day when the ice collapsed during a pick-up hockey game; only five others including John went in with me. It was cold. Ah, to be young and crazy. Incidentally, John was also a Spitfire pilot during WW II for the Royal Canadian Air Force.

We ran winter contests on a fairly regular basis giving out idiot badges for flying at least once each Sunday for a year. These contests were held regardless of the day's weather and on frozen or snow covered fields. The contests were not just CL—they included free flight (hand launch glider, tow line glider, rubber powered and catapult glider). We even ran events for ice boats and ice boats equipped with skis on snow. We used to tramp down runways in the snow or bring an old carpet out to make a takeoff/landing strip.

I was flying a white Hornet-powered Speed job with 2 feet of fluffy snow on the ground and the pushrod failed. It went into the snow at full speed and came off the lines once it hit the snow. It burrowed through the snow so far that it took a considerable amount of digging to find it about 50 feet from where it went in.

All of this wacky stuff helped build the club membership because it was new,

different, and fun. It happened because of some dedicated unsung administrators, like John Ross, Bill Alex, Dick Sherman, Bob Roscoe, Roy Tucker, Lew Andrews, and many others who put in the time to get clubs together and set up events.

We need people to set up innovation in new events and ideas like easy, reliable control (like Spektrum RC throttle control). That would open up new maneuvers like touch-and-go, taxi to a point, hover, etc., only limited by the flier's imagination. PAMPA and the AMA need to address the Builder of the Model rule, ARFs ARCs, etc. I would like to see more ARF/ARC-only events with innovation of new maneuvers—maybe it is time to bring back free style but with throttle control. We have a unique event and it is time to take a look at what we can do to build on it with new events while retaining the current events.

I fully realize the commitment and dedication that it takes to accomplish a top 20 place in CLPA or even to get to expert in local meets, but recognize that about 80% of PAMPA members will never do that and probably 50% will never aspire to do that. It is time we put in some renovation to make our hobby more fun and more attractive for them. I guess that what bothers me about our present situation—not enough innovation and variety to keep other than the die-hards interested. *SN*

—Dave Cook

# District II

By Windy Urtnowski

New Jersey, New York

**T**he year 2008 was great in every way for the fliers of District II. We had really good weather, and the local meets drew a better than average turnout. The Brodak Fly-In and the Nats were the best ever, and the Lee, Massachusetts, meet seems well on its way to being a premier event, thanks to the efforts of Bill and Anne Hummel.

Looking back at some of the memorable moments, Mike Palko's electric P-51 from Bob Hunt plans really impressed everyone all year long, gave Mike his highest finish ever at the Nats, and stole the show at the Brodak Fly-In. George Waters finished and flew his A-26 bomber based on Dave Downey plans. It's

a show-stopper every time he fires up the engines. Dan Banjock repaired and then flew his Vista all year with the Saito .72 humming right along, and as a bonus he flew the Dynajet-powered MiG at almost every contest this year. Talk about "stealing the show"—Dan makes it grand larceny!

Dave Midgley hosted his now annual Buildathon, with beautiful composite wings for all the participants. His technology is now to the point where virtually every wing he makes is a jewel. I've got several in my air force—they are Ferrari quality in every way, and I'm using one on my Tribute ship for 2009.

Our trip to Brazil was the high point of

the year for me—hanging out with all the Brazilians was great, and after they had made three pilgrimages to the US, it felt good to visit them on their home turf. Sharing the trip with Howard Rush and Dave Fitzgerald, the current F2B World Champ, was great, too. Very special thanks to Thomas Case, Bene Rodriguez, and all the Brazilian pilots who made our trip unforgettable.

The Brodak Fly-In seems to get better each year, and this year was no exception. Bob Whitley joined in the fun for his first time, and pro that he is, he took away a bunch of trophies, too. Every year the competition gets more intense, and this year many pilots were in the hunt. Even

the scale event seems to be growing at the Fly-In. Joe Adamusko unfortunately didn't have his Ro-Jett .90-powered Spitfire ready for the event, but I know he's home buffing it out as this is written.

Having Rich Walbridge join us in the "RAF Spitfire Lovers Club" has been great—his Spitfire should be done soon, and I hope we'll get some good photos. Rich seems to share the passion for the Spitfire with Joe Adamusko, Gary Lutz, and Jim Varno, among others, and now it looks like Elliot Scott has gotten the bug to add one to his air force.

In 2008 I started riding my 1982 Suzuki full time again, and when we took an impromptu survey at Palisades Park we found that over half of the entrants rode motorcycles, too. We started e-mailing out photos of our models and motorcycles, and it really added some interest to an already interesting year. I've recently started to make carbon-fiber motorcycle mufflers, seats, and engine-

related parts, using the exact same technology used for making tuned pipes for Stunt engines. It's an amazing crossover technology that applies to both disciplines.

It was great seeing the progress Rich Giacobone has made and his win of the Expert trophy at the Lee meet. Now if I could only get him to fly his Ro-Jett .90-powered Stuka! Matt Neuman needs the inspiration of seeing it in Muncie, and I'm sure Matt will step up to the challenge. But I have to admit that Rich's bent-wing Stuka is right at the top of any list of semi scale models. My challenge to Rich for 2009: just do it!

So, looking forward to 2009, I hope to have an all-new Tribute ship—it's about half done in raw wood, has some very unique features, and will have a Brodak dope finish. I've tried to create a no-cowl nose, and it looks pretty good so far. It's similar to my ships of the 1980s built with Big Jim Greenaway technology. In fact,

almost all of my creative efforts are based on what I learned from The Man.

Richard Oliver is building three new models to compete in 2009 and will be making an all-out effort at the Team Trials in the fall. If the wind blows, he's my bet for a spot on the next team. Richard has two Midgley composite wings and some of the best-flying ARFs on the planet. Good luck, RO! He now has his own private flying field in the back yard of his new home, which should be a big asset in getting ready for any big meet. Karyn and I are planning our fifth trip to Texas in 2009, and I'll let you know firsthand how Richard's all-new shop and flying field are coming along.

Karyn retired last year, and I dreamed of retiring to lazy days at the flying field. My semiretirement has proven to be anything but lazy days, but we have been able to do lots of fun things along with our exercise program, and we're looking forward to more travel in 2009. *SN*

## Ohio, Pennsylvania, West Virginia

# District III

By Patrick Rowan

**N**ews Flash: We have a new AMA Stunt line size rules. They are based on weight. If your plane weighs between 24 to 40 ounces you can fly on .010 solids or .012 cables. If your plane weighs between 40 to 64 ounces you can fly on .012 solids or 015 cables. If your plane weighs between 64 to 75 ounces you can fly on .014 solids or .018 cables. And, finally, if your plane weighs between 75 to 123 ounces you will need to fly on .018 solids or .021 cables.

### Some District III Building Going On

Dave Heinzman is working on foam winged Jaguar (Steve Buso design) that will be powered by an LA .46.

Wayne Buran is building another Impact that will be powered by a Ro-Jett .65.

Sumner Forrest is building a modified Magician for an LA .46.

Dalton Hammett is working on a profile Wendell Williams Racer that will sport an ST .51.

Ron Lutz is taking two winters to build his Pat Johnson designed Hughes Racer profile. I have a new Destroyer moving along. It will feature a PA 40 big-block and a pipe.

**On September 20-21 2008**, I took the three-hour drive down to Columbus, Ohio, and attended the "Capital City

Championships." This was a nice Stunt contest with great weather over both days. Let's just say Kenny Stevens dominated!



Carl Lovins from the Cincinnati OH area working on his nice looking Tucker Special powered by a Brodak .40.



Don Sopka from Broadview Heights OH holding his LA .46-powered ARF Pathfinder.



Joe Reinhard from Columbus OH holding his latest ST .51-powered Classic plane. Joe does beautiful work.



John Gladfelter from the Cincinnati OH area flew his LA .46-powered original Tudor in profile.



Contest CD Keith Bryant from the greater Columbus OH area flew his LA .46-powered Gypsy 46 Classic plane. Nicely done.



Les Byrd from Eaton OH holding his LA .46-powered ARF Pathfinder.



Patrick Rowan holding his Destroyer PA .40 UL piped PA plane.



Patrick Rowan from Poland OH. LA .40-powered Viking. First place OTS.



One of my spray guns was not working well on a current project. I ended up cleaning them all up. Normally they are tucked away out of site.



Kenny Stevens from Lexington KY was the "KING OF STUNT" at this Columbus contest. He won PA Expert, Classic, Profile and ARF. He is holding his Aero Tiger .36-powered Caprice Classic plane.



Scott Reynolds from the Dayton OH area brought out his new PA plane "Silver Knight" PA .61 side-exhaust-powered. Scott took third in PA Expert.



I just finished carving and sanding a new set of ribs for a new Stunt plane. It will be 635 square inches. PA .40 big-block piped.]

Till next time fly Stunt! SN

# District IV

By Steve Fitton

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

**H**ello again District IV. I hope everybody had a great Christmas and found some great Stunt goodies under the tree! The gloom of winter has settled over this part of the country, but by the time you read this, spring and another flying season should be right around the corner. Flying time is

hard to get in winter, but in 4 we are just far enough south to get some good days here and there when we get lucky.

One person who has been busy this winter is Kent Tysor. Kent has had one of the incredible Yatsenko Sharks hidden away for some time now. Recently he

has pulled the plane out of mothballs and put it into service. As delivered, the model comes with a reasonably smooth gelcote white finish. Kent wanted to put the plane in the air with a simple finish so he could evaluate its engine and flying qualities, yet have something he could enter in a local contest (or the Team

Trials!). Using vinyl graphics from a local vendor gave him a very respectable-looking plane, yet allows him to remove/replace markings or do a full-blown dope finish at some point in the future.

The vinyl shop Kent dealt with was a good one, willing to spend some time to make sure the graphics were what Kent wanted, and if you live in the southeast and are looking for some vinyl work done for your model you might drop Kent a line so he can hook you up with his vinyl people.

Something else of note for those pilots out there still using non-piped .60s—when I spoke to Kent about his Shark, he commented that he was getting five different Yatsenko props from Kaz Minato. It seems that the number of different kinds of Yatsenko props has increased from two or so to at least these current five Kent has gotten. Yatsenko props have typically been in the 5.9 to 6.1 range for pitch with a nominal diameter of 13 inches, which puts them right in the ballpark for the ST or DS or Stalker .60, etc. District 2 pilot Jim Damerell was running a Yatsenko prop on his ST .60-powered Patternmaster last year and it looked like a very good engine/prop combo. If you are tired of digging around for old Rev-Ups, you might consider a Yatsenko prop.



**A view of Kent Tysor's Yatsenko Shark. Discovery Retro .60 power, finish is factory gelcote and vinyl graphics. This is a full take-apart plane with amazing workmanship!**



**Another view of Kent's Shark.**

Another busy person this winter has been Jimmy Welch. Welch is one of those guys who can take a set of plans home with him at the Monday night club meeting, and come out to the field on Sunday with a finished plane ready to fly.

I'm not kidding! He did this once this year already at the fall Huntersville contest with a profile Dreadnought 40. Then he turned up with a scratch designed profile for the Saito .62, and now he has turned up with a Brodak P-51, and a Mike Garmon-designed Wedell Williams racer! This guy is unstoppable!

Seriously, Jimmy is an enthusiastic builder and competitor with a long pedigree in CL Racing and Speed, and if he finally picks one airplane to stick with, he will find himself in the Advanced ranks very quickly! It is really cool to see Jimmy's racer plane. Most of you probably remember Mike Garmon either from meeting him personally at the contests or from his District 4 articles when he was director. It's really a treat to see somebody put together one of Mike's designs, and hopefully the plane will serve him well in competition.



**Jimmy Welch's profile Dreadnought 40. Currently powered by the new Evo .36, finished with film on the wings and paint on fuselage. Very good-flying model.**



**Jimmy Welch holding his Wedell Williams racer, film/paint finish and ST .51 for power.**



**Another view of Jimmy's brand new racer. Original design by Mike Garmon, plans available from Flying Models.**



**Another Welch project, this time an original design, using a TF Score wing, for the Saito 62. Another great-flying plane and one well suited to the winds found at the Virginia coast.**

Scott Richlen from the Northern Virginia club went out this past summer and tried to emulate the Sabre Dance flight maneuvers frequently done by those District III nutcases, Dan Banjock and Mike Palko. Those northern guys have really managed to figure out how to play with that third (tail) line to get some wild flights that they frequently demo at the bigger venues like Brodak's.

Scott's experiment didn't go quite as well as he hoped, with the results in the photos! Of note is that the small profile model is a Novaclone, a Ringmaster-derived profile used for a variety of one-design events in the Northern Virginia area. They used to be a pretty common sight around these parts, but it looks like most have fallen victim to tricks like the tail-pull!



**Scott Richelin's Fox .35-powered Novaclone looks the worse for wear after trying the third line Sabre Dance trick.**



**Undaunted by the fate of the Novaclone, Scott tried again, different plane but the same result!**

Another guy from Northern Virginia, Clayton Berry, managed to stir up about the entire contingent of pilots in the Metrolina area when he journeyed down to Huntersville for New Year's Day. Judging from the pictures I have seen it

looks like Clayton, Eddy Ruane, Larry Fulwider, William Davis, Watt Moore, and others got some great weather on New Year's Day and had an awesome time. I guess you needed to be there, because Virginia and Maryland were getting 40 mph wind gusts that day!



**Clayton Berry readies his original-design profile for a flight at the Huntersville field on New Year's Day.**



**The pit area at the Huntersville New Year's Day gathering looks as crowded as some of the contests!**

That's gonna be a wrap for now, gang. Next issue hopefully I'll have a report on the King Orange, and other wintertime happenings. If you are working on a new Stunt job for next season, drop me a line and send some high-res construction photos so we can see what you're up to!<sup>SN</sup>

## District V

By Dale Barry

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

The 2009 KOI has come and gone, hosted by the x-47 Flyers and held at the Bradford County fairgrounds in Starke, Florida, with Bill Hodges as CD. They have two paved circles and several low-cut grass circles with hotels and restaurants within a mile of the site.

We arrived at about 11:30 a.m. and officials were already underway. The temperature was very comfortable; flannel shirt weather. An hour later it became short-sleeve weather. I was told that the day started at 26° (it was 17° when I left home 250 miles north), but got well into the mid to upper 60s by late afternoon.

Out back on the grass circles they held Basic and OTS. Basic was won by Sam Niebel, second place was Frank Wyatt, and Zak Strickland was third. There were 11 entrants in OTS and not a single member of District V made the top three. Todd Lee, a former District V member, won, Tom Hampshire was second, and Jim Lee took third.

Out front on the pavement Classic and Profile were progressing. There were 10 fliers in Profile, and two of their planes returned to earth a little sooner than expected. When the dust and balsa settled William Davis had won with his Teosawki, Gene Martine, flying one of the new Hangar 9 PT-19s was second, and Roy Trantham with his Old Dog was

third. Classic was the big event with 16 entrants. Tom Dixon won with his Pegasus, Bob Dixon was second with his red Nobler, and Steve Fitton was third with his Nakke. As an aside, it was great to see Chuck Feldman flying in three of the four events just after a successful fight with prostate cancer.

On to Sunday. It was probably around 30° when we got to the field at 7 a.m. We stayed warm in one of the fairground buildings for a while, and this was where I found out I should have been paying attention to the new rule changes. The change that caught me off guard was the model weight/pull test/line size rule. The pull test is no worry, my bellcranks are not coming out, but the line size put Derek in a bind. He only flies on .014 solids, which under the old rules were legal for his engine size, but now the model weight made his lines unusable. So, one hour before officials we had to remove the cowl, spinner and backplate to get the weight to less than 64 ounces. Now a plane that was well balanced just had over 2 ounces removed from the nose. My fault, I should have known, but now Derek had to deal with it. He got two practice flights, but they weren't pretty. A couple of handle adjustments later the game was on!

There were two beginners; Doug Morris won and Sam Niebel was second.

In Intermediate Artie Jessup won, Chuck Feldman was second, and David Shad finished in third. Advanced, with eight entrants, had Roy Trantham winning with a Shark 35. Eric Viglione was second with a Starfire, and William Davis was third.

The weather was perfect for the first three fliers in Expert, but the wind blew through for the next two or three, then calmed again for the rest of the first round. The wind was not clean; it was coming over a tall oak tree, so the effect was bumpy. I think a couple people passed after seeing what the wind was doing to planes at the start of the second round. We all watched as Bob Dixon went up with his 40-ounce Nobler. Some of us weren't sure if it would survive, but he danced and worked his rear off and got through the pattern. When it was over, Derek Barry had won, Bob Dixon was second, and Jim Lee was third.

But we're not finished yet. At the KOI there is a one-flight fly-off for the perpetual trophy. Jim Lee had to leave, so fourth-place Steve Fitton took his place. By now the wind is downright nasty. Bob Dixon went up first, and while it wasn't pretty, he survived again with that light Nobler. Steve Fitton was next with his DS .60-powered Time Machine. He chipped his prop on takeoff, but went on through the pattern

pretty well. Derek was last, using the PA .61-powered Dreadnought on loan from Bob Shaw. We had realized earlier that the bearings were going, but it still had more than enough power to get through the wind and help Derek get his third KOI trophy in a row.

The KOI has a long history, going back to the early 1950s. This is a contest that everyone should try to get to at least once.

Til next time, keep your lines tight. *SN*



(L) Eric Viglione with his Starfire.

(R) Gene Martine with his Hangar 9 PT-19.



Sam Niebel, Basic winner.



The pit area on Saturday.



Tom Hampshire and Tom Weedman judging Profile.



Derek, Steve, and Bob after the fly-off. (Check out the flags.)

# District VI

By Allen Brickhaus

Illinois, Indiana, Kentucky,  
Missouri

Allen Goff sent me several shots from his full-blossoming Fellowship of Christian Modelers Stunt Contest held in August of 2008. I then bring pictures from the September venue of the Lafayette Esquadrielle contest held at Buder Park in the southwest corner of St. Louis. I have also enclosed a few shots of some District VI members at the Huntersville, North Carolina, Metrolina Stunt Contest in October. SN



Archie Adamisin takes a calculated "spin" with the Swinger Stunter, a design created by the prolific Jack Sheeks. The shot was taken by Allen Goff at the 2008 version of the Fellowship of Christian Modelers held at Muncie in August of 2008.



Too many modelers to name, but isn't this a wonderful collaboration of Christian Modelers? Allen Goff found that getting them to stand still was like herding cats in a bird cage.



District VI fliers present and accounted for at the Muncie FCM contest were, left to right: Kenny Stevens, Mike McHenry, Bill Marvel, "unknown," Randi Gifford, and Matt Neumann.



We include another Allen Goff picture with a composition of the Adamisin family. Left to right, at the 2008 FCM, is the family Patriarch "Big Art," grandson "Little" Archie, and great-grandson Brayden.



We close out these five shots by Allen Goff at the 2008 FCM with Mike McHenry and his own rendition of his father's Classic "Navalized" Stunter.



Larry Lindburg, of Galva, Illinois, pits for Michael Schmitt of Grayslake, Illinois, at the September 2008 Broken Arrow Stunt Championships held at Buder Park in southwest St. Louis. Michael is flying a Randy Smith-designed Shrike that is powered by a Randy Smith PA .40 with a tuned pipe.



Shown left to right are: Allen Goff (standing), Mark Hughes (kneeling to start Macchi Castoldi), Bill Marvel (judge), and Steve Smith (judge) at the 2008 Broken Arrow, CDeD by Bob Arata.



Bob "Sparky" Storick prepares his Continental XL for a flight at the 2008 Broken Arrow while Ron O'Toole assists and Mark Hughes launches.



Larry Lindburg takes a flight at the 2008 Broken Arrow with his Nobler. Larry has judged the Nats and is a welcome addition to any local contest, with his friendship, his flying skills, and his judging expertise.





Dan McEntee prepares his Sig ARF Primary Force to fly at Buder Park in September of 2008. Also shown are: Steve Smith (judge), Crist Rigotti (launcher), and Bill Marvel (judge).



James Mills and Gary Hajek are both building Formula S Stunters designed by Jim Kostecky. We miss Jim as he passed several years ago; both enjoy the copies of his wonderful model. Jim's original red Formula S is hanging in Schaefer's Hobby Store in southwest St. Louis.



District VI fliers, Charlie Reeves and your columnist, take to the road in October to visit Watt Moore and the Metrolina Control Line Society "Carolina Criterium" contest. Charlie took first in OTS, while Allen placed second in Scale and Expert.



[Walter Brownell of Wentzville, Missouri, brings his new electric twin powered Stunter to the Broken Arrow at Buder Park in September of 2008.



Walter Brownell assists Denis Downs with his "Phacade"-looking model, which Denis bashed from a Top Flite Tutor II kit. Denis is taking an official at the Broken Arrow at Buder Park.



Allen and Don Thibeault display Donnie's version of Frank Adams' Adams' Special at the Carolina Criterium in October of 2008.

Iowa, Michigan, Minnesota,  
Wisconsin

## District VII

By Crist Rigotti



Crist Rigotti flies his newly ground down Phacade at the Firecracker contest. Schmitt photo.

How is everybody? I hope that the building season is going well. I have an electric Jamison Special wing, stab, elevator, and fin completed and ready to cover. Then I began a new nitro-powered Harbinger 40. As I type this, it is ready for the grey blocking coats. It should be done in a couple of

weeks. Next up will be an electric profile. Then I'll finish the Jamison Special. A busy building season for me, that's for sure. I'm a little behind schedule but that's OK.

We have no contests in March and April but we have one in early May. It is the Mid-Iowa Control Liners Spring Kick Off. It is scheduled for May 2 and 3. I think Saturday will have OTS, Classic, and Profile. Sunday will be PAMPA classes. Contact Bob Baldus for details at (515) 255-8025.

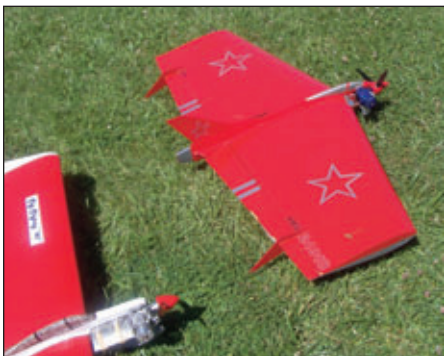
April will mark the start our flying season, so let's take a few minutes to go over our models, which have been put away for months now. Check the controls, all screws and nuts for tightness, and don't forget the prop nut. It would be a good idea to flush out the tank and leak check it. Replace the fuel line and filter while you have the tank out of the plane. Look at the wheels, do

they need replacing? Mine usually do too using electric foam wheels. What about the lines, clips, and handle? Check those too. Charge your starting batteries, and clean out your flight box! I'm always amazed at what I find in there.

I have included some pictures from recent contests along with some New Year's Day flying events. More will follow in the next column. SN



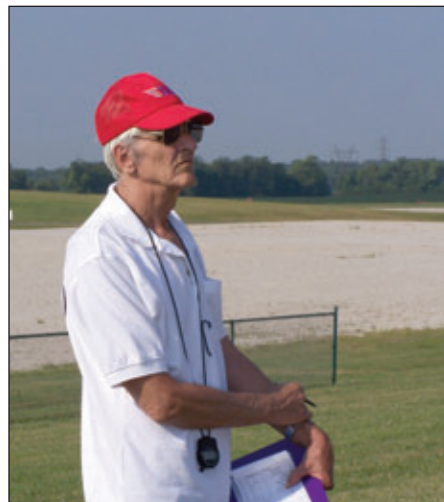
Floyd Layton and Bill Calkins judge at the Rockford contest.



Mike Pratt's unusual Delta Force. It turns corners very quickly!



Russ Gifford is congratulated by Alan Hahn for his third place in Advanced.



Russ Gifford judging OTS at FCM.



Russ Gifford checks out the pilot in Alan Hahn's electric Nobler.



Dennis Adamisin charges his batteries for the Swinger at FCM.



Bob McDonald enjoys the spaghetti dinner served up at FCM.



Pete Mick takes a second in Advanced at Rockford.



Dennis Adamisin's electric-powered Swinger. It's very cool-looking in flight.



Will Hinton brings the Sunday morning service message.



Mike got a second in Expert at Rockford.



Archie Adamisin's electric-powered Oriental. He flew last in the last round of PAMPA in some stiff wind and did very well.



Bob McDonald's beautiful PA .75-powered P-47.



My electric Barnstormer took first place in OTS at FCM. Yup, even with Russ judging! Ha! Ha!



Each year the City of Lansing holds the Silver Bells in the City event to kick off the holiday season. Part of the festivities is a light parade followed by lighting the state Christmas tree. This year the Lansing Area Flying Aces participated. Kacmarsky photo.



The Detroit area group gets together after flying on New Year's Day. Paris photo.



Russ and Randi Gifford also enjoy the dinner at FCM.



Grace and Michael Paris work together on their projects. Paris photo.



Another angle of the feast as John puts it. Paris photo.

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

# District VIII

By John Hill

**D**on Hutchinson, of Fort Worth, Texas, has been appointed District VIII Director. Don is a longtime

PAMPA member and has served as District Director in the past. Don has agreed to serve as District VIII Director

for 2009 and 2010.

Don's column will begin in the next issue of SN. SN

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

# District IX

By Carl Shoup

**I** am happy to report that I received four letters this month; I have included them for all to peruse. They also sent some interesting photos which I am also including this month.

"Here are some photos of my newest project, a Windy ARC Strega. The wings are silver MonoKote and the fuse is dark red Sig dope. The engine is an ST .60 with a tongue muffler. I recently peeled off the first inch of covering from the leading edge and blunted the radius on the leading edge of the wing. It used to stall a little on squares and I think the leading edge was too sharp for this altitude. Anyway I haven't flown it yet

since the change but it should fly better. "Stay in touch, "David Myer"



“Hope these come thru as the computer is so screwed up. One of the pictures is of the Arctic Fox on the paint stand. It’s the best thing that I have ever bought at VSC. The other picture is the CLC Wing Jig being set up for the ‘HumBug.’ This is third try ...  
“Later,  
“DOC Holliday”



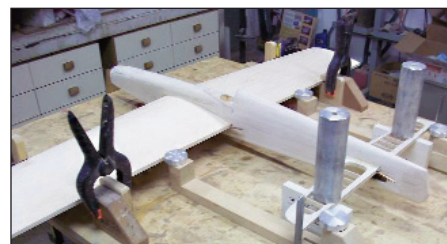
“These are some in progress photos showing the assembly of Caprice #3. A couple of notes about the assembly jig(s) I use: The photos don’t show it, but there is a centerline drawn on the table that coincides with the centerline of the fuselage. Perpendicular to this is another line with blocks of wood lined up to it and screwed to the table top. The trailing edge of the wing is pushed up against these to align it perpendicular to the centerline of the fuse. ‘V’-blocks hold the wing at both the trailing and leading edges to align the centerline of the wing parallel to the table top. Spacers are cut to hold the centerline of the stab parallel to the table top. Home made adjustable sliding jigs are used to align the trailing edge of the stab parallel to the trailing edge of the wing. Each of these jigs is adjusted against another adjustable jig to assure they are set equally.

“Before gluing, everything is lined up and test fitted to make sure that nothing is ‘forced’ into position. The test fitting and minute trimming/sanding etc. is the most time consuming part. One of the best things about using the jig is that it is easy to see any misalignment and know where to trim/sand. Actual assembly is a

real yawner. All that is necessary is to mix up the epoxy and work it into the joints. Ever since using this procedure, all of the models assembled this way have taken very little time to trim out and have flown significantly better than those in the past. Needless to say, in order for this assembly jig to work well, all of the individual components of the airplane must be accurately built. I have a whole series of jigs for these too.

“I built my own flap and elevator horns as well as the bellcrank. The bellcrank is cut from 1/8-inch thick laminated phenolic (similar to Tom Morris style but with significantly shorter distance from pivot point to pushrod hole). The wires for the horns are formed from 1/8-inch diameter welding wire and are silver brazed to the horns. The elevator horn is a slider bent to shape from 1/16-inch piano wire. Somewhat time consuming to build, but I get exactly what I want. By the way, I set up and adjust the controls using my assembly jig to hold the wing and stab in their relative positions. It is very easy to adjust the controls when you are not fighting the fuselage being in the way. Once adjusted, simply unscrew the ball end at the elevator horn, slide the pushrod through the fuse, re-attach the ball joint and position the fuse and stab back in the jig and it’s ready to glue.

“Not much else to report. Take care.  
“Chris Brainard”



**“Look Mom, I Can Fly!” By Linda Brainard**

“January 18, 2009 will be a day in history that in 10 years when I’ve become world champion I can look back and say ‘that was the day I successfully made a loop.’ But I’m getting ahead of myself.

“When Chris & I were flying the stunt kites (single handle control) Chris would get mad at me because I kept sticking the kite into the ground and he got tired of launching it. I was frustrated too that I couldn’t keep it in the air. Since then I have taken up CL flying. Thankfully I haven’t been sticking them into the ground as quickly and as often as I did the stunt kites.

“Let’s go back to the day that I put up my very first CL flight. On October 18, 2008 we took our two grandsons Isaac (12 years old) & Coy (8 years old) out to the flying field along with a trainer with the intention of teaching them how to fly. I came along to video tape this occasion. After both boys flew successfully Chris asked me if I wanted to give it a try. Of course my attitude was ‘if my grandsons can do it then so can I.’ After 23 years of being with a guy who flies every chance he gets, and me being unsuccessful at flying stunt kites dare I try CL? I did, and I liked it! A friend that was with us grabbed my video camera and taped me on this momentous occasion. He also managed to record not only my flight but my

drunken state as I walked off the circle.

“Since October I have flown five different airplanes, ranging in size from a .10 trainer to a .46 powered Oriental. Oh, that reminds me, the Oriental was the first plane I tried doing loops with and I stuck it in the ground ... totaled (the kites didn't do that). My first reaction was to look at Chris to see if he was going to kill me. He was

speechless for a moment. Much to my surprise he shrugged his shoulders and said ‘oops,’ although I could tell he was disappointed that he lost such a good airplane. Since then I have been terrified of making loops until today. After much encouragement from Chris (especially since I was flying my own airplane—I built the wing). My confidence is back. I'm on my way.

“Next Labor Day weekend my goal is to enter my very first contest. And yes, it will be the contest where I have been judging at for the last six or seven years. I wonder if ... no they would judge me fairly, I'm sure of it.”

Please continue to send in letters and photos; I am happy to pass them on to all. Hope to see you all in Tucson. **SN**

Arizona, California, Guam,  
Hawaii, Nevada, Utah

**W**e are having a great hot spell out here in the west. It's the second week in January, and the temps have been in the high 60s to low 70s. I got out to fly with the kids, and Michael is ready to solo his Flight Streak. But in his words, “Dad, I'm not ready yet; I don't want to take the chance on crashing.” Brett, Jimby, and I tried to explain to him that if he crashed, we fix it! No big deal. But possibly traumatic. There is a grass field next to our paved circle just begging for a Flight Streak to go straight into the mud. However, I do have to say, the playground looked a lot more attractive to them than flying. Oh well.

**The situation** in Woodland is looking very promising. By the time you get this, we should know if escrow has closed on the field. A huge thanks goes out to everyone who has donated to the cause. This is possibly the most important acquisition on the West Coast we have ever had. Here is a note from Forrest Barton, President of the Woodland club:

“The long of the short of it for the CL guys is the new flying hours for the (Old) site. They are 9-5 Mon-Fri; 9-7 Sat, Sun, holidays and events days. There will also be allowances for flying Thursday till 7:00 pm for the months July-Oct. The only exception to the rule is that there is no flying after sunset. So even though we can fly till 7:00 pm if sunset is before 7 you can't fly. The board is going to be very strict on this so make sure everyone knows not to fire up before 9:00 am.

“This extension will take us through Nov. 30 2009. We should hopefully close escrow on the new site in the next 30-45 days. Donations have started coming in already; in fact there have

almost been more from CL guys than the RC guys at this point.

“Keep your eyes on the newsletter for more info.”

Good news.

**I also had** a note from Dave Simon:

“We don't know each other, but I am a PAMPA member and Valley Circle Burner member as well. I'm just a beginner, still working on completing the entire pattern, but I love the sport/hobby.

“Anyway, I introduced my oldest daughter to control line and would love to see our photo in Stunt News. I was hoping that, as district representative, you could make this happen. Attached is a photo of Samantha when she was two, posing with my kit-bashed Twister. The other photo was taken five years later, same airplane, with Samantha attempting her first flight.

“My goal is to teach her the benefits of building and flying model aircraft. Of course I have three other young ones to try and instill these values and joys in as well.

“Thanks for taking the time to read this. Best regards.”



**Sammy and her Twister.**

## District X

By Dave Fitzgerald



**Sammy's first flight.**

**I spoke** to Jimby tonight, and he has a new ARF project in the works as another test bed. This time he is thinking a smallish plane with a large engine—hmm, I wonder where you've heard that before. Anyway, he called and we talked. Jim is a very gullible, uh, honest guy. He freely admits when he has a problem, and asks advice. For example, how do you think an ARF would fly with a crooked wing, tail, and nose? It seems that hypothetically, if you use 30-minute epoxy, it might not give you enough working time to get the wing straight. Well, hypothetically. So far he is not admitting to anything, except wondering how it might affect the flying, yeah, that's it, experiment on how crooked you can get and still fly ok. Yeah, yeah. I'm looking forward to the hypothetical test results.

**Back in September,** Chris Cox and Joan visited me again for a few days. This time they flew down in their new RV. They lived with the plane in the house for the last couple of years. It looks like Joan has become quite the riveter. It is mostly aluminum construction, so very labor intensive. If you think Chris builds a beautiful model, this RV is positively gorgeous. They attended Oshkosh and won a

builder's award, flew to the Reno Air Races and crewed a Formula 1 racer, then came over to the Napa airport for a few days. Chris graciously offered a short ride, so we toured Napa Valley in the RV. That was fun. Thanks Chris and Joan. You guys are welcome to visit anytime. I have some great pictures of the event.



Oshkosh Builder Award.

I've also got pictures from the Charles Mackey Open, pictures by Rickii Pyatt. The report is in the contest section from Eric Rule.



Head table.



Nice panel.



Chris and Joan came up with their own paint design, and Chris painted it. Nice checkerboard.



Joan Netzeband, Rickii Pyatt, Caroline Kirn, Phylis Mackey.



Glamour shot.



Spinner clearance.



Ken's biggest fan.



Green Dragon on a blue field, with a red



Canadian flag? Looks like a Phil Granderson color chart.



Headed home.



Sabon Shark 45.



TA-152s.



Fred Staley showing his pipe.



Stan Tyler with Chizler.



Warren Walker with his Hawker Hunter.

**And now** a word from Jerry Silver about Golden State. I apologize now, I ran out of room for Golden State pictures, so I'll have them in the next column.

“The Valley Circle Burners, together with the Woodland Davis Aeromodelers, sponsored the 30th anniversary of the Golden State Stunt Championships. We were once again able to hold it at the Buchanan Learning Center in Clovis, Ca. Last year we were not able to use this facility, so Larry Fernandez and Jim Aron picked up the ball and held it at Gilroy High School in Gilroy, California.

“If you like flying in little wind, 80 degree temp, & no rain, then this was the place for you! It turned out that the weekend following featured rain the entire time. How's that for good planning! Doug Barton and I were the Co-CDs for this event.

“I thought, in spite of the uncertainties of our economy and the price of gasoline, that we had an excellent turnout. There were 52 entrants competing in six different events over the two-day period. We had three fliers from Washington State; Howard Rush, Mike Haverly & Steve Helmick. Three from Utah; Gordan Delaney, John Miller & Jim Rhoades. One from Arizona; Bill Heyworth (came all that way just to judge O.T.!) and Sergi Byelko (He stayed with Igor Panchenko) from the Ukraine. I was very impressed with Sergi's model, from its take-apart features; quality of fit & finish; thought to details; makes everything or almost everything himself in his own shop. The whole thing fits in a small suitcase! I was also impressed with his flying ability. He came in 7th in Expert.

“The flying was more than competitive in most classes as you will see from the complete results appearing elsewhere in this issue.

“One of the main attractions of this weekend was the Saturday evening catered B.B.Q. dinner/banquet held at the Clovis Senior Center in Old Town Clovis. Prior to the dinner, but at the same location, appearance judging was held for Intermediate through Expert class entries for the following day's competition. We had a lot of very well done entries and the appearance judges, Jim Aron & Jim Tichy, had their hands full assigning appearance points. The Pilot's Choice Concours Trophy, and this included eligible Classic entries,

was awarded to Jim Tichy's rendition of Gordan Delaney's Pathfinder. Truly a work of art!

“Sixty five people enjoyed the barbecued ribs & chicken dinner provided by the Outlaws Barbeque Service. After dinner, Howard Rush gave a brief re-cap of the World Championships, held in Landres, France, which he attended as Team Manager. You all know by now that David Fitzgerald won the individual title & the U.S. Team regained the Team Championship.

“Congratulations to all of the U.S. Team members who worked so hard to accomplish this. David Fitzgerald, also our PAMPA Dist 10 Director reviewed the latest news from Dist. 10 and Brett Buck, our Vice President of PAMPA brought us up to date on the latest happenings from PAMPA. Doug Barton gave us a presentation of the new flying site that hopefully will become home to the Woodland Davis Aeromodelers, now that the Mavis Henson site is no longer in existence. (Not quite dead yet—Dave.)

“Also after dinner, trophies were awarded for the winners of O.T. & Classic entries from Saturday's competition. (Complete results will be found elsewhere in this issue.) The Doug Barton Sportsman of the Year Award was presented to two very special people. Sylvia and Lee Strickland were recognized for their many years of service and dedication to this hobby/sport that we so much enjoy. I had the privilege of making this presentation. Congratulations to Lee & Sylvia. A \$75.00 gift card was presented to the person(s) who drove the furthest to attend this event. This year it was given to the ever popular Howard Rush & his lovely wife Marilou.

“During the Expert competition on Sunday, it looked like David Fitzgerald's first round flight of 582.25 was going to hold up for both rounds. But this was not to be. On the last flight of the day, Brett Buck put up a 586.5 to win it. Quite a performance. Congratulations Brett.

“To summarize, the contest went very smoothly both Sat & Sun with very few glitches. I want to thank my co director Doug Barton for all of his hard work. And to the judges, tabulating crew, pit bosses, score sheet runners and to people like Jim Aron for all they do to help make a contest like this a success. Thank you all.

“Respectfully submitted.”

I think that's all the model news for now. I'm playing with Microsoft's new Beta release of Windows 7, and my next project is to wire my mom's house for video distribution, and high speed

Internet. That'll take a few days. I also have to change a front main oil seal. Everything's got to come off the front of the engine. Not looking forward to that. SN

David Fitzgerald  
2063 Monticello Rd.  
Napa CA 94558-2001  
(707) 259-0626

DavidLFitzgerald@sbcglobal.net

## District XI

By Bruce Hunt

Alaska, Idaho, Montana, Oregon,  
Washington

Since we are into the winter and between flying seasons, I thought I would create a bit of a retrospective on the Northwest 2008 Contest year. And what is more traditional than a series of pictures taken in the pits of each contest? Each year in the Northwest we have seven contests spaced about a month apart starting with the Portland Fireballs' contest in April and ending with the Fall Follies in Salem, Oregon in October.

This year I was fortunate to be able to attend every contest and consistently placed well in each. The result was my winning the NW Competitor of the Year awarded to the pilot with the most NW competition points.

Somehow I accomplished this feat by winning only one contest event and coming in second or third in nine events. So, I must acknowledge the real competitors that missed a few contests but regularly came in first or second ahead of me.

At the top of that list is Paul Walker who came in first in the five events he entered and still managed to be the Contest Director of the Nats and fly at the World Championships. Next I have to acknowledge Howard Rush who showed up at four contests that Walker also attended taking home seconds on every occasion. Howard also slipped in a sixth place finish on top five day at the Nats and traveled all the way to Brazil to take a win beating out fifth-place perennial, Windy Urtnowski.

While Walker and Rush always compete in PAMPA PA, Don McClave saves his best flying for the Classic event. Don only made it to three contests this year and went home with a first in two of them. Jack Pitcher also had a good year in the PA event. He made it to six of the seven contests winning one and placing in two others.

Scott Riese also flew well in Classic, winning two of the events he entered. And of course, I shouldn't forget Pat Johnston, last year's NW Competitor of the Year, who won two Classic events while placing in one and also placing in

two PA events and several Profile events. Great pilots make great competition and the Pacific Northwest has some of the best.

As always you can get an excellent report on everything going on in the Northwest by checking out the news on the website: <http://flyinglines.org/>. SN



Mike Massey has been attending the regular Winter Eugene Prop Spinner flying sessions.



Another of Mike Massey's profiles. This Brodak profile Smoothie sporting an ST .35 flew well from the first flight.



Mike Haverly has re-created his Jack Sheets Freedom 45 that he lost at last year's VSC. This one should be even better with adjustment made to allow moving lines farther forward.



Another view of Haverly's Freedom 45. Some nice detail work in the landing gear and cockpit really make this model stand out.



The pit view from the first contest of the NW season in Portland OR held on April 20-21, 2008.



Appearance judging at the NW Regionals Control Line Championships. This is a major West Coast contest held on Memorial Day Weekend each year. Contest was in Eugene OR on May 23-24, 2008.





A view at what has become known as Stunt-a-Thun. This contest was held at Thun Field, an airport just south of Tacoma WA on June 21-22, 2008. Jerry Eichten pull tests his model in the foreground.



Mike Haverly preps his Shrike for a flight at the Western Canadian Stunt Championships held just south of Vancouver, BC on July 26-27, 2008.



Models await their turn in the pit along the fence at the TEAM Country Classic held on August 23-24, 2008 at McMinnville OR. With the Evergreen Air and Space Museum doubled in size to accommodate an airspace exhibit this beautiful facility is definite must see.



This year's Raider Roundup was held halfway between Seattle and Salem OR on I-5 in the town of Chehalis WA on September 13-14, 2008. The flying site at the local airport should provide a good annual location for this contest.



The Fall Follies is the last contest of the year, held in Salem OR on October 8-9, 2008. With the NW winter just around the corner, this contest has been moved up a couple weeks in the hopes of catching the last of the good fall weather.



Paul Walker finished as the top PA contestant during the 2008 season. Shown here with his intended World Championships model at the Stunt-a-Thun. A freak accident prevented its use but we are counting on Paul to have yet another even better iteration of the Impact XL next season.



Paul Walker launches Howard Rush's new Impact. Howard had a great year. Second Row at the Nats. Finishing sixth in the Top Five at the Nats and first in Brazil.



Don McClave shown with this year's Tucker Special. Always a top competitor in NW Classic competition, Don took first place at the NW Regionals and the Western

Canadian Stunt Championships.



Jack Pitcher starts his model with Mike Haverly holding at the TEAM Country Classic. Jack is always a consistent competitor able to place well in every NW contest.



Pat Johnston prepares to take the circle at the TEAM Country Classic. Competing and flying well in every event, Pat has been the Northwest's Top Competitor for the last three years.

*Bruce Hunt  
2237 Joseph St S  
Salem, OR 97302  
(503) 361-7491  
bhunt@swbell.net*

Visit the PAMPA Web site at [www.control-line.org](http://www.control-line.org) to download the 2009 Control Line Precision Aerobatics' Nats schedule.

# Upcoming Contests

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## Control-Line Northwest Regionals

May 22-23-24, 2009

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### Dear Control-Line Fliers:

Pacific Northwest control-line model aviation clubs would like to invite you to attend the 38th annual Northwest Control-Line Regionals on Memorial Day Weekend, May 22-23-24, 2009.

The Regionals this year offers 35 separate competition events. Trophies and/or merchandise prizes are offered in all events, along with special event championship trophies and best junior/senior trophies in three events.

The contest will be held at Eugene Airport in Eugene, Oregon. Camping, rest rooms and food concessions will be available on site. Motels, restaurants and RV camping are within a short driving distance.

This AMA AA-sanctioned contest features four PAMPA classes of Precision Aerobatics, Old-Time Stunt, Classic Stunt, sportsman and expert classes of Profile Stunt; high-performance 1/2-A, 80-mph and Vintage Diesel Combat; Profile, Class I, Class II, .15 and Nostalgia (profile and Class I/II) Navy Carrier; Mouse I, Northwest Sport, Northwest Super Sport, and Northwest Flying Clown Racing; Precision, Sport and Profile Scale; and 1/2-A, 1/2-A Proto, A, B, D, FAI, Jet, Sport .21, .21 Proto, Formula 40 F2D Proto and Northwest Sport Jet Speed.

Information and copies of the contest flyer, advance entry forms and a listing of local accommodations can be downloaded from the [flyinglines.org](http://flyinglines.org) web site. Rules for Northwest competition events also can be found on [flyinglines.org](http://flyinglines.org).

Further information on the Regionals can be obtained from the contest director, John Thompson, 2456 Quince St., Eugene, OR 97404, e-mail [JohnT4051@aol.com](mailto:JohnT4051@aol.com), or phone (541) 689-5553.

For further Regionals information and updates, visit the Northwest's control-line Web site, [flyinglines.org](http://flyinglines.org).

Sincerely,  
**John Thompson**  
Contest Director  
Northwest Regionals Management Association

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*The 38th annual Northwest Control-Line Regionals*  
Contest Director: John Thompson, 2456 Quince St., Eugene, OR 97404 — [johnt4051@aol.com](mailto:johnt4051@aol.com)  
Sponsored by the Northwest Regionals Management Association

# F2B CONTEST in Japan 2009

By Kaz Minato

## - SCHEDULE -

- Aug17 (Mon) : Practice
- Aug18 (Tue) : Practice
- Aug19 (Wed) : Selection Round1&2
- Aug20 (Thu) : Final Round1&2
- Aug21 (Fri) : Site seeing tour

Hida Air Park

Nagoya Airport  
Centrair Airport

The world heritage "Shirakawa volost"



### Hida Air Park

714 Meters above the sea level  
2340 feet the sea level

Practice circles

Official circles

滑走帯 L=60m

滑走帯 L=800m W=25m  
着陸帯 L=920m W=60m

滑走帯 L=60m



**Relax** and **Pleasant** competition !

Please contact to Kaz Minato : [bluemax.minato@nifty.com](mailto:bluemax.minato@nifty.com)

# Metrolina Control Line Society

Presents



## The Carolina Classic

May 1, 2 and 3, 2009

### • Friday May 1

4:30 - 6:30 PM CLPA Judges Seminar...  
All Circles Open for Practice all week

### • Saturday May 2

**9:00 AM Start for C/L Scale**  
**(FAI F4B Scale Flying Only) No BOM**  
**10:00 AM Start for All Saturday**

#### Stunt Events

- OTS , Nostalgia '79 , Profile Stunt
- Basic Flight at 12:00 Noon
- Speed Limit Combat 75mph @ 9:30  
(.018-60ft lines, Any Eng. plane or Fuel System.)
- American Junior Fly off at 4 PM  
For AJ 404 Gliders for

#### Frank Macy Perpetual Trophy

All PAMPA & AMA Rules Apply  
No Builder of the Model Rule in any event  
No Appearance points in any event  
Two paved circles , One Grass Circle,  
Two practice areas on end R/C runway  
.Covered Shelter /Vendor Area

### May 3

9: 00 AM Start for PAMPA Skill Classes



**Beg Inter**  
**Adv Exp**

**Entry Fee :**  
\$ 10:00  
each event  
Jr/ Sr \$ 5  
Each Event

#### .....Motel Information.....

- All at Huntersville NC , Exit 23 on I-77
- Holiday Inn 704 875 1165
- Red Roof Inn 704 875 7880

#### Contacts : C/D Howard Shenton

William Davis ,Watt Moore ( Stunt )  
Dale Campbell(Scale)  
SonnyWilliams (Admin)  
Howard Shenton (Combat) & C/D  
[panzer4hs2001@yahoo.com](mailto:panzer4hs2001@yahoo.com) C/D  
[wilddavis@msn.com](mailto:wilddavis@msn.com) Stunt E/D



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12

**SPITFIRE**  
**2008**

## All-New DVDs from the Spitfire Construction Series

Cockpit Detailing. Many never before seen tips and tricks. 2 DVD set. ....	\$29.95 + \$5 S/H
Inclines, Detailing, & Weathering With An Air Brush. Good on semi-scale ships as well as traditional ones. 2 DVD set. ....	\$29.95 + \$5 S/H
Clear Coats & Buffing. Using Brodak dope and two-part, 1500 W/D sanding, and using Gorham's. 2 DVD set. ....	\$29.95 + \$5 S/H
Flying The 2008 Spitfire. First flights, flight trim tips for ships w/ dihedral. Includes bent-wing Stuka and Spitfire. 2 DVD set. ....	\$29.95 + \$5 S/H
Making Prop Molds & Carbon Props. Using Wayne Trivin methods—for advanced modelers only. /2 DVD set. ....	\$29.95 + \$5 S/H
Building The Strega ARF. Lots of upgrades, tips, and information useful for all ARFs. 2 DVD set. ....	\$29.95 + \$5 S/H

Strega ARFs and ARCs in stock, plus most kits and ARFs from all manufacturers. Call for prices and availability—these change frequently.

We are the exclusive dealer for Zigras Electric Timers, designed by Sergio and contest-proven by Mike Palko. Version 3—\$35.00 + \$5 S/H Version 4—\$55.00 + \$5 S/H

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# Cobb County Skyrebels ATLANTA STUNT MEET 2009

AMA Sanction # Pending

May 16 and 17, 2009

Lockheed–Martin Parking Lot  
Marietta, Georgia

**Saturday, May 16**

**12 Noon**

Basic Flight  
Nostalgia Stunt - 1984 Cutoff (JSO)  
PAMPA Old Time (JSO)  
Profile Stunt (JSO)

Entry Fee \* 1<sup>st</sup> Event \$15.00  
\* 2<sup>nd</sup> Event \$10.00  
\* 3<sup>rd</sup> Event \$ 5.00  
(Juniors/Seniors - ½ Price)

**Sunday, May 17**

**9:00 a.m.**

Beginner (JSO)  
Intermediate (JSO)  
Advanced (JSO)  
Expert (JSO)

*Special Note:* There will be no builder of the model rule and no appearance points awarded at this contest. Site has FIVE paved circles. Open for practice all day Friday, May 15<sup>th</sup>. No concessions on field; restaurants close by. Permanent restrooms on field.  
Contest Director: Tom Dixon, 770 592-3279

## Contest Results

### Capital City Championships

#### Columbus, Ohio Stunt Contest— September 20 & 21 2008

**Saturday, September 20th:**

##### Old Time Stunt

Judges: Joe Reinhard and Carl Lovins

- |                     |       |
|---------------------|-------|
| 1. Patrick Rowan    | 260.5 |
| 2. Jim Harris       | 241.5 |
| 3. Clyde Richey 218 |       |

*Spirit of 52 Award - Patrick Rowan with his Viking*

##### Classic Stunt

Judges: Bob Campbell and Mark Messmer

- |                    |       |
|--------------------|-------|
| 1. Kenny Stevens   | 572.5 |
| 2. Larry Robertson | 543.5 |
| 3. Allen Goff      | 539.5 |
| 4. Carl Lovins     | 538.5 |
| 5. Roger Wildman   | 534   |
| 6. Jim Harris      | 516   |
| 7. Don Sopka       | 424.5 |

##### Profile Stunt

Judges: Ray Kidner and Rob Young

- |                    |       |
|--------------------|-------|
| 1. Kenny Stevens   | 540   |
| 2. Allen Goff      | 539   |
| 3. Jim Harris      | 463   |
| 4. Patrick Rowan   | 461.5 |
| 5. Clyde Richey    | 358.5 |
| 6. Les Byrd        | 303.5 |
| 7. John Gladfelter | 293.5 |
| 8. Roger Wildman   | 293.5 |
| 8. Don Sopka       | 218.5 |

##### ARF Stunt

Judges: Mark Messmer and Joe Reinhard

- |                    |       |
|--------------------|-------|
| 1. Kenny Stevens   | 548   |
| 2. Jim Harris      | 507   |
| 3. Les Byrd        | 491   |
| 4. John Gladfelter | 454.5 |
| 5. Don Sopka       | 424.5 |

**Sunday, September 21st:**

##### Intermediate Stunt

Judges: Bob Campbell and Rob Young

- |                    |     |
|--------------------|-----|
| 1. John Gladfelter | 436 |
| 2. Clyde Richey    | 361 |

##### Advanced Stunt

Judges: Mark Messmer and Joe Reinhard

- |                |     |
|----------------|-----|
| 1. Les Byrd    | 510 |
| 2. Will Hinton | 482 |

##### Expert Stunt

Judges: Mark Messmer and Joe Reinhard

- |                    |         |
|--------------------|---------|
| 1. Kenny Stevens   | - 582   |
| 2. Allen Goff      | - 550   |
| 3. Scott Reynolds  | - 540   |
| 4. Roger Wildman   | - 512   |
| 5. Patrick Rowan   | - 507   |
| 6. Larry Robertson | - 506   |
| 7. Jim Harris      | - 498.5 |

*Concourse Award winner: Roger Wildman with his Davis Special.*

*Reported by Mark Messmer*

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## 2008 Golden State Stunt Championships

### Old Time Stunt:

Entrant	Place	Score	Model	Engine
John Wright	1	292	ARC Smoothie	Brodak 40
Jim Aron	2	288	Ringmaster	OS 20 FP
Jim Rhoades	3	286.5	Humongous	Mag.36
Bob Duncan	4	281.5	Jamison	Mag. 32
Antone Kephart	5	270	Adams Spl.	Brodak 40
Jerry Arana	6	258.5	Jamison Spl.	Plethenbrg
Heman Lee	7	257.5	Ringmaster	OS FP 20

Judges: Doug Barton & Bill Heyworth

### Classic Sportsman:

John Miller	1	496.5	A.A. Eagle	Stalker 40
Carter Fickes	2	469.5	USA 1	OS 46
Mark Wasnick	3	451	Nobler	Brodak 40
Bob Duncan	4	449	Tucker Spl.	Mag. 36
Brian Baker	5	447.5	Kawasaki Tony	OSFP 40
Fred Staley	6	432	Nobler	Brodak 40
Doc Saldivar	7	416.5	Fancy Pants	OS 35S

### Classic Competitor:

Gordan Delaney	1	550.25	A.A. Eagle	PA 40
Phil Granderson	2	546.75	Olympic	AT 36
Ray Firkins	3	540	Excalibur	AT 36
Antone Kephart	4	531.25	Atom	Brodak 40
Jim Aron	5	526.75	Feno	OS 30 FS
Jim Rhoades	6	497	Humongous	Mag.36
Mike Haverly	7	495.75	Tucker Spl.	Mag.36
Clint Ormosen	8	483.5	Chipmunk	Brodak 40

Judges: Sportsman & Competitor: Lee Strickland & Rich Walbridge

### Beginner:

Jeremy Baker	1	237.5	ARF P-40	OS FP 40
Randy Birt	2	237.5	Sterling P-51	OS 35 S
Elliot Scott	3	231	Strega	Meta 60
Roger Anderson	4	221.5	Cardinal	OS 46
Rachel Fitzgerald	5	97.5	Flite Streak	OS 25

Judges: John Wright & Gordan Delaney

Doc Saldivar	1	481.5	Vector 40	LA 40
Brian Baker	2	474.5	Tony	OS FP 40
Brian Moore	3	467.5	Twister	40
Steve Helmick	4	456	Fancher Twister	Mag. 40
Fred Staley	5	455	Imitation	OS 46
Doug Barton	6	449	Twister	OS 40 FP
Norman Gayer	7	426.5	Tutor 2	46
Ron Anderson	8	416	Tutor 2	OS 46
Gary Anderson	9	395	Tutor 2	OS 46
Rudy Taube	10	383.5	P-40	Electric
Larry Williams	11	347.5	Nobler	40

Judges: Phil Juarez & Larry Fernandez

### Advanced:

Paul Ferrell	1	544.5	Trivial Pursuit	61
Rich Walbridg	2	515.5	Cardinal	RoJett 65
Derek Moran	3	500	Skyray	OS FP 40
Erik Rogers	4	499.5	Score	Electric
Marshall Palmer	5	498	Scirocco	OS 46 VF
Phil Juarez	6	494	Stiletto 660	PA 65
Bob Brooks	7	493.5	Impact	?
John Miller	8	483.5	Pathfinder LE	Stalker 51
Bob Duncan	9	483.5	Trivial Pursuit	OS 46 VF
Lewis Lingwood	10	471.5	Nobler	Brodak 40
Larry Wong	11	471.5	Imitation Plus	PA 61
Carter Fickes	12	470	USA 1	OS 46
Mark Wasnick	13	466	Wazzi	VF 46

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Jerry Arana	14	464.5	Trivial Legacy	RoJett 50
Clint Ormosen	15	462	Sig Mustang	Brodak 40
Dan Gomez	16	460	Stiletto	PA 40
Heman Lee	17	456.5	Magnum Plus	Saito 62

Judges: Antone Kephart & Brett Buck

**Expert:**

Brett Buck	1	586.5	Infinity	RoJett61
David Fitzgerald	2	582.25	Thunder Gazer	PA75
Howard Rush	3	574.75	Impact	RoJett65
Ted Fancher	4	570.5	Trivial Pursuit	RoJett61
Phil Granderson	5	565.5	DIVA	VF40
Gordan Delaney	6	562	Pathfinder LE	Stalker51
Sergi Byelko	7	561	Stunt Special	R8B75
Jim Aron	8	553	Boogaloo	PA75
Igor Panchenko	9	547.5	Hopak	Saito 62
Kirk Mullinnex	10	547	Dreamer	PA75
John Wright	11	545.5	Sig Magnum	Merco64
Steve Harris	12	543.5	Beejay	PA65
Larry Fernandez	13	542.75	Crusader	RoJett50
Antone Kephart	14	538.5	Atom	Brodak40
Ray Firkins	15	536.5	Heinz 57	AT36
Jim Rhoades	16	535.5	Classic Acrobat	Retro60
Jim Tichy	17	529	Pathfinder LE	?
Mike Haverly	18	528.5	Shrike	PA40
Cleon Lingwood	19	522.5	Notable Effort	RoJett40

Judges: Bob Brooks & Rich Walbridge

**Junior/Senior combined:**

Paul Ferrell	1	544.5	Trivial Pursuit	61
Rachel Fitzgerald	2	97.5	Flite Streak	OS25

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**Southwest Regionals, January 24th and 25th 2009**

**Contest Director: Jim Hoffman**

**Stunt Events Director: Leroy Black**

**Classic Stunt**

Judges: Brett Buck, Ed Capitanelli	3 Earl (Rick) Green	355
	4 Leroy Polk	314
	5 Steve Holt	242

Name	Score
1 Lou Wolgast	543
2 Bob Whitely	542.5
3 Keith Trostle	539.5
4 Jim Hoffman	538
5 Leroy Black	529.5

**Old Time Stunt**

Judges: Warren Tiaht, Mark Smith

Name	Score
1 Bob Whitely	302
2 Keith Trostle	301.5
3 Jim Hoffman	295
4 Lou Wolgast	294
5 Robin Sizemore	284

**AMA Stunt - Beginner**

Name	Score
No Contestants	

**AMA Stunt - Intermediate**

Judges: Rickii Pyatt, Mike Keville

Name	Score
1 Sean Chuang	396.5
2 Russ Gritzo	369

3 Earl (Rick) Green	355
4 Leroy Polk	314
5 Steve Holt	242

**AMA Stunt - Advanced**

Judges: Rickii Pyatt, Mike Keville

Name	Score
1 Roy DeCamara	442.5
2 Nick Lemak	399
3 Gary Gingerich	387
4 Lewis Corbett	382
5 Larry Renger	349.5

**AMA Stunt - Expert**

Judges: Robin Sizemore, Scott Sizemore

Name	Score
1 Brett Buck	542
2 Lou Wolgast	523
3 Bob Whitely	521
4 Jim Hoffman	502
5 Keith Trostle	498.5
6 Warren Tiaht	483

**Profile Stunt Jr/Sr**

Judge: Leroy Black

Name	Score
1 Mike Duffy	?

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**Charles A. Mackey Open**  
**Report By Contest Director, Eric Rule**  
**Contest held November 8-9, 2008**  
**Whittier Narrows flying site**  
**S El Monte, CA**

**Saturday**

The weather on Saturday was clear with temps in the mid 70's and a very light wind coming in from the ocean; a really beautiful fall day in Southern California.

The field was set up with two official circles and one practice circle.

Registration and flight order was completed and the pilots' meeting held with the first flight off at 9:15 a.m. With no entries in either Beginner Stunt or Profile Sportsman it was decided to move Old Time Stunt to circle one and have Classic fly on circle two.

The pits ran smoothly and the first round was completed in 1 hour, 15 minutes. A short break was taken to allow the judges, pit bosses and score runners to have a comfort break and get something to eat.

Everyone enjoyed the culinary efforts of Warren and Ramona Walker and the second round was started. Again the pits ran smoothly and the round was completed in 1 hour, 20 minutes. Keith Trostle walked away with first place in both Classic and Old Time Stunt. Old Time Stunt saw Dennis Choate and LeRoy Black take second and third place with only 8 point separating them.

Classic Stunt was even closer with only 1 point separating Dave Sabon in second place and Stan Tyler in third. Trophies were awarded by Mr. Charles Mackey and we left for the day to get ready for the banquet that evening.

**The Banquet**

As is true with many control line contests the Charles A. Mackey Open has a banquet on Saturday evening. Although the CD takes the time to recognize and thank the people who help to put on the contest the largest portion of the banquet is used to honor one individual each year for his/her contributions to control line modeling. It is the firm belief of the organizers of the

event that all too often we wait until after someone dies to show how much they have meant to us all in the control line community.

The Charles A. Mackey Open was established prior to the passing of such an individual to let him know just how important he was to us all and how much we appreciated his many contributions to our sport/hobby. That tradition continues each year at the banquet.

The first person so honored was, of course, Mr., Charles A. Mackey. At Mr. Mackey's insistence we have the current year's honoree choose the following year's person. As a result of this we have honored Mr. Dale Kirn, Mr. Bart Klapinski, Col. Keith Trostle USAF (ret) and Mr. Bill Netzeband. All of these individuals have made vast contributions to our sport/hobby. In 2008 the person honored was Mr. Ken Kaiser.

Ken Kaiser has a long history of accomplishments in model aircraft. He is an accomplished builder of control line and free flight aircraft. Ken is so accomplished a builder that he has even built his own full-sized powered aircraft which he flew for years from one of our local airports. He is perhaps best known on the West Coast as the finest pit boss in existence. If you have ever had the pleasure of attending a contest at which Ken Kaiser was the pit boss you were treated to a couple of days where every single thing in the pits went according to plan with no confusion and with flights running according to schedule in a silky smooth manner.

Ken has written out a comprehensive guide to running the pits at a major contest. That guide is available as a download on the RSM Web site. In addition to this activity he has single handedly run the Knights of the Round Circle's "Kids Fly for Free" program.

This is a club sponsored activity that takes Ken and his helpers to many local air shows, city picnics and other events

where he arranges flights for any child who wishes to pick up a handle. Over the years that this program has been running Ken has helped thousands of children to fly a model airplane. He has spent countless hours of his time maintaining the club PT19's in flight condition. In addition he has even designed and built a full sized trainer model for use at events where a larger flying circle can be used.

In light of his many accomplishments Mr. Ken Kaiser was chosen by Wild Bill Netzeband to become the 2008 Mackey Banquet Honoree. Ken was toasted and roasted by Charles Mackey, Bill Netzeband and Eric Rule. He also received a visit from one of his greatest fans who traveled all the way from Alaska. There are photos of this person elsewhere in the report.

The tradition will be continued at the 2009 Charles A. Mackey Open banquet as Ken Kaiser has chosen the next honoree (victim). That individual is Mr. Warren Walker.

**Sunday**

Sunday arrived complete with rise in temperature and wind speed. This is somewhat normal in Southern California where we have what is called a Santa Ana. A high pressure area had moved into the area. This causes winds to swirl in a counter-clockwise direction and come in from the desert where they pick up heat and unfortunately speed as they flow through the mountain passes.

Due to the concern that the winds would pick up later in the day we decided to run Advanced Stunt together with Profile Competitor and 1 c.c. on circle one with Expert Stunt on circle two. The first round was completed and it was decided to take a very short break and start the second round as quickly as possible. We have just started into round two when the wind started to come up.

Although the wind speed was up around 15 mph it was staying fairly

---

The Charles A. Mackey Open was established prior to the passing of such an individual to let him know just how important he was to us all and how much we appreciated his many contributions to our sport/hobby.

---



constant so we continued to fly the second round. We had just completed the first flights in both Advanced and Expert when the winds started to fluctuate with some gusts getting into the 35-45 mph range.

At the Whittier Narrows flying site gusty winds create a dangerous situation as it swirls off the trees and sets up a wind shear. Larry Renger was just flying past the trees when one of these shears literally slapped his Smoothie into the concrete. When we watched one of the Experts' models stand upright on the

wing tip it was decided to halt the flying.

After a short discussion with the pilots the decision was made to ignore any second round scores and use the completed first round scores to determine the winners. Mr. Mackey once again presented the awards.

The people who were responsible for running the event were as follows:

**Scorekeepers:** Randy Heydon, Sylvia Strickland & Gary Akers

**Pit Bosses:** John Gluth, Ron Duly & George Barlow

**Judges:** Dennis Coleman, Rickii Pyatt, Lee Strickland, Ken Kaiser, Stan Tyler, Antone Kephart, John Wright & Larry Renger.

**Food Booth:** Ramona Walker & Warren Walker.

**Field Set Up and Take Down:** Warren Walker, Dennis Coleman, Ron Duly, John Gluth and a number of others who were dragooned into helping.

Without the help of these folks we could not have held a contest. Thank you all! *SN*

—Eric Rule

## Results

### Profile

Dennis Choate (478) 1st  
John Wright (476) 2nd  
Warren Walker (415) 3rd

### Intermediate Stunt

Bill Barber (398) 1st  
Fred Staley (355.5) 2nd  
Bill Taylor 3rd

### 1 c.c.

Larry Renger (445.5) 1st  
Keith Trostle 2nd

### Advanced Stunt

Warren Walker (468.5) 1st  
Jim Lally (465.5) 2nd

O. Campos (455) 3rd  
Mark Wasnick (428.5) 4th  
Larry Renger (65.5) 5th  
Jim Levell 6th

### Expert Stunt

Dave Sabon (517.5) 1st  
Kirk Mullinnix (501) 2nd  
John Wright (497.5) 3rd  
Igor Panchenko (494.5) 4th  
Stan Tyler (465) 5th  
Antone Kephart (446.5) 6th  
Phil Granderson (435) 7th  
Keith Trostle (231) 8th

### Old Time Stunt

Keith Trostle (419.5) 1st  
Dennis Choate (407) 2nd

LeRoy Black (399) 3rd  
John Wright (392.5) 4th  
Stan Tyler (387) 5th  
Antone Kephart (385) 6th  
Larry Renger (364) 7th  
Andy Borgogna (dnf) 8th

### Classic Stunt

Keith Trostle (557) 1st  
Dave Sabon (538.4) 2nd  
Stan Tyler (533.5) 3rd  
LeRoy Black (528) 4th  
Antone Kephart (517.5) 5th  
John Wright (514.5) 6th  
Warren Walker (510.5) 7th

## Pilots & Planes

### Classic Stunt

#### Pilot

Stan Tyler  
John Wright  
Keith Trostle  
Dave Sabon  
Antone Kephart  
LeRoy Black  
Warren Walker

#### Plane

Chizler  
Nobler  
Ta-152  
Shark 45  
Atom  
Ta-152  
Hawker Hunter

#### Engine

Brodak 40  
OS40FP  
PA 40  
PA65  
Brodak 40  
Stalker 51  
ST 60

#### Manufacturer

RSM kit  
Top Flite ARF  
RSM kit  
RSM kit  
Scratch Built  
RSM kit  
RSM kit

### Old Time Stunt

John Wright  
LeRoy Black  
Stan Tyler  
Antone Kephart  
Larry Renger  
Keith Trostle  
Dennis Choate

Flying Clown  
Jamison Special  
Adams Special  
Adams Special  
Smoothie  
Big Job  
Jamison Special

OS15  
Brodak 40  
Brodak 40  
Brodak 40  
Brodak 40  
Double Star 60  
Double Star 54

Ken Smith kit  
RSM kit  
RSM kit  
RSM kit  
Brodak ARC  
RSM kit  
RSM kit

### Expert Stunt

Kirk Mullinnix  
Stan Tyler  
Antone Kephart  
John Wright  
Igor Panchenko  
LeRoy Black  
Dave Sabon  
Keith Trostle  
Phil Granderson

Dreamer  
Flite Streak  
Flite Streak  
Alexander the Grape  
Personal Dancer  
Jamison Special  
Shark 45  
Ta-152  
Diva

PA 75  
OS 25  
OS 25  
Fox 40  
60  
Brodak 40  
PA 65  
PA 40  
OS 40 VF

Scratch Built  
Top Flite ARF  
Top Flite ARF  
Scratch Built  
European ARF  
RSM kit  
RSM kit  
RSM kit  
Scratch Built

# The Appearance Point

By Matt Colan

The 1959 Ares, designed by Bill Werwage was a national championship-winning design. Billy's design is now being kitted by Brodak Manufacturing. At a contest in 2007, Bill Hummel gave me an Ares kit. Since this was my first I-Beam wing, I followed the instructions provided with the kit.

I did nothing special in building this airplane, but since I was concerned that the plans indicate that it doesn't need an engine or rudder offset, I put a couple of degrees of engine offset and airfoiled the rudder (flat outside and airfoil inside). I also put a weight box in the outboard wing so it could give me extra trim adjustments.

The Ares cowl that is provided with the kit when you get it, is made of fiberglass. I had to apply heat to the cowling in order for it to shrink up since the ends were very wide; much wider than the thickness of the fuselage.

I didn't do anything special in finishing the model. I used Brodak dope from the start. I covered the wings with heavy grade silkspan and used 00 silkspan on the fuselage. The colors were Brodak Gray for the base, with Sky Blue and Black for the trim. I used Professional Hi Prime Laquer Surfacer from Autobody Master for the primer. This primer is easy to sand, filling in all the pores.

To save weight I didn't spray the open bays; only the fuselage was sprayed. I put three coats of primer on, and the third coat was just sanded smooth. After that a coat of Brodak Gray was sprayed on. When I was happy with how it turned out, I started to mask out the colors.

The total weight for the Ares is 43 ounces and I am very happy with that. The motor is an O.S. .35S fitted with an extension shaft. I started with  $\frac{3}{4}$  of an ounce of tip weight. This plane balances very well and no nose weight or tail weight was needed to achieve the design CG location.

This plane has been enjoyable to build, and hopefully fly as good as it looks. The Ares has not been flown as of the time this article was written due to ice and snow we are having up here in the Northeast. *SN*

## ARES

### Specifications:

Model Name: 1959 Ares

Designer: Bill Werwage

Construction type: I-Beam wing

Wingspan: 51 inches

Length: 38.7 inches

Moment arms (Measured from the front of the wing to the back of the spinner and from hinge line to hinge line: Nose moment: 8.375 inches  
Tail moment: 13.625 inches

Weight dry: 43 ounces

Power package (engine and tank size or electric motor and battery): OS .35S with a 4 ounce tank

Propeller: Master Airscrew 10-6 wood

Finish: Brodak Dope

Line length: 60 foot eyelet to eyelet







Bill Werwage has produced five amazing P-47 CL Stunt ships. All of them are beautiful, but this Razorback version is his weapon of choice for the "big" contests. With it he has won two FAI Team Selections and the 2004 World Championship Gold Medal. The model features a Warren Truss Lost-Foam built-up wing, a molded fuselage and it has been powered by both a PA-.61 and a PA .65 at different times. It weighs a scant 54 ounces and appears to be "buoyant" in the air at that weight. It was published in *Model Aviation* as a construction feature. Photos by Bob Hunt.

