

Stunt News

*Precision Aerobatics Model
Pilot's Association*

March/April 2013 \$5.00



contents

March/April 2013

features

8 Max Bee—the Slovak Way *by Igor Burger*

16 A Champion's Motivation *by P.J. Rowland*



32 Oba St. Clair's Miss Shirley *by Charles Mackey*

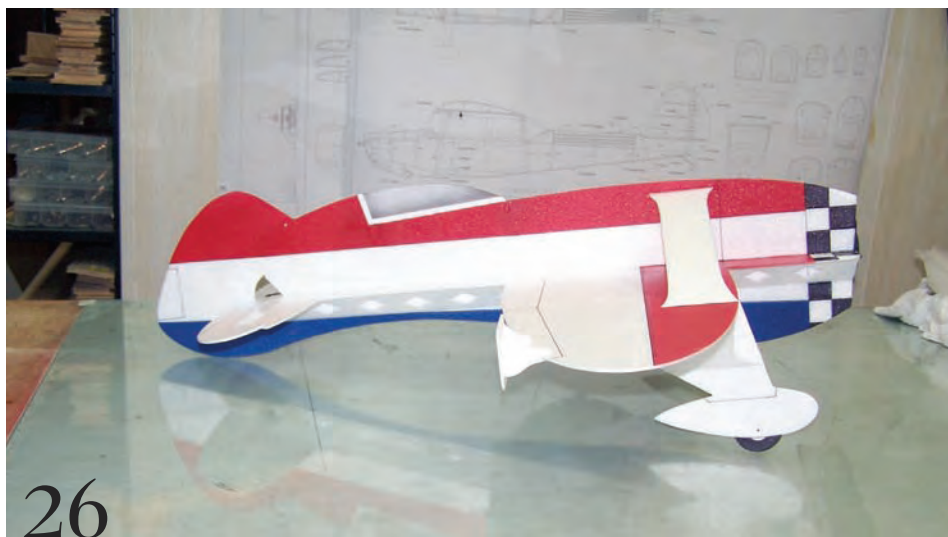
40 Judging *by Steve Smith*

On the cover: Seventy-five years ago last July (2012), Control Line flying was born. The model that graces our cover is a replica of the first CL model. It was designed, built, and flown by Oba St. Clair. Charles Mackey has devoted a huge portion of his life to identifying the pioneers of our sport and making sure that they receive the attention and credit they deserve. Charles and the AMA museum staff put together an unveiling ceremony for the replica Miss Shirley. The model was named in honor of Oba's daughter, Shirley, who was born the year that Oba designed it. The model is now on display in the AMA museum where our composite cover photos were taken. Photos by Maria VanVreede and Michael Smith.

Inside cover: The replica Miss Shirley was built by AMA volunteer Scott Cheslik, and he did a magnificent job! This large model features an eight foot wingspan. Photo by Chad Budreau.

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

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



26

pampa news and reports

- 2 President's Report
Don McClave
- 3 Level Laps
Bob Hunt
- 5 Membership Application
- 7 PAMPA officers contact
information
- 46 Vice President
- 47 Secretary/Treasurer
- District Reports
- 50 District I
- 51 District II
- 55 District III
- 58 District IV
- 63 District V
- 68 District VI
- 75 District VII
- 78 District VIII
- 82 District IX
- 83 District X
- 85 District XI



16



40



78



83



29

columns

- 22 Putting It All together
- 26 E-Stunt
- 29 Next Generation



55

extras

- 48 PAMPA Plans Service
- 87 Contests/Contest
Calendar
- 94 Joe Nall Update
- 95 2013 Nats Schedule
- 97 PAMPA Products

President's Column

by Don McClave

Expert Stunt will join the other three classes as a Nats event.

Hello, everyone. With the arrival of spring, preparation for the 2013 season is well under way as the interest in stunt continues to grow across the country. The annual Joe Nall Fly-In that attracted a growing number of control line fliers last year promises to do even better in 2013.

Many of the stunt fliers are, or were, highly successful RC competitors who are renewing their interest in stunt once again. For example, Chip Hyde, winner of more than 400 national and international RC championships in every category during the past 20 years, will be attending the Joe Nall event and also entering the Expert Stunt control line event at this year's Nats at Muncie in July.

Expert Stunt is one of the four PAMPA skill classes, the others being Beginner, Immediate and Advanced. All four classes are in the AMA rulebook, but Expert Stunt will join the other three as a Nats event in 2013 for the first time.

The PAMPA classes continue to be increasingly popular unofficial Nats events and do not compete for National Championships at the Nats. Junior, Senior, and Open age group entrants can win their events and compete for the Walker Cup National Championship.

The Expert Class was added to the 2013 Nats PAMPA skill class events by vote of the PAMPA Trustees at their annual meeting at AMA Headquarters last July. The prime reason for



doing so was to enable Advanced Stunt fliers, who wished to do so, to seek a higher level of competition. A second reason was that PAMPA class entrants are not limited by the AMA builder-of-the-model rule. While Advanced and Expert contestants are rewarded appearance points if they have built their own models, but they may fly a plane obtained from another source without appearance points.

The hoped-for result is that the Expert Class availability will attract not only fliers who in the past have competed in the Advanced Class, but it will also attract fliers who have not flown at the Nats for a variety of reasons in past years and encourage Intermediate fliers to move up to Advanced.

It should be a wonderful Nats this year, and I hope you can participate. Best regards. **SN**

—Don

In my last editorial there was a list of the new PAMPA Hall of Fame members and a list that was supposed to have been all of the existing members. Wynn Paul, the PAMPA historian, noted that some of the names were inadvertently omitted. Wynn has updated that information and the entire roster of PAMPA Hall of Fame members is listed below.

1992 - George Aldrich, Bob Palmer, Wynn Paul, Jim Walker

1994 - Lou Andrews, Bob Gieseke, Les McDonald, Keith Trostle, Bill Werwage

1996 - Bob Gialdini, Bob Hunt, Paul Walker

1998 - Art Adamisin, Robert Dailey, Lew McFarland, J.C. Yates

2000 - Harold deBolt, Bill Netzeband, Al Rabe, Don Still

2002 - Jim Casale, Roy Mayes, Harold "Red" Reinhardt, Jim Saftig, Jack Sheeks, Jim Silhavy, Davis Slagle

2004 - Art Pawloski, Larry Scarinzi, Gene Schaffer

2006 - Oba St. Clair, Charles Mackey, Ed Southwick, Arlie Preszler, Steve Wooley

2008 - Dennis Adamisin, Robert Baron, Robert Elliott, John Miske, Leon Shulman

2010 - John E Clemens, Don Ferguson, John Lenderman, Bill Zimmer

2012 - Allen Brickhaus, John D'Ottavio, Shareen Fancher, Ted Fancher, David Fitzgerald, Frank McMillan, Tom Morris, Winfred Urtnowski, Bob Whitely



In the January/February issue of *Stunt News*, we presented the first part of Igor Burger's Max Bee: "The Slovak Way" article. It was rather technical in nature, but very informative. When Igor presented us the second part of his article, it was so detailed, had so many photos, and was so long that we knew we could not present it as just a construction feature on his model; it deserved a lot more!

I have asked Igor to prepare a more normal construction article for this issue that contains the necessary information and plans required for those who might wish to get started on building a Max Bee model.

I have also invited Igor to begin writing a column which will detail the many and varied tips and techniques that he uses to build a world-class aerobatic model. Believe me when I tell you that the information which will be forthcoming in this column will be useful and unique.

I'd like to thank Igor for allowing us to publish his World Champion design, and I'd also like to acknowledge and thank Kevin Wright, who did the CAD drawing of the Max-Bee plan set that is being presented in this issue. These are really neat people!

Miss Shirley

The model that graces the cover of this issue is a very special one indeed. It is an exact replica of the very first Control Line model, which was designed, built, and flown by Oba St. Clair in 1936.

This replica model was unveiled in a special ceremony at Muncie during last year's Nats. I had hoped to get this piece into print before now, but circumstances prevented that. Please take some time to read Charles Mackey's informative and interesting story about Miss Shirley, and about those who made this momentous occasion possible.

I was extremely honored to have been asked by Charles to

Level Laps

by Bob Hunt

Max Bee, Miss Shirley, and what you can do for PAMPA

speak at the unveiling ceremony. It was one of the highlights of my modeling career, and I'd like to take this opportunity to thank Charles for his kindness.

Coincidentally, we have found a number of copies of Charles Mackey's book, *Pioneers of Control Line Flying*, and they are available on a first-come, first-served basis. Please check out the PAMPA Products advertisement on the inside back cover for information on ordering. Again, I was most honored to have been asked by Charles to write the "Foreword" to his most amazing book.

PAMPA needs you!

I cannot tell you how many times I speak with modelers who say that they are a subscriber to PAMPA, or a subscriber to *Stunt News*. Well, that's not quite how it really works. If you have paid your PAMPA dues, then you are a *member* of the Precision Aerobatics Model Pilot's Association.

PAMPA is an AMA-recognized Special Interest Group, or "SIG." If you are a member of PAMPA, then you have *joined* that SIG, not simply subscribed to it or to a magazine. Yes, you do receive a newsletter/magazine (and access to the online version of the newsletter/magazine), but it is not the magazine/newsletter that makes you a member.

Hopefully, it is our common threads of interest and participation in CL Aerobatic flying that really bring us together in this organization which is dedicated to preservation and promotion of our beloved sport. We are stronger together than we could ever be apart.

Membership comes with some responsibilities. Perhaps you have pondered just how this organization keeps running ... Perhaps not! PAMPA exists only because a few step up to serve the many. We currently need a few more "few."

Jim Vornholt has been working up to 10 hours a day (sometimes more) to handle the many and varied duties of the office of Secretary/Treasurer and also the duties of the Membership Chairperson.

Guys and gals, he needs some relief! He's not asking for much, just for someone to assist him in performing some of the duties of the Membership Chairperson. This is a relatively easy job with simple tasks to be done on a daily basis, and sometimes not even that often. Please, *please*, consider doing a bit of volunteer work for PAMPA.

Send Jim an email at jvornholt@indy.rr.com, or call him at (317) 385-4751 and see just what is involved. This organization has served you and your sport well and long. It's time to step up and take a turn at service.

While I'm on the subject, please remember to feed your PAMPA District Director with information for his column. He has volunteered to do the "heavy lifting" for PAMPA in your district, so please help him carry that load each month by

sending him some information about what you are building, what you are flying, what functions your club has planned, or how a recent function fared. Send him some photos, too, and don't forget caption information.

Stunt News also needs your help. Without informative articles and columns there would be no *Stunt News*. Something as simple as volunteering to write a piece for the "Appearance Point" section about your new plane is helpful, and you get to show the CL Stunt world your pride and joy.

If you have an idea for an article for these pages, or an idea for a new column, please give me a call at (610) 746-0106, or email me at robinhunt@rcn.com. A newsletter or magazine is a lot like a wood-burning stove. It consumes a lot of material each month, and when that material has been used up, it takes a lot of new material to fill the "stove" again.

PAMPA is a group of enthusiasts joined together in a common purpose; please be a member who embraces that thought by helping out whenever and wherever you can.

Thanks Matt!

One of the regular columns in *Stunt News* is "The Next Generation." The thought behind this column was to allow the younger fliers to have their own forum in which they could air issues that pertain to them, and to allow them to highlight as many of their peers as possible.

The first columnist to write this column was Grace Paris, and the next one was Matt Colan. Each of these fine young people did wonderful work. Alas, each of them has now aged into the "next generation."

With this issue we bid a fond and thankful farewell to Matt Colan. I'd like to take this opportunity to personally thank Matt

for some really entertaining columns. I'm sure we will be reading stuff by Matt again soon in these pages, but probably not before he finishes his education at Embry Riddle.

Till next time, Fly Stunt!

—Bob Hunt

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2. Dues structure will be as noted on the Membership Form.
3. If you qualify for a Complementary Membership (Hall of Fame, Contest Board, or other) please fill out and return the form, with the appropriate box checked. This is to keep our records and mailing lists up-to-date.
4. Notify the Membership Chairman of seasonal address changes — there are no automatic transfers of mailing addresses. Both your addresses will be kept on file — you need to tell us when to switch.
5. All members have full access to the website and all online back issues. These can be read online or downloaded to your computer. You can file them, burn CD's or print them from the files.

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1. For renewals to be considered timely, they must be postmarked by December 31st.
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To renew your PAMPA membership, renew online at www.control-line.org, when our new web site is up and running on-line this fall or do one of the following:

Option #1 Fill out your application and mail it with a check or credit card information. We accept Visa and Master Card only. You will receive the next issue of Stunt News.

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Visa or MC #			
Expiration: /			
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Issue	Deadline
July/August	May 20, 2013
September/October	July 20, 2013
November/December	Sept. 20, 2013
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March/April	Jan. 20, 2014

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Max Bee-

Can you say “Exotic?” Igor’s World Championship winning design has lots of interesting aerodynamics as well as interesting aesthetic design cues.

I know, I know, the designing article about Max Bee in the January/February issue of *Stunt News* was very technical and perhaps a “heavy” read. So now it’s time for something a bit lighter: the building of Max.

I used to document every step and every detail of my models. It is good to know what is inside and where it is when, and if, I need to change something years later. I was very lucky to have such documentation when I discovered that I needed to change the leadouts in my wing. They were fraying at the leadout guide and were in danger of breaking.

I did not find the reason why it happened, but having all photos, I knew where to make a round, 10mm (.393 inch) hole in wing skin, which was enough to cut the old lines close to the bellcrank and replace them. Later I found it is also a good knowledge base for people who were building a Max Bee.

Unfortunately, I have so many detailed photos that it is impossible to publish them all in one article, so I will try to post them in subsequent *SN* issues. *(Please see the editorial in this*

issue for a full explanation of what we plan to do with Igor’s amazing array of photos and information—Ed.) We will see how many and how often, but I hope it will not take years to get them all published.

So for right now I have prepared this short description of the building process and a building plan that was done by Kevin Wright. My thanks go out to Kevin for his beautiful work on the plans.

The entire model is built from light grade balsa. Thanks to the electric power train, I was able to use a minimum of plywood, laminate, reinforcing materials, and complicated structures. The wing is a balsa-covered, foam type structure made in a vacuum bag. The fuselage is a classic balsa structure.

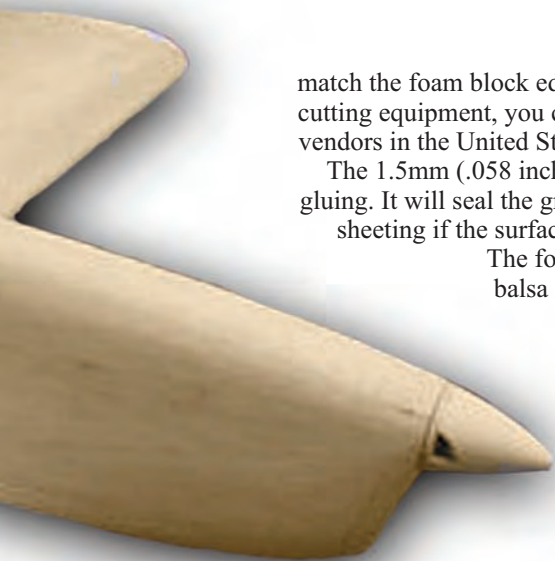
Wing construction

This model features a foam core wing which is cut by using a thermal saw (hot-wire foam cutter). The templates for cutting are included on the building plan. The holes in the templates should

Part II: Building Max Bee

-The Slovak Way

by Igor Burger




match the foam block edges. First I cut the lower, then the upper side of each wing panel. If you do not have foam cutting equipment, you can purchase the cores or balsa finished wing panels from one of the many foam wing vendors in the United States.

The 1.5mm (.058 inch) thick balsa skin should receive a coat of dope on the side that will face the core before gluing. It will seal the grain of the balsa to a degree and save some glue weight. (The glue tends to soak into wing sheeting if the surface is not sealed.)

The foam parts have 3mm (.117 inch) thick balsa installed to allow for more secure gluing of the balsa skins at the leading edge and at the hinge line; that is the reason why the leading edge consists of two parts. The second part is attached after vacuuming and then sanded to the exact shape with the help of templates.

The vacuuming is the most critical operation. I usually use epoxy resin for skinning my foam cores, but this time I used Soudal 66 polyurethane foaming glue for wood. (*An equivalent product available here would be the polyurethane Gorilla glue—Ed.*) It is quicker than epoxy, but it also means that you must also work more quickly and be very exact with your work.

Some practice on a scrap wing panel might be useful here before you proceed to skinning your actual cores. I recommend the use of epoxy for your first vacuuming experiments. (*Typically, an epoxy laminating resin such as Z-Poxy Finishing Resin is a good choice when skinning foam cores—Ed.*) A far more detailed explanation of foam core fabrication, preparation, skinning, and vacuum

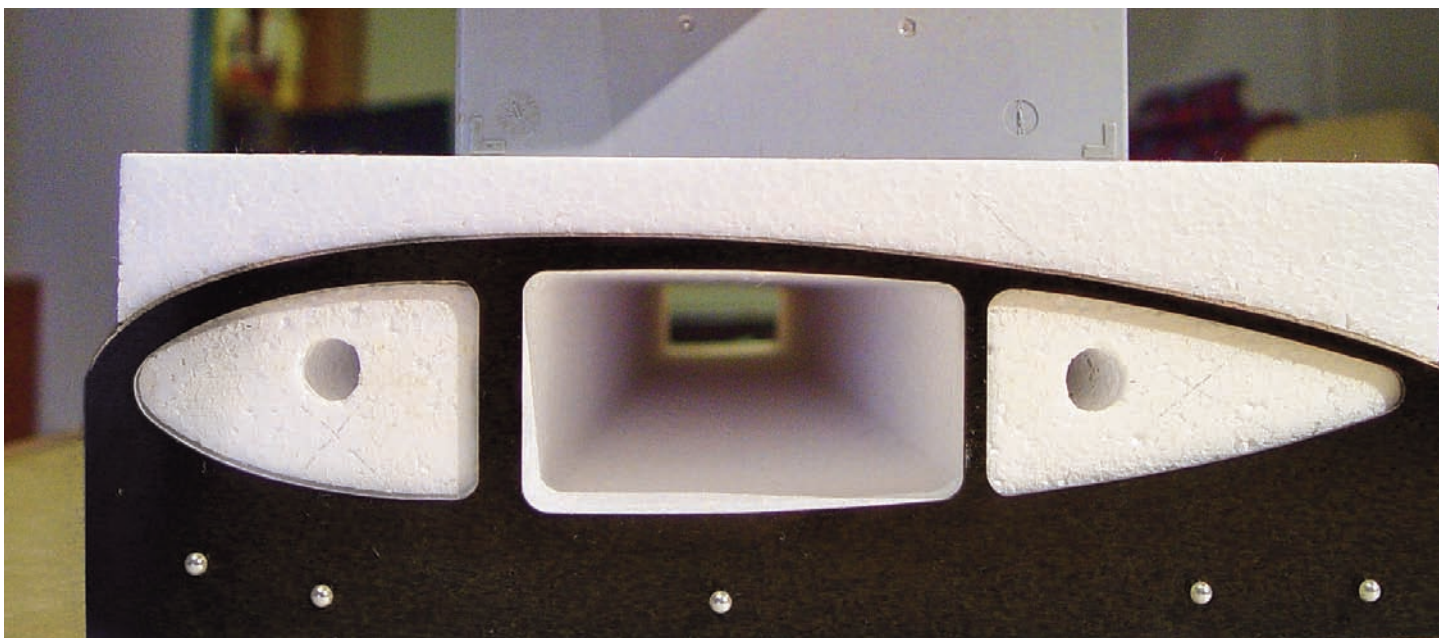


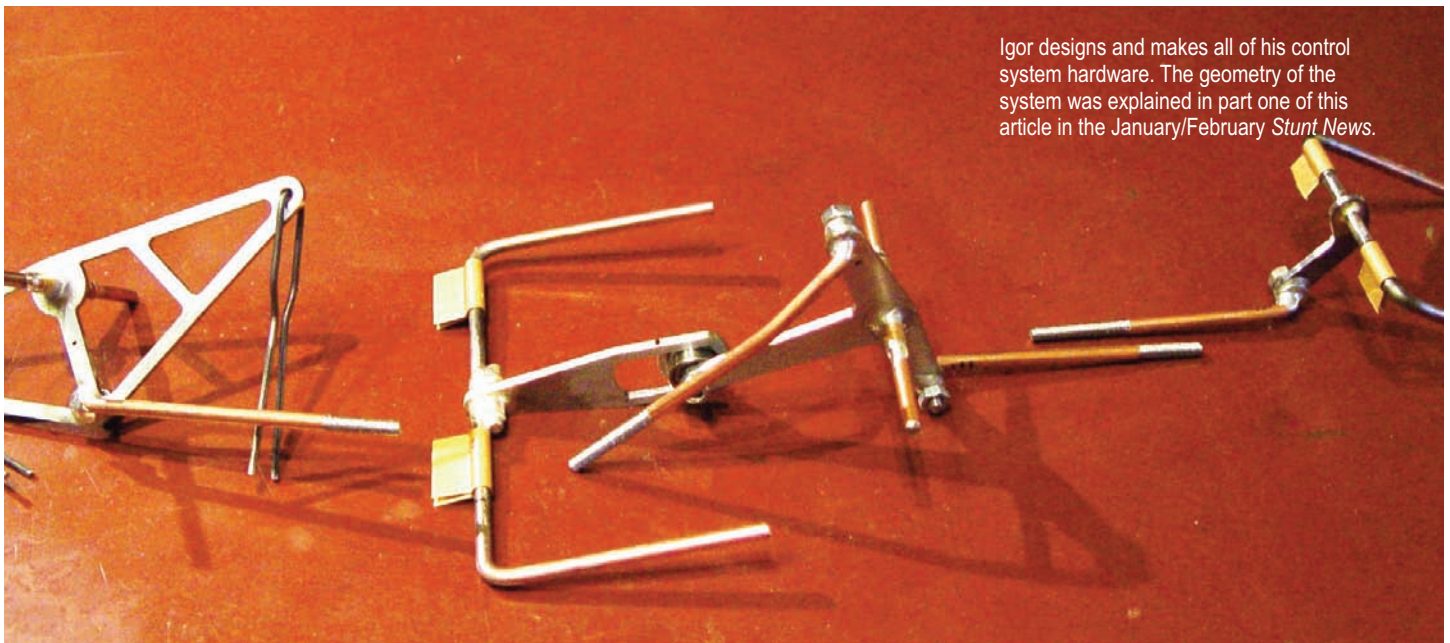
The Max Bee's unique profile was loosely borrowed from the famous Gee Bee racer. It is enhanced greatly by the beautiful paint trim design by Igor's friend, Tania Uzunova.



Above: Igor cuts and sheets his own foam core wings. To insure that his wings are both strong and light, he prefers to vacuum-bag the sheeting to the core.

Below: Internal coring removes a great deal of weight. Note that Igor leaves two integral foam spars to support the airfoil shape as is normal in modern foam wing construction.





Igor designs and makes all of his control system hardware. The geometry of the system was explained in part one of this article in the January/February *Stunt News*.



Igor prefers to build the fuselage for his models in a fixture and around the covered and assembled wing. He does not use a saddle cutout.

bagging will be explained in my columns that will appear in this magazine in the near future.

Once the wing has been skinned and sanded, it is then internally cored out in three sections and has hollowed balsa block tips installed. The stabilizer is built the same way, but it is not cored out internally.

The flaps and elevators are made from 6mm (.234 inch) balsa sheets. The wing and stabilizer are then covered with thin paper and are doped and sanded. Only then do I install the bellcrank and join wing halves. The joint is reinforced by glass cloth and epoxy resin.

Fuselage

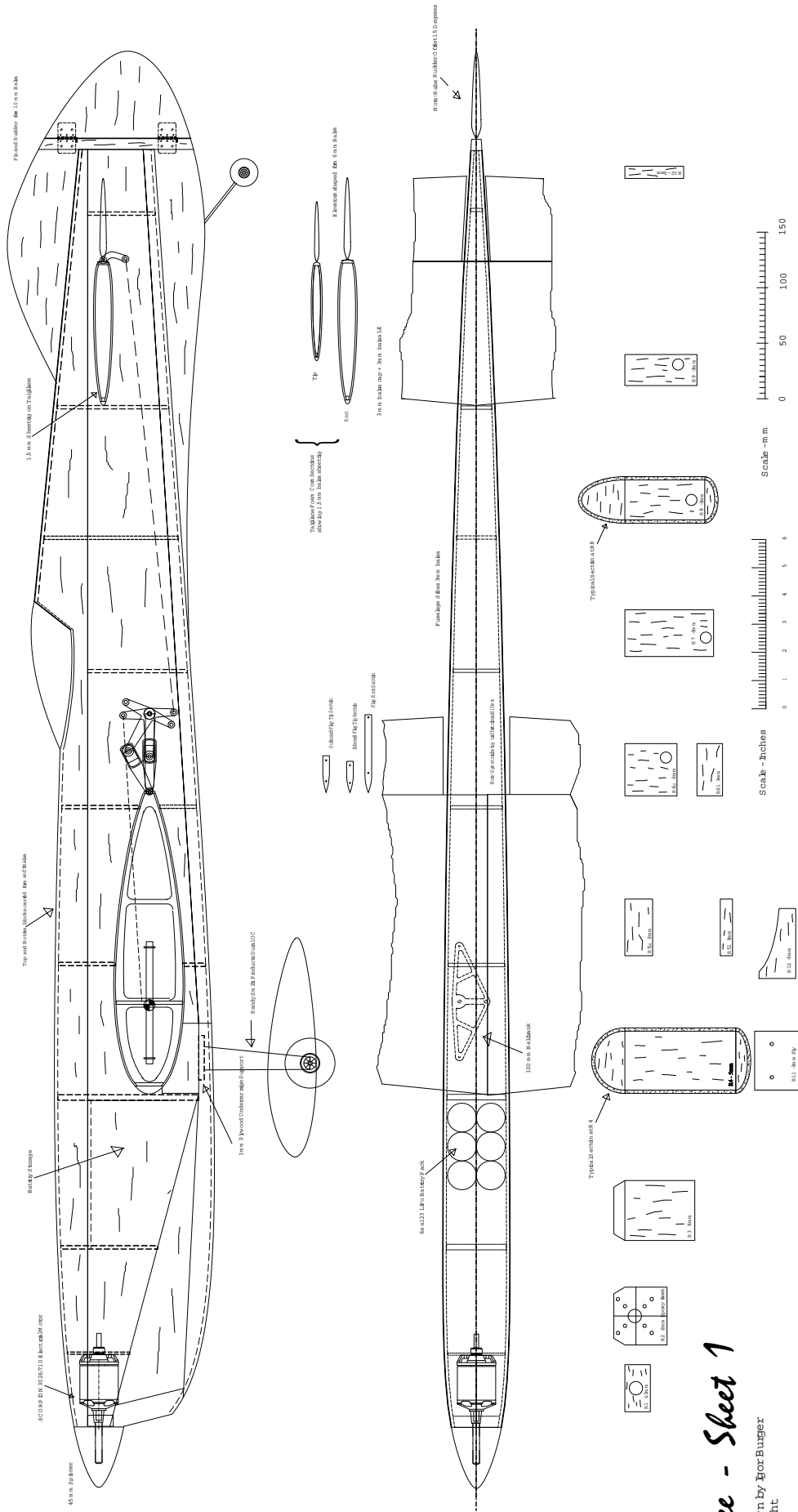
The fuselage is built in the classic method, directly on the wing in a building jig made from polystyrene. First I construct the fuselage sides and the formers from 3mm balsa. The wing itself has equal panel lengths, but it is installed in the fuselage shifted 10mm to the inboard side so that the inner wing panel is 20mm (.780 inch) longer than outer panel. The open top and bottom of fuselage allows enough space to install the entire control system, including my logarithmic device to operate the flaps.

The top and bottom of the fuselage is finished off with hollowed turtle decks that are made from balsa blocks. The removable motor cowl is attached using rare earth magnets. The last items to install are the rudder fins on the top and bottom of the fuselage. The rudder fins are made from 10mm (.393 inch) balsa.

The fuselage is then covered with thin paper and receives a coat of dope and sanding.

Doping, colors, and finishing

The finish is also classic. At this point I apply six coats of dope and carefully sand the model smooth. The colors that I use are acrylic automotive paint. The color scheme has three colors, and all of them are applied using masking foils that were designed



Max Bee - Sheet 1

Designed and Drawn by Gor Burger
CAD by Kevin Wright

Wingspan 1500 mm
Length 1298 mm
Weight 1800 g

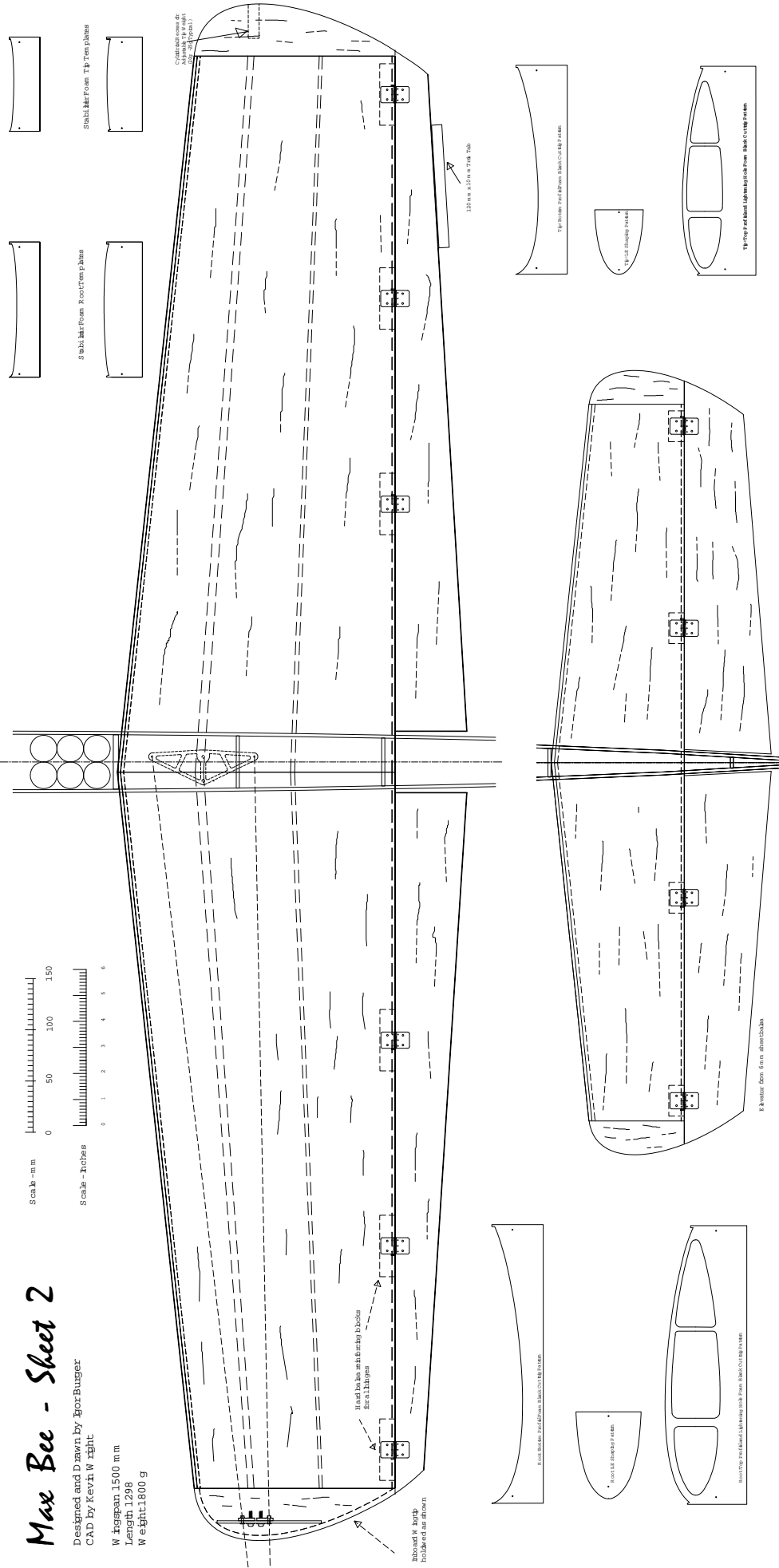
Max Bee - Sheet 2

Designed and Drawn by Igor Buger
CAD by Kev W right

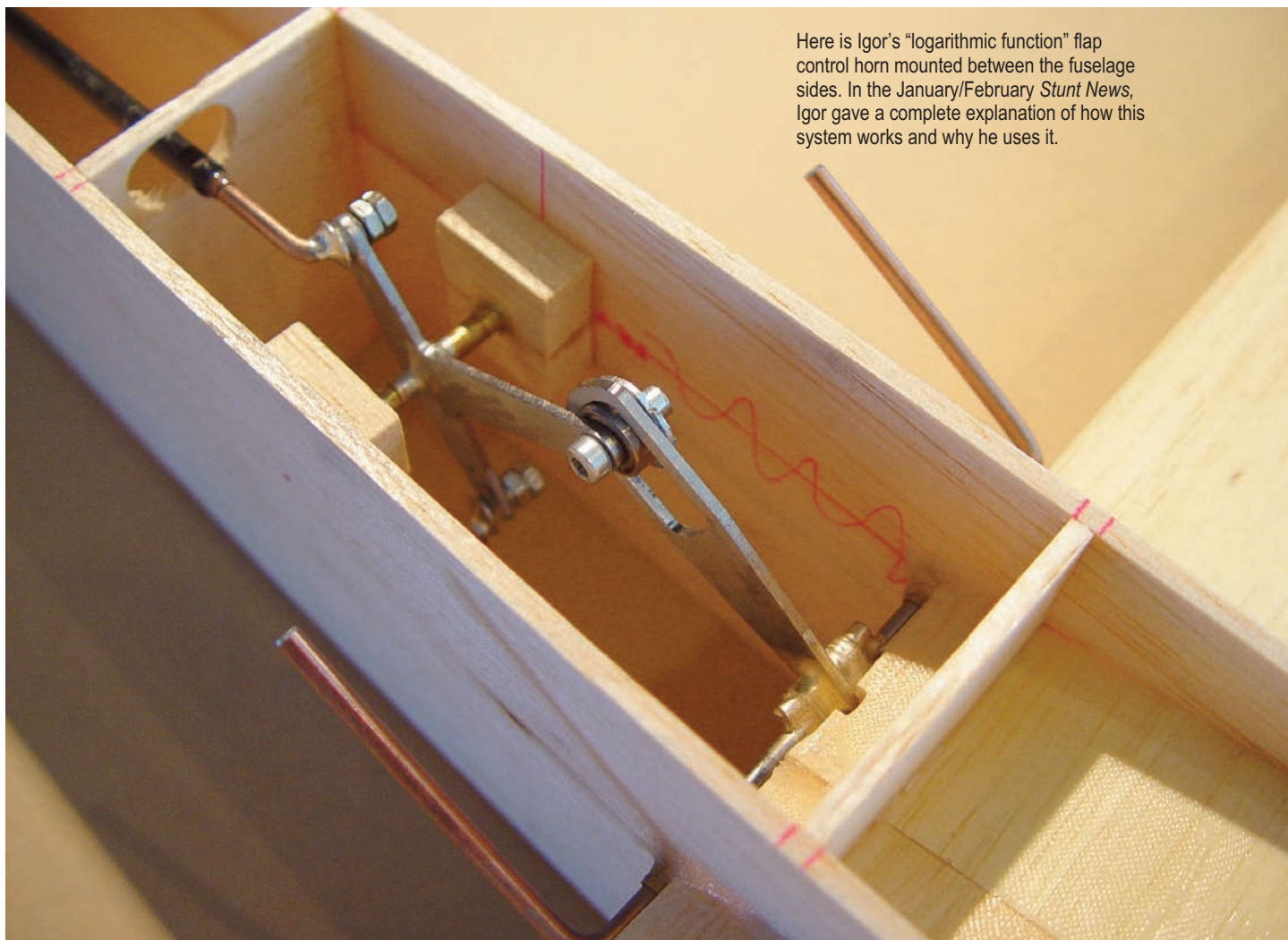
Wingspan 1500 mm
Length 1298
Weight 1800 g

Scale - mm
0 50 100 150

Scale - Inches
0 1 2 3 4 5 6



Plans for the Max Bee are available through the PAMPA Plans Service. Order plan PPN050. Plans are on two sheets. See page 48.



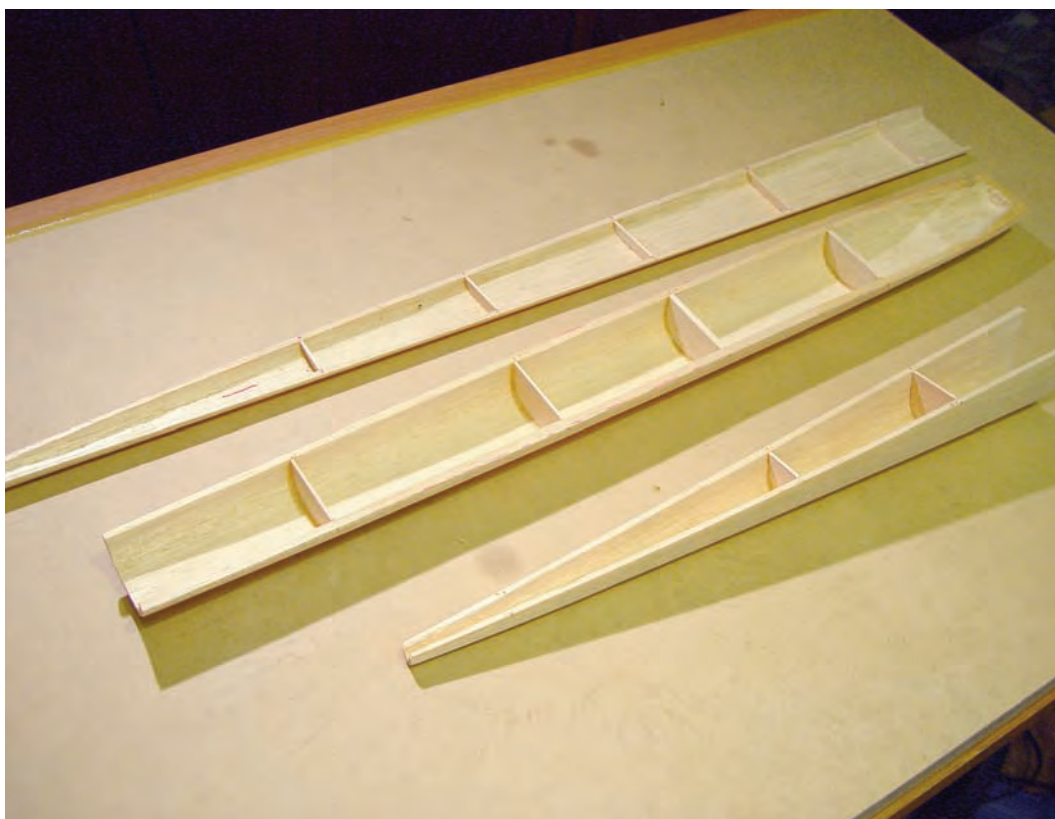
Here is Igor's "logarithmic function" flap control horn mounted between the fuselage sides. In the January/February *Stunt News*, Igor gave a complete explanation of how this system works and why he uses it.

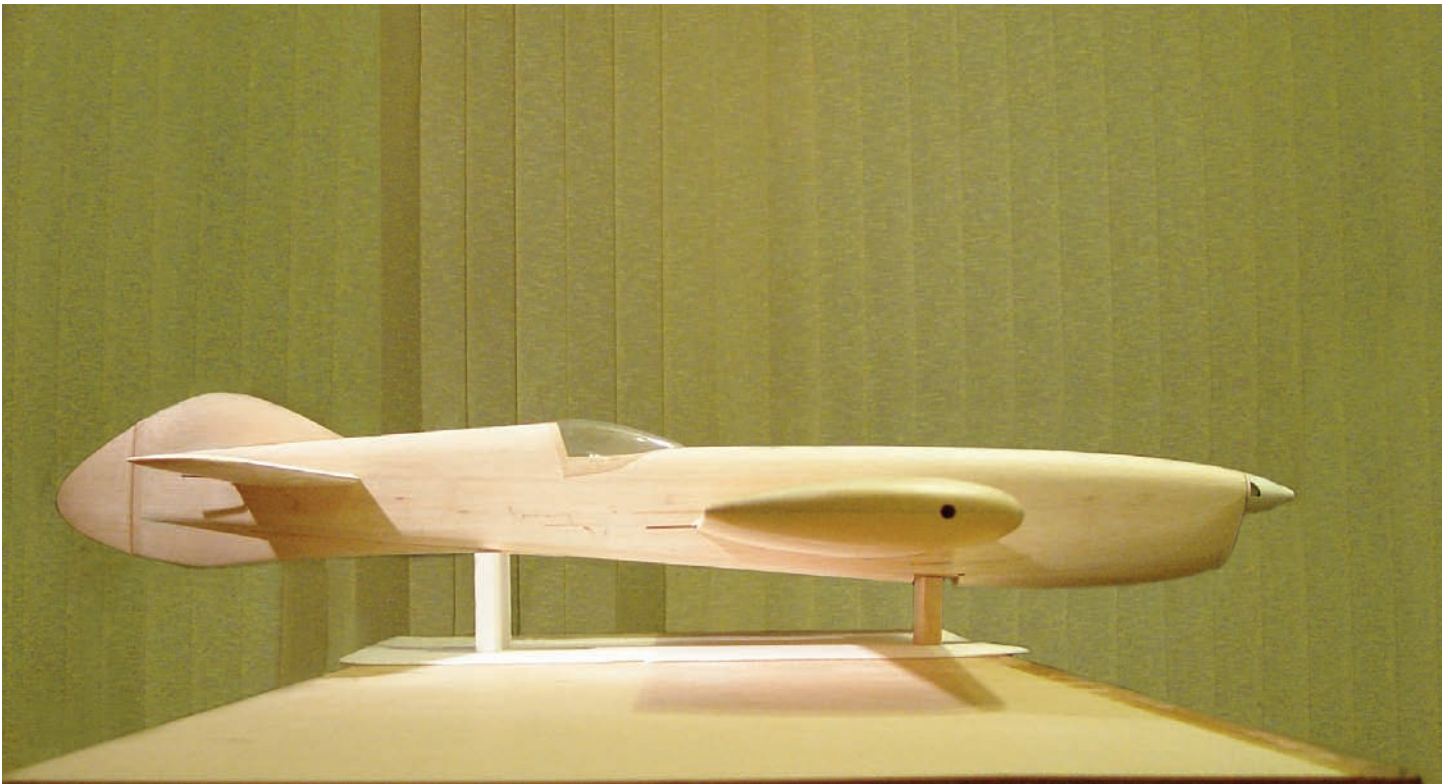
in a drawing program, cut on a foil cutter, and then applied to the model and sprayed. The letters are also done in a drawing program and cut from decorative color foils.

Power train

The Max Bee is powered by AXI 2826/13 that was made specifically for CL Stunt. The ESC is a Jeti Spin 66, the prop is a carbon 11 x 5 3-blade, and the battery is a 6-cell 2600mAh 25C unit. The timer is of my own design and constructed with an accelerometer function that simulates a glow-type 4-2-4 break. The final weight is 1750g (63 ounces—Ed.) *SN*

While many have switched to molded fuselage top and bottom shells, Igor still prefers the carved and hollowed-block method. Its labor intensive, but it is still a very effective method to achieve great fuselage shapes!





Above: The side view of the Max Bee framework reveals a very curvaceous profile. Note the unusual airfoil shape and the long nose length. There are a lot of original ideas in this model!

Below: Style, form and function come together in this World Championship winning design. Get used to seeing this ship at or near the top of the standings for years to come!



A CHAMPION'S

Part 5



David Fitzgerald has won the Control Line Aerobatics National Championship crown in all three age categories. Here he is shown at the 2011 Nats with his Thunder Gazer design and the Walker Trophy, which he captured there for the seventh time as an Open contestant. Whatever his motivation is, it appears to be working! Gene Martine photo.

In this segment of the series I interview Dave Fitzgerald, seven-time US National Champion and designer of the Thunder Gazer series of stunt models. David is known for his precise patterns, his very solid professional approach, and as a meticulous thinker. With Dave's dominance over a number of seasons, we look into what drives him after all his success.

World Champion and seven-time US Nats winner: Dave Fitzgerald

PJ: What's important to you now that you've achieved so much?

DF: What is important in my life now? Kids. Spending time with them, and supporting them in their endeavors. (They are 11 and 13 as this is written) An example: Eric's school basketball team's

coach couldn't get an assistant, so I'm it.

At Michael's football banquet, two different baseball coaches came up to me and wanted to know, if they got Michael in the draft, if I could help them with coaching the team. I play basketball every day with Rachael.

It's a huge time commitment and is always a struggle to get time to work on the models. I can't ever sit around and do nothing. I would love to, but there is too much to do.

PJ: How long can you maintain this level of competition?

DF: I have no idea. Usually it takes me about seven to nine months to build a new competition plane. This last one took two years, in large part because of the time problem with the kids.

I work on the models or go flying in the morning after they are in school. At about 2:30 my day is shot till 9:30 when they go

Dave Fitzgerald

S MOTIVATION

by P.J. Rowland

DAVE FITZGERALD

SIG SUPER CHIPMUNK

1st JUNIOR STUNT

1976 NATIONALS

Dayton, OH

This was just the first of
5 consecutive NATS wins for
Dave with the SUPER CHIPMUNK!

The Record

1st place Junior Stunt 1976 Nats

1st place Senior Stunt 1977 Nats

1st place Senior Stunt 1978 Nats

1st place Senior Stunt 1979 Nats

1st place Senior Stunt 1980 Nats

Engine: Adamisin OS Max 35S

Weight: 42 oz.

Finish: K&B Superpoxy fuselage/tail
with Monokote wings



The copy in this Sig Manufacturing Company magazine advertisement speaks for itself in describing David's earlier Nats wins!

to bed. Then I can get about another three hours to work on models. Of course I have to fit in everything else in that time, too—little things, like work.

PJ: What motivates you day after day? Win after win?

DF: It's fun! It's hard; the challenge is to do well and not something stupid in front of the world. Being with friends and a common interest. Helping someone else achieve their goals.

Of course, the money and fighting off all the hot women can also be a motivating factor. But seriously, it's the fun and knowing you have to be at your best every day to compete with my friends, Brett Buck and Ted Fancher. Tough nut to crack. Yes, my motivation had always been to win a Nats.

PJ: How do you stay motivated?

DF: How do I stay motivated? Sometimes it's tough. Take yesterday, for example. It had been a few weeks since I had spent much time in the shop. I got going on one project and wanted to get a bunch of things done. I thought of all kinds of things I wanted to try.

For example, I have a couple of engines from Jim Tichy and thought that it's time I tried a PA .65 and the Ro-Jett in the Thunder Gazer II just to see what they would do. The challenge was to stay away from any preconceived notions of what I'd get; stay objective and use a scientific approach in trying to compare plusses and minuses of the two engines to the .75. Then balance the plates and see what comes out on top.

That is what is very interesting to me and keeps me going probably as much as anything. Trying new things and improving on what I already have. Trying to understand how and the why; curiosity. It can be very slow, but keeping in mind the principles of scientific discovery helps.

It also helps that after you have won, you know you can do it. Also, it seems that after a certain point, you have enough experience where you aren't trying to get the plane to fly better by experimenting all the time. You know what changes to make and they are repeatable. You know when a plane is not right, and what to do about it.

That has been one of the hardest lessons to learn, to be honest

Sometimes it's tough ...



David and his biggest supporter—his dad, Bill Fitzgerald—celebrate David's first Senior division win in 1977 at Riverside, California. He flew his venerable Super Chipmunk with O.S. Max .35 power.

with yourself and objective. Because talking yourself into something is just too easy. Pitching props is a great example of this; close isn't good enough.

Also, I wanted to see if I could be one of the best, if I could win an Open Nats and prove to everyone that I wasn't just a kid wonder. A large part of this was seeing if I could live up to my idols: Ted Fancher, Bob Gieseke, Bob Hunt, even Paul Walker, and all the Walker Cup winners. They are a tough crowd and members of a very exclusive club.

PJ: Finally getting there: How did you feel after your first Nats win?

DF: My first Nats win? Well, I'm not sure I fully realized the import. It was 1976 in Dayton, Ohio, and I was about 14. I was flying a Sig Super Chipmunk that was powered by an OS .35S. Probably the most incredible moment was when I was standing by the circle, after winning Junior, waiting for my turn to fly in

the Walker Cup. Bob Hunt came over and together we watched the Senior fly his flight. Bob treated me like one of the guys. Pretty intimidating but he made it a very special moment.

I do remember quite vividly Bob's earlier panic when he ran over his plane—the one that won Open. The other really great thing that year was going to the Air Force Museum every day with the McClellans. That year I noticed for the first time, during my official flights, when I was flying, it was just me and the plane.

PJ: Motivation and drive: what keeps you going?

DF: What drives me to compete year after year?

Ultimately (I don't know if it can be done, and I'm still working on it), there is a drive within me to beat Paul Walker's record. Pretty tough goal, huh?

How long can I keep doing this? I have no idea—maybe till I can't bend over to push the start button on the electric and walk out to the middle of the circle. However, after a few wrestling sessions with Eric, I'll be there already. But seriously, in the next few years, I will probably have to scale back a bit.

I have other things I would like to accomplish that would require more time than I have now with the models. I won't stop competing or flying, but I will probably not build a new plane for a while. I did that after the kids were born, and I think everyone got tired of seeing a tired old Star Gazer IV.

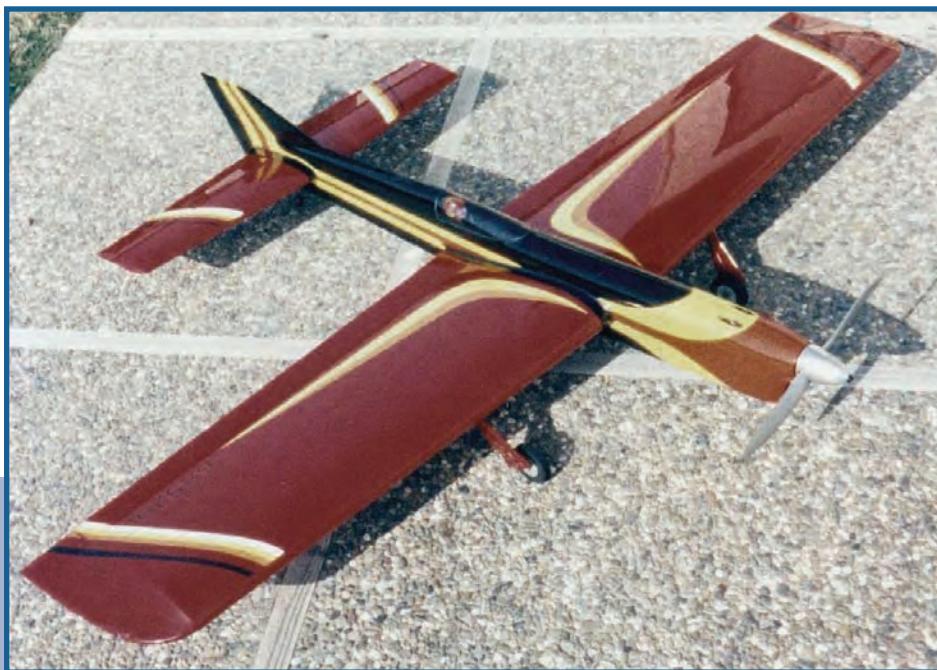
PJ: Goal setting: Do you set goals at the start of a season?

DF: Not really. I do have projects I want to try in the years I don't build a plane. Many years ago, it was the tail experiments. In 2005 it was the PA .75 package. In 2009 I wanted to improve the .75 run.

Last winter I wanted to give an honest go in making the PA .65 work as well or better than the .75. I have a hunch it will, at a lighter weight. While doing that, I'll try a Ro-Jett and compare. Lots to do; I can always learn something. Next time I think it will be to build a Classic plane.

PJ: How do you see the ending to your career unfolding?

DF: I hope to fall over dead after my last flight ... I hope, no end in sight.



David retrofitted his 1981 Imitation with a tuned pipe in 1992. The tuned pipe setup has certainly fit into David's style of flying!



Top: From left to right are Bill Fitzgerald, David and Ted Fancher at the 1991 Nats in Vincennes, Indiana. It was evident at that point that David was destined for greatness.

Center: David prepares his Star Gazer III for a flight at the 1996 World Championships in Sweden.

Bottom: Ted and David are shown here at 1993 US FAI Team Trials where they each won a spot on the 1994 United States FAI F2B team. The third member of that team was Bob Hunt. The models that Ted and David flew at that Team Trials were almost identical in design and they were both powered by piped OS 46 VF engines.



PJ: What else is left to motivate you? Perhaps becoming a multiple-time World Champion?

DF: What else is left? Chasing down Paul's Walker's Nats records, absolutely! Dual World Champion? Yes, I would like to repeat. That one is hard to do. Even Paul hasn't been able to repeat yet, but this may be his year.

PJ: Chasing down the Chinese World Champion's record?

DF: Well, I think that one has been taken care of. He really hasn't done well since 2006. Since more FAI emphasis has been on maneuver shapes. I don't really consider his wins in my goals. I do have much more respect for his abilities since I had the chance to fly his plane in Brazil in October of 2008. His plane was awful. The fact that he was competitive with it is amazing.

PJ: Engine technology and your approach: Some people choose a path of taking a set design and simply refining it over a long period of time—using similar engines and airframes, which certainly seems to be what you do. For example, the modified TP to Star Gazers I through V, and now the second edition of the Thunder Gazer, were all powered with similar types of engines—fundamentally tuned pipe-equipped motors. However, others change up engines, seeking ultimate performance despite winning. Can you address this?

DF: Even within the PA series of engines, each engine has its own personality. They are all different. I delayed getting the PA .65 to the point of not ever getting one, because, at that time I didn't have the time to develop a new power train system. Besides, there didn't seem to be a big enough change to justify the investment in time. Once I get an engine to run, I fiddle with it until I can say it is reliable.

That is probably one of the biggest reasons for my success: repeatability and knowing what to change to make a change. This way, you can focus on flying the pattern instead of trying to get the engine to run. I will try electric eventually, but I'm not done with the .75 just yet. I started with the Fox .35, then O.S. 35S, ST.46, VF.46, the AAC VF.46, PA .40, .51, .61, and the .75. I never really saw an advantage for the 4-cycles. So, for me the engine run is never stuck in a rut or boredom. That means I can focus on the flying.

PJ: Your World Champs win ... How did you feel?

DF: Finally! I came so close in 2006, in Spain. I really thought I had it that year. Let down? Yes. I didn't win any other contest that year. How's that? I relaxed so far that Brett beat me for the rest of the year. Now what? Do it again!

Sometimes it's tough ...



Clockwise from top left are David and Cathy Fitzgerald's amazing kids are clockwise from top left: Rachael, Eric and Michael. David is a very involved dad and he's very proud of their many accomplishments.



PJ: Life without aerobatics; would it be simpler?

DF: Yes, it might be simpler, but I'm sure I'd find something else to obsess over. Probably golf, but this is harder. Once in a while I think about quitting, like after the Kiev World's in 1998.

What a disaster, and I was second. I backed into the Silver Medal and bumped Billy out. It was a judging disaster and a complete fiasco from any point of view. You got sick after drinking the water; it was cold, windy, and rainy; it royally sucked.

PJ: Ever had your motivation dwindle?

DF: No. I spend too much time in the shop and think up too many things to do. I get charged up by getting things done. I build to fly. Some people build just to build.

PJ: Can you talk a little about your rivals?

DF: Ted, Brett, Paul. Way back when I was a junior and senior, I thought I would never beat Ted. Brett, on the other hand, is a handful. Any given day, *any day*, he is more than capable of winning any contest. The same goes for Paul.

The best thing about any of those guys is that they would just as soon help you and get beaten fairly, as win themselves. Who pushed me the most? That's easy, my dad. Ted noticed years ago that I flew differently if my dad was watching. I tried much harder if he was watching, unlike just a normal coaching session with Ted or Brett. My dad was such a perfectionist that it was hardest to fly for him. It took me quite a while to adjust to practicing without him.

PJ: Please share both your lowest moment—and your highest.

DF: Easy. The last flight of the Walker Cup Fly-Off in 1998 was the lowest. I was flying near last in the third round. I had points to make up but felt I could do it. I was doing it and had a great flight going, when in the middle of the Square Eight, the engine crapped out rich, and quit two laps later.

I was fully prepared to sacrifice the plane to get it through the pattern (the brand-new Star Gazer IV, built for Kiev). The seal around the glow plug center post blew out. The plug had about 20 flights on it.

The highest moment was winning the World Championship F2B Gold Medal in France in 2008. I just wish my dad could have been there to see it. Of course, don't ever tell Paul this, but beating him head to head in the Walker Cup is pretty close.

Well this goes on ... best achievement? Watching Eric fly in his first (and only) Nats.

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

DF: Probably less than it was around 2000. The main reason for that is lack of time as the kids' stuff takes more and more commitment.

PJ: I know from what others have told me you had an incredible father. He was very intelligent and helped you from Junior to Senior. Yet, with his passing you seemed to dedicate yourself even more to get that win or, "For my Dad" as you had inscribed on the Walker Cup. How difficult was that to get over to keep the motivation high?

DF: My dad? No problem. I've already alluded to how important he was for me personally, and for my flying. It was a wonderful gift that we had in common and could do over many years. It wasn't just an excuse to do something together. We both benefited from his dedication.

I hope to do as well with my kids. During his last few years, he had a long slow decline. I made it a point to get him out, even



Right: Derek Barry (at left in the photo) won the Junior World Championship crown in Sweden in 1996. Paul Walker (center in the photo) placed second in the Senior division and David Fitzgerald captured third amongst the Senior fliers. Not a bad showing!



Left: Good friends, Bill Fitzgerald and "Big Art" Adamisin enjoy a chat at the 1998 Vintage Stunt Championships. They have a lot in common, with offspring who have distinguished themselves in this wonderful event.

Below left: David's brand of dedication and motivation has carried him the very top of the CL Stunt event. Here he poses with the Walker Trophy at the 2009 Nats with the Thunder Gazer that he also used to win the Gold Medal at the 2008 World Championships. He's a Champion in every respect.

one. Every time I take off, I just think of him watching, and it's easy to fly in a contest.



PJ: What was your best flying plane?

DF: That is a multipart answer: In calm and good air, Star Gazer IV was the best. I never had to fly it; it just went where it was supposed to go. I only held the handle. It still flies that way. When I need a reference to what I should be shooting for, I take out Star Gazer IV and refresh my memory.

In the wind—at times, Star Gazer II. Wow! It could penetrate the turbulence, but it hunted badly in calm air—a great plane for 1994 World's in Shanghai. For one year, 1999, Star Gazer III was the best. It was like I felt with Star Gazer IV, but it had pop and pizzazz like you will never see again. It carried me to a Bronze Medal in Sweden in 1996 in a gale. Then it went away. To this day I have no idea why. I still have the plane and the setup. It is my "guest plane."

The original Thunder Gazer is the best in the nastiest air, and in good air it is okay but is a lot of hard work to fly well. Thunder Gazer II is the best overall, most consistent plane I have ever had. It is easy to fly in all kinds of air: dead calm to a gale. It is not quite as good as Thunder Gazer I in bad air, but close enough. I'd say overall, my favorite is Thunder Gazer II.

PJ: Which was the best-looking plane you felt you have built?

DF: Best looking would be a tie between Star Gazer III (1996), which is still terrific, and original Thunder Gazer.

if he didn't want to. (Besides, my mom wanted him out.) He knew what was happening and was reluctant to go along. He was embarrassed not to remember names and such. But no one who knew him ever worried about that. It was just good to get him out and see his lifelong friends. That was part of my debt back to him for all those years of help he gave me.

In some ways he was very difficult to get along with. I mentioned his being a perfectionist; that may be an understatement. But I could never argue with him about what he said on models, because he was usually right. I had to bite my tongue bloody a lot and suck it up. I imagine that happens to you, as well.

As far as going on without him, the competitive aspect was a hard adjustment. As good a coach as Ted Fancher is, he is nowhere near as good as my dad. The desire to go on was an easy

PJ: What are you favorite Nats memories?

DF: There were many: The old "Pool Parties" after the day's competition. Everyone would gather at the Nats hotel pool after dinner and shoot the bull until *way too late*. The heat in Lake Charles LA, and the wind in Lincoln NB. The 12th Street Café in Muncie.

Jim Aron leaving his handle and lines out at the field, then going flying later only to ask, "What dummy left his lines and handle out?" No kidding, he really did that.

PJ: Who inspired and influenced you?

DF: My dad, Bob Whitely, Bob Gieseke, and Ted Fancher. Bob Whitely was just so cool, and Gieseke, well, anytime he talks, you should listen—a lot like Brett. *SN*

Sometimes it's tough ...

Putting It All Together

by Bob Hunt

In our first column in this series (January/February 2013), the subject was setting up a basic workshop and the environment in which you work. I have just a couple more thoughts on that before we move on to the basic modeling tools.

Comfort is extremely important in your shop environment. A huge part of that is the lighting, and we went over that a bit last time. Just one more time I'll remind you that you simply cannot have too much lighting!

It is important to place your lighting in such a manner that it floods the building area with illumination without causing glare or too many shadows. I have found that letting a certain amount of daylight in whenever possible certainly makes building more enjoyable. Too much fluorescent lighting can leave one twitching a bit after long building sessions.

Natural lighting tends to break up the 60-cycle effect of fluorescent lighting (believe it or not, the common trade term for the 60-cycle effect is "flicker"). During the evening and nighttime building sessions it really helps to have a couple of incandescent lights burning in the shop to offset the fluorescent light's effects. Fluorescent lighting is also deficient in red and green color content in relation to both sunlight and incandescent lighting.

Experiment with your lighting schemes in relation to the position of your main bench and other work areas (power benches, electronics areas, etc.) to achieve the maximum illumination at the actual work areas. Nuff said on lighting ... except to once more remind you that you need a lot!

Creature comfort in other ways is also important. Is the floor in your shop made of concrete or some other very hard material? If so, then your feet and legs will tire quickly and tend to ache. Anything that makes you tired and/or produces pain or discomfort will affect not only how long your building sessions will be, but also the quality of your work during those sessions. Get some rubber floor matting from Lowe's or Home Depot and install it in each area where you will spend time on your feet in your shop.

You need to stay warm in the winter months in your shop and cool in the summer months, so use a heater and an air conditioner at the appropriate times of the year. If you live in an area where there is a lot of humidity, you might also need to run a dehumidifier. Not only will this make you more comfortable, it will also prevent your balsa supply from soaking up moisture. Yes, I'm serious!

Since we often work with volatile and/or moderately toxic chemicals, be certain that you use adequate ventilation at those times.

We make a lot of dust. Be sure to use a dust mask when sanding balsa (all of my friends who visit my shop on a regular basis are now rolling on the floor laughing because I routinely violate this one). Use that mask especially when you are making carbon or G-10 dust (I *do* use the mask religiously when working with those materials).

While we are on the subject of safety, be sure to always wear protective eyewear when operating any type of power tool, or when working with chemicals that might damage your eyes if allowed to get to them.

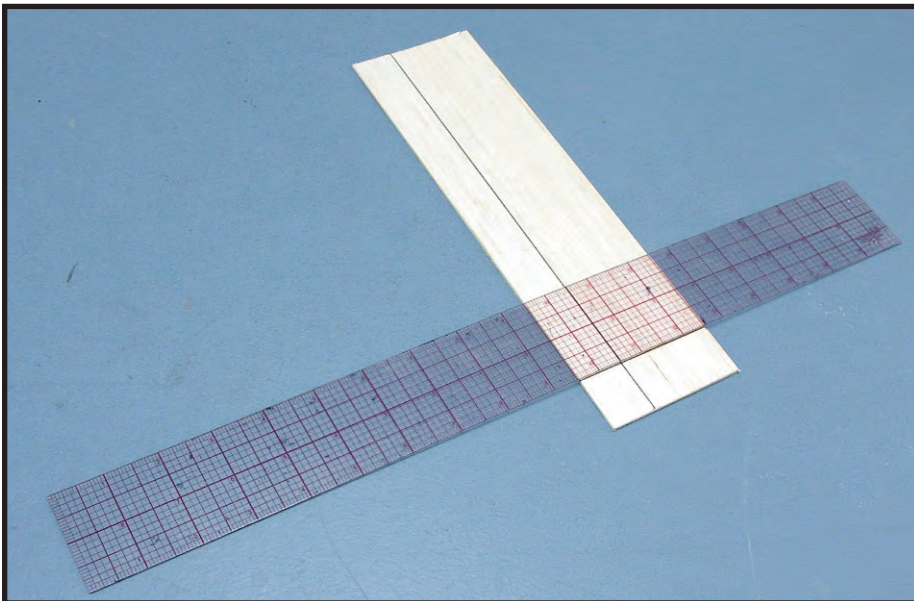
Okay, I only have a couple more of these seemingly mundane, but vitally necessary cautions. Always keep a fire extinguisher close, and check it often to be certain that it is properly charged and ready. And, lastly, if at all possible have more than one escape route from your shop area, and always leave the doors leading to and from your shop unlocked so you can get out quickly if necessary. Okay, safety soapbox stored and we are ready to move on to the more fun stuff related to actually building a model.

Basic tools of the trade

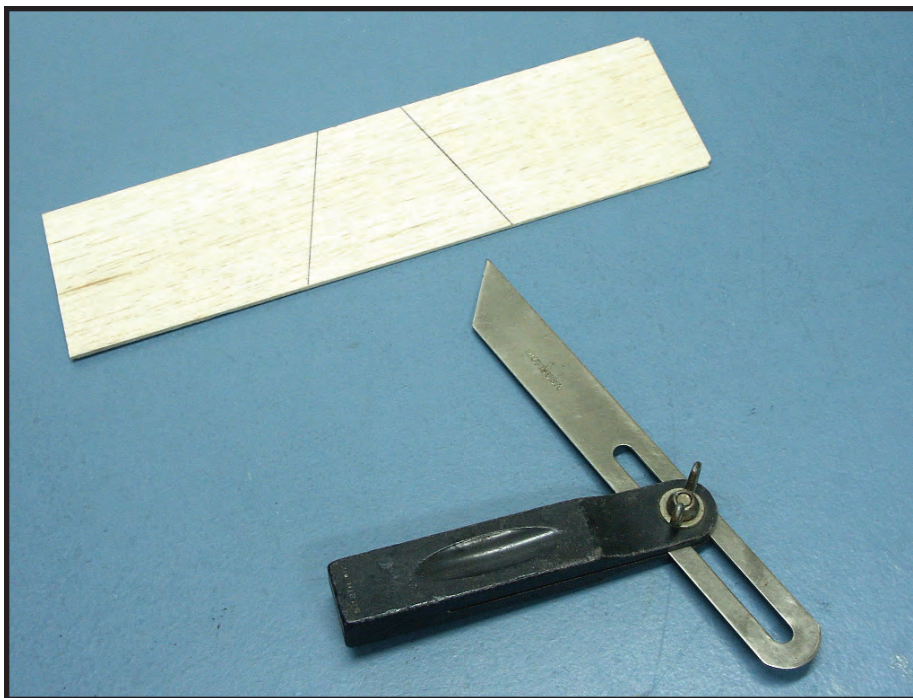
While the urge to run out and blow all your shop budget on nifty power tools (I can hear Tim "The Tool Man" Taylor grunting in a manly manner at this point ...), resist that urge, make a list of the model building staples, and purchase them first.

These "staples" break down into at least six categories: measuring, cutting, sanding, clamping, aligning, and finishing. Within these categories there are several subcategories. Let's start out here with measuring tools.

Measuring tools break down into several types, with the most often used being a simple ruler or scale. I would suggest that you purchase a six-inch *machinist's rule* for close up detailed measuring. They usually allow you to measure in $\frac{1}{64}$ -inch increments. You can probably find an adequate machinist's rule at Harbor Freight.

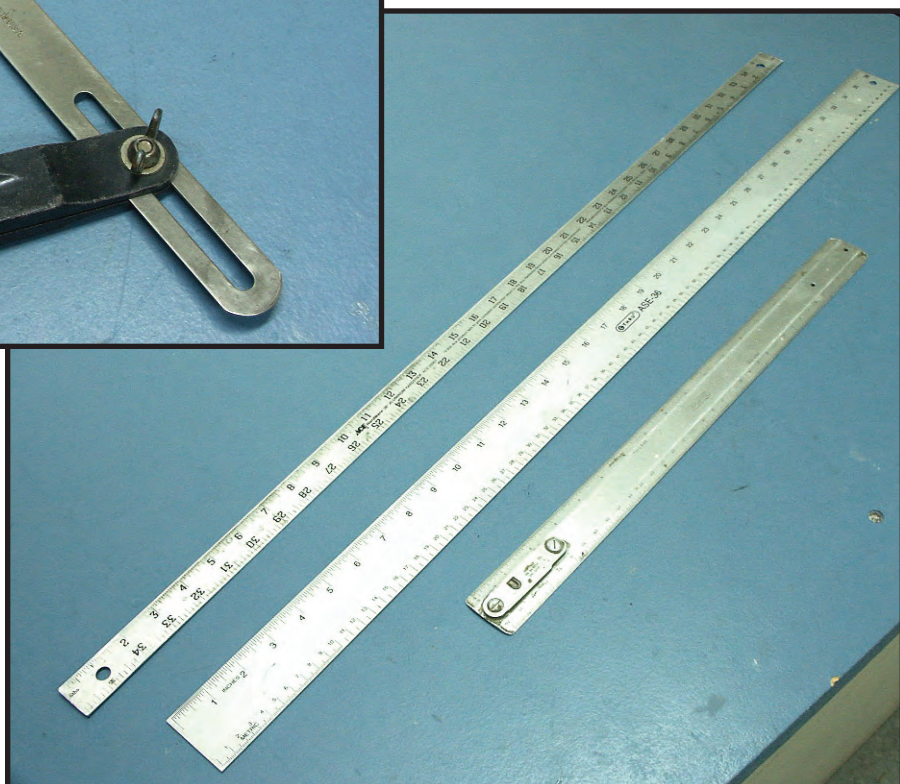


The C-Thru brand of plastic rulers has a grid pattern on the surface that allows the user to align the ruler over a line or edge and then scribe a line square to that line or edge. The typical C-Thru ruler has $\frac{1}{8}$ -inch grid and allows linear measuring in $\frac{1}{16}$ -inch increments. They are very flexible and easily bend around moderate curves. They are available in several lengths.



Left: A T-Bevel Gauge is an extremely useful tool for model building. It allows you to find an angle in one place on a model and then transfer it accurately to another. This is a tool for which you will find many uses as you get comfortable with it.

Below: A variety of metal straightedges make cutting accurate edges on balsa an easy task. Get several length edges and use them instead of your plastic straightedges for cutting!



One of my favorite measuring tools is the *C-Thru brand, 18-inch long by two-inch wide B-85 ruler*. As the name implies, it is a ruler that is made of transparent plastic, and it has red lines inscribed on its surface. It is covered with a $\frac{1}{8}$ -inch grid pattern and allows linear measurement down to $\frac{1}{16}$ -inch increments.

The best part about this particular ruler for me is that you can lay one of the grid lines over a pen line drawn on a piece of balsa and be able to scribe a line that is square to that against the edge of the ruler. I have about a dozen of these rulers and I use them a lot in my daily building. The C-Thru company also produces a number of other useful rulers.

Visit the company's website at www.ctrhru.com for a look at its vast product line of rulers, scales, drafting templates, and more. They also produce a line of precision *aluminum straightedges* that are very useful for layout and cutting. You really should not cut against the edge of a plastic ruler, because eventually you will slip and trim some of the plastic from the edge of the ruler. Don't ask how I know this...

I'd also purchase 12-, 36-, and 48-inch long *metal straightedges*. You should always cut against a metal edge. You can find these at Lowes or Home Depot, or you can order them from one of the major hobby suppliers such as Horizon or Tower. You cannot make accurate models without accurate rulers and straight edges!

One tool that is both a measuring tool and a layout tool is the *combination square*. This tool will probably be used in each building session, as it allows you to check the "squareness" of assemblies and parts, and to lay out cutting lines that are absolutely square to another edge. One caution: don't purchase a cheap combination square; some of the less expensive ones are not accurate!

I'm going to call the next group of measuring instruments the "specialized tools." In this group are tools that you may not use every day, but they are invaluable when you do need them. The first in this group is the *protractor*. Need to find an angle? You can check the relative amount of up and down movement of a

flap or elevator using this device and also use it to transfer angles on a plan to balsa.

You can purchase a protractor at any department store in the "school supplies" aisle. More advanced protractors have arms that extend from the base of the unit to allow more accurate projections of an angle. Only your own needs will dictate which one is best for you.

One tool that I use very often is a *T-bevel gauge*. With this tool you can find a particular angle on one side of your model, secure the arm of the tool, and then use it to accurately transfer that angle to the opposite side. The more you use this tool, the more uses you will find for it in model building.

In doing some research for this column, I found that a whole new generation of digital T-bevel gauges is available. As soon as I'm finished writing this piece I'm going to buy one of those!

When assembling and aligning my models, I rely heavily on an *angle finder*. I use a simple Johnson dial-type angle finder that has a needle. There are many new digital angle finders on the market that are extremely accurate, but this is one area in which I prefer the old-style units. I have been able to perfectly align my wings and stabilizers since I've discovered this tool. I'll be doing a detailed model alignment how-to article in a future "Putting It All Together" column using this tool.

Another very useful measuring tool is a *dressmaker's rule*. Being able to make accurate measurements around curved



Here are two more staple layout and measuring tools. A protractor will allow you to find an angle on a plan and then transfer it to balsa. You can buy simple protractors, like the one shown here, or more complex units that have extended arms. The combination square is necessary to insure square edges on building materials and to check alignment.



Here are a few tools that allow extremely precise measuring. The top two tools in this photo are Vernier calipers. You can purchase units that have slide-rule type scales, dial readout, or digital readout. The tool at the bottom of this photo is a micrometer, and it is used to accurately measure diameters of round objects. You can also purchase micrometers with either scale-type or digital readouts.



Above: An angle finder is one tool that, once you learn to use it, you will never want to be without in your shop. Angle finders can be purchased with either a needle-type readout, such as the Johnson Angle Finder shown here, or a digital readout.

portions of your model (and we are still talking about model planes here, guys ...) is imperative. I get a lot of ribbing for having a couple of these in my shop, but the ribbing stops

when I show visitors just how useful these rules are.

The next subgroup of measuring tools would be devices that allow extremely precise measurement of parts. These include *Vernier calipers* and *micrometers*. Many will think that such devices are not required for work with balsa wood, as extremely close tolerances are difficult to achieve in such soft material.

I'm here to tell you that a Vernier is one of the main tools that I use in building my models. I use an old-style Vernier that has lines that you match up to find a measurement. I grew up (okay, I got older ...) in a machine shop environment and learned to read micrometers and Vernier scales at an early age. Today, there are many excellent dial and digital readout Vernier calipers and micrometers available, and reading them is far easier than the old-style units.

Again, a visit to our favorite toy store, Harbor Freight, will yield a good tool. Don't buy the least expensive one they have; go for the best available; you will not be sorry. If you want a better-quality Vernier or micrometer, search the Internet; there are hundreds of them available in a wide variety of price ranges. I'll go through how to enhance your model building with these tools later on in this series.

I know that this is not really exciting stuff, but when you have a shop that is equipped properly with these tools—and those that we will cover in the next couple of columns—you'll be able to turn out some pretty exciting models! And remember the old adage: It's a poor workman who blames his tools!"

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

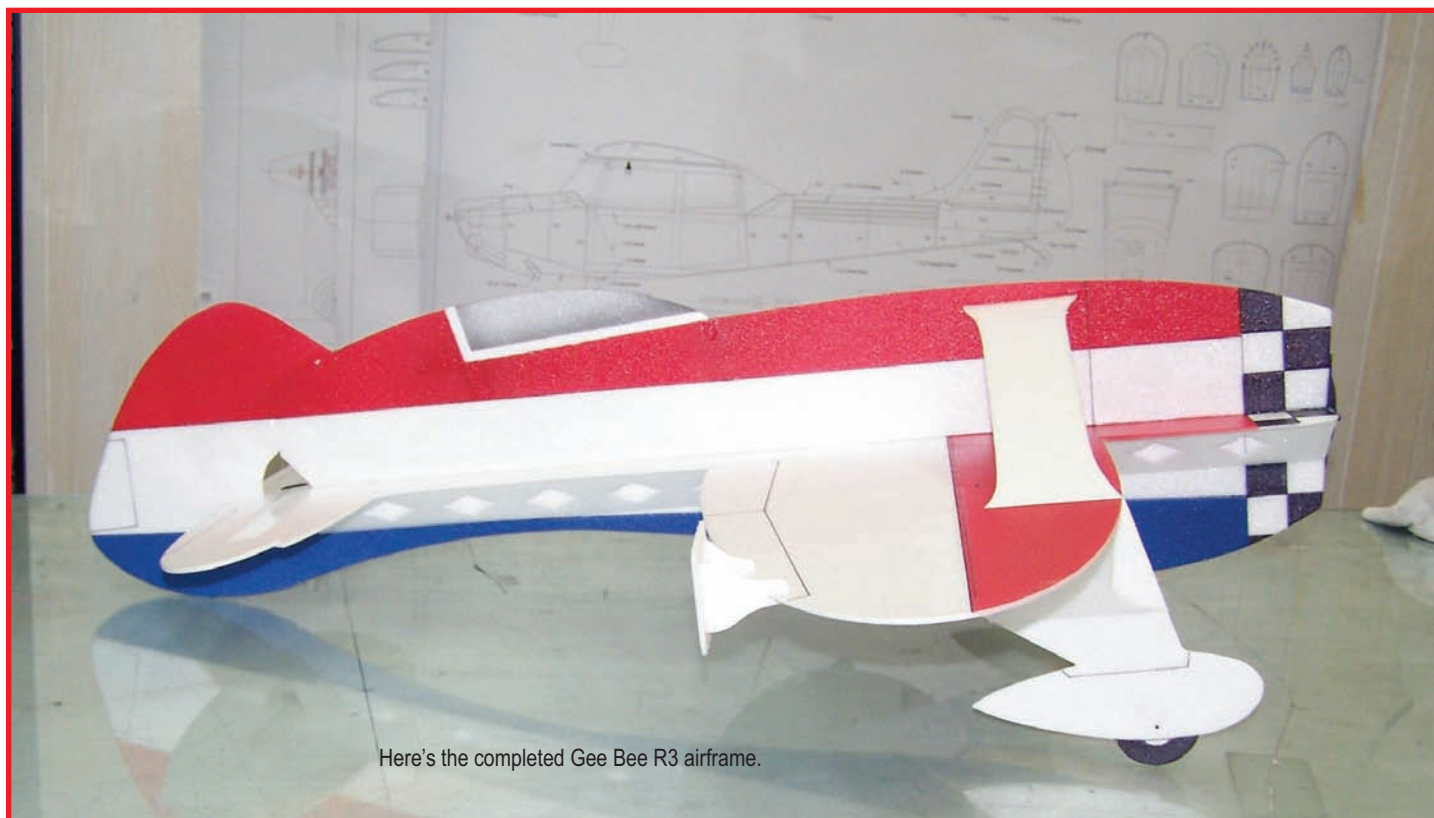
—Bob Hunt



A common dressmaker's rule is just the thing to find the distance around curved parts. Here it is being used to find the distance around the outside of a mold buck in preparation for making balsa blanks to be used for molding a top deck for a model.

E-Stunt

by Crist Rigotti



Here's the completed Gee Bee R3 airframe.

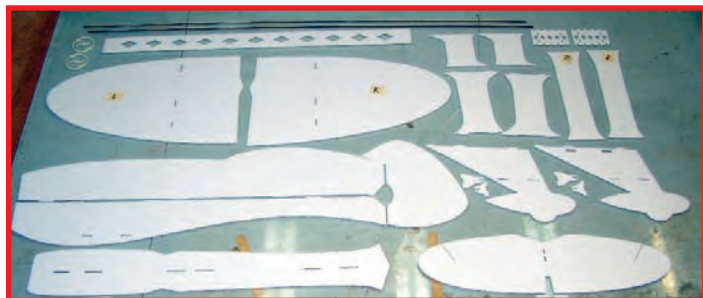
I thought I'd write about my recent experience with indoor electric control line for this column. It started with the final clear coats being applied to my Thundervolt Profile having to gas off before I could do the final sanding and buffing.

I had some time to kill between projects. What caught my eye was a video of Igor Burger flying a Gee Bee R3 inside a gym and doing a very good job! What I noticed was how slow the plane was flying (5 second laps) on very short lines. What amazed me was how the plane went up and over on the wingover and the verticals. It went up slowly, and I kept thinking, "It's not going to make it," but it did and just continued on with the pattern. "Cool," I thought, "I have to have one of those things."

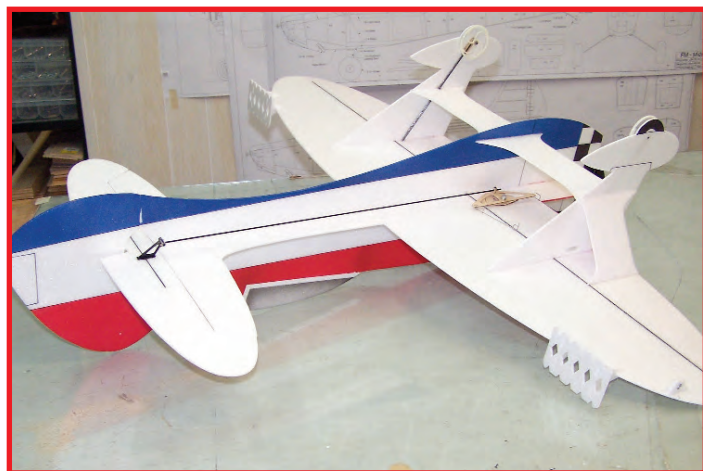
I did some searching and checking and found out the plans were available on the Web, so I downloaded them. They were in PDF format and in some very unusual size. I then decided to "copy" them by converting the PDF files into Jpeg format and

import the images into my CAD program. I use DeltaCAD for all my drawings. From there all I did was trace along the outline of each part, size them correctly, and place them onto the 3MM Depron sheet that I bought. In the meantime I ordered what I needed. The components consist of the following:

- 3mm Depron (each sheet measures 13.8 x 39.4 inches).
- 3mm x .5mm x 1000mm carbon fiber strip for the wing and stab spars.
- 2mm solid carbon fiber rod. This is for the pushrod and landing gear struts.



Here is my kit of the Gee Bee. I used a #11 blade to cut the Depron foam and changed it often to prevent from "tearing" the material.



This bottom view of the airframe shows the control location.

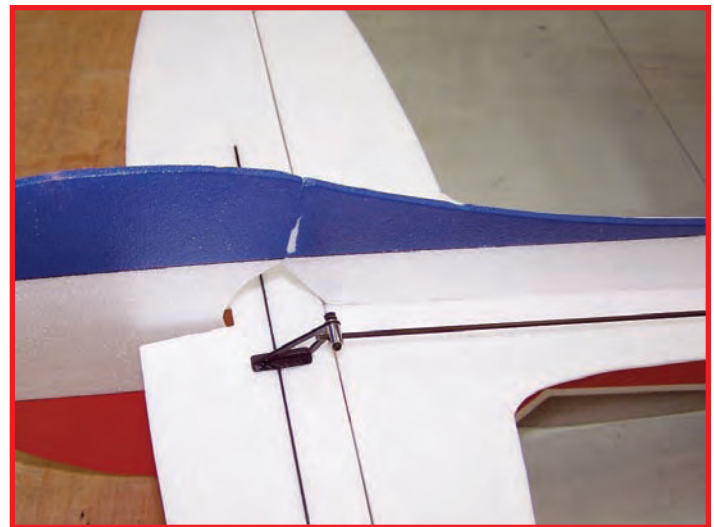
- 2-inch Ultra light wheels from GWS.
- CF2822-1300Kv motor or Hobby King 2205C-1400. The HK motor is a little smaller but weighs 20 grams less than the CF2822 motor. I have the HK motor but haven't tried it yet.
- 2S 850mah 25C battery. After doing some flying, I think a 500 mAh battery would work nicely and would be lighter, too. I got my batteries from Hobby King, and they came with the JST connector and 20awg wires. Both of these are not up to the task, so I changed them out to 16awg wires and EC2 connectors. I also trimmed off the excess length of both the balance and discharge wires to something more reasonable.
- A Phoenix 10 ESC. I started out with a Phoenix 25 because it was what I had, but went with a Phoenix 10 because it is 15 grams lighter.
- A Will Hubin FM-9 timer. I have several extra of these timers so I used it. It is bit large but it works. If I want to save a gram or two, I can use my older JMP timer, but in reality it isn't worth it; I'll stick to using Will's timers.
- GWS 10 x 4.7 slow flyer tractor prop.



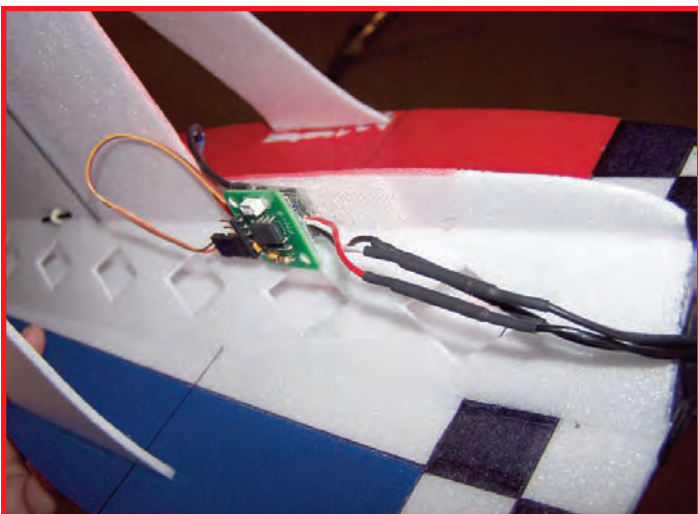
This is a 2-inch GWS wheel. The axle is solid 2mm carbon fiber rod.



This is a close-up of the bellcrank and its mounting. I used .032 wire to form the leadouts. I also used a reduced throw on the pushrod location. It can be adjusted to any of the three holes for trimming.



Here's a close-up of the elevator spar and the control horn. I used Dubro Razor lightweight control horns.



Here's a close-up view of the timer and ESC. I used 2mm bullet connectors between the motor and ESC. To save some weight, these can be eliminated.

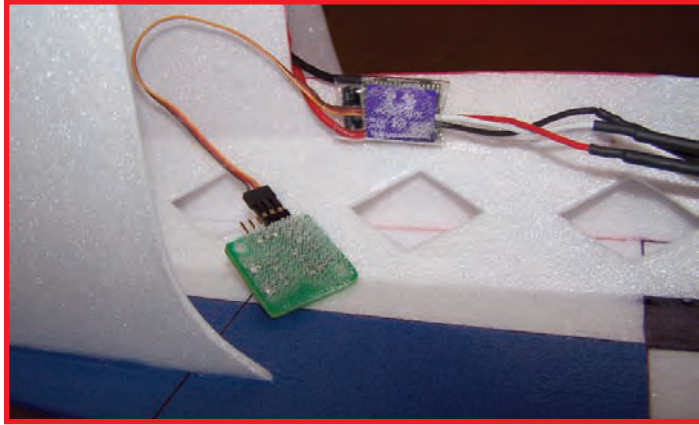


Here's an overall view of the front end. These indoor control line planes make it easy to install the electrics.

The lines I use are Suffix 832 6-pound test .006 diameter lines that are 16 feet long. I did a bench pull test on these lines and they broke at 19 pounds!

Launch rpm is 4600 and lap time is 5 seconds. I started with 12 grams of tip weight and I haven't messed with it at all. Downthrust is 4 degrees using the tractor GWS prop, and the target weight is 215 grams.

After printing out the plans, I glued them to the Depron using



I use 3M Dual Lock to attach the ESC to the airframe and to attach the timer to the ESC. The timer looks huge in this photo compared to the other components of the system!



The CF2822-1300 Kv motor is shown here fitted with a prop saver and the GWS slow flyer prop.

a glue stick. I just used enough glue to tack the plans to the Depron. I then cut out the Depron, thus making my own kit using a sharp #11 hobby blade. The whole process took me about three hours to do. I cut out the bell crank, mount, and engine mount from $\frac{1}{32}$ -inch thick birch plywood.

Igor suggested that I can use a CD disc for the bellcrank and mount. I decided to paint the Depron in my traditional red, white and blue colors. In reality it looks nice, but the paint really doesn't stick very well at all to the Depron. On the next one I'll use some magic markers; that will save some weight and a whole lot of time!

I used foam-safe medium CA to assemble the model. The model goes together pretty quickly. After assembly, the model weighed about 250 grams. A bit porky! This led me to getting the Phoenix 10 ESC for a quick 15 grams savings. I know on the next one I can get it down to the 215 target weight, especially with the lighter HK motor.

How does it fly? Very well, even at 235 grams. I had some

trimming issues on the first flights, but after that it goes really well. It is a bit different than my "full-size" electric stunters. One thing to remember is that you have to be patient and trusting, as it will go over the top, and it does turn very quick.

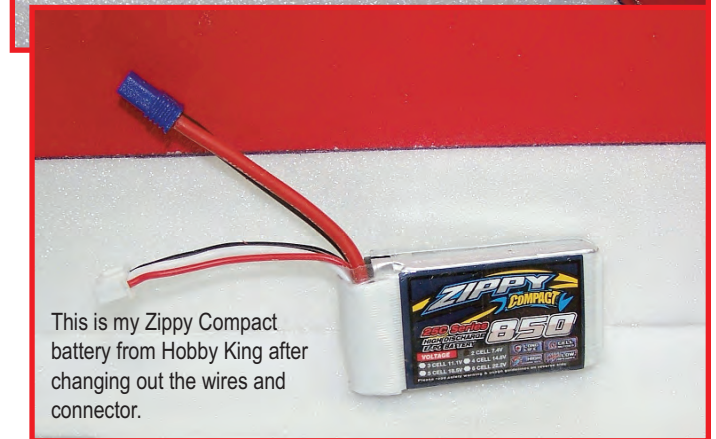
I have done all of the stunts in the pattern. In a four-minute flight I used 300 mAh from the battery. This is why I think a 500 mAh battery would be plenty. I fly it in our hangar at work when the planes are gone. I make sure the heaters and fans are switched off! It is lots of fun and something to do during the winter months.

Since I began this project, the clear on the Thundervolt has gassed off and has been sanded and rubbed out!

I'd like to thank Igor Burger for his permission to post the plans on Stunt Hangar and his support in constructing and trimming the model.



Here's the battery and its rubber band mount. The rubber band makes changing the battery very easy and quick.



This is my Zippy Compact battery from Hobby King after changing out the wires and connector.

Electric trim vistas

Something else I'd like to write about is the trim on our electric models. I have always tried trimming them the same way as an IC-powered stunter, like keeping the CG between 23% and 25% and using Line II to set the leadout (LO) rake. This fall I have had some discussions with other electric fliers and there seems to be a setup that I want to try this year as soon as weather permits.

I wrote about Jason Greer's model and how well it flew at last year's Nats. He had it set up with a very forward CG and a very aft LO position. Other fliers are flying the same type of setup with great success it seems. (*Boy howdy! – Ed.*) A forward CG and an aft LO position seem to be a setup worth checking out. This type of setup grooves better and doesn't whip up in the wind. This type of setup won't work with an IC stunter. Stay tuned for more on this subject. **SN**

Next Generation

by Matt Colan



Left: Matt's first kit build, back in the winter of 2006, was this Brodak FW-190 profile. It was powered by a McCoy 35 at the time. Since then, the plane has had a number of other engines in it.

Below: Matt's very first CL airplane was this Brodak Smoothie ARF. It's shown posing here next to his Trivial Pursuit. The timeframe between these two builds was only six years!

Coming Full Circle: It all started back when I was a toddler. Everybody noticed I had developed a great interest in anything that had a wing and could fly. My grandfather would take me to the RC and CL fields whenever he could. Even today, I can still piece together little memories from those trips to the field. I wouldn't do anything except just watch the flying.

When I was four, Grandpa took me inside the circle for the first time and guided me around for a couple slow flights with his F-14. I couldn't have been more excited! In 2003 I became an AMA member, and grandpa bought me my first RC trainer. That plane made it through most of the flying season until I accidentally rolled it inverted and it ended up in the ground. That winter I got a new RC plane, and that plane made it through most of the season until it once again ended upside down and in the ground. For the rest of the year I flew Grandpa's Cap 232.

In 2005 Grandpa took me to a control line contest in Wrentham, MA. While there, I got my first CL airplane, an ARF Smoothie. That airplane is still around today, although it will never fly again. It got so oil soaked that the covering was coming off in flight, and the wood joints in the elevator were starting to pop loose.

I flew in my first contest in control line in 2007. I competed in



Beginner with a Brodak profile Fw-190. I took First Place in that contest and took first again at the next one in Lee, MA. In 2008 I had a new Smoothie, complete with wheel pants and a chin scoop.

During the contest season that year I flew Intermediate. In 2009 I had a Brodak Ares as my weapon of choice. Grandpa took me to our first Brodak Fly-In that year, and I placed sixth in Advanced Classic and fifth in Advanced PAMPA stunt. That year I also became the columnist for "The Next Generation" for *Stunt News*.



Above: This '59 Ares was Matt's fourth airplane and first I-Beamer. When finished it weighed only 43 ounces.

Right: The second Smoothie in Matt's "air force" is shown here. This one was an ARC with wheel pants and a chin scoop added to it.

Below: The latest from the Vermont skunk works! Matt's new Thunder Gazer hasn't even been out in the sun yet but will surely be a stunner!



The next year I started flying with piped engines. In 2010 I flew an Oriental Plus powered with a PA 40UL. I took second in Advanced at the Brodak Fly-In with it and also made the jump to Expert later on in the year. My first Expert class flight was at Lee, with rain showers coming down. For my first Expert contest, I took third.

That winter I built the Trivial Pursuit, and Grandpa and I decided to make the trip to Muncie for the Nats. While there, I competed in Classic, Advanced, and Senior Stunt. I took eleventh in Classic, third in Advanced, and second in Senior. While we were there, I was encouraged to come back to Muncie for the Team Trials.

We decided to make the journey. I flew Grandpa's P-40 at the team trials because I had a motor issue with the Trivial Pursuit and couldn't get it resolved in time for the contest. Fortunately, I was able to obtain the Junior spot on the team and was going to go

to Bulgaria next summer for the World Championships.

Sadly, they decided to change the dates of the Worlds to the week I had freshman orientation at Embry-Riddle, and that was something I could not miss. I had to give up my spot on the World Team and watch for updates on the Internet.

While at Embry-Riddle, I put together an ARF Vector so I could fly control line while I was at school. For building the airplane in a dorm room, with no way to measure the accuracy of the airplane besides a carpenter's ruler, it flies very well.

In January, Eric Viglione agreed to pick me up at school and drive to Jacksonville for the King Orange International. At that contest I took third in expert behind John Simpson and Eric Viglione. At the KOI when you place in the top three in Expert, or



knowledge learned from finishing model airplanes to spraying and sanding silver on a full-size Cub that I am helping to recover. I have also started flying RC again on a regular basis. (Don't worry. I'm not leaving CL.)

Signing off

Since I am now an adult and have written this column for almost five years, and am presently a college student, I think it is time to hand this column off to someone else. The person who will take over as "The Next Generation" columnist is Samantha Hines.

I met Samantha at the Nats, and she had a great amount of interest in the hobby and was eager to learn all about control line. I look forward to seeing what Samantha writes about in this column, and hope she will stick with it.

Fair skies and light winds. *SN*

—Matt Colan

first in Advanced, you qualify for the fly-off for the perpetual trophy.

I was first up in the fly-off, and I felt as though I put in my best flight on the airplane ever. The score seemed to agree with that. John Simpson also put in his best flight of the weekend and beat me by only six points for the trophy. Eric was only a couple points behind me, so it was a tight battle. Sam Neibel, the winner of Advanced, was a little farther behind, but his flying has improved immensely since the last time I saw him fly at the Nats.

At college I am now approximately two weeks away from my check ride for my private pilot certificate. I have applied the

Above: Matt poses for the camera at the 2009 Brodak Fly-In.

Below: was able to finish the Thunder Gazer the day before he had to fly back to Florida for the 2nd semester of college. He will be spending some time during his spring break polishing it and getting it ready to fly (definitely the stereotypical college student spring break).





Oba St. Clair's *Miss Shirley*

by Charles Mackey

One of the most important days in control line history was celebrated last July 20th at the AMA National Model Aviation Museum in Muncie, Indiana, with the unveiling of a replica of the Miss Shirley, an airplane that first took flight 75 years ago on that date.

This is how it all started

When Oba St. Clair learned that gas model airplane motors were on the market from reading a 1935 issue of *Modern Mechanics and Invention Magazine*, he was thrilled because he had wished for a small gas motor for a model airplane. The magazine also contained a construction article about the Berliner/Joyce, a free flight biplane.

Oba began construction on the airplane while saving money for the motor. When the airplane was complete and his motor arrived, he installed the Forster Model A motor and fitted it with a hand-carved 16-inch diameter prop. Oba looked at the airplane and said to himself, "No way can I turn that little fragile airplane loose on its own and even hope to have it come down in one piece. No way! I cannot do that!" And he didn't.

His solution was to attach a fishing line and pole to the left

side of the airplane and set the controls to turn the airplane right. Oba also added several safety devices, but after he test-flew the airplane he learned he could remove them without any bad effects. The only problem Oba had was that he was doing too much work on windy days to keep the airplane level. His first thought was to add another line and connect it to a trim tab. Then he thought, "Why a trim tab? Why not a full elevator like on a real airplane?"

In June of 1936, Oba decided not to change his Berliner/Joyce to a two-line control system until the upcoming winter because he was having so much fun flying it the way it was, and he did not have time to make the changes before his wife was due to give birth.

Oba's daughter was born August 12, 1936, and was named Shirley. Oba named his new design "Miss Shirley" to honor her. Oba started construction on his new airplane that winter, but the design had changed to a four-line system because he reasoned that he could have "full house" with four lines and control the motor, aileron, elevator, and rudder.

But there was still another problem to solve; the fishing line he used had a tendency to stretch differently in places with equal



pressure. To solve this problem Oba designed a very large control system that would allow him to make slight adjustments to compensate for the line stretching in unequal amounts.

Oba designed and built the airplane and control system in less than a year, and on July 4, 1937 (75 years ago this past July 20, 2012), he went to a nearby hay field to test his invention. He cut the hay and drove the company truck around and around until the area was smooth enough for takeoff (*The first crop circle?—Ed.*). The only problem Oba had was a blown-out tire. He repaired the tire and made several flights that day. Eleven days later the *Telephone Register* ran the

Left: Miss Shirley replica in the National Model Aviation Museum. Photo by Chad Budreau.

Below: Oba displays his handiwork. In the background is Oba's all-metal, Atwood powered P-40 that could do flat spins with his modified U-Reely handle. You can read more about this model in Charles Mackey's book, *Pioneers of Control Line Flying*. Photo courtesy Shirley St. Clair.





man we all know who changed the way we view our world with his mind experiments, Albert Einstein. It would take science years to confirm Einstein's theories, but he was usually right. Oba's success was much quicker, and he was 100% correct with his mind experiment. Oba made history that day and gave us gas-powered control line flying.

The Miss Shirley model would prove to have double historical significance because it was the key factor in the outcome of the court case when Jim Walker sued Roy Cox for patent infringements. Jim had won a previous lawsuit that featured another airplane with double historical significance in that it was the first airplane to be towed by a bicycle and fly inverted and do rolls. It was called the "Aeronette," and it recently went on display at the AMA National Model Aviation Museum.

Jim Walker won that case, we assume, because the Aeronette did not use a bellcrank. This must have given Jim confidence that his patent on the bellcrank was secure when he filed charges against Roy Cox. Roy made contact with Oba in 1952 and arranged to have the Miss Shirley model shipped to the L.M. Cox Mfg. Co. in Santa Ana, California.

Photos by Gene Martine unless otherwise noted



Above: Oba's invention was documented in the *Telephone Register* newspaper on July 15, 1937 in McMinnville, Oregon.

Right: Check the photos and the drawings in *Popular Science* magazine from April, 1939 on page 107. Note the complex control device that Oba is holding.

story of Oba's new invention on July 15, 1937. Oba was delighted and continued to fly the airplane for four more years without any changes or adjustment.

Many people are amazed at the size of the airplane. It had an eight-foot wingspan with a 16-inch wing chord, and it weighed 10 pounds. The deciding factor on size was his motor; the Forster Model A required a 16-inch propeller. The airplane had to be big to allow prop clearance.

Oba was a self-taught engineer. I think of him as a "God-created genius" who had many other inventions to his credit. Oba's success came by the use of mind experiments, similar to another gifted



Here the replica Miss Shirley sets atop a workbench in the AMA workshop area, where she was constructed.



Note the unique and complex leadout guide assembly that was used for the "full house" control functions.



The size of the model was determined by the diameter of the propeller. The actual Miss Shirley was fitted with a 16-inch diameter, hand-carved propeller.

The trial started in 1955. Oba testified by deposition that he had shown Jim Walker his invention of control line flying in October of 1937 and had his wife and Dan Calkin, the manufacturer of Elf model airplane engines, as witnesses. Roy won the case and Jim lost his patent on the control line bellcrank. The model airplane industry was free to use a bellcrank in their airplane kits without paying a five percent fee for each airplane kit.

We have many people to thank for helping make this day at the AMA museum happen, and the book *Pioneers of Control Line Flying* possible. The late Dale Kirm is first on that list. Without Dale's interest in Oba's airplane, we may never have known of the Miss Shirley airplane. If you don't know about Dale Kirm, check the AMA History program. Briefly, Dale is in the AMA Model Aviation Hall of Fame and earned an AMA Fellowship.

Dale and four of his five children have won many first-place awards at national events. Dale saw this giant airplane in the model shop at Cox Hobbies in Santa Ana CA, where we were employed. The model was being repaired, and the only thing that anyone would tell him was that it was damaged in shipping.

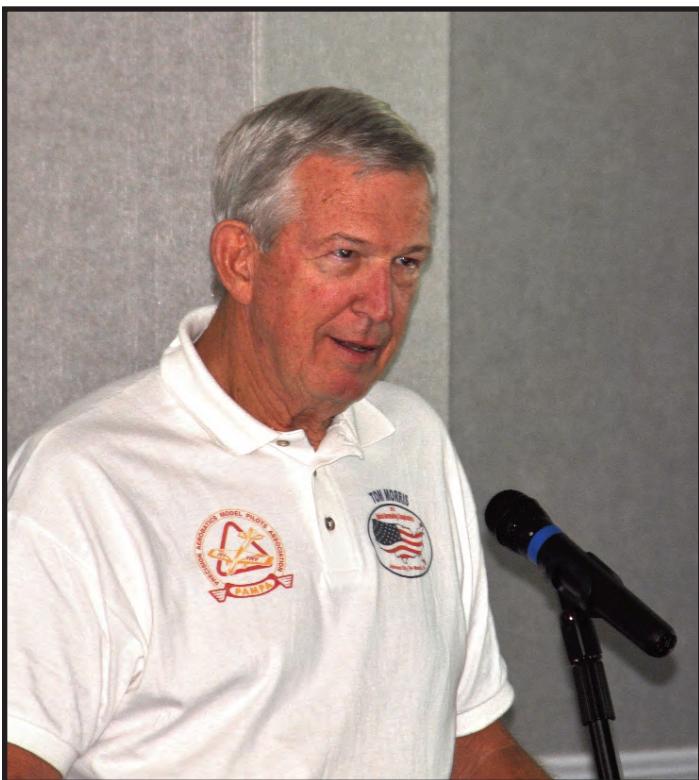
When it was finished and crated for shipping, Dale took down the address and contacted Oba by mail. Oba was very open about what had happened at the trial, Jim Walker vs. Leroy Cox. Dale collected information and decided the world should know the Oba St. Clair story, but none of the magazine editors were interested.

That is until he contacted Bill Northrup of *Model Builder Magazine*. Bill wanted the story and began to pressure Dale to get on with it. Dale showed me the information he had collected and asked me to take the project and get Bill off his back. I gave it a lot of thought—for about three seconds—and the next thing I remember, Phyllis, my wife, and I were in our Dodge Trans Van headed up Highway 5 to Eugene OR to meet Oba St. Clair.

Phyllis and I celebrated our 59th wedding anniversary this past November 14th, and she has been a part of everything I have done in model aviation from the first airplane and the first article to today. She was my original "spellchecker," years before computer days. It is time she got the recognition she deserves. Thank you, Honey!

The trip to meet Oba was a great adventure in our lives. We learned what a great person he was and we had a new friend. The two-part article in *Model Builder* was worthwhile because Oba began to receive the recognition he deserved. Oba received a letter from R.G. Molton, a model airplane magazine editor in

The original cowling and wheel pants were hand-shaped from aluminum by Oba. Oba rejected an offer to have his model displayed in the Smithsonian Museum because they would not agree to replace the wheelpants which had been stolen from his garage.



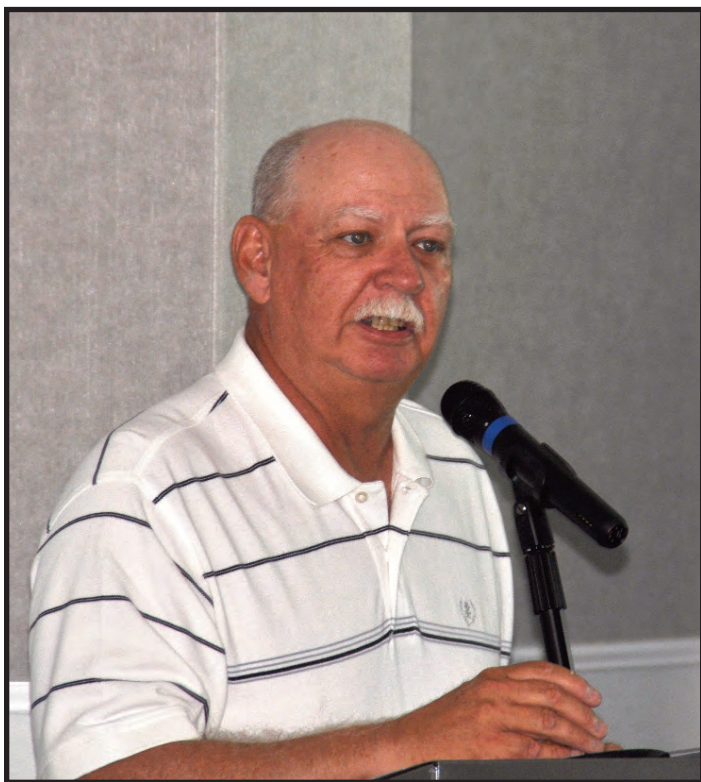
Tom Morris spoke at the ceremony. Tom was the editor of Charles Mackey's book, *Pioneers of Control Line Flying*.



The original Miss Shirley is a major supporter of her father's legacy. It was a pleasure and an honor to have her at the unveiling ceremony.



The unveiling ceremony was attended by many well-known control line personalities.



Bob Hunt's presentation drew laughs from his fellow modelers when he said that he would only say a few words. Bob wrote the foreword for *Pioneers of Control Line Flying*.



Michael Smith, the AMA Museum Curator, spent years working on the Miss Shirley project and delivered a stellar recap of the model's history.

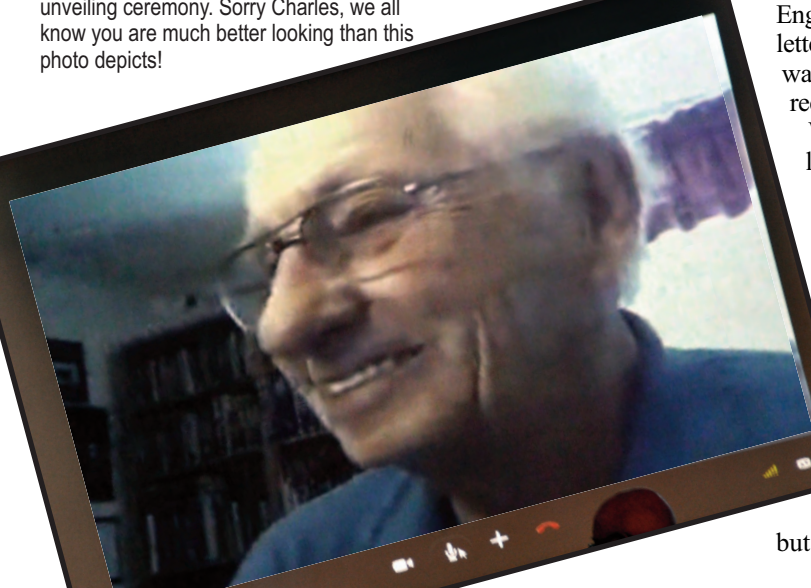


Above: From left to right are Bob Hunt, Tom Morris, Shirley St.Clair, Scott Cheslik, Don Sanquonetti, and Allen Hokenson. They performed the actual unveiling of the replica Miss Shirley at the ceremony.

Right: The Miss Shirley replica owes her existence to Scott Cheslik, who did the majority of the building, Don Sanquonetti, who fabricated the landing gear, and Allen Hokenson, who worked on the dummy engine. Gary Bussell painted the aircraft, and Steve Weaver – AMA Custom Products - recreated the artwork for the aircraft.



Below: This is the best Skipe screen photo of Charles Mackey that we could find after the unveiling ceremony. Sorry Charles, we all know you are much better looking than this photo depicts!



England. Oba was very proud of the letter and sent me a copy. The letter is published in my *Pioneers of Control Line Flying* book. I was happy for Oba because it made me feel that my efforts to give recognition where it was long overdue was starting to happen.

We bought a 22-foot long travel trailer and a car with the largest engine available and went on a one-year trip to find other pioneers who had been lost to time. The results were positive and *Pioneers of Control Line Flying* was written. We found that there were many who had a fascinating story to tell, and they were all the kind of people you would like to call your friends.

Bob Hunt is a noted control line flier. He has been the editor of *Flying Models* magazine and *Model Aviation* magazine. He is currently the editor of *Stunt News* magazine. He has won World and National Championship honors and is a member of the Model Aviation Hall of Fame and the PAMPA Hall of Fame.

When *Pioneers of Control Line Flying* was complete, but not published, I had thoughts of breaking it up into magazine

articles. Bob convinced me that would be a terrible thing to do and put me in touch with Tom Morris, who was at that time the editor of *Stunt News*. Then Bob wrote the forward for the book. Thank you, Bob. You have been a good friend and I am grateful.

Tom Morris is also a noted control line flier. He was Editor of *Stunt News* magazine and is in the PAMPA Hall of Fame. He is innovative, has developed new construction methods for building model airplanes, and is a frequent contributor to *Stunt News*.

When Tom reviewed the draft of the book he showed a lot of enthusiasm. Tom said, "That's the kind of stuff these guys love." He sold the idea for the book to the Precision Aerobatics Model Pilots Association (PAMPA) and went to work in editing the book. When it was time to do the second printing Tom was there to help. Thank you, Tom. You are a true southern gentleman.

Michael Smith, the Director of the AMA National Model Aviation Museum, and his staff are on a mission to preserve control line history. On July 20, 2012, we unveiled the Miss Shirley airplane at a ceremony at the AMA museum. It will remain there on display.

You should also know about two other airplanes Michael has commissioned to have built that recently went on display. The first was the Aeronette, the first control line tow airplane to fly inverted back in 1927. The next airplane you should check out is a converted free flight model by Roy Mayes. It was the first control line gas-powered model to fly inverted using a bellcrank in 1939. It was built and donated by Ron Wittman when he went to Muncie to receive his Hall of Fame award. Much more information is available in the *Pioneers of Control Line Flying* book. Thank you, Michael. It has been my pleasure to know and work with you all these years.



Details of the Miss Shirley control system are evident here.

Shirley St. Clair is the original "Miss Shirley." Thank you, Shirley, for coming to the unveiling. I am sure your father is as proud of you now as he was in 1936 on the day you were born. Thank you for providing the plans for the airplane. You should take pride in knowing that the Smithsonian Air and Space Museum checked out your father's story and deemed it to be true and the airplane worthy of a place in that museum for display.

Thank you, Scott Cheslik, for donating your time to build the Miss Shirley replica and help us preserve CL history. I know you went through some tough times, but we are glad that you pulled through and were at the ceremony to help us raise the veil and display your beautiful work.

If you go to the Nats this year, please put some time aside to go to the AMA museum and see Miss Shirley. She's a part of your history, too. **SN**



Here's Miss Shirley in her full glory with an artistic touch, thanks to the creative photography of Chad Budreau.

Judging

by Steve Smith

What I learned about judging and flying competitively by judging at the Nats.

Editor's note: There have been countless occasions at a contest when I've heard someone say, "What was that judge thinking?" Sound familiar? Perhaps you were the person asking that question, or were thinking the same thing when someone else asked it. Here's your chance to take a peek inside the mind of a multi-time Nats judge and learn about the things he looks for in a flight. Much of this is not new, especially to the more-seasoned fliers out there. But, some of you newer competitors may not have taken the time to break down each of the maneuvers into their components parts and try to fly them in a manner that will garner the maximum amount of points.

As the author suggests, taking a turn at judging once in a while is very enlightening; focusing intently on a number of flights as you score them will bring the many and varied mistakes into sharp focus. It will also reveal just how good a perfectly flown maneuver looks from the judge's perspective. You may find that your flying scores will start to improve as you volunteer (there's that word again!) to judge at contests. —Bob Hunt

My name is Steve Smith and I am a retread. I flew control line as a teen in the '70s. I returned to flying a few years ago and currently compete at the Advanced level.

In February of 2006, I judged my first contest—Ice-O-Lated—put on by the Lafayette Esquadriille of St. Louis, Missouri, at Buder Park. Bob Arata, the CD, gave me some introductory training and emphasized that I should read the rulebook before the contest. I read the rulebook as Bob instructed and wow, was I surprised! I learned that some of the maneuvers start and end at different points than I thought, and the descriptions of some of the maneuvers differed greatly from what I had been trying to fly.

That being a fairly good experience, I volunteered to judge or help out at the Nats that year at the urging of my good friend, Bill Marvel, who also volunteered. I enjoyed that experience so much that I volunteered again in 2008, 2009, 2010, 2011, and 2012. One thing I learned is that PAMPA wants and needs new

judges at every Nats and is willing to train them.

Mark Overmier, the head judge at the Nats, leads the Judges' Seminar during one evening session and morning sessions each day at the L-Pad. We are instructed to read the rulebook descriptions ahead of time, and during our morning practice judging we discuss the importance of height, shapes, sizes, tops, bottoms, intersections, angles, and lines.

During the judging of actual practice flights we compare our observations with the other judges, getting an idea of how we see different errors and how we determined good maneuvers and not-so-good maneuvers. These sessions prepared us all for the many flights we were about to judge during the competition.

These things I learned will help me as a judge and a competitor: The judges aren't watching the pilot; they are watching the plane.

As a judge, I am so focused on the plane that who is flying it becomes irrelevant. Once we have determined that we have the correct scoresheet for the pilot on the circle and the hand signal is given, we start our stopwatches and our attention shifts exclusively to the aircraft. Until the plane comes to a complete stop at the end of the flight and we stop the watches, our entire attention is on the airplane and the figures it is performing. Now, just to ensure safe operations, we do make sure the pilot has not removed the safety thong or let go of the handle until the aircraft is at a complete stop.

It doesn't matter who the pilot is or how famous or infamous a pilot is, the judges are looking at the plane and the heights, shapes, sizes, tops, bottoms, intersections, angles, and lines that it flies.

Correct shapes and sizes are among the many things judges look for. Intersections are also very important—get them right or suffer a poor score. Every element of every figure is important.



Photos by Gene Martine

Left to right, are 2012 Nats judges Dale Barry, Carl Shoup, and Head Judge, Mark Overmier intently scoring a flight.

(Note: As the pilot, it is your obligation to position the judges where you want them and then fly the maneuvers directly 180° from them for the best scores; otherwise, they cannot adequately see the maneuvers to judge them properly.)

Judges should not “bracket” scores.

An Intermediate pilot is capable of a 40-point maneuver and an Open (Expert) pilot is capable of a 10-point maneuver. We judge the maneuver, not the pilot's skill level.

It is easy to get caught up in preconceived notions about what a certain level of pilot is capable or not capable of doing. In observing hundreds of flights over the years, I have seen very good maneuvers performed by Advanced and even Intermediate fliers, as well as very poor maneuvers performed by Expert pilots. I judge each maneuver on its own with no regard to the assigned skill level of the flier.

If judges are in doubt, they score the entire flight and all the maneuvers; they can discuss questions with the other judges when the flight is over

Sometimes unexpected things happen. A pilot can leave out a maneuver, fly too many or too few repetitions, or even lose a part of the airplane during the flight or on landing. We score all the maneuvers and then confer to make sure we get it right. Even then we do not compare scores, only the issue at hand.

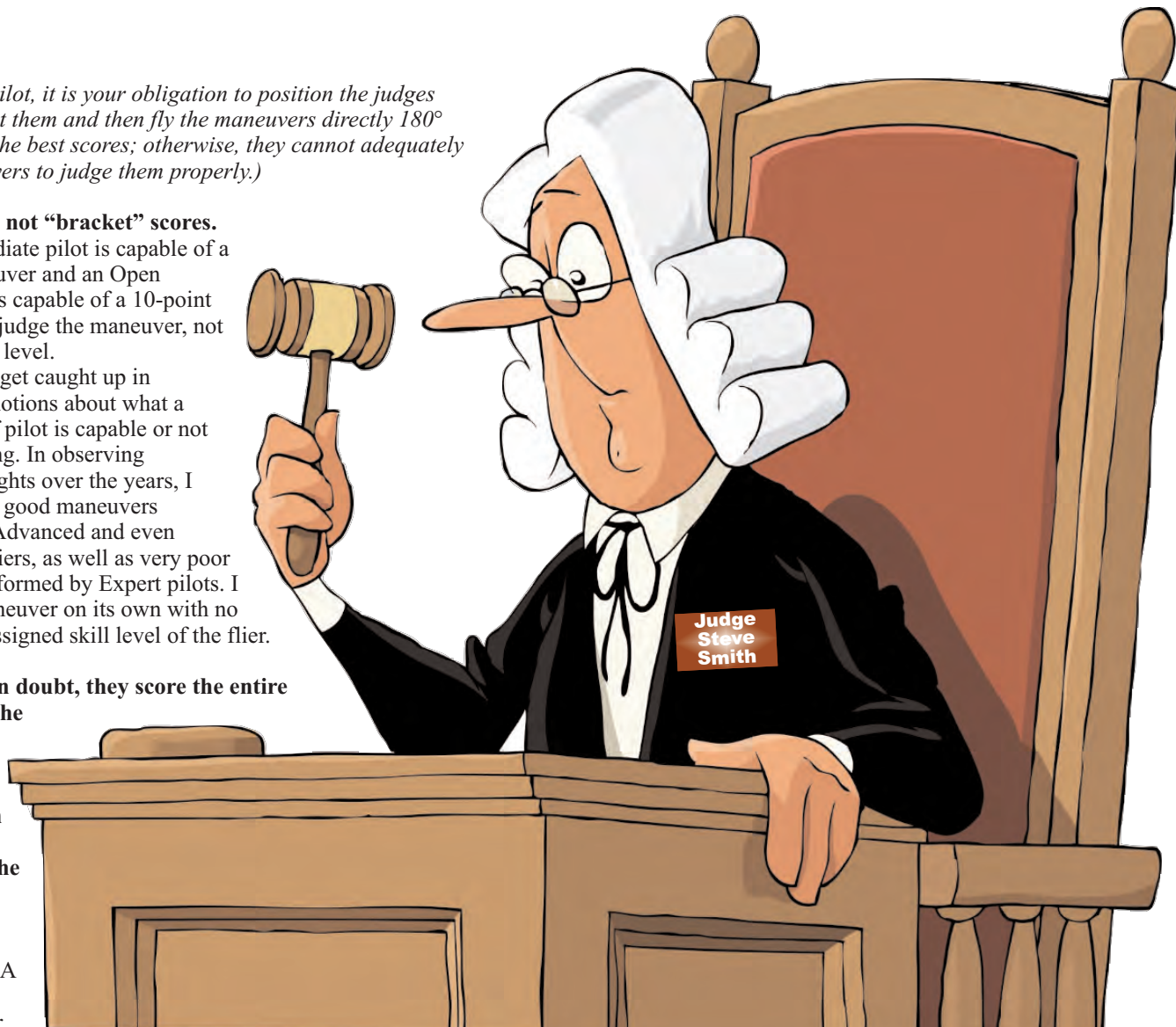
For the rest of the article I will go over each maneuver in the pattern and write about what I see when I'm judging that makes for both good and bad scores.

Takeoff and Level Flight

It doesn't matter how cool the pilot's signal to launch to the pitman is; the judges don't see it because they are looking at the plane. The pilot can be shaking like a leaf. It doesn't matter; the judges are looking at the plane. The fit and finish of the plane does not matter during the pattern. (That's what appearance points are for.) The sound (or lack thereof) of the engine makes no difference.

The best place to launch is about 10 feet before the judges' position. That way they can see the takeoff roll and judge the point the plane leaves the ground. Make sure you do not leave the ground too soon (no less than 14 feet), or too late (more than a quarter of a lap), and position your plane no higher than knee height at the far side of the circle and be at normal flight level (4 to 6 feet) by the time you pass the judges again.

Remember that laps two and three after the takeoff are judged as part of the Takeoff and Level Flight maneuver. Keep those laps



level and at a consistent height. That two-foot variance mentioned in the rulebook is for the entire two laps; it is not a “range” in which you can fly. Constantly correcting height within that two-foot range is obvious and a real score killer. Pass the judges six times before you start the Reverse Wingover.

Reverse Wingover

Start your entry into the reverse wingover directly in front of the judges; use them as a marker. Don't overturn or underturn the corners and fly a path directly overhead on each leg of the maneuver. Overturning the first turn and compensating makes a very obvious S shape on the way up and lowers your score. Don't pull out higher on the inverted half than you started the first half. That, too, is obvious and results in lower scores. Make the next turn again in front of the judges so you have a better chance of having both halves of the maneuver being on the same track. Many that I have seen have two distinctly different tracks and that makes for a lower score.

Inside Loops

When making the loops too big or too small, it is easy to see mistakes and will be downgraded. Tops higher than 45° can make the loops look like tall ovals or eggs. Walking the consecutive loops to the right or left is also obvious to the judges and will result in lower scores. Don't make all three loops on the same



Our author, Steve Smith (at left) poses proudly with his judging circle mates, Dan Banjock and Dave Wenzel.



Ted Fancher, Ryan Young, and John Simpson (L to R) also judged at the 2012 Nats. A nice blend of age and experience!

track if the first track is off, you will only compound your deductions for errors. It is better to have loops two and three correct and on top of each other, but off from the first, if the first one was wrong.

Inverted Flight

Fly all six laps inverted as if they are all being judged. You never know just which two laps the judges are judging even though laps three and four are supposed to be judged. Judges are human and suffer occasional lapses. They might judge laps two and three or laps four and five. If you fly all six laps well, you can be sure of a good score. Again, keep the laps on the same horizontal plane, because constant corrections or a tilted plane can be seen and will lower the score.

Outside Loops

Loops that are too big or too small are easy to see mistakes and will be downgraded. Tops higher than 45° can make the loops look like tall ovals or eggs. Walking the consecutive loops to the right or left is also obvious to the judges and will result in lower scores. Don't make all three loops on the same track if the first track is off; you will only compound your deductions for errors. It is better to have loops two and three correct and on top of each other, but off from the first, if the first one was wrong. Often planes will turn tighter outside than inside or vice versa. Correct this during your practice/trim flights for better scores.

Inside Square Loops

Straight lines and tight corners are imperative to make this maneuver correct. Don't fly rectangles, either vertical or horizontal ones. Rectangles are visible and wrong. The bottom right corners are tough, but don't round them off; this will lower your score.

Outside Square Loops

Don't start at 60° or more! I have seen many pilots do this. They may try to disguise it by popping up higher right before the maneuver, but it doesn't fool the judges. The result of starting too high is tall skinny loops or loops that are just too big overall, both of which result in lower scores. It's tough to start at 45°, but you will get higher scores if you do. Don't round off the bottom left corners. This is difficult but will get you higher scores if those are as tight and square as all the other corners.

Triangles

Overturning the first corner results in a lopsided triangle and is wrong. Underturning is just as bad

and results in an incorrect shape as well. Often I see an almost vertical first leg and a long second leg on this maneuver. This not only looks incorrect but also makes the third corner even more difficult than it needs to be. The triangles need to be equilateral—same angle corners and same length sides. Don't forget to make these directly across from the judges. If they are off center, they will look wrong to the judges.

Horizontal Eights

The most common errors I see on this maneuver are crossed intersections and unequal size loops. Make sure to get the plane vertical for a split second at the intersections.



Dale Barry, Bill Gruber and Jim Vornholt take a moment away from judging to pose for a photo at the 2012 Nats.

The maneuver is not correct if the inside and outside loops are different sizes. Also, fly both eights on the same track. Many times I see this maneuver flown very large. Flying bigger is easier but will lower the score.

Horizontal Square Eights

There are a lot of places to get downgraded on this maneuver. Think about it for a moment. There are 17 tight corners, 16 straight lines (count them based on the start and end of maneuver description and diagram), tops at 45°, bottoms at 4-6 feet, and only a quarter of a lap to work in.

Don't make the outside square of the maneuver larger than the inside square, and don't round off that diving corner on the bottom left side. It's obvious to the judges and really downgrades your score. I see many of these flown big. It is easier to fly it big but will make for a lower score.



And here's a close up of (L to R) Carl Shoup, Head Judge, Mark Overmier, and Tom Morris at the 2012 Nats.

Vertical Eights

Judging starts when the plane is inverted during the first or lower loop. Judging of this maneuver stops when the plane is inverted at the 45° elevation point during the second upper loop. Surprised? Keep both loops the same size. Often I see "snowmen" where the top loop is smaller than the bottom because the bottom loop was flown too large. If the bottom loop is too small the top loop will be too big. Both errors will lower your score. Make sure you hit the intersection both times, and don't fly the top behind your head. Judges can see that, and it usually makes the upper loop too big and will cause the score to be lowered.

Hourglass Maneuver

One figure; no repeat; one chance to get it right. Unfortunately, this maneuver is most often the one flown incorrectly. Either it is too tall and skinny or too wide. The intersection in the middle must be made at 45°; I usually see it much higher. Like the triangle, if you over or underturn the first corner, the entire maneuver shape will be off. Don't fly the top of the maneuver behind your head; that makes the figure too big and incorrect. The last corner should be at the same level as the maneuver was entered—at the 4- to 6-foot level—or the score will be lowered.

Overhead Eights

I think it is impossible for the judges to see the roundness of the loops on this maneuver but there are several observations that we make to score it. The maneuver starts when the plane is directly overhead. If you miss this start point, the entire maneuver will be off and downgraded. The lower ends of the loops should not be lower or higher than 45°. Many fly this maneuver too small and put the lower ends of the loops at 60° or more. This will lower the score. Also, flying the loops too big, thus making the tops too low—below 45°—is also wrong. Missing the intersection directly overhead is another common error that makes for lower scores. Often this maneuver is flown in front of the pilot and not directly overhead which also lowers the score.

Four Leaf Clover

Make all four loops the same size. Many pilots make the first loop too small, and that throws off the shape of the entire maneuver. Also, don't climb on the horizontal segments; it is obvious and incorrect. The judges are looking for the plane to make a cross in the center of the maneuver. Many miss this and either "pop the bubble" by flying through the track of the loops or making two parallel



Left: A very serious Kaz Minato gives a very serious hand signal to the judges for one of his Top-Five flights at the 2012 Nats.

Below: Note how focused the judges are on watching Kaz perform a takeoff with his magnificent F-6F Hellcat.



lines in the verticals. Either of these is a serious error and will result in a lower score.

Make it a point to fly two level laps right after the Four Leaf Clover. That way you are sure to get those in and have your landing judged if you don't run over on time. When those two laps are completed, you can untangle your lines, fly a cutoff loop, etc., without any doubt that you did put in the two level laps before the landing.

Landing

Don't start your landing descent too high because it gives

the judges more opportunities to deduct points. Don't start your landing descent too low, either. The judges may not have enough of a descent to judge accurately. A smooth, constant descent is just as important as not bouncing on touchdown. "Stairsteps" on the way down can be seen and will cause a deduction of points, no matter how smooth the actual touchdown is.

I have seen many pilots do a flare out near the ground and then hold it for up to a quarter of a lap before descending again. This is incorrect and will cause points deduction.

In General

- Fly directly across from the judges for the best scores. If you are too far to the right or left, the judges just cannot see the maneuvers and usually will deduct points because the maneuvers just do not look correct when they are off center, even if they have been flown correctly.
- Judges are as disappointed as the pilot is when the pilot does a poor maneuver. Also, judges are really saddened by a crash.
- Don't fly too low or too high. Don't fly too big or too small.
- Read the rulebook. The judges do!
- Enter and exit the maneuvers just as the rulebook says.
- Judges stop watching a maneuver at the exit point. Anything past that is not seen, as they are writing down the score. Yes, I mean that little down jiggle at the end of the Outside Squares and the Horizontal Square Eight is neither necessary nor judged.
- Remember, the judges are watching the plane and not the pilot.

I hope this article is as enlightening to the reader as my Nats judging experiences have been to me. If you want to be a better flier, volunteer to judge and read the rulebook.

You will be amazed at how much you will learn about

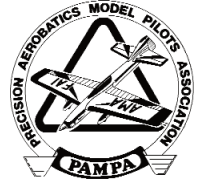
how to fly better patterns. And you will be doing your local, regional, and national contests a great service while you are learning and having a good time. **SN**

—Steve Smith



Judging is by and large a thankless task. We could not hold contests without judges, so the next time one scores your flight, thank him or her! (No matter how low the score was...)

PAMPA News & Reports



Vice President Report

by Matt Neumann

Inspiration in all forms ...

Inspiration: Whether you are a top-notch competitor or a rank amateur, we all need it. While each of us is different, the question still remains the same: Where do we get our inspiration to improve our abilities not only to fly better, but also to build better? Now, there are some among our group who are easy to inspire. They just look up at the sky. They see themselves having a good time flying and dreaming of how they can fly and build better.

While dreaming is all some people may need, others look at fellow modelers for inspiration. They see how well they do or how they are able to continue on even when things get bad. They get inspired by their perseverance and determination. It may be just their personality of how they conduct themselves around the contest site and toward others. In other words, they are inspired to "Be like Mike" (or whomever).

Still others take inspiration from catch phrases. I know of one modeler who has a saying on the inboard wingtip of his plane. It goes something like, "Don't think you are; know you are!" This is to remind him when he goes out to the handle to give it his all. A phrase from a movie can also sum this up: "Never give up! Never surrender!" It is this positive attitude that helps to make people like that good.

Other people feel a responsibility to help others. As they climb the ladder of success, they think of all the people who have helped them along the way and feel a responsibility to help the next generation of pilots. Because of this responsibility, they take great satisfaction and inspiration from helping others. In the process they also feel that helping others along the way will increase friendships with these modelers. This is true, also outside the modeling world. And friendships are priceless!

I would like to tell you some of my inspirations. Some of you may know that I am a sci-fi fan. I also like super hero movies and, yes, even super hero cartoons. Hey, some of the cartoons are better than the movies story wise, but that is for another time and place.

In my workshop I have four jigsaw puzzles that I put together and hung on the wall in some poster frames. Each one has a certain saying to inspire and remind me to do my best.

The first saying is "Attitude: Too positive to be doubtful... too optimistic to be fearful... and too determined to be defeated." This saying is below a picture of a storm. This is one of the inspirations that I mentioned earlier. You have to have the right attitude before doing something or you will not succeed.

The second one is "Perseverance: Some people want it to happen... Some people wish it to happen... Others tear down the walls of resistance and make it happen." Above this saying is Wolverine with his claws extended knocking

down a wall. This is to remind me that when things go wrong, don't give up. You have to keep trying in order to succeed. Champions are people who learn to overcome obstacles in their path.

The third was the first puzzle I got, and is probably my favorite.

"Determination: In the heart of the strong lies an unrelenting ray of resolve... It cannot be stopped... It cannot be controlled... and it will not fail!" Above this saying is a picture of the Incredible Hulk in all his rage and determination. This saying comes in handy when the weather turns nasty and you have to put up an official flight. You have to be determined not to let the wind beat you.

Last, but not least, is "Responsibility: With great power comes great responsibility." Most of you can probably guess that Spiderman is the picture on this one. This is to remind me that as I climb the ladder of success, I need to remember that I did not get there without help. So I try to remember to help others who need help with whatever help I can give them. For without this help, this hobby would die out. This is PAMPA's main objective, to help fellow CL aerobatic pilots improve upon their skills.

So I will leave you with this... Be Inspired! *SN*

—Matt Neumann





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Secretary/Treasurer Report

by Jim Vornholt

"I need help!"

Even though I try as hard as I possibly can, I still make mistakes. Numerous members have sent their renewals via e-mail. Many of those were lost when my computer crashed, causing me to install a new hard drive. I can only ask you to resend those applications.

The next item of information is that PAMPA had members who were still receiving Internet access and in some cases even receiving CDs and *Stunt News* but had not paid dues in over two years. This practice can no longer continue. As we all know, money is tight, so we cannot have unpaid members receiving services for free.

All memberships are due on January 1, 2013. If you joined as a new member after September 1, 2012, then you received the first four months free as a bonus. If you renew after September 1, you are considered paid for the following year. I have deleted the delinquent members, hoping they will pay their yearly dues, but, as with most good intentions, there can be problems.

A few members who were included on that list were actually paid-up members. My bad, and I will remedy the situation as soon as these members notify me—which some already have. I apologize. Please understand it was an accident and I am thankful it involved only a few people. **SN**

—Jim Vornholt

PAMPA

Membership Chairman

Secretary/Treasurer

If you read my first Secretary/Treasurer column in the January/February issue of *Stunt News*, then you might remember the theme: *volunteering*. (Hopefully, you read it.)

After the July 2012 AMA Nationals our Membership Committee Chairman, Noel Drindak, resigned from that position after serving more than his two-year term. It was announced that the position of Membership Committee Chairman was open, but there were no volunteers to fill it. I believed that if I combined the two positions I could streamline the process and possibly give our members faster, more accurate service.

In July, 2012, I accepted the Membership Chairmanship position along with my other duties as your Secretary/Treasurer. During the last 15 months, I have devoted four to six hours a day, five days a week (of my free time) to keeping PAMPA directory membership records accurate for new and renewed members. It is mandatory that our records be continually updated for our webmaster and printing company. It is also mandatory to maintain financial records, pay the bills, and replace lost, missing, or damaged *Stunt News* printed issues and/or CDs. PAMPA Products orders and PAMPA Plan Service orders also fall on my desk. Believe me when I say this is the *Cliff Notes* version of my volunteer position.

I'm not asking for a pat on the back; I'm asking for help. Dear fellow PAMPA members, read my proverbial lips. *I cannot continue at this pace. I need help!* I need a person to assist me in my capacity as the Membership Committee Chairman.

This task will consist of sending out a welcome letter along with a current copy of *Stunt News* to a new member or replacing missing or damaged *Stunt News* copies. The assistant to the Membership Committee Chairman will not require any involvement in receiving checks or credit card bank deposits and will require no financial duties; that is still my job. It will require no record keeping of the membership directory, only assisting by me sending out missing or damaged items.

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District I

by Dave Cook

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

PAMPA District I is in need of a new director, as Don Herdman had to resign. We thank him and Matt Colan for services rendered. I volunteered to fill in until we sort this out. (I had the job from 1982 to 2008.) Don lives in upstate Vermont, which is well away from what “action” there is in District I.

Not much going on in the winter here in New England, but in the last season we did have some activity in electric power.

Electric power is coming of age and is here to stay. We have at least three people flying Electric Expert within the District. Electrics are impressive from both inside and outside the circle—just the rock-steady, consistent power, flight to flight, has to be a major advantage.

Will Moore spearheaded the electric activity in District I. Dick Carville and Lin Smith have also gone electric. Dick is going his own way, converting his ST .60 ships to electric with great success. From talking with other members, there is a definite interest in going electric.



Lin Smith's electric Shark waits its turn on the flightline.



Here's Will Moore's electric Shark, also awaiting its turn to fly.



Dick Carville built this nifty McFarland AcroMaster for electric power.

2.4 G radio is now available under the rules in CLPA. It allows throttle adjustability during the flight, rather than “pre-programming” the power. Being able to adjust for wind, for example, by having control of the throttle could be an advantage. Also, involving the pilot's skill, rather than turning control of the throttle over to an electronic speed controller, may be more in the image of the sport.

What could electrics mean to our sport? Look at what they have done for RC. We need some of the suppliers to step up and make electrics more affordable and less confusing to the average CL stunt guy. In order to have growth in the sport, we need someone to put out a Nobler-size ARF, complete with an electric power plant, for under \$500.

We have to face the fact that the coming generations are more “gadget” oriented, and things like electric power and 2.4 GHz radio open more possibilities to develop ideas that will attract people to the sport.

I can hear the traditionalist already saying that we are ruining the sport, but we have survived foam wings, tuned pipes, carbon fiber, and MonoKote. Now along come electrics and 2.4 GHz radio. I think the sport will survive, maybe even prosper.

On another topic: My association with model aviation started in 1939. I have been an active competitor since 1939 and administrator since 1948. I was honored to receive both the AMA Carl Goldberg Vital Person award and the Distinguished Service Award. They were presented at a NEST Luncheon meeting by the AMA vice president for District I, Andy Argenio.

I thank those who arranged this, as well as family and friends who attended the presentation. It is much appreciated!



District I AMA VP Andy Argenio presents the Carl Goldberg Vital Person Award and the Distinguished Service Award to Dave Cook.

That's all until next issue. **SN**

—Dave Cook

This month's column will feature a story about one of the truly great guys in our hobby, an update on a District II gentleman who has been under the weather a bit, and, unfortunately, some very sad news concerning a District II member and a former District II flier.

Tom Hampshire

First I would like to tell you about a gentleman by the name of Tom Hampshire. Tom got started with model airplanes in 1955 at the age of ten. His first airplane was a Cox TD3 .049-powered plastic model that his grandfather gave him. After just a few very short, and mostly unsuccessful, flights it was, as they say, crash and burn.

Next for Tom came a Monarch "Vitamin." Tom transferred the .049 from his first airplane into the Vitamin. This plane flew much better than the Cox TD3 had, and Tom was able to keep it up for full flights. After many flights it became extremely fuel soaked and the motor flew off!

Tom's next model was a Veco Scout with an open framework wing that was silkspan covered. That one flew much better, and wingovers and inside loops were possible. Tom grew up (*well, at least he grew older...* —Ed.) in Caldwell, New Jersey, which was close enough to Rich's Hobby Town in Parsippany to be able to get his parents or his sister to drop him off for the day. He got to know all the guys at Rich's, like Larry Scarinzi, John D'Ottavio, George Jones, and me. It was there that his flying skills took off, but not with any help from me, because I had just started flying the year before also.

The next step in his progression was to build Ringmasters and Combat Streaks. After that he built several Larry Scarinzi-designed Killers and Giant Killers, and then he built a George Aldrich-designed Nobler from the "green-box" kit.



Tom Hampshire likes the "Green-Box" type Nobler and has built a few over the years. Here's his latest one. It is powered by a Brodak .40 engine and is finished with ChromaBase paints and clear. Notice that Tom calls his the No Blur! Photo by Bob Hunt.



There is a delicious bit of East Coast gossip concerning the cowl opening that Tom used around the head of the Brodak .40 on his No Blur. Our District Director will reveal the story behind this in his next column... or never hear the end of it from his "buddies." Hunt photo.



Here are four stunt models that Tom built for a special reason. These are the models that he wanted as a kid, but couldn't afford. He's certainly taken care of that section of his bucket list! The model in front is a Smoothie and the model to the right is a "polywog" Chief, and both of these models were signed by their designer, Bob Palmer. The model to the right is a Don Still Stuka and the model at the far right is a 1952 Nobler that bears the signature of its designer, George Aldrich. All of these models are slated to reside in the Brodak museum. Photo by Tom Hampshire.



Tom likes to experiment with unusual designs. This Agila features a highly tapered wing that places the quarter chord point on a straight line from tip to tip. It also features a full flying stab and a fully, externally adjustable, "rising rate" control system. The unique model is powered by a Brodak .40, an engine that Tom helped develop. Hampshire photo.



Other interests in Tom's life include cars. Here's Tom's fully restored 1961 Corvette. Hampshire photo.



Tom is an avid paddler/fisherman and two years back he decided to build his own Huron 16-foot long canoe in Western Red Cedar. Tom's modeling skills certainly came in handy during its construction. It's just gorgeous. Hampshire photo.

The first contests that Tom competed in were in 1961 at Johnsville NAS in Warminster, Pennsylvania, and the Snow Bird meet at the Circle Burners' field in Lincoln Park.

In 1963 Tom stopped flying for the most part to attend college at Stevens Institute in Hoboken, New Jersey, where he got his degree in engineering. He didn't get out to the field very often in those days, but he always had something to fly when the opportunity presented itself. After college Tom got a law degree from George Washington University in four years of five-nights-a-week classes. Obviously, he had no time to build or fly.

In the seventies he tried his hand at radio control for a while but then got back into control line in 1985. He began to frequent the Circle Burners field, and he was hooked again. It was there that Tom got to know John Miske. John convinced Tom to take the AMA Contest Director test. For ten years he and John ran the contests at the GSCB field, and Tom learned the in's and out's of running a successful meet.

In 1998 Tom teamed up with Bob Hunt to help run Brodaks' second Fly-In. In the year 2000 he and Allen Brickhaus teamed up to form their famous directing duo, and that lasted until Tom retired from running Brodaks with Allen last year. I must say that for the last seven years I have enjoyed attending the Brodak Fly-In, mostly because of the great competition and because of how organized and well run the contest is.

In 2006 Tom retired from practicing law and has kept busy restoring a 1961 Corvette, building his own canoe, fly-fishing, and of course flying control line airplanes.

Tom concluded with a Dean Pappas closing line: "Be careful and be kind."

I would like to say thanks to Tom for his dedication to our hobby, and, on a personnel note, I'd like to say thanks for his great friendship. (Tom, if you read this, I will deny ever saying that.)

Johnny D. at 90

The next topic I would like to address is John D'Ottavio's 90th birthday! Unfortunately, John had to spend his birthday in the Veterans Hospital in East Orange, New Jersey. Just before his birthday John had experienced some medical issues. He has since been transferred to a rehab facility near his home.

Rich Giacabone and Noel Drindak had a great birthday party planned for John, with many people lining up to help celebrate this great guy's very special day. Hopefully, the party will be able to be rescheduled real soon so we can celebrate all his accomplishments and his willingness to always help others.

Winter flying in New York

The weather forecasters were calling for temperatures in the upper forties near the end of January—which is unusual for that month in the Northeast—so all the CL Stunt fliers in the Queens, New York area decided to take advantage of the mild weather and headed for the Flushing Meadows/Corona Park flying field.



Kevin DeMauro, our reigning National Champion in Beginner Stunt, is holding one of the prizes that he won for his accomplishment. This is the Gieseke Nobler that he built from the Ultra Hobby Products kit for this year's competition.



This really nice electric Twister was built by Kevin DeMauro and his dad William.



Tom Tucker is pictured here with Jean Silva. Jean is the president of the Flushing Meadows/Corona Park event conservancy. She does a bunch of work to support the club but never seems to get paid.



Tom Cappadana did a nice job with his ARF Nobler. If we had a close-up of the canopy you would see the fine detail he included.



This really sharp electric Impact Master belongs to Jose Modesto.



Jose's electric Shark seems to be missing something ...the motor! It seems that the motor mount came apart and the motor tried to do the pattern without the plane.

The weather never got much above forty and the winds were a bit stiff, but all who showed up had a great day anyway. Bob "Champions" Lampione sent along some photos that he took during that mid-winter session. They are included here. Thanks, Bob!

Some sad news

It is with great sorrow that I must include the news of the passing of two of our brethren. Ron Heckler has requested that I include the following piece that he wrote about one of his club members' passing.

Henry Forbes by Ron Heckler

I always enjoy writing articles for Buddy's District II column, but I find it difficult to write this one because it's about the loss of one of the great contributors to this hobby. On Wednesday, January 23, 2013, Henry Forbes passed away. I feel it is only fitting and proper to let people know about Henry.

Henry really enjoyed flying, and all his planes were built for .35-.40 size engines. Every weekend you could find him at the Flushing Meadows, Carona Park flying circles anxiously awaiting his turn to fly. Between flights he would ask for and

share building ideas and techniques with other fliers. He was the type of guy that any club would be glad to have as a member.



Here's Henry "Hank" Forbes in his natural environment at the Flushing Meadows flying field in Queens, New York. Hank was a fixture at this field for as long as most of us can remember. Bob Lampione photo.

Jim Borelli and Henry Forbes discuss Jim's ARF Nobler at the Flushing Meadows field. Henry was a friend to all who knew him and he will be dearly missed. Lampione photo.



Here are four of the brethren at the Flushing Meadows field. Left to right in this photo: Andy Lee, Will DeMauro, Ken "Sleepy" Dawson, and Henry Forbes. Care to take a guess at how many thousand hours were collectively spent by this group at this field? It would be a large number indeed! God Speed Henry. Lampione photo.

Henry was an excellent builder and competitive flier. At local contests he would typically finish in the top four. He had a great sense of humor and was very generous about sharing his equipment, even going so far as to letting other club members fly his planes.



Henry always admired Big Jim Greenway's Pattern Master design, and Big Jim was very instrumental in showing Henry how to re-work engines.

Needless to say, Henry will be missed, and if we have our local contest this May, we will dedicate it in his honor and to his memory.

—Ron Heckler

I'd like to thank Ron for his remembrance of Henry; he will be missed by all those who knew him.

On another sad note, Bob Hunt informed me that Lee Uberbacher, a former East Coast flier, has passed away. I didn't know Lee, but from what I've learned from Bob, he was a really nice guy who lived in this area in the 1970s.

Lee moved around the country quite a bit and flew with the CL groups in each of the areas in which he lived, and he was readily accepted by each of those groups. According to Bob, his mother and father were total supporters of his involvement in the hobby. Bob said that many times when Lee would visit his shop in Middlesex, New Jersey, in the 1970s, his mom and dad would accompany him and help out around the shop!

God Speed to both Henry and Lee.

That's all for now; take care and be well. **SN**

—Bud

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It is with a great deal of sadness that I must inform you all that with this column I am stepping down as your District III PAMPA Director. This move was made necessary because of an arrangement that I have made with the PAMPA organization to put *Stunt News* back on time as soon as possible and to increase the scope of the newsletter/magazine.

That arrangement precludes my holding an office on the Executive Council. This was my decision and I'm comfortable with it. As this is being written we do not yet have a new District III Director confirmed. We do have a couple of outstanding candidates for the position, but we have not yet had time to convince one of them to serve...

I have certainly enjoyed being your district director for the short time I was in the post and hope that some of the action items that I wanted to accomplish will be carried forward by the next director. If you recall, one of the things I wanted to get going was a District III points Championship. The fine folks down in District VIII are doing this with great success, and it has spurred increased attendance at their meets.

Another thing I was hoping to get going was a District III Stunt Championships contest in which all other PAMPA district members would be welcome to attend. There are several possible sites that could accommodate such a meet, and I will continue to try to get this idea instituted by working with the next director.

Another thing that I've tried to get moving in my time in office was a series of short "Why I Fly Stunt" pieces from each of the District III members. We have published several of these already, and in this column we have one written by Ken Armish. For those of you who have not heard, Ken has been enlisted to fill the enormous vacancy left when Tom Hampshire announced his retirement from the post of co-director of the annual Brodak Fly-In. Ken will join Allen Brickhaus in that monumental task this year, and, hopefully, for the remainder of the years that the Fly-In will be held.

Even though I am stepping down from an official position as a PAMPA Director, it is my intention to work closely with the new director to continue to increase membership, participation, and activities in District III. Please join with me, fellow district members, in a pledge to do all we can to attract new members and help them to achieve their goals in building and flying. Please send your photos, building and flying stories, and anything else that you care to share to your new District III Director; he will not be able to produce an interesting and informative column without your input!

So, to get on with my last column, let's visit with Ken Armish and learn why he's a "lifer" in this sport. Take it away, Ken!

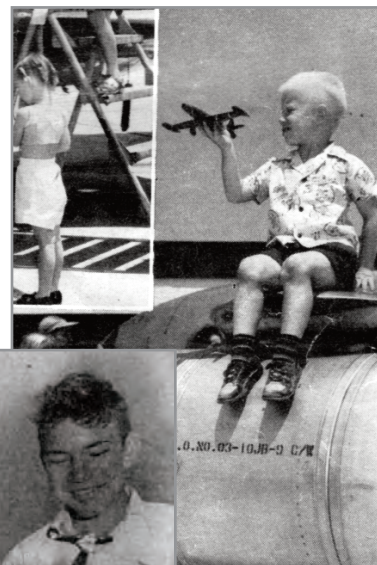
Why I Fly Stunt by Ken Armish

How did I get on this ride we know as model airplanes? My dad was a captain in the Army Air Corps during World War II, so it was a natural for him to pass along his fascination with the planes. It started early for me.

I was five years old in 1951 when the picture of me sitting on the wing of an F-80 was taken. The roller coaster ride started moving. By 1959 I was a member of the Cobb County Georgia Sky Rebels. We were big into Rat Racing.

Right: This photo of a very precocious five-year-old Ken Armish was taken on Armed Forces Day in 1951 at Dobbin's AFB in Marietta, Georgia.

Below: Ken and his very good friend, Bob Brogdon, pose here for an Atlanta Journal newspaper photo with Ken's original design rat racer in 1959.



It was about this time I got to see fliers such as John Brock, Lew McFarland, Charlie Parrot, Dave Hemstrought, and many others

at contests throughout the Southeast and the Nats in Willow Grove PA. The planes were the most beautiful things that I had ever seen.

In the '50s the day started and ended with building and flying. But, alas, along came high school, which led to other interests, e.g., sports, socializing, etc. So, many of us moved the models to a back burner... never gone, but moved back. Then came marriage (*A byproduct of the aforementioned "socializing," Ken? —Ed.*). Kids and work seemed to get in the way of the planes, even though the planes were always in my shop.

Around 1974-75, I met George Hodder of the Pittsburgh PA area, and flying started again. An old Nobler I had was resurrected, and I started flying stunt. George introduced me to Mike Ditrich of Erie PA. During the 1970s we would go to contests in Ohio and Kentucky.

It was at the Lexington, Kentucky meet that I got to see Bill Werwage flying his Juno, and with that the love of stunt planes was rekindled to a greater degree. A turn in the road lay ahead. I transferred to Hershey PA, with the company I was working for at the time, and models moved to the back burner again.

Fast forward another 5 to 6 years. My wife and I were asked to work for Milton Hershey School as houseparents to kids who needed more safety and structure. While at MHS, I was asked to join a group of men who had partnered with the school to teach the interested kids how to build and fly model planes.

The club was an RC group, so I started to change direction in my modeling journey. My involvement with RC led me to Giant Scale RC. I spent the next ten or so years trying to fly these

behemoths with limited success. After spending more money than I care to admit and dealing with ever larger piles of debris, I became very frustrated.



Ken flew this Intrepid XL at the 2009 Nats. He loves to build and fly stunt models!

At about that time our friend, Phil Cartier, who I flew RC with, said, "Come back to control line." I decided to go to Brodak's contest around 2003 just to watch, and that's all it took. There were dozens of beautiful stunt planes that sunk a hook in me. The ride from there to today has been the best period in my 60+ years of modeling. This is not because of great success at competition, but because of all the new friends I have acquired. Control line, and, particularly, stunt, is made up of the finest people it will ever be my pleasure to meet.

So, for the good or bad, I plan to be around for many more years. I have to stick around to keep my very good friend and outstanding flying partner, Alan Buck, out of trouble. Until we meet at the next contest, stay safe.

—Ken Armish

Thanks, Ken, for providing that insightful story. One thing you forgot to mention, however, is that your lovely and charming wife, Noreen, is not only supportive of your passion for stunt flying, but she is also a very accomplished artist who has produced several outstanding portraits of stunt models. I know about this firsthand; she did a beautiful one for me of my Crossfire!

Ken and Alan Buck invited me to travel with them to Tucson, Arizona, to attend the 24th edition of VSC. Ken had just purchased a new Toyota pickup truck, and he said we could all ride out together in it and tow his enclosed trailer with all of our models. I questioned the amount of gas we might require for this trip pulling that huge trailer, but Ken said not to worry. He assured Alan and me that we would get outstanding gas mileage. How'd that work out, Ken? (My credit card is still smoking.)

We had a great time despite the rather frequent fuel stops, and I must admit that Ken's trailer did a fantastic job of safely transporting our planes. Ken and Alan brought the trailer to my shop a couple of months before the trip, and we made a custom

foam rack that accepted 10 airplanes! Yes, we transported a few models for other modelers who had the sense to fly out to Tucson!



Here's the trailer that saved the gasoline industry. Actually, it was the trailer that Ken, Alan Buck, and Bob Hunt towed behind Ken's Toyota Tacoma—nonstop—from Pennsylvania to Arizona last year. Yes, they are accepting donations to their gas credit card accounts. Note the nifty foam airplane carrier that holds ten models safely and securely.

That trip is one of the most fun adventures I've had in modeling, and it was a pleasure to share it with Alan and Ken. We encountered rain and snow on the way out and came through extremely heavy downpours and areas under severe tornado watch on the way back. What a thrill...

Joe Adamusko sent me a few photos of his newest masterpiece, the Viper. I asked Joe to work up a short story about his new ship and give us some of the specs on it, as well. Take it away, Joe!

Joe's Viper by Joe Adamusko

When I built my take-apart electric Cheetah in 2011-12, I did so with the idea of having a second, ready-to-bolt-in-place glow engine fuselage that I could interchange with the electric one, and thus compare the flight performance of two different power systems. After finishing and preparing my very first electric stunt ship, I delayed the completion and finish of the bolt-in-place glow engine fuselage and chose instead to make the glow fuselage part of a follow-on project for the next building season.

Joe Adamusko's new Viper is an original design that features a built-up elliptical wing, something for which Joe is well known.





In this shot of Joe's new Viper you can see that he's provided plenty of intake area to keep the RoJett .51 rear exhaust engine cool. It also makes choking the engine easier!



From this angle you can see that the Viper has a fairly long tail moment arm. Note how the wing and tail planforms virtually match.



The Viper is fitted with removable Dural aluminum landing gear that is painted to match the model. The wheel pants are also removable to allow Joe to fly the ship easily off of grass fields. Note that the wheels are fairly wide. Joe feels that these wheels handle bumpy grass fields better than do thin wheels.

As the 2012-13 building season approached, I pulled the raw balsa glow engine fuselage out of storage and began to contemplate fitting it to the Cheetah wing and tail. It didn't take me long to realize that disturbing the set-up on my electric stunt ship was not the way to go, since the Cheetah was showing lots of promise after some late season flight testing.

I decided to build a new Cheetah elliptical wing and tail and install them in the glow engine take-apart fuselage that was modified to feature a high back, aft fuselage deck, and a cut-down custom molded Cheetah canopy. The new stunter would be named Viper, partly inspired by the 2013 Chinese calendar, "Year of the Snake."

The 18 weeks of building and finishing that were required to complete the model made the long cold winter whisk by quickly. Now I have my hands on a new glow-powered airplane that is aerodynamically identical to my electric Cheetah. As this is being written, the Viper is ready for flight testing.

The Viper's elliptical wing is of a built-on-rods C-tube type construction, featuring swept forward full-span flaps. The ribs are hand cut from $\frac{1}{16}$ sheet C-grain balsa. The spars are made from $\frac{1}{4}$ -inch square balsa strip stock with rock hard maple shaped spar jointers serving as a 4-inch bellcrank mount. The open-bay wing is sheeted with $\frac{1}{16}$ -inch balsa, with ammonia-molded balsa used for the spherically curved leading edge sheeting. The wing tips are shaped from balsa blocks and incorporate a built-in tip weight box and adjustable leadout guide.

The base fuselage is of box type construction using $\frac{1}{8}$ -inch balsa C-grain sheet sides with cross C-grain multi-formers and a central top horizontal spine. The sides of the nose section are doubled with $\frac{1}{16}$ -inch plywood, and the engine crutch is made from $\frac{5}{8} \times \frac{3}{8}$ -inch rock hard maple bearers. The fuselage high back, top, and bottom blocks are made from ammonia soaked $\frac{3}{32}$ -inch balsa sheet formed over molding bucks.

The cowl is a bolted-on hollowed balsa block, secured with an integral nose ring location pin. The cockpit details include a hand painted dummy pilot, instrument panel detailing, and a plastic custom molded canopy. Both the fin and rudder are airfoil shaped and tapered from $\frac{1}{4}$ -inch c-grain sheet. The rudder features a hinged wiggly-type connection by ball link and horn arm to the outboard elevator.

The wing, stab, and fuselage tail cone assembly are detachable from the fuselage by removing a series of 4-40 hex head cap screws from fuselage bulkheads fitted with blind nuts. The airplane can be broken down into a series of accessory parts for maintenance, adjustment, storage, or convenience of transport (not intended to be field assembled). The finishing of individual parts on a model such as this Viper proved to be workshop friendly. The take-apart joint areas require fit and finish attention, as does the alignment of the wing, stab, and fuselage thrust lines.

The Viper has a wingspan of 58 inches and it has 575 square inches of wing area. The stabilizer span is 24 inches and it has 126 square inches of area. The length of the model is 46 inches from nose ring to aft edge of rudder. The nose moment (measured from the leading edge of the wing where it enters the fuselage to the spinner backplate) is $10\frac{3}{8}$ inches. The tail moment (measured from flap hinge line at the root to the elevator hinge line) is $16\frac{3}{4}$ inches. The dry weight of the model (bench trimmed, balanced, and ready to fuel) is 55 ounces. Power is provided by a RoJett cast-case .51 with a custom made header muffler.

The tank is a handmade, custom uni-flow vented type with $5\frac{3}{4}$ ounce capacity. The propeller is a wooden 2-blade Rev-Up 12.5 x 5.

The model is finished using Brodak dope and Dupont Acrylic lacquer. The main frame and wing rib bays are covered with SIG #00 silkspan using brushed on butyrate clear construction dope

and filler, with a substrate base coat of decanted Brodak silver dope. Yellow and white trim colors were made from raw pigment mixed into Brodak Crystal Clear binder, with DuPont Diamond Black acrylic used to complete the paint scheme. Multiple coats of Brodak clear butyrate dope were applied using an HVLP touch up spray gun. The subsequent finish was wet sanded with 1500 grit abrasive paper and hand-buffed with Gorham's silver polish.

Although the airplane has not been test flown at this time, it is anticipated that 65-foot .015 diameter stranded wire lines will be used, along with a custom made control handle with a 4½ inch line spacing.

—Joe Adamusko

Thanks, Joe for that report on yet another unbelievably

District IV

by Steve Fitton

I hope Christmas was good to everybody out there! Hopefully, building season is going full swing at your house, and with any luck you will have many new planes to enjoy this spring.

It's the second week of January as I write this, and much of the district has been blessed with some unusually pleasant weather. This means that instead of shoveling snow, people have been getting a head start on testing and trimming out their new planes.

A few of us have been trying to get ready for King Orange, as well. Usually, the Florida boys have a huge advantage over all the visitors, since they have been practicing nonstop in their sunny haven. This time maybe the rest of us will have a shot at those guys!

Here are a few views of what's going on in the local scene:



Russel Shaffer came all the way from Oregon to put up a few flights at the Norfolk Aeromodelers' new Chesapeake flying site. John Tate photo.

beautiful model from your shop! I've known Joe since the very early 1970s, and he's always been one of the very best craftsmen and finishers that I've ever met. If you ever get the opportunity to examine one of Joe's models up close and personal, don't miss out on the chance; you will be amazed at the fine details he incorporates in each of his models.

Okay, that does it for me as your District III PAMPA Director. I wish I could continue on in this post, but, rest assured that I will support the new director (whoever that might be...) with photos and details of what I'm doing with my modeling. Will you do the same?

Flight complete. SN

—Bob Hunt

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



John Rakes has been hard at work building a United from the Brodak kit. John is going to power the model with a ST .51.



Jimmy Welch had been busy this past fall making a foam wing SV-22 for electric power. An E-Flite 32 motor pulls it with authority. John Tate photo.



Here's another view of Jimmy Welch and his new electric-power SV-22. Tate photo.

Well, we have finally been seeing some snow around District IV the last few weeks, so real winter has arrived, and building season is underway for us. A few intrepid District members braved a snowstorm to make the drive down to Jacksonville, Florida, for the 2013 edition of the King Orange International.

This year's version was at a new/old location—the Navy OLF Whitehouse about 10 miles west of I-295. The years since the last Whitehouse KOI have seen little change to the base itself (essentially an 8,000-foot runway and some rudimentary taxiways), but the exit off of I-10 that leads to the field has changed a great deal.

This puts a bunch of brand-new hotels, a decent Italian restaurant (vital for luring stunt people from north of the Mason-Dixon line!), and several gas stations and grocery stores within a few miles of the field. This means it's as easy as the other sites as far as logistics go.

Given the venue change and the forecast that had the typical strong cold front moving through on contest weekend, turnout was a bit lower than in past years. This had an unexpected benefit, as for some reason there were tons of people selling stuff, and that meant more loot for those of us who made it! I don't think I've ever left a contest with so much extra stuff! Notable vendors included Tom Morris, Tom Dixon, Randy Smith, Walter Umland, and a host of others.



Tom Dixon mans the table between rounds at the 2013 KOI. To the right is some of the mountain of stunt stuff brought by Tom Morris.



Tom Morris explains the details of one of his electric power systems to William Davis. Tom has pretty much become a "one stop shop" for someone wanting to build an e-power plane.



Tom Dixon tested out a "Brock" Nobler at the KOI. Named after the late Atlanta area stunt notable John Brock, this model adds some attractive mods to the ubiquitous Nobler design.

For those who attended the King Orange, Friday was pretty much a total blowout with winds around 30 mph all day. Saturday morning looked ominous as the flags were snapping hard in the breeze at the hotel at 7:00 AM (!). Nonetheless, everybody manned up and headed to the field.

One advantage of the new/old KOI site is that huge runway, which means clean air no matter which way the wind blows. This makes a massive difference in not only how easy it is to fly well in light air, but also in handling much more wind on a breezy day without getting in trouble. I was busy judging in the morning, but I think only one airplane got dinged out of the entire field. Some pretty sharp flying when winds were 18-20 mph the whole time!

The crash-free conditions also speak to the fact that it is a veteran group of fliers making most of these contests anymore. Every one of the guys knows how to fly and especially how to trim their plane so a windy contest is no big deal. From my vantage point judging, it was interesting watching the pilots smoothly rotate through the various circles with the efficiency of long experience.

Almost all the contestants have been doing this for so long they don't need a pit boss or even a flight order. Just tell them the date of the event and they will do the rest.

Something out of the ordinary at this year's KOI was a visit by the local news affiliate from Jacksonville. On Saturday they came out in the afternoon when the wind was really going and the official flights were long over. With nobody practicing in the windy conditions, contest management had to look long and hard for somebody dumb enough to put up a demonstration flight in the wind. Fortunately, the camera crews had the sense to come back on Sunday and were able to get plenty of footage, as well as some excellent interviews with Roy Trantham, John Simpson, and CD Lynn Weedman.

Sunday morning dawned cool and breezy yet again, but conditions improved rapidly this time around. By the time for official flights the weather was near stunt heaven conditions. Final scores for all the events should appear in the contest section, but some notables include young Sam Niebel winning Advanced, Eric Viglione winning Expert, Don Sopka winning Intermediate, and Pat Aaberg winning Beginner. Saturday saw Roy Trantham winning OTS and Tom Dixon and John Simpson managing to tie in both Classic and Nostalgia 30! Rollin Keszler took profile to round out that day's events.

This year saw a change in the running of the fly-off for the KOI Perpetual Cup. The fly-off field was the top three finishers in Expert, as well as Advanced winner, Sam Niebel. This put Sam in some pretty elite company as he got a chance to fly with the best.

Another fly-off competitor making the most of the opportunity was young Matt Colon, who took a weekend off from his toils at college down in Daytona (must be rough!) to enter an ARF Vector 40 in Expert.

John Simpson and Eric Viglione completed the fly-off field, and when the dust settled Simpson had pulled off another fly-off victory, and the trophy was on its way back to Alabama.

As far as District IV people at the KOI, I think there was only about three of us down there: William Davis, Eddie

Ruane, and me.

I think some stayed away because of the storm up north, and some stayed away because they were unsure about the change in location. If you were wondering about how it worked, wonder no more and make plans to come down next year!

Left: William Davis works around the sun as he flies the pattern during Sunday's events at KOI.



William's Skydancer shows off the creative paint job on the lower wing.



Eddie Ruane made the drive down from Charlotte in order to judge. Here Eddie and Derek Barry make ready to judge the landing of William Davis's Skydancer.



One half of the KOI fly-off field. Eric Viglione and Matt Colon watch some flights from the pit area. Note heavily bandaged finger on Matt's hand.



A long shot gives an idea of the size of the Whitehouse OLF site. If you like to fly a lot, you need to come to the King Orange!



A big thanks needs to go out to Lynn Weedman, his brother Tom, Gene Martine, and all of the X-47 club members who worked hard to put on a great event. Next year's event should be even better, and I even heard a rumor that a Northeast contingent might come down to add to the fun!

It is late January as this column is finished, but spring will be here when you read this. Is it too early to be thinking about the

Nats? Don't forget that this year has an Expert class between the traditional Open and Advanced classes. This gives the local Expert pilots who felt they would not be competitive in Open another event in which to compete in at the Nats. It's something to think about.

Be safe, have fun, see you at the field! *SN*

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

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

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District V

by Eric Viglione

Welcome to my other favorite issue of the year that covers the King Orange International (KOI), hosted by the X47 club in Jacksonville, Florida. I hope this issue finds you well and having a good building season so you have new planes ready to rock 'n roll soon. As always, thanks to my usual contributors for their help with pictures and caption info. My inbox has been quiet lately; please don't forget to share what you are up to in our district.

Stingray: Over 12 years in the making!

Local club member Jim Smith came to our old field on 34th St. in St. Petersburg, Florida, in March of 2001, to show off his super cool classic Stingray in bones. On January 13, 2013, Jim finally covered up those beautiful bones and brought it back out for its maiden flight to our current field at MCRC in Ellenton, Florida. I guess those bones were just looking too good to cover, but Jim finally decided it was time.



This picture should give Jim a laugh, since I had to dig deep into my archives to find it. March 25, 2001, Jim holds aloft his Stingray in bones at the 34th Street TBLF field. Who knew it would remain this way for so long? Viglione photo.



Wayne Smith assists his brother, Jim, with the long overdue launch of the maiden flight of his Stingray at Carl Wegner Field, MCRC. LA 40; automotive paint. Dale Josephson photo.

Unfortunately, there were some minor teething problems with the Stingray, and it surprised Jim with a failed music wire gear on takeoff. It broke on a straight section that had never been bent, removing fatigue from the suspect list, only leaving defective music wire the remaining possibility. Jim took it all in stride, fortunately, with no damage to the paint work, and cool cat that he is, had it back in the air in time for the KOI, speaking of which...



Jim Smith's Stingray makes an appearance at KOI and finally gets a maiden flight, but Jim withdrew due to needing a larger fuel tank for more run time—a wise use of self-control. After all this time, no sense rushing or taking chances with such a great looking plane. Martine photo.

KOI

As usual, the forecast for the KOI was doom and gloom right up until the last minute... and, as usual, the weathermen were wrong. Except for some wind on Saturday, we were able to get the whole contest in. (Sunday was darn near stunt heaven.) Turnout was decent as pictures will show and scores reported elsewhere in this issue. I'll hit the highlights and hopefully convey what it was like well enough to make you want to attend next year.

I didn't get there early for practice on Friday, so I don't know if anyone got any practice in, but somehow I doubt it. The forecast showed 30 mph-plus for winds. Saturday dawned with a light wind blowing right off the bat and it was downright chilly. That's never a good sign, but in this case it wasn't as bad as it could have been.

All the rounds were flown and I don't seem to remember hearing anything go splat. Some of the pilots were very busy, like Tom Morris, John Simpson, and Roy Trantham, all entering multiple events, and they kept busy running back and forth from circle to circle.



Tom Dixon's new Nobler variant, expertly caught in flight by Gene Martine. See Tom for details on this neat variation, with wing gear and scoop cowl. Martine photo.



Lynn Weedman of the X47 club doing an interview with a reporter. The KOI received some air time on the local news station, and a portion of the interview is available on-line. Martine photo.

To see the news video of the KOI on-line, go to: <http://tinyurl.com/KOINEWS>



Wesley Dick had a surprise landing when his gear departed his fuselage. With some help from Matt, supplying slow CA and some clamps, Wesley was back in business quickly. Martine photo.



Wesley frozen in level flight, sporting newly repaired landing gear with style. Martine photo.



Bob Zambelli was seen on the OTS circles with another of his unique builds, a fine looking Icarus Jr. Viglione photo.



William Davis and Chuck Felman get some sun during judging duty. Viglione photo.



Dennis Toth's E-Power Excitation lived up to its name. Ask Dennis some time, and he'll explain. Viglione photo.



Steve Fitton and Derek "The Beard" Barry take up judging duty on Saturday. Viglione photo.



A familiar sight in the southeast, Roy Trantham's Humongous, gets a launch from Dennis Toth. Viglione photo.

Classic and Nostalgia 30 seemed to be the Tom Dixon and John Simpson show, duking it out for top honors. They were neck and neck, tied in both events, where finally one won one and one won the other in almost a dead heat.



Tom Morris releases John Simpson's Cavalier. Martine photo.

After the events were over, some of us ventured out to sneak in some practice for the PAMPA events that would be flown on

Sunday. There wasn't a lot of daylight left, but we were glad to get the time that we could while the wind laid down for a brief period.

You could tell right away when the sun came up Sunday that it was a whole new ball game. The air was calm and temps were warmer, and it promised to be a banner day.

There is a new kid in town, and that would be one Matt Colan of Vermont, currently residing at Embry Riddle and furthering his education. Matt built an ARF Vector 40 on a small typing desk in his tiny dorm room, powered it with an LA .46, and had it ready for the KOI.



Yours truly gives Matt Colan's Vector 40 a launch in Expert.

This was Matt's first KOI, and we both decided to get out early Sunday and get some practice together. Matt was looking sharp, but unfortunately, so was his prop. On a typical cold morning start on his second practice flight his LA .46 decided to kickback and surprised him across one of his knuckles. Matt was using a starter stick which was worn down to a nub, so I guess it was short enough to get him into the prop arc.

Fortunately, it was a small cut, and despite teasing him about the biohazard area he created at the registration table, he was able to get by with a basic knuckle band aid and some tape. Matt soldiered on to do very well, taking third place in his first entry into KOI expert. I think Matt is hooked on stunt for life, judging from the fact that he went and got a new "wisdom stick" (no longer called a chicken stick), then went flying immediately



Matt Colan displays his third-place Expert plaque and his errant finger. Martine photo.

Monday after the contest while the rest of us put our feet up and caught our breath from the weekend's activities.

Speaking of the younger crowd, another fine youth in the form of Sam Niebel also surprised everyone with his ongoing progress and did very well by winning Advanced, handling his new electric ship very well. Sam has been a regular at local contests and has a first class pit crew and coach with his grandpa Wayne and Uncle Jim Smith. It's good to see some young blood in stunt (well, I could do without seeing the actual blood...).



Sam and E-Tracer with his Advanced first-place plaque with Uncle Jim and Grandpa Wayne Smith behind him. Martine photo.



Patrick Auburg takes top honors in Beginner. Martine photo.



Matt Colan took third in Expert and first place in knuckle busting. Martine photo.



Rolland Keesler gets the Profile first-place plaque.



Eric Viglione with his Rapiet, PA 65 took first place in Expert. Martine photo.

It will be no surprise to anyone in the Southeast who knows him, that John Simpson and his latest Cavalier took top honors in the one-flight, winner-takes-all fly-off for the perpetual trophy at the end of the day.



Lynn Weedman presents the KOI perpetual trophy to fly-off winner John Simpson, posing with his wife. Martine photo.



John Simpson, his trusty Cavalier with an AeroTiger .36, and his lovely wife, who was heard to say while looking at the perpetual trophy, "Oh, not that thing again! It's going straight into the closet!" Martine photo.



The fly-off crew of Sam Niebel, Eric Viglione, Mr. and Mrs. John Simpson, and Matt Colan. Martine photo.

Last, but certainly not least, to round off a great contest, a very special award was presented to Tom Morris. Tom was inducted into the PAMPA Hall of Fame. Tom, among his many accomplishments that Gene Martine mentioned in his speech, was the editor of *Stunt News* for many years, setting a new standard for the publication. Tom also introduced the compilations of the two books of OTS and Classic plans.



Gene Martine Awards Tom Morris the PAMPA HOF plaque. Martine photo.

Thanks to the X47 club, Gene Martine, and the tireless work of volunteers. We were privileged once again to fly at White House Naval OLF in Jacksonville, Florida. I'd especially like to thank the judges, some who drive from as far as North Carolina, like William Davis and Ed Ruane, along with the last-minute volunteer judges, like Derek Barry, Steve Fitton of Williamsburg Virginia, and others, who opted to lay down their handle and judge when some of the scheduled judges couldn't make it.

There is nothing like 8,000 feet of runway and as many practice circles as one can imagine to make a stunt guy smile.

While this may not have some of the amenities like the indoor facilities of some of our previous locations for the KOI, for example, what it does have is tons of room, great and clean modern hotels and food nearby, and that silky smooth clean-air coming down that long runway. Well, with the one exception that during the fly-off, there's a big crowd of judges standing upwind for it to roll over.

I actually felt the same bit of bumpy air three times in one lap! The first time it hit my plane upwind right in front of the judges; the second time it almost blew my hat off; and the third time as it rocked my plane on the downwind side of the circle. What are the chances of that? Call me paranoid, but I think that that bit of air had it in for me!

Always something new to experience in stunt: flying in the rain, static shock, dust devils, odd turbulence, or dead air wake. You name it, and chances are that I've probably experienced it in the last few years. Stunt surely is never boring.

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

District VI

by Allen Brickhaus

Illinois, Indiana, Kentucky, Missouri

Our adventures have yielded more shots of the St. Louis Lafayette Esquadriile Broken Arrow event held at Buder Park in the southwest corner of St. Louis. The weather was decent and flights proceeded with little difficulty.

The club always has a great venue in the latter days of September, and I recommend taking in this event when you have the time and money. We stayed at the Pear Tree Inn in Fenton where both Cracker Barrel and Bob Evans were close by. We usually take in Bandana's BBQ on Saturday night next to the Pear Tree Inn, and it is "a closer walk with thee" to get to good food in a hurry.

We took in Ted Drewes, also, since it was the beginnings of what they called the "Concrete," which became the Blizzard at DQ. Willard Scott of NBC did a remote weather forecast from Ted Drewes one time, if my memory serves me correctly.

The next event on the calendar was the Clanton club contest held smack dab in the middle of the state of Alabama. For me Clanton is about the same length drive as I have to make to get to Chicago, Lexington, and Muncie. So the drive through Tennessee and Alabama is not too tiring of a trip.

Q Jim Oliver and the friendly bunch at Clanton put on a heck of a contest and a wonderful feed on Saturday night. Look for them on the first weekend of October in 2013. The New Albany Skyliners have moved their date to be a Saturday-only event, but their one hard surface and one grass circle can get the job done with any early start for PAMPA. Classic/Nostalgia 30, Profile, and OTS follow the main events. Have Byron and Jane Barker show you where Mom and Pops Ice Cream is located.

The club works hard to bring in pilots and take care of contest needs for their event. Check with Mike Stinson for dates for next year. All contact people have numbers and emails available through PAMPA. Thanks to Crist Rigotti, Michael Schmitt, and Vince Canzani for help with the photos for this column. **SN**



With the demise of Bob "Sparky" Storick's Thunderbolt model at the Memphis contest, Bob brought out his great-looking Continental XL with a PA .65 and pipe for power.



Steve Smith preps his Ringmaster for the OTS venue at the Buder Park event. Steve has become an efficient and effective contest director to add to the skills of Bob Arata and the rest of the Lafayette Esquadriile club.



Joe Thompson preflights his Brodak Smoothie for practice time on the center square at Buder Park and in preparation for the Broken Arrow contest supported by the St. Louis Lafayette Esquadriile.



Gary Frost is smoothly exchanging his combat skills to that of a quick-learning stunt pilot and lives in the environs of the St. Louis area, but farther west on I-70.



Howard Terrell brings lunch to the circle and square of the Buder Park flying field. High winds negated a lot of practice, but fellowship still abounds in the St. Louis area.



Charles Reeves and Bob Storick kibitz and discuss issues at the Buder Park event. Both have great building, finishing, and flying skills, and both are learning from each other.



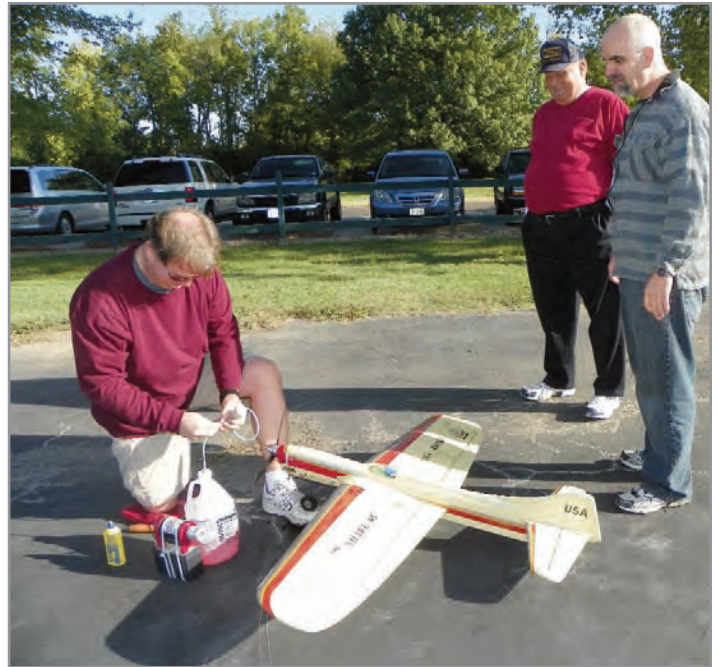
Larry Fruits, Howard Terrell, and Jim Lee peruse one of Jim Lee's new-fangled tools at the Lafayette Esquadrille event.



During a very windy Friday day of practice (none), a trainer and two bald eagles came to practice at the Buder Park site. They were from a bird sanctuary about 10 minutes or less from Buder, and we got our mugs taken with the trainer and his eagle.



Here, one of the eagles lands on the trainer's hand. This eagle and the other one were scheduled to fly at the St. Louis Cardinals' game September 30 at Busch Stadium.



James Mills fuels his Lew McFarland-designed Shark 45 as Jim Lynch and Brian Harris observe his technique.



Dennis Vander Kuur, from the northern Chicago area, takes in one of his official flights at the Buder Park contest.



Brian Harris and James Mills check out a Hangar 9 PT-19 control line trainer for sale. James bought it for a very decent price to give to his son Ben.



Larry Fruits signals for a takeoff on the center square at the Lafayette Esquadriille venue at Buder Park.



This contest is known for its home-brew trophies, and the table is full of great and wonderfully designed and built awards for the Broken Arrow contest. Bob Arata will give you the stick-on plaques, and then you get to choose the award and apply the plaque to the trophy.



Jim Lee is holding my Adams' Special for a start up in OTS. I never got it into the air. He will have to check piston and liner fit in the near future.



Dan McEntee takes one of his well-trimmed models into the air for one of the events at Buder Park.



This is one of the last shots of Michael Schmitt's Bob Gialdini Eclipse. I watched it get blown in on the upper right side of the square eights, and the hole in the tarmac is not one I wish to view again. This crash was a total.



Crist Rigotti takes his electric Jamison Special to the asphalt circle at the St. Louis contest.



Tom Morris prepares his new P-61 Black Widow for a trim flight at the Clanton, Alabama, event near the first days of October. Take in this event if you have the time and bucks.



Curtis Shipp and Lester "Nick" Nicholson talk the model airplane talk at the Clanton, Alabama, event.



Here is a close-up of Tom Morris' Times a Wastin' P-61 Black Widow in central Alabama.



Rollin Keszler takes his Vector to the air. We did some trimming on the flap and elevator deflections on his model, and it flew better.



Jim Lynch, in his usual "You better watch out, sucka" pose, as he again puts in a great flight at the Clanton-based contest.



Allen takes in the Saturn 1B booster at the south-bound I-65 rest stop at the top end of Alabama.



Ty Marcucci brought his Frank Williams' Bearcat to the central Alabama contest and flew it in Warbird Stunt. I have since bought the plans for this model from *Model Aviation*.



Mike Stinson (president of the New Albany Skyliners) puts in a flight on the well-maintained asphalt circle at their September contest.



Jim Lynch (left) and John Simpson (right) keep the stunt verbiage flowing at the Clanton contest.



Andy Saunders, a Skyliners member, gets his Twister into the air at the New Albany venue.



Wes Eakin helps Andy Saunders to put Andy's Twister into the air at Clark County Airport for the Skyliners event.



Steve Drake of Bowling Green wins Nostalgia 30 Intermediate at the Skyliners event.



The movie version of *The Memphis Belle* visited the Clark County Airport while I took in the Skyliners venue.

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Curtis Shipp makes for level flight at the Skyliners' venue at the end of September.

Iowa, Michigan, Minnesota, Wisconsin

District VII

by Bob McDonald

Well, here we are again with another bit of news from District VII. This time, as in a few past installments, we hear again from John Paris who has been working in Korea for the past two years or so.

As you probably know, John was my predecessor as the District VII Director and has been kind enough to help me out from time to time as well as being our ambassador of stunt in Korea. So, let's see what's going on with John and some of the stuff going on over there.

From John Paris

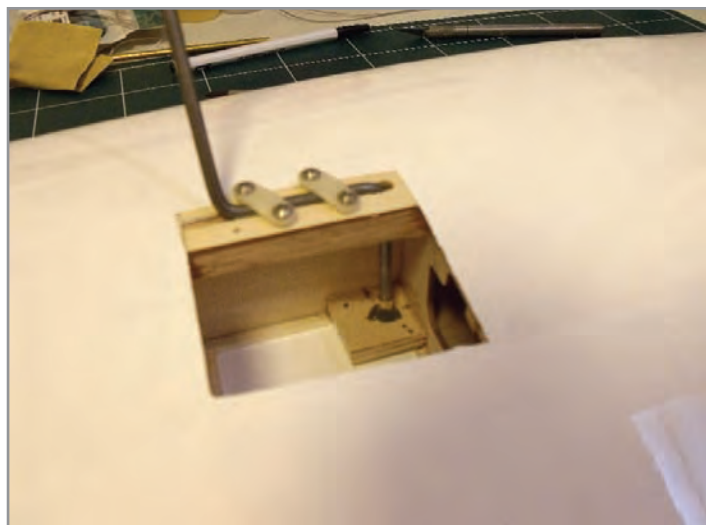
There are two contests in Korea that feature CL events, normally stunt and racing, with one occurring in May and the other in November. I had a business meeting in May and tried to guess which weekend the event at the Korean Air Force Academy was going to occur.

As it turned out, I chose poorly with the event occurring over the weekend that I was stateside. The event notice came out the day after I purchased tickets for the trip, and the killer was that I could have actually made it if I had known. Maybe in 2013...

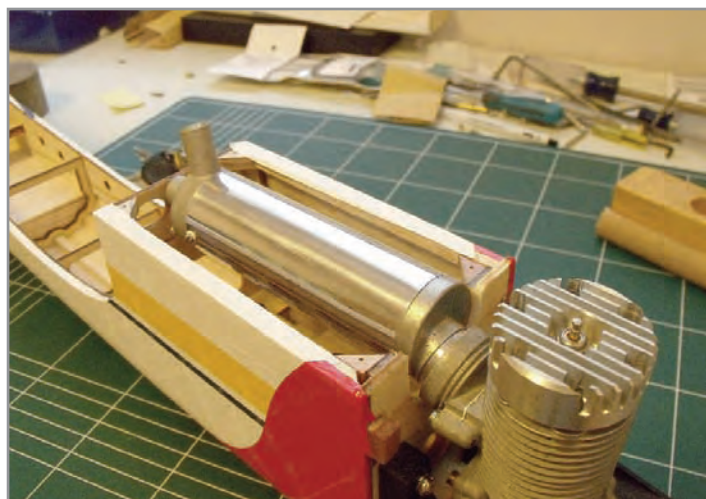
In April I started on a Top Flite Score to use as a test bed for a Discovery Retro .60 LS that I purchased a few years back. There was talk about the engine running better in a side-mounted configuration than in a standard inverted mount, and I thought that I would easily be able to swap the configurations on this airplane with the RC style mount.

Some of the modifications I made to the airplane were to replace the bellcrank and leadouts, make a new landing gear, and add a better anchor point in the wing and to set it up for rear exhaust. I was pleased to find out that I could also swap in the Stalker .61 in place of the Discovery.

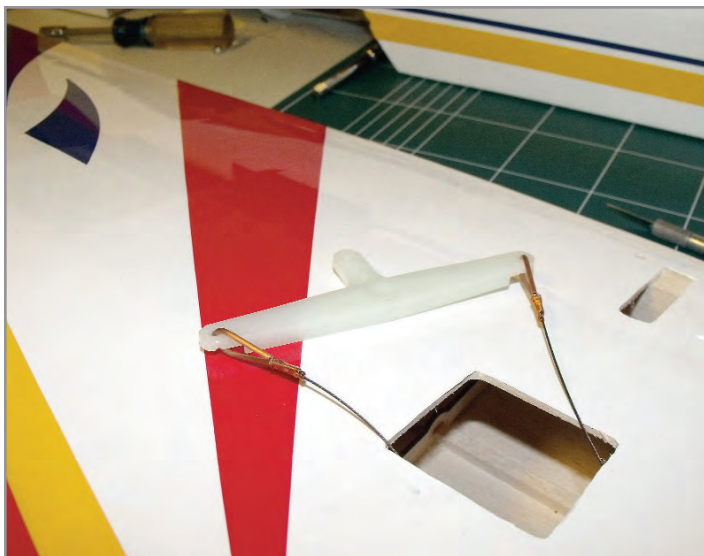
I used the included tank and plumbed it for double-clunk uniflow. It took about a 1/4-inch shim to get the tank in the right position for the engine. This placed it about 3/8 inch away from the muffler. It seems to me that the tank position would have needed to be adjusted when using the suggested LA .46 or ST .51, but there was no mention in the instructions of this.



Here's the modified gear and improved anchor point.



The Discovery Retro mounting is shown here.



John installed a 4-inch plastic bellcrank to replace the metal one.



I tried copper tubing in place of thimbles.

I finished the airplane in early June and took it out to run the engine. The wood propeller I purchased was a little too light for me to use my normal back flipping technique to start the engine, so I switched to an APC. It turned out that I needed some additional weight in the nose in any case.

Another issue I came across was that when I used the intended uniflow setup, the heat from the muffler caused the air to expand in the tank and forced fuel out of the vent. It was odd to have the airplane come down with raw fuel on the fuse, but after thinking about it, this was the conclusion I came to. As a result, I swapped the overflow and uniflow so that the tank could vent without sending fuel out of the vent and the problem was solved.

There appeared to be no impact on the engine run. I am finding that there is a noticeable “burp” when transitioning from inside to outside as in a horizontal eight. Before I try to remount the engine, I will try the Stalker out to see how it performs.



The final weight came out to 64 ounces.



Initial runs of the DR .60 proved it to be a quiet setup, but not electric quiet.

In July, after my wife and son went to the US for vacation, I started on a Ringmaster that was cut for me from plans by one of the local CL guys, Mr. Jang. I had brought over my wing jig, and this gave me a good opportunity to try it out.

While it held everything straight, it was a little difficult to get set up initially. The geometry of the wing really put my “universal base” to the test. I managed to finish the airplane in time for Worldwide Ringmaster Fly in early October.

The airplane was fitted with an OS .25, a plastic uniflow RC tank, and an APC 10x4 that I pulled off of my Flite Streak. It did not fly too badly but there was a warp in the wing, probably due to the iron-on covering.

Stunt News 76

On the Saturday of that weekend I put on the first flights and let my brother-in-law fly it. He was learning how to do loops that day and managed to pile it in. Since I was going to meet Mr. Jang the next day (he had been waiting for this event since last year when I told him about it), I pulled a marathon rebuild session that night and was ready for Sunday with about three hours of sleep.

We put in some flights; his son Jiwon flew his Ringmaster Jr., and we even convinced our wives to fly. No crashes, so we should be okay for next year.



The Ringmaster wing is being framed up.



This is how the Ringmaster looked initially.



The crew out for day one of the Worldwide Ringmaster Fly.



My brother-in-law checks the structural integrity-fail!



This is how the Ringmaster looked after repairs along with Mr. Jang and his son, Jiwon.



Even the wives got in some flying that weekend.

As you know, I was home this year to catch the Flint leg of the Tour d' Michigan at the end of July as part of a business trip and was fortunate that the trip was extended for a meeting later in August. This worked out well, as I was able to attend the Signal Seeker's Michigan CL Championships during the extension.

I think that I burned about a gallon and a half of fuel to get in practice and get a feel for some different handles, but it was

certainly worth it. I had a great time at the contest, got to see many of the local fliers, and best of all was able to attend the "Weenie Roast" at Randy Ryan's house. Certainly have to appreciate opportunities like this when they come up.

In November, we had the final contest of the year. There were two college teams, one high school team, and one gentleman up from Daegu. The students are flying much better these days and able to complete all of the maneuvers in the simplified pattern. They have fast racers, as well. Mr. Hur from Daegu brought up his electric Vector 40, as well as a few other airplanes. The E-Vector was quite light and showed a lot of promise but still needs a little trim work.

At the end of the day I managed to place first in Stunt with Mr. Hur in second and one of the college students in third. My brother-in-law took first place with the Ringmaster even though it was slower than the fast airplanes due to quick pit stops. I was asked by the high school team to help out with some building classes and look over their engines to see what could be used for next year.

I am hoping to make it down to Daegu a bit this spring to fly with those guys, as well as keep up with my monthly flights in the greater Seoul area.



Here are the top three from the Stunt event in the fall contest.

I was able to make the traditional New Year's Day flight in Flint while I was home over Christmas break. The weather was

a little better this year, and we had four pilots.

I managed to fly three airplanes for a total of four flights before we headed off to the Hong Kong Buffet for a late lunch. George Marsh, Jay Williams, Vince Bodde, and I were the pilots this year, with Dan Miles and Frank Carlisle providing support. My wife and son were out there, but they watched from the comfort of the heated vehicle.

Since I have returned to Korea I have been out once in January flying the Ringmaster in the snow. I need to get a ski built for it so that it is a little more compatible with the field full of snow. I have learned that I will most likely be extended here another year, so I brought back a Legacy 40 kit to build up for electric

power. Hopefully, I can share some information on that build next time around.

—John Paris

Thanks to John for the update. That's all I got for now. Fly stunt and please send me stuff for the column.

Until next issue.*SN*

—Bob McDonald

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Snail mail: Bob McDonald

28746 Westfield Livonia MI 48150

Phone: (734) 421-4330

District VIII

by Doug Moon

Arkansas, Louisiana, New Mexico,
Oklahoma, Texas

Hello, District VIII. Stunt is alive and well here. Let's get right to it. Norm Faith Jr. sent in the lowdown on the last contest of our season here in District VIII. Take it away, Norm!

"The Model Aviators of South Arkansas (MASA) club held its third annual South Arkansas Stunt Championship Contest, November 3-4, 2012. The turnout was not as big as the two previous years but was better than expected, considering the threatening weather that was forecasted.

"Saturday was the day for Old Time and Profile Stunt. Profile stunt was flown in classes. As the CD, I like to see Profile flown in classes. This is what I consider an entry level competition, and by flying it in classes, it gives the less experienced fliers exposure to the rules and protocol at a stunt contest. Sunday, PA started late due to the weather. About the time we thought the day was awash, the gods of stunt smiled upon us. The skies cleared and we had some of the best air you could ask for. Out came the 'big guns,' and some exceptional flying was displayed.

"The MASA Club is dominated by RC pilots, but the same pilots help keep the two control line circles in shape and join in the 'control line Sunday afternoons' on a regular basis. I have been a member of this club for nearly twenty years, and I have seen just about every type of model aircraft you can imagine flown at the club's sight: Free Flight, Hand Launch, Tow Line, C/L Combat...well, you get the idea. In a nut shell, the MASA Club is a 'Model Airplane Club.'

"Louis Keller—flying out of Louisiana—hadn't flown CL in many years. He showed up a short time ago at the contest in Texarkana and flew in his first contest. I believe this was his second contest, and he put in a great flight to win Intermediate PA. Watch out everyone; Louis is a smooth flier and he is on the move.

"The highlight of the weekend for me was seeing the impressive Profile J3 Cub flown by Dale Gleason. I understand it is a Don Hutchinson design. The little high-wing stunt ship flew very well...and I mean very well! Dale Gleason was awarded the District VIII Profile Stunt Points Champion trophy for the second time in three years. This is a perpetual award given for Profile Stunt, accumulated points, for the season in AMA District VIII beginning at the El Dorado Contest and ending at the Baton Rouge contest."

—Norm Faith Jr., CD AMA 9376.

Thanks, Norm, for the report. Here's a photo of Norm's latest plane.



Norm is building a larger version of his past design, the Nongfa-Thai or "Thai Angel." It's powered by a K&B .61 Twister, sports a Randy Smith silencer, and is covered in Poly-Span. Norm is hoping that the finished weight will be in the sixties... and he means hoping. He is trying for a May 2013, completion, in time for the Texarkana contest.

District doings: Saturday, December 5, 2012, was the date of the annual Don Hutchinson Christmas party. Don and his wife, Flora, have had this annual party for as long as I can remember. Tom Niebuhr sent some photos of the party. It looks like a great time was had by all.



The men at the 2012 annual DMAA Christmas party at President Don and Flora's Home.



The women of DMAA at the 2012 annual Christmas party.

Riley Wooten has designed a new flying wing for stunt. It has a wing span of 50 inches and can be powered with .25- to .40-sized glow engines or electric. Tom and Riley call the airplane Riley's Swift.



Riley Wooten's Riley's Swift features an inverted engine. Tom Niebuhr photo.



Riley Wooten and Tom Niebuhr are shown here with Tom's Riley's Swift stunt wing. Niebuhr photo.



Larry Borden's Riley's Swift has a side-mounted engine and two rudders. Niebuhr photo.

Many variations on the Riley's Swift are possible. Tom Niebuhr and Larry Borden are building the prototypes, and they will determine if any design improvements will be needed. Tom opted for an inverted engine and has added a third rudder and landing gear fairings. Riley will make the plans available after the prototypes have been flown. Tom sent over a few of the photos of the model.

Christmas has come, with some snow in Dallas, and gone. The New Year is here and building season is in full swing all around the country. Here in the district there are some interesting projects on the building boards. Steve and Jake are working on some models for the upcoming VSC. Steve is building a Japanese model known as Snow White. It's a .35- to .46-sized model. At this time it is in primer and waiting for some color. By the time you read this, it will have already seen its first contest action.



Steve Moon's Snow White is waiting for its turn on the paint stand.

Jake is building an OTS plane called the Stinger. It features a V-tail. I have seen the controls at the elevators and it looks a bit tricky to set up, for sure. Jake is going with full cockpit detail, and he has a rather interesting choice of pilot. His name is Eduard Khil. I am not sure how many of you will know that name off the top off your head, but in Russia he is quite the celebrity.

If I am not mistaken, he was the first singer to have a Rock video played on Russian television. The mighty “Red Machine” kept the lyrics rather simple in that first public display of music that was not a military marching drill, or a public display of that country’s military prowess with a parade of nuclear missiles through downtown Moscow.

The complete lyrics consists of Tra La La La...La La La over and over and over. It can be maddening and funny at the same time. You can find such a jewel on www.youtube.com. Just search his name.



Jake Moon's Stinger is in the paint stand and ready for color.

Mike Scott has been hard at work in his shop. He has refinished a model he built in 2007 called Cruisin'. It has an open-cockpit design and uses Randy Smith SV numbers and Mike's styling. It appears the plane went on a diet while being refinished.



Mike Scott's Cruisin' almost ready to go.

It lost four ounces in the process. I am certain this will only help this already good-flying plane perform even better.

Bob's on the mend: As many of you know, Bob Gieseke spent a few days in the hospital in late November and early December. It was due to some complications after he had a bad fall at home. His daughter, Christie, was by his side the whole time. He is home now and I have spoken with him recently. He says he doing much better and can't wait for a day at the field.

I can't stress enough to those of you out there living and/or

flying alone, young and old alike. Please figure out some form of emergency communication if something should happen when no one is around. The shorter the time between the accident and receiving emergency care, the faster the recovery will be. We are all very thankful that Bob is home again with his mind on flying. (He's probably watching some basketball, too.)

Long nose Riff Raff: I have started a new model this winter. It will be another Riff Raff, only this time I plan to make the nose a little longer so I can get the lead out from under the motor. The last two have had very short nose moments, and I have had to balance out a clear loaded (read that, heavy) tail section with lead under the motor.



I love big stacks of balsa wood!



Here's my new Geo-Bolt wing setting in it's Lost-Foam fixtures.

I have been snapping photos as I go and posting them online at www.stunthangar.com in the building section. I am able to do this with ease with my phone. I received a new smart phone for Christmas and the quality of pictures is incredible. You can even zoom and focus on just the object you want all with the tap of a finger.

If you have a phone with a camera and you are in the shop, or out flying, or at a contest, or see something you think it really cool, please don't hesitate to snap a pic or two and send it on over with a caption to Dougmoon12@yahoo.com.

I saw a funny one recently of Zuriel Armstrong putting the wing in his new plane with a claw hammer! Now that's my kind of building!

Thanks. *SN*

—Doug Moon



Zuriel Armstrong "finesses" the wing into the fuselage.

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SEND S. A. S. E. FOR CATALOG

Bill Wilson and Scott Hartford are excellent craftsmen, and they have also been busy this building season. Here's a look at their newest projects.



Bill Wilson shows us his new Red Reinhardt-designed El Diablo for OTS. The El Diablo is powered by a rare McCoy Duro-Matic .36. Photo by Tom Niebuhr.



Scott Hartford seems pleased with his new A.J.Fireball OTS airplane. An O&R .23 ignition engine is in the nose. Niebuhr photo.

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

District IX

by Jack Pitcher

At the request of PAMPA President Don McClave, I have accepted an appointment to fill the District IX Representative position for this year. I'm facing a very close deadline for the next *Stunt News* issue, so this report will be necessarily short.



Here's Jack Pitcher and his reliable old workhorse Centennial, still flying after nearly 20 years.

By way of introduction, I am quite new to District IX, having moved to the Fort Collins, Colorado, area just three years ago from Oregon. Making a household move and getting settled in have restricted my activity so far to a couple of contests in Denver and some occasional local flying around the Front Range area. As a consequence I haven't yet met many members of the district nor had opportunity to travel much to district flying activities. I hope to be able to travel more to meet and fly with you in the future.

I've been an airplane and model airplane guy for as far back as I can remember. My very earliest memories are of going to the airport with my dad. When I was probably around age 10, Dad would also take me to a local high school field where some older kids were flying control line models. I don't

remember exactly what they were, probably profile Yaks or Mustangs, but they certainly seemed magical to me.

Then suddenly one flipped over and began to circle around upside down with its wheels pointing at the sky, and I was just awestruck. I was hooked for sure. To this day the sight of a stunter circulating around inverted with its wheels pointing at the sky still gives me that same feeling of fascination.

I built stick-and-tissue, rubber-powered models as a kid and flew some sport control line in my teen years before I moved into RC Sailplane competition for several decades. I've dabbled in free flight indoor rubber-powered activities and still do.

I finally came back to control line about 1985. I began learning to fly Stunt at that time under the mentoring of Don McClave, who fortunately inhabited the same flying circle at Delta Park in Portland. I've been an active contest participant in the NW and have flown at a couple of Nats when they were held in Washington State. Having been a sea level flat-lander for most all of my stunt career, coming up here to high altitude has been an eye opening experience with a steep learning curve for me. Fortunately, the local fliers here have really helped me along in making the transition. I'm still working on it.

To District IX members, this is my first and certainly not last plea for help in generating some content for our district *Stunt News* column. We are a bit numerically challenged in our district with only about two dozen members scattered over the six states, so I'll be needing input from all of you.

This is your PAMPA and your column. I hope you will all be able to contribute occasionally so we can highlight the activities going on around the district. What's on your building board, your paint stand, or at your flying site? It doesn't have to be a lot. A couple of paragraphs and a picture or two will be enough. High resolution JPGs are needed, 1-2 mg file size to print well in the magazine.

You can send me stuff or contact me by email at mjpitcher67@gmail.com, by phone at (970) 460-0682, or by the ever-reliable snail mail at 1744 Platte River Ct, Windsor CO 80550. Thanks, and I look forward to hearing from you. **SN**

—Jack

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Nationals: District X's Dave Fitzgerald has once again volunteered to be the Precision Aerobatics Event Director at the US Nats, a significant and complex commitment. Making the Nats competition happen takes a lot of people and, as of this writing, Dave is still short a few volunteers.

Dave is in great need of volunteer help for a variety of tasks, including judges, tabulators, and a pit boss. Please contact Dave at (707) 259-0626 (home) or (707) 332-9564 (cell), DavidL.Fitzgerald@sbcglobal.net.

Cholla Choppers

Once again the Tucson/Phoenix crowd gathered at Christopher Columbus Park in Tucson in December for our annual fly-in and group photo on the Sunday morning following the year-end Christmas banquet. It is always nice to see the smiling faces and a few new airplanes.

Congrats to Bert Brokaw for his fourth consecutive win of the high point trophy for the highest competition participation and achievement (winning).

Also, congratulations to Bob Whitely for his recent induction into the PAMPA Hall of Fame; it's a most significant achievement based on a lifetime batting average of achievement and/or contribution. Thanks to Robin Sizemore for arranging the banquet and to Rickii Pyatt for the photos.

News from Australia

Some pretty cool photos from Australia came across my email recently. PJ Rowland has just completed a new stunter. It has most artistic, unique, and impressive paint. I will include a few photos.

Photos at right: PJ Rowland's Tiger looks ferocious! It is powered by a piped PA .75. The beautiful Tiger weighs 65 ounces.



The Cholla Choppers of Tucson, Arizona, gathered for their annual year-end group photo.

Vortex generators

A few folks on the West Coast and PJ in Australia have been experimenting with vortex generators. These are little tabs installed on various surfaces of airplanes which are used to delay the separation of the local airflow and increase the effectiveness of the controls. Both Howard Rush and PJ Rowland had designed some VGs, and I know that Dave Fitzgerald, Matt Colan, Warren Tiaht, and Paul Walker are experimenting with them. Some very favorable results have been reported.

Following is the Wikipedia definition of Vortex Generators:

Vortex generators are most often used to delay flow separation. To solve this problem, they are often placed on the external surfaces of vehicles. On aircraft they are installed on the front third of a wing in order to maintain steady airflow over the control surfaces at the trailing edge. They are typically rectangular or triangular, about 80% as tall as the boundary layer, and run in span wise lines near the thickest part of the wing. They can be seen on the wings and vertical tails of many airliners. Vortex generators are positioned obliquely so that they have an angle of attack with respect to the local airflow.

A vortex generator creates a tip vortex which draws energetic, rapidly-moving air from outside the slow-moving boundary layer into contact with the aircraft skin. The boundary layer normally thickens as it moves along the aircraft surface, reducing the effectiveness of trailing-edge control surfaces; vortex generators can be used to remedy this problem, among others, by "re-energizing the boundary layer."

Howard Rush has made them using 3-D printing technology. His have a base and a vertical tab permitting one to tape them to the airplane. That way you can pull up the tape and move them anywhere you want. PJ Rowland has been using vortex generators for 15 years and makes his from what looks like thin carbon sheet which he glues directly onto the airframe.

David has installed five of Howard's generators per wing panel (top and bottom). They start nine inches out from the fuselage side and are separated by three inches and placed just aft of the wing spar, or high point of the wing. They are alternately canted left and right to generate vortices to help prevent separation.

Dave added three generators to each side of the stab, about 40% aft of the stab LE. He is using vortex generators to gain better and more even flow over the elevators to increase their effectivity. He didn't see much difference using the tail generators, but did notice that the corner exits are more predictable, but that may also be from the wing generators as well as the tail vortex generators.

David reports better and more predictable turns in some tough spots, like the bottom of the triangle and the top of the hourglass. Also increased line tension resulted from the vortex generators. PJ's experience is that the addition of vortex generators on the tail has no noticeable performance effect. **SN**



Above: Vortex generator trials on Dave Fitzgerald's airplane.

Right: Here are the Vortex generators on Dave Fitzgerald's Thunder Gazer tail.



Alaska, Idaho, Montana, Oregon, Washington

District XI

by Mike Haverly

Recently our local club got together for our annual dinner (or, in this case, brunch) at Howard and Marylou Rush's home. Upon arrival Howard informed me that he had just gotten off the phone with Lee Uberbacher. Lee explained the he was in bed with the "flu" and gave his regrets for not being able to attend the event and wanted to talk to me about some paint masks. Howard said "he didn't sound well" but, little did we know...

The next day we got news that Lee had passed away, apparently from his illness. I knew Lee for the past 11 years. I usually saw him at contests. When he wasn't competing he was always there to help out with whatever needed to be done. I asked for help from other sources who knew him better, so here it is.

Lee Uberbacher was born in Cincinnati, Ohio. He joined the Air Force after high school and served in the Strategic Air Command in Alaska, providing maintenance on the jets that carried warheads and kept us safe.

He later lived in the Dallas, Texas, area. He was flying stunt with the Dallas group in the 1970's and was involved with the beginnings of PAMPA at that time.

More about Lee from those who knew him

From De Hill: Lee was a good guy. I knew him from the days when he was a member of the Dallas Model Aircraft Association.

From Dan McEntee: Sorry to hear this. Lee lived here in the St. Louis area in the mid to late 80s I think it was, working as an independent contractor at McDonnell-Douglas, and flew with him quite a bit back then. Nice guy.

Sudden deaths are a shock. My younger brother Jim passed away just a year ago. He was fine one minute, doing honey-dos around the house, then just laid down and died from an enlarged heart while washing his hands. You just never know. My sympathies go out to his family.

From Allen Brickhaus: I am saddened by this news. I knew him in the St Louis area.

In about 1991, Lee moved to the Seattle, Washington, area (Lynnwood WA) where he worked for the Boeing Company.

From Steve Helmick: I talked to Lee a couple of times about his work. He said he had been a tooling or jig designer at Boeing, and got pink slipped. Last job I heard about was running a lathe in a machine shop someplace in Lynwood/Everett. When he got pink slipped there, he just gave it up and retired. That has to be a depressing way to go into retirement.

Lee was a prolific and very craftsmanlike builder and stunt flier. He liked the Super Tigre 60 as a power plant. Some of his favorite designs were those of Al Rabe, including the Mustang and the Bearcat.

From Jim Johnson: This news was indeed sad. Lee came to the first air show here in Olympia and flew his Rabe Bearcat. It had seen many flights and was soaked with oil. He got a bad launch on the second flight and it crashed. He took it in stride; we picked up the pieces together. He invited me to his house up north. I pulled in one evening and it was like having an instant friend. He wished me success in my flying and gave me the advice of an old timer, shared his history and showed me his planes. He was a gentle soul for sure.

From Randy Powell: Lee was an odd and funny guy. He was a lot of fun to be around and always had a good time. He will be missed.

From Jim J. I think most of us modelers are little odd in our own way. But I will say, no man ever loved a model airplane more than Lee. He was a lifer. He was my friend, too.

Lee was recognized as an all-around "good guy," who was friendly and intelligent.

From John Leidle: I wanted some of you people to know my friend Lee. I was at a swap meet in late 1991 & the club secretary, Steve Scott, told me he had a new guy that I should meet. We both lived up north of Seattle and he was new so we could fly together.

After the swap meet Lee invited me to his new house that he



Lee Uberbacher and Alan Resinger.



Lee Uberbacher with John Leidle.

just moved into. He had just come up from Saint Louis. He had two big planes on the board & a few others. One was the Spectrum by Jim Casale. He offered to help in any way. This included giving me anything he had, including engines or balsa.

I had not learned the whole pattern yet and he offered to fly with me, too. I wondered why he was so nice...I soon found that was just the way he wanted to be.

Over time we flew some & worked on our planes together some & BS'd a lot. We went to the same Chinese restaurant for over 10 years because it was cheap. We caught a lot of NFL football games & usually agreed on who to root for. I went to his wedding and worked on his house projects a few times, and the list goes on...

As time went on he didn't feel like flying so much and some of his building wasn't perfect; I think his eyesight was a lot worse than he told me. I got him set up at the VA hospital in Seattle because he was without medical coverage & wasn't aware he could go.

The last 10 years since he retired, he started building more. As a matter of fact a couple of winters ago he built three full-size stunters in single winter! I saw him at the field a lot. The last five years he liked flying the El Diablo he got from Dave Gardner, built by Emil Kovac.

Lee was a very good man. He didn't take out his frustration on other people and would actually help anyone he felt he was able to help. He had a good sense of humor. I believe many people could improve the world by his example. I feel privileged to have been his buddy. We both grew in the 21 years we knew each other and I benefited from knowing him. My last talk with him was a month ago...he had just installed a new furnace.

Thanks for all you offered, Lee. It was my pleasure. And yes, buddy, Baltimore will stomp the 49ers for you.

In recent years, Lee was retired and in declining health. He died from a bout with the flu on January 27, 2013. Many thanks to all who contributed.

From the "soap box"

As of January 14, there were six reported deaths in Western Washington attributed to the influenza virus and the total went up went up from there. I don't have to mention which age group is most affected; all I have to do is look in the mirror. Flu shots are pretty much painless and you don't "get the flu" from one.

I use a safety thong while flying my models and wear a seat belt while driving. A simple shot in the arm can only help, even if not totally effective. Off the box...

District doings

Flying activities have been somewhat limited in Western Washington but looks to be active in Western Oregon with a recent "Fun Fly" in Roseburg and weekly activities at the Eugene airport. John Thompson shared a photo and a story about, his new profile model on The Flying Lines Forum.

Here's what John had to say:

"Since it's so rare for me to finish a new plane, I thought I would write a few words of blather about my latest. I just today (11/3/12) flew my new profile stunter, called the Scrub J. It's painted in the colors of the common Oregon bird. And it's named after a bird because, aside from purely cosmetic modifications, it's a Cardinal, built from a Brodak kit.

After four flights, I like it better than the Dawg full-serious stunter I have been fighting for a year. You win some, you lose some." Ref: <http://flyinglines.org/>.

Another new airplane that probably made its debut at the VSC is Roy DeCamara's Go Devil. Roy is a "Snow Bird" with residences both in Vancouver WA and Tuscan AZ so we claim him for at least part of the year. Roy's airplanes have to be seen in person to be fully appreciated, truly a piece of art.

Contest season and flying in general in these parts will soon be upon us. I know of a few other new creations in the works and will be highlighting them as soon as the details are out. Everyone please stay healthy and plan to fly some stunt! **SN**



Roy DeCamara's beautiful Go Devil. Roy's craftsmanship is second to no one and needs to be seen in person to be fully appreciated. Leo Mehl photo.



John Thompson's addition to the competition for the upcoming season.

Contests

Stunt News Contest Calendar

For up-to-date listings see the PAMPA Web site: <http://www.control-line.org> . See also the AMA Web site: <http://modelaircraft.org/events/calendar.aspx>. Be sure to confirm with the CD before going to a contest. Please submit new listings and contest results to Howard Rush, hmrush@comcast.net. Submit contest ads to Gene Martine, gmflyng@bellsouth.net .

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

2013 Contests:

April 20-21

North Georgia Stunt Meet, Gilmer County Airport,
455 Sunlight Road, Ellijay, GA, N 34.63,
W 84.527. Get to Georgia Hwy 5 in Gilmer County. Going north,
look for the airport sign at mile marker 5. Going south, look for the
airport sign at mile marker 8. Follow the signs to the airport.
Saturday: Old Time, Nostalgia 30, Profile*
Sunday: Precision Aerobatics (Beginner, Intermediate*,
Advanced*, Expert*)
CD: Tom Dixon (770) 592-3279

April 20-21

Jim Walker Memorial Spring Tune-Up,
East Delta Park, Portland, OR
Saturday: Old Time, Classic-Nostalgia*, Profile *
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
CD: Dave Royer, droyer@comcast.net
Alternate contact: Richard Entwhistle, (503) 867-2101.
flyinglines.org/13.jimwalker.flyer.pdf

April 27-28

Bob Palmer Memorial, Whittier Narrows Park, South El Monte
CA, 60 Freeway and Rosemead Blvd.
Saturday: Old Time, Classic, Profile Sportsman*, Precision
Aerobatics (Beginner, Intermediate)
Sunday: Profile Competitor*, 1cc, Precision Aerobatics (Advanced,
Expert)
CD: Warren Walker, (909) 989-2313, wrwcs@verizon.net
www.kotrc.org

May 4-5

Carolina Classic, Waymer Field, 15401 Holbrooks Rd.,
Huntersville, NC. Take exit 23 east from I-77, turn right on Old
Statesville Rd., turn left on Holbrooks.
Saturday: Basic Flight*, Old Time, Nostalgia 30, Profile*
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
CD: Everett Shoemaker, (252) 633-4128,
evjoshoe@embargmail.com

May 4-5

Texarkana Contest, Spring Lake Park, Mall Dr., ¼ mile S of I-30
frontage road, Texarkana, TX, N33.464935, W94.056541
Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
CD: John Gunn, 4501 Summerhill #150, Texarkana, TX 75503,
(903) 306-0731 (day), TexasAntMan@Gmail.com

May 18

May Stunt Meet,
Apollo 11 Model Field, Sepulveda Basin, Van Nuys, CA
Take Burbank Blvd. (just north of Hwy 101) exit west from I-405,
turn right on Woodley Ave., turn left into Woodley Park parking
area, drive slowly south beyond parking area to the field.
Classic, Profile Sportsman* (Beginner and Intermediate), Profile
Competitor* (Advanced and Expert), 1cc Stunt*
CD: Stan Tyler, (526) 423-4634, Stan.tyler@verizon.net
<http://sites.google.com/site/valleycircleburners/>

May 18-19

Brotherhood of the Ring Ringmaster Roundup, Scobee Flying Park,
Westheimer Pkwy and FM 1464, Houston, TX
Saturday: Old Time*, Classic*, Precision Aerobatics* (Beginner,
Intermediate, Advanced, Expert)
Sunday: Team Stunt*
All events original S-1 Ringmasters only, loaners available
CD: David Gresens, 5302 Alamosa Ln, Spring, TX 77379, (281)
772-9053, dgresens@kleinisd.net
www.brotherhoodofthering.info

May 19

GSCB Profile Meet & Tailgate Swap Meet,
George L Gaydos Field, Two Bridges Rd., Lincoln Park, NJ.
Profile* (Beginner, Intermediate, Advanced, Expert)
CD: Roy Ward, (973) 402-0925, team4ward@aol.com .
<http://www.gscb.us/>

May 24-26

Northwest Control Line Regionals,
Mahlon Sweet Airport, Eugene, OR
Friday: Old Time
Saturday: Classic/Nostalgia 30, Profile *
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
CD: Mike Hazel, P.O. Box 505, Lyons, OR 97358, (503) 871-1057,
zzclspeed@aol.com ,
<http://flyinglines.org/13.reg.flyer.pdf>

May 25

Chicagoland Circle Cutters' Windy City Classic, Ned Brown Forest Preserve (Busse Woods), Golf Rd near Rte 53, Rolling Meadows, IL. Entrance is off Golf Rd. Turn into forest preserve, make the first left. Drive to the end and park.

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert), Basic Flight*

CD: Michael Schmitt, 34431 N. Tanager Dr., Grayslake, IL 60030, (847) 543-1216, Encore46@att.net

May 26

Top Class Annual, Family Park, SW corner of SW 21st St. and SW Urish Rd., Topeka, KS
Old Time, Precision Aerobatics (Beginner Jr.-Sr., Beginner Open, Intermediate, Advanced, Expert), Basic Flight*
CD: Jim Lee, 827 SE 43rd St, Topeka, KS 66609, (785) 266-7714, jlee9@cox.net

June 2

GSCB June Stunt Meet Part One, George L Gaydos Field, Two Bridges Rd., Lincoln Park, NJ
Old Time I and II, Classic (Beginner, Intermediate, Advanced, Expert)
CD: Ron Testa, (973) 493-7389, billiards98@aol.com
<http://www.gscb.us/>

June 2

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

June 9

Wisconsin Stunt and Scale Championship, Wagner Park, N31 W27320 Green Road, Pewaukee, WI
Precision Aerobatics (Beginner Jr., Beginner Open, Intermediate, Advanced, Expert)
CD: Peter Mick, (262) 377-6137, pmick82541@aol.com

June 15, 16

Dallas Area Summer Heat (DASH), Garland Hobby Park, E. Northwest Highway and Garland Rd., Dallas, TX
Saturday: Old Time, Classic
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
CD: Mike Scott, (214) 478-6263, Mikescott15@gmail.com
<http://www.dmaa-1902.org>

June 22-23

Stunt-A-Thon, Thun Field (Pierce County Airport), Meridian Ave. E and 186th St, Puyallup, WA
Saturday: Old Time, Classic, Profile*
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
CD: Dave Gardner, 15107 SE 145th PL, Renton, WA 98059, (425) 235-5190, davegardner55@msn.com
<http://flyinglines.org/skyraiders.html>

June 30

GSCB June Stunt Meet Part Two, George L Gaydos Field, Two Bridges Rd., Lincoln Park, NJ
Precision Aerobatics (Beginner, Intermediate*, Advanced*, Expert*)
CD: Ed Barry
Contact: Ron Testa, (973) 493-7389, billiards98@aol.com
<http://www.gscb.us/>

July 20

Western Canada Stunt Championships, Rice Mill Road flying site, Richmond, B.C.
Saturday: Old Time, Classic, Profile*
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
CD: Keith Varley, kvarley3@gmail.com

July 27-28

57th Annual Red River Valley Championships, Trefoil Park, Fargo, ND
Park entrance is at Elm St. and 14th Ave. N.
Saturday: Classic, Precision Aerobatics (Beginner, Advanced) preliminary rounds
Sunday: Classic, Precision Aerobatics (Beginner, Advanced) finals
CD: Paul Kegel, (701) 237-5814, paulsmo@aol.com

August 4

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

August 10-11

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

August 10-11

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

August 10-11

Dick Scobee Memorial, Auburn Municipal Airport,
16th St. NE and D St. NE, Auburn, WA
Saturday: Old Time*, Classic, Profile*
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
Contact: Pete Ferguson, (206) 930-6221 pferg3@comcast.net
<http://flyinglines.org/skyraiders.html>

August 11

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

August 17-18

Western Kentucky/Southern Illinois Stunt Championships,
McCracken County Model Air Park, Paducah, KY: Take exit 3 off I-24 on the Kentucky side of the Ohio River. Turn east on Old Cairo Road and find Coleman Road off to the right (south) at about one mile. Travel south on Coleman Road three quarters of a mile and turn left (east) on County Park Road. Go through the open, right, red gate and drive to the top of the hill.
Saturday: Beginner Precision Aerobatics, Basic Flight*, Profile*, Classic-Nostalgia*, Old Time
Sunday: Precision Aerobatics* (Intermediate, Advanced, Expert)
CD: Allen W. Brickhaus, PO Box 206, Golconda, IL 62938, (618) 683-7611 (home), (618) 841-0089 (cell), abkb801@shawneelink.com

August 17-18

High Desert Control Line Fiesta, George Maloof Air Park, Albuquerque, NM, N35.149375745358, W106.73019732103
Take exit 154, Unser Boulevard, north from I-40, go five miles north, turn left on Molten Rock Rd. NW, turn left on 81st St. NW, turn right at Maloof Park.
Saturday: Precision Aerobatics (Beginner, Int., Advanced, Expert)
Saturday or Sunday (TBD): Old Time
Contact: Richard L. Perry, 427 Live Oak Lane NE, Albuquerque, NM 87122, (505) 856-7008 or (505) 263-0763, tailhooker@comcast.net
<http://www.nmcccla.org>

August 24-25

Fellowship of Christian Modelers FCM at AMA,
AMA, E. Memorial Drive, Muncie, IN
Saturday: Classic, Old Time, Profile *
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert, Masters*)
Contact: Allen Goff, 2100 N Carrollton Dr., Muncie, IN 47304, (765) 759-7473, fc95@comcast.net
www.fcmodelers.com

September 1-2

Charles Ash Memorial Greater Southwestern Championships,
Garland Hobby Park,
E. Northwest Highway and Garland Rd., Dallas, TX
Saturday: Old Time, Classic, Profile*
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
CD: Tom Farmer, (972) 262-4772, tom.farmer@sbcglobal.net
<http://www.dmaa-1902.org>

September 7-8

R. F. Stevenson Memorial Raider Roundup,
Auburn Municipal Airport, 16th St. NE and D St. NE, Auburn, WA
Saturday: Old Time*, Classic, Profile*
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
Contact: Howard Rush, (425) 746-5997, hmrush@comcast.net
<http://flyinglines.org/skyraiders.html>

September 15

Bergen County Control Line Flyers, GSCB Stunt Contest,
288 Roosevelt Drive, Palisades Park, NJ
Take path by the river to south end of facility.
Precision Aerobatics (Beginner, Intermediate*, Adv.*, Expert*)
CD: Rich Giacobone, 438 Hillside Ave, Palisades Park, NJ 07650-1314, (201) 947-9638
ED: Roy Ward, (973) 402-0925, team4ward@aol.com
<http://www.gscb.us/>

September 21-22

Broken Arrow 26 Stunt and Scale Contest,
Buder Park, Valley Park, MO
Take exit 272 north from I-44, turn right at Meramec St.
Basic Flight (Junior and Senior)*, Profile*, Classic/Nostalgia 30*, Old Time,
Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
CD: Robert Arata, (636) 391-0272, srarata@att.net

September 28

NVCL Stunt Fest, Meadowood Special Recreation Management Area, 10207 Old Colchester Rd. Lorton VA
Old Time, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
CD: Dick Houser (703) 489-5647, yvech8v@verizon.net,
www.nvcontrolline.com

September 28-29

Oklahoma Control Line Championships,
Reeves Field, Catoosa, OK. On the east side of Tulsa, take
Highway 412 2.9 miles east from I-44, turn left (north) at Admiral
(26500 E). Turn left on access road (E Archer St.). Field is ¼ mile
west on the right between buildings with red and green roofs.

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

Sunday: Precision Aerobatics (Beginner Junior,
Beginner Senior-Open, Intermediate*, Advanced*, Expert*)
CD: De Hill , 5811 So. Utica, Tulsa, OK 74105, (918) 743-4912,
dfhill@juno.com

Assistant CD: Lee Thiel, (918) 691-2717, fox4now@valornet.com
<http://www.tulsacl.com/>

September 28-29

Karl Marschinke Memorial

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

Saturday: Old Time, Classic-Super70s*

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

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

October 5-6

Hi Johnson Memorial,

Apollo 11 Model Field, Sepulveda Basin, Van Nuys, CA

Take Burbank Blvd. (just north of Hwy 101) exit west from I-405,
turn right on Woodley Ave., turn left into Woodley Park parking
area, drive slowly south beyond parking area to the field.

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

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

CD: Bill Barber, (805) 241-0453, barcam@verizon.net
<http://sites.google.com/site/valleycircleburners/>

October 6

Jim Tichy Memorial Vintage Stunt Contest,

John F. Kennedy Memorial Park, Napa CA

Old Time, Classic

CD: Jim Aron, (510) 654-2200, UncleJimby@aol.com
www.aeromaniacs.com

October 13

GSCB Fall Air Show, 288 Roosevelt Drive, Palisades Park, NJ

Take path by the river to south end of facility.

Old Time I and II (flapped models only), Classic* (Beginner,
Intermediate, Advanced, Expert)

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

Old Time, Classic CD: Mike Cooper, (973) 770-0263,
mcooper@asco.com

Precision Aerobatics CD: Mike Ostella, (201) 704-7081,
mike.ostella@verizon.net
<http://www.gscb.us/>

October 19-20

Carolina Criterium,

Waymer Field, 15401 Holbrooks Rd., Huntersville, NC.

Take exit 23 east from I-77, turn right on Old Statesville Rd.,
turn left on Holbrooks.

Saturday: Basic Flight*, Old Time, Nostalgia 30*, Profile*

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

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

evjoshoe@embarqmail.com

October 19-20

Lee Lorio Memorial Control Line Stunt Championship,

Independence Park, 7500 Independence Blvd., Baton Rouge, LA

Circles are immediately east of Liberty Lagoon water park.

Saturday: Old Time, Classic/N30, War Bird*, Profile*

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

CD: Doug Patterson, (225) 629-0290 (home),

(225) 270-2181 (cell), jd3patterson@gmail.com

October 19-20 (tentative)

35th Annual Golden State Stunt Championships, Madera Airport,
Madera, CA, <http://g.co/maps/deq47>

Saturday: Old Time, Classic

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

Contact: Brian Massey (559) 908-9431, bjmassey2@gmail.com

<http://www.californiacarclubs.com/GSSC.htm>

November 3-4

Southeast Stunt n Fun, MCRC Field, 7315 71st Ave E., Palmetto,
FL, N27.57962, W82.49150, <http://tinyurl.com/mcrmap>

Saturday: Beginner Precision Aerobatics, Old Time, Nostalgia 30*

Sunday: Precision Aerobatics* (Intermediate, Advanced, Expert)

CD: Wayne Smith, (813) 251-0575, kamwns@verizon.net
www.manateerc.com

Michigan Control Line Championships

August 18-19, 2012, Westland MI
Results from Randy Ryan, CD

Expert

1	Allen Goff	564.5
2	John Paris	556
3	Wes Dick	547
4	Vince Bodde	545.5
5	David Heinzman	541.5

Advanced

1	Tom Polk	530
2	Gary Lutz	462.5
3	Rick Sawicki	460.5

Intermediate

1	Jeff Traxler	463.5
2	Bob Hudak	449.5
3	Cory McKenzie	427.5
4	Nelson Erbs	424

Beginner

1	Dan Bregar	246.5
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Classic

1	Bob McDonald	582
2	John Paris	575.5
3	Wes Dick	558
4	Vince Bodde	517.5
5	Rick Sawicki	434

Old Time

1	John Paris	277.6
2	Rick Sawicki	257.5

Profile

1	Bob McDonald	523.5
2	John Paris	517.5
3	Rick Sawicki	414
4	Don Sopka	392.5
5	Frank Zabudske	339.5

Rocky Mountain Control Line Championships

September 1-2, 2012, Watkins CO
Results from Jerry Higgins

Expert

Judges: Carl Shoup, Linda Brainard

1	Chris Brainard	559	Kairos	Magnum .53
2	Keith McMahan	551	Katana	ST .51
3	Jack Pitcher	537	Original	PA .61
4	Jim Rhoades	523	Apteryx	PA .51

Advanced

Judges: Carl Shoup, Linda Brainard

1	Jerry Higgins	525	Oriental	OS.46LA
2	Mark Gerber	522.5	Hurricane	ST .46
3	Jerry Chambers	481.5	Still Stuka	Fox .35

Intermediate

Judges: Carl Shoup, Linda Brainard

1	Ray Nyce	421.5	Nobler ARF
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Beginner

Judges: Carl Shoup, Linda Brainard

1	Kaige Jones	39.5	Twister	OS.40FP
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Classic

Judges: Carl Shoup, Jerry Higgins

1	Chris Brainard	573	Caprice	Magnum .36
2	Jim Rhoades	570.5	Apteryx	PA .51
3	Keith McMahan	559.5	Gladiator	Magnum .36
4	Jack Pitcher	524	Oriental	Fox .35
5	Mark Gerber	455.5	Hurricane	ST .46
6	Jerry Chambers	436	Still Stuka	Fox .35
7	Ray Nyce	429	Yak 9	OS.25LA

Old Time

Judges: Mark Gerber, Jerry Higgins

1	Keith McMahan	292.5	Humongous	Magnum .36
2	Chris Brainard	279.25	Jamison	Brodak .40
3	Jim Rhoades	273.25	Humongous	
4	Carl Shoup	246.75	Belfry Bound	OS.46LA
5	Jerry Chambers	234.75	Still Stuka	Fox .35
6	Ray Nyce	212.75	Sterling Yak 9	Fox .35

Profile

Judges: Carl Shoup, Linda Brainard

1	Chris Brainard	524	Cardinal 40	OS.46LA
2	Jerry Chambers	490	Tutor II	OS.46LA
3	Jerry Higgins	483	Tutor II	T&L ST .51
4	Ray Nyce	302	Sterling Yak 9	Fox .35

CD: R. Spahr

Event Director: Carl Shoup



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King Orange International
January 18-20, 2013, Jacksonville FL
Results from Lynn Weedman, CD

Flyoff

Judges: Ed Ruane, Derek Barry, Tom Weedman, Dale Barry, Dave Wenzel, Dale Miller, Will Davis, Chuck Feldman, Steve Fitton

1	John Simpson	544.3
2	Matt Colan	538.8
3	Eric Viglione	533.5
4	Sam Niebel	487

Expert

Judges: Ed Ruane, Derek Barry

1	Eric Viglione	537.5
2	John Simpson	534
3	Matt Colan	531
4	Jim Smith	530
5	Steve Fitton	521.5
6	Tom Dixon	511
7	Wayne Smith	505
8	Wesley Dick	492.5
9	Roy Trantham	481
10	William Davis	473.5

Advanced

Judges: Tom Weedman, Dale Barry

1	Sam Niebel	502
2	Tom Morris	492
3	Don Ogren	462
4	Dennis Toth	457
5	Allen Buck	442
6	Bob Whitney	439.5
7	Rollin Keszler	439.5

Intermediate

Judges: Dave Wenzel, Dale Miller

1	Don Sopka	417.5
2	Jim Catavenis	339.5
3	Phil Bayley	255.5

Beginner

Judges: Dave Wenzel, Dale Miller

1	Patrick Aaberg	270.5
2	Dave Hallas	267.5

Classic

Judges: Tom Weedman, Dale Barry

1	John Simpson	503
2	Tom Dixon	499
3	Roy Trantham	478
4	Tom Morris	475
5	Sam Niebel	441.5

Old Time

Judges: Will Davis, Chuck Feldman

1	Roy Trantham	306.9
2	Dennis Toth	301.5
3	Bob Zambelli	300.5
4	Wayne Smith	299.5
5	Bob Whitney	298.5
6	Sam Niebel	285.5
7	Ed Cook	262

Nostalgia 30

Judges: Derek Barry, Steve Fitton

1	Tom Dixon	498
2	John Simpson	479
3	Roy Trantham	478.5
4	Tom Morris	458
5	Bob Whitney	375

Profile

Judges: Dave Wenzel, Dale Miller

1	Rollin Keszler	477
2	Tom Morris	471.5
3	Dennis Toth	442.5
4	Don Sopka	415

High Points Award: Tom Morris

Pilots' Choice Award: John Simpson

Assistant CD: Tom Weedman

Registration and Tabulation: Chuck Casey

Pit Bosses: Jack Weedman, Jim Smith

Concessions: Sharon Wilmoth, Maria Duncanson

Donations: BMJR Models, John Brodak, RSM

63rd Southwest Regionals Control Line Championships

January 26-27, 2013, Tucson AZ

Results from Jim Hoffman

Expert

1	Brett Buck	594.5
2	Jim Hoffman	576.25
3	Bob Whitely	572.25
4	Lou Wolgast	572
5	John Callentine	559.5
6	Randy Cuberly	555
7	Sean Chuang	552
8	Chip Hyde	539
9	John Wright	476.5

Advanced

1	Lew Corbett	499
2	Larry Renger	497
3	Rick Green	465

Intermediate

1	Andy Borgogna	394.5
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Beginner

1	Mike Allurac	188
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Classic

1	Bob Whitely	569
2	Lou Wolgast	567
3	John Wright	480
4	Larry Renger	112

Super 70

1	Rick Green	482.5
2	Lew Corbett	474.5

Old Time

1	Lou Wolgast	314.5
2	Bob Whitely	307.5
3	Jim Hoffman	304.5
4	John Wright	288.5
5	Lew Corbett	248
6	Andy Borgogna	237.5
7	Larry Renger	262
8	Glen Allison	242.5

CD: Warren Tiaht

Southwick Memorial Contest

February 16, 2013, Tucson AZ

Results from Jim Hoffman, CD

Beginner

Judge: Jim Hoffman

- 1 Steve Mills
- 2 Ted Kraver

Classic

Judges: Rickii Pyatt, Ed Capitanelli

- | | | |
|---|----------------|-------|
| 1 | Lou Wolgast | 560.5 |
| 2 | Robin Sizemore | 533.5 |
| 3 | Leroy Black | 532 |
| 4 | Burt Brokaw | 516.5 |

Super 70

Judges: Rickii Pyatt, Ed Capitanelli

- | | | |
|---|-------------|-------|
| 1 | Lew Corbett | 479.5 |
|---|-------------|-------|

Old Time

Judges: Bob Whitely, Leroy Black

- | | | |
|---|----------------|-------|
| 1 | Lou Wolgast | 309 |
| 2 | Ken Gulliford | 284 |
| 3 | Burt Brokaw | 283.5 |
| 4 | Glen Allison | 275 |
| 5 | Robin Sizemore | 248.5 |
| 6 | Lew Corbett | 248 |
| 7 | Ed Capitanelli | 243.5 |

Food: Rickii Pyatt, Mack Davis

Equipment Hauling, Setup, Teardown:

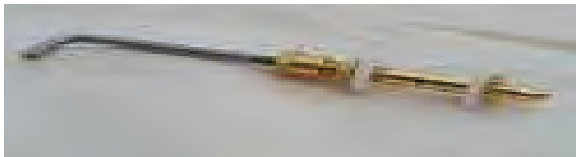
John Callentine

Pull Test: Jack Comer, Rick Green

Tabulation: Peggy Capitanelli,

Monica Iverson

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JOE NALL UPDATE

March 1, 2013: Control Line at the Joe Nall

All of a sudden, my trip to the Triple Tree Aerodrome in Woodruff, SC, is getting very near. Triple Tree is the home of the Joe Nall, along with other noted modeling and full scale aviation events. Remember, this "Field of Dreams" property is 10,000 feet, front to back!

Online registration opened a couple of weeks ago, and I encourage all of you to go online and make your reservations. While you can register on site, the lines will be long and you may not get the wonderful metal plaque that Pat has for all pre-registered pilots. I always have mine on my flight box.

Go to: www.tripletreeaerodrome.com. Click on the Joe Nall and register as a Control Line pilot. The cost depends upon when you arrive and how many days you will stay. When you see the property and the circles, you will realize that the fee is a real bargain.

Now the biggest and latest news!

A couple of days ago, Pat Hartness called me and asked if I had a few minutes. Can you ever imagine me saying, "No!" Pat then went on to tell me something that literally gave me goose bumps. Noted modeler Bob Shaw and Pat have known each other for many years. Bob came to the Nall again last year but brought with him a fleet of wonderful CL planes. As Bob is no longer able to spin with his planes, he invited some real good pilots to fly and enjoy his aircraft.

Bob called Pat very recently and talked about his experience last year at the Nall CL area and his vision for the future. Bob and Pat want to make sure that the CL area at Triple Tree grows into and remains a landmark for the continued rebirth of control line in this country. These guys are both rain makers. They can see the vision and then make sure it materializes. For those who know what the Triple Tree Aerodrome looks like, can you imagine what the future of the CL area will be?

Now, what is our part in all this? All of us need to bring youngsters to the Nall and have them experience CL flying first hand. Many did it last year. What Bob and Pat are really hoping to see is youngsters coming to the Nall this year with their own CL model that they have built. Pat and Bob will even supply gifts and prizes. Bob Hunt always says, "Each One, Teach One." And Bob is right.

So, come to the Nall this May (11-18). Bring some children and have them bring a CL plane. You will never have a warmer feeling in your hearts than watching their eyes and enthusiasm. Let's respond to the challenge.

Planes for the Nall/Support from Manufacturers and Distributors

This time of year finds several of us building the planes that we are bringing to the Nall for any attendee to fly. Last year, it was my responsibility, but this year two others have jumped in and they are among the elite, in my view anyway. Bob Hunt is designing and building a small fleet of very simple and strong foam-based electric planes for the intermediate pilots. Bob has told me this is a joint venture with a bunch of other well-known modelers who will also be assembling these new planes. I will again bring three of Bill Stevens' RingRats, which are nice little 29-inch span e-powered planes for beginners. They fly on 52-foot-long lines but do not have a ton of pull. And finally, one of the nicest gentlemen in the world, Tom Morris, is framing a small fleet of his full stunt profile Cavaliers. How about that!

This is also the time I continue to beg manufacturers and distributors for products that we need at the Nall, as well as a few raffle items to help offset some of the costs. Here is the latest list of organizations who have already stepped up to help:

Horizon Hobby
Sullivan Products
HItec
S&W Fuel

Thunderpower RC
Brodak Manufacturing
Stevens Aeromodels
AMA Headquarters

APC Props
Bob Smith Industries
Castle Creations
AMA District V

There are several more companies I am waiting to hear back from, but the companies listed have given a lot so far with one company donating more than \$1,000 in products, and it may not be who you might think it is! (My secret.) The least we can do is thank these organizations who, during very challenging times, have come through big time.

So, thank you, *Stunt News* and Bobby, for the support of CL at the Nall. We still need CL fliers who fly combat, team speed, carrier, and scale to also come and show off your talents and skills. As much as we all love stunt, we need variation for the crowds.

Questions, comments, complaints, or whatever, contact me:

Mark Weiss email: ama82824@yahoo.com

Phone: (302) 547-4917 cell

2013 AMA Control Line Aerobatics National Championships

July 14-20, 2013

Friday, July 12-Saturday July 13

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

Grass 600 x 600 Only

Sunday, July 14

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

Grass 600 x 600 Only

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

Grass Circles

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

Grass Circles

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

Grass Circles

12:00 noon Old Time and Classic Stunt Registration*

Grass Circles

Monday, July 15

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

L-Pad, Grass Circles

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

Nats Headquarters

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

Appearance Judging

180 Building

3:00 p.m. Pilots meeting

180 Building

4:30 p.m. Concours Voting

180 Building

Tuesday, July 16

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

L-Pad, Grass Circles

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

L-Pad Circle 4

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

Grass Circles

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

Grass Circles

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

AMA Board Room

Wednesday, July 17

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

L-Pad, Grass Circles

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

AMA Board Room

5:00 p.m. PAMPA EC meeting

AMA Board Room

6:00 p.m. PAMPA General meeting

Thursday, July 18

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

L-Pad, Grass Circles

8:00 a.m. Open/Advanced/Expert Qualifications Rounds 3 & 4 L-Pad

Friday, July 19

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

L-Pad, Grass Circles

8:00 a.m. Open Top 20

L-Pad

8:00 a.m. Advanced/Expert Finals

L-Pad

Saturday, July 20

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

L-Pad, Grass Circle

7:30 a.m. Jr/Sr processing and Appearance Judging

L-Pad

8:00 a.m. Jr/Sr Finals

L-Pad

8:00 a.m. Open Finals

L-Pad Circle of choice

12:00 noon Walker Cup Fly-off

L-Pad Circle of choice

6:00 p.m. PAMPA Reception

AMA McCullough

7:00 p.m. PAMPA Banquet

Education center

(by AMA Museum)

*Unofficial Event

If you are flying only unofficial events, you still must register with Nats headquarters and pay a site use fee, \$10.

Thank you all for contacting the AMA over the scheduling fiasco caused by the AMA EC acting unilaterally. We will not be having the CL Nats over the 4th holiday week. A couple of notes:

Flying will only be allowed on the grass 600 x 600 field starting on Friday. The same R/C overflight and safety issue will prevent us from using the paved road. An alternate grass access will be necessary. The L-pad should be open by mid day on Sunday.

Beginner and Intermediate will be held on Sunday July 14th instead of Monday. Bob Brookins requested to try this and see if we can increase participation. Unfortunately, the grass area will also be used by combat, and carrier that morning, so space will be limited and only 1 grass circle will be available for practice until the L-pad opens up. The up side is that the normal 3 circles on grass area will be available for practice all of Monday.

Expert. Expert will be run concurrently with Advanced and Open on competition days Wed-Friday. I have no idea how many entries we might expect for Expert. Presumably this will mainly effect the number of Advanced entries more than Open. So, I will be limiting the number of Advanced trophies, and the number of Expert trophies will be determined by the AMA trophy policy, or number of entries.

My plan will be to run Advanced first, then Expert, then Open on Qualifying days. There will be only 10 finalists in Advanced, and at most 10 in Expert for Friday. They will be flown on one set of circles Friday. Open top 20 day will not be changed and will fly on the other two circles, at least for this year.

PAMPA has 25 rooms blocked at the Holliday Inn Express right off of McGalliard by Ball State. Be sure to mention the PAMPA and AMA rates for the Nats.

Holiday Inn Express

4201 West Bethel Ave.

Muncie, IN 47304

765-289-4678

So far, I do not have an event director for Old Time and Classic. If you would like to volunteer your time to be the ED, please contact me, David Fitzgerald at DavidLFitzgerald@sbcglobal.net or phone, H: 707-259-0626, C: 707-332-9564 The danger here is that if I do not have an ED, the events will not be run.

I also need one Pit Boss. You get your own shirt with your name on it. However, if you want one, you'll have to provide your own bull horn.

Note from the CL Stunt Event Director, David Fitzgerald:

Brenda Schuette has informed me that due to a scheduling conflict, the grass practice area at the Nats will not be available for use on Friday, July 12, until the Free Flight event is over. That may not be until later in the day.

ROBIN'S VIEW PRODUCTIONS

Custom Foam Wing Services



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

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

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

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

system yields extremely accurate wings that are lighter and easier to construct.

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

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

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

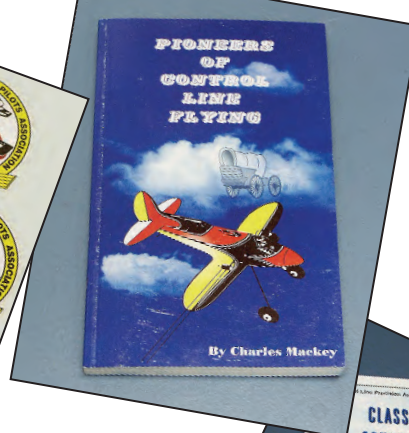
For a complete listing of the myriad products and services offered by Robin's View Productions, please send a large SASE to: Robin's View Productions, PO Box 68, Stockertown PA 18083, call (610) 746-0106, or email Bob at robinhunt@rcn.com. Phone orders are welcome and RVP accepts Visa and MasterCard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

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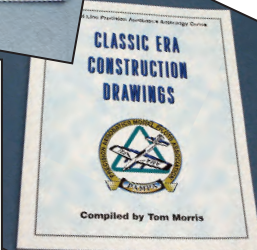
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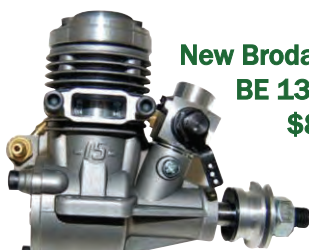
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