

Stunt News

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Pilot's Association

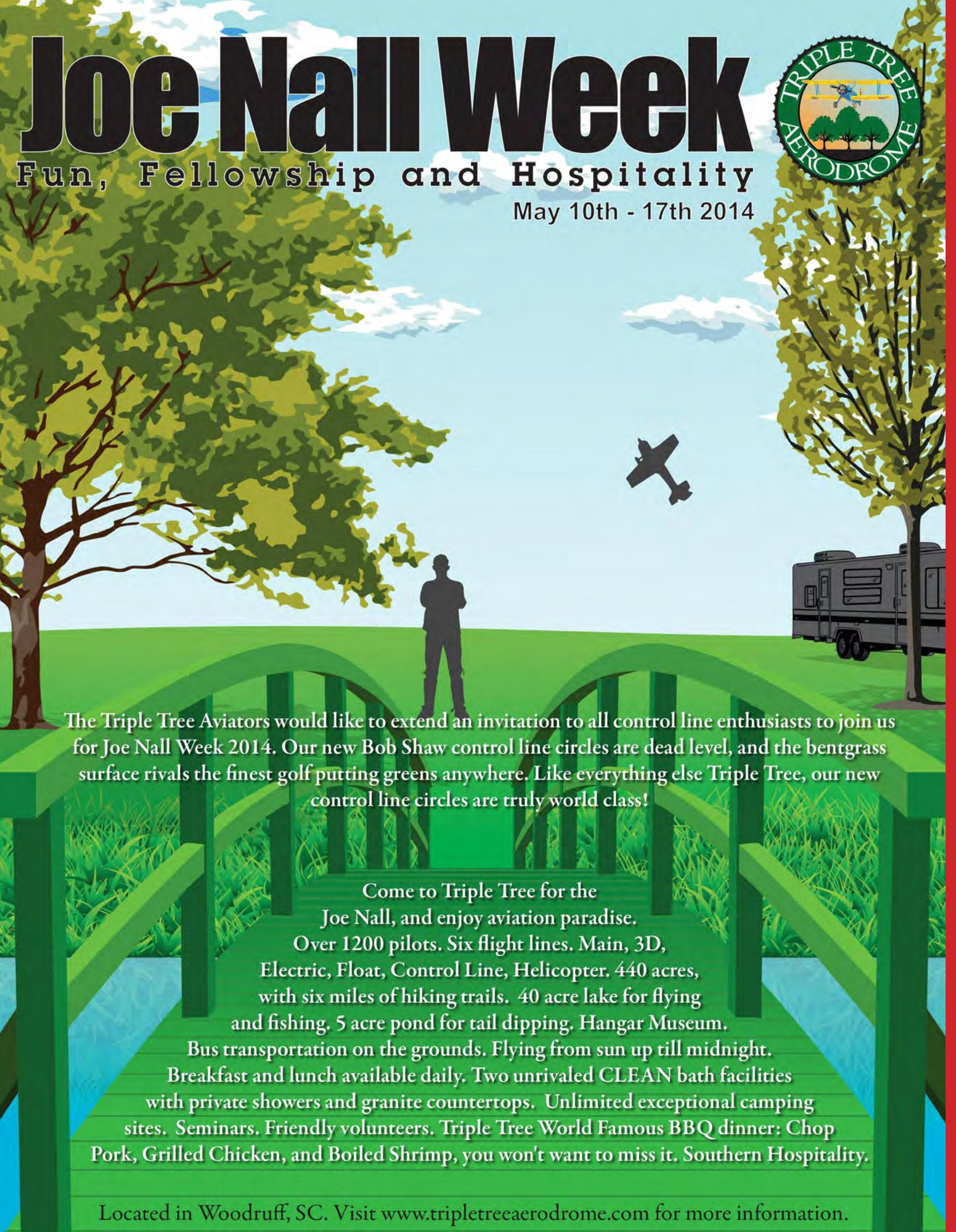
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On the cover: Allen Brickhaus 1947 - 2013. Photo courtesy Jim Hoffman.

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.

President's Column

by Warren Tiaht

When the idea bulb lights up, take some high-resolution photos with that smart phone, write a few lines, and send the stuff to Bob Hunt. He can't print what he doesn't receive.

Well, it is time for another message from your president. (These deadlines really sneak up on you.) This issue contains some remembrances/anecdotes from some friends of Allen Brickhaus. Check it out. Allen is gone but will certainly not be forgotten. I will sure miss seeing that '55 Chevy two-door.

Bob Hunt and Eric Viglione will be working together to find and fix any of the inevitable glitches that show up while testing the upcoming, and yes, overdue, new PAMPA website. Please continue to be patient just a bit longer. Bob is discovering that learning to manage a new website is a bit (make that a lot) more complex than anticipated.

However, you can be sure that Bob and Eric will "git 'er done," as Larry the Cable Guy says. Once the site is up and running properly, Bob wants to get back to earning a living and doing some building for himself. With all the talent that this membership has, there has to be somebody in PAMPA land who is really up to speed about websites and can take the reins of maintaining the site. **We need a volunteer.** Contact Bob.

I just heard that Mark Overmier is going to Poland for the 2014 CLWC to be an F2B judge. That is good news, inasmuch as it has been a while since we had a USA judge at a World Championships.

I just received a letter from Bill Zimmer who filled me in about the birth of the Beginner Class and the Nats. It has been a long time since we have heard from Bill. Prior to his stroke he was probably the most active stunt judge on the planet.

His clipboard had a record of more than 160 contests judged, including a number of Nats and Team Trials events and lots and lots of local and not-so-local events. Bill had the rulebook in his back pocket at all times. I always had the feeling that he could recite the CLPA rules verbatim and only needed the book so he could show that he was correct.

Prior to the '92 Lawrenceville Nats, Kenny Simmons, a member of the Peoria Wyre Flyers, asked some fellow members if they were interested in flying a Beginners event at the Nats. They thought this a good idea, but couldn't get any support from the Nats administration. Kenny decided to do it anyway and held the event after the Walker Cup Fly-Off. Kenny was the ED and Zim the assistant. More than 20 contestants showed.

Dondi Garrison was an entry who crashed, but walked away with a Nobler kit and went on to do very well in subsequent Nats Junior, Senior, and Advanced events. Kenny dropped out of the hobby and no Beginners' event was flown the next year.

Allen Brickhaus restarted the event in '94 and continued running it in the subsequent years. This year, Mike Stinson, who is president of the club to which Allen belonged, is going to ED the Nats Beginners event. Thanks, Zim, for the history lesson.

There are those who feel that the Nats should be dedicated



only to the Junior, Senior, and Open AMA classes of CLPA. I feel that having the PAMPA classes are worthwhile, as well, even with the addition of Expert in 2013. Anything we can do to bolster the participation at the Nats helps the CLPA event and PAMPA, and improves our status in the eyes of AMA.

A little bird told me that the new F2B team members are thrashing hard to finish their Poland-bound, take-apart models. Orestes is the veteran of this team, but I am confident that the new blood of Howard Rush and Kenny Stevens will complete the package and do the US of A proud.

Bill Lee has shirts and hats for sale; the proceeds will go to the teams. Contact www.2014CLWC.org show your support, and place an order.

Please notice that the mailing addresses have been added to the listing of your district representatives. It appears that there are still a few out there who have yet to join the computer age and would like to make contact with their representative.

I will finish this with another plea. Lots of you have simple, but effective, little tricks that you do when building, finishing, gluing, sanding, or something that you do automatically in this hobby of ours. Think about it! I know there is something.

When the idea bulb lights up, take some high-resolution photos with that smart phone, write a few lines, and send the stuff to Bob Hunt. He will be overjoyed. He can't print what he doesn't receive.

'Til next time. *SN*

—Warren Tiaht

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Level Laps

by Bob Hunt



Jim Vornholt is a longtime close friend of Jack's, and he recently realized that he had a number of great photos taken at that affair and asked if he could write a short piece about Jack and the party. Hey, Jack is CL Stunt Royalty; of course we could find room to honor one of our most well-known and beloved members. Happy Birthday, Jack!

Oh, what a tangled web...

The ongoing battle to get our new website up and running is finally coming to an end. Eric Viglione, Mike Strand, and I have been working together to make that happen. I volunteered my services even though I have no web experience whatsoever. This is a job that needed doing.

I want to be clear about my involvement in the website. I'm only doing this for the short term; we will need someone from our ranks to step up and volunteer to manage the site sooner rather than later. So, here's a call out to the entire membership of PAMPA to do a bit of soul searching. If you or anyone that you know of in PAMPA has the requisite skills to be the webmaster, or feel that you could learn on-the-job to do that task, please contact me, Warren Tiahr, or your district director as soon as possible. The few volunteers we do have are getting a bit weary of doing all the work for this organization.

Our existing website will remain in operation to allow you to download *Stunt News* issues until the new site is up and running. We hope to have that accomplished by May of 2014. The current website address is www.control-line.org. To view or download issues of *Stunt News* from the site, you need a username and password. You can obtain them from the current webmaster, Bob Kruger. Bob's email address is bkruger58@yahoo.com.

Bob has been doing the job of webmaster for several years and would continue on in that post except for a dramatic change of events in his life. He now has a 5-plus hour commute each day and just does not have the time he used to have to do this volunteer job for PAMPA. We thank Bob for his amazing service to our community over the past years.

Flying column

Let's face it; our sport is mainly about flying. Our diminutive aerobatic devices may look beautiful on the ground, but it is how they perform in the air and how well we control them through the pattern that is the essence of CL Stunt flying. That being said, it follows that a column about flying would be of utmost value... providing we could get someone with sufficient knowledge and experience to write such a column.

I'm ecstatic to report that we have found such an individual. The 1992 World F2B Champion and eleven time Nats Champion and Walker Trophy winner, Paul Walker, has stepped up and volunteered to write the "Flying" column for a while.

Paul has decided to start his new column by going back to the rudiments of trimming a model. Without a properly adjusted model, all the practice in the world will not net the desired flying results. Paul's trim flow chart that was published along with his Impact construction feature in the May 1991 issue of *Flying Models* has been an invaluable tool for many of us in this sport. Paul has updated that flow chart and it is included with his first column. We have printed it large so that you can photocopy it and take it with you to the flying field.

I'd like to personally thank Paul for volunteering to write

The glaciers are receding in the Northeast as I write this; it's been a miserable winter for us, but good flying weather is finally on the way. Those of us who live in the northern areas of the country have certainly had a lot of building time this year!

Remembering Allen

The sad news of the passing of Allen Brickhaus reached us just a few days before the last issue of *Stunt News* was ready to send to the printers. A few directors, the president, and I had just enough of a window to write a few words about our fallen brother in that issue. In this issue you will find more tributes to Allen in the directors' columns and also a feature piece that is rich with short remembrances submitted by many of his friends in the hobby/sport. There is no doubt that we could have filled the entire newsletter with such remembrances.

Allen's passing, along with the recent loss of many more of our fellow stunt brothers, serves to remind us that we are here temporarily and that our numbers are beginning to dwindle somewhat by natural causes. Allen was a steadfast supporter of our beloved pastime and spent a lot of time and effort trying to get new, younger blood involved so that it might survive for many generations to come. It is now contingent on those of us who remain here to carry on Allen's work in that regard. Let's all make a vow to try harder to find and cultivate new additions to our stunt family. Allen would have liked that notion.

80 for Jack Sheeks

No, that's not a reference to how many CL Stunt designs were published in *Flying Models* and other modeling magazines by the prolific Mr. Sheeks; it is, rather, a notification that Jack is now a card-carrying octogenarian!

Jack turned 80 years of age last August, and there was a huge party to celebrate that occasion. Fortunately, that celebration coincided with the 2014 FAI Team Selection program that was conducted in Muncie over the Labor Day weekend last year. Many of those who were in town for the team selection also attended the party and toasted Jack's birthday in person. I was privileged to be among those who attended.

this much needed column. I'm certain that if we all read and heed Paul's suggestions, we will have better results on the score card in short order.

Nats lodging

Nats CL Stunt Event Director, Bob McDonald, has asked me to include the following information about the official PAMPA motel:

Bob has arranged for a block of 30 rooms—20 with double beds and 10 with king size beds—at the Comfort Inn in Muncie. Our Nats overlaps with another sporting function that will be in Muncie at that time, and for the first couple of days that this block of rooms will be available, the rates will be slightly higher than normal. The rates drop down a bit when that other function is complete. For the rates during the days you intend to be in Muncie, please contact the Comfort Inn. Here's the contact information: Comfort Inn & Suites, 3400 N

Marleon Dr., Muncie IN 47304; phone: (765) 587-0294; fax: (765) 587-0298.

Note: Reservations must be received on or before June 13, 2014. After this date, the hotel reserves the right to release for general sale any unused portion of your room block. Reservations after the cutoff date will be on a space available basis only, and the group rate will not be applicable.

Same old tune

One more time I'm making a plea for material to print in *Stunt News*. Without your contributions there would be precious little to print in these pages. Each of you has a story to tell. It could be about why you fly stunt, or perhaps you have a new take on an old building problem.

Please share your experiences with all of us by writing an article for publication in *Stunt News*.

—Bob Hunt

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PAMPA Membership Application or Renewal Form

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

PAMPA Membership Renewal Instructions

GENERAL:

1. All renewal/new membership applications received in November and December of the current year will be considered renewal/new memberships for the coming new year.
2. Dues structure will be as noted on the Membership Form.
3. If you are a 'comp' member (AMA Contest Board, HOF, etc.) please fill out and return the form with the appropriate box checked. This allows us to keep our records and mailing lists current.
4. Seasonal address changes (snowbirds/rainbirds) must notify the Membership Chairman of changes and dates; there are no automatic transfers of mailing addresses. (Both of your addresses will be kept on file. Please let us know which one to use and when; it's up to you to be timely!)

RENEWALS:

1. For renewals to be considered timely, they must be **postmarked** by December 31st.
2. Renewals after January 1st of the membership year will be considered as late renewals.
3. Late renewals will **NOT** get back issues mailed to them; they are available online or by purchase.
4. **NEW** members joining after September 1st will get full credit for the next year's membership.

They will also receive the September/October and November/December issues as a bonus.

If you have already renewed please advise us of any changes in your information.

To renew your PAMPA membership quickly, fill out the application blank with all of your pertinent information, including the type of Stunt News delivery you would like to receive. Fill out the application and mail it with a check or your credit card information.

DO NOT BREAK EMAILS INTO 3 PARTS AS IN PREVIOUS YEARS.

SCAN YOUR APPLICATION WITH ALL 16 DIGITS OF YOUR CREDIT CARD WITH THE EXPIRATION DATE AND EMAIL TO THE ADDRESS BELOW OR MAIL YOUR APPLICATION ALONG WITH YOUR CHECK OR MONEY ORDER TO THE ADDRESS ON THE APPLICATION FORM.

Your first issue of Stunt News will arrive with the next issue.

All members have full access to the website and all on line back issues. These can be read or downloaded to your computer. You can file them, burn CDs or print them from the files.

MIKE STRAND

PAMPA Membership Secretary

Phone# 262-352-0645

pampamembership@gartekinc.com



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King Orange *Internationals*

by Matt Colan

Windy and cold: Those two words best describe the 2014 King Orange International. Just coming back from Christmas break, I thought I would have a good cold tolerance. I was wrong! This was without a doubt one of the coldest contests I've ever been to.

Since I don't have a car at Embry Riddle, Eric Viglione agreed to pick me up at school and head out to Jacksonville. When we got there, we met up with Gene Martine, Randy Smith, Eric Taylor, and Wes Eakin and grabbed a bite to eat. We got back to the hotel and got some sleep to prepare for watching Saturday's events, which were Classic, Old Time Stunt, Profile, and Nostalgia 30.

Eric and I got to the field just in time for the pilots'

meeting. At that time in the morning, it was in the low 40s at best. There were a lot of people wearing earmuffs, hats, gloves, and multiple layers of jackets and sweatshirts to keep warm. We said hi to everyone, and I began to have a conversation with John Simpson. During that



Curt Contrata poses with his girlfriend, Barbara, his PA-powered Staris and the KOI perpetual trophy after a long day battling high winds.

Photos by Matt Colan, Gene Martine, and Eric Viglione



The registration desk was busy throughout the contest with pilot registration, score tabulating, and a hot dog concession.



Will Davis glides his ship in on final approach after an official flight.

conversation he asked if I would like to fly his Cavalier in Classic. I immediately said yes and signed up for Classic. The contest got under way and the wind came with it. The plan was to fly both rounds of Nostalgia 30 and then begin flying Classic.

Despite the cold weather, there was still a good turnout for the contest. There were nine entries in Old Time Stunt, 10 in Profile, five in Nostalgia 30, and nine in Classic. I wasn't able to see much of the OTS flying because I was paying attention to the order for Classic.

One of the most bizarre crashes I've seen happened in the Profile Stunt event. Tom Morris finished up his pattern and was coming around to land when all of a sudden the wind just shoved the plane toward the ground and the landing gear went through the wing. There was substantial damage to the wing, and that put Tom out of the contest.

I was up first in Classic, and this was also my first flight on John Simpson's Cavalier. I did a simple climb and dive to quickly get the feel for it and then began my pattern.



Matt Colan assists Gene Martine to give the PA 75-powered SV-11 some encouragement to get started in the cold air.

round came and the wind began to pick up even more, but that didn't faze anyone. Almost everyone flew a second round flight. John flew an awesome flight in some howling winds, and I was up after him.

Since I at that point knew the airplane a little better, I flew a more aggressive flight. Luckily, the wind laid down for half the flight and I took advantage of it. The wind came back up during the Overhead Eights and the Four Leaf Clover. The Four Leaf was a near disaster, as the lines went slack and the

I put in a fairly conservative flight, since I wasn't used to it. I scored a 470 on that flight. I did get a very unnerving burp in the engine while climbing out of the Four Leaf Clover maneuver, but luckily the engine re-fired on the way down.

The flying in Classic was top notch! The top guys in Classic were Bob Dixon, Tom Dixon, and John Simpson. The second



Tom Dixon cleans his lines after an official flight with his Nobler in Classic. Tom had a great contest, placing first in Expert, Classic, and Profile!



Above: Tom Morris brought many interesting items for sale, including fully built, electric-powered airplanes!

Below: The pilots brought their models out to the Expert Stunt flight line only when it was nearing their turn to fly! It was windy and cold and the planes were safer in their owners' cars!





Left: Here's Tom Dixon's Cardinal Evolution on its winning official flight in Expert Stunt.

Below: Wayne Smith puts his electric-powered Tracer through its paces in the wind.

plane began flying toward the judges.

Thankfully, I saved the airplane, and as I recovered I thought to myself, "If I were John Simpson, what would I do? I would finish the maneuver!" And that's what I did. The engine quit during the exit of the maneuver once again, and I ran back to save it. Thankfully, the engine re-fired just as it passed the top of the circle. During that one maneuver, I think I ran a good 30 feet and ended up in exactly the same spot I started with an intact airplane.

I landed the Cavalier, but the wind flipped it over as it stopped and scratched up the rudder. Other than that, there was no damage. Eric Taylor, one of the judges for N-30 and Classic, said as I was walking back to the pits, "During that Four-Leaf, I wasn't sure if I needed to start walking back to avoid getting hit. Great save!" I have to thank John Simpson for letting me fly his Cavalier in Classic. It is an awesome flying airplane and I'm glad he gave me the opportunity to fly it!

By the end of Saturday's events, the wind was bad enough that nobody chose to get in any practice. Eric



Viglione and I went back to the hotel to relax a little bit. We went to dinner with a group of people that night, then went back to the hotel right after to get some sleep and be ready for the contest the next day.

We decided to get up bright and early to get an early start and get some flights in before the wind showed up. The field opened at 7:00 am, and we got there right at that time. It was also quite chilly. The temperature at that time was in the mid to upper 30s. Even as a New Englander, this was the coldest temperature I had ever attempted to fly in. I finished my first practice flight before the sun had risen. By the time I landed, I couldn't feel my hand; it was that cold.

Eric and I each got in two practice flights before we packed up and went over to the registration table for the pilots' meeting. Despite the forecast, there was a good turnout with four entries in Beginner, five in Intermediate, four in Advanced, and eleven in Expert. So far there wasn't much wind yet, but we all were hoping it would stay away. Curt Contrata was first up in Expert. He couldn't get his engine started and had to call an attempt. He went down two spots in the order and the rest of the flying got underway.

The flying for the first round was going smoothly and occasionally there were unnerving gusts of wind, but it was nowhere near as bad as it was forecasted to be. As the round continued, there were some very dark clouds over the horizon moving towards the field. The people with smartphones began checking the radar, which showed a passing shower going through the area.

Many of us were hoping it would swing around the field or dissipate before it got there. Sadly, it didn't, but the shower only lasted about half an hour, and the first round had been completed by that point.

The motor run on my first round flight was too rich and I had to bail out after the Horizontal Eights. That meant I would have to burn one in on the second official if I wanted a decent score. During the rain shower, a group of us decided that a trip to Subway was in order for some lunch.

When the rain subsided, the wind that had been forecasted all week finally showed up. Because everyone had scattered for lunch during the rain shower, there was no flight order and whoever showed up were the ones that flew. When everyone returned, we set ourselves a flight order. Turns out that I would be up first.

Since I took off rich on the first official, I decided to get the needle set prior to my flight. That worked, but when I went to start my motor for my official



Eric Taylor's Katana pulls up for a wingover. Eric is a fast rising star in the Stunt world!



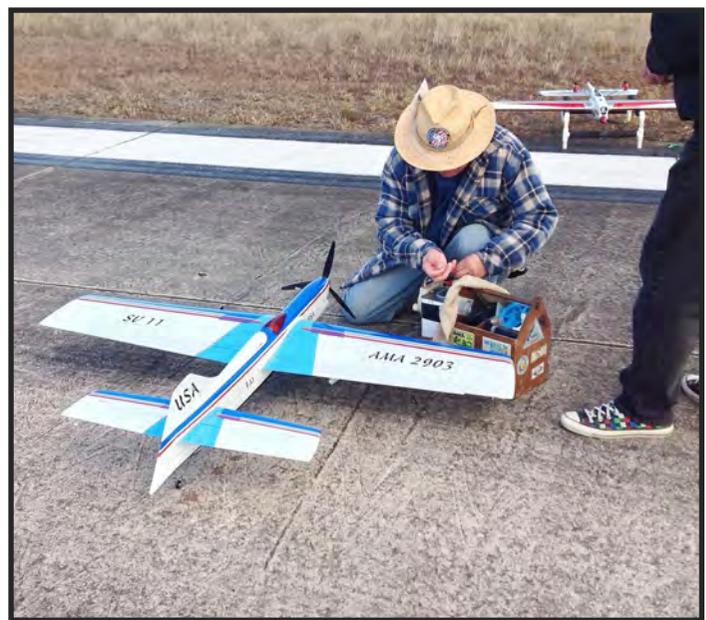
When a runway and an airplane decide to fight, the runway will always win. Matt and his Vector 40 proved this truism out the hard way.



A very focused-looking Curt Contrata signals the judges for the start of an official flight as Eric Taylor holds. It's great to see Curt back at the handle and doing well.



Eric Viglione brought his Rapiet to KOL. It is powered by a PA 65.



Gene Martine begins fueling his SV-11 in preparation for an official flight.



Sam Niebel took the top honors in the Advanced class for the second year in a row.

flight, it refused to get going. I called an attempt and Curt Contrata was up next. He flew in some nasty winds that were coming over the tents that were set up for the vendors and registration. That created some turbulence on the upwind side of the circle.

Curt got through with almost no issue, and the PA 51 in his Super Staris was working hard to keep the plane going. Someone told me John Simpson—one of the Expert judges—wished he could give everyone points simply for having the courage to fly in the wind.

Gene Martine was up after Curt with his PA 75-powered SV-11. Gene had told me some time before that he had flown the plane in winds of 18 gusting to 23 mph once and got through it without an issue. As advertised, Gene's great-flying SV-11 muscled its way through the wind without an issue. I was up after Gene.

On takeoff, I nearly buzzed the prop but got it off the ground just before that happened. The wind was not letting down and I went for it. The little Vector ARF with an LA .46 was getting through the pattern with almost no issue other than whipping up tremendously during the round loops. I even felt as though I was putting in a flight that might be good enough to make the fly-off.

That all ended when I entered the Vertical Eights. To prevent from being pushed to the ground and help with my intersections, I let the plane fly behind my head a little bit and it worked for the first eight. During the second vertical, I did the same thing, but the lines went slack and I lost sight of the airplane.

As I turned around to find it, I looked directly into the sun, and my instinct took over to bail out and I gave full up elevator. I found the plane halfway around the loop and realized that it was not going to recover. The Vector hit at about a 33-degree angle to the ground, and it exploded.

When everyone walked over to ground zero, I could tell immediately that the plane was totaled, along with the motor.



The wind almost tipped Tom Dixon's model onto the prop. He recovered and laid in a great flight with his Cardinal Evolution.



Author, Matt Colan, puts in a flight on John Simpson's Cavalier. He liked it!

Dixon and Sam were further behind. The winner in Intermediate was Mike Waldron, and the winner of Beginner was Jason Berman. Curt Contrata also won the Concours award with his beautiful Super Staris.

Once the awards ceremony was over, everyone began packing up and leaving. I picked up a new Vector ARF from Randy Smith and am currently working on that in my dorm room. I replaced the stock controls with a Tom Morris setup and had one of my PA 40ULs sent down, and I'm setting it up with a pipe.

Although the weather was less than ideal, and I didn't come out with the result I was expecting, I still had a great time. Hopefully next year, the weather at KOI will be more like what it was in 2013, with warm, and light breezes.

'Til next time, fly stunt! *SN*

—Matt Colan

Because of the angle at which I hit the ground, the motor was sheared in half. I picked up the rest of the pieces and watched the rest of the flying.

When the second round ended and the scores were tallied up, the top three in Expert were Curt Contrata, Tom Dixon, and Wayne Smith, and this qualified them for the fly-off. Sam Niebel was the winner of Advanced, and he was able to qualify for the fly-off, as well.

Tom Dixon flew first in the fly-off for the perpetual trophy. He had some very nasty winds to deal with and the plane floated in a couple maneuvers, but it wasn't anything that couldn't be handled. Curt was up next and put in an awesome flight, as the plane flew almost as if the wind wasn't even there. Wayne Smith was after Curt, and there was a lull in the wind long enough to put most of his pattern in before it came back up. Sam was after Wayne, and he also put in a good flight dealing with the wind.

When all was said and done, Curt Contrata was the winner of the perpetual trophy with Wayne Smith only 3.7 points behind. Tom



Curt Contrata receives the KOI Perpetual Trophy from Lynn Weedman for his fly-off win.



The Amazing Stuka

Story by Charles Mackey
Designed by Austin Moss
Built and flown by Jim Vornholt

My nomination for the best CL Stunt ship designer who never had an article published is Austin Moss. Austin loves to talk about Stunt ship design, and so do I. We had a lot of good times sitting on the grass at the Southside YMCA flying site in Indianapolis in the 1950s. Austin is now living in Florida and is still designing CL stunt ships for Jim Vornholt.

Jim was only 13 years old when he built the Moss-designed Stuka, and he did 95% of the work without any adult help. He did not need much sandpaper because he had developed his own method of finishing, which consisted of lots of dope and lots of buffing.

Jim's older friend and supporter, Bernard "Bernie" Ash, kidded Jim about the buffer slipping out of his hand and going through the table, through the floor, and ending up in the basement. Jim still laughs about the buffing story.

The finished Stuka weighed 60 ounces without fuel. At that time I considered 45 ounces too heavy for a Fox .35-powered CL Stunt ship, so when I witnessed the test flight I was amazed, shocked, and bewildered. The Fox .35 would run on a four-cycle

engine the whole flight and it never changed. The Stuka flew slowly, the lines stayed tight, and the corners were crisp and snappy. The round maneuvers were smooth, in place, and looked as if they had been drawn with a compass. The landings were spectacular. Everyone at the flying field who knew about Stunt ships was also in shock, and we were all forced to rethink our design beliefs.

After having many years to think about it, this is my theory: The wing was thin, producing lower drag than we were used to. The extra weight had some good points in that it added inertia and line tension. The CG and control setup was perfect.

The Fox .35, running on a four-cycle, put out nearly the same power as it did when running on a two-stroke setting. According to my longtime friend, the late Bill Netzeband, there is only about a 2% difference in the RPM and power output between a 2-cycle and 4-cycle motor run on a Fox .35. The low-drag, thin wing and the added inertia from the weight accounted for the spectacular landings.

Bernard Ash was a big supporter of Jim Vornholt and deserves

That's 14-year-old Jim Vornholt (L) holding his new Stuka and posing next to the designer Austin Moss.



Here's the Stuka at rest, ready for its first flight.



much credit for encouraging Jim to compete in the Nationals. Jim would eventually become a two-time Junior National Champion (1960 and 1961). Later in life, Jim moved to Florida and became a helicopter rescue pilot for the police department. Jim made two daring sea rescues and is now known as a true "hero."

He is currently living in the Indianapolis area and is working for the Methodist Hospital and is still flying a rescue helicopter. Jim Vornholt, Don Ogren, and I are the last surviving members of the Indianapolis Stunt Masters. *It has been a blast!*

May the centrifugal force be with you.

—Charles A. Mackey



In early 1958 a number of Indianapolis-based CL Stunt fliers gathered to pose for a newspaper photographer. Left to right they are: Ronnie Peterson with his Me 109 (Ronnie would later go on to place second a Nats with his Mackey-designed Spitfire), Gus Sharron, Steve Walden, Jerry Clark, Ward Rutherford, Charles Mackey, Jim Vornholt (Jim would go on to become a two-time Nats Champion), Robert Randall (who would become the 1958 Open National Stunt Champion), Charlie Lickliter (who would go on to place second at the 1961 Nats flying his original-design Ballerina), Lee Steinbrook (who sold Jim Vornholt his first control line model airplane), and Steve Waldon (who is learning the stunt pattern). Two other famous modelers from Indianapolis who did not show up for the photograph were Jack Sheeks and Roger Wildman.

Remembering Allen

Allen Brickhaus touched each and every one of us in this hobby/sport in one way or another. Even those who never had the pleasure of meeting Allen were enriched by his designs, his writings, the programs that he started and ran to teach others to build and fly, and, mostly, by his friendship. Our pastime will live on further than it probably would have because of some of the things that Allen did.

I thought it would be a good thing to provide some space in this issue of *Stunt News* for personal remembrances of Allen. I'll kick this off with my favorite Allen Brickhaus story.

They look like red toolboxes...

In 1995 my son Robby and I decided to drive out to the Nats in the Pasco/Kenewick/Richland area of Washington State. I mentioned this trip to Allen Brickhaus during a phone conversation a few weeks before leaving on that trip, and he told me that he and Ron Woodman were also driving out.

We decided to meet up on the highway near Chicago and caravan out and back. Naturally, we switched partners off and on to keep the trip from becoming monotonous, and we all ate together at the various restaurants along the way. If you've never





One of Allen's favorite contests was the Vintage Stunt Championships that is held each March in Tucson, Arizona. Here he inspects his OTS entry, an Adam's Special.

sat down to eat with Allen, then you have missed a treat. Eating was almost a religious experience for him, and we got a kick out of that.

The trip out went by quickly because we were all excited to get there and start practicing. We did not stop at night; we drove straight through. All went well and we got to the Nats site in fine shape and flew our brains out all week long. Then, it was time for that long trip home...

We started out on our journey after the banquet. No sleep, no naps during the hours before the banquet, tired and spent, we hit the road. You would think that one of the four of us would have had more sense.

We didn't get more than a few hours out when total exhaustion hit. Allen and Ron were in the lead car, Robby had dropped out for a nap (smart one in the family is Rob...), and I was going onto the second time through the Jackson Browne CD, "Late for the Sky."

It's amazing how the human mind works when it gets tired. I started hallucinating and began fixating on the taillights on Allen's car. They turned into these really neat-looking red toolboxes. At least that's what my mind saw.

I came to my senses just in time not to leave the pavement and blinked my lights in the code we had established that meant "pull off." Allen hit the next exit and stopped at a diner. I related my toolbox story to him and Ron, thinking

that it wouldn't be something of any note.

Wrong. Almost every time from that point on until his passing, Allen would always find some sneaky and original way to insert a red toolbox reference into our conversation.

—Bob Hunt

A mentor and friend

Even though Allen and I lived three hours away from each other, he would still call to check up on me or to offer advice and knowledge on control line flying. At every contest he would come over to offer advice or positive criticism. Every time he was around, he would have some great story to tell or have a new joke to share that he had just heard.

Back in January of 2013, I bought a Top Flite Score from Allen, and I've made some of the modifications to it that Allen had suggested. I can't wait to maiden-flight it. Allen really wanted to see the plane fly.

At the 2013 Paducah contest, I was just about to give up and quit flying due to a lot of engine troubles. Allen talked me out of it and I am glad he did. I'll never forget at the Beginner Nats when he came up to me, and even before I got to say anything, he asked if I was going to fly and compete.

I said no, and added that I was just there for Byron Barker's memorial service. Allen and Byron were both fellow club members. But he said that I needed to fly and he wanted me to

Allen chats with friends, Stan Powell (left) and Les McDonald at the 2011 Nats PAMPA banquet.



because Byron would have wanted me to.

I will greatly miss Allen's friendship, mentorship, and everything Allen stood for. He really was a mentor and friend to many.

—Andy Saunders

Foster Brooks of the stunt world...

I have known Allen for a lot of years, mostly from my tabulating station at the Nats and then at VSC. Many years ago Allen appeared at the Nats tabulating table, and I would have sworn he had been drinking all morning long.

You know how people can draw caricatures? Well, Allen could act them out with so much reality that he would catch you unaware. He was the best drunk I ever met! It took me a while to realize that he wasn't really imbibing! Needless to say, my assistant and I were in stitches for the rest of the day. He had another caricature that got to me, as well, and I never knew which one he would pull out of his hat to get the tabulating table started for the day!

Allen will be truly missed in every way you can imagine.

—Shareen Fancher

An instant, lifelong friend

I only had known Allen for four years, but, as he did with everyone else, he made me feel like a lifelong friend. Allen called me on Christmas morning just to see what I was doing. This is a photo from the 2012 VSC banquet where I sat with Allen and his buddy, Charlie Reeves.

—Bob Whitney



Allen shares a table with close friends Charlie Reeves (left) and Bob Whitney at the 2012 VSC banquet.



Allen rejoiced in being able to present awards to the Beginner Stunt entrants at the PAMPA banquet each year. He had an incredible amount of energy.





A huge part of Allen's legacy in our hobby/sport is the number of new, young pilots who were introduced to Nats competition in the Beginner Stunt event. He always was able to gather a huge number of prizes for the entrants. They loved Allen and he loved them.



Just one catch

Allen Brickhaus was one of my "stunt heroes," publishing all kinds of cool, classy stunt ships through the years.

I had been talking with Byron Barker about the Privateer, a new design that he and Allen were brainstorming. Next thing I know, Allen himself is on my phone, asking if I'd like to co-author the *Flying Models* article. The only catch was that he needed me to build the prototype. No problem! I built the ship and it flew very well.

Allen helped me write the article; it was published in *FM*, and we spoke almost weekly from then until the day before he left us.

Thanks, Allen, for believing in so many of us stunt grunts!

I can't quite find the words to express the loss I feel. I am so glad we went to Brodak's this past year, where I finally got to meet Allen in person. What a fun time, and one that I will always cherish. Thank you *Stunt News* for taking the time and space to allow us to share the memories. Take care.

—Bill Hummel

Full Circle

I'm not sure if many people know Allen wrote two short books, *Mystic Ring* and *Full Circle* (www.amazon.com/s/ref=nb_sb_noss?url=search-alias%3Dstripbooks&field-keywords=Allen+Brickhaus).

Allen called me several times and we would talk about the geography and details of parts of this story. The cover for *Full Circle* was taken by my wife and me here in central Arkansas. As a result of this adventure, my own interest in writing was rekindled, and Allen and I talked many times about the process and content of stories.

For the last few years, Allen and Charlie would stop in Little Rock while on their way to VSC. I will miss my annual lunch this year.

I know this is short, but I thought it was a side of Allen that was not as well known. I'll bet you can hear Allen telling the story if you read them, too.

—Zuriel Armstrong

Perfect timing

I first met Allen at the Memphis Stunt Classic. Jim Lynch introduced me to Allen and Charlie Reeves. This was the first contest for me and my son, Ryan. Allen was very helpful and encouraging to both Ryan and me. In between rounds he took us aside and explained how to fly some of the maneuvers. The following year we went to the WKSI contest and got to hang out with Allen and again got more help from him. He made us feel very welcome.

A few years later Ryan and I went to our first Brodak Fly-In. It was like going to Disneyland for the first time. To be honest, I was a little intimidated at the size of the event, but there was Allen to help and guide us and put me at ease.

My flying has improved because of Allen, and I was really looking forward to this year's contest season. But I am going to miss my friend at the field. And for a few minutes I thought about not going to some contests, but then Allen would want me to fly. So I will make as many contests as I can this year. Again, Allen is still encouraging me.

When people in my life pass away, it is never the right time for me, but then I always remember what I heard years ago: God's timing is perfect! He called Allen home.

—Paul Taylor

Olympus mishap

At VSC last year, Allen had a little mishap with his Olympus classic stunter late in the afternoon of the last day before Classic

was to start. It was late in the afternoon, and on his last practice flight the little screw that held the adjustable line slider into its slot fell out into the wingtip.

I could tell Allen was tired and a little frustrated after several unsuccessful attempts by him to retrieve the screw through a small hole in the wingtip. He set the airplane down and retreated to a chair in his tent, still smiling, as Allen always did, but obviously disgruntled at his luck. I picked up the airplane, looked at it, decided I could do this thing, and began the task with the help of Charlie Reeves (the other nicest guy in the world).

We fiddled and fussed and finally with three hands, two hemostats, and a screwdriver, managed to retrieve the screw and get it back into place in the slider and tightened down, all through a small hole and the wingtip slot.

I looked up at Allen, who had a small frown on his face, and he said, "Hmmm, I thought I was screwed and you guys turned me into a virgin again." The tent erupted in laughter, and Allen had a big grin on his face as he said, "Thanks, guys. I needed that!"

I will personally always miss Allen!

—Randy Cuberly

My other brother Allen...

I have known Allen since I started flying stunt sort of seriously back in the late '80s. He was just one of those guys who always seemed to be there, especially when you needed help or had a question or two. Like a lot of you, we became close friends, and

Allen receives a sixth-place trophy for his performance in Old-Time Stunt from Paul Walker at the 2011 Nats PAMPA banquet.





Here Allen seems to be having a serious chat with 2011 Nats CL Stunt Event Director, David Fitzgerald.

there have been a few funny occasions where I was mistaken for being Allen!

On at least four or five occasions, at several different contest venues around the country, I had people come up to me and shake my hand and say, “Glad to finally meet you, Allen!” or some similar greeting, and I would have to disappoint them and tell them that they still haven’t met him! I would point out the real deal to them and introduce them to him.

This usually happened at contests around the country, but there was one time that it didn’t involve a contest. At a local model air show I was prepping my airplane for a demo flight, when I heard someone behind the fence yelling loudly, “Allen! Hey, Allen!”

I was sure that a complete stranger in the crowd wasn’t mistaking me for Allen, but when I turned around, the gentleman was right there at the fence, and his eyes wide and had a surprised look on his face.

Then he suddenly realized I wasn’t Allen. I asked him if he thought I was a guy named Allen Brickhaus, and he apologized profusely and said he was an old college buddy and had not seen Allen in years. I told him it was okay, and that Allen was a good friend of mine.

I related this instance to Allen and we had another good laugh. I told him that the reason people mistook me for him and not the other way around was that I was much better looking than him! After that, whenever we would see each other at contests, or talk to each other on the phone, we would call each other Darrell, after the characters on “The Bob Newhart Show” where there were several brothers who were all called Darrell. It was just a matter of us being twin sons of different mothers!

I lost my younger real-life brother Jim two years ago, and losing my “Other Brother Darrell!” is just as painful. I learned a

lot from Allen as I worked my way up the ranks in stunt, like a lot of you, and will try to follow his example of helping others as they go along the same path.

—Dan McEntee

A standout

I never actually got to know Allen, but I met him in 2001 at the FCM contest in Muncie; Allen Goff introduced us. I wish I could remember who else was with us, but we all went to dinner at Pizza King on Memorial Drive near AMA.

What I remember of Allen was that sitting with him and yacking was like I’d known him for years. Such an easygoing and friendly guy, he stood out among other easygoing and friendly guys who most modelers tend to be. That says a lot about him right there, I’ve met so many wonderful people in my 58 years of modeling it’s worth noting that some would stand out, and Allen did. I don’t remember the conversation that evening. I remember laughing a lot and talking about flying but no specifics, but I left impressed and feeling very good.

It was a shock when I read of his passing, so much so that I cried. He left such an impression on me that I felt that feeling of loss and pain usually reserved for close friends and family. I tried telling a friend about it and choked up. This was the kind of guy Allen was, the kind of person who just becomes a friend with little more than a handshake and a few words.

He was a person that you just liked and made you feel liked, as well. People like him just seem to give everyone value and how we could use more of that. I was hoping to have him sign my Legacy, which I had started building only a week before his passing. Now that opportunity is gone.

I’m so glad I will see him again, but he’ll be missed until then.

—Randy Ryan

Snookie's ride

Several years ago Allen and I drove to Palm City, Florida, to visit and fly with Roy Trantham. That was a great visit, but it got really exciting when Snookie, one of Roy's wolves, tried to climb into the back of Allen's van over our airplanes! "Roy, help! Quick!" was the cry as Allen tried to pull her out of the van.

You know, you don't really want to make a 75-pound wolf angry at you! All she wanted to do was go for a ride; at least that's what Roy said. In fact, Roy called me several times and asked me to tell Allen that Snookie wanted to know when Allen was coming back to take her for a ride.

—Charlie Reeves

More volume!

I was blessed to know Allen as a close friend for over 20 years. He was more than a friend; he was family. With his encouragement we held several stunt clinics on our new site in Springfield, and Allen, of course, volunteered his time to critique flights and offer help to pilots who were interested.

We had some clinics that were very well attended, and with decent weather. We also had one when the wind kept everyone away except Allen. He made the drive in spite of the forecast, and I was able to have a day of trimming with his eye on the plane. We would have supper the night before the clinic at our home, and sometimes he even stayed the night.

Allen had a great sense of humor and on one of these trips gave Ben some tips on how to get more volume when he was trying to master armpit noises. He enjoyed showing Ben little things that were funny to show Beth. Watching the relationship grow between him and Ben was a blessing that will last a lifetime.

Allen was a true balcony person to me and my family. He was a teacher at heart and an example of a life of service. We miss you my friend, we'll meet again on the other side.

—James, Beth, and Ben Mills



Top left: Ben Mills receives his second-place award from CD Allen Brickhaus at the Western Kentucky and Southern Illinois Stunt Championships.

Above: James Mills, Ben's dad, also received an award from Allen. Looks like Ben's plaque was bigger. Watch out, dad, Ben's flying better all the time!

Left: Allen and Ben share a moment at the Nats. Kids loved Allen and Allen loved kids.



Top: Allen campaigned this Loius VanDen Hout-designed Olympus for several years. It's a great-flying ship and has a distinctive transparent finish.

Right: Another favorite of Allen's was the Bert Metkemeyer-designed Trianic. Allen reveled in finding lesser-known, unusual models to fly in Classic Stunt.



German connection

I first met Allen at Brodak in 2000. He was always very friendly to my family and spoke German with my wife Heidi. We hit it off as friends from day one.

Little did I know but he was in Stuttgart, Germany, in the

service (1970-74) the same time I was at Wiesbaden, Germany. I wish we could have been flying friends back then. The following year I built the Legacy—one of Allen's designs—and brought it to the Brodak Fly-In. Allen made time to watch my flight and give me pointers.

That plane was the best one I have I built. The last time we spent time together was at VSC 2013, and I had the honor of being seated at the table with Allen. That night he was inducted into the PAMPA Hall of Fame, a well-deserved honor.

My family will miss him and his great attitude towards life.

—Reuben MacBride

A control line dynamo

I first met Allen at a St. Louis contest around 1979. I had gone to using ST needle valve assemblies in my Fox stunt .35s. Allen looked my airplane over and immediately told me how much I needed to ream out the venturi to restore the area taken up by the larger ST NVA.

At that time, Bill Zimmer was the judge in the Midwest, and a group of us, including Allen and me, moved through Beginner and Intermediate to Advanced in very close competition. I plateaued out at midlevel Advanced, while Allen and others advanced to Expert. This would have been late 1970s through early '80s. As said, Allen was a good and entertaining friend, and I always looked forward to seeing him. We have lost a control line dynamo.

One time we were at a contest in Indiana when it started to

rain. We thought the airplanes were all oily and sealed up, so we just let them set out. As I recall, Allen's airplane picked up eight or more ounces. He weighed it periodically, and it took several months to dry out to its original weight.

—Jim Thomerson



This Bob Gialdini-designed Rayette was yet another unusual model that Allen built and flew at VSC. He was a very prolific builder!

A detailed response

I didn't know Allen personally but certainly knew of him through his efforts in promoting CL stunt. One time I contacted him about a question regarding the VSC requirements. Instead of just sending a brief reply, he emailed a rather detailed response, which doubtless took some time to compose. As a result, I can see why he was so highly regarded in the stunt community!

Allen has always been available to help me trim my models and offer information regarding building, engines, and help with many other problems I may have not been able to figure out by myself.

I had been sharing some pictures of my current projects with Allen. Also, I was keeping him informed of a young man who Gary Frost and I were coaching and helping to learn to fly. Allen did include two pictures of eleven-year-old Bradley in the November/December *Stunt News*, posing with my Primary Force. Many fliers in our area will really miss Allen. I can't believe he left us so soon!

—Joe Thompson

The mouse would starve...

I never was physically involved in the national modeling scene, so I never had occasion to meet Allen personally. But I suspect that there are thousands of people like me who have read his columns or articles over the years and have quietly benefited from what he wrote, even if none of us could pick him out of a crowd.

I do a bit of writing from time to time. I know how much effort is required to write a good article. I also know how much extra effort it is to design and build an airplane when you're doing so for everyone and not just yourself. I also know that the pay involved wouldn't keep a mouse in feed.

So even though I've never met Allen, I'm sorry to hear of his passing, and I'm grateful that he was here on this earth, and that he chose to do some of his teaching in a medium that would reach me and all the other stay-at-home modelers out there.

—Tim Wescott

... A "spark plug" everywhere he went

At the Nats some years back, a bunch of guys had gotten together in either Allen's or Charlie's hotel room. The word got out there was homemade pineapple ice cream and a banjo there. I ventured down to investigate, and sure enough, Louis Rankin had one of his fine five-strings all ready to go.

When I got there the ice cream had already been polished off. Keith Trostle requested "Tom Dooley," but that didn't go too well. Then Louis decided to sing everybody's favorite, "Pretty Polly," a dreadful melodic song about a guy murdering his girlfriend.

Unknown to me, Louis possesses a terrific voice and we did a pretty good rendition of that one. The song is easy to play but has a "different" sound to it. I had always been curious about some of those Stanley and Monroe "oldies" that have that distinctive sound. Many times they require a special tuning that falls between frets on a stringed instrument.

Allen, in very clear terms, defined some of those modal tunings, and although he hadn't heard the songs, he nailed the tunings in several. As everyone knows, Allen's whole life was devoted to music, and he really knew his subject inside and out!

Then Charlie broke into "Grandfather's Clock," another standard, and he not only had the voice for it, but he also knew more verses than I knew existed. Allen caught a little baritone line in that one.

Times like that don't just "happen;" there has to be a catalyst—a "spark plug" if you will. Allen was a "spark plug" everywhere he went.

—Dale Gleason

My old '55 (with apologies to Tom Waits...)

Allen and I spent a bunch of the time at VSC talking about his custom 1955 Chevy. Looking back, I remember he was very proud of his car, and I believe he drove it to several Nats.

It's always nice when modelers share other things in common. I also had a '55 Chevy, but not as nice as his. We did share some very similar memories about models and cars.

—Windy Urtnowski

A soaring eagle

As we move through life, there are extraordinary people who do their craft so well, who interact with others with such ease, who make complex tasks so understandable, who make contributions of such magnitude, and, who, because of their energy and selflessness, contribute to our lives in such a way that they fill the voids that we somehow can't.

If we judge a man by the body of his work, by the lives he touched, the directions he changed, and the projects he completed, then Allen stands uniquely alone. Allen Brickhaus was truly a giant of a man. Whether as a band director, a model flier, a builder, a contest director, or a friend offering advice and

radiating that inimitable smile, Allen was special.

Eagles fly, eagles soar, and their grace fills the sky with their beauty. As few have done, Allen filled the sky wonderfully. To those of us who knew him, respected him, and loved him, his presence will always bring a sense of awe, joy, and gratitude. A giant of a man and soaring eagle has left the sky and left our lives.

There will always be an empty spot in our hearts because Allen is gone. We will always long to have him back. Yet, we believe that he will always extend his wings and that his spirit will be carried by the wind. We pray that wind will always touch us and lift our hearts in the joy that we knew him.

—Joseph Colly



This is how many of us will remember Allen Brickhaus: At a contest holding a well-built, nicely finished airplane and smiling at everyone. He was a kind, friendly, gentle man. He loved people and he loved to fly model airplanes. We should all have such a rich epitaph ...

Throw it in the river!

I remember Allen as a good friend, willing to talk to me about any subject and at any level. If I ever had a hint of an issue, he would jump on it without being asked and present ideas. Afterwards, he found the time to call and ask how things were going. One example is we had many conversations and emails about how to get one of my stunt engines to run properly, and his final piece of advice was to “Throw it in the river!”

Through the collection of ideas that Allen shared with me over time, I cannot help but feel that I have been in stunt school. Allen is one of those irreplaceable, special people. For me Allen will never be forgotten; in fact, I think about him more often now after his passing.

—Gary Frost

Listen to the voices...

Last year at the Brodak Fly-In I was under the big tent with Eric Keller and Bill Stewart, and we were talking about what airplanes were on our build list for next year. I had just crashed my electric Legacy 40 the previous day during a moment of indecision. As we were talking, I heard a voice whispering in my ear, “Build a Legacy 40; build a Legacy 40.”

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I then turned to Eric and said, “I just got a great idea. I’m going to build another Legacy!” Allen walked away as though he had just won first place in a contest, and I have another Legacy 40 on the bench.

—Bob Hudak

Always accept free shirts!

We, as a group with rejuvenated control line interests, came to know Allen at the Brodak and Joe Nall events. He immediately took interest in our newly found club, the Starrliners (yes, it is spelled correctly), and was anxious to answer any of our questions and also inquire about our club shirts.

Last year at the Joe Nall and Brodak events, Allen was the first person who came running to my car as I arrived, proudly displaying his Starrliner shirt. His individual enthusiasm toward us who were new, and those who were returning to the control line, was exceptionally infectious. Here is to Allen who made us feel so welcome.

—Tom Smeltzer

Check your wallet

I’ve known Allen since 1979 and have many great memories, but there is a memory that comes to mind the most. Allen or I would always bring up this incident once or twice a year. It happened back in 1979 at the Nats in Lincoln, Nebraska. That was the first year I attended a Nats.

Apparently, Allen had heard of me through someone, somewhere, or somehow, and at the hotel he walked up to me, put his hand out, and said “I’m Allen Brickhaus.” I looked at him as if he was crazy. We always laugh at the fact that maybe, being from Chicago, I was afraid if I shook his hand he would be stealing my wallet or something. But we always remembered that and laughed about it.

Allen, you will be missed.

—Jim Renkar

Closet Scale flier!

I first met Allen around 1980 at Buder Park in St. Louis. We both enjoyed stunt and semiscale profile models. In 2000 I finally



Cammack Station, located west of Muncie, was one of Allen’s favorite lunch and supper stops. It includes retro decor and diner fare and decent prices.

built an Extra 300 sport scale model and entered my first Nats competition. Allen got me to write an article for *Flying Models* magazine about a stunt modeler getting started in Scale Competition.

A few years later I asked Allen if he would like to fly my Extra 300 in the Team Scale event in the Nats. He said he would be happy to do it. He came up to Buder Park with Charlie Reeves and test flew the ship. The 3-line motor control was a little sticky, and I agreed to get it loosened up. Allen did a good job with the ship on the second flight. He said he would be glad to fly in the Team Scale event as pilot, with me as the builder.

We met at Muncie on Friday and registered in Team Scale and in Sport Scale with my Navy version of a DC-3, which Allen helped launch. It was very windy on both flying days. Allen had difficulty on the taxi maneuver after landing, but his smooth flying and landings were very good. We won first place.

I know Allen was happy to have a Nats trophy in Scale; he called our club president on his cell phone on the way home to tell him about the win.

—Walt Brownell

That gentle, happy smile

Nearly everyone within the CL Stunt community knows of Allen Brickhaus. He was a presence at most CL events throughout the Midwest.

I met Allen in 2006 when we began recruiting reporters for *NatsNews*, the daily Nats newsletter. Allen was one of the first volunteers—and certainly the most prolific!

Allen liked to arrive at the field early, so I'd meet him either onsite or at AMA Headquarters where he would catch me up on the previous day's events while I'd download his offerings. He enjoyed taking pictures. The more unusual the angle or the better

the reflection on the airplane's spinner, the more he liked it.

And sunrises! Allen was onsite when the sun rose nearly every morning and provided some of the most spectacular sunrise pictures ever! No Nats CL week was complete without at least one of Allen's sunrise photos on the back cover of *NatsNews*.

Allen and his wife, Kathy, enjoyed traveling, and Allen's Facebook page was filled with pictures of his European travels. He walked *Model Aviation* editor Jay Smith and me through the albums, telling stories about each city, and of as much interest to Allen—the food! At nearly every stop there was a restaurant he remembered—just as every summer he discovered a new restaurant in Muncie to attend and advertise in *NatsNews*! Cammack Station anyone?

We also shared another interest. Allen was a retired music teacher who never really retired. After his “retirement,” he remained on the roster as a much-in-demand substitute teacher and he even subbed for nearly a semester at a school some 35 miles away from his home. I'm sure the drive was tiring, but from the sparkle in his eyes and the smile on his face, as he described it, he loved being back in a position where he could have a positive influence on young people.

The summer marching band circuit is popular in East Central Indiana, and my kids were involved in marching band throughout middle and high school. Allen often attended local contests in the evenings during the Nats and followed the results through the final contest of the summer.

This summer will be hard, not being able to see Allen's gentle, happy smile and sparkling eyes, eager to see what new adventures the new day will bring.

Godspeed, Allen, and I'll surely miss you, your stories, your silly jokes, and your indescribable outlook on life.

—Liz Helms



E-Stunt

by Will DeMauro

In this issue, we are very fortunate to have Joe Parisi onboard to tell us in his own words about his journey to becoming the Australian National CL Stunt Champ. His is yet another in a string of victories for electric-powered control line precision aerobatic aircraft. Besides congratulating Joe on his win, I would also like to congratulate Russell Bond and PJ Rowland for their second- and third-place finishes. Joe's story follow.

—Will DeMauro

Australian Nats experience

My electric journey started a year ago in early 2013 after I got back home from the last Albury Nats. Leading up to last year's Nats, it was becoming obvious to me that I had to find a solution to the increasing noise restrictions at my regular club flying sites. All my flying sites had developed time restrictions of one form or another on the use of IC engines (due to the proximity to noise sensitive residential areas), and this was limiting my ability to practice for contests.

To find suitable unrestricted IC sites, I was forced to drive further and further out of town, which I didn't really enjoy. My regular clubs had very little or no restrictions on electric power, so it was a case of either embracing electric or continuing to struggle with the restrictions. I choose the former option, as it gave me the freedom again to practice early in the morning or late in the evening.

Electric also would open up

new flying site possibilities, such as sporting fields very close to home. After 35 or so years of using IC engines, I knew that the electric journey was going to be a steep learning curve with many new challenges to face.

By the end of January, 2013, I had converted one of my old IC models to electric. My initial setup was a Scorpion 3026 motor, 4S 4000 mAh Turnigy batteries, a Hubin timer, a Castle Lite Ice50, and an APC 13 inch 2-blade pusher prop.

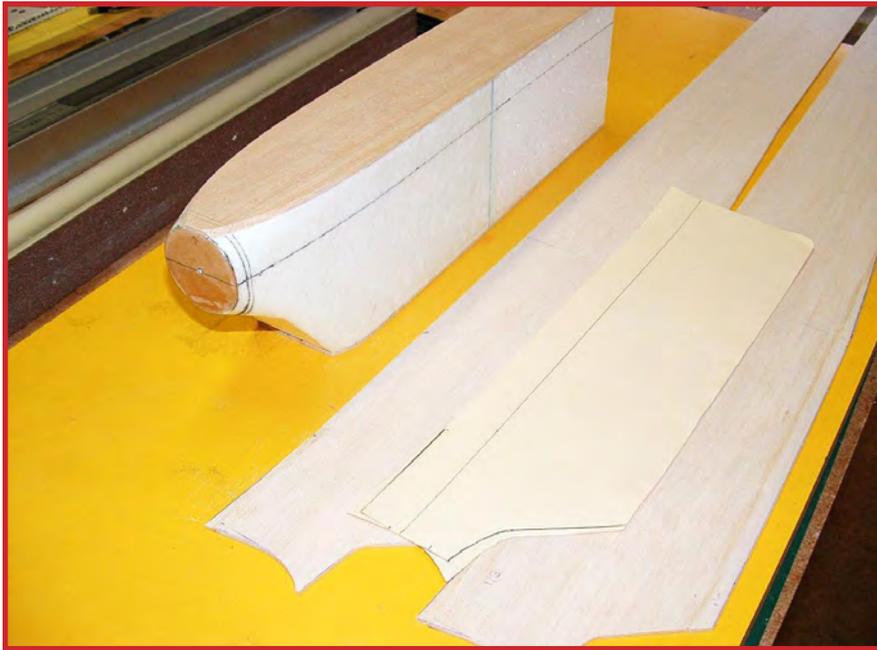
It wasn't long before I started to have bearing problems with the new Scorpion motor, which was very disappointing given that the motor was front-mounted. The Cobra motors were starting to gain popularity by that stage, and their larger bearings were a feature that was certainly appealing to me. I selected a few Cobra motor options and emailed Will DeMauro for his thoughts. One of the motors was a Cobra 3520 820 Kv, and William pointed out that the 820 Kv rating would allow me to experiment with a 5S battery setup, as well as allow me to continue to use my 4S setup.

I ended up going with the 820 Kv version, and whilst it worked fine on my 4S setup, it wasn't long before I started to experiment with 5S batteries. I found the 5S Turnigy batteries were generally shorter and slightly lighter than what I was using on my 4S setup, and this allowed me to get the CG more rearward, which I preferred. After a while I settled on the 5S setup and haven't looked back since.

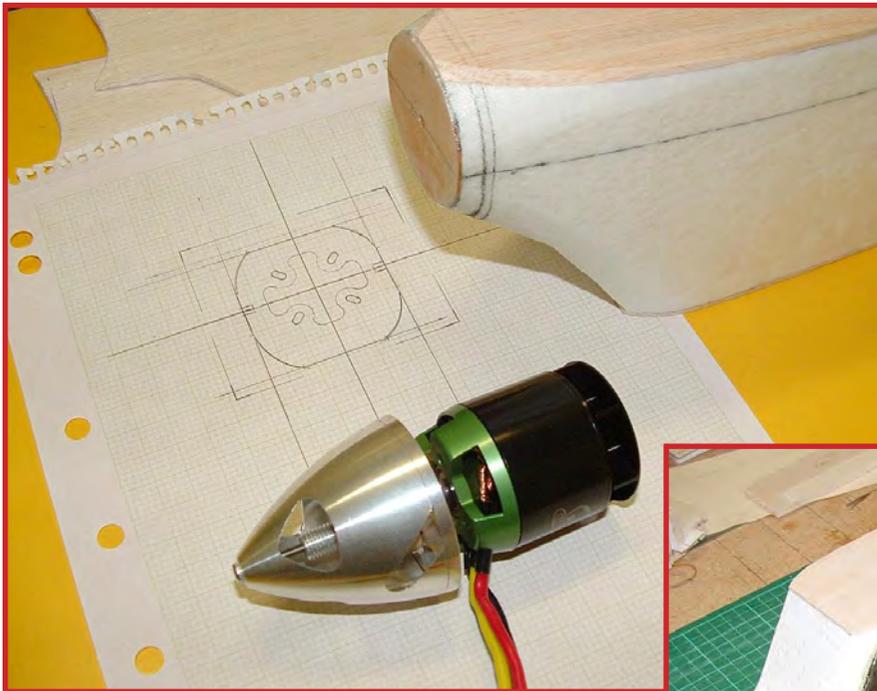
By the end of August, 2013, I had completed my first purpose-built electric model with take-apart construction. I called it "Frontier," presenting that I was moving forward into new territory. The wing and tail were actually built in late 2012 (prior to my decision to go electric) and were based on the Trivial Pursuit design. At first I was unsure about how the thick

Here are the top placers in F2B at the Australian Nats. From left to right are Russell Bond who placed second, Joe Parisi, the Champion, and P.J Rowland who placed third. It was a hard-fought contest! Joe and Russell used electric power in their planes.





Joe used an interesting technique to build the nose of his Frontier. He wet-molded the sides around a foam plug and then used laminations of carbon mat to stiffen the sides in place of the more common plywood doublers.



Joe made a drawing of the shape of the nose to allow him to custom shape the RVP Hardnose Motor Mount plate to fit his design.

wing would work with electric power, but so far it hasn't proven to be an issue. I used Bob Hunt's Hardnose Motor Mount, which works great. With the Cobra front mounted I can use the optional rear fan for better cooling.

The construction of the fuselage front end is somewhat unconventional, as I moulded the fuse sides to blend into the curvature of the hard mount plate. The fuse width is 3.0 inches overall, which allowed me to have the ESC, arming

plug, and timer mounted on the inboard side and the battery mounted toward the outboard side.

After wet-molding the fuse sides around a foam plug, I epoxied on laminations of carbon mat and glass cloth to act as fuse doublers in lieu of the traditional plywood. This form of nose construction gives me a secure front mounting with plenty of internal space so that I can maximize airflow and cooling through the battery/ESC compartment.

I like to have all the electric components easily accessible and have all wiring strapped down with Velcro so that there is nothing moving around under G forces in flight. Having components moving around in flight is not desirable, as it puts stress on connections and solder joints. I use a plywood bracket for mounting my battery, the bracket has a ply tongue at the back which fits into a slot in the fuse former, and the front is held down with a single 1/4-inch nylon wing bolt.

I have a slotted hole for the nylon bolt fixing so that I can slide the battery back and forward for CG adjustment. I have found this sliding adjustment to be such a useful trimming aid. The bracket arrangement also helps the battery get cooling to as much of the battery surface area as possible.

First flights of the new model in September were interesting. It tended to hunt badly in level flight with a pronounced "porpoising" up and down action. It took me a while to figure out what was going on, but eventually I discovered that I had accidentally built in about 1.25 degrees of downthrust, and with pusher props this is not a good combination! I removed the downthrust with shims and this was a significant improvement; however, I still had minor hunting, particularly in inverted flight, which was more difficult to resolve.

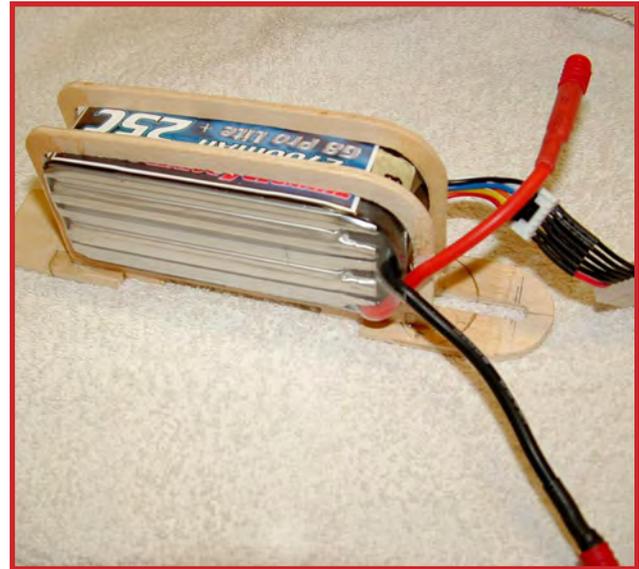
I tried various amounts of upthrust and also in



The final assembly of the nose of Joe's plane incorporates a crutch plate unit that allows for easy access and proper cooling. Nicely engineered, Joe!



Here's a view of the nose crutch system being assembled to the molded fuselage sides. Very neat and organized work.



Joe used two plywood ribs that interlock into a base plate to hold his battery. Light and secure!



Here's how everything fits into the nose of Joe's plane.

combination with various amounts of negative and positive stab incidence. In the end I found the best solution was zero thrust alignment and $\frac{1}{32}$ inch of positive stab incidence, which, incidentally, is exactly how my last two Trivial Pursuit-based IC-powered models have been trimmed out. I do, however, run 2.5 to 3 degrees of right thrust for more positive line tension overhead (many thanks to Bob Hunt for that tip!).

Whilst I had cured the majority of my hunting problems, I felt there was still room for more improvement. After thoroughly going over all of my control system, I found that I had some binding in my leadout guide. I made my sliding leadout guides using brass eyelets, and the leadout wire had started to wear a groove into the thin side wall of the eyelet causing binding.

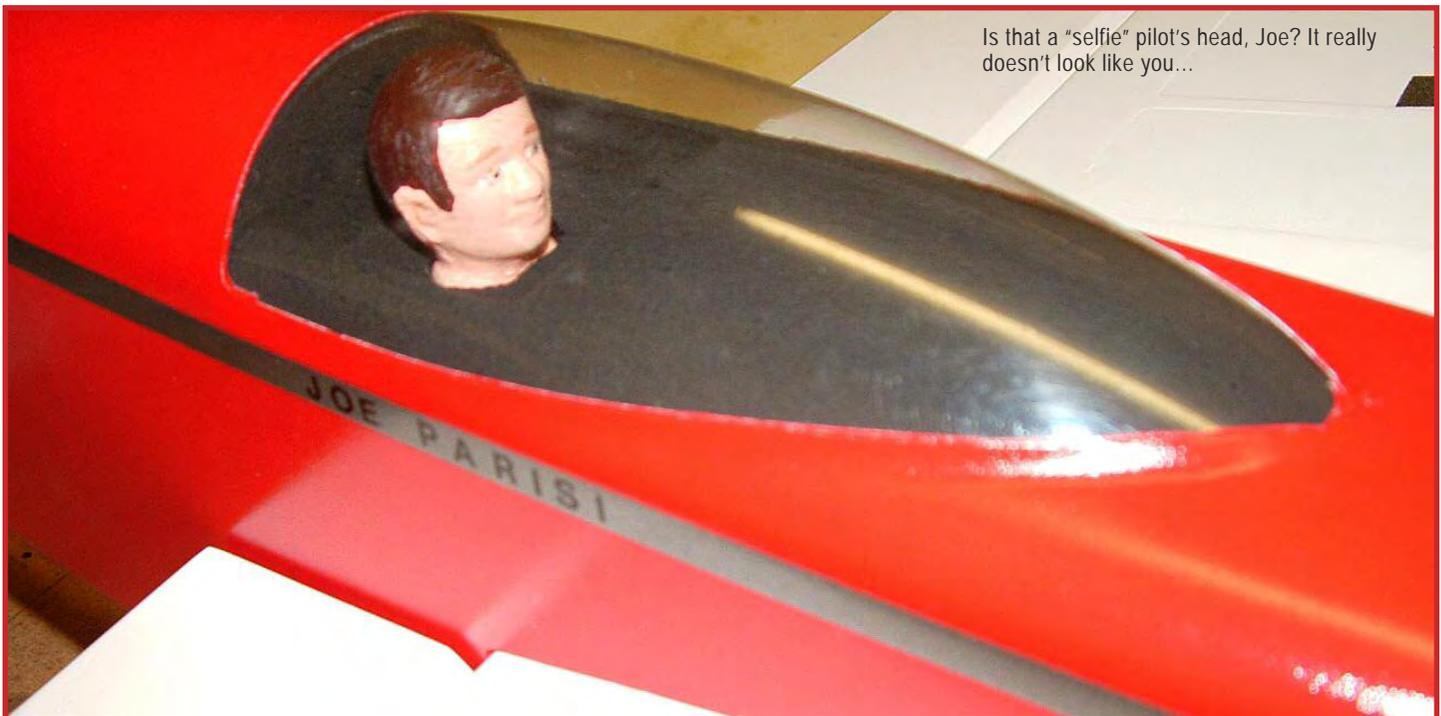
I decided to cut into the wingtip and replace the brass eyelets with nylon ones. That was a noticeable



The Frontier has a very businesslike appearance.



Note the cooling outlet holes near the wing root on the fuselage. Note also the neat, molded balsa tips. Joe has agreed to write an article about how he made them for a future issue of *Stunt News*.



Is that a "selfie" pilot's head, Joe? It really doesn't look like you...



The surface finish on Joe's model is very clean and the paint scheme is pleasing.

improvement in flight. Next I replaced the hinge sealing tape in my hinge lines with very thin, clear iron-on film cut into strips (the old lightweight "Ozcover" film), and this did help free up the movement of the surfaces, as did oiling all the hinge barrels. The final step was a brand new set of 0.015-diameter braided lines.

Now I felt satisfied that I had eliminated as much of the control friction as possible.

If there's one important lesson learned from my electric experience, it's the importance of having a control system that's as friction free as possible. It seems that the lack of vibration from the motor makes electric models more susceptible to issues arising from control system friction than IC-powered models where the inherent vibration probably helps to mitigate these problems.

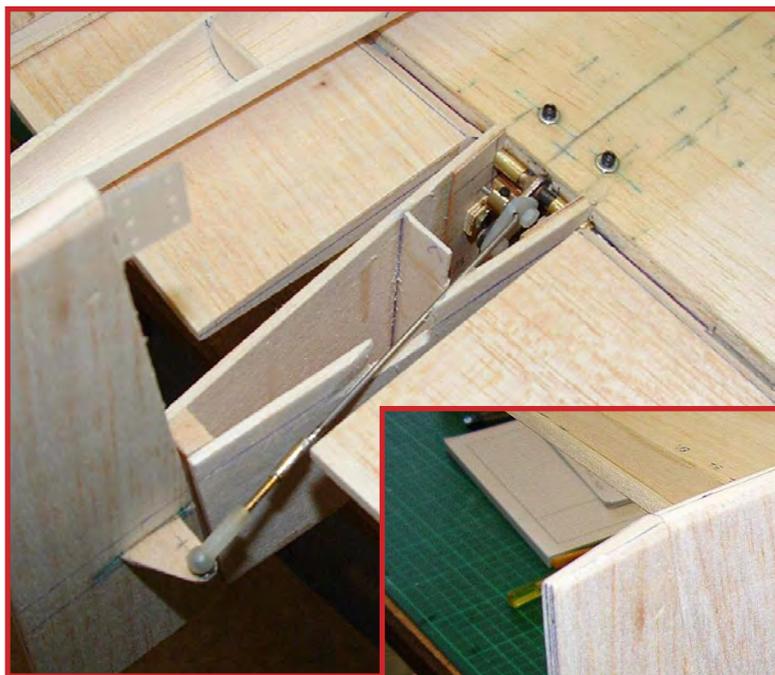
One of the steepest parts of the learning curve for me has been the charging and maintenance of batteries and the importance of having good quality battery chargers. Will's advice in this regard has been invaluable. I have an iCharger 306B and a PowerLab PL8; they are both great chargers. I always put my batteries into storage mode as soon as I get back from a flying session. I keep a log of all my battery charges, as I find this very helpful for monitoring a battery's condition. I rotate the flight order of my battery packs each time I go out so that the same battery is not being used on the first flight of the morning.

Usually, the first few flights of the morning are in calmer conditions which will use more battery than the later flights when the wind picks up. I number all of my batteries so each flying session will start with the next sequential battery number. This helps even out the load on the batteries. I also invested in a deep-cycle 12V battery for field charging, and that's now something I can't do without on those longer practice-session days.

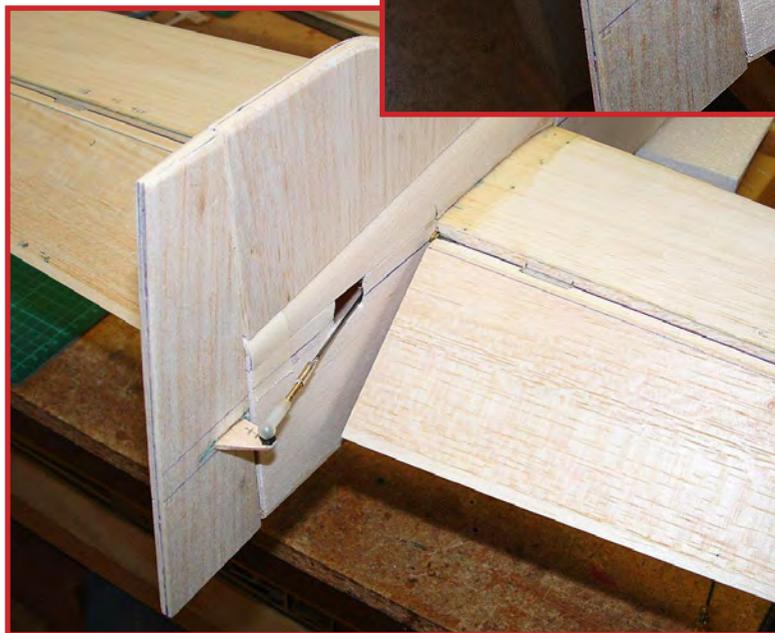
I have used pusher props exclusively on my electric setup. To



This close-up view of the nose of the Frontier shows the cooling air outlets to good effect. Note the use of a Tru-Turn Turbo-Flow spinner for air intake.



Joe built his Frontier with his version of the Rabe Rudder. Ironically, Joe disabled the system after discovering that he really didn't need that trim tool when using a reverse-rotation prop. These photos do serve, however, as a sort of "how-to" for those who might like to try the Rabe Rudder.



very quiet and yields a great corner and great tracking. It gave a more constant speed throughout the manoeuvres, and the smaller diameter gave me less yaw and GP effect in corners.

I found I no longer needed my "Rabe Rudder" setup that I used on the 13-inch APC props (rudder moving out on up elevator), so the rudder was changed to fixed with no offset. I moved the CG slightly more forward and made some adjustments to the leadouts and tip weight. Overall, I now had a much cleaner flying model.

The final adjustment during my Nats preparation was the addition of PJ Rowland's vortex generators (VGs) to the wing in early December. I started using these on last

me that is one of the key benefits of running electric. The extra line tension in the outside manoeuvres, particularly the upper parts of the vertical eight and hourglass, is impressive. My favourite APC pusher is the 13 x 4.5-inch original thin hub (F2B version); it produces great thrust and gives good braking coming downhill.

In late November I switched to the 3-blade 11 x 5.5-inch "green" carbon prop from Alan Resinger and Chris Cox. I really liked this prop right from the first flight; it is very smooth and

year's IC model with good results, and I usually prefer to add them after I have all other trim issues resolved. I cut my VG's from a carbon fibre angle section $\frac{1}{8} \times \frac{1}{8} \times 0.010$ -inch that I moulded myself. In this manner the VGs have horizontal base legs which provides a more secure fixing to the wing surface. Otherwise, the VGs are exactly to PJ's design and positioning.

Well, the end of December came around quickly, and before I knew it I was off to the Albury Nats. We had two days of official practice on December 28 and 29 before starting with Round 1 on December 30 and finishing with Round 4 on January 3.

Albury is always a difficult place at which to fly. The high mid-summer temperatures combined with highly variable wind conditions always make it a challenge. The flying site at Albury looks fairly open, but it is bounded by a freeway and an elevated road bridge, as well as buildings and other land forms that generate ample turbulence when the wind speed picks up.

You have to be well prepared for all wind conditions: from dead calm, to light, to thermals with 180 degree direction shift, to moderate and strong with gusty turbulence thrown in. Also there is a noise curfew at the site which limits model flying from 9am to 6pm only, regardless of the type of power system used. The limited practice circles combined with the noise curfew restriction means there's not much opportunity to sort out any



Joe and PJ have announced that they will be attending the 2014 US Nats. PJ is a brave soul, as he has incorporated the Nats into his honeymoon. Not sure many of us could get away that! Joe's win was the first for electric at the Aussie Nats.

0.018 lines.

Here are the details of my electric setup:

Model: Own design "Frontier" (Trivial Pursuit based) weighs about 59.5 ounces with battery

Motor: Cobra C3520/820 Kv with rear fan.

ESC: Castle LiteIce 50, Governor High Mode, governor gain 35

Timer: Hubin FM9

Battery: ThunderPower G8 ProLite 25C 5S 2700 mAh. Average consumption 2000 - 2100 mAh per flight

Spinner: Two-inch diameter Tru-Turn Turbo Cool

Prop: Three-blade 11 x 5.5-inch "green" carbon pusher prop by Alan Resinger and Chris Cox.

RPM: 10,500

Lines: 0.015-inch diameter 7-strand braided x 64 feet (eyelet to eyelet). Average lap time 5.25 sec.

problems that might arise with your model.

I won't give a detailed round-by-round contest report, as I will leave this for Peter White to cover in a separate report for *Stunt News*. From the first round results, it was going to be a close contest between PJ Rowland, Russell Bond, and myself. Both PJ and Russell were flying at an exceptionally high standard, and their models were in very good trim.

In the early rounds, my light model wasn't handling the gusty turbulent conditions all that well, whereas PJ's model and Russell's model both handled the conditions extremely well. The higher wing loading of their models, relative to mine, was an advantage under the conditions. By the 3rd round I felt I was starting to adapt better to the conditions, and fortunately my 4th round flight was in light wind so I was able to make up some lost ground on my scores.

Due to the limitations on flying hours and practice circle availability at the Albury site, there wasn't the opportunity for any major changes to make my model better handle the turbulence. After the first few rounds I clearly felt I could do with some more positive line tension, so I decided the simplest way to do this was to move the leadouts slightly forward and add some more tip weight. This may not have been the optimum approach, but it was enough to at least give me more confidence moving forward into the last two rounds.

I felt at times in those gusty and turbulent conditions that my 0.015 braided lines were stretching too much, making it harder to accurately position bottoms and consecutive manoeuvres. My 0.015 lines have generally been fine in windy conditions at home where the wind direction and strength tends to be more uniform, but in the non-uniform, gusty air conditions, changing to 0.018 lines would be advantageous. Both PJ and Russell were using

Just before leaving for the Albury Nats, I had many thoughts about my electric setup, as this was going to my first Nats with electric power. How would it handle the heat and wind that Albury is always renowned for? Would my set up be totally reliable? Do I have enough batteries to get me through? How much will I need to rely on field charging?

Well, with the Nats over, I can report that my electric setup handled the wind and the heat better than I expected and it was totally reliable. I made no adjustment to my electric setup from how it was set up at home.

My six ThunderPower batteries were sufficient to get me through practice and the contest rounds without having to wait around for charging. The deep-cycle battery handled all my field charging needs when it was required.

For the Nats I used the original Cobra C3520 820kV motor from last year. I estimate it has done at least 350 flights and still going strong on the original bearings. I do periodically put a drop or two of Scorpion bearing oil on the bearings just to be safe.

Finally, I have a few people to thank. I need to thank my good friend and coach Noel Corney for his coaching and trimming advice leading up to the Nats. Noel was one of the electric pioneers here in Australia, and his help in getting my electric setup going is so greatly appreciated. I also need to thank Barry Fredrickson for transporting my batteries down to Albury for me.

Along the way on my electric journey I received much great advice from many friends in the US and Canada, and in particular I'd like to thank Will DeMauro, Bob Hunt, Alan Resinger, Chris Cox, and Larry Wong. Thanks to everyone who has helped make the journey easier for me. *sw*

—Joe Parisi

Flying

by Paul Walker

Welcome to the new “Flying” column that Bob Hunt conceived and asked me to author. After some thought, I agreed to the large salary and signing bonus.

I asked Bob for a list of topics that he thought should be discussed and he provided a bulleted list. I will do my best to discuss those subjects, and others that I have thought of as well. The first subject to be discussed is one that I get questions about all the time. That being the flow chart I developed years ago for trimming a stunt plane that was printed in *Flying Models*. After years of flying, trimming and competing I find that it could use some updating.

This is the chart accompanying this issue. Burn it or copy it, it's yours! This topic will be covered in at least three different sections. The first two discuss the process to work through the flow chart and the third (and on) will be some more subtle issues associated with trimming.

There are a few terms that need to be defined prior to starting. In the context of this discussion, roll, pitch and yaw are defined with respect to a reference system that is fixed to the plane, regardless of any orientation the plane is in with respect to the ground. Further, it is assumed that you will be starting with a *straight* plane built to a *reasonable* weight. Since this is such an important issue, I will discuss in a future article what my processes are to get my planes as straight as I can, and how to

bench trim them. Starting with a warped plane will lead to a lot of frustration!

The flow chart is a systematic way to trim your plane when followed. It is broken into two sections: basic trim and Advanced trim. Basic trim is really required to have a plane that is predictable and repeatable. It also prepares the plane for more “advanced” trimming by having it in a condition so that the future effects can be felt and worked on. This level should be attainable by anyone using this chart. This is the area covered by this first section. The “Advanced” trim issue will follow in my next column.

As I stated previously, it is assumed that your plane is straight, as this trim process will not produce a winner if the plane is warped to start with. However, sometimes this process will point out that the plane *is* warped, as it will be impossible to satisfy a criterion to move on. That issue will be discussed on the third installment of this series.

The process involves working to satisfy, in a positive way, the criterion at each loop (dark boxes on the chart). An example of a loop is the first criterion, “wings level.” The question, “Are the wings level” is addressed. If not level, they will be adjusted, and then following the arrows on the flowchart, return to the “wings level” box. This forms one loop. A loop will be cycled through until the criterion is met.



The first and most important trim adjustment on a new plane is to get the wings absolutely level when the airplane is in level flight. There are several things that affect this adjustment. A good example of proper level-flight trim is Paul Walker's Nats-winning Predator. Photo courtesy Will Hubin.

I most often fly by myself, and have developed a reasonable eye at seeing these criteria. If you can see the roll, pitch and yaw as the plane flies through every maneuver, you are ready to start. However, many times it is easier with a helper who can more easily see from the outside what you are looking for. Never turn down quality help! Going through this process looking for one item at a time will help you develop an eye for seeing these deviations.

Criterion one is to level the wings. Sounds easy, but many times this level of trim can be a bit tricky early on. The obvious result of this step is having the wings parallel to the ground both upright and inverted when at five foot level flight. Since this is the first step in the trim process, there can easily be too much wingtip weight which will roll the wing out (away from the pilot) in both directions. The outboard tip will be down relative to the inboard tip both ways.

If the upright level and inverted level are not the same “tweak” the flaps, re-fly and recheck. Continue this process until the wings sit the same relative to horizontal both upright and inverted. This result is somewhat different than the ideal outcome, but at this stage this is the best it can get with the existing configuration of the plane. This is one of my most distasteful phases of trimming as I *hate* tweaking the flap horn as it is never easy to get that needed small change. I have seen this process take all day to get just right. Twist once, nothing, twist twice, again nothing, twist a third time and presto get way too much.

Then it is the same process going the other way. This can be frustrating, and can result in a “good enough” situation where it is really not “good enough.” Because of this I developed a system that is adjustable by a ball driver from the outside of the plane. In three flights I can usually get the wings very level. The system adds about a ½ ounce to the plane, but is invaluable for those sometimes needed adjustments at critical times. I will cover this in a future column.

My tip here for doing this yourself is “simple.” When flying level at five feet, hold your flying hand up to eye level just to the side of your eye. This way you can look directly down the lines, and since the lines are parallel to the ground at this point, so should the wing. Sighting down the lines helps in seeing the orientation of the wings easier and more accurately. A little practice at this and it will be easy to do upright and inverted.

Criterion two is to adjust the pitch sensitivity. An astute observer would note that if on the first flight it was discovered that the CG was way too aft that this would be adjusted before the wing level situation. I believe that, in most cases, the first flights will be in a more nose heavy situation to be on the cautious side. By all means, if it is too tail heavy, add nose weight before leveling the wings.

Once the wings are level, get a feel of how sensitive the plane feels. Adjust the CG forward or aft based on the pitch response. The goal here is not to make it perfect, but to make it friendly enough to progress to further stages of trimming. There are numerous adjustments that affect pitch sensitivity, and they are covered in the advanced “phase” of this chart. The goal here is to make it manageable so that other critical adjustments can be made before making the final pitch adjustments. A quick check is to notice what the plane does in pitch just after the engine shuts off. If it pitches up, it is too tail heavy. If the nose drops it is too nose heavy.

Criterion three adjusts the wingtip weight. The process I use is to enter a wingover, climb over the top, and at about forty five degrees on the down side, perform a tight corner. Watch carefully what the wing does relative to the lines. Similar to looking down the lines like criterion 1, get into a habit of sighting down the lines and watching what the wings do in roll relative to the lines.

The lateral axis of the wing (tip to tip line) should remain in-line with a line from the hand to the wingtip (sort of like the lines) at all times. This is part of the reason I hold my hand up so high. It forms an easy line of sight to check this. With the lines up at eye level, it becomes easier (more sensitive) to see the outboard tip rolling in or out (seeing the bottom of the outboard wing, or seeing the top of the outboard wing). If it rolls away from you, reduce the amount of tip weight, and re-try this test. The amount of weight depends on how much the plane weighs and how much it rolls out.



The leadout rake on Doug Moon's Riff Raff appears to be perfect. The plane has good tension and does not “hinge.” Hubin photo.

Quick side note here: This is the *most* common error I find when flying other pilot's planes. Most everybody carries *too* much tip weight. I have flown other Top Five pilots' planes just after the final five at the Nats and they too had too much tip weight. It is like “comfort food;” It *feels* good, but is really not good for your scores! On the flip side, if the plane rolls in towards you in that test corner add tip weight and re-fly.

Continue this process until the plane does this maneuver without detectable roll. Please understand that you do not want to do a full-throw corner when doing this test. Even a fully trimmed Nats winning plane will have difficulty doing a full throw corner without a bit of roll. Note that after adjusting the

Bob Hunt's Crossfire Extreme displays perfectly level wings in inverted flight. Many planes could be made to fly better with attention to basic trimming procedures. Photo courtesy Steve Fitton.

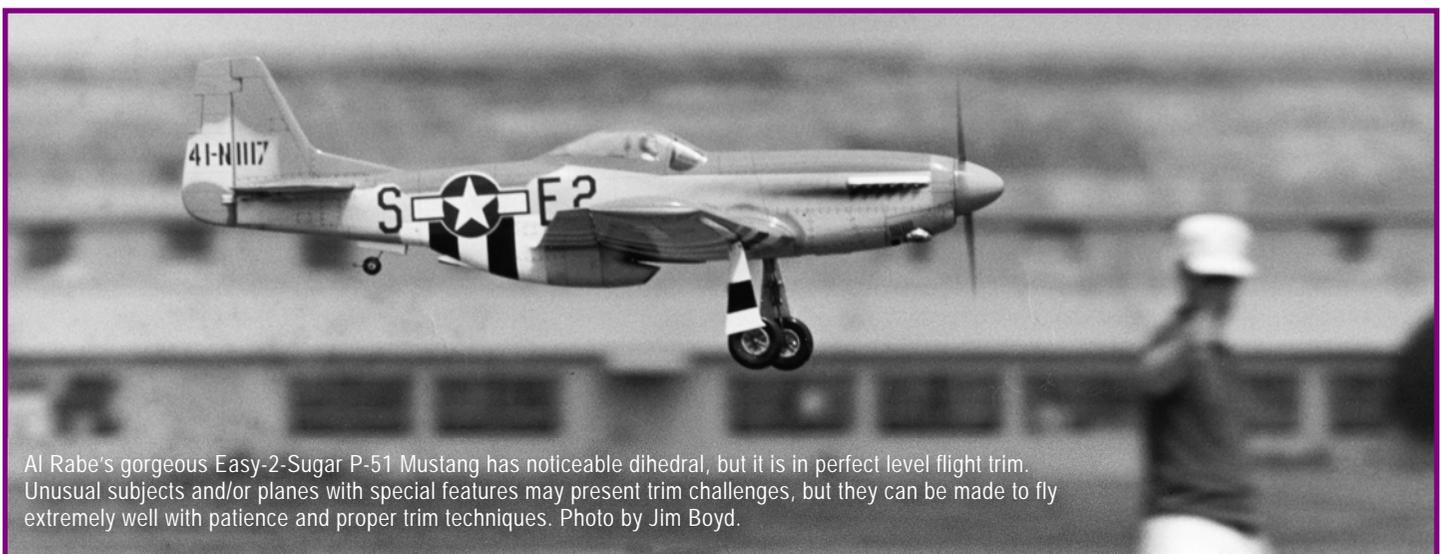


tip weight or leadout position, cycle back to step one and recheck the wings for level again. Sometimes when the tip was low both ways in step one, removing tip weight in step three will rectify that situation. Sometimes excess tip weight will “hide” the true wing level when just starting, and if the wings are not level when returning from step three, re-level the wings and proceed back to step three.

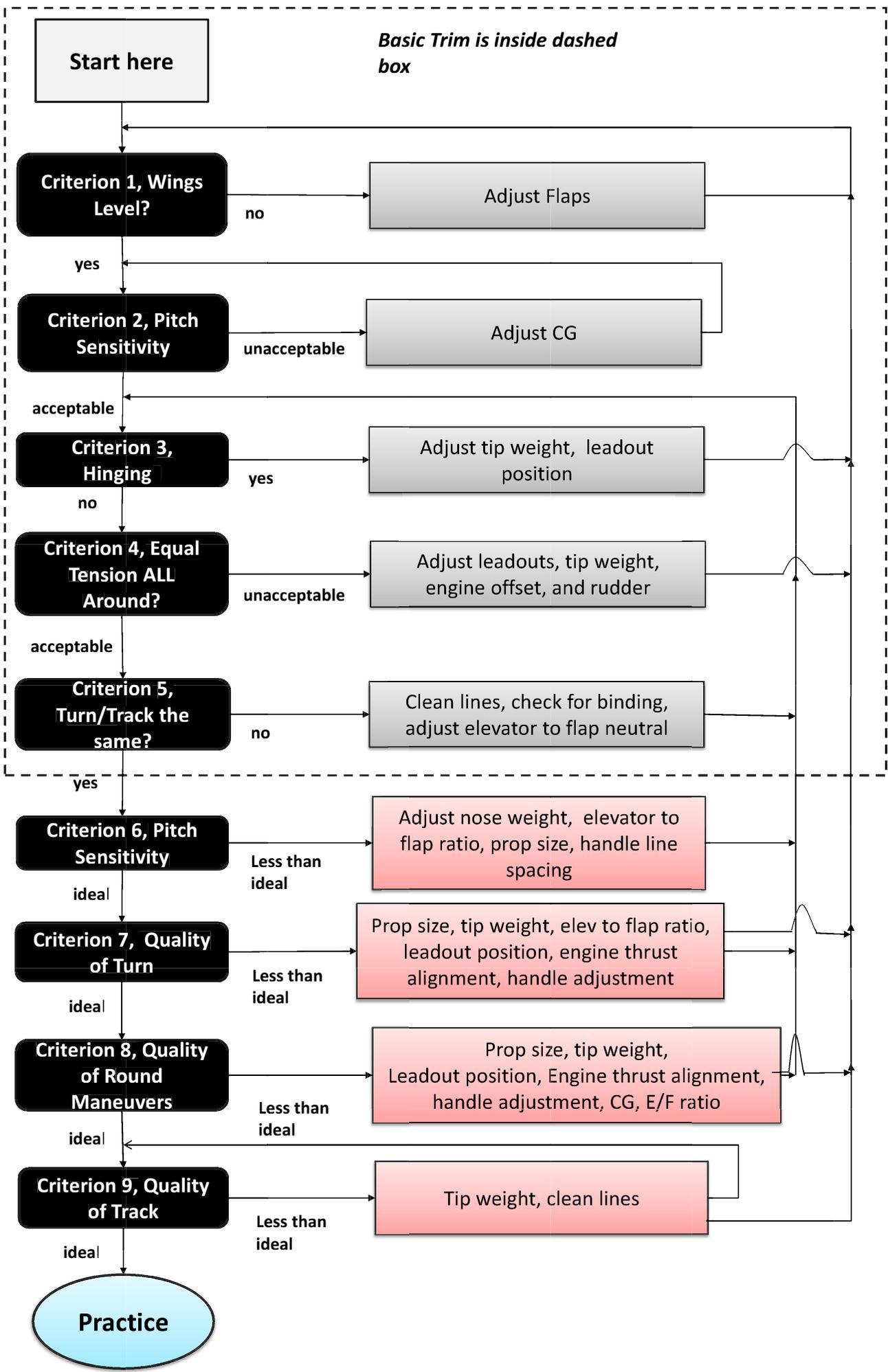
There is another issue in the trim that may be contributing to roll in corners. If the leadouts are way out of adjustment, they may induce a yaw which will affect the roll situation. If they are

too far forward, they will create a nose in yaw which will tend to lift the tip (roll in) both inside and outside. If they are too far aft, the opposite situation exists. This yawing condition is more difficult to see, as sometimes I have to ask myself which came first, the yaw or the roll (chicken or the egg!). For the purpose of this discussion, it is assumed that the plane has been bench trimmed prior to flight and they are not in an extreme location.

Criterion four is the adjustment for “equal” line tension through “all” maneuvers. No, this is not possible in the strictest sense, but the concept of having acceptable tension everywhere is



Al Rabe's gorgeous Easy-2-Sugar P-51 Mustang has noticeable dihedral, but it is in perfect level flight trim. Unusual subjects and/or planes with special features may present trim challenges, but they can be made to fly extremely well with patience and proper trim techniques. Photo by Jim Boyd.





Derek Barry's footwork may be a bit unusual, but his Randy Smith-designed Starfire displays great trim properties during one of his Top Five flights at last year's Nats. Hubin photo.

the idea. There are numerous factors that can influence a shortfall. Listed are: Leadouts, Tip weight, Engine offset, and Rudder offset in the order of significance. Also note on the chart that this is another set of adjustments that can start affecting changes previously made. Once a change is made, it must be evaluated for the primary affect but also the previous settings as indicated on the chart. In this case, if an adjustment is made here, recheck the hinging loop.

In general, if your leadouts are too far forward it will set up a yaw in maneuvers that can reduce line tension. Keep a watch for

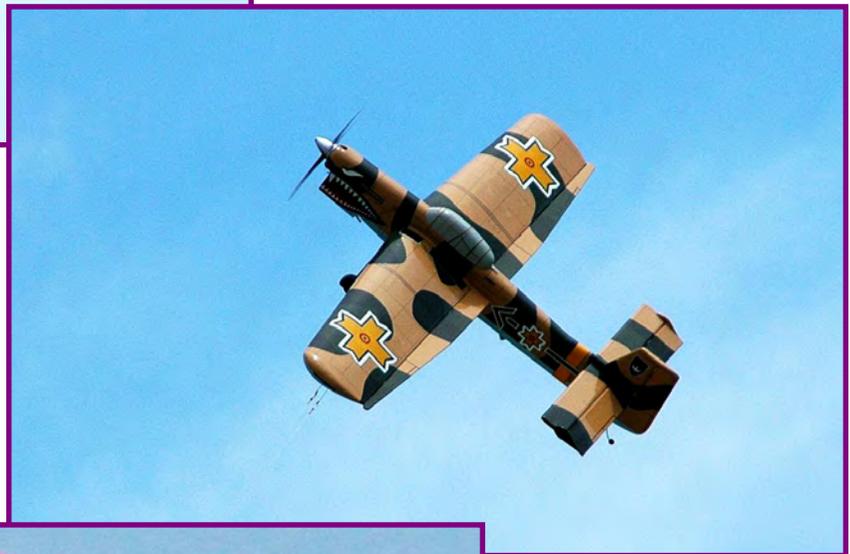
yaw as well as roll. It can be seen in the landing gear legs, having one move relative to the other. The inboard wingtip can also be seen moving fore and aft as well. If you see the plane yawing in, move the leadouts aft, and follow the arrows of the chart. In this case, re-verify that the plane is not hinging. If it is not hinging as a result, check the line tension to see if it is more uniform.

Most every trim change made here affects other aspects of flight, and these must be checked. In moving the leadouts back, there will be less of a need for tip weight. Moving the leadouts back will generally increase the hinging! Also watch closely the



Take a moment and study the leadout positions on the three planes shown on this page. Buddy Wieder's Ryan's Eagle (left) has them positioned fairly far forward, on Matt Neumann's Stuka (below) they are fairly far aft, and on Tim Tipton's Vulcan (bottom) they are somewhere in between the other two examples. Each of these models appears to be in great trim. Obviously one trim adjustment does not fit all models! Hubin photos.

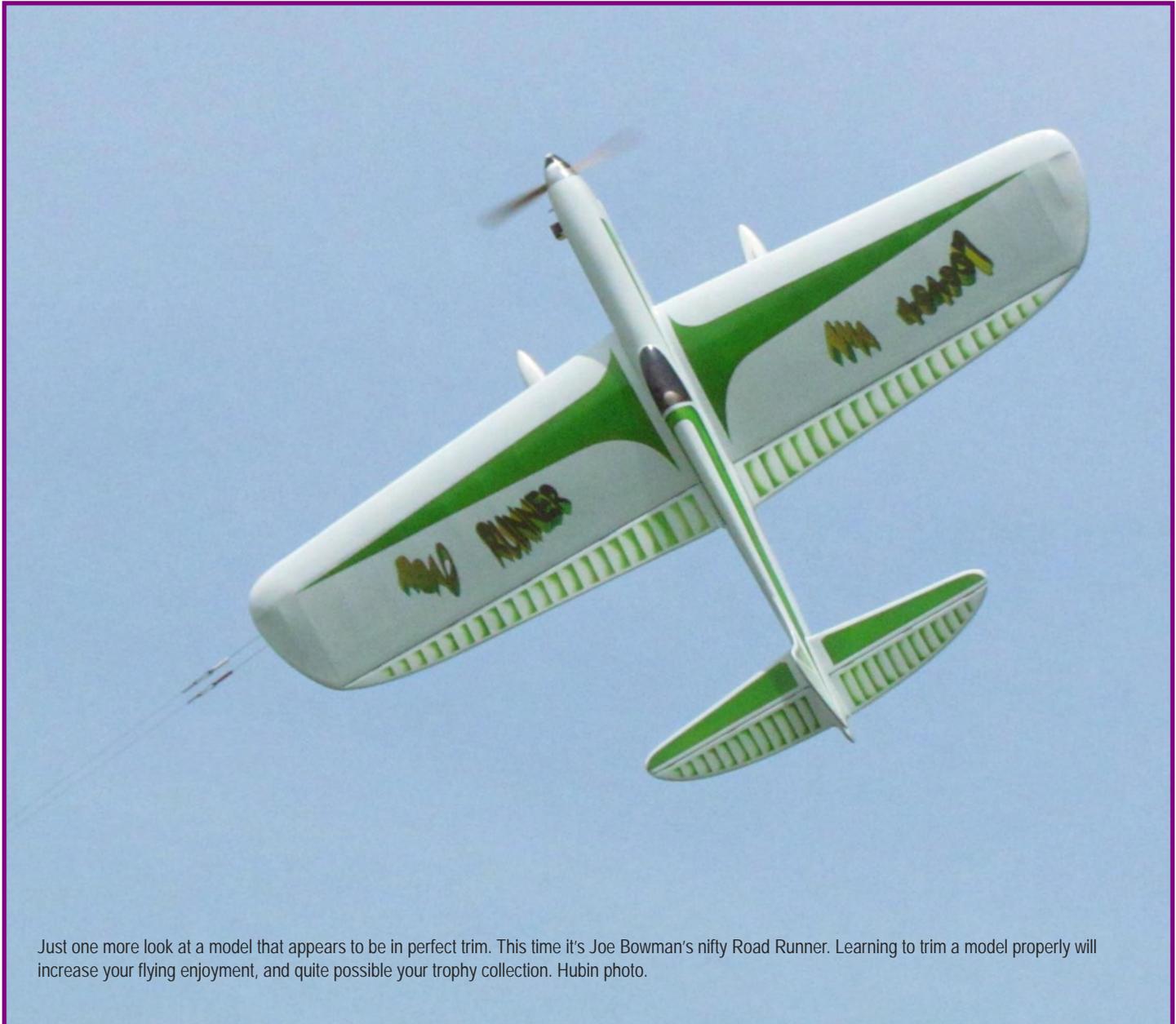
hourglass. Lots of bad things happen here when out of trim. If the plane turns the first corner fine, climbs toward the second corner and loses line tension before the corner, turns through the corner yaws in on the second and third corner then completes the fourth corner acceptably, even though the line tension is too low, it is likely the leadouts are too far forward. Moving them aft will help both the vertical climb and the yaw on corners two and three. Be sure to follow the process of the chart. If tip weight was added first, it will mask the leadout situation and it



“might” feel like all is well as the problem in the hourglass at the top “may” feel like it is resolved.

Leadouts that are too far aft will cause the line tension to increase on the bottom of round loops and decrease on the top. If this is felt, move them forward and re-test. Leadouts aft will generally improve the overhead maneuvers (which I like). However, if too far aft many of the maneuvers will be soft. Move them forward to get the best balance of overhead drive and below 45 degree tension.

When satisfied with leadout position is in the best position at this level of trim, consider changing tip weight to help generate consistent line tension. If the plane does not yaw in the top two corners of the hourglass, but the tension is still a bit light, try adding tip weight and re-evaluating this maneuver. Yes, this sends you back to step one once again!



Just one more look at a model that appears to be in perfect trim. This time it's Joe Bowman's nifty Road Runner. Learning to trim a model properly will increase your flying enjoyment, and quite possibly your trophy collection. Hubin photo.

If leadout and tip weight adjustments haven't balanced the line tension adequately, consider adding a touch of engine offset. This will give it a touch of outboard yaw helping in lower tension areas. Again this can affect other trim adjustments.

Finally, in the same vein as engine offset, try a touch of rudder offset. I have done this in the past, and in all cases as the trim improved towards the end of this process, the rudder offset came out to "clean up" square corners. At this point, a "Rabe" rudder could be considered. However, I have found it better to wait until later in the trim process to add this feature.

At this point, we should have a plane that is flying "level" both ways, is controllable, doesn't hinge or has minor hinging, and has "balanced" tension throughout the pattern. This leaves one area for adjustment to be considered in "basic trim."

Criterion five is to adjust the plane so that it turns the same inside and outside as well as having it track the same both ways. These two are grouped together as the same adjustments affect both. Step one here is to *clean* your lines, *thoroughly*, twice! Re-fly and see if this helps the situation. If it doesn't solve the problem, check to be sure there is not a part of the control

system rubbing somewhere. Little rubs can make big problems. If a rub is found, correct it and recheck.

If this doesn't solve the tracking problem then an adjustment on the flap to elevator length is in order. If it turns faster inside than outside, shorten the pushrod length and re-test. Likewise, if it turns faster outside than inside lengthen the pushrod length and re-fly. The goal of this step is to find the best balance of inside/outside turn and tracking. If the tail flies low relative to the nose (looks like it is flying uphill) shorten the pushrod to get this close to level.

Pay attention to the inverted attitude as well. The ideal result of this step is to have the plane flying level in pitch attitude and turn the same both ways. If this can't be achieved here, opt for the pitch attitude balance over the turn differential. There are ways to impact the turn differential in following sections.

To conclude the "basic trim" section we should have a plane that is flying "level" both ways, is controllable; either doesn't hinge or has minor hinging, and has "balanced tension" throughout the pattern, if flying level in pitch attitude and ideally turns the same both ways. In the next issue we will start the discussion on the "advanced trim" area. *SW*

Joe Nall Update:



Now Is the Time!

Less than three years ago, I sent an email to Pat Hartness, the owner of the Triple Tree Aerodrome in Woodruff SC. This man put together a site and venue for full-scale and model RC aircraft second to none in the world. I asked if he would consider adding CL by building some circles. He agreed and built the three most perfect grass circles you have ever seen.

That year, 2012, we got 241 folks to try CL using planes we had built for the occasion. Pat and everyone were thrilled. In 2013, we dedicated our efforts to young modelers, and by the week's end we had more than 600 try their hands in the circles. And we know that some of these first timers went out and bought CL planes for themselves!

Based on that experience, and the wonderful word-of-mouth that got around this 10,000-foot front-to-back Disneyland for aeromodeling, a gentleman named Bob Shaw once again has shown his desire for this to become a world-class CL spot. Mr. Shaw gave Pat \$10,000 to build us a new gazebo at the circles, complete with electrical outlets. This is truly becoming a "World Class" CL facility! You also need to know that Bob also donated \$5,000 to PAMPA in memory of Allen Brickhaus.

There will never be a more crucial time for the CL community to bring their planes to this year's Joe Nall to show Pat and Bob they used their money wisely. I know the field is not in everyone's backyard, and the ride for me is right at 12 hours each way. Pat and Bob have put their money and necks way out to help the revival of our great sport. I have made promises to them that I have kept thus far and will in the future.

I have been very fortunate to have a group of folks really dig in and do the flight training with me. That group includes Bruce Jennings, Will Davis, Dave Wenzel, Wayne Robinson, Tom Hampshire, Bob Hunt, Craig Gunder, and more.

I am asking you to do what you can to come to the Nall for even one day this year. While the event is for a full week, do what you can and bring a friend. With four basic trainers and four brand-new stunt trainers, sure, we need instructors. But at this point, what we really need are bodies to continue the future of this site. This is the granddaddy of fun-flies. It is not a contest but rather just a wonderful place to meet old friends, make new ones, and fly on the best circles you have ever seen.

I know many of you have other obligations. Will Davis and I will also be spending the full week at the Brodak Contest just a few weeks following the Nall. We volunteered to take the lead in light of Allen's sudden passing. We all have things to do.

Last year, I made up a sign that read "Fun Central," and almost every person commented that considering the event has six flight lines, including over 1,100 RC pilots, the CL area was the most enjoyable experience for the week.

The dates are May 10–May 17. Get online and go to: www.tripletreeaerodrome.com and click on the Joe Nall to see what all the excitement is all about. If you have any questions, email me at ama82824@yahoo.com.

We need your support and you will not be disappointed. Ask Bob Hunt, Derek Barry, Will Davis, Craig Gunder, Ivan Kristensen, Tom Hampshire, Joe Adamusko, Watt Moore, and so many more terrific guys who have already taken advantage of this incredible opportunity. Our friend Allen Brickhaus came both prior years and loved every minute of it.

Please ...

—Mark Weiss



Control Line Precision Aerobatics Hall of Fame

Call for Nominations – 2014

A Precision Aerobatics Model Pilots Association-sponsored Award of Recognition for outstanding contributions to the event of Control Line Precision Aerobatics.

Criteria: The individual nominated shall have contributed significantly on a National and/or International level to the Control Line Precision Aerobatics event as a competitor, designer, administrator, author, promoter, technician, or manufacturer.

Eligibility: Any individual, regardless of membership in PAMPA, AMA, or any other affiliated Model Aviation organization, may be nominated for consideration for the CLPA Hall of Fame. Current active competitive fliers, current officers of PAMPA, and International precision aerobatics enthusiasts are eligible for nomination.

Nomination: Nominations shall be open upon publication of notice in *Stunt News*.

Procedure: Two PAMPA members in good standing (not from the same family) must nominate an individual or individuals. Nominators must request a "Nomination Packet" from the Chairman. Packets contain questions on information vital to formulating a comprehensive biography on nominee. Nominations received in any other format will be returned. All nominations are subject to review by the Hall of Fame Screening Committee.

Deadline: All nomination packets must be returned postmarked no later than June 30, 2014. Biographies of nominees will be published in *Stunt News*.

Voting: The eligible voters will be listed in *Stunt News*. Voters are eligible if they are (1) living members of the PAMPA Hall of Fame, (2) current officers or district representatives of PAMPA,, or (3) past presidents of PAMPA. The eligible voters will then send their vote to the Chair via U.S. mail or email. A simple majority of votes is necessary for a nominee to be elected to the CLPA Hall of Fame.

Inductees: The 2014 inductees will be announced in *Stunt News*.

Awards: A person inducted into the CLPA Hall of Fame shall receive an individually tailored plaque which highlights their contributions and achievements. A permanent CLPA Hall of Fame display shall be maintained by PAMPA at the AMA Museum in Muncie, Indiana.

Committee: Wynn Paul (Chair), Bob Hunt, and Bill Werwage.

Send Requests for Nomination Packet To: Wynn Paul, Chairman CLPA Hall of Fame Committee, 3332 Carriage Lane, Lexington, Kentucky 40517.

(Tel: home: 859-271-3394; email: wynnpaul@twc.com)

Happy Birthday, Jack Sheeks!

by Jim Vornholt

A happy occasion occurred on August 30, 2013. That's the day my longtime friend, Jack Sheeks, turned 80. Thanks to Shirley Sheeks, about 100 of Jack's closest friends came together to celebrate Jack's life. Many longtime aerobic competitors came to pay homage that day, including Dennis Adamisin, Wesley Dick, Joe Gilbert, Allen Goff, Bob Hunt, Bob McDonald, and Bill Werwage. (If I missed anybody, please forgive me. There were a lot of people there!)

Everyone had a great time; the food was awesome and never ending. (I'm only glad I didn't have to pay the bill!) Although Jack doesn't take well to honor and praise, he managed to endure it all in style.

Jack has built model airplanes most of his life, but after high school he was convinced that President Truman needed his assistance fighting the Korien War, so he inlisted in the United



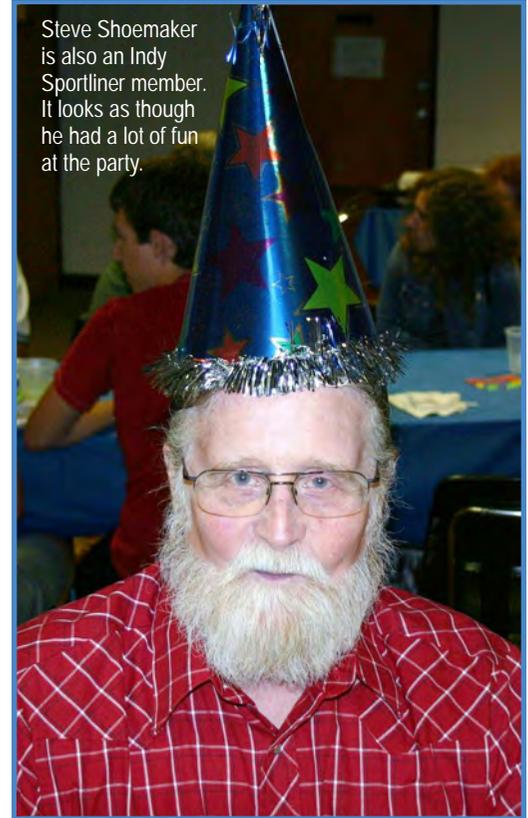
Here's PAMPA member Don Main and his wife. Don's brother, Russ, is also a PAMPA member.



Old friends and competitors (L to R) Bob Hunt, Jim Vornholt, Jack Sheeks, and Bill Werwage share a happy moment reminding each other how well they used to fly!



Jack and Shirley Sheeks celebrate Jack's 80th birthday. This is one happy couple.



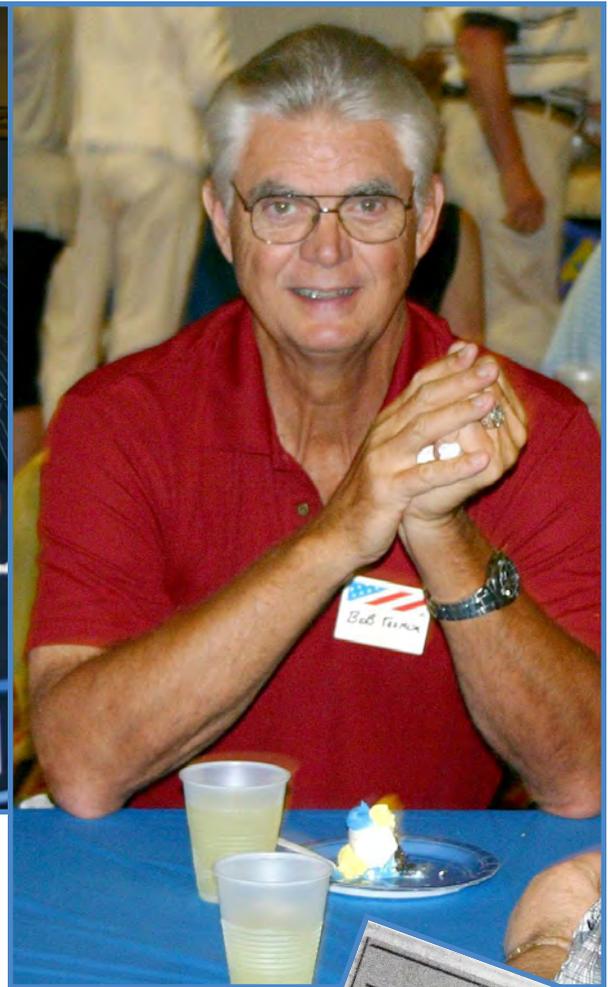
Steve Shoemaker is also an Indy Sportliner member. It looks as though he had a lot of fun at the party.



Jack was at the ready position throughout the evening with his Irish walking stick, just in case the crowd got unruly.



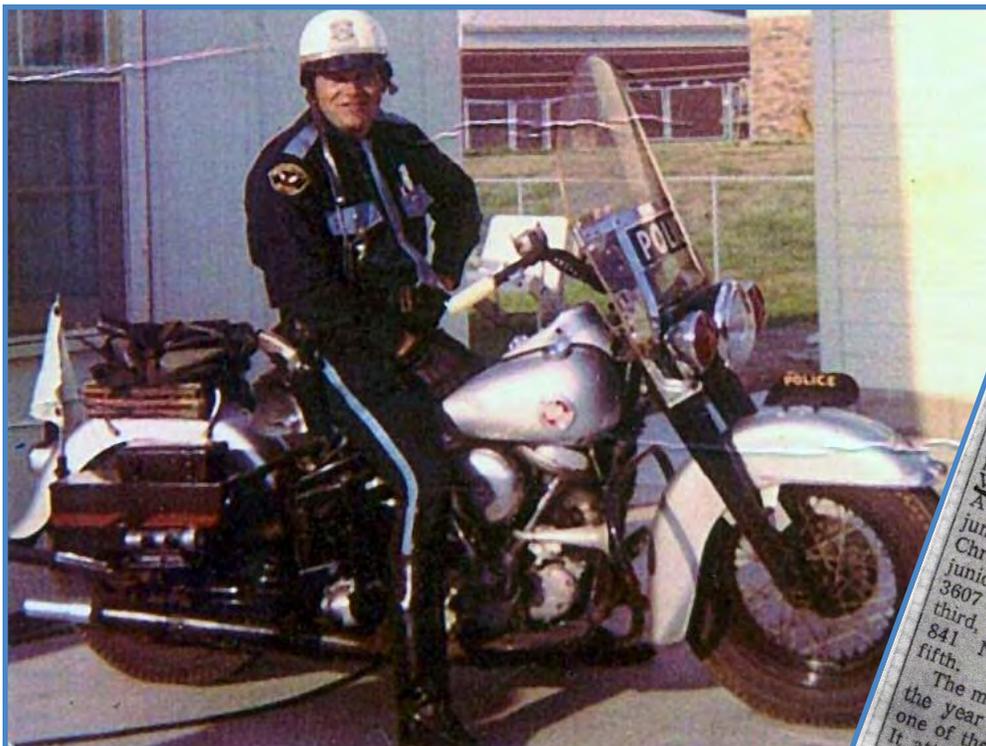
Indy Sportliners member Gary Alspaugh and his wife, Sherry, attended the party.



Bob Fisher is yet another Indy Sportliner who attended the festivities.

States Navy. In 1957 he joined the Indianapolis Police Department and worked as a patrol officer until he accepted an opening in the Traffic Division in 1958. That is where he met Bill Melloy (police officer and hobby shop owner). They talked and, presto, Jack was back into modeling. It turns out that Bill was quite a stunt pilot, which I feel helped to guide Jack toward CL aerobatics.

I met Jack around 1959; I was 13 years old. I recall being at the Claude Elslager's southside hobby shop when Jack road up on his Harley, swung his leg over the seat like Roy Rogers dismounting Trigger, and walked in the



Policeman Wins Top Model Plane Contest Trophy

Forty-five model airplane hobbyists competed yesterday for eight trophies in a meet sponsored by Gopher Hunters Model Flying Club of Indianapolis in George Washington Park.

The grand championship was won by Police Patrolman William H. Melloy, 36 years old, 815 North Beville Avenue. Melloy also was the champion in the stunt division.

John Fryer, 22 2422 East 10th Street, won the "rat race" for fast-flying models and Buz Christen, 14, 1218 North Tacoma Avenue, finished first in the combat flying class.

In the junior division competition, the champion was Jim Vornholt, 14, 1759 East Hanna Avenue, who won the national junior championship last July. Christen was second in the junior division, John Davis, 15 3607 Bancroft Avenue, was third, and Charles Sparks, 13, 841 North Beville Avenue, fifth.

The meet was the seventh of the year for the flying club, one of the largest in the state. It attracted about 125 spectators.



Left: Jack packs his 1960 Chevy for the trip to Willow Grove PA, to attend the 1965 Nats.

Below: Jack poses with one of his famous Stuntliner designs. He flew this one at the 1965 Nats.

door. It was winter and he was all bundled up and wearing leather boots. To me he looked seven feet tall, and my first instinct was to leave! My curiosity caused me to hang in there. Over time I learned he was a big teddy bear in a police uniform.

Over the next few years Jack and I became close friends, and it wasn't long before we were traveling all over the Midwest attending contests. By 1965 Jack was a top competitor on the stunt circle and publishing a stunt model seemingly every month. I don't believe there is any Guinness book of records for the person who published the most stunt articles, but Jack certainly was an overachiever, to say the least.

July of 1965 arrived and it was time to test the

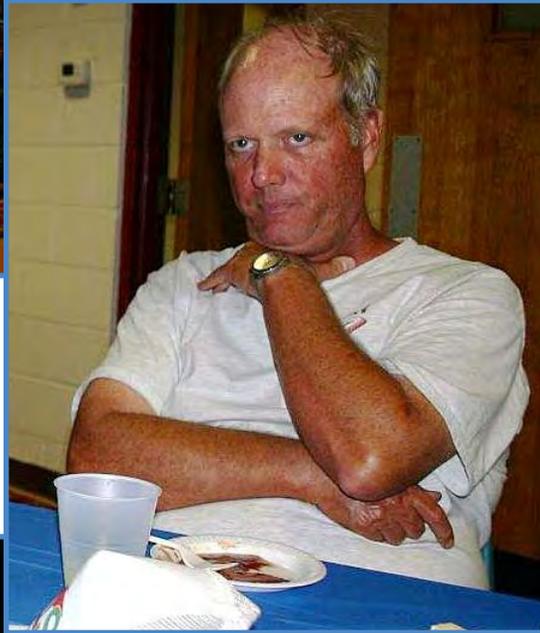




There was plenty of seating and plenty of good food at the party!

Left: Bob McDonald seems to be thinking, "I wonder if there is anyone here who would like to run the Nationals next year?"

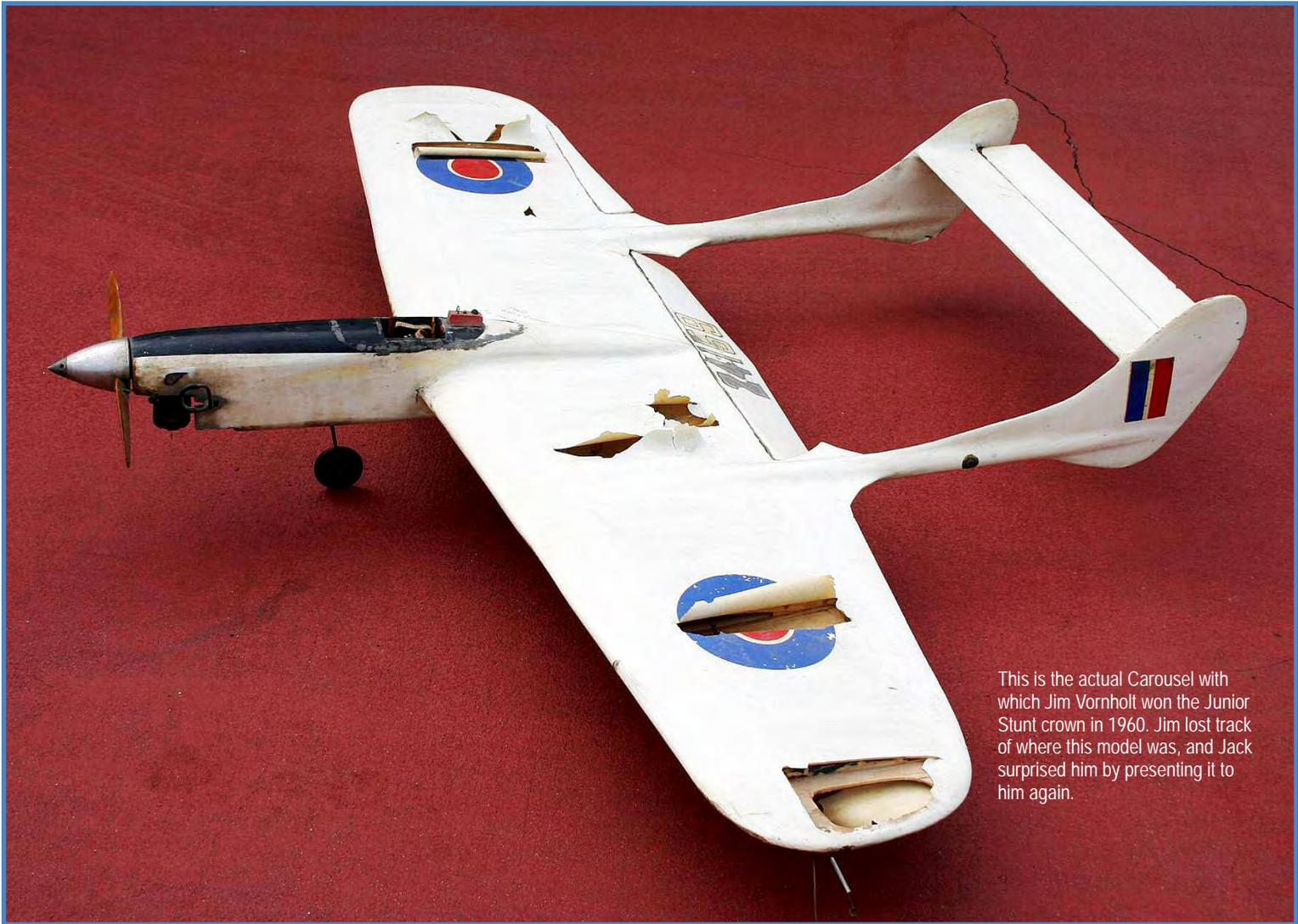
Below: Roger Wildman (L) and Allen Goff were among a number of attendees who represented the Fellowship of Christian Modelers.



waters again at the AMA Nationals, this time at the Willow Grove PA, Naval Air Station. We piled everything we could think of into and on top of Jack's 1960 Chevy four-door and headed east.

In 2005, Jack gave me the





This is the actual Carousel with which Jim Vornholt won the Junior Stunt crown in 1960. Jim lost track of where this model was, and Jack surprised him by presenting it to him again.

surprise of my life. I had been living in Florida since 1989, but I didn't lose contact with Jack. We still communicated by snail mail, and when I would come back to Indy I would visit with Jack and Shirley. Jack and Shirley had a winter place in Clearwater, Florida, and I was only two hours away in Palm Beach. One day while at his place, Jack asked me to go with him out to his workshop. "I have something for you," he said.

I walked into the shop and there was my old original Carousel that I flew to win the Nationals in Junior stunt at Dallas in 1960. I was so shocked that I almost needed oxygen! I didn't realize that

plane was still in existence. I had sold it to John Davis in 1962 and had not seen it since then. Immediately, my thoughts were about what I would have to do to make it airworthy again. As Paul Harvey used to say, "And now, the rest of the story." If you are interested, it can be found in the January/February 2010 issue of *Stunt News*.

It doesn't happen very often that a person will have the same friend for most of his life, but in my case I guess I was extremely lucky that day in 1959 at Cuald's Hobby Shop when I first met Jack Sheeks. Happy birthday, old buddy! *sw*

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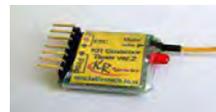


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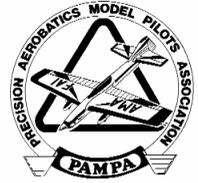
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PAMPA News & Reports

Vice President's Report

by Matt Neumann



This past December, shortly after Christmas, our good friend and longtime EC member, Allen Brickhaus, died of a sudden heart attack. There is a move afoot to have him inducted into the AMA Model Aviation Hall of Fame, and I would support that. Our new District VI representative is another good friend, Dennis Adamisin, and we welcome him aboard.

Allen had been our District VI representative for as long as I can remember. It was in this district where I began to fly competitively, and Allen was always there to provide help and advice. At the time he was the top flier in the district and the one we would always look up to. As he helped me, he also helped others, and even though several fliers in the district eventually surpassed him in skill, it didn't change his outlook.

His love for helping people grew as his time allowed, to the point where he would serve as Contest Director for several contests. Allen always took a keen interest in helping the beginners. He even took on another project of helping young kids learn to fly right up to the end.

But flying wasn't the greatest thing about him, and this needs to be said. Too often you will hear people say, "Well, he is flying his model airplanes in heaven now," or "He was such a great person that God has taken him to heaven." It is not the things we do that get us to heaven, but our trust in God and His promise of eternal life that He earned for us on the cross.

It was that faith in Jesus that shaped Allen, enabling him to serve not only the modeling community, but also his church community where he put Christ first and foremost in his life, serving as chairman of the Lutheran congregation to which he belonged for several years before his death. I remember once where he had to leave the FAI trials to go back and chair a meeting at his congregation. There was his love for flying and his love for his Savior, and one had to take precedence over the other.

Although we have lost others of the modeling community, Allen was a District Representative; he was my District Representative and a closer Brother in Christ. His departure was sudden and unexpected, but it serves as a reminder to me that as much as we enjoy this modeling hobby of ours, it can never be the number one priority in our life.

With that said, there really is no other PAMPA news to report that I can think of, so I will just share with you a picture of my latest project. It is not a Nobler or even a Stuka. Over the years many people have questioned what would I build and fly if not a Stuka.

After a long series of Stukas, and even many more questions of what would I do, I decided to find out. I started with a clean sheet of paper and this is what I came up with.

A few columns ago I mentioned about getting inspiration. Well, I have taken my own advice and have gotten inspiration from many different sources. What I did was take a look at the many photos of planes that I have taken over the years. I even looked around at full-scale aircraft, and my new design is the result.

My new ship is a blend of a Miss Ashley fin and rudder, an F-100 canopy, a Mustang wing, top scoops patterned after American Muscle cars, and a lower scoop patterned after some fighter jets. I went with a razor-back configuration because I



have been looking at bubble canopies for 20 years, so it is different to me.

The stabilizer tip plates were something that a few people have done, but not many, so it is different. It is around 700 square inches and the weight will be as light as I can get it with the power plant being electric.



This has been a fun project because it has been completely different for me. I have thoroughly enjoyed figuring out not only the looks but also how I am going to build it with those looks. By the time you read this, I should have the plane in the painting stage. Stay tuned! *sn*

—Matt Neumann

Get inspired!

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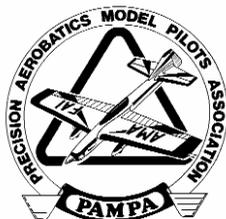
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District I

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

by Steve Yampolsky

Well, the spring is upon us and it's time to get the cobwebs off the planes and patterns. Unusually cold weather this winter kept most of us at home, which should have made for a particularly good building season. Members of the Elektronuts clan: pack those electrons into batteries! Members of I.C.U.P., get your fresh fuel jugs ready! (For those with naughty minds, I.C.U.P. stands for "Internal Combustion Ukey Pilots.") It's time to go flying!

As we're getting ready for the competition season, I would like to bring you the report from Perry Rose. Perry is a competitor, a builder, and a teacher. Even though he's retired, Perry has been volunteering to teach high school kids how to build model airplanes. So without further delay here's Perry with a winter building update:

"Planning for the first plane of this building season started in early summer. I had a name in mind, Polynesian, and slowly worked up a drawing by mid-August. At the Lee contest I bought a Patternmaster foam wing core from John Duncan. An order to National Balsa gave me all the material I needed. A week before Christmas the plane was finished and ready to fly.

The weather has prevented that from happening so far. It is powered by a ST .60 with a homemade tongue muffler, a BY&O 12 x 6 wood prop, Vector ARF landing gear, wheels and pants, MonoKote, and Dupli-Color. The ready-to-fly weight is 59.6 ounces; it has a 62-inch span and about 750 square inches of wing area.

Early tests showed a nose heavy condition, so I built in a receptacle for some tail weight. After covering and paint the CG moved back to a TLAR position. I don't think I have any tip weight as of now and I should check it sometime.



"Next up on the list is a Brodak kit of Pat Johnston's Bearcat. My son won the kit in the raffle at the Baton Rouge LA, contest this past October. I found the fuselage tough to build. The sides taper top to bottom and the top and bottom are molded 3/32 balsa, as is the cowl.

"I may cover the fuselage with light fiberglass; the jury is still out on that. The fuselage is very wide requiring a long muffler. I will power it with an O.S. .46LA.



"The tongue mufflers for both planes were cut from one piece of Du-Bro 6-inch Aluminum Exhaust Ext. Stock (Cat. No. 213). Drilling the bolt holes to match the engine was the hard part. Alongside the new muffler is a normal store-bought muffler for comparison.



"I have another order of balsa coming for the next project. I'm scratch-building Allen Brickhaus' Legacy 40. I'll probably use an O.S. .46LA again, and maybe an RC engine mount, but maybe not at this stage. Allen has some interesting building techniques I want to try and I have some left over parts from a wreck."

—Perry Rose

If you would like to follow Perry's progress or contact him, visit the blog called "Perry's Toys": www.perrystoys.blogspot.com.

New Jersey, New York

District II

by Bud Wieder

Hi to all my District II friends.

As you probably all know, we lost one of our PAMPA District Directors and a good friend just before the end of last year. The passing of Allen Brickhaus was not only a shock but also a bitter blow to all who knew him. Allen was a great guy who had a wonderful sense of humor and a smile that never ended.

Allen and I had an unusual relationship. He and I liked to give each other a hard time! The only problem was that he almost always ended up getting the best of me. A few years ago at the Nationals in Muncie, Allen asked me if he could take a picture of me with my new Ryan's Eagle.

He positioned me setting down on what I thought was a nice grassy area. Little did I know that it was quite wet, and even a little muddy, under that good looking grass. After sitting there for a few seconds, I realized that the water was rapidly soaking everything I was wearing from my socks up. My nice *white* shorts were very wet and even had a light brown tinge. Allen apologized but had a devilish look in his eye that said, "Gotcha again."

Allen's contributions to our hobby were far too extensive to write about here, but it is fair to say we have lost a great guy and a wonderful friend.

Selling stuff in the Garden State

Last year's Garden State Circle Burners swap meet was held on November 24, 2013. Ron Heckler was good enough to cover the event for us and also took some great pictures. Ron's report:

"On Sunday, November 24th, the GSCB had their annual Swap Meet at the firehouse in Wayne, New Jersey. This is always a good time to get together with other fliers to discuss control line projects, compare notes, and look for bargains.



Plastic and wood model kits for sale.

"I asked Mike Cooper and Tom Hampshire if they knew how many years this event had been held. They both said more than twenty-five years.

"There seemed to be a larger turnout than last year with guys coming from great distances away. As I walked around looking at various tables, a lot of them had the same items for sale: lots of engines ranging from Cox.049s to Rossi .61s.

"During the course of the day a 50/50 raffle was held. This is always a good source for increasing club funds. Closing out the day is the annual airplane auction which is always fun."

—Ron



Joel Costantino checking out Bob Hunt's balsa supply.



One of many beautiful planes for sale.



Jim Damerell (R) collecting admission fees.



Ryan and Ed Barry selling kits.



One of many tables with engines for sale.



Tom Hampshire caught at his second job.



Mike Ostella asks for bids on this Tutor at the auction.

Thanks, Ron, for the great report! That's all for this month. *SN*

District III

by Ken Armish

Ohio, Pennsylvania, West Virginia

As I begin writing this column, it is the middle of January, and it seems as though the snow will never go away. The forecast for central Pennsylvania for the next few days calls for more single-digit lows.

This is not the atmosphere that conjures up thoughts of flying; but, by the time this column is in print, it will be mid-March, and it will be time to get the equipment dusted off and ready to do battle in the stunt wars.

If you are like me, you get excited about seeing all the new creations that come out of our shops. For me, my winter project, a Genesis MK III, powered by electric, is coming along well. I've just started the first steps of finishing, so you could say I have it about half-done.

This is my third electric-powered model, but the first that I planned to be E-powered from the beginning. With each one, the book of knowledge gets a few more pages added to it.



Ken's Genesis Mk III in carbon with two coats of nitrate and some sanding being done.

Even if you are not into E-power, you should follow along as more and more articles appear that deal with design, building, and trimming of these planes. What you will find are some very creative construction methods using materials other than the standard balsa and plywood.

An example of this creativity comes from the “fertile” mind of Bob Hunt. I can hear the comments now...” It’s fertile all right; it’s full of _____,” but I digress. Bob and Buddy Wieder (District II) have been developing a test-mule, twin-motored plane to try a number of new ideas. Bob designed the beast so that the front portion of the nacelles could be removed and replaced with units that have a higher or lower thrust line.

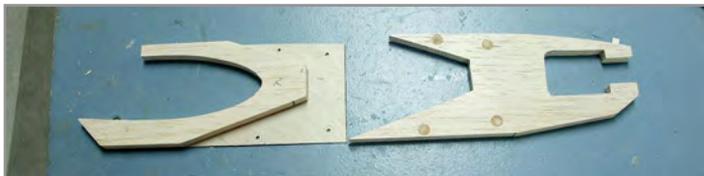
Because the plane is E-powered, it was not necessary to finish the plane to a point that it would be protected from fuel and heat. What they came up with is a very nice looking plane constructed mainly of foam. And, get this; it is fitted with retracts! Just your run of the mill test plane...



Bob Hunt proudly displays the new test-bed twin that he and Buddy Wieder have built. The electric-powered, twin-motored ship is shown here almost ready to fly.

The plane can also accept several different size motors because of the uniformity with motor mounting dimensions. The mule also can be tested using tractor props, pusher props, or any combination of props by means of a simple computer programming adjustment.

What does all this mean to Joe Bellcrank? Well, I am a believer in President Reagan’s trickle-down theory, but as applied to our hobby. Information ascertained from experiments such as this may give all of us (E-powered or glow) answers that will help us maximize our current plane’s abilities; or, better yet, it may just start us thinking outside the box when we are planning our next new world beater.



The rear portion of the nacelles on Bob and Buddy’s test-bed twin get attached permanently to the wing. The front portion is removable to allow different thrust lines in relation to the centerline of the wing to be tried.



Note how the trapezoidal shaped mating surface aligns the two nacelle sections accurately.



Here are the two sets of nacelle front ends. One set allows for a thrust line that is on the wing’s centerline, and one set is designed to lower the thrust line ½-inch.



Here Bob is installing one of the lowered centerline nacelle front ends.



This is not a small ship! This rear quarter view shows just how long the test bed twin really is. It has 672 square inches of wing area.



Here's a shot of the battery holder in the test bed twin. Bob designed it so that the battery could be adjusted over a wide range to find the right balance point without adding additional weight.



Here's the nose gear mount. Bob chose the E-flite electric retract units and will activate them via a new Will Hubin-designed twin timer that incorporates a retract function.

I received a disk of pictures from Will Hubin that he had taken at last year's (September 2013) Annual Cleveland-Akron Area Stunt Championships. Will, the pictures are your usual very high quality; thanks so very much! I'll let the pictures and captions



Scott Reynold's electric ship features a ring cowl for great cooling properties.

speak for themselves. It looks as if all had a good time. I have this contest on my to-do list for next fall.



Jerry Haupt's electric-powered Crossfire. Jerry finished first in PAMPA Advanced. It's a beautiful plane.



Dave Heinzman's Junar is caught here in a wingover. It is one of my favorite Bill Werwage designs.



"The Man" himself, Bill Werwage, getting a test flight on Dave Heinzman's Junar.



Eric Keller getting a flight on his Primary Force. It looks to be powered by an O.S.



Dan Bregar's E-powered Pathfinder is being released by the legendary Carl Dodge of CL speed fame.



Bob Hudak flying his E-powered F-105. I saw this plane fly at Brodak's last year. It's very impressive.



Bob's F-105 with gear down on final.

As you can see, there are some really fine modelers in that Ohio area, and some beautiful planes. Thanks for sharing them.

In closing, I would like to take a moment to remember all our fallen flying family members. Most of all, I want to remember my friend, Allen Brickhaus. I had the honor of co-directing the Brodak Fly-In with Allen last year; and, to say it was fun would be an understatement.

Allen, you will be missed by all, my friend. Some day we will all be flying together again. Rest in peace. *SN*

—Ken

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

From guest reporter, Scott Richlen:

For the last few years, I had sponsored Saturday building sessions over the winter to encourage and help our Northern Virginia Control Line (NVCL) members to have a new plane ready for spring. I think they were helpful, but they weren't getting the results I thought they should.

While the building sessions would have pretty good attendance, they mostly served as "trouble shooting" meetings,

helping each member solve a particular building problem, but new planes just weren't getting built.

I think that the problem might have been that every time one of our members built a plane, they were on their own—never quite sure if what they were doing was the best way to do it and how to do it most efficiently. So they would get stuck.

I suppose that happens to a lot of us when building, but having someone coach you through the various building steps and following an efficient procedure to follow might

District IV

by Steve Fitton

make a huge difference.

NVCL has a bunch of Intermediate and Advanced fliers (along with a few Beginners) flying various ARFs such as Cardinal profiles or profiles built from kits. I wanted to give them a chance to improve their flying by using a better plane, which in most cases equates to a full-fuselage stunt ship. But I also wanted to follow the KISS principle.

I had seen Steven MacBride fly a Cardinal Evolution 40 a few years ago at the Brodak Fly-In and was very impressed. This past year Tom Morris flew one, also, and it looked very good in the air.

So, I got talking to Tom about providing the balsa for building the Evolution 40. That conversation quickly evolved into Tom not just providing balsa, but rather making complete kits including molded parts and control system components.

A major benefit of doing this is that you end up following Tom's building procedure and using his jigs. I would think that anyone who has done this was probably impressed by how well thought out his building process is (plus his balsa is exceptional, as are his control system's components).

The other advantage we had was that Tim Stagg, a master builder (and flier), had regularly helped kick off our fall building sessions by attending and leading clinics on covering and finishing and was willing to help out again. When I proposed this scheme to the club, I was pleasantly surprised to have five members sign on.



Jerry, Tim, Scott, and Brad examine the Evolution 40 plans prior to the building party.

I requested that participants bring odorless CA, since we expected a lot of building action and didn't want the fumes to set anyone off. We also told club members that if they weren't one of the five Evolution builders, they would still be welcome to come.

We could help them work on one of their projects, or they could jump in and learn how to build an Evolution 40 by helping out at one of the build stations. (I set up two fuselage jigs and three wing building stations in my shop.)

Our first building session was on November 16 with 13 people in attendance. Four were from the Eastern Shore Club (Tim Stagg, Jack Rosemere, and Brad Smith, and his son); the rest from NVCL. Tim and I split coaching responsibilities with Tim covering the fuselage build while I covered the wing building. Each of the Evolution builders had received a CD of building pictures from Tom Morris of his own Evolution build. The CD's pictures became a tutorial for our members showing them each step of the building process.



Dave Reichard lays out his strip ribs.



Carl Foster starts his wing assembly.



Frank Dobrydney and Joe Colly check out Joe's wing progress.



John Murphy checks for proper bellcrank clearance.

Will Davis submitted some photos from the MCLS club. *sw*



Here's Tommy Luper's modified TEOSAWKI. It's powered by an ST .51.



Tommy Luper coming back in the pits with his TEOSAWKI.



Don Jenkins and Alex Givan get Don's Fox .35-powered Nobler ready for a flight.



Left: Alex Givan and his McCoy-powered S1 Ringmaster.

Below: Carolina Gang December MCLS club meeting. Back row: Stan Powell, Watt Moore, Alex Givan, and Will Davis. Front row: Don Jenkins, John Gibson, and Wayne Robinson.



Stunt fliers Stan Powell, Alex Givan, and Don Jenkins assist fellow combat flier put up a practice flight at meeting.

District V

by Derek Barry

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

The last thing I wanted to write about in my first district report was the passing of a great friend. Alas, here we are, and I have to deliver news that most of you have already heard. Allen Brickhaus passed away on December 28, 2013, of a massive heart attack. Allen was not a member of my district, but he was one of the greatest friends that anyone could ask for. For that reason I feel as though I need to write about the person Allen was to my family and me.

I flew in my first contest in 1988; I was nine years old. Allen was there, and even though I don't really remember that first meeting, I am sure that he was the same Allen that he was the last time I saw him. Allen could always be counted on for a laugh; he always had a new joke to tell (they were always clean but never unentertaining) and he was very witty.

Throughout my childhood and into my adulthood Allen always treated me with respect and was always there to lend a helping hand if I needed it. (He treated everyone this way.) Over the years my dad and I became very close to Allen, and when I had children they also became very close to him.

My two oldest, Gavin and Sara, always called Allen and Tom Hampshire "The silly guys," because they always took the time to play games and have fun with them. For me, everyone in stunt is like family—hey, I have grown up with most of you—but Allen took the time to really get to know my kids. Even though they didn't fly much, he was happy to talk to them and to be a part of our family, and we were happy to have him there.

The years passed, as they do, and my two oldest are in their teens. Gavin barely flies anymore and Sara doesn't fly at all, but they still have the same fond memories of Allen that I have from my youth.

My youngest child, Layla, had a very special bond with Allen, and any time they were together you could hear them arguing about which is better, Zebras or Unicorns. He was also always there to entertain my wife, Melissa, when I was out putting up flights. These are the memories that we will always cherish. I only wish I had one last chance to tell him how important he was to my family.

On top of all the things that Allen did that were right out there on the surface for us to see, there were many other things that he did behind the scenes. He was an avid builder and flier, designing and building numerous airplanes. The Buccaneer was one of his most prominent designs and it flew very well. He wrote articles for *Flying Models* and *Stunt News*, and he gave us excellent coverage at the Nats by taking pictures and writing articles for *NatsNews*.

He also ran the Beginner events at the Nats, and anyone who has ever been to it had to be overwhelmed at what he was able to pull off every year. Allen volunteered his time and money to make sure that everyone who wanted to compete got the "Nats Treatment," and not only that, they went home with excellent prizes for just entering the event.

Allen was not only a great person in the stunt community, but he was also a great person and mentor for many children and young adults. I go back and read all the comments that his former students posted on his page, and he was obviously just as remarkable of a teacher as he was as a friend. I think we would all do better to follow in Allen's footsteps. Godspeed, Allen. You will be forever missed.



The late Allen Brickhaus is seen here at the 2013 Joe Nall Fly-In. Photo by Derek Barry.

On a more positive note, I have some exciting news from Harlem, GA! My wife (Melissa) gave birth to our second (my fourth) child on January 23 at 12:46 PM. Liam Derek Barry came into this world at 7 pounds, 7 ounces, and with a length of 20 inches. We are very happy to announce that he is healthy and very alert and that mom is doing very well, too.



Grandpa Dale brought Liam a little present. I guess that is a hard point handle. Photo by Dale Barry.

I hope that all of you are having a safe and productive winter. Other than having a child, I have not been able to create anything in the shop this year.

I did start a new Nats plane shortly after last year's Nationals, but work, house construction, and a new child have made it impossible to accomplish anything building wise. I will have to

clean up last year's plane and make the best of it this year.

Now, there are some people around the district who are doing things. The guys down in Florida are still enjoying the warm weather even if it is the beginning of January. Eric Viglione sent me this:

"Hey, Derek—Just a few pictures from the MCRC field on January fourth. It was a rare warm, sunny day with calm winds, even for Florida this time of year. Everyone had the same idea—get out and practice for the KOI. The circle was busy and everyone flew all they could stand. It was a shame to have to leave, because the weather was still great when we called it quits."



Sam Niebel readies his Barnstormer for practice. Photo by Eric Viglione.



Phil Bayly, Paul Sequira, and Warren Wagner seem to be in a deep philosophical stunt debate. Viglione photo.



Sam Niebel assumes starting duties while taking a break from his usual electric routine. He did manage to sneak an electric motor in... on the starter! Viglione photo.



Ray Skinner, a friend of Paul Winter's, visits Florida and awaits a ride on Rich Peabody's Gotcha Streak. Viglione photo.



Rich Peabody and Wayne Smith give Ray Skinner the deluxe launch. Viglione photo.



Rich Peabody gives this photographer a wary eye while his plane gets hand launched. Viglione photo.



Ray Skinner (visiting from England) enjoys his first CL flight in quite some time. Viglione photo.

Bob Whitney also reports that he put the maiden flight on Dave Platt's, AICHI-VAL-Dive Bomber profile stunt ship. He says that it will do nice inside and outside loops, inverted flight, and lazy eights. The plane is equipped with 2.4 throttle control, which he said was very enjoyable in the eights and going over the top of the circle. It sounds like a blast to fly!



Bob Whitney with his Circus Master. Photo courtesy of Bob Whitney.



Bob and Dave Platt with Dave's Dive Bomber. Photo courtesy of Bob Whitney.

Left: Dave's great looking Dive Bomber! Whitney photo.

This Just In!

Curt Contrata just won the KOI perpetual trophy! Curt is just coming back to stunt after a long time away and he is making a strong return. It's great to have you back, Curt, and congratulations on your win; I wish I would have been there...



Curt Contrata receives the KOI perpetual Trophy from Lynn Weedman. Congrats, Curt!

Matt Colan will have a full KOI report in the next issue of *Stunt News*. Thanks, Matt!

—Derek

Contact info: Derek Barry, 480 South Fairview Drive, Harlem GA 30814; (706) 833-9110. *sn*

Throughout this issue of *Stunt News*, you have seen the tributes to our departed friend, Allen Brickhaus. His loss hit us in District VI especially hard, as his presence was even larger here than it was nationally.

I do not remember exactly the first time I met Allen. It took me a while to comprehend and appreciate all the contributions he was making. Over the years, I came to admire his persistence in publishing new designs, while also paying homage to many Classic designs. I especially enjoyed his tribute to the 1964 Dutch World Championship models.

My last contact with him was an email exchange the morning before he died. He had sent me some pictures of his newly rebuilt, Louis Van Den Hout-designed Olympus.

As much as we miss Allen in aeromodeling, his larger impact had been as a teacher, band director, and choir director. As a teacher, he touched the future through his students. The tributes from Allen's former musicians and their parents poignantly showed his impact on their lives. In the words of the Dan Fogelberg song, "... his blood runs through my instrument, and his song is in my soul."

It is a callous understatement to say we shall miss Allen. His was a life well lived, and he was someone to be emulated in that regard. His loss, so sudden and unexpected, should also remind us of how precious our time on the planet is, and that we should not waste any time in not living to the fullest we are able, not wallowing in negativity. It's another reminder to make the effort to love and appreciate each other, because we do not know how long any of us has.

Among Allen's roles to be filled is the PAMPA District VI Representative for the rest of 2014. In a nutshell, I volunteered and in what was likely his first act as PAMPA President, Warren Tiaht welcomed me aboard. For those of you who do not know me, some introduction is in order.

I started flying with my family in the early 1960s. My first Stunt contest was the 1965 Nats in Willow Grove PA. In 1969, I was the Junior Stunt Champion. In 1972 I won Senior and the Walker Cup. I was the last non-Open class flier to win that top prize.

After that, college, family, and career took over. My flying was seriously cut back, and I stopped my string of Nats appearances with a 4th place at the 1983 Nats. I became a PAMPA VP in 1982 and served as the PAMPA President in 1983-84. I did some judging here and there, and I started flying RC Sailplanes.

The new century saw me caught up in the yo-yo of the automotive and commercial vehicle industry in several OEM & Tier 1 suppliers. Over the years we lived in Michigan, then Indiana, North Carolina, back to Indiana, back to Michigan, and back to Indiana one more time.

Currently we live in Fort Wayne, but I am working on contract for Rolls Royce in Indianapolis. I live in a hotel in Indy during the week, then get home on weekends. As you can guess, this kind of lifestyle really cuts into my play time!

On the upside, while in Indy, I get to hang out with Jack and Shirley Sheeks—they even let me build in Jack's workshop. Once a month I attend the Indy Sportliners Club meetings with Jim Vornholt, Clancy Arnold, and the troops.

I was the last "Round & Round" columnist for *Model Airplane News* before that magazine dropped CL coverage completely. Along the way I have had about a half dozen construction articles published—most in conjunction with our good buddy Bob Hunt when he was at *Flying Models*.

I like to think my designs are advanced, but a lot of folks think they are ... eccentric. Bob Gieseke once told me that if we took everybody's airplanes, removed all the identifying markings and just presented them in plain white, that he could spot my airplane in an instant. I considered that high praise.

In 2007, I started flying CL again and quickly saw that I wanted to try electric power. I got involved with Brodak and spec'd out the complete range of Brodak's electric power systems which spans the full range of the Brodak Kit line. In the past year I started learning to do simple CAD work and have been designing electric conversion packages for the Brodak kits. Many of the conversion kits can also be used in other kits or in original designs.

In 2009 I was selected to the PAMPA Hall of Fame on the basis of my competitive record and service to PAMPA. I associate that honor with stewardship and continuing service to PAMPA and our Precision Aerobatics Event, and taking over for Allen fits that script. One problem in the near term is that I am a bit light on news from the District! Hopefully I can fix that by the next article, but for now I will just talk about some of the projects in my shop.

As I mentioned before, I am designing electric conversion systems for Brodak. Typically, I make my design to fit the plans, get a set of parts and build the conversion, taking pictures and writing up an instruction manual. Usually, at least a couple of design details get improved as a result of the build. The full-fuselage conversions to date have been designed for top-side battery access.



Brodak Cosmic Wind converted to E-Power. 4Sx2200 pack is installed in a pocket in the wing. Second cheek cowl helps support the motor mount—and *really* looks cool!

The profile conversions all have inboard side access, with the packs contained by the top, bottom, and outboard sides. Generically, full-fuselage models are easier to convert because they have a natural place to install the battery. With profiles the battery box requires the removal of a serious chunk of structural real estate. Thus, I strive to make the battery box and firewall structure as robust as possible to replace and enhance the strength of the forward fuselage.

The conversions typically include a double layer of 1/8 birch ply for the firewall with lite ply for the battery tray and related structure. They all turn out pretty robust and typically are about the same weight or slightly lighter than the beam mounts they replace.

Not every electric conversion is aimed at a PRO Stunt audience. In fact, most are not. The goal is to cover the entire product line, including the majority of kits that are sport fliers. Here's one that has been a crowd pleaser (at least everyone who has seen it seems to like it): The Brodak Cosmic Wind is an update of Goldberg's venerable Classic.

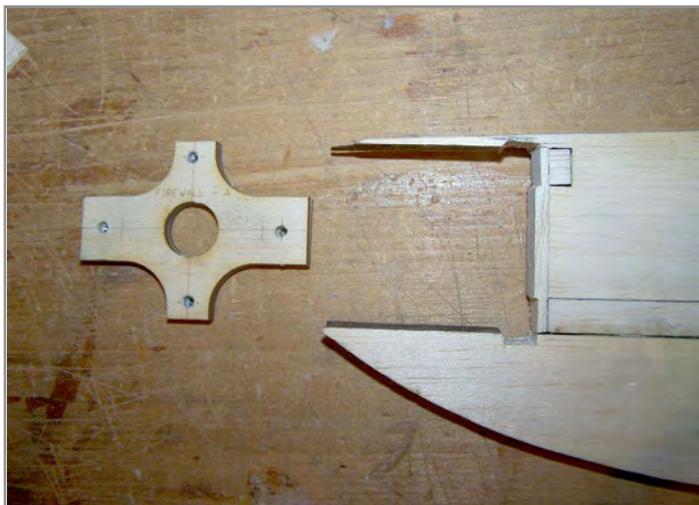
Way back when, I built one of these when they first came out, I think mine was powered with a Fox .35. Many of us consider it to be the best flying of the Goldberg racer series. Anyhow, I was able to make two distinct improvements with the electric installation. The first is to locate the battery in a pocket in the wing. That greatly improves the vertical CG orientation versus the normal IC version.

The second improvement is that I added a second cheek cowl. It braces the motor mount firewall, but it also completely changes the appearance of the airplane in a positive way.

IC airplanes are designed to accommodate the nuances of form inherent in the single-cylinder engine. I am always asking myself, "What would an electric airplane look like?"

As I was laying this out, it occurred to me that the best conversion would be one that put the motor centered on the profile fuselage; it was silly not to have a cheek on the other side. It is still clearly a profile but now with a more balanced appearance, and it maintains the simplicity of the profile layout. Instead of the red #3 "Little Toni," I chose to make it the metallic green #5 Ballerina.

Of course it flies terrific; a great little "grab-and-go" airplane. I have it tuned in for 4.9 second laps with a 9 x 4.5 prop. When the mood occurs, I can change to a 9x6 and increase the flight speed and wind penetration significantly, without changing any other settings.



The Electric Conversion Kit for the Brodak Cosmic wind starts with a "+" firewall which aligns with the profile fuselage and the Cheek Cowl.



The second cheek cowl serves to support the firewall. Motor installation is from the front. The motor is surrounded by body parts, but exposed, too. Cooling is very good.



The balanced appearance achieved with the second cheek cowl is apparent here. It just looks right!

I am finishing up conversions for the Ringmaster, Ringmaster Junior, and Junior Nobler, and they should be available from Brodak by the time this article gets printed.

OK, so my first column is in the books. I am calling for help from District VI members. Please send me some info and pictures of your projects that we can share and show what's perking here.

Hey, the alternative is you will get a steady diet of my electric conversions! 2014 should be another great year of contests and other gatherings within the district. What would Allen do? He would be attending as many of these gatherings as he could, flying every event possible, enjoying the company of his compatriots, and generally having a good time. That sounds like a good plan for the rest of us. *SN*

Iowa, Michigan, Minnesota, Wisconsin

District VII

by Bob McDonald

Time for stuff from District VII. What I have for this installment is an interesting project that Rich Malik and I have been working on. Rich is an Intermediate flier who lives not far from me here in Livonia, and he is the kind of guy who's always looking for a bargain.

Apparently, Rich was talking to Roger Strickler from the Akron Club at the MAPS meet last year and discovered that Roger had this old broken I-Beam stunter in his basement. Rich, being the collector of "inexpensive" stuff that might be useful, offered \$20 and had himself what at the time looked like an old Classic plane.

This past November Rich called me and told me of his find and asked if I would look at it and advise him as to how to make it flyable, since I had considerable experience with I-beam aircraft. So Rich shows up at my door with both halves of this thing and tells me that it was built by some guy named Ditrich from Erie PA. I look at him and tell him he does not know what he has found.

Mike Ditrich was one of the best fliers in the Mid-west in the '80s. (I think he got out in the early '90s. We have seen him now and then at a contest or two over the past few years, just kind of watching or helping out.) This airplane is one of his series of Steve Wooley Cobra-based creations. It's the

Cobra 4, built in 1980, according to what is written on the wing. What these airplanes really were was the Wooly design up-sized for the Super Tiger .46.

After I saw this and realized this airplane had some local history—and also considering Mike built really nice stuff—I figured we should restore it to at least a usable condition. As I mentioned earlier, it was broken into two pieces. The break was behind the wing. Also, the inboard wing panel was damaged at the outer two rib bays.

We are not sure how it was damaged, as the nose is absolutely



Another view of the Cobra 4 after reconstruction. Notice the two openings above the landing gear used to stabilize the gear that had come loose. McDonald photo.

pristine, so this does not look like a crash. It may have been dropped or banged into by something, but no one seems to know. The photos below show it after most of the basic reconstruction.

We will not be able to redo the cockpit detail, as the bracing to hold the two halves of the body is in the way, so we plan to carve a block canopy and paint it in later. When we are done, I think the old bird will fly again and serve Mr. Malik well.

That's all for now. *SN*

—Bob McDonald

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



Here's the Cobra 4 reassembled. The fuselage was rejoined by creating a foam jiggling fixture from an old Robart RC plane stand, and a series of foam blocks to hold the tail in position. Inside the fuse are two 1/16-inch plywood braces added across the fracture line. The inboard wing panel was rebuilt by splicing a short piece onto the spar end that was missing, as well as the leading edge, and recreating the tip rib and a few other ribs. The wing tip parts were still usable. Photo by McDonald.

District VIII

by Doug Moon

Arkansas, Louisiana, New Mexico,
Oklahoma, Texas

Hello, District VIII. I hope all is going well during this building season. It has been a cold building season all over the country. I am sure there are many new models on the bench right now. I can't wait to see them this spring and summer.

When January 1, 2014, rolled around here in District VIII, it meant one thing: it was time for the Frigid Digit Fun Fly at Hobby Park in Dallas TX. As usual, the DMAA faithful were on hand to get some flights in on some less-used models and a few other unusual aircraft.

There was one of the Frigid Digit staples missing this year. Tom Neibuhr was in the hospital recovering from bypass surgery. I spoke to him several days afterward and he was sore but in good spirits.

Hopefully, by the time you read this he will be up and back in the shop. Thanks go out to everyone who kept us in the loop during his procedure. His wife Linda had neck surgery that same week. Their daughter held down the fort and kept things moving forward during this trying time.



Here is a little something that has been happening in my shop. A while back (mid-fall), my son and I went flying together. He was five years old at that time and I stood with him in the circle and held the handle with him. The profile we had been messing with was just too big for him.

I decided to draft up some plans for a .15-.25-sized profile for him. I spent a couple of nights and came up with the Mini Bear. It was originally designed by John Grigsby and sports an O.S. .20-.25FP.

The basic design and build concept copies that of Bill Bischoff. Years ago Bill came up with some warbird profiles that used Gotcha 400 foam wing cores covered with low heat ultra-coat and painted fuses. The external bellcrank was mounted on a tongue plate that protruded through the fuse. It was a very simple



design and could be built very quickly. I have built several of these over the years and they are a blast.

My son saw me working on the plane and got pretty excited. A few weeks passed when he came to me on a Saturday afternoon and said, "Dad, I sure wish we were working on that plane."

I said, "Ok, let's get started." Little did he know I had already cut most of the parts so we could basically build it like a kit. Right off the bat I put the sanding block in his hands and it was off to work we go. (Sparky should be proud!)

We worked for a short period of time sanding and gluing some parts together. He would either hold the parts while I glued, or I would hold them and help him glue, showing him how to hold things and where to put stuff. He caught on fast. Our first building session ended with us in a cloud of sanding dust, and he seemed to be having a very good time and asked about 10,000 questions along the way.

About four or five days later he asked again about building the plane. Off we went to the shop and worked some more. This time we sanded out some hinge slots and fit some hinges. I helped him use the K&S wire bender to bend the 3/32 in diameter wire for the elevators.

The next time we were in the shop, we glued in the bellcrank mount and spread on some filler. I told him that there would be more sanding and he said, "When are we putting on the wings?" I don't know if he is too keen on sanding.

As it stands now, we have all the parts cut and glued and ready to go into one piece. We need to sand out the filler and put some dope on the fuse before we glue the wings on, but we are getting there.

As a six-year-old (his birthday was in December) his attention span is about that of a gnat. But this project is on his mind, and I am letting him push the building of the model. He informed me yesterday that we are going to really work on it this weekend. He likes building and making things, that is for sure. (Legos are all over our house!)

I have never taught anyone to build before. I am usually the one on the learning end of things in this endeavor. This is going to be a lot of fun!



Don's profile Warbirds

Don Hutchison has created quite a library of profile warbird plans over the years. He wrote a story about them and included a list of what designs he offers:

"What began as a research project had nothing to do with warbirds. About ten years ago I had the notion to build a profile model with an adjustable stabilizer so I might see how varying

the incidence made a difference in the way the model flew. The initial intent was to knock out a simple fuselage but somehow, since I had to build it, I decided to make it look like a full-size airplane.

"I had fond memories of being a crew chief on a brand new T-6G while in the Minnesota Air National Guard in the fifties, plus I had some good documentation, so my research vehicle became a profile T-6G. Included in the deal would be a long pointer that would attach to the stab and pin holes near the canopy to mark stab incidence in 1/4-degree increments.

"I made up a basic set of drawings to build from that were a pretty accurate replica of the real thing. Since all the real warbirds have a heavy engine up front, I knew I would need a hunk of lead up there, so I did cheat the wing back a bit but not enough to make it a caricature of the real airplane. I wanted it (and all subsequent warbirds) to be as close to dead scale as I could make them. Final specs included a wing with 500 square inches of area and a 21% tail, and its power was to be a Magnum 36 XL engine.

"I made the fuselage from a 1/2-inch balsa core up front and 1/4 x 1/2 outlines with some truss work aft. Since the radial engine T-6 had a lot of area up front, I decided to forego the usual plywood doublers and use hard 1/8-inch sheet balsa instead. This makes contouring the nose much easier! The aft fuselage was covered with light 1/8-inch sheet. I also provided a hole through the front end for a fuel tank, not expecting a long life for the model, and off to work I went.

"Upon completion, it looked pretty good, dressed up in Minn ANG colors, but it weighed 48 ounces. I decided that it was too heavy and I couldn't learn much from it, so I gave it to Joe Gilbert and decided to try again, but I didn't want to do another T-6-G. Since I also had some really good drawings of the SBD Dauntless, I decided to do it this time, with the same general construction and specs as the T-6. Only this one would have an LA .46 installed for power. I also ditched the adjustable stab and just built it to fly!

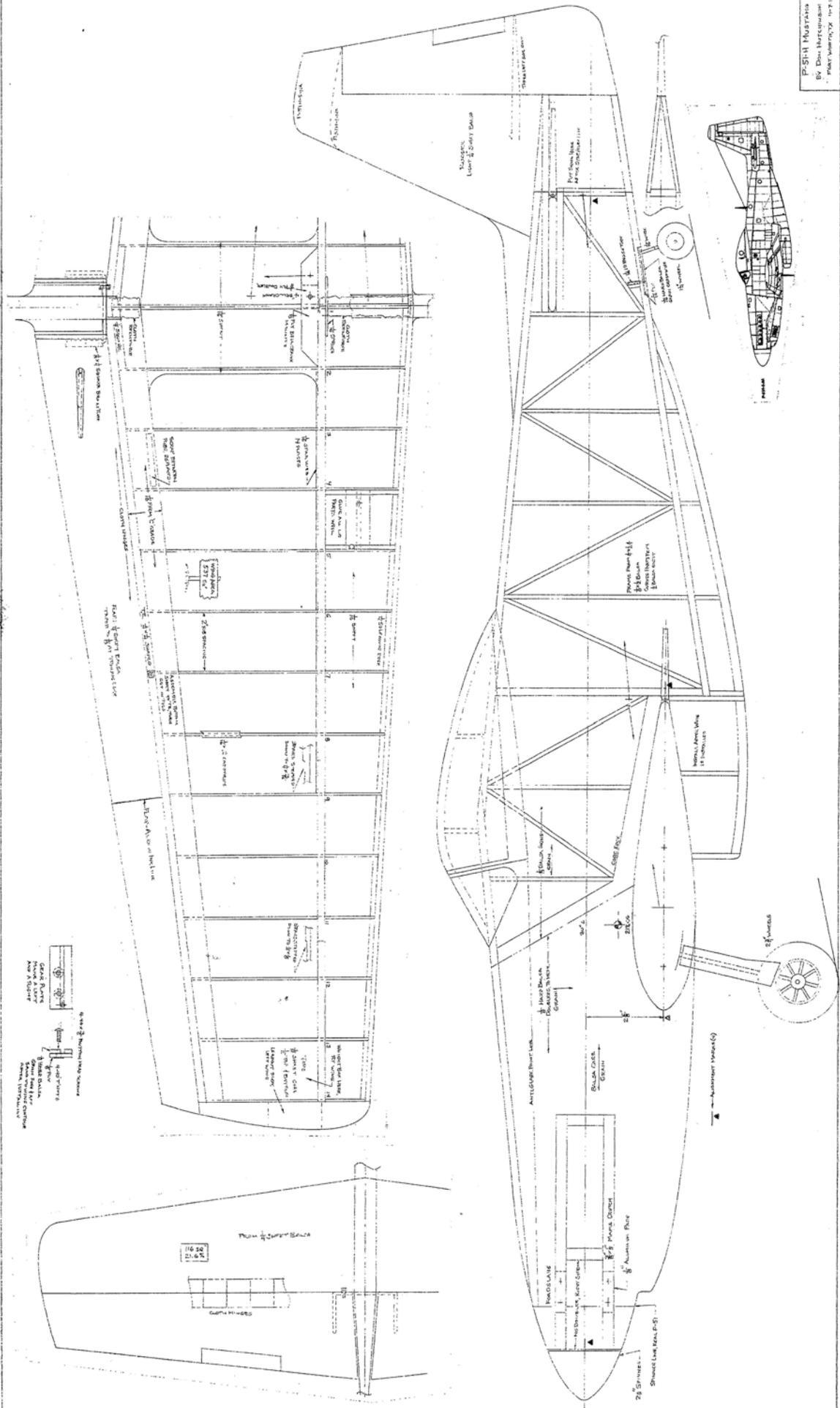
"By that point I was getting requests for plans for both models, so it was back to the drawing board, and, while I am not a draftsman, I drew up a pretty nice set of plans to both models and did sell a fair number of them. However, along with the checks came requests for other airplanes.

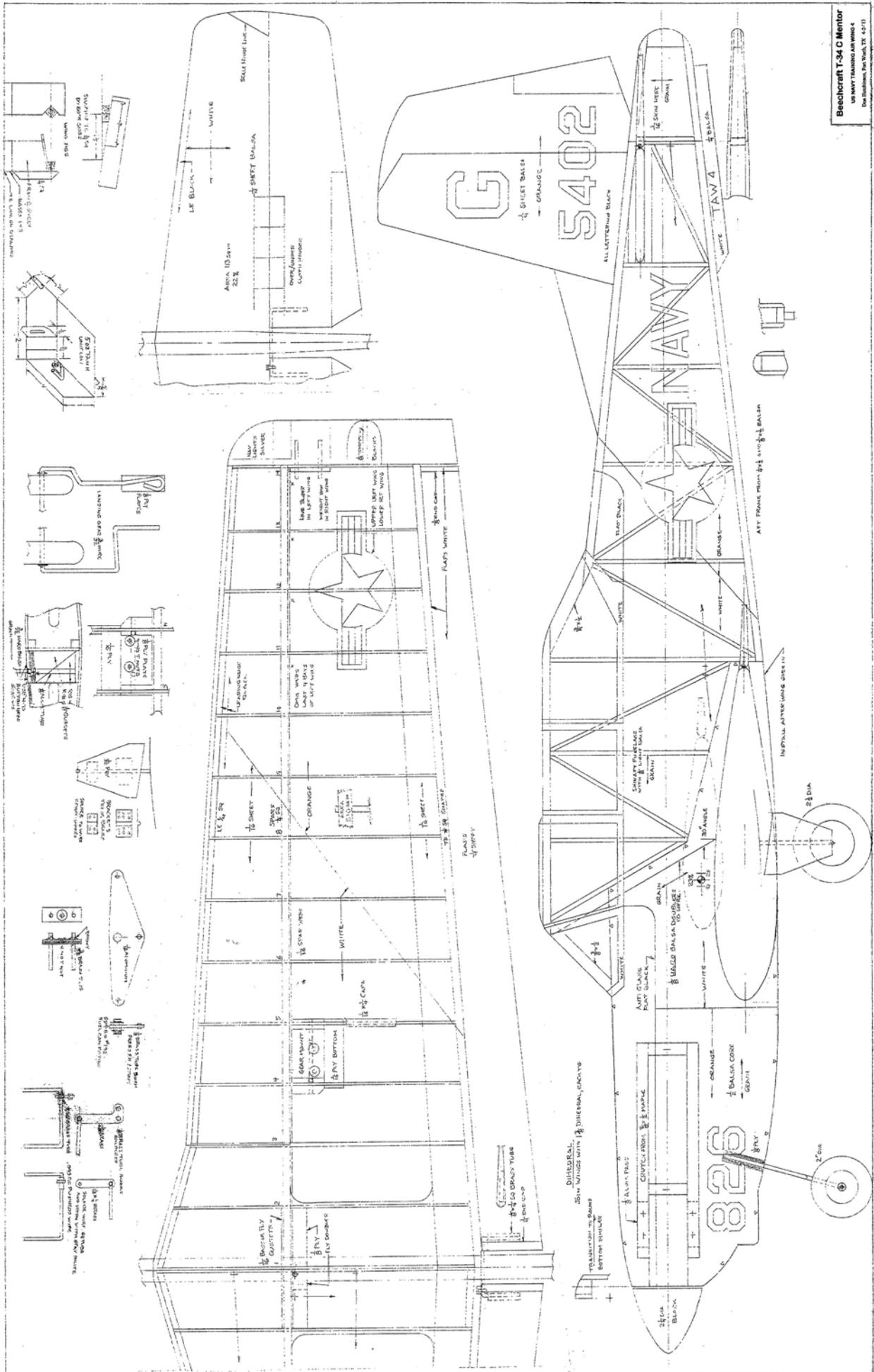
"For years I had been saving a great colored three view of the Flying Tigers P-40C from the July 1969 *American Aircraft Modeler* knowing that some day it would come in handy, so it became the next one; however, I also wanted to do the bubble canopy P-40Q, so I drew the C version with the wheels touching the lower border of the drawing and then rotated the master 180 degrees and drew the Q, also using the drawing border as a runway surface. Forget convention.

"I'm too old to lean way over the drafting board, so most of my plans are done from both top and bottom. The wing and tail, rib patterns, etc. are on sheet two on some of the plans. That way you can get two or more nice airplanes on one set of plans!

"Now, it appears I have a career on my hands! Finish one, start another! Everyone wants their favorite airplane. So it went up until now, and the final tally as of this writing is fifteen warbird profile models, all drawn to scale or very close to it but with minor tweaks for good flying performance. After four or so sets of drawings, I decided that, like stunt models, the single engine warbirds are basically all the same airplane, but they are just a little bit different in looks! I think all those WWII designers went to the same Aeronautics School!

"The P-38 was a different animal. Everyone said, 'Use two 25s,' so I gave it more wing area as I knew it would end up heavier than the others. I also developed a rather unique set of





Beechcraft T-34 C Mentor
 USE PARTS LISTING AND SERIES 4
 See Instructions, Part No. 174, 4-27-11

controls for it.

“Here is the roster of all the warbird plans, more or less in the order drawn: North American T-6G; Douglas SBD Dauntless; Curtiss P-40C and P-40Q; Grumman F6F Hellcat; Lockheed P-38J; Vought F4U Corsair and FG Race 57; Grumman TBF Avenger; Stearman PT17; Beech D17 Staggerwing; Douglas AD Skyraider; Republic P-47, razorback or bubble canopy: 4 versions; and the North American P-51C or D. Every variation that escorted bombers in WW II.

“All the above drawings are available from Jim Snelson at Control Line Central. I gave him the masters, as he was planning to do kits of the SBD and I didn’t want to mess with packing and shipping plan sets. Peter Cunha did build the prototype SBD kit and reported that it flew well.

“Since that time, I have done three other warbirds, and I can provide copies of these: North American P-51H; Piper J-3 Cub (Yes, it was a warbird! The Navy called it the NE-10); Beech T-34C Mentor (The drawing shows the paint scheme for Navy Training Air Wing 4, nose number 826, the airplane my granddaughter soloed on the way to earning her Navy wings!).

“I wasn’t sure about how the balsa doublers would hold up, but happily, they have done amazingly well! Joe has put hundreds (he says thousands) of flights on the T-6 and it still looks great, with no cracks around the wings or nose, and this with a four-stroke engine.

“The Dauntless has a lot fewer flights, but after eight years, it still looks good, so I would call the hard balsa doublers a success.

“As for flying ability, I am not the best person to judge, but I think the SBD flies really well, and the T-6 is amazing. Joe has it on rails, and many victims of its corners and shapes have commented, ‘That thing can’t fly that good,’ but the scoreboard says, ‘Yes it can!’

“I think the T-34 could be the best flying model of this series. The longer nose and the killer tricycle gear arrangement should lead to lighter weight and great takeoff and landing scores. Bolt a Randy Aero Tiger .36 up front and go collect some trophies!

“As of today, that is where the warbird project stands. If and when enough inspiration or prodding from others happens, I may once again sharpen my pencils and crank out another one. The shrunken drawing of a typical warbird will give you an idea of what the plans look like.”

—Don Hutchinson



Thanks, Don!

That’s all I have this time. If you have some new planes coming to life this spring, be sure to send me some pics along with the details. See you next time.

—Doug

T&L SPECIALTIES CATALOG, Free shipping to PAMPA members

Congratulations to Richi Kormmeier for using a T&L .60 to win the World Championship!

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

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

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.

NOTE: If you purchase a “complete” T&L motor, I will ship for **FREE** to any **PAMPA** member, anywhere in the world!

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

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

District IX

by Jack Pitcher

On behalf of all the PAMPA members in District IX, I must take a moment as I begin this column say farewell and pay tribute to our departed friend and compatriot, Allen Brickhaus.

I didn't know Allen very well or see him very often, but whenever our paths crossed he always had a pleasant greeting and words of encouragement for me. He was a true gentleman.

I've always felt that Allen was one of the main pillars holding up the stunt world. One only needs to look over Allen's previous Hall of Fame nomination document to see what a long and wide-ranging impact he has had on our world of control line stunt.

In addition it has been especially reassuring to see all the expressions of respect paid to "Mr. B" on his Facebook page and other memorial sites from his current and former band and chorus students.

It would be difficult to find anyone who has had as large an influence in all areas of his world as did Allen Brickhaus. So long and thank you Allen; you've had a strong hand in making us who we are.

I have no reports of flying activity in District IX lately. I think the recently endured "Polar Vortex" has driven most of us underground and into our shops for some productive building time. I've received some reports and pictures of project work going on in shops around the region.

Mark Gerber sent a picture of his Monogram Aeronca Sedan reproduction that he's readying for the trip to VSC this year. The Aeronca was built some years ago from plans that Mark drew to recreate the old Monogram kit.

Here are some comments that Mark sent along:

"My daughter is getting married next Saturday, so I haven't had much time to work on my P-40 since Christmas. I have spent a little time getting my Monogram Aeronca ready for the new exhibition event at VSC. It's only flown once—about 10

years ago at VSC. I took it to Brodak's this year for fun, but Bill Hummel and I couldn't get the O&R .23 to keep running.

"Turns out the needle valve couldn't close far enough because the nut holding the needle valve body to the venturi was too big and interfered with the needle valve housing.

"I don't know how Dick Wolsey and I were able to get it started for that one flight. I installed a smaller nut from another O&R .23 needle valve assembly I had, and I've got a test stand plywood mount set up but won't get to try to test run it until after the wedding.

"The photo was taken on the circle at Columbus Park in Tucson. Some other info: I think this kit was issued about 1950 or so. It's basically a big Speedee-Bilt. The wing is a 1/2-inch carved balsa sheet with an airfoiled upper surface and is milled out on the underside.

"Just like a Speedee-Bilt, you glue the ribs to the underside and cover the bottom with silkspan. Monogram also issued a similar Cub. Rusty Brown had a Cub kit that he picked up at the Denver Collecto, but I don't know what happened to it. I believe these were the only control line specific kits that Monogram ever sold."

In my last column I reported on the development work being done by Chris Brainard on the Evolution .36 for stunt use. Chris stated, "I've really been impressed...enough to where my Roadrunner, which has been languishing half-built for the last three years, is now moved to front and center—a direct result of how impressed I am with the running characteristics of this engine."

Chris sent a follow-up report for this issue on the current work on his re-energized Roadrunner project.

"I'm making good progress on my Roadrunner. My assembly procedure may be a bit different from others. Once the wing is to a point where it can be installed—in this case fully covered with

This is Mark Gerber's Monogram Aeronca Sedan reproduction seen on the circle at VSC in Tucson a decade ago. Look for it again at VSC in 2014. Mark Gerber photo.



Polyspan and clear dope—I assemble it to the fuselage on my table jig. At this point, the fuselage is only partially finished. The front end (motor mounts, F2 former, and top block) are all glued in place. The turtle deck is left off and the push rod is attached to the stabilizer. The stabilizer is more or less flopping around loose. The bottom of the fuselage has been cut away for the wing to be installed.

“Everything is lined up in my assembly jig. Once I’m happy with the wing to fuselage joint and all the alignments, I epoxy the top of the wing to the fuselage opening... solidly. Sometimes I’ll even fiberglass that joint. Once everything is solid, I take it out of the jig, flip it over, and glue the section of fuselage that had been removed for the wing installation back in place. Again, I do everything I can to make sure the joint is solid and not able to move any.

“At this point the wing is glued solidly to the fuselage and aligned accurately. Now it goes back in the jig. If anything ‘moved,’ it will be immediately obvious. So far, I’ve never had a problem with that happening.

“Next, while everything is in the jig, the turtledeck is glued in place. I use Titebond and masking tape to clamp it in place. The stabilizer is not glued yet. The reason for not doing it yet is in case the process of gluing the turtledeck in place puts a slight ‘tweak’ in the fuselage. I’ve had this happen several times and had to cut the stabilizer loose because it was no longer parallel to the wing.

“Once the glue for the turtledeck is dry and all the masking tape removed, I jig up the stabilizer into position. It’s important that this is in no way ‘forced’ into position. Usually, I make it a pretty loose joint. The stabilizer is held in place by the jig. I mix up epoxy and work it into the slight gap between the fuselage and stabilizer, hitting it with the heat gun so that the epoxy flows into the joint.

“Once cured, I take the airplane out of the jig, flip it over, and then do the same epoxy glue procedure to the bottom side of the joint. Then it goes right back into the assembly jig until the epoxy is cured.

“At this point the model is assembled, minus flaps, elevator, and vertical tail. I fiberglass the entire fuselage using .5 ounce fiberglass cloth, attaching it with Klass Kote clear epoxy paint. Once the epoxy is cured, the fiberglassed fuselage is given a light sanding and then a second coat of Klass Kote epoxy is applied.

“Once cured, everything is sanded and any low spots taken care of. Then I install and sand all the fillets. Finally, I epoxy the vertical tail in place, cover it with fiberglass and add the fillets. I leave the vertical tail off until last because it’s always in the way when I’m sanding the fuselage and working on the stabilizer and fillets.

“The canopy still needs to be attached and then it’s on to my least favorite task of applying the finish. Since using this assembly procedure, I’ve been very pleased with how quickly I can get a model trimmed out. Between the alignment jigs and assembly sequence my models have been coming out well aligned.

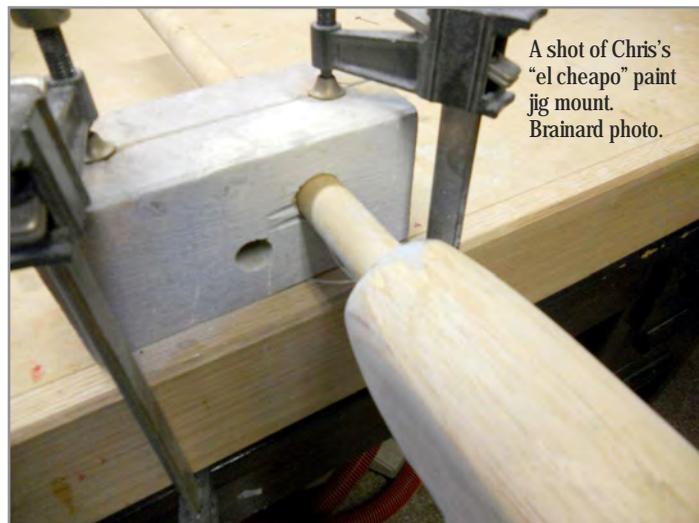
“Also, included are a couple of close-ups shots of my ‘el cheapo’ paint jig and positioner while working on models. It’s simply two 2 x 4s cut about 8 inches long, nailed together with a $\frac{7}{8}$ -inch diameter hole drilled through them. A piece of $\frac{1}{8}$ -inch thick plywood or aluminum is cut to fit against the engine crutch and drilled with the same bolt pattern. Then a piece of $\frac{7}{8}$ -inch diameter dowel, cut to about 18 inches long, is slotted on the end so it will slip over the $\frac{1}{8}$ -inch aluminum or plywood mounting plate.

“The mounting plate is slid into the slot in the dowel and the whole thing drilled for blind nuts and 4-40 screws. Then simply

bolt the dowel/mounting plate assembly to the mounting holes on the engine crutch. Clamp the 2 x 4 to your bench and slide the dowel through the hole. I’ve found that there is enough friction that I can rotate the model into any position and it will stay there. Cheap, easy and it works well!”



Chris Brainard's Roadrunner taking shape in his shop. Chris Brainard photo.



Here's the business end of the paint jig bolted into the motor mount. Brainard photo.

Dave Tribble sent along a photo of a trio of new airplanes, which are variations on his well-proven Desperado design. Now here's the indisputable evidence of a serious building effort. Dave has been doing a long-running and detailed build thread on these designs on the Stunt Hangar forum. If you have Internet access, be sure to check out those threads.



Here's Dave Tribble's trio of Desperado variants. All ships are ready for first dope applications. Dave Tribble photo.

Jerry Higgins sent this report on his winter building activity:

"Months ago I discovered a Cardinal .40 wing I had stored in the rafters a long time ago. I decided to put together a .46-size



Here's a shot of Jerry Higgins' Cardinal mutation practice ship resting in his shop. Jerry Higgins photo.

plane for practice flying only and have slowly made progress on it over the past year. Since the purpose is practice, other projects have taken priority over this one.

"The fuselage is my design; wing, stab, and moments are from the Brodak plans, and flap size is reduced from the original. In the photo the fuselage is covered with silkspan and the flying surfaces need more sanding and will be covered with Ultracote. The fuselage will be painted with Ultracote matching Klass Kote epoxy. I have never used the epoxy before, so thought I would experiment on the 'practice plane.'

"I am sanding on a wing for a Dolphin and have the engine crutch and fuselage sides built. I'm also sanding on a Jamison wing and have the engine crutch and fuselage sides glued up. My goal is to have both done for VSC. We will see if that happens! I work best to deadlines, so hopefully..."

Jerry also reports some encouraging news about the potential for a new CL circle that may develop near Denver when the Arvada Associated Modelers eventually move to a new RC flying complex. The extension of a bypass highway around Denver is slated to pass directly through the existing club site and right dead center through the existing CL circle.

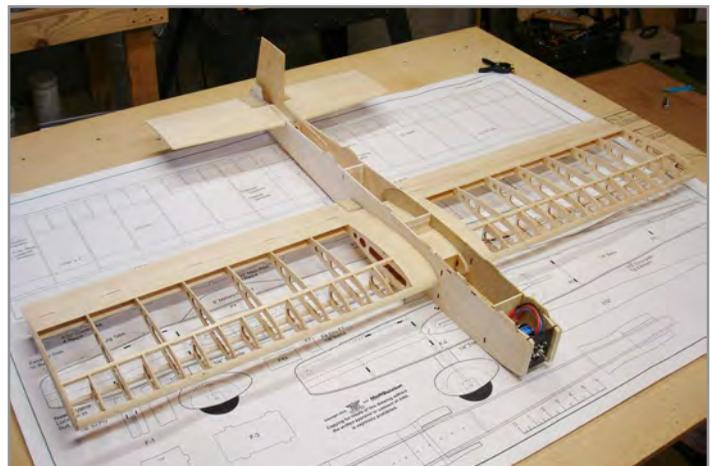
The current circle has a sandy gravel surface, and we are hoping that a future circle can be paved. The RC club seems to be receptive to the idea. We are encouraging local stunt fliers to join the RC club so as to have more strength in numbers and hopefully have some influence on future developments. Here are some comments Jerry had about that:

"The Arvada Associated Modelers are preparing/planning the eventual move to a new field. Linda (Brainard) is now on the executive council and Chris has been attending meetings with her, so control line is being represented well.

"So far they have about \$30K in the budget for a circle. I think Chris and I are going to volunteer for a field design committee (once they ask for volunteers). We want to make certain the RCers know we are around."

Finally, a couple of glimpses at what's on my work bench this winter. I've been switching back and forth between a couple of projects as my interest and self-discipline waxes and wanes.

I have an electric-powered Hobo project coming along from a short kit from Tom Niebuhr and some suggested modification sketches that Bob Hunt provided to Tom on how to mount motor and battery.



Here's the Hobo project just about ready to be jigged up for final assembly. Jack Pitcher photo.



My collection of Impact parts that I'm hoping to be ready to start assembling soon. Pitcher photo.

It has an E-flight Power 15 installed and will use a Hyperion 4S 2,500 mAh battery. It's intended for use in a nearby park field where I could never get away with running gas motors. I think I can fly there on weekday mornings without anyone knowing I'm around.

Also on the table is a new electric fuselage for a fresh start on an Impact project that has been languishing for years. I had the wing and stab/elevators up through filler coat a long time ago, and it's certainly well cured by now.

That's all I have for now. If you'd like pictures and reports about your projects and activities to appear here, please send them in to me. Contributions are always needed and welcomed. *SN*

—Jack

District X

by Jim Hoffman

Arizona, California, Guam, Hawaii,
Nevada, Utah

Cholla Choppers

Every December the Cholla Choppers of Tucson have a Saturday night holiday dinner followed by a group photo at the flying field the following Sunday morning. This year was no exception.

Burt Brokaw received the all over high points award for participation and performance throughout the year at various contests. Robin Sizemore was recognized and received a service award for his many years of service to the stunt community. Photographer and paparazzi member Rickii Pyatt took the group shots on Sunday.

The Sunday get together at the flying field produced several new and noteworthy stunt ships. Lou Wolgast displayed his new Pentastar. This is the latest in his series of most elegant and successful stunters. This model features a Doublestar 76 rear exhaust with dual glow plugs and a 14 inch diameter prop.

The plane's wing is built up and has an all dope finish with an automotive clear top coat. The craftsmanship and finish are at typical Wolgast standard. The model features a two piece cowl; the forward cowl for access to the motor, and the rear cowl for access to the muffler and fuel tank. They can come off together or separately.

Another beautiful model on display was a Kenhi Cougar built by regular winter visitor Joe Dill. This as yet unflown model features a finish using Testors dope and a period-appropriate motor (Johnson 35?).

Joe has a large stash of the Testors dope and reports that as long as the jar is unopened with the original seal intact, the stuff keeps for a very long time. The Cougar's flap hinge line is swept forward significantly, Joe was able to maintain smooth control operation with a single control horn and Lucky boxes. Another master craftsman amongst us, masquerading as a mere human being.

John Callentine treated us to a viewing of his Rabe Seafury which is now ready for finish. All woodworking is done with the exception of final detailing. This most impressive model will be powered by electricity.

The Seafury has wing polyhedral and features dynamic seals at the flap split mid span. A thin piece of clear plastic sheet slides inside the flaps at the gap to prevent air leakage.

The various exhausts and vents aft of the cowl on the side and belly are very well done. John reports the large wooden fillets are complete and were a bit of a challenge. The forward cowl

inlet ring will be of molded carbon cloth. John showed us the tooling for the vacuum bag mold. Of course it has shock-absorbing main landing gear.

Grady Widener's Profile Force

Widener of Phoenix recently completed a Mike Pratt designed profile Force. This is a flapped design from Mike Pratt, not the P-Force seen frequently in ARF format.

Grady's model is powered by a Moki 51 mounted with the cylinder head on the inboard side and a plastic uniflo clunk tank carefully set up to insure the aft end of the tank is biased outboard. Grady gets superb and consistent motor runs.

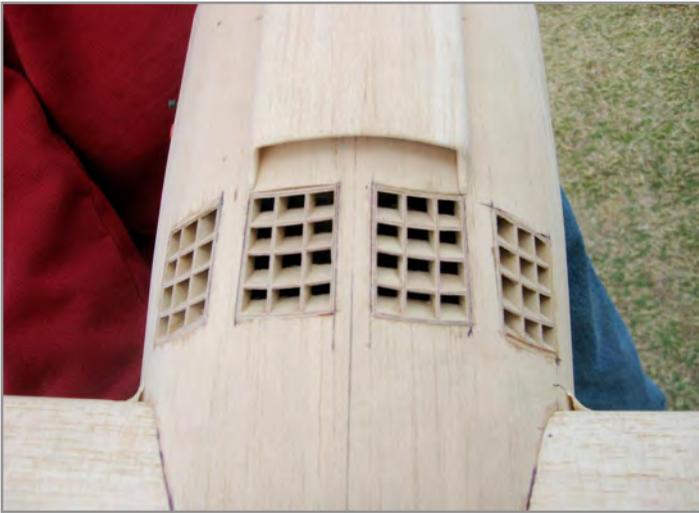
The model also features carbon fiber landing gear, CF push-rods, ball-links, and heavy duty combat control horns. The wing has full span shear webbed at the both the spar and trailing edge; the leading edge is planked.

Fuse mounted gear is employed (instead of wing mounted) to accommodate marginal field conditions. This airplane is 100% Monokoted, including the fuselage, fillets, and landing gear recesses. There is not a drop of paint on the airplane except perhaps the spinner. The 620 sq. in. model weighs 51 oz. Flight trials to date are very promising.

I urge District 10 members to send me photos of their activities and models for use in this column. I know you are out there. *SN*



John Callentine's Seafury is coming together.



Check out the air cooling vents on the Seafury belly.



Lou Wolgast and Joe Dill smile for the cameras along w/ Joe's new Kenhi Cougar.



Lou Wolgast and the new Pentastar - that's a 14" prop!



Notice the cowl part line on Joe Dill's Kenhi Cougar.



Lou's Pentastar has a unique power train and cowl.



Cholla Choppers of Tucson group photo. Rickii Pyatt photo.



When Rickii Pyatt is not feeding us, she's taking our picture!



John Callentine takes a break to show us his E-powered Seafury.



Roy Decamera built this beautiful Pathfinder profile. Notice the painted fuel tank.



Grady Widener's Profile Force and inboard power train.



Ed Capitanelli displays one of his many beautiful Stardusters. This is the 35 sized version.



Check out the incredible Monokote work on Grady Widener's Profile Force.

District XI

by Mike Haverly

Recently, the news of a new venue for The Northwest Regionals was released. For those who don't know, this is the largest contest of its type west of the Continental Divide and formerly held at Eugene International Airport (AKA: Mahlon Sweet Field).

The layout to which we had been accustomed had three circles on the asphalt surface used for PA, scale, racing, and speed events. There were four more grass circles for carrier, combat, and the skill classes of PA, as well as practice. The only complaints I ever heard were weather-associated phenomena over which we had no control. Overall, this was a perfect place for a contest of this magnitude.

Besides the aforementioned, this is, or *was*, the home field for the Eugene Prop Spinners, the host club for the contest. They have been faced with the possibility of being forced out of their home for a few years. The following is a quote from the Prop Spinners newsletter:

Dear Mr. Thompson:

In response to your letter dated November 19, I am sorry to inform you but the Eugene Airport will not be able to accommodate CL model aviation any longer. The airport has experienced two record years of business in a row and is in line to have a third record year.

With the growth in our services, it is necessary to maintain airport property for airport development purposes. I appreciate your understanding and wish you well in locating a new sight for your club activities.

Sincerely,

Timothy Doll, A A E.
Airport Director

There was no more discussion, just the termination of any use agreements. John Thompson, Mike Hazel, Mike Denlis, and many others worked tirelessly to maintain a working relationship with airport management but in the end had no wiggle room and were forced out.

After more work from the club members, there is an opportunity for a permanent (if such a thing exists) flying sight through Lane County parks at Cinderella Park. Let's hope they can work something out.

Through more hard work by the Northwest Regionals Contest committee, they have found a venue for this year's contest at Bill Riegel Model Airpark and Salem Airport. This is a much smaller area with only two circles, one of which is grass suitable for combat events. The rest of the events will be held on a different date. Here is the schedule of events for Memorial Day weekend, the customary weekend for this contest:

Friday: Old Time Stunt, Beginner-Intermediate Precision Aerobatics

Saturday: Classic Stunt, Profile Stunt, Advanced Precision Aerobatics; 1/2A Combat, 80mph Combat

Sunday: Expert Precision Aerobatics; AMA Fast Combat

For more information please visit the *Flying Lines* website at <http://flyinglines.org> on the "Where the Action Is" page.

Alaska, Idaho, Montana, Oregon, Washington

From the tech side

With the advancement of electric PA came the need for some new propeller technology. Alan Resinger and Chris Cox decided to do something about it after noticing that Paul Walker had switched back to using a suspicious-looking prop from the 40VF days.

After some experimentation they come up with a left-hand prop for our electrics. It was an 11 x 5 three-blade, carbon-fiber prop with the characteristics of "the old days." Not being completely satisfied, they decided to make a 12-inch diameter version of the same thing. They are available in both LH and RH versions and work extremely well.

Building season has been progressing well. Hopefully, there will be a showing of new models at the first contest in April, most notably a certain take-apart Impact. We have been keeping Howard on track, and at this time he seems to be on track with his new "dog," which contains all the new trick stuff.

For the rest of us, we'll just get 'er done and prepare for the upcoming season. (The lack of photos is due to my not taking many at the contests, and I will remedy that in the future.) In the meantime let's just go fly some stunt! *SN*

—Mike Haverly

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Electrified Caprice

by Frank Imbriaco



Specifications

Model name: Caprice
Designer: Bob Hunt
Construction type: Sheeted foam wing and built-up balsa/ply fuselage
Wingspan: 51½ inches
Length: 38¾ inches
Moment arms: Nose ring to L.E.—9¾ inches; hinge line-to-hinge line—14¾ inches
Weight dry: 49 ounces with battery; RTF
Power package: E-Flight Power 15, Phoenix 45 ESC, TP 4S 2700 mAh battery, Hubin FM-9 Timer
Propeller: APC 11 x 5.5 EP
Finish: Dupont Basecoat/Clearcoat Auto Finishing System
Line length: 60 foot, eyelet-to-eyelet, .014 stainless steel, solid lines

I chose the Caprice because of its classic looks, superb flight characteristics, and pedigree. The design has won at every level in Classic Stunt competition, including the Nats and VSC. I had previously built/converted two “designed-for-glow” ships and was pleased with the outcome. Therefore, I decided that

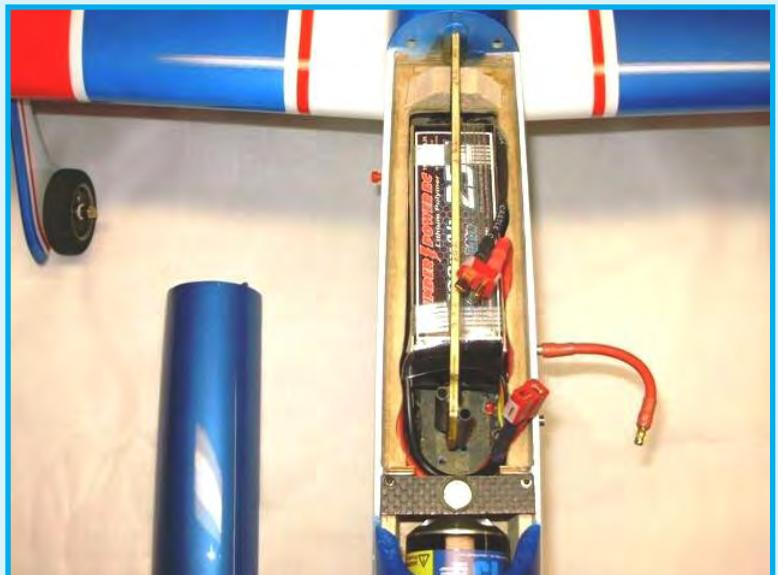
To ensure that your motor won’t cause damage to the aircraft or surroundings, use a crutch system that locks the mount, cheek areas and formers F2 and F3 together into a unit. I’ve included a photo of mine, which doubles as a battery cradle. Normally an electric motor runs so smoothly that you can’t even feel it through the lines, but vibration caused by a prop strike and resulting prop damage, or an out of balance prop and/or spinner could change that and ruin your model unless it is constructed properly.

I would also like to provide some details about the finish. I used low-shrink Butyrate dope, .02 carbon mat, and powered Zinc Sterate (available from Aero Products as “Aero 1” Filler.) mixed with clear dope as a filler. Most of us are familiar with the properties and application of each. Next, I applied a three-part

my Caprice would be electric powered.

I used a sheeted foam wing and the Caprice plans that are available from Robin’s View Productions. The hardwood motor mount beams were eliminated and replaced with a crutch combined with a “Hardnose” G-10 composite front motor mount.

I would like to take this opportunity to write a bit about construction of a model for electric power. Electric motors are extremely powerful; hence one must not overlook the importance of constructing a rigid nose that can withstand the remote possibility of motor oscillation and resulting vibration. The origin can be an out-of-balance prop, spinner, a failed bearing, or a prop strike on takeoff.



automotive primer, which gets almost entirely sanded off, followed by a silver blocking coat.

Applying the Dupont Basecoat colors is something that most can do, provided that one sprays in a suitable, ventilated area (exhaust fan recommended) and makes use



somewhere in the finish. My thanks go out to Joel for his kindness and his expertise.

I am very pleased with the performance of my Electrified Caprice. It locks and grooves exceptionally well and turns equally, making it a joy to fly and less of a load for the pilot.

I highly recommend this project if you desire a model that'll be competitive in Classic and PAMPA events.

—Frank Imbriaco

of a good quality, carbon canister type mask from 3M or another supplier. I followed several *Model Aviation* columns by Bob Hunt on finishing using the Basecoat/Clearcoat System and recommend you do the same. It's an excellent, lightweight system, and it is quite suitable for our needs.

I elected to *not* perform the actual application of the final clear coats to my Caprice. Rather, I left it up to a professional; in this case Mr. Joel Costantino, a fellow stunt flier from Pennsylvania.

You might ask why I made this decision. First and foremost, the Dupont clearcoat, like others, is a catalyzed product that is a health hazard when sprayed in your shop; be it the garage, basement, wherever. In most cases, the professional will use a spray booth and/or outside air source for the painter.

I've decided that I'd rather continue to enjoy this wonderful hobby and no longer wish to put my health at risk. In the past, I've sprayed lacquers and enamels on autos, also PPG Concept (very dangerous stuff) on my RC Pattern and IMAC aircraft, but no more, period. Besides, I couldn't hope to match Joel's deft touch with a gun and I'd probably wind up shooting on too much clear or get dust



2014 AMA Control Line Aerobatics National Championships

July 13-19, 2014

Friday, July 11-Saturday July 12

After FF Control Line Precision Aerobatics Practice Grass 600 x 600 Only

Sunday, July 13

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 14

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 15

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 16

7:00 a.m. Control Line Precision Aerobatics Practice L-Pad, Grass Circles
 8:00 a.m. Open/Advanced/Expert Qualifications Rounds 1 & 2 L-Pad
 5:00 p.m. PAMPA EC meeting AMA Board Room
 6:00 p.m. PAMPA General meeting AMA Board Room

Thursday, July 17

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 18

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 19

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.

Contests

Contest Calendar

For up-to-date listings see the PAMPA Web site: www.control-line.org . See also the AMA Web site: 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, gmflying@bellsouth.net .

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

2014 Contests:

February 23

Ice-O-Lated CL Contest

Buder Park, Valley Park, MO

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

Basic Flight*, Profile*,

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Fred Cronenwett, clscale@rocketmail.com

March 18-22

Vintage Stunt Championships

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

Tuesday-Wednesday: Old Time, Ignition Old Time,

Ringmaster Old Time

Thursday-Saturday: Classic, Super 70s*

Entry deadline: March 7, 2014

CD: Jim Hoffman, 2658 W Montgomery Dr, Chandler, AZ 85224, (480) 897-0630, windswept4@cox.net

www.ccmaconline.org

April 26-27

Jim Walker Memorial,

East Delta Park, Portland, OR

Saturday: Old Time, Classic-Nostalgia*, Profile *

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

CD: David Royer, (503) 946-6824, droyer@comcast.net

April 26-27

Bob Palmer Memorial

Whittier Narrows Park, South El Monte CA, 60 Freeway and Rosemead Blvd.

Saturday: Old Time, Classic,

Precision Aerobatics (Beginner, Intermediate)

Sunday: Profile, Precision Aerobatics (Advanced, Expert)

CD: John Wright, (562) 881-7386, jowrightpe@hotmail.com

www.kotrc.org

May 3-4

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@embarqmail.com

Circlemasters Flying Club Annual Contest

June 8, 2014

EXPANDED TO INCLUDE MORE EVENTS, MORE FUN WISCONSIN STATE STUNT AND SCALE CHAMPIONSHIP

WHERE: WAGNER PARK, PEWAUKEE, WI.

CONTEST DIRECTOR: PETER MICK 262 377-6137 pmick82541@aol.com

*** IMPORTANT INFORMATION

- ALL PAMPA CLASSES WILL BE FLOWN ON PAVEMENT
- SCALE JUDGING WILL BEGIN AT 8:30 am. OFFICIAL FLIGHTS WILL BEGIN AT 9am. Note to Scale participants: the Scale circle is shared with Stunt contestants, so static judging will begin at 8:30 am. Please try to register before then.

OFFICIAL EVENTS

All PAMPA stunt classes, Sport Scale, Profile Scale

UNOFFICIAL EVENT

Half A Scale using Brodak fly-in rules available on the Brodak Fly-in web site. Mufflers are not required.

NEW EVENT

Combined Old Time, Classic and Classic 30 event. Standard PAMPA pattern will be used.

PLUS ANOTHER NEW EVENT

½ A Stunt. Two classes, Beginner and Expert. Standard PAMPA patterns will be used.

A PRACTICE CIRCLE FOR PAMPA STUNT WILL OPEN AT 8 AM.

OFFICIAL FLIGHTS WILL BEGIN AT 9 AM.

MUFFLERS FOR STUNT AND SCALE (OTHER THAN HALF A) ARE REQUIRED. THE MUFFLERS MUST BE STOCK, TONGUE OR AFTER MARKET MUFFLERS

Registration begins at 8 am.

Refreshments are available from vending machines. The club will supply sub sandwiches at cost.

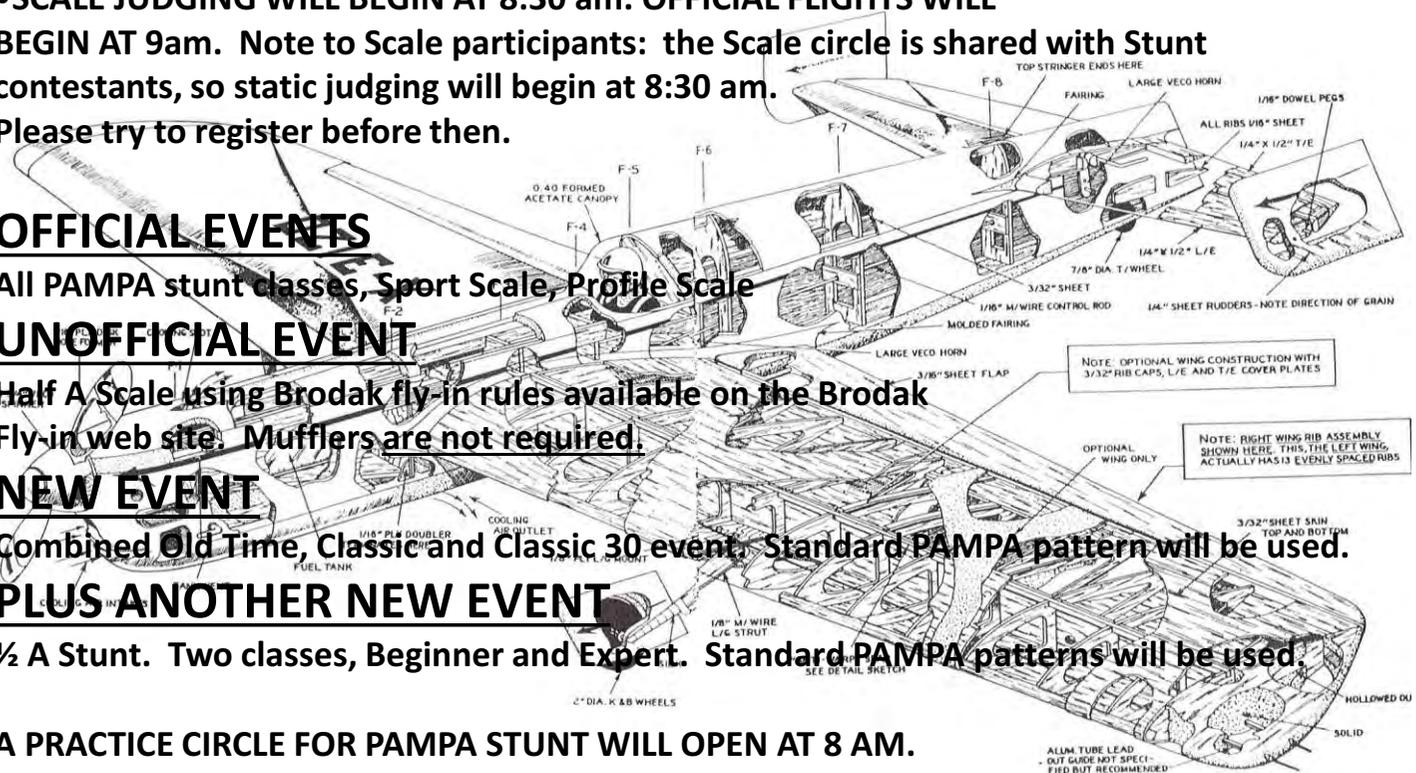
Events: All Scale Classes

Registration fees: \$10.00. No additional charge for second or third individual entries.

Events: All PAMPA Stunt Classes

Registration fees: \$10.00. No additional charge for second or third individual entries.

There is no entry fee for Junior contestants.



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.

Precision Aerobatics*

CD: Stan Tyler, (526) 423-4634, Stan.tyler@verizon.net

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

May 24-26

Northwest Stunt and Combat Championships

Salem, OR airport

Friday: Old Time, Precision Aerobatics (Beginner, Intermediate)

Saturday: Classic/Nostalgia, Profile*,

Precision Aerobatics (Advanced)

Sunday: Precision Aerobatics (Expert)

CD: Mike Hazel, P.O. Box 505, Lyons, OR 97358, (503) 871-1057, zzclspeed@aol.com ,

<http://flyinglines.org/14.regstuntcombat.flyer.pdf>

May 25

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, (847) 445-2420, Encore46@att.net

June 7-8

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: Steve Helmick, 2104 Aberdeen Pl SE, Renton, WA 98055,

(425) 255-1887, sbasser@yahoo.com

June 8

Wisconsin Stunt and Scale Championship

Wagner Park, Green Road, Pewaukee, WI,

N43.077948, W88.212451

Old Time, Classic, and Nostalgia 30 Combined*, 1/2A*,

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Peter Mick, (262) 377-6137, pmick82541@aol.com

June 10-14

Brodak Fly-In

Brodak flying field, Carmichaels, PA

39.8812N, 79.9595W See Web site for map and directions.

Tuesday: Profile* (Beginner, Intermediate, Advanced, Expert)

Wednesday: Classic-Nostalgia 30* (Beginner, Intermediate, Advanced, Expert)

Thursday: Old Time I, II (Beginner, Intermediate, Adv., Exp.), Precision Aerobatics appearance judging (Intermediate, Adv., Exp.)

Friday: Precision Aerobatics flying (Beginner, Intermediate, Advanced, Expert) round 1

Saturday: Precision Aerobatics flying (Beginner, Intermediate, Advanced, Expert) round 2

Contact: Sandy Bruce, Brodak Manufacturing and Distributing Company, Inc.

100 Park Avenue, Carmichaels, PA 15320, (724) 966-7335

flyin@brodak.com

<http://brodak.com/fly-in/>

June 29

GSCB Stunt Meet

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

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

CD: Ron Testa, (973) 493-7389, billiards98@aol.com

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

July 14-19

US Nationals

Stunt ED: Bob McDonald, 28746 Westfield St, Livonia, MI 48150, (734) 421-0429, bobsp47@sbcglobal.net

August 3

Middlesex Modelers Stunt Competition

Mountainview Park, behind the high school across from McDonald's, Middlesex, NJ

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: James Vigan, (908) 803-7405, earthingbrush2@yahoo.com

August 9-10

Jim Coll Memorial Stunt Contest

6035 Shiloh Camp Road, 2 miles SW of Hurlock, MD

Saturday: Old Time, Profile*

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

CD: Jack Rosemere (410) 330-4663, jrosemere@verizon.net

<http://www.esacclub.org/>

August 9-10

West Ohio Stunt and Scale Contest

Club field behind Wegerzyn Gardens Metro Park, 1301 E. Siebenthaler Ave., Dayton, OH

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

Sunday: Precision Aerobatics (Beginner, Intermediate*, Advanced*, Expert*)

CD: Bruce Reynolds, (513) 705-0660, reynolbw@cinci.rr.com; <http://buzzinbuzzards.weebly.com/>

August 16-17

Western Kentucky/Southern Illinois Stunt Championships

McCracken County Model Air Park, Paducah, KY:

Saturday: Beginner Precision Aerobatics, Basic Flight*, Profile*, Classic-Nostalgia*, Old Time

Sunday: Precision Aerobatics* (Intermediate, Advanced, Expert)

CD: Charles Reeves, 8310 Moore Road, Paducah, KY 42001,

(270) 554-9920, chasreeves@comcast.net; <http://www.paducahaeromodelers.com/>

August 23-24

Fellowship of Christian Modelers FCM at AMA

E. Memorial Drive, Muncie, IN

Saturday: Classic, Old Time, Profile *

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

Contact: Allen Goff, 2100 N Carrolton Dr., Muncie, IN 47304, (765) 759-7473, fcm95@comcast.net

www.fcmodelers.com

September 14

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 20-21

Broken Arrow 27 Stunt and Scale Contest

Buder Park, Valley Park, MO

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

Saturday: Old Time, Profile*, Classic/Nostalgia

Sunday: Basic Flight (Junior and Senior)*,

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Robert Arata, 561 Goldwood Drive, Ballwin MO. 63021, (636) 391-0272, srarata@att.net

September 27

NVCL Stunt Fest

Meadowood Special Recreation Management Area, 10207 Old Colchester Rd. Lorton VA

Old Time Beginner, Old Time Int., Adv., Exp. combined,

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

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

October 18-19

36th 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) 645.8018, bjmassey2@gmail.com; <http://www.californiacarclubs.com/GSSC.htm>

October 18-19

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

November 1-2

Southeast Stunt n Fun

MCRC Field, 7315 71st Ave E., Palmetto, FL, N27.57962, W82.49150, <http://tinyurl.com/mcrcmap>

Saturday: Beginner Precision Aerobatics, Old Time, Nostalgia 30*

Sunday: Precision Aerobatics* (Intermediate, Advanced, Expert)

CD: Wayne Smith, (813) 251-0575, kamwns@verizon.net

www.manateerc.com

Contest Results

Australian Nationals

December 28, 2013-January 5, 2014, Albury, NSW

Results from PJ Rowland, Jaybee35, Frank and Margaret Battam, and Russell Bond

F2B

Judges: Peter Koch, Don Keysecker, Joan McIntyre

1	Joe Parisi	1044.3	Frontier	Electric
2	Russell Bond	1041.09	Bandolero	Electric
3	PJ Rowland	1026.32	Tiger2013	PA .75
4	Peter White	1000.61	Geo-XL	Stalker .76
5	Reg Towell	944.04	Sea Fury	Saito
6	Bruce Hoffman	950.23	Firecracker	Electric
7	Paul Turner	944.12	Windwizard	Stalker .61
8	Tony Bonello	939.88	Firecracker	Supertigre .60
9	Frank Battam	917.78	Yatsenko Yak	Retro .76
10	Peter Anglberger	904.18	Yatsenko Classic	Retro .76
11	Mark Ellins	883.32	Yatsenko Classic 2	Retro .76
12	Doug Grinham	864.58	Starcraft	Stalker .76
13	Barry Frederickson	847.11	Max Bee	Electric
14	Steve Bakac	834.12	OD	Electric
15	Brian Eather	315.31	Firecracker	Stalker .61

Advanced

Judges: Peter White, Russell Bond

1	Mark Gordon	803	Cardinal
2	Adam Pogue	794.92	Reg's Mustang
3	Tony Clifford	775.5	Scaled KA-10
4	Don Keysecker	775.08	United

Classic

1	Reg Towell	1202.5	Thunderbird	Fox .35
2	Peter White	1196	Gieseke Nobler	OS .40FP
3	PJ Rowland	1162	Gieseke Nobler	Stalker .61
4	Tony Bonello	1145	Caprice	Supertigre .46
5	Doug Grinham	1131	Phoenecian	OS .35S
6	Brian Eather	1124.5	Magnum	Stalker .51
7	Frank Battam	1117	Bearcat	
8	Tony Clifford	1070.5	Nobler	HP .40
9	John Floate	1031.5	Spacehound	OS .46LA
10	Adam Pogue	1027	Skyscraper	Supertigre .46
11	Steve Masterton	1017.5	Chizler	
12	Don Keysecker	967.5	United	OS .46LA

Vintage

1	David Nobes	444	Guided Whistle, '48	Atwood .49, '48
2	Frank Battam	431	Jamison, '47	Atwood .51, '48
3	Paul Turner	396	Wombat, '49	Sabre .29, '53
3	Maris Dislers	396	Wombat, '49	Oliver Tiger 2.5, '53
5	Barry Frederickson	387.5	Jamison, '47	Atwood .51, '48
6	Don Keysecker	316	Jamison, '47	Atwood .49, '48

7	Peter White	138	Jamison, '47	Atwood .51, '48
8	Doug Grinham	123	Jamison, '47	K&B .35, '56
9	Tony Clifford	111	Intl. Stunt Winner '51	Fox .35, '55

Contest Director: Peter Koch

King Orange International

January 19-20, 2014, Jacksonville FL

Results from Lynn Weedman, CD

Flyoff for the Perpetual Trophy

1	Curt Contrata	531.7
2	Wayne Smith	528.0
3	Tom Dixon	491.3
4	Sam Niebel	463.0

Expert

1	Tom Dixon	550.0
2	Wayne Smith	549.0
3	Curt Contrata	541.0
4	Eric Taylor	540.5
5	Gene Martine	536.0
6	Jim Smith	526.5
7	Wes Eakin	521.5
8	Eric Viglione	518.0
9	William Davis	490.5
10	Bob Whitney	440.0
11	Matt Colan	338.5

Advanced

1	Sam Niebel	493.5
2	Tom Morris	492.5
3	Don Ogren	477.5
4	Bob Krug	456.5

Intermediate

1	Mike Waldron	496.0
2	Dave Hallas	447.5
3	Patrick Alberg	442.5
4	Leroy Polk	418.0
5	Wayne Robinson	342.0

Beginner

1	Jason Berman	246
2	John Park	229
3	James Carter	207
4	Larry Helphinstine	112

Nostalgia-30

1	John Simpson	532.5
2	Tom Dixon	525.0
3	Bob Dixon	510.5
4	Bob Whitney	452.5

Classic

1	Tom Dixon	534.5
2	John Simpson	532.5
3	Bob Dixon	527.0
4	Matt Colan	511.5
5	Sam Niebel	441.5
6	Dave Hallas	450.0
7	Linheart Smith	422.5

Old Time

1	Bob Whitney	280.5*
2	Dennis Toth	280.5*
3	Wayne Smith	278.5
4	Jim Smith	277.5
5	Wes Eakin	267.5
6	Dale Josephson	260.5
7	Sam Niebel	250.5
8	LeRoy Polk	242.0
9	Jim Mynes	232.0

*Tie broken by second flight

Profile

1	Tom Dixon	506.0
2	Wayne Smith	486.0
3	Jim Smith	483.0
4	LeRoy Polk	423.5
5	Linheart Smith	399.5
6	Dave Hallas	389.0
7	Don Ogren	367.0
8	Tom Morris	365.0
9	Bob Whitney	330.0
10	Wayne Robinson	296.0

High Points Award:

Tom Dixon	2115.5
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From Lynn Weedman: Thanks to all who donated their time and effort to help us with this contest.

Not Presidents' Day Contest

February 15-16, 2014, Dallas TX

Results from Dale Gleason, CD

Classic

Joe Gilbert	567	Gypsy	Supertigre .60
Joe Bowman	559	McFarland Shark	RO-Jett .61
Don Cranfill	550.5	Skylark	RO-Jett .40
Bob Redmon	492.5	Oriental	Electric
Don Hutchinson	468	Thunderbird II	Magnum .36
Stephen Jeansonne	420.5	Nobler	OS .40LA

Old Time

Don Cranfill	309.5	Swee'Pea	RO-Jett .40
Mike Scott	305.5	Humongous	Double Star
Joe Gilbert	296	Smoothie	Brodak .40
Mike Greb	276.5	Ringmaster	Thunder Tiger .25
Dave Ek	274.5	Super Clown	OS .25LA
John Holliday	206.5	PowWow	Fox .35

Profile

Joe Bowman	566.5	Hutchinson Dauntless	OS .46LA
Don Cranfill	519	Original	RO-Jett .40
Don Hutchinson	405.5	Hutchinson Dauntless	OS .46LA
Dave Ek	400	Super Clown	OS .25LA
Steve Wolfe	375.5	Cardinal	OS .46LA
Tom Hamblet	265.5	Super Clown	OS .25LA

Judges: Bill Lee, Stephen Jeansonne, Tom Hamblet, Dale Gleason

Tabulators: Sheila Cranfill, Nan Beavers

Runners: Nan Beavers, Don Cranfill, Joe Bowman, Phil Dunlap, Mike Scott

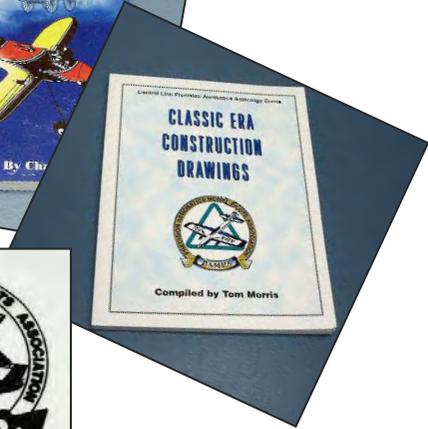
Pull Test: Dale Gleason

Appearance Judge: Tom Hamblet

From Dale Gleason: The seemingly worst winter in recent years opened a window of opportunity the weekend of Feb 15/16. Good flying conditions with wind mostly avoiding the railroad trestle, and early morning mid-thirties temps rising to the upper sixties. This is a Hap, Hap, Happy contest featuring OTS, Profile, and Classic Stunt.

Stunthanger.com
Control line forum

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- Pioneers of Control Line Flying** by Charles Mackey \$12.00

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- PAMPA Pin:** A 1¼-inch diameter, five-color metal lapel pin \$ 4.00



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