

Stunt News

Precision Aerobatics Model
Pilot's Association

March/April 2015 \$5.00

Stunt News March/April 2015



VSC XXVII Coverage

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On the cover: Warren Tiaht prepares to launch John Callentine's amazingly beautiful version of the Al Rabe-designed Sea Fury at this year's Vintage Stunt Championships (VSC). John opted to use electric power in his masterpiece. John easily won the Pilot's Choice Concourse award with his gorgeous ship. Photo by Jim Hoffman.

Inside cover photo: Wes Dick has been developing the bi-directional, slotted, blown flap concept for use in CL Stunt for several years. In this issue we present the first of a two-part construction feature about his Velvet 3 design, which features the unique flap system. Photo by Wes Dick.

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

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

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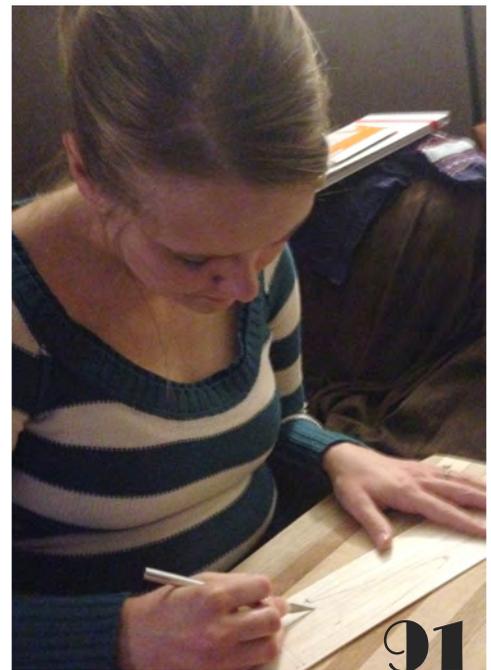
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President's Report

by Warren Tiahr

The 2016 CL World Championships will be held in Perth, Australia, in May 2016.

I would like to thank Bob Hunt for being so patient with me when it comes to my submission of this column. It seems that about the time I get it put together, I am already late for the next one.

The last few months have been a bit hectic for me. The weather is so good here that I play golf three times per week and try to fly twice per week. I have a new toy, a 1970 Plymouth Satellite two-door hard top made to look like a Roadrunner, with a brand-new 2013 fuel-injection 5.7 liter Hemi, which is really lovely. It drives and rides great, is quite quick, but has a couple of nagging teething problems—sorta like trimming a new model.

I have finally finished the electric-powered Shark 35, but have had some nasty wind so will make the initial flights in a couple of days. It has been about three years since my last project.

I was surprised how much I had forgotten about the details of building, finishing, and painting procedures. When I began painting, it was depressing how many little problems arose during the process.

VSC

Vintage Stunt Championships XXVII has come and gone. Entries were a bit higher than last year. We had a Ringmaster category again, separate from the OTS event. We also had Super 70s again, which is showing increasing interest.

This issue of *SN* should have a dedicated VSC story, but I wanted to add some things that got my attention. Joe Gilbert won both OTS and Ringmaster with his Brodak .25-powered, 22-ounce machine. I judged OTS with Bob Whitely and we were amazed at the performance of Joe's combination. Me thinks that Joe had a lot to do with the success.

Kaz Minato brought two buddies with him from Japan. Masuru Hiki flew his featherweight Shaffer Hallmark to first in Super 70s, displaying great bottoms and incredible corners to get some great scores. Masahiro Matsui flew his Chizler to a credible 20th in Classic. Kaz was the class of the field in Classic with a PA .61-powered Silhavy Gypsy. Bob McDonald continued to have a stranglehold on 2nd place in Classic.

The Masochist Class (Ignition) suffered lots of frustration, but Frank McMillan made it look easy with his Madman 56 with Orwick .64 power.

The weather was mostly great with a few periods of gusty wind and some really scary variable calm. I am not sure but I believe the only electric-powered entry was John Callentine's



Pilot's Choice-winning, gorgeous Rabe Sea Fury.

All in all, it was a great week. VSC serves to remind us why we are involved in this crazy hobby. *It's fun!* Let us not forget this. Thanks to all of those who worked to make this happening so successful.

Late news

The weather was excellent yesterday so it was time to fly the little Shark. It took three 1:20-minute flights to get the lap time in the ballpark. I made a minor flap tweak and flew the first pattern. Tip weight was added and then flew one more pattern.

“Had I known it was going to fly this well, I would have finished it a year ago.”

To say I was pleased is an understatement. It has a great corner that stops flat, and does all the tricks better than I do. Best of all, the Shark shows no tendency to act like a Porpoise. Life is good and the trimming process will continue. Had I known it was going to fly this well, I would have finished it a year ago.

I just learned that the 2016 F2B Team Trials are going to be held in Houston, Texas. This will be the first non-Indiana Team Trials in 30 years. It will be interesting to see how the entries will be with the new venue. I am guessing, but I assume it will be held on Labor Day weekend as usual. Stay tuned for more information.

The 2016 CL World Championships will be held in Perth, Australia, in May 2016. Most of you are aware that the cost of participating at a WC is very expensive. Your Trustees will be looking for suggestions to try to come up with a program to generate funds to ease the financial burden on the team members. If you have any ideas, contact your District Representative. I hope we can come up with something that really helps.

That's all for now folks.

—Warren

Level Laps

by Bob Hunt

It was a fantastic-flying ship, and to know that this design lives on makes me smile. Wish I could have seen Masaru's flights, because all I've heard is that he had some of the best corners anyone had ever seen! Congrats, old friend.

Jim Hoffman and Steve Holt have once again prepared an outstanding report on the week at VSC, aided by Rickii Pyatt, who supplied most of the photography for the article. Our thanks go out to all who helped run and report on this outstanding event.

Venetian blinds?

For the past few years our very good friend, Wes Dick, has endured a lot of good-natured ribbing about the Bi-Directional, Double-Slotted, Blown Flaps on his beautiful, original Velvet 3 design. Hey, they really do look a bit like Venetian blinds! Undaunted, Wes has continued to develop this concept into what he considers a distinct advantage for

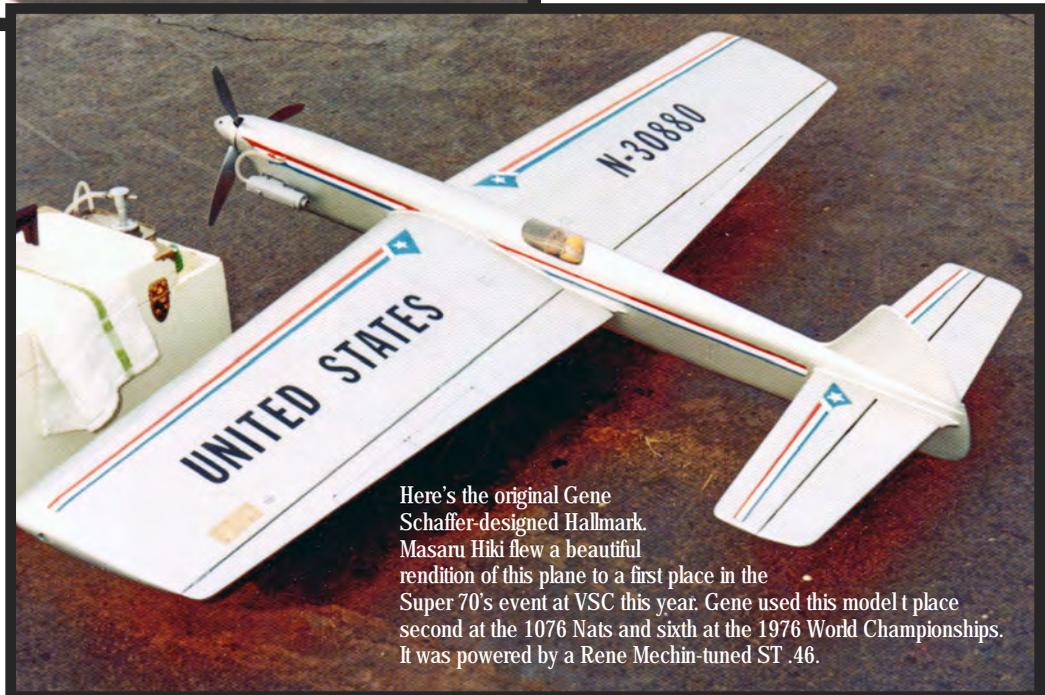


In recent years, the attendance at many stunt contests, large and small, seems to be diminishing. That's natural, I suppose, given that many of us are "aging out," or worse ... We don't seem to be replacing the retiring fliers with new, younger participants at a rate that will sustain our beloved event in the long run. We need to seriously address this issue and soon.

Interestingly, this year's competition schedule started off with at least one very bright note; the Vintage Stunt Championships (VSC) saw a decided upswing in attendance and competitiveness. Perhaps this increased attendance is due in part to lower gas prices, or perhaps it is the fact that the good folks in Tucson and Phoenix have rallied behind Contest Director Jim Hoffman to inject some new ideas and features into this long-running contest.

I was especially happy to see that my very good and longtime friend, Masaru Hiki, finally broke through and captured a well-deserved and long-overdue win at VSC. Masaru flew a gorgeous and very lightweight rendition of Gene Schaffer's Hallmark design to a win in Super 70s event.

This was especially meaningful to me because I was the last person to fly Gene's original Hallmark. He asked me to do that at the end of the FAI Team Trials in Fort Gillem, Georgia, in 1977.



Here's the original Gene Schaffer-designed Hallmark. Masaru Hiki flew a beautiful rendition of this plane to a first place in the Super 70's event at VSC this year. Gene used this model to place second at the 1076 Nats and sixth at the 1976 World Championships. It was powered by a Rene Mechin-tuned ST .46.

him in competition. Certainly anyone who has put this much thought and effort into such a technical achievement deserves a forum in which to present it.

Wes's article is quite long and very well illustrated. We have decided to break his article into two parts, with the first installment being presented in this issue. Take a few minutes and read what Wes has to say about this new technology; it just might be something you'd like to try.

continued on page 4

continued from page 3

Upcoming Dayton event

I received a note from Jerry Haupt about an upcoming contest that will be held in honor of Jerry's deceased father, Jack Haupt. Here's a portion of that note from Jerry:

"Hi, Bob:

"Dan Shafer (my cousin) said that you could possibly help promote our Dayton contest this year that will honor my deceased father, Jack Haupt. My dad introduced me to control line flying as soon as I was able to walk and had me flying solo at four years old.

"The next 18 years of our lives together were filled with building sessions each winter and contests each weekend through the summer months. We would load up the station wagon Sunday mornings with about a dozen combat planes and head out to compete almost every weekend each summer. Dad was quite an accomplished combat flier and promoted the sport in the Dayton area for many years.

"Dad went on to be with the Lord in December of 2014, and at his memorial service I brought a notebook of drawings of every airplane that he designed and flew. At the bottom of each drawing were notes he had written: flies terrible, don't build again or flies great, build another one. All his flying buddies spent most of the service enjoying his drawings and comments. My dad was my best friend, and control line flying and our business is the glue that connected us.

"Two years ago after 40 years away from control line flying I came out to watch at the Dayton contest and found the new

electric stunt planes very interesting, so I built a couple and started flying again. Dad would call each week to see if I was going flying so he could meet me at the field to critique my stunt pattern, so even in his last days the passion for competitive model aviation was a fire that burned deep.

"The Dayton contest is scheduled for August 8th and 9th, with Classic Stunt on Saturday paying \$500 for first place, \$300 for second, and \$200 for third, and also awards through 10th place. Then on Sunday we will have all the PAMPA classes with awards through 3rd place. The CD of the contest is John Jordan."

—Jerry Haupt, phone: 937-750-1113

My aching back...

I want to thank everyone who has called, emailed, and/or posted on the forums with thoughts and prayers for my recovery from some horrible back issues. In the week following Easter Sunday I started having terrible back and leg pains.

Long story short, I have serious back issues that will require several surgeries to address. These procedures will most likely inhibit my movement to the point where competitive flying will no longer be possible for me. I'm, of course, hoping and praying for a miracle, but the reality is that life is changing dramatically.

I fully intend to stay engaged with our beloved sport of CL stunt flying in any way that I can. One thing is for certain; I'll have a lot more time to devote to *Stunt News* from now on, and my goal is to get it back on deadline schedule by the end of the summer. This issue was very late getting to the printer because of my back situation.

All I can offer is this: If you are in good health and have full mobility, be thankful. SN

—Bob Hunt



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Late renewals will **NOT** get back issues mailed to them; they are available on-line.

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Seasonal address changes (Snowbirds) must notify the Membership Chairman of address change and dates of the change; there are no automatic transfers of mailing addresses.

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MIKE STRAND

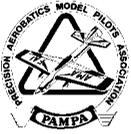
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VSC XXVII

by Jim Hoffman and
Steve Holt



Chris and Linda Brainard both work and fly to help make VSC work. They take a break to show us their Jamison Special.

It seems as though VSC 26 was just completed and it was time for VSC 27! As we get older, time seems to pass quicker each year. The last two VSC events were blessed with near-perfect flying weather. However, as this year's event approached, the weather was ominous. Winds of 20 mph with gusts to 30 grounded any efforts at practice flights on Saturday, Sunday, and Monday prior to the start of official flights.

The forecast was for rain during the week. Fortunately, the stunt gods smiled on us again and we were blessed with five days of near-perfect flying weather. The only inclement weather was a light rain during the appearance judging on Wednesday afternoon, but the hotel provided a ballroom so it could be moved indoors. A raffle was run along with the appearance judging. Some very nice prizes were donated by commercial sponsors, as well as by a variety of individuals.

Flying began Tuesday morning (March 17) with OTS, Ignition, and Ringmaster being flown concurrently. Entries were strong this year with 36 in OTS, 8 in Ignition, and 16 in Ringmaster. The pilots' meeting was at 8 a.m., followed by a warm-up flight for the judges. Competition flying started early to beat any weather issues and went smoothly.

Each year, it seems as though someone brings something very special to VSC. This



Gordan Delaney always flies well; he takes a break to pose with his camouflaged Apteryx.

Photos by Rickii Pyatt and JimHoffman.



Robert Compton flew this very nice Heinkel 100 in Classic and was the recipient of the Best Jack Sheeks Design award.



Dale Barry and Mike Scott had fun in the Ringmaster circle.



Greg Elling takes a break for a shot during the very popular Ringmaster event.

year, Roy DeCamara brought three Veco Warriors, each a different version ranging from the first dating to 1949 with a turtledeck and straight flaps to the 1951 version with the flat top and open cockpit most of us remember.

Roy flew the first version with an O&R .29 in Ignition and the second with a Veco .29 in OTS. All three featured Roy's exceptional workmanship and finishes. What a trip through history! Roy also won the Spirit of '52 award for one of his Warriors and the exhibition event Spirit of VSC award for another. To complete the week, Roy won the Best I-Beam award for his beautiful Cavalier.

The Ignition event makes one appreciate the challenge associated with making this older technology equipment work. The most successful folks gravitated to large airplanes more capable of carrying the added weight of these engines and their ancillary batteries and coil. Frank McMillan, Dale Gleason, Jim Lee, and Glen Allison made it look much easier than it is.

In the Ringmaster event, Joe Gilbert won, with last year's winner Gaylord Elling in second, and Dale Barry in third. Although most of the Ringmasters were powered by O.S. LA .25s, Joe used a Brodak .25 in his winner. There were several Fox .35 engines, but Mike Scott had the most unusual Ringmaster powerplant: a Double Star 40.

Weights for the Ringmasters ranged from 22 ounces up to 32 ounces. Dee Rice contributed the crystal mugs for the first three places and for the Pilot's Choice award won by Gaylord Elling. The mugs were engraved with the Brotherhood of the Ring logo by Lewis Sullivan, a member of the Brotherhood.



CHRIS FORBES
MEMBER # 12345
AGE - 55

Chris Forbes' beautiful Spiderman Nobler, winner of the 2014 Spirit of '64 award. Unfortunately, Chris had a difficulty at pull test and did not fly this year.



Lou Wolgast flew this beautiful Humongous in both OTS and Classic.

The very popular Japanese contingent of Masahiro Matsui, Masaru Hiki, and Kaz Minato had a great time and also flew well.



Scott Fender flew his massive Taurus in the OTS event. It is ST.60 powered.





Left: John Sunderland of Phoenix returned to VSC and flew this cute blue Nobler.

Below: Shareen Fancher and Elaine Brookins kept the tabulation table running smoothly for five days.



This is the second time the Ringmaster event has been offered at VSC and is now a growing VSC standard. It is a fun, low-key event with more people promising to build a Ringmaster and fly next year.

Old Time Stunt was, as usual, the featured event for the first two days. The top score the first day was 322. It was a bit of a surprise, not because it was Joe Gilbert, but because he flew it with a Ringmaster! Lou Wolgast with his beautiful Humongous made a run at Joe for the win but fell a few points short. Keith Trostle was third with his Big Job. No report of this year's OTS event would be complete without mentioning the nice flights put in by Lew Woolard with his Smoothie. Three weeks after this year's VSC, Lew will celebrate his 91st birthday. Lew's Smoothie also won the award for the best Bob Palmer design.

The pride of craftsmanship in OTS is quite evident. Even

though appearance points are not awarded in OTS, there were many beautifully built and finished OTS models. The OTS models of Roy DeCamara, Charlie Reeves, Pete Peterson, and Lou Wolgast all come to mind as examples of high levels of

Warren displays John Callentine's Seafury before an official flight in the Super 70s event.



Below: John Callentine's Seafury is indeed massive sitting next to a pair of Noblers in the pits.



craftsmanship for reasons other than garnering a few extra appearance points.

After a 15-year hiatus, Scott Fender attended this year's event. He brought a massive Taurus for the OTS event. This ST.60-powered bird flew well and made us all take notice. This model was very nicely built and finished.

Ian Russell made a very long trip from London, England, to participate at VSC again. Ian brought a very unique model, the E-Z-Duzzit. It's really great to

have attendance and participation of folks from far off places at VSC.

The last three days of VSC are devoted to Classic and Super 70s flights. Three paved circles are used and all pilots fly in front of each of the three sets of judges. The highest two of the three scores are added to reach the final score.

The Japanese contingent of Masaru Hiki, Kaz Minato, and Masahiro Matsui arrived in Tucson just one day before the start

of Classic/Super 70s competition due to airline issues leaving them little time to practice and trim their airplanes. One day appears to have been sufficient, as Kaz Minato had the highest scores in Classic all three days. The first two days, he was the only flier to score over 600 points.

There were, however, several competitors with scores in the 590 range who might have caught him with an extraordinary final flight. Kaz ended this possibility with his final flight of 610. Bob

Scott and Bob Harness had fun all week. Here they are at the Ringmaster circle.



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John Callentine
Jack Comer
Rick Green
Jim Hoffman
Bill Lee
Lou Wolgast

Ignition Judges

Pete Peterson
Bill Byles

Classic/Super 70s Judges

Jack Comer
Linda Brainard
Bob Howard
Keith Trostle (Chief Judge)
Pete Peterson
Bill Byles

OTS Judges

Warren Tiaht
Bob Whitely
Al Heiger
Larry Lindburg

Ringmaster Judges

Jack Comer
Robin Sizemore

Ringmaster Event Director

Steve Holt

Ignition Event Director

Randy Cuberly

Tabulators

Shareen Fancher
Elaine Brookins

Pit Bosses

Bill Lee
Linda Gleason
Bart Klapinski

Pull Testers

Ivan Murphy
Bill Lee
Bart Klapinski
Ken Gulliford

Runners

Linda Wolgast
Bob Emmett
Ginny Emmett
Merry Phelps
Lew Corbett
Brian McPhail
Appearance Judges
Bob Howard
Ken Gulliford

Warm-Up Flyers

Scott Harness
Randy Cuberly

Raffle

Ken Gulliford
Lou Wolgast

Banquet

John Callentine
Jim Hoffman



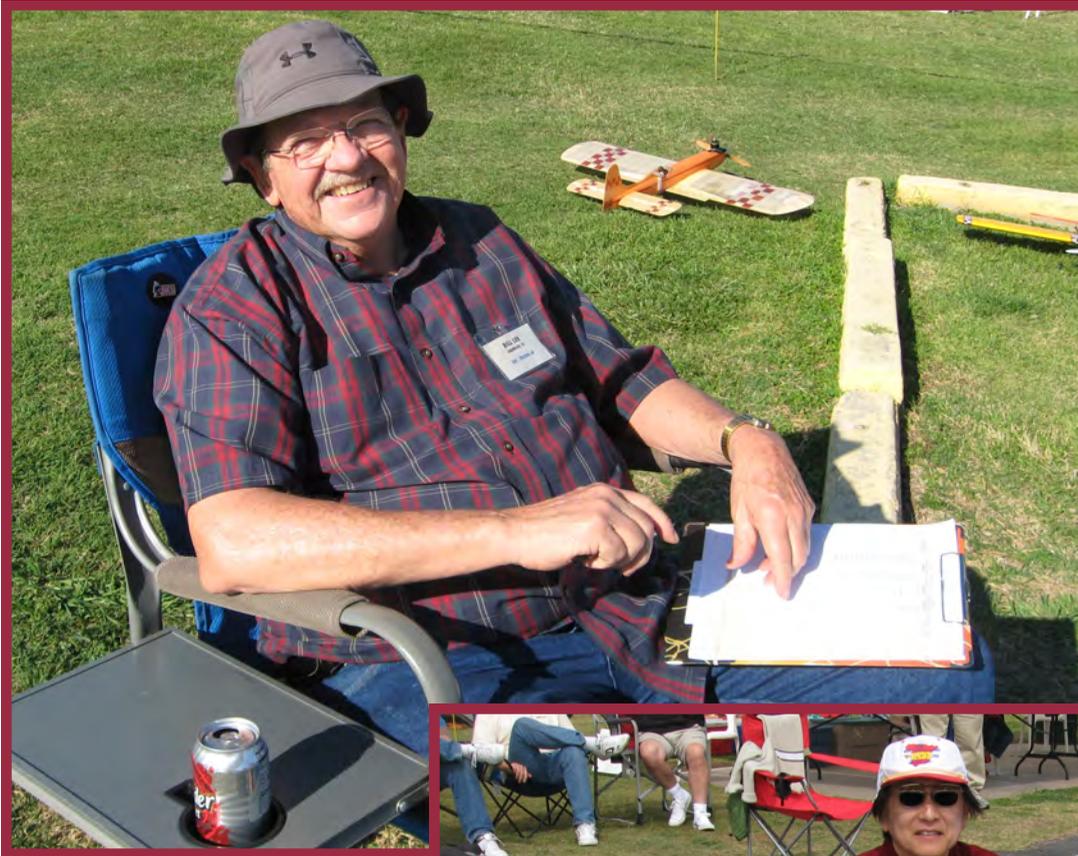
Left: Bill Rutherford flew his new and beautifully finished Stunt Machine I/Oosa-Amma in the Classic event.

Below: Bob and Peggy Parker always attend VSC. This time Bob flew this nicely-done Humongous in OTS.



McDonald was second and Ted Fancher third in Classic. To complete the Japanese sweep, Masaru Hiki won the Super 70s event and turned in the only score above 600 in that event with a 603. Frank McMillan was second and Robert Compton third.

Lanny Shorts entered a Genesis with an unusual marking on the inboard wing: EXODUS 7:7. The explanation was a long but interesting story. Lanny bought the wing from Bob Hunt in 1977 but did nothing with it. It remained in its box for 36 years until its "exodus" when Lanny was 77. Interesting name for a very nice stunt ship.



Left: Bill Lee has served as a pit boss and pull tester all five days of VSC for a decade.

Below: Kaz Minato and Jim Hoffman first met in the early 1980s when Kaz's job placed him in the LA area.



As in the past few years, several USA-1s or Apteryxs were flown in the Classic event. Bob McDonald did a great job and placed second with his near-perfect clone of the original Werwage airplane powered with a PA .40 Rear Exhaust. The others (Delaney, Hoffman, and Rhoades) placed well with this wonderful classic plane.

We particularly noted the presence of several Gene Schaeffer models at VSC: the Hallmark of Masaru Hiki; the Stunt Machine I/Oosa-Amma, built and flown by Bill Rutherford; and the Black Bird, built and flown by Warren Tiahr. All three were exceptional models and greatly added to the variety of designs seen this year. Gene would have smiled.

Lou Wolgast arrived with a brand-new ship for Classic, a Phelps Patriot. Unfortunately, his motor did not want to cooperate during the practice sessions before the official flying started. Lou chose to simply use his OTS Humongous model in Classic as well as OTS. Lou finished very well in both events.

Two beautiful semiscale ships made their first VSC appearance this year. Mark Gerber of Fort Collins, Colorado brought his beautiful and newly finished classic P-40, which was designed by Charlie Parrott. Mark's woodworking, workmanship, and beautiful finish were most apparent. Mark added some nice landing gear and cockpit details, as well.

John Callentine's electric Seafury flew at VSC for the first time. This is a magnificent model in complexity and execution in every way, as well as a huge technical achievement. John received applause following every flight and won the Pilot's Choice Concourse award by a wide margin. Other noteworthy semiscale models included Frank McMillan's Martin Baker and Robert Compton's Heinkel 100.

The highlights of the week for many are the social events. Rickii Pyatt and Mack Davis hosted an open house on Tuesday



Above: Jim Lee epitomizes all the delight of VSC, here he takes a break and shows his Go-Devil with an ignition engine.



Left: John Wright is always a strong contender in OTS. This Big Job flew very well for him this year.

night. On Friday night, Keith and Barbara Trostle again opened their house to all VSC attendees for another open house. Both open houses enjoyed perfect weather allowing us to eat and chat outdoors as well as indoors. They were both very well attended and enjoyed by all. We appreciate and thank Rickii, Mack, Barbara, and Keith for the generous hospitality.

VSC XXVII ended with the awards banquet on Saturday evening, where trophies were handed out to the winners, a variety of special awards were presented, and the workers who made the event possible were recognized for their efforts. We took the opportunity to make special awards to the international travelers Masaru Hiki, Masahiro Matsui, Kaz Minato, and Ian Russell. We also used the opportunity to induct John Brodak, Bark Klapinski, Rollie McDonald, and Warren Tiaht into the PAMPA Hall of Fame. *SN*



Top: Bob Brookins of Des Moines, Iowa, flew a Humongous in OTS and is a VSC regular.

Above: Longtime VSC judges, Al Heiger and Larry Lindberg, on duty judging an OTS flight.

Left: Randy Cuberly Ignition Even Director and Dale Gleason stop for a moment to show us Dale's ignition powered Wildman model.



Jack Pitcher of Windsor, Colorado, enjoyed the week and flew an Oriental build by Don McClave.



Mark Gerber built this incredible Parrott P-40 this year—a truly beautiful model.



Roy DeCamara and his three exquisite Warriors, which all successfully flew in three different events at VSC.

Right: Masahiro Matsui and his Chizler doing a pull test.



Below: Bruce Cunningham had a great time at the Ringmaster event.



Above: Ian Russell's E-Z Duzzit from London, England.

Left: Perpetual VSC volunteer, Rick Green, enjoyed flying in the Ringmaster event.



Left: Mike Keville is pleased to see that the VSC tradition he had started was alive and well.

Below: Bob Lipscombe flew his beautiful and colorful Barnstormer in OTS.



Joe Gilbert won OTS and Ringmaster with this nicely done Ringmaster. Perhaps it is the Model T Ford of Control Line?





Left: Masaru Hiki built an incredibly lightweight and gorgeously finished Gene Schaffer Hallmark. Its cornering ability was spectacular.

Below: Vic Lichtenberg displayed a beautiful scale model of the Great Lakes Special.



Above: Gerry and Merry Phelps brought their beautiful Patriot to fly in the Classic event.

Right: Mark Wasnick and Denise Quinn were first-time VSC attendees. Mark flew his Tempest in Classic.



VSC 27 RESULTS CLASSIC

First Name	Last Name	AMA NO	1st Score	2nd Score	3rd Score	Final	Place
Kaz	Minato	217221	602.5	602	610.5	1213	1
Bob	McDonald	61882	596.5	595.5	580.5	1192	2
Ted	Fancher	1828	593.5	595	584	1188.5	3
Joe	Gilbert	771377	567	598	579	1177	4
Gordan	Delaney	219000	577.5	564.5	595	1172.5	5
Jim	Hoffman	59362	594	562	564.5	1158.5	6
Richard	Oliver	95762	567	576.5	579	1155.5	7
Lou	Wolgast	7442	525	574	577	1151	8
Jerry	Phelps	8646	549.5	562.5	579	1141.5	9
Bob	Harness	28127	533	577.5	543.5	1121	10
Bill	Rutherford	4367	525.5	569	549.5	1118.5	11
LeRoy	Black	5900	541	541	572.5	1113.5	12
Gaylord	Elling	8164	568	544.5	0	1112.5	13
Warren	Tiaht	1751	545	511.5	567	1112	14
Jim	Rhoades	31047	537.5	566	0	1103.5	15
Chris	McMillan	32529	549.5	551.5	512	1101	16
Chris	Brainard	606049	518	552	544	1096	17
Charlie	Reeves	141	521	557.5	523.5	1081	18
Wesley	Dick	11334	501.5	555	524.5	1079.5	19
Masahiro	Matsui	1062649	537.5	522	534	1071.5	20
John	Wright	13567	513.5	550	490	1063.5	21
Scott	Harness	763415	535	527.5	497.5	1062.5	22
Burt	Brokaw	L206	524	524.5	506.5	1048.5	23
John	Sunderland	5427	499	536.5	501.5	1038	24
Jack	Pitcher	65309	523.5	514	0	1037.5	25
David	Riggs	721877	492	505	528	1033	26
Mark	Wasnick	626671	493	493	485.5	986	27
Bruce	Cunningham	552685	474	496	0	970	28
Gary	Akers	18065	445.5	424.5	514	959.5	29
Roy	DeCamara	26434	480	290.5	472.5	952.5	30
Gregg	Elling	777306	0	466.5	458	924.5	31
Mark	Gerber	220057	446	463.5	461	924.5	31
Robert	Brookins	7818	459.5	459	451	918.5	33
Roger	Kramar	73761	449	423	465.5	914.5	34
Rex	Abbott	19945	406.5	451.5	455	906.5	35
Chris	Forbes	915914	418.5	130.5	484	902.5	36
Bob	Hazle	28801	437	453.5	0	890.5	37
David	Passanante	252909	382.5	232	401.5	784	38
Ian	Russell	800550	287.5	338	0	625.5	39
Ken	Gulliford	930	134.5	0	0	134.5	40
Dale	Gleason	12938	0	77.5	0	77.5	41
Jerry	Silver	18093	0	0	0	0	42
Edward	Culver	8217	0	0	0	0	42
Mike	Scott	164852	0	0	0	0	42
John	Hill	82974	0	0	0	0	42
Dale	Barry	2220	0	0	0	0	42
Steven	Harris	22271	0	0	0	0	42

VSC 27 RESULTS OLD TIME

First Name	Last Name	AMA NO	1st Score	2nd Score	Final	Place
Joe	Gilbert	771377	322	308.5	630.5	1
Lou	Wolgast	7442	302.5	319	621.5	2
Keith	Trostle	3533	307	304.5	611.5	3
Jim	Hoffman	59362	307.5	302.5	610	4
Frank	McMillan	9080	310.5	293.5	604	5
Jim	Lee	50050	300.5	302.5	603	6
Gaylord	Elling	8164	300.5	296	596.5	7
John	Wright	13567	297	295.5	592.5	8
LeRoy	Black	5900	285	302	587	9
Charlie	Reeves	141	294.5	292.5	587	9
Dale	Gleason	12938	289.5	292.5	582	11
Dale	Barry	2220	281	298	579	12
Mike	Scott	164852	282	289.5	571.5	13
Chris	Brainard	606049	270	293	563	14
Burt	Brokaw	L206	273.5	285.5	559	15
Bob	Harness	28127	269.5	270.5	540	16
Gregg	Elling	777306	264	268	532	17
Nick	Lemak	209256	246.5	264	510.5	18
Robert	Brookins	7818	221.5	261.5	483	19
Roy	DeCamara	26434	217.5	252.5	470	20
Glen	Allison	5715	271	190	461	21
Bruce	Cunningham	552685	215	239.5	454.5	22
Lew	Woolard	2765	220.5	233	453.5	23
Scott	Fender	485259	242	207.5	449.5	24
Lew	Corbett	759259	198.5	244.5	443	25
Rex	Abbott	19945	220.5	222	442.5	26
Bob	Parker	64383	231	209.5	440.5	27
Bob	LipsCome	17556	180	243	423	28
Rick	Green	102324	0	250.5	250.5	29
Roger	Kramar	73761	89.5	130	219.5	30
Ken	Gulliford	930	218.5	0	218.5	31
Chris	Forbes	915914	0	0	0	32
Ian	Russell		0	0	0	32

VSC 27 RESULTS IGNITION

First Name	Last Name	AMA NO	1st Score	2nd Score	Final	Place
Frank	McMillan	9080	292	298.5	590.5	1
Dale	Gleason	12938	270.5	297.5	568	2
Jim	Lee	50050	294.5	174	468.5	3
Glen	Allison	5715	226	140	366	4
Roy	DeCamara	26434	0	66	66	5
Bob	Parker	64383	0	0	0	6
John	Hill	82974	0	0	0	6
Robert	Brookins	7818	0	0	0	6

VSC 27 RESULTS RINGMASTER

First Name	Last Name	AMA NO	1st Score	2nd Score	Final	Place
Joe	Gilbert	771377	306	311.5	311.5	1
Gaylord	Elling	8164	292	280.5	292	2
Dale	Barry	2220	270.5	286.5	286.5	3
Bob	Harness	28127	238.5	284	284	4
LeRoy	Black	5900	229	277	277	5
Dale	Gleason	12938	194	266	266	6
Mike	Scott	164852	256.5	261.5	261.5	7
Bruce	Cunningham	552685	236.5	259	259	8
Glen	Allison	5715	255	250	255	9
Gregg	Elling	777306	248.5	244	248.5	10
Gordan	Delaney	219000	244.5	237.5	244.5	11
Roger	Kramar	73761	143	237.5	237.5	12
Nick	Lemak	209256	139.5	234	234	13
Lew	Corbett	759259	207	143.5	207	14
Rick	Green	102324	0	163.5	163.5	15
Jim	Hoffman	59362	0	0	0	16

VSC 27 RESULTS SUPER 70

First Name	Last Name	AMA NO	1st Score	2nd Score	3rd Score	Final	Place
Masaru	Hiki	420543	591	580.5	603	1194	1
Frank	McMillan	9080	576	596.5	554.5	1172.5	2
Robert	Compton	492221	528	564.5	556.5	1121	3
John	Callentine	720292	533	545	527	1078	4
Lanny	Shorts	2945	494.5	546	483	1040.5	5
Rick	Green	102324	462	509	488.5	997.5	6
Nick	Lemak	209256	0	0	0	0	7

**VSC 27
March 2015
Special Awards**

Award	Sponsor	Winner
Spirit of VSC – Exhibition Event	VSC	Roy DeCamara - Warrior
Eagle (Overall Flying Placing)	Keith Trostle	Joe Gilbert
Spirit of '46 (OT-Ignition)	VSC	Glen Allison
Spirit of '52 (OTS)	VSC	Roy DeCamara - Warrior
Spirit of '64 (Classic)	VSC	Wes Dick - 62 Ares
Spirit of '70 (Super 70's)	VSC	Masaru Hiki - Hallmark
OTS Best Appearing	VSC	Lou Wolgast - Humongous
Most Unusual Entry	VSC	Ian Russel – E-Z Duzz- It
Pilots' Choice Concourse (Classic/S70)	VSC	John Callentine – Sea Fury
Best I-Beamer	VSC	Roy DeCamara - Cavalier
Bob Palmer Memorial Award	Mark Gerber	Lew Woolard – Smoothe
Jack Sheeks Award	Tom Niebuhr & John Miller	Robert Compton - Heinkel
G.M.A. Memorial award	Dee Hill & Rusty Brown	Roger Kramer – Green Box Nobler
Pachyderm Award	VSC	Jim Hoffman
Gialdini Sportsmanship Award	Bob Gialdini	Merry Phelps
Keeper of the Flame	Walt Menges	Frank McMillan

CD Jim Hoffman found a few moments to fly his Galloping Comedian in OTS.



Building Velvet

Part 1



et 3

by Wes Dick

This article is aimed primarily at the more accomplished builder. For this reason, most of the ordinary construction detail will be left to the builder's interpretation of the drawings. The detailed instruction will be directed to the details required to make a smooth operating flap assembly.

Since the invention of control line model airplanes, there has been a continuous effort to improve performance and speed. This article is about performance as applied to maneuverability. When you learn to fly a control line airplane, the next thing you may want to do is loop it. Then maybe fly inverted and then outside loops, followed by square loops, etc.

As maneuvers have become more complex, larger wings and lighter airplanes increased the ability of the plane to perform them. Then flaps, more powerful engines, better airfoils, and many other performance-enhancing ideas have been incorporated.

Turning a tight, smooth corner is paramount to getting a good score in many of the required maneuvers. Tight corners require a lot of lift from the wing to prevent stalling and mushing. This is why flapped planes have become popular. A flapped wing will produce more lift before stalling.

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stunt model
with
bidirectional
double-
slotted
blown flaps.

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More lift at a slower speed produces a tighter corner, and going around the corner slower produces less centrifugal force. Thus a tight corner can be flown without stalling and mushing.

If you have ridden on an airliner lately, you may have noticed the large, double-slotted flaps that are deployed during the landing phase. These double-slotted flaps are nearly a 60% improvement over standard single flaps. More lift and less drag allow a slower approach and touchdown speed. Less runway length is required, braking is reduced, and tire wear is less. These all add up to safer and more economical operation. Photo #1 (previous page) shows a modern airliner with the double-slotted flaps partially deployed.

Note that the flaps only go down, because the airliner is not required to fly inverted. In order to use this technology on a stunt model, we needed to make the flaps work both for upright and inverted flying. This was done by inventing a hinge system to be described here. Photos #2, #3, and #4 show the model Velvet 3 with the flaps at neutral, down, and up.



Velvet 3 with flaps neutral.

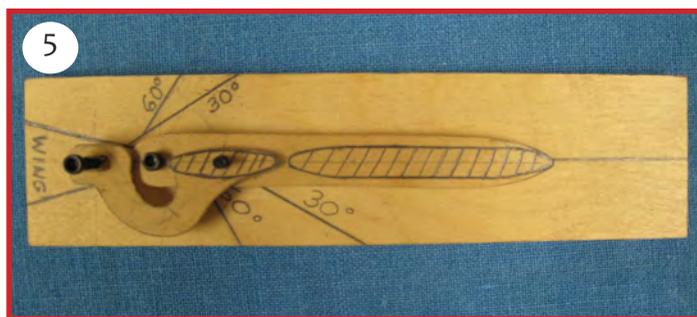


Velvet 3 with flaps down.

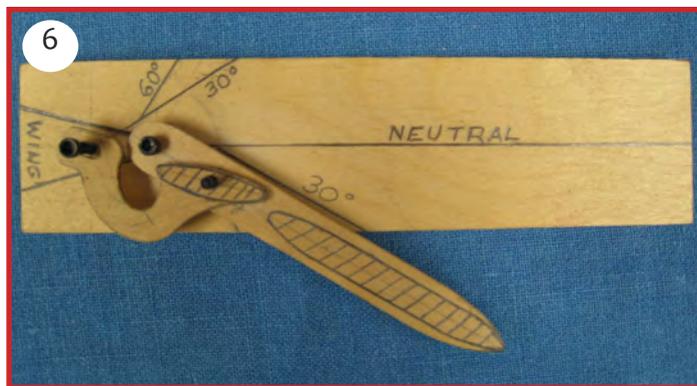


Velvet 3 with flaps up.

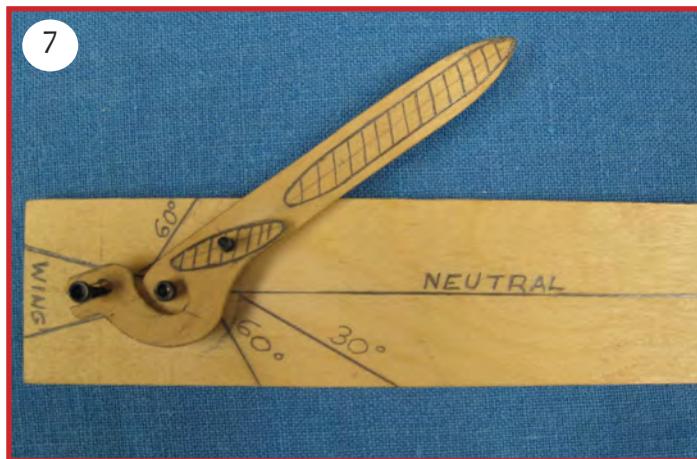
Now let's take a closer look at the flap assembly. The flap hinge mechanism is shown in Photos #5, #6, and #7. Photo #5 shows the neutral position, Photo #6 shows the down position, and Photo #7 shows the up position.



Hinge parts at flaps neutral.



Hinge parts at flaps down.



Hinge parts at flaps up.

The trailing edge of the wing is at the left. The three screws are hinge points. The first hinge point is $\frac{5}{8}$ inch forward of the wing's trailing edge. The second hinge point is at the trailing edge, and the third hinge point is $\frac{5}{8}$ inch behind the trailing edge. Note that hinge points 1 and 2 are actually located in the wing, while hinge point 3 is located on the main flap hinge so it moves up and down in an arc.

The parts you will need are shown in Photo #8. They are available as a hinge kit complete with instructions and can be obtained by email through wesmarie10@yahoo.com, or you can make your own from $\frac{1}{16}$ -inch plywood.

Two intermediate flap hinges (slat hinges) are shown in Photo #8. The first version allows 45° of movement of the main flap,

and the second only 30°. The *crosshatched* area shows the shape of the slat airfoil, and the notch at the left is the forward hinge point. A main flap hinge is also shown in Photo #8. The notch in the main flap hinge fits on the leading edge of the main flap.



Hinge parts.

Building the Wing

Build the wing in a conventional manner. (A Bob Hunt Lost-Foam-type cradle will work well here.) Install the molded leading edge, bellcrank, and lower trailing edge. (It is desirable to put in bellcrank stops, thus restricting the bellcrank movement to 45° travel in both the up and down directions.

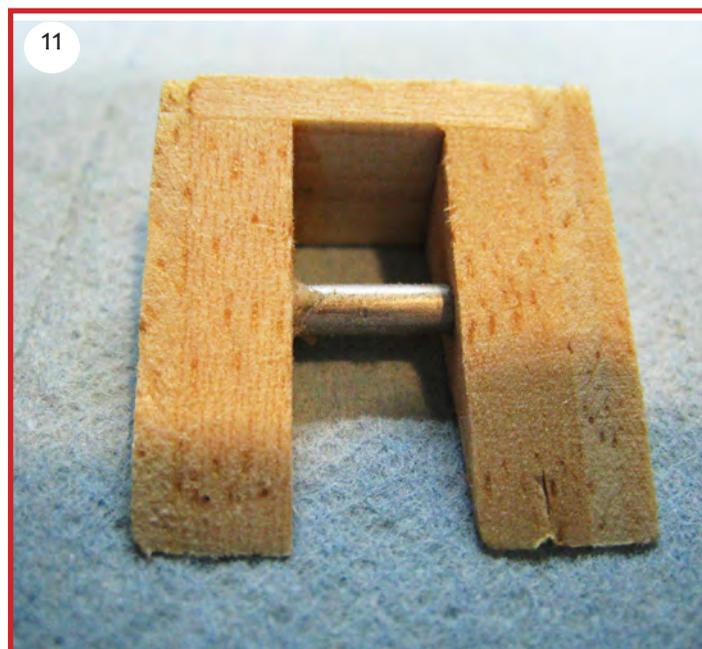
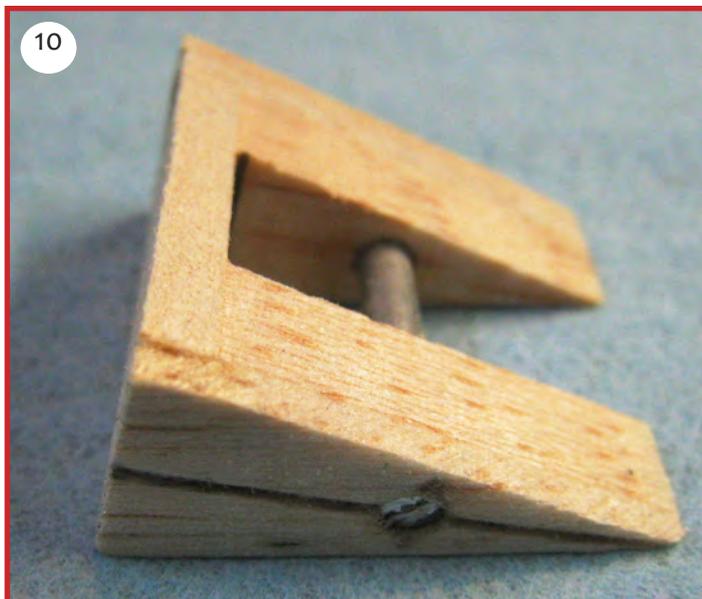
This will prevent straining the hinge system by over traveling it.) Prepare the flap control horn, with the two legs four inches from centerline to centerline. *Do not* install the control horn in the wing yet. It will need to be lined up with the centerline of the main flap hinge.



Main flap horn and elevator horn.

Making the Hinge Blocks

Two views of a hinge block are shown in Photos #10 and #11. Note that the triangular shape needs to match the trailing edge of the rib to which it is adjacent.



Two views of a hinge block.

The hinge block gaps are *not* all the same. Graphic #1 is a hinge block installed in the wing. The wingtip hinge block gap is $\frac{1}{8}$ inch, the inboard hinge block gap is $\frac{1}{4}$ inch, and the two center hinge block gaps are $\frac{3}{8}$ inch.

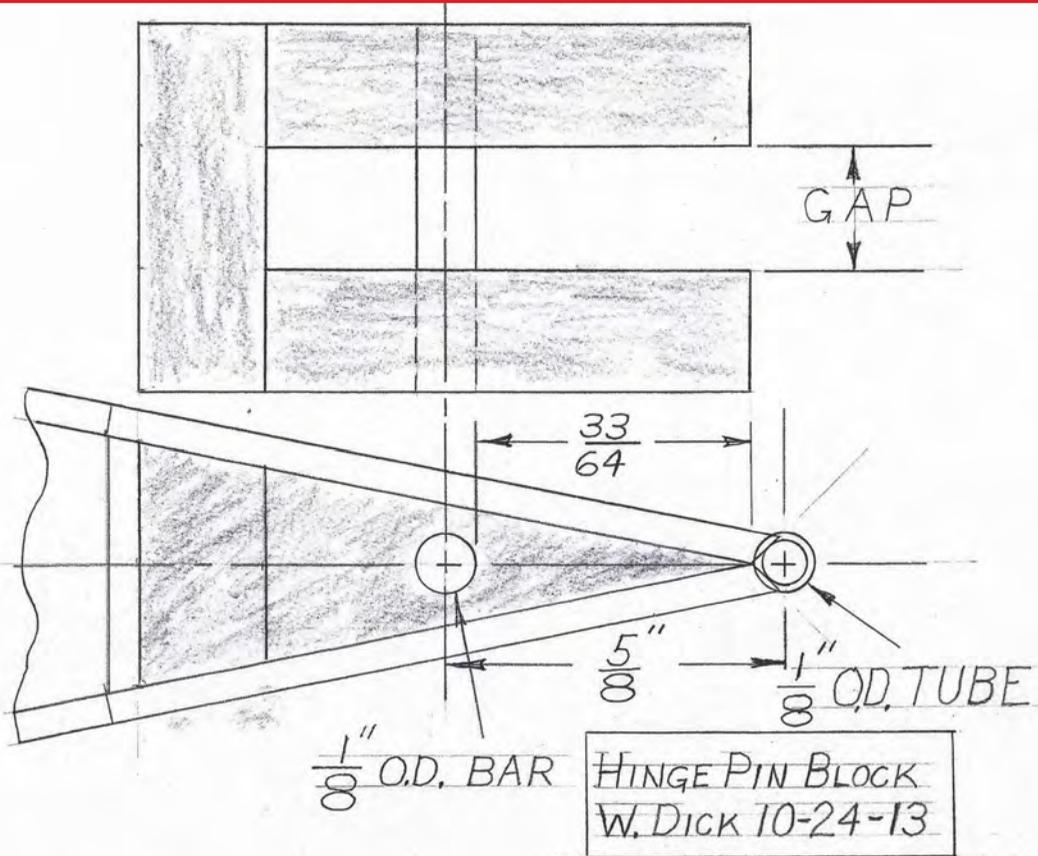
Graphic #2 is a picture of the wing with the trailing edge sheeting installed. The sheeting forms a notch that can be sanded to fit the $\frac{1}{8}$ -inch outside diameter aluminum tubing that holds the hinge pin.

In the top illustration, note that the sharp edge of the hinge block is perfectly aligned with the trailing edge sheeting. In the bottom illustration, the trailing edge has been sanded to fit the $\frac{1}{8}$ -inch outside diameter of the hinge tube. Note that a slight amount of the hinge block and ribs has been sanded away so that the tube centerline is exactly $\frac{5}{8}$ inch from the hinge pin centerline.

To do the sanding you will need to make a sanding tool. This is done by wrapping sandpaper (100 grit is suggested) onto a piece of $\frac{3}{32}$ -inch diameter steel wire. (See Photos #14 and #15.)

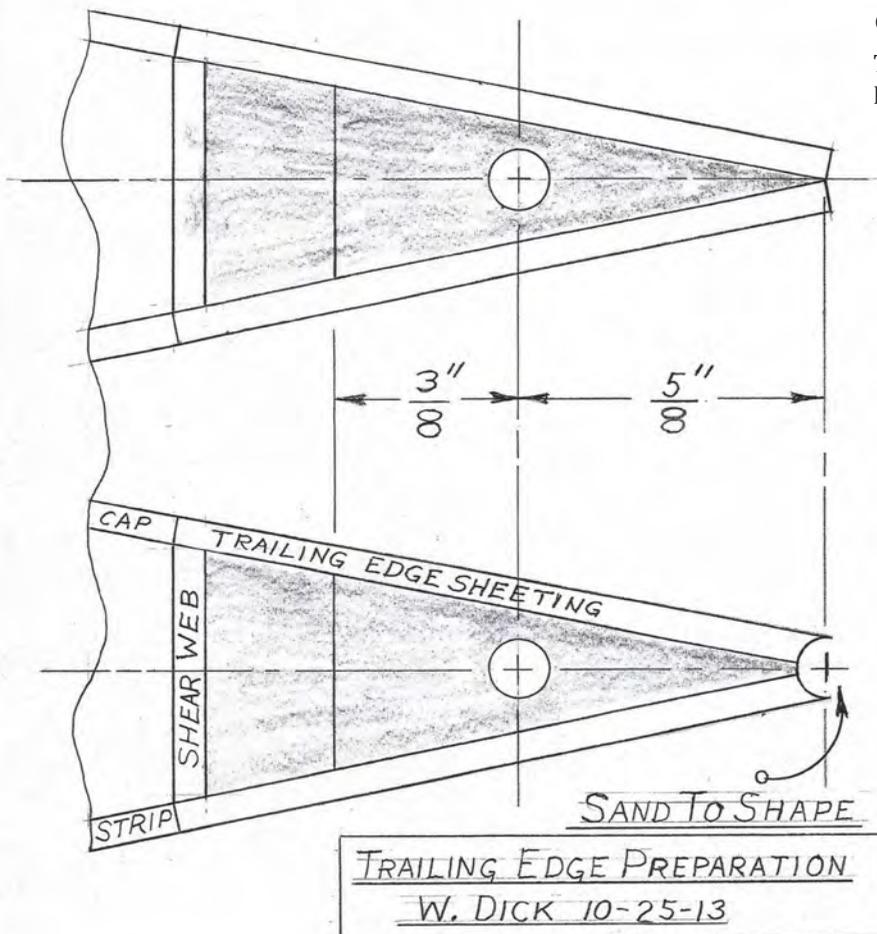
G-1

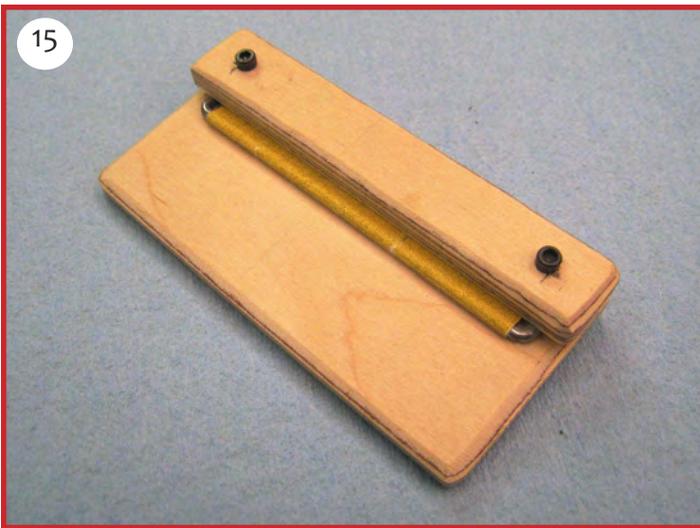
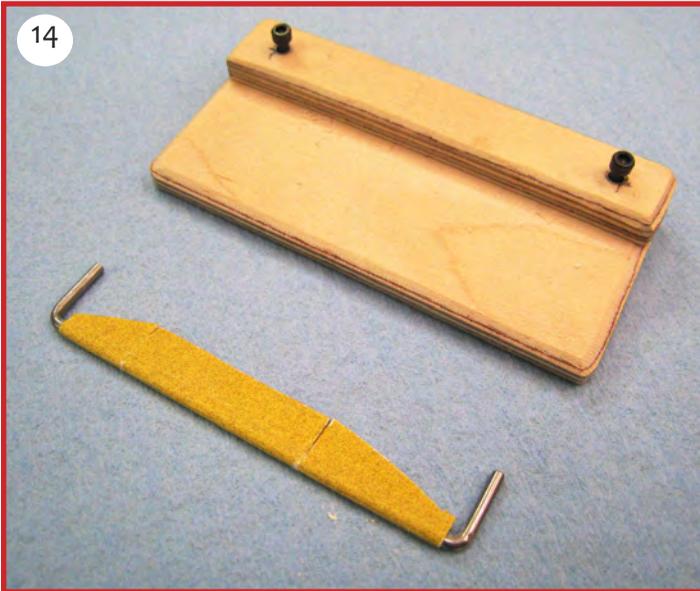
Hinge block installed in the wing.



G-2

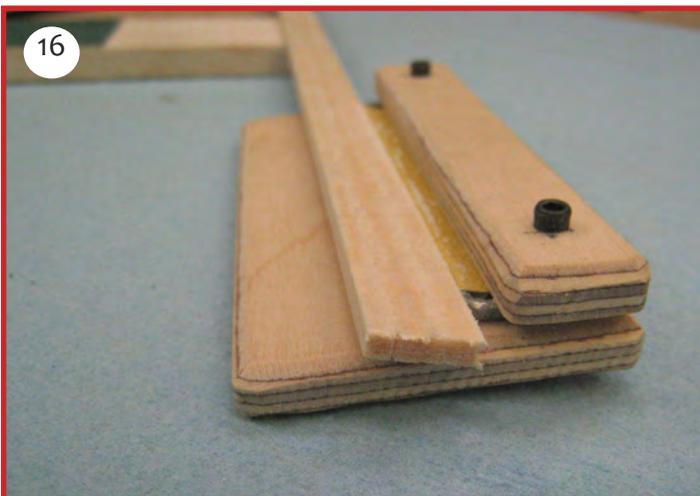
Trailing edge preparation.





Groove sanding tool parts and assembled groove sanding tool.

Photo #16 shows the tool as it would be used to cut the tubing groove into the wing's trailing edge.

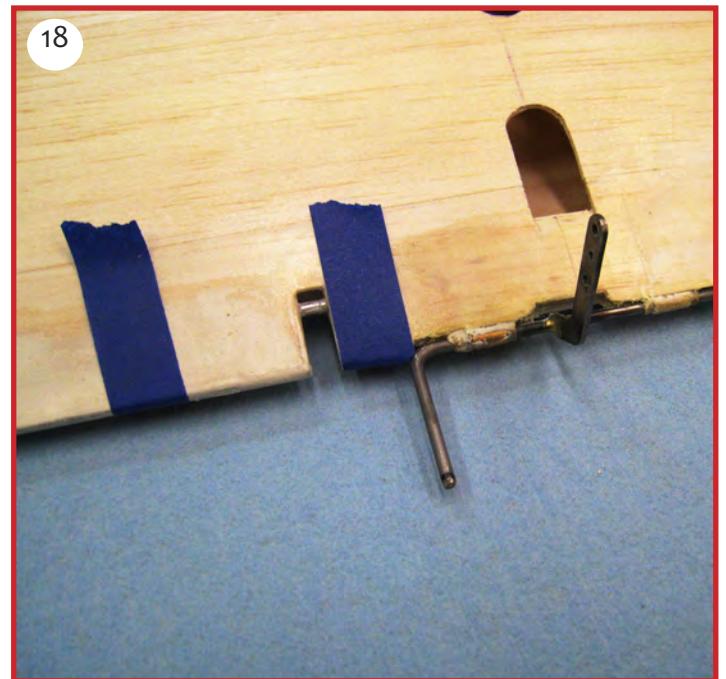


Tool cutting groove in trailing edge.

Installing the Main Hinge Tube and Flap Horn

Lay a full length of $\frac{3}{32}$ -inch ID x $\frac{1}{8}$ -inch OD aluminum tube along the prepared trailing edge to be sure it fits nicely from wingtip to wing centerline.

Mark and cut the four tubing pieces. Note the inboard piece is only $\frac{1}{2}$ inch long with $\frac{1}{16}$ inch of the end crimped to form a stop for the 0.088-inch diameter carbon-fiber hinge pin. (See Photos #17 and #18.)



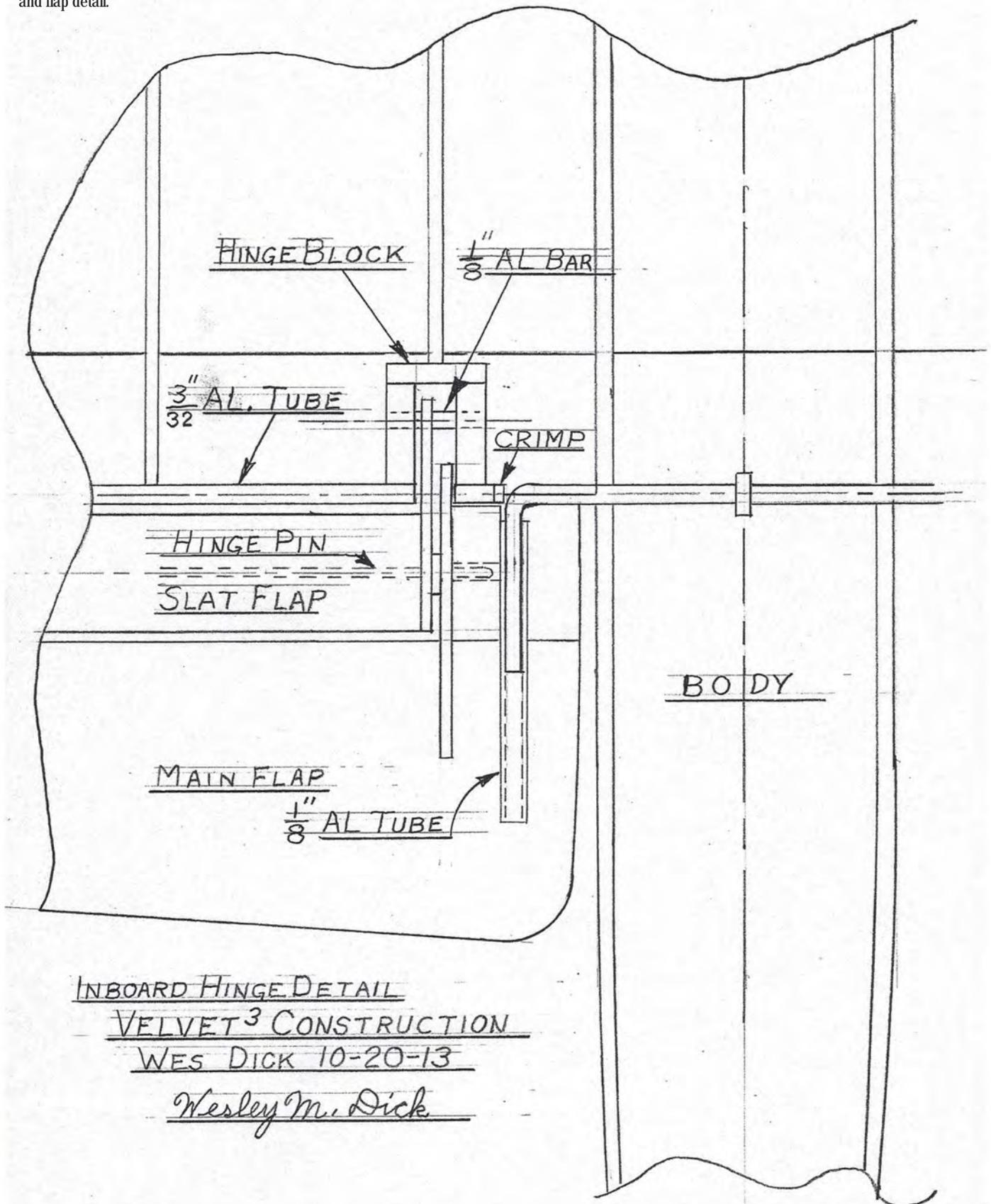
Aluminum tube taped in place in trailing edge groove. Short crimped tube taped adjacent to control horn.

The main hinge pin is trapped at the inboard end by the crimp of the short inboard hinge tube. *Note that the control horn centerline is lined up with the hinge tube center line. This is very important!*

The slat flap hinge pin passes through the inboard main flap hinge and is stopped by the control horn socket. This is shown in Graphic #3 of the inboard hinge and flap detail.

G-3

Inboard hinge
and flap detail.



Note that the control horn centerline and the hinge tube centerline are the same. Cut three-inch wide pieces of model covering silk the same length as each of the four hinge tubes. Glue each tube to the prepared trailing edge, then secure by dopping the silk to the top and bottom trailing edges.

Then cut a strip of silk 1 inch wide and 3 inches long for each end of each tube. Fold the strip so it is $\frac{1}{2} \times 3$ inches. Use it to reinforce the tube ends by dopping it down over the original silk piece. It is best if the folded edge is adjacent to the tube end. (Reference Photo #19.) The slat and main flap are both covered with carbon veil and silk for improved bending strength.



Picture of silk over tube reinforcement.

Mounting the Flap Horn

The trailing edge at the center of the wing will need to be notched to clear the arm of the flap horn. Mount the horn so its

centerline is exactly in line with the hinge tube centerline. To line it up accurately, it will be necessary to sand the wing trailing edge groove deep enough to accommodate the hinge bearing and clips.

After it is glued in place, reinforce it by using three or four layers of the model silk doped to the top and bottom of the wing trailing edge and covering the horn bearing and clip assembly. This is similar to the way the aluminum hinge tubes are reinforced. (See Photo #20.) Note hinge notches, hinge block pins, main hinge tubes, and the control horn vs. tube alignment.



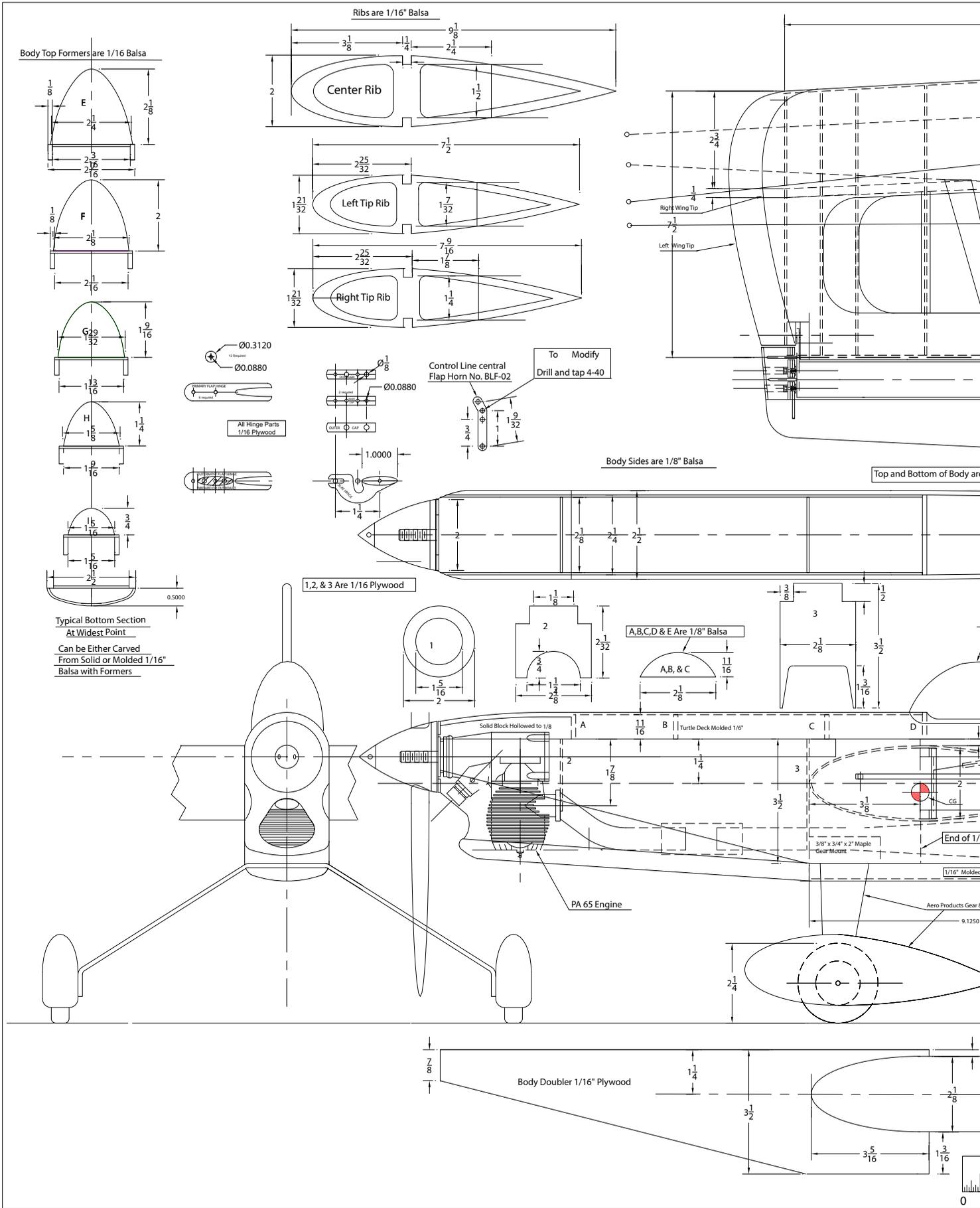
Flap control horn mounting.

Editor's note:

Part two of Wes Dick's Velvet 3 article will appear in the next issue of *Stunt News*. Plans for the Velvet are now available from the PAMPA Plans Service. Order plan PPN054. *SN*

—Wes Dick





Flying

by Paul Walker

With the last installment, we finished the tour through the trim flow chart. That gave you a process with which to attack the trim adjustments on your killer machine! However, there are a *lot* of variables to cover if you want to be thorough. This time we will discuss ways to short cut some of this process, and general observations I have made through the years. This is all to help you streamline the trimming process.

General Observations

Let's start with observations. Here is a list of several common issues I see with many CLPA pilots:

- 1) People tend to fly with too much wingtip weight.
- 2) People fly too nose-heavy.
- 3) People want to fly too slowly!
- 4) Most people's planes are too heavy.
- 5) People "accept" an easy trim adjustment on their plane.
- 6) People have a hard time "seeing" what their plane is doing.
- 7) People are reluctant to try trim changes for fear of losing what they had.
- 8) People are *very* reluctant to take a knife to their plane to fix it.
- 9) Most people can score better than they do, because their planes' trim is holding them back.
- 10) Most people don't know how to systematically approach the trimming process.
- 11) I have heard too many times that someone's plane flew "right off the board." Really?

Starting with the first item, flying with too much tip

weight is one of the most common problems in many planes. More than a decade ago I flew a plane that had just finished in the Top 5 at the Nats, and was appalled at how badly the plane hinged (dropped the outboard tip in corners) at even a "soft" corner. It was also very difficult to manage at the intersections of the consecutive eights.

The point here is that this is so common that even a Top 5 pilot had this issue, but was talented enough to work around it. I can't imagine how well he would have done if that issue was resolved! If a Top 5 pilot has this issue, it is easy for most to have this problem. Be very aware of this when you follow the trimming process.

The next issue is that too many pilots fly too nose-heavy. Yes, it makes things feel nice and cozy, smooth and graceful, but too many overdo this. It can increase the stick force too high and make the plane more difficult to fly in the wind. Partly for that reason, many choose not to fly in a good wind because they are concerned for the safety of their plane. And that can be for a very good reason. Be aware of this when trimming your plane.

Right behind this is the habit of wanting to fly too slowly. Yes, I know that it really looks cool when a real slow flight is perfectly executed. If I could fly consistently that way, I would. However this creates issues with flying in the wind. Many think that their reflexes can't take flying fast any more. I'm with you on that, *if* the plane is out of trim. However, when in trim, flying fast is really not an issue. Reference a Skylark at VSC a few years ago that was flying at 4.2 seconds a lap. It really did *not* feel that fast, and was actually easy to fly. The slower you fly the plane, the more sensitive it will become to certain trim issues and



Ted Fancher flies the level laps prior to pulling up into a Reverse Wingover in practice at the 2004 World Championships that were held in Muncie, Indiana.



Mike Palko's well-traveled P-51 Mustang is still a force to be reckoned with at any stunt contest. This is a Bob Hunt design, and it is electric powered.

make it feel like you need better reflexes. Work on the trim, and keep the speed up (relative to flying too slowly).

Related to this is the fact that too many planes are simply too heavy! This extra weight forces you to fly faster to increase the dynamic pressure on the plane, thus giving more lift at the same angle of attack. It also increases the line tension, which many feel they like. Once again this issue creates issues with flying in poor conditions such as high winds or dead calm. It is easy to be fooled into thinking that a heavy plane really does fly well. I know as I have been there as well. Simply put, keep the weight under control to maximize your flight score. I'm not talking here about building a total feather, like Jason Greer's Impact at 56 ounces on electric, ready to fly, but keep the weight

under control. More on that later!

I find that many pilots will accept an "easy" adjustment on their plane where a more complex combination will give better performance. My guess is that many don't know that things can be better, and think they have done a good thing. Well, they did do a good thing, but now armed with the flow chart (see the last column for the full-size flow chart), they can find something better. Most experienced competition pilots will tell you that they stop trimming their plane with its last flight. It's a fact of life, so don't just accept a convenient trim.

I have also observed that many pilots can't see what their planes are doing wrong. This can range from the novice to the expert competition flier. This is when it is

necessary to have a helper that can watch your plane and accurately communicate to you what is going on. It can also be beneficial to have an experienced pilot fly your plane to see what is wrong. At the same time, you can see your plane from a judges' perspective. The trick is to learn to see these fine points from the pilots' perspective, so you are in control of your plane's trim.

The only thing I can suggest to solve this issue is to spend some flights going through the motions of doing the pattern, but instead of total focus on the maneuver shapes and placement, spend that focus watching exactly what the plane is doing relative to the lines. Envision that there was a massless, infinitely rigid rod from your handle to the outboard tip of the plane. It is "easy" to envision what the rigid rod should be doing, but practice seeing what the plane is doing relative to the imaginary rod in local pitch, roll, and yaw. These excursions from the ideal position are a result of trim anomalies, and what they are doing tell you what trim is off. Try your best to envision this.

I can't tell you how many times I have heard that someone won't change things for fear of losing what they currently have. Somehow, if they can't mark where the current settings are that might be an issue, but measuring tip weight, marking LO position, marking the CG location, and measuring horn actuation points are not that hard to do. Mark or record all of these trim settings so if you change something and don't like it you can easily return to the previous setting. No excuses here!

I know many who refuse to take a knife to their plane to fix something that is wrong. I know as I have been there as well. It *is* really hard to do that to your new pride and joy that you spent so much time making. You have to decide what is more important: a slightly higher appearance score or a much improved flight score. I was there in 2013 with my first Predator. I had to completely open the bottom of the plane to repair the control system due to a stooge mishap. It was repaired and still scored 19 appearance points a few months later at the Nats. If you have to cut into it, do it, but carefully plan your work.

After flying many other pilots' planes, I find that there are a lot of pilots out there who could score better with some *simple* trim changes. This probably goes back to them not being able to "see" the trim anomalies. Fear not. If you think you should score better follow the flow chart (see the last column) to improve the trim of your plane, and your scores should go up as well!

I also find that most pilots don't have a thorough plan for finding their optimal trim. I trust that the flow chart presented resolves that issue.

Finally, how many pilots do you know who claimed that their plane flew "right off the board?" Yes, we all work hard to "bench trim" the new plane prior to flight, but I have *never* had one fly totally off the board without any adjustment. If you happen on one of these, I suspect you are in denial of reality. This procedure we have discussed for the last several months is what you would use to find that your pride and joy maybe isn't as perfect as you felt on those first few flights. I know because I have been guilty of that as well. Sometimes we just want our plane to be super and our overly positive attitude clouds our objective assessment of the plane. Be aware!

What is the point of these observations? If you find yourself in one or more of these "buckets," take a truly objective assessment of it and then take steps to rectify the situation. This may involve extra work, but the result will

be a better-flying plane. If it doesn't need rectification, keep it in the back of your mind when making future adjustments. With time, you may find later that you really were in one of those buckets! An example would be that you fly nose-heavy. Once you recognize this, try moving the CG aft "some" and fly it that way for a while. You might be surprised!

General Guidelines

The following are some general guidelines for setting up your plane's geometry and flight parameters. Setting up using these parameters will make the path through the flow chart easier as you will be closer to your desired trim at the start:

1) The wing loading should not exceed 14 ounces per square foot. Yeah, that sounds heavy, and it is, but many competitive stunt planes fly near or above this point. For a 700-square-inch plane, that about 68 ounces. Not light, but workable. If you are above this you will have problems in the dead calm and or strong winds.

2) If you are using the same design for a second (or more) time(s), use the trim settings on the previous as a starting place—unless it was a basket case. This is always a good plan, but variances in the build can cause subtle variations that will make a difference. For instance, did the flaps have *exactly* the same torsional stiffness, as no two pieces of wood are the same? How about the stiffness of the elevators? These can cause a difference in response to control inputs, and may actually require a different flap-to-elevator ratio. Were the engine thrustline, wing centerline, and the stab centerlines all exactly the same as the first plane? Point is, there are many places where differences can occur and cause the plane to feel different. Nonetheless, starting where the last plane ended up is a good place to start with your next identical plane and can help streamline the trimming process.

3) Start with the flaps at 1:1 unless the design calls for something different. This is one of the parameters I have spent a *lot* of time working on to find an "optimum" geometry. In Bulgaria in 2012, my flaps moved 20% more than the elevators. That's just the opposite of what many do. A year later on the same plane, the elevators moved about 10% more than the flaps with a more forward CG. What is the point? I spent a lot of time messing with this, and am not sure it scored any better either way. If you start a 1:1 (provided that's what the plans call for) set it there and try not to move it from there. It can save a lot of time with the flow chart adjustments.

4) Start with the CG per the design, or set at about 80% of MAC for gas or 85% for electric. Like the flap-to-elevator ratio, much time can be spent fiddling with this parameter as well. The numbers quoted are a good ballpark place to start in your adjustments. However, when forced to try either changing the flap to elevator ratio *or* the CG, move the CG first.

5) Set leadouts at 3 to 4 degrees aft of CG. This again is based on years of flying and these numbers will get you close. For years, I flew with fairly forward leadout positions, but have changed to a farther aft position. As mentioned previously, the farther aft the leadouts go the less the plane will wind-up in the wind. Of course, there are always limits to these settings!

6) Shoot for 5.2 to 5.3 sec/lap to start with. This is generally for 70-foot lines. This allows the plane to have

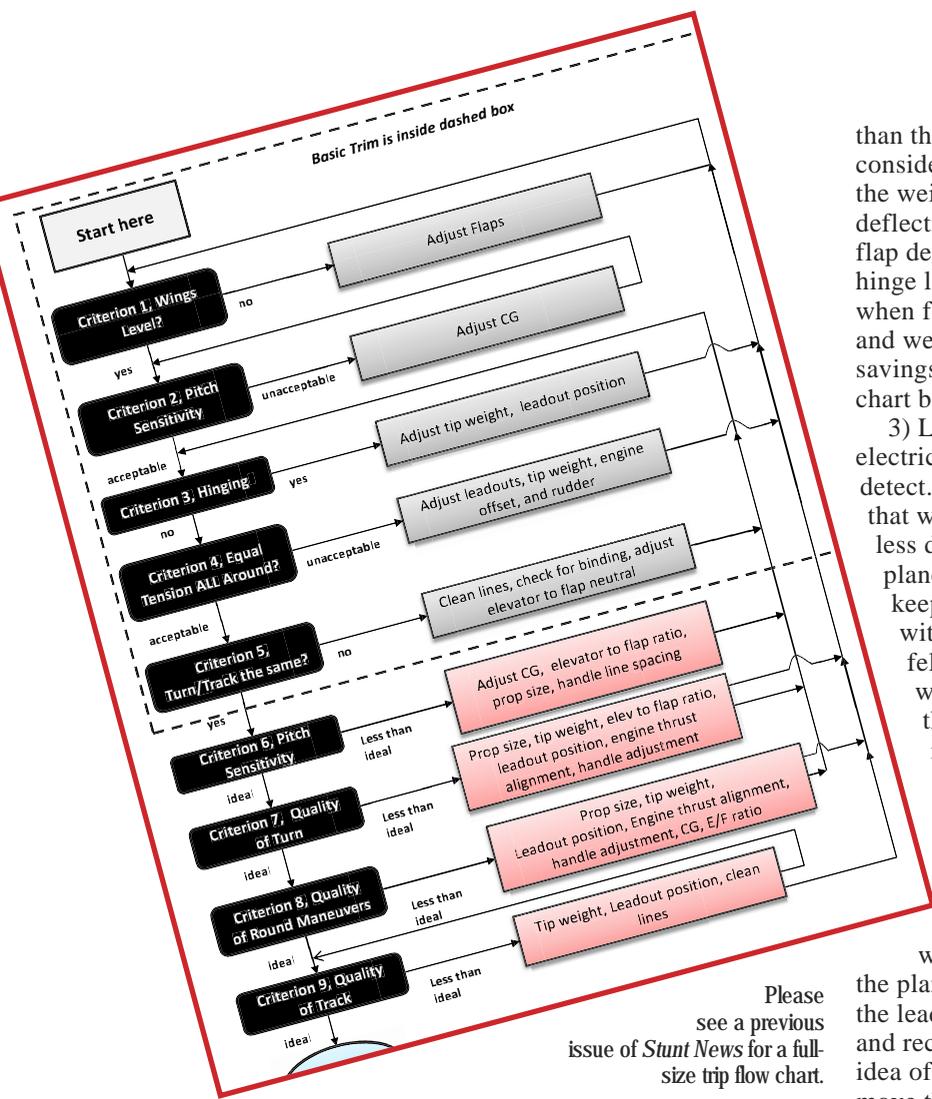


Bill Rich has flown many of the Randy Smith-designed SV series models in competition over the years. Here his SV-22 is seen in a vertical diving maneuver during the Top-5 Fly-Off at the 2012 Nats.

adequate speed to fly through maneuvers and not cause issues with lack of line tension, etc. As trim evolves, that can and will change.

7) With electrics, leveling the wings is easier as you only need a 1½-minute flight to verify. This is one of the bonuses of electrics; no wasted time getting the wings level.

Step one of the flow chart can go much faster. The can relates to “tweaking” the flaps. That process is inexact at best, and problematic at worse. I developed a system that has a screw adjustment for the wing leveling, and step one might take three short flights with it. More on that feature in future articles. With “tweaking” the horn, I have seen it



take nearly a day to get the wings level. There are other systems that have a segment of flap attached to a rod with a threaded rod. That system is also easy to adjust, but I have had issues with these in the past and won't use them anymore.

8) If using electric power, set the motor to have 2 degrees offset, and leave it there. This is a simple adjustment to make that has worked well for me. This was discussed previously, and all my planes now have this offset.

Adjustment Combinations

It still might seem intimidating to try to go through the chart and try every variable, and it can take a lot of time. However, there are some combinations of adjustments that shorten the process. They are as follows:

1) Prop diameter and CG. These two are totally dependent on each other. If you increase the diameter, the CG will have to move aft to get a similar pitch response. Similar, but to a lesser degree, prop pitch works the same way. More pitch, more aft CG. The differences here are small, but do exist. Per the chart, you try one variable at a time, and you should. After some practice, you will find how much to move the CG for a given diameter. This will save time in the future.

2) Flap-to-elevator ratio and plane weight. We talked earlier about these ratios. If your plane comes in at all on the heavy side, do *not* consider moving the elevators more

than the flaps. Only with very light planes would you consider more elevator than flap. The issue here is that as the weight goes up so does the need for lift, and more flap deflection will provide that, up to a certain point! Too much flap deflection and then flow separation occurs near the flap hinge line and bad things happen then. This magical point when flow separation occurs will vary based on your design and weight. Check out Igor's article on the MaxBee! The savings here is that you should not try everything on the chart based on the knowledge of its weight.

3) LO position and "wind-up" in the wind: Since using electrics, this phenomenon has become much easier to detect. With constant power settings available, it is clear that with a more forward CG the plane flies "cleaner" with less drag. As a result when the wind "pushes" on the plane and adds energy to it, there is less resistance to keep it from speeding up, and speed up it does, even with the constant speed systems. I thought I might have felt this with IC engines, but was not sure the engine was not the culprit. The point here is that if you notice the plane speeding up in consecutive maneuvers and it is *not* the motor doing this; consider moving the leadouts aft and try again.

4) LO position and tip weight: These two are "twin brothers." You can't change one without changing the other. *Period.* Move the leadouts forward and you will need more tip weight. Likewise, moving then aft requires less. By moving the leadouts without changing the tip weight, you will notice that the plane either hinges out or in based on the change. Move the leadouts a fixed amount and rebalance the tip weight, and record that data. Next time you will have a much better idea of how much tip weight needs to change when you move the leadouts.

5) Prop diameter and overhead line tension: In general, the more prop diameter you have, the better the overhead line tension will be. This is sometimes hard to determine with certainty, as most times when a larger diameter prop is used it also will have a different shape. It also will use a different part of the engines' torque curve and respond differently. It sometimes becomes a chicken and the egg question. However, in general, it will provide better overhead performance.

If you look carefully at the flow chart you will notice that the elevator-to-flap ratio shows up in many of the criteria. By selecting a setting and leaving it fixed in one position, it makes the process much shorter to go through. This then forces the CG to be adjusted to balance the squares and the corners. Once the CG is chosen, then the number of variables is not too significant. This assumes that you are starting with a "good" ratio between the two. The guidelines above should help that. This is in general the process I go through. I will select a variable to leave fixed and then optimize the others. At some point, I consider changing the original variable I fixed, and move forward with the process again.

This concludes the discussion on the flow chart. My goal was to make the process that I use available to anyone who would want to use it. There are also guidelines and simplifications that can be made to simplify the process and they have also been discussed. If you have questions about any of this, you can email me a question on it. Check the PAMPA website for that address.

Until next time, keep the flow chart in your back pocket! *SN*

Battery Mounting, Part 2

In this issue I will continue to show the different ways that people are mounting batteries in full-fuselage planes. Paul Walker and Joe Parisi were kind enough to send me photos of their techniques. I will also show some pictures of the mounting method I used in my Volton model, which is also working very well. While I wasn't planning to go off topic in the column, I am also going to do a short review of an excellent para board that I received very recently from ProgressiveRc.com.

When I received the pictures of Predator's battery-mounting setup from Paul Walker, one of the first things I noticed is that he was mounting his batteries through the bottom of the fuselage. I will copy Paul's own words to explain it. His pictures are also included in this article:

Battery Mounting Setup

"I have attached a photo of the battery mount from Predator13 without the battery. There are two moveable rails that the battery sits on. Once the battery is in, the additional two rails screw in to hold it in place. There are Velcro pads on the battery and the two rails that come out with every battery change.



Above: Battery compartment of Paul Walker's Predator. Note the screw-down plywood straps. Paul Walker photo.



Right: Paul's Predator with a Thunderpower battery mounted in it. Paul Walker photo.



Paul's Predator as it sits for appearance judging at the 2014 Nats. William DeMauro photo.

"I do it this way to allow a quick and easy fore/aft movement of the battery to change the CG. I continually fiddle with CG trying to find just the right place based on the trim it is in at that time.

"This system also allows for a vertical change with different rails."

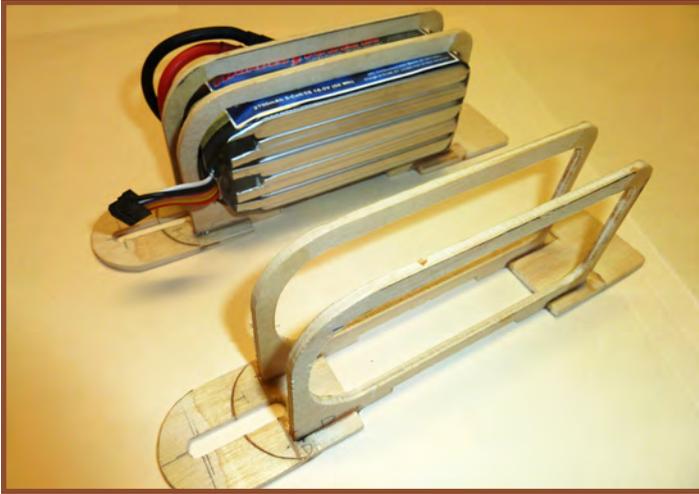
While Paul doesn't say it, I'm sure the hardwood rails add lots of rigidity to the sides of his plane while not adding an excessive amount of weight.

Bottom mounting may be a little more inconvenient than top mounting, but it does away with those hatch lines that most of us have come to expect in the tops of our planes. This makes for a much cleaner look and most certainly helps during appearance judging.

Joe Parisi sent me two pictures of his setup and an explanation of his methods, which I will just reprint here:

"The first photo is my bracket mount system from last year. It is made from 1/8-inch Lite Ply and held down by a 1/4-inch nylon bolt at the front, and the back of the ply base keys into a slot in the fuse former. The bracket can slide back and forward to adjust the CG position. All faces of the battery are exposed for maximum cooling effect.

"The second photo is a simpler system that I'm using this year. The battery is secured by a 3/4-inch wide Velcro strap that threads through a ply base made from two laminations of 1/8-inch Lite Ply. The ply base is held down with a 4-40 bolt front and back. It is easier to interchange batteries with this strap system."

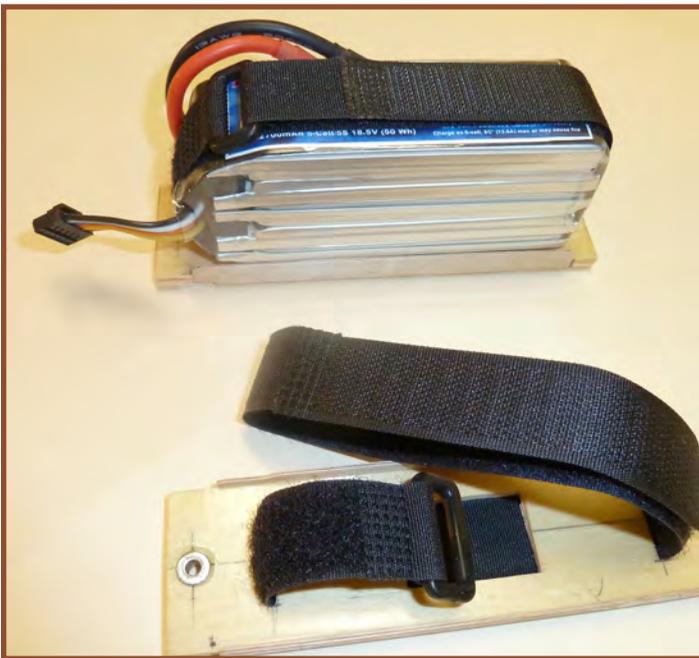


Joe Parisi's older mounting system as explained in the article. Joe Parisi photo.

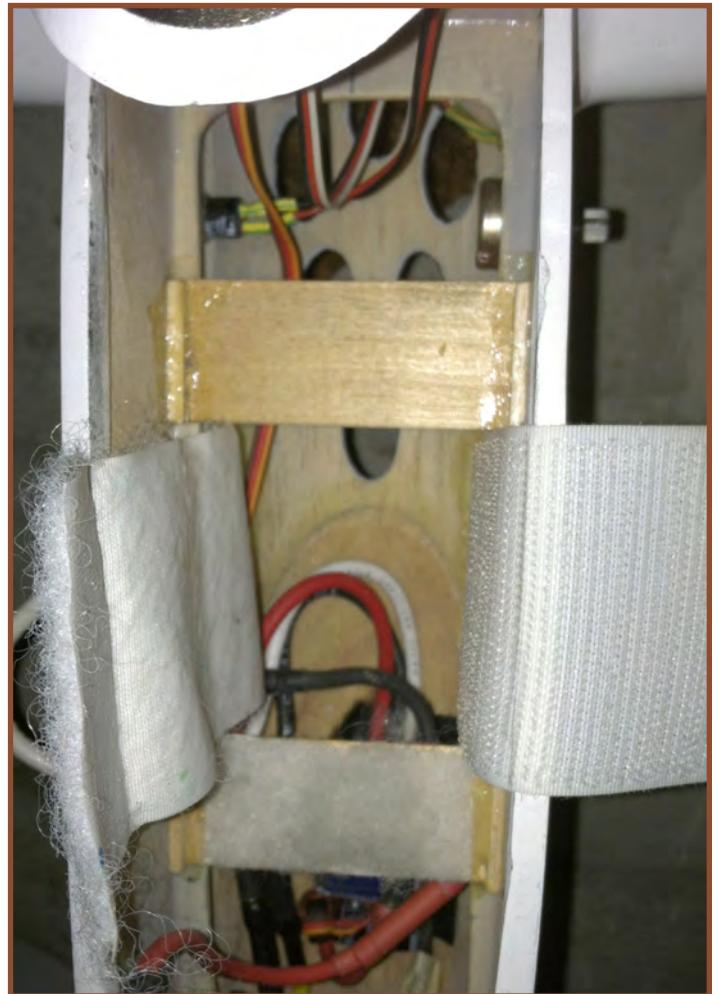
On my Voltron I am using a simple Velcro strap method to hold my batteries down. If you plan to use this method, I recommend using a good industrial grade Velcro and making sure it is securely attached to the sides of the fuselage below the mounting platforms.

I use two $\frac{1}{16}$ -inch plywood plates on which to sit my battery. Attached to the forward plate is a piece of Velcro. This corresponds to a matching piece of Velcro on the bottom of the battery. This is very important, as it serves to keep the battery from sliding forward or back during the flight. If all is done right, you will find that it is very difficult to peel the battery off this Velcro after the flight due to the G forces that tend to mash the battery against the plate.

It is also very important to make sure you pull the straps very tight around the battery so that it cannot move up or down. If you allow the battery to move, it will find a way to work itself free. This will possibly lead to the battery being ejected from the plane.



Joe Parisi's new mounting system as found in his Black Jack. Joe Parisi photo.



Battery compartment in William DeMauro's Votron. Note the Velcro on the plywood platform. William DeMauro photo.



Joe Parisi's Black Jack as it sits for appearance judging at the 2014 Nats. William DeMauro photo.

Like Paul Walker and Bob Hunt, I did not want those unsightly hatch lines on the top of my plane, but I wanted a top loader like Bob's. I decided to do as Bob does and make my canopy and hatch the same. When painted in, my hatch lines become part of the trim lines on the plane and disappear into the finish. Thank you, Bob, for teaching me this great method for hiding my hatch lines! Obviously, this trick only works on

designs that have forward-placed canopies. It is a natural for those “jet-styled” designs.



Batteries for Voltron. Note the Velcro on the bottom of the battery to match up with the Velcro on the plywood platform. William DeMauro photo.



William DeMauro’s Voltron. Notice how the canopy/battery hatch is painted into the rest of the finish to hide the lines. William DeMauro photo.

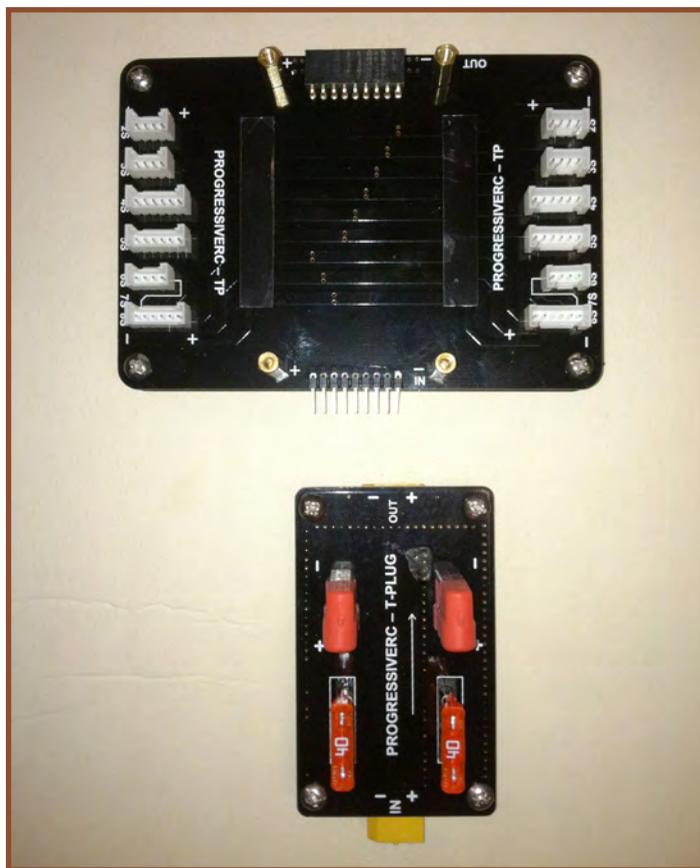
Finally, I would like to finish by going off topic and letting everyone know about a really nice modular balance/charging board that is being marketed and sold by Progressiverc.com. (For those reading the online/downloaded version of this, they are available here: www.progressiverc.com/adapters-cables-and-boards/parallel-boards/modular-boards#page=1&top=219&.)

These boards use a 40-amp fuse at the charging side and a resettable thermal fuse on the balance portion of the board to fully protect us in case of a short or improper hook up. These

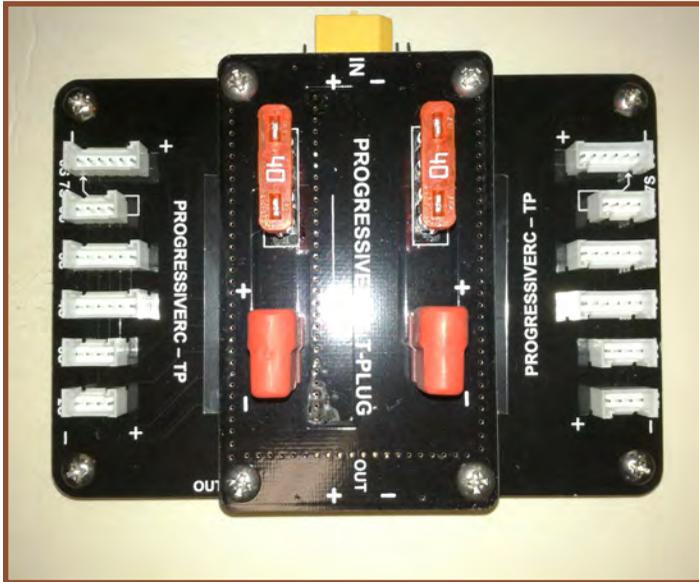
boards are purchased in pieces, which allows for custom boards or even mixed boards to be assembled. Most popular types of connectors are available for both the charge and balance portions.



Modular Balance/Charging Board components as they come shipped from progressiverc.com. William DeMauro photo.



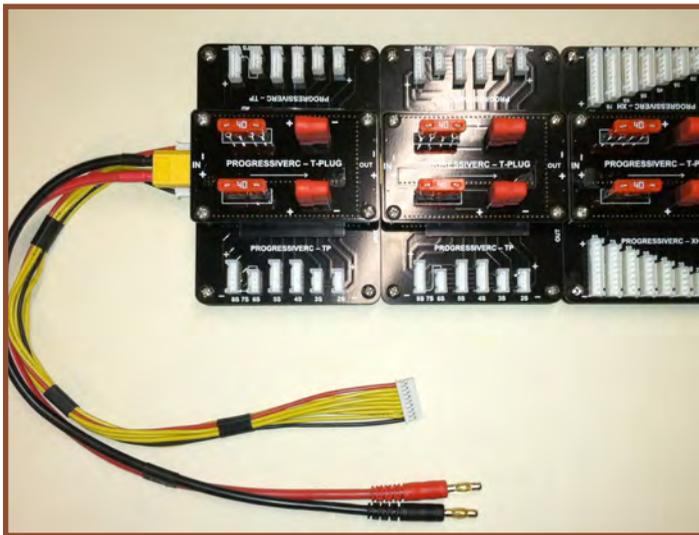
Charge board and balance board before assembly. This allows for mixing and matching for almost any combination of batteries and connectors that one may have. William DeMauro photo.



This shows a T (Dean's) charge board mated with a Thunderpower balance section. William DeMauro photo.



This shows the modular charging board as it would be set up to charge two Thunderpower 4S batteries and one Tumigy 4S battery. Remember to *never* charge or *discharge* batteries that are not in a similar state of charge together. *Never ever mix different cell counts together!* William DeMauro photo.



This shows an assembled board ready to charge four Thunderpower battery packs and two Tumigy or Hyperion 4S or larger packs on a Power Lab 8. More sections can be added to this board by just plugging them in. William DeMauro photo.

There is even a universal charge portion available to put your own connectors onto if for some reason the one you are using is not available. Progressive also has all the popular cables so that these boards can be attached to almost any charger available. This includes both the I-Charger and the Power Lab series.

There is also a YouTube video here: www.youtube.com/watch?x-yt-cl=85114404&v=oJZ0T9St-XQ&x-yt-ts=1422579428. I would like to let those who are reading this know that this is a product which I found and purchased on my own that I feel my readers might like and want to know about.

In my next column I will cover a few different methods of mounting batteries on profile stunt models. I would love to have some photos of your profiles showing this arrangement. Please send your pictures to my email at demaaw@verizon.net. I will use as many as I can. Thank you all for reading. ^{SN}

—Will DeMauro

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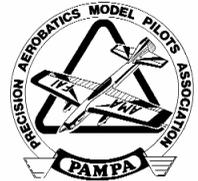
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PAMPA News & Reports

Vice President's Report

by Matt Neumann



What does time and technology have in common? They both march on. As time passes, technology progresses. This is just one of the facts of life. Both are unstoppable.

Now, does this mean that we ignore the past? No! As a saying goes, if you don't learn from the past, you are doomed to repeat it. Many people like older things. Older things certainly have a charm all their own. Just look at all the planes from the past and see the different fads that have come and, in some cases, have gone. You can certainly see where we have come from and also the progress technology is taking us. Knowing this, some modelers just like to do it the old-fashioned way because the older equipment is certainly some modeler's cup of tea. They are learning from the past. This is a good thing.

However, today we have a huge selection of modern technology at our fingertips. We have electrics that can satisfy the modelers who love electronic gadgets. We also have the latest and greatest IC engines, both on a pipe and muffled. We also have some new space-age building techniques that just were not available to the general public just a few years back.

Since we have this great abundance of diversity, we can have a plane that is using a Fox .35 sitting next to an electric and everything in between. This is healthy for the hobby.

With this diversity, there can be some problems. In the past, I have mentioned on several occasions what a good bunch of modelers we generally are. There have been several times I have written about some of the extraordinarily good things that



“Don't put down other modelers just because you may disagree with what they have.”

modelers have done. Often it seems that modelers have gone way out of their way to help a fellow modeler. Unfortunately there can be a few black sheep in the family, even though the majority of the time I am sure their intentions are well meaning. Unfortunately I will say that these modelers can be inadvertently a detriment to the modeling community.

Once such case came up recently on one of the popular Internet forums. On this occasion, someone was asking a question about an electric setup. I am not going to go into great detail, but instead of giving some advice, someone posted a rather negative response to the electrics in general.

On the other hand, I have also seen posts where modelers do not like the older engines and planes because the “latest and greatest” is the only way to go, and they give a bad comment toward older technology in a similar manner.

Now, I am not going to go into a debate over the positives and negatives on any one setup. My “sermon” this time is to caution about such negative responses. The only way to take them, in some cases, is extremely negative and sometimes even hurtful. These can undo any and all progress the aforementioned good deeds have accomplished. Actually one really well-placed bad

comment can undo several good deeds. I think we can all agree that this is not in the best interests of our hobby.

Sure, we are all allowed to have our opinions. I am certainly not saying we can't, but watch how you state things on any forum and/or in person. If you see or hear one of these responses, how you respond can go two ways. It can be equally as bad, which will make things worse, or if phrased correctly it can defuse the situation. So think before you respond.

To paraphrase Windy Urtnowski who has said something similar to this many, many times over the years: A good engine/motor run is a good engine/motor run is a good engine/motor run. It does not make any difference if you are running a Fox .35, Super Tigre 60 PA on a pipe, or an electric, as long as you are having fun running a (fill in the blank), then by all means go for it. Help your fellow modelers get the most fun out of what he has. That is what this hobby is ultimately about, having fun!

Also remember what your mom probably told you, if you can't say anything good (or helpful), it probably is best not to say anything at all.

Have fun and help others have fun. *SN*

—Matt



Secretary/Treasurer

by Jim Vornholt

a choice of beef or chicken. As you fill out your 2015 Nationals entry form, please consider attending this year's banquet. Guys, the award banquet is for you, the member.



I have several topics I would like to address. First, I have listened to input from several of our members as they expressed their displeasure with the location of the PAMPA Awards Banquet. I believe it is the one main reason for the low attendance the last couple of years.

I was fortunate enough to have attended the first PAMPA Awards Banquet in 1974. The banquet was held at a beautiful restaurant in Lake Charles, Louisiana, and the festivities were first class. See the photos below from that first banquet.

This year I have procured the Horizon Center in downtown Muncie, Indiana. It will provide an audio system, a bartender, and

Next, Bob Hunt has recently published Gene Schaffer's Oosa-Amma/Stunt Machine I. Bob has asked that all profits from the sale of the plans be put into a special fund to support the Junior FAI team member in Gene Schaffer's name. Our Membership Secretary, Mike Strand, would like to ask all members to request a \$2 PAMPA membership card. All funds from the card sales would also be dedicated to the FAI Team.

I will ask the webmaster to add a link on the website to make it easy for any member wishing to receive a membership card. Even if you have already renewed your membership, you can still request a card.

In the past years, PAMPA received donations from random members to support our FAI Team members. That has not been the case for 2014 and the first two months of 2015. I'm sure some of

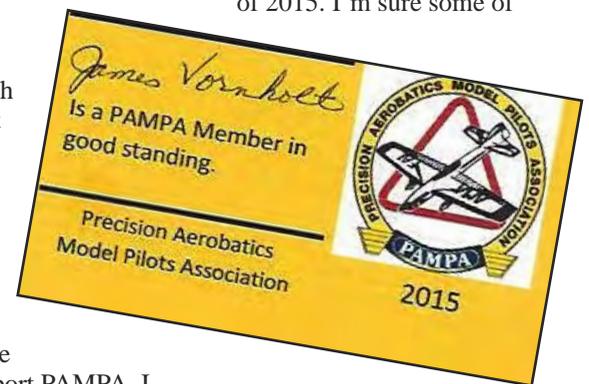


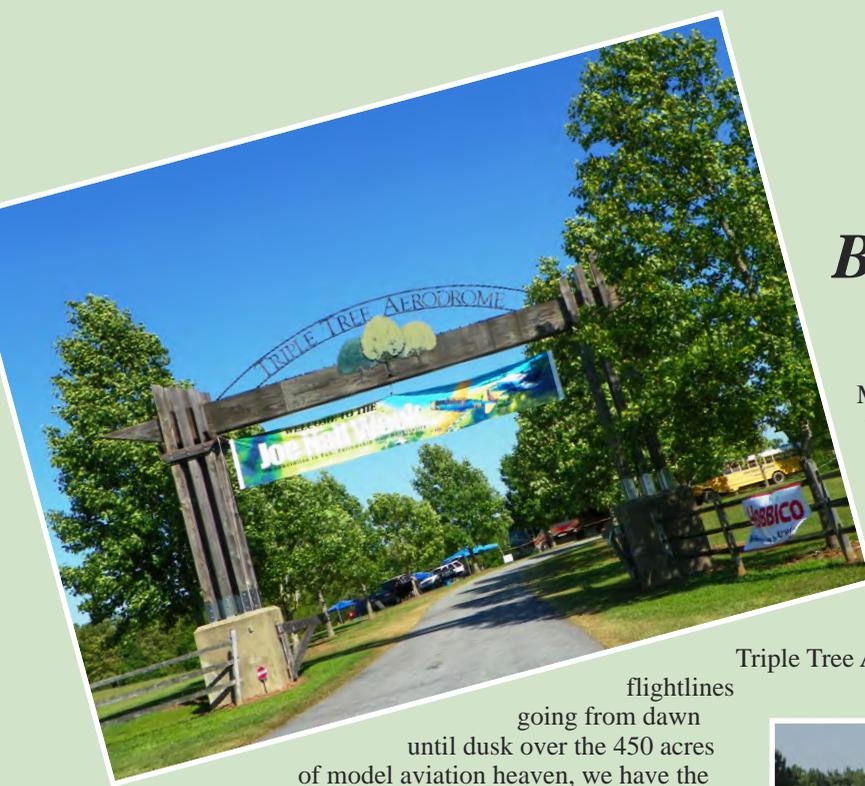
you are thinking, "Put your money where your mouth is," so I will start the FAI donation bandwagon with a personal donation of \$100.

If you enjoy building and flying control line models then support PAMPA. I know there are control line pilots who are still active modelers, but are not members of PAMPA. I hear excuses like "there is too much politics." Well, I'm here to tell you that excuse doesn't hold water.

Once again, we have held a non-election for PAMPA Executive Council. Thank you to everyone that took the time to send in an election ballot. I am in my fourth year as your Secretary/Treasurer. Since that time, PAMPA has not had an actual election that mattered. I have researched old files from the time Sharen Fancher had my position, and every year there were actually two members fighting for a position on the Executive Council.

I find it unacceptable that we have to beg members to serve on the council. The obvious disinterest to serve as a District Representative, Secretary/Treasurer, Vice President, or President, to me indicates maybe PAMPA's time has come and gone. I would love to hear a rebuttal to my statement. *SN*





Joe Nall 2015

Be Part of History for the First Time!

May of 2014 marked the third anniversary of Control Line at the prestigious Joe Nall Fly-In. And for the third consecutive year, we had hundreds of newcomers in the training circle as well as a growing cadre of some of the finest CL pilots and companions anywhere. In total, the circles have produced more than 1,350 introductory flights to Joe Nall attendees and hundreds and hundreds of flights on the experienced circles by a great group of CL legends.

Add to this week of camaraderie the spectacle of the Triple Tree Aerodrome in Woodruff, South Carolina. With six full-time

flightlines going from dawn until dusk over the 450 acres of model aviation heaven, we have the finest three CL circles you could ever imagine. Made of a special Bermuda grass (the same used on the finest golf greens), these are actually smoother than most hard surface sites you will ever see. Last year, Pat Hartness, Bob Shaw, and the Triple Tree volunteers added a permanent gazebo for the CL community. It is gorgeous!

And Announcing for the First Time...

For the first time in the history of the Joe Nall Fly-In, there will be a contest during the Joe Nall week: The Inaugural Bob Shaw Control Line Precision Aerobatics Contest!

Based on the feedback received, PAMPA members wanted an AMA sanctioned contest and here it is!

Event: CLPA in Beginner, Intermediate, Advanced, and Expert.

Rules: No BOM rule and no appearance points. Three attempts for two flights, based on highest single flight score.

Date: Saturday, May 16, 2015. One day only.

Location: Triple Tree Aerodrome, Woodruff, South Carolina.

Contest Director: Mark Weiss (302)547-4917; or email to: ama82824@yahoo.com.

Note: Practice circles will be available all week. Special lower rates will be provided for those who plan to arrive at Triple Tree the previous Thursday or Friday. There will be no entry fee for participating in the contest.

Why a Contest?

Pat Hartness and Bob Shaw have created for the CL community an incredible and permanent facility. We did not pay one cent for all their labor, materials, and sweat equity. We want to reciprocate by getting as many CL pilots in the country to visit Triple Tree and see for themselves what a gift we have been given. Everyone connected with the establishment of this facility wants it to be used as often as possible, not only during the Joe Nall week. A contest should bring more folks to the circles than a fly-in. Who knows what the future of this site can hold for us. Team Trials? World Championships? Who knows? Finally, the future of these circles is in all our hands. We need to show the founders that their money was well spent. We have put smiles onto over 1,350 attendees and cannot think of a better reason to make these efforts grow and grow.

C'mon down this May. Visit the Triple Tree website: www.tripletreeaerodrome.com.



Get inspired!

Introducing the New PAMPA Plans Service

PAMPA Plans number/plane name and designer/plan size in inches	Price
PPN001 Adam's Special (1 sheet 36 x 65)	\$16.00
PPN002 Bearcat III by Al Rabe (1 sheet 30 x 42)	\$14.00
PPN003 Mustang III by Al Rabe (1 sheet 30 x 43)	\$14.00
PPN004 Bearcat Profile (1 sheet 30 x 42)	\$14.00
PPN005 Berserker by Noel Drindak (1 sheet 36 x 55)	\$15.00
PPN006 Capricorn by Orestes Perdomo (1 sheet 36 x 61)	\$16.00
PPN007 Cavalier by John Simpson (1 sheet 30 x 42, 1 sheet 24 x 34)	\$20.00
PPN008 Challenger (2 sheets 36 x 50)	\$25.00
PPN009 Cutlass by Jim Kostecky (2 sheets 36 x 60)	\$25.00
PPN010 Doctor by Ted Fancher (1 sheet 36 x 60)	\$16.00
PPN011 Dragon by J.C. Yates (1 sheet 22 x 34)	\$14.00
PPN012 Force by Mike Pratt (1 sheet 36 x 48)	\$15.00
PPN013 Golden Falcon by Chris McMillin (1 sheet 30 x 58)	\$15.00
PPN014 Grandpa's Bipe by Charles Mackey (1 sheet 30 x 42)	\$14.00
PPN015 Hallmark by Gene Schaffer (1 sheet 34 x 47)	\$15.00
PPN016 Lancet by Vic Carpenter (1 sheet 36 x 24)	\$14.00
PPN017 Legacy 40 by Allen Brickhaus (2 sheets 36 x 64)	\$25.00
PPN018 Madman by J.C. Yates (1 sheet 30 x 40)	\$15.00
PPN019 Medic by Ted Fancher (1 sheet 36 x 60)	\$16.00
PPN020 Mo' Best by Larry Cunningham (2 sheets 36 x 48)	\$25.00
PPN021 Moitle by Francis D. Reynolds (1 sheet 36 x 24)	\$15.00
PPN022 Nakke by Juhani Kari (1 sheet 30 x 42)	\$15.00
PPN023 Nuts & Bolts by Sam Dehelean (1 sheet 36 x 57)	\$15.00
PPN024 Oriental by Dee Rice (1 sheet 30 x 42)	\$15.00
PPN025 Oriental Plus by Dee Rice (2 sheets 34 x 52)	\$25.00
PPN026 O'Toole Special by Ron O'Toole (36 x 50)	\$15.00
PPN027 Pluma by Bob Zambelli (2 sheets 36 x 45)	\$25.00
PPN028 Profile Nobler by Jim Harris (1 sheet 36 x 52)	\$15.00
PPN029 Profile P-51D by Tom McClain (1 sheet 36 x 48)	\$15.00
PPN030 Ruffy by Lew McFarland (1 sheet 36 x 46)	\$15.00
PPN031 Saturn by Don Ogren (1 sheet 36 x 59)	\$16.00
PPN032 Scared Kitten by Bill Netzeband (1 sheet 30 x 48)	\$15.00
PPN033 Shaman by Steve Moon (1 sheet 36 x 50)	\$15.00
PPN034 Stuka by Matt Neumann (2 sheets 34 x 45)	\$25.00
PPN035 Stuntress by Joe Adamusko (2 sheets 36 x 52)	\$25.00
PPN036 Stunt Trainer by Pat Johnston (1 sheet 22 x 34)	\$14.00
PPN037 Super Caudron by Fran McMillan (1 sheet 36 x 50, 1 sheet 36 x 34)	\$25.00
PPN038 Trivial Pursuit by Ted Fancher (1 sheet 36 x 58)	\$16.00
PPN039 Trophy Trainer by Tom Warden (1 sheet 36 x 60)	\$16.00
PPN040 Tucker 4 by Bob Tucker (1 sheet 36 x 61)	\$16.00
PPN041 Twistmaster by Bob Reeves (1 sheet 36 x 57)	\$16.00
PPN042 Valkyrie by Harold Price (2 sheets 36 x 50)	\$25.00
PPN043 Vegas by Steve Buso (1 sheet 36 x 59)	\$16.00
PPN044 Curtiss Swift by Nate Rambo (1 sheet 36 x 50)	\$15.00
PPN045 F&B Sharpby by Carl Malmsten (1 sheet 36 x 48)	\$15.00
PPN046 Speed King by John Havel (1 sheet 36 x 54, 1 sheet 36 x 48)	\$25.00
PPN047 Detroit Stunter by Roland McDonald (1 sheet 30 x 43)	\$15.00
PPN048 Hi Boy by Bob Palmer and Ted Goyet (1 sheet 22 x 31)	\$14.00
PPN049 Veco Squaw by Joe Wagner (1 sheet 30 x 43)	\$14.00
PPN050 Max Bee by Igor Burger (2 sheets 34 x 64)	\$25.00
PPN051 Crusader by Charles A. Mackey (1 sheet 35 x 50)	\$15.00
PPN052 Bob Peru's Flying Wing (1 sheet 35 x 50)	\$15.00
PPN053 Stunt Machine I (Oosa-Amma) by Gene Schaffer (1 sheet 35 x 60)	\$20.00
PPN054 Velvet 3 by Wes Dick (1 sheet, 35 x 60)	\$20.00



PPN046 Speed King



PPN040 Tucker 4



PPN010 Doctor



PPN038 Trivial Pursuit



PPN017 Legacy 40



PPN005 Berserker



PPN015 Hallmark

PAMPA Plans Order Form

Plans Description	Quantity	Price Each	Total
*Minimum Order \$5 Please **Shipping: US orders less that \$60 Add 25% US orders more than \$60 Add 20% Canada and Mexico Add 35% Foreign orders airmail Add 40% Foreign orders surface mail Add 30%	Total for products*		
	Shipping**		
	7% tax Indiana residents		
	Total cost		

Mail order to:
 PAMPA Plans Service
 c/o Jim Vornholt
 PAMPA, PO Box 320
 Plainfield, IN 46168.

PAMPA@indy.rr.com
 (317) 385-4751

Ship order to:

Method of payment:

Cash Money Order Check # _____

(Make all checks payable to PAMPA; must be drawn on US bank)

MasterCard VISA

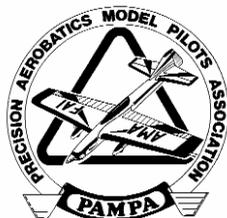
Account # _____

Exp. date: _____

Signature _____

Tel: _____

Email: _____



Note: this order form may be photocopied or downloaded from the PAMPA website.

2015 AMA Control Line Aerobatics National Championships July 12-18, 2015

Friday, July 10-Saturday July 11

After FF Control Line Precision Aerobatics Practice L-Pad, Grass Circles

Sunday, July 12

7:00 a.m. Control Line Precision Aerobatics Practice L-Pad, Grass Circles

8:00 a.m. Beginner & Intermediate Stunt Registration* Grass Circles

8:30 a.m. Beginner & Intermediate Stunt Pilots Meeting* Grass Circles

9:00 a.m. Beginner & Intermediate Stunt Event* Grass Circles

12:00 noon Old Time and Classic Stunt Registration* Grass Circles

Monday, July 13

7:00 a.m. Control Line Precision Aerobatics Practice L-Pad, Grass Circles

12:00 noon Jr/Sr/Open/Advanced entries close Nats Headquarters

2:30 p.m. Open/Advanced Models Presented for Appearance Judging 180 Building

3:00 p.m. Pilots meeting 180 Building

4:30 p.m. Concours Voting 180 Building

Tuesday, July 14

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 15

7:00 a.m. Control Line Precision Aerobatics Practice L-Pad, Grass Circles

8:00 a.m. Open/Advanced 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 16

7:00 a.m. Control Line Precision Aerobatics Practice L-Pad, Grass Circles

8:00 a.m. Open/Advanced Qualifications Rounds 3 & 4 L-Pad

Friday, July 17

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 Finals L-Pad

Saturday, July 18

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 Horizon Center

7:00 p.m. PAMPA Banquet Muncie

*Unofficial Event

If you are flying only unofficial events, you still must register with NATs headquarters and pay a site use fee, \$10.

The official PAMPA hotel for the 2015 Nats is the Baymont in Muncie, Indiana. The phone number for reservations is 765-284-4200. They have a block of rooms set aside under PAMPA, so please reference PAMPA when you call. – Bob McDonald, CL Aerobatics Event Director.

District I

by Steve Yampolsky

There will be no District I column in this issue. sv

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

District II

by Bud Wieder

New Jersey, New York

It took me a few minutes to defrost my computer before I could begin writing this issue's column. It's cold around here! Fortunately, just as soon as I finish this column I'm heading out to Florida for a few weeks with my family!

Speaking of cold, the Garden State Circle Burners hosted its annual New Year's Day Fly-In at the club field. As reported last time, some idiot got out on their field with a four-wheel truck or Jeep and left deep ruts in the ground on all three circles. Fortunately, there was just enough "good" ground to land on, so the flying commenced on January first. The GSCB club President, Ron Testa, sent along a few photos of the action that day. Hardy souls for sure...



Robert Sabatino (L) and Roy Ward try to keep warm by a strategically placed propane heater.



This hardy group turned out on New Year's Day to fly at the famed Garden State Circle Burners field in Lincoln Park, New Jersey. That's Mike Cooper's electric-powered Vector awaiting flight. Photo by Ron Testa.



(L-R) Roy Ward, Mike Cooper, Robert Sabatino, Frank Iccabolis, Doug Bennedetti (seated), and Jim Damerell. This was a pretty good turnout considering the cold and the damaged field (see last issue's column). Testa photo.



Mike Cooper rolls his lines in after a flight. He looks cold! Testa photo.

Ron also sent along a short piece that he wrote about the GSCB booth at the annual WRAM show:

"Hi, Buddy:

"Here are some pics of our GSCB booth at the WRAM show. The Philly Flyers manned the booth on Friday. Dennis Moritz and his whole crew were there. Danny Banjock brought about 10 planes to display. The booth was busy.

"On Saturday Bob Hunt and I manned the booth. Bob brought along his trike-gear Crossfire to display in the booth and also a

TV and DVD player on which to show some of his Robin's View Productions video programs. That went over very big with a lot of interest. Sitting with Bob at the booth was like sitting with a celebrity. Everybody knows and respects him.

"There were also a few CL models on competitive display during the show. I brought along my trusty Bob Gialdini-designed Olympic Mk VI, Frank Iccabolis displayed his Nobler, and from the distant past came a surprise when Vic Macaluso entered his gorgeous—and still looking like new—F-14 Tomcat. Vic's model appeared as a construction article in the January, 1972 issue of *Flying Models* magazine!"

—Ron



The GSCB club had a booth at the WRAM show this year. A number of East Coast fliers helped man the booth. Bob Hunt brought along a TV and DVD player and played some VSC videos that got a lot of attention. Photo by Ron Testa.



Bob also brought along his trike gear, electric-powered Crossfire Extreme XLTC to give the booth some color. Testa photo.



There was a static display competition for CL models this year. That's Vic Macaluso's F-14 Tomcat stunter on the tripod. Also on display was Ron Testa's Olympic Mk VI and Doc Iccabolis' Nobler.

Thanks, Ron, for that report. Hopefully CL will again be included at the WRAM show next year. If it is, let's all make an effort to support the GSCB club and the WRAM club by showing up in force with lots of display models and more help at the booth.

Tom's Jerseyan

Tom Hampshire has just completed a rebuild and refinish of his John D'Ottavio-designed Jerseyan. Tom told me the story behind this iconic East Coast design, and I thought that you might also like to know it:

"I remember John D'Ottavio's original Jerseyan from about 1962, when he was a capable adult and I was in high school. Times change. I went on to a career and family and eventually came back to flying models in the 1980s. The Jerseyan shown in the photos was built in 1991 and was used long and hard. It was retired with wornout controls and paint cracked and shabby. Several fliers had it, but somehow it never was destroyed, and eventually it was given back to me. Last fall I finally decided to strip and repair it.



New Jersey's Tom Hampshire poses with his freshly rebuilt and refinished John D'Ottavio-designed Jerseyan. Photo by Bob Hunt.



This ship was designed in 1962, but it had some very modern dimensions. Note the long tail length and the long nose! It was a great performer in its time, and with modern power it gets even better. Hunt photo.



Tom used a water-based finish on his Jerseyan this time. The base color is a stunning pearl white with orange and green trim. Hey, on a JD-designed ship there just has to be some orange in there someplace... Very clean work, Tom! Hunt photo.



The cowl treatment on the Jerseyan was unique. Tom faithfully reproduced John's sculpture here to hide the potent HP .40 that he installed.



Tom gives us a gander at the bottom of the Jerseyan. Note the distinctive stabilizer and elevator platform. Note also the neat wheel pants. This was a labor of love for Tom. He deeply respects "Johnny D," as do all of us. A great tribute. Hunt photo.



The original Jerseyan was flown without a muffler on its Fox .35 mill. Tom used a can-type muffler on the HP .40, and it tucks neatly into the curves of the cowl. Hunt photo.

"The bellcrank was sound, but the rest of the control system was replaced, this time with ball links, carbon-tube pushrods, and an elevator horn with a slider to permit adjustment of the elevator throw. The original had the flaps and elevators set up at equal throws and had to be flown through corners that could have been sharper.

The rebuilt version should have more snap in the corners when the elevator throw is increased relative to the flaps. The original engine, an HP .40 set up by Randy Smith, was still in fine shape and was reinstalled after the rebuild. As this is written, all of our flying fields have about a foot of icy frozen snow for a cover, so flight tests will have to just wait.

"The photos show a pearlescent white base color. It is a water-based product sold by Auto Air. (Google 'autoaircolors.')

very striking base color, which is the reason for its popularity among luxury car buyers. A white base coat is applied first, followed by a pearl top coat.

This scared me at first, because I assumed the pearl top coat would have to be sprayed in only one application at a constant thickness in order to get the finish color to have the same hue and value in all areas. It turned out not to be a problem at all. Even an amateur painter can make it come out pretty well.

The major difference in working with Auto Air paints is that they must be sprayed on dry. If you go too thick with the spray gun, the paint will develop spots that look like fish eye in dope. It isn't fish eye at all; it's just a reaction that occurs when the paint is applied too heavily and the surface tension of a liquid puddle of paint allows the paint to gather into a circle. The fix is simple; let it dry, scuff it with 400 wet or dry, and use your air brush to shoot a spot patch over the defect.

Like the auto base coat/clear coat colors, Auto Air colors can be masked and shot, retaped, and the next colors shot after an hour or so. It's entirely possible to shoot all of the trim on a three- or four-color airplane in a single day. It is also much cheaper than auto base coat/clear coat paint. My total outlay for the base color, pearl, and trim colors was about \$55. It will need a clear coat, which was auto clear on this airplane."

—Tom Hampshire

Thanks for that great report, Tom. I can't wait to see it in person and watch it fly ... again!

That's it for this issue. Enjoy the spring flying weather that will be here by the time you read this. Don't forget to take a lot of photos of your newest creations and send them in along with some words about them for inclusion in this column. *sn*

—Buddy

Ohio, Pennsylvania, West Virginia

District III

by Ken Armish

Winter has arrived in District III with a vengeance as I write the March/April column. It's cold and snowy! Building season is in full swing in the northeast with little, if any, flying taking place. You see my problem ... what to write about? Since I am building a new stunt ship for 2015 (a takeoff of Bob Hunt's Rounder), I want to share with you a couple of building jigs and tools I have built to aid in bettering the accuracy of the build.

The first aid is an adjustable fuselage jig. Nothing new here as there have been many very good jigs offered by suppliers a lot smarter than I am. But if you are like me and want to save some money or can no longer find a nice jig for sale, here is what I have put together for approximately \$40. All the materials are readily available at your local builder's supply outlet, such as Lowe's or The Home Depot. The board itself is a 12-inch-wide piece of white Melamine sold at the aforementioned outlets for do-it-yourself shelving.

Two important attributes of Melamine to our project are:

- 1) Melamine is a composite material which is very stable. If it is straight as manufactured, it tends to remain straight.
- 2) Melamine is moisture and chemical resistant.

Now, I know there is some chemical out there that will affect it, but our usual materials have no adverse effect on Melamine.

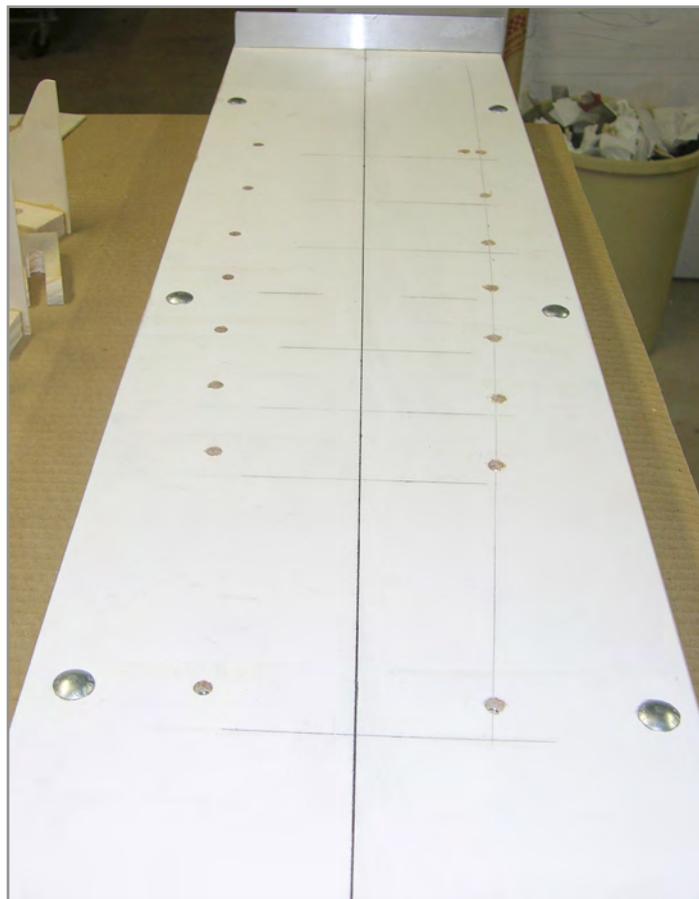
The second part of the jig is the rather heavy pieces of steel channel bolted to the bottom of the board. This does two things for our jig. It keeps the board very stiff, while adding weight so it doesn't move much while you work on it. Second, it lifts the board off your workbench so the hold-down bolts for the adjustable uprights have room to protrude through the inserted T-nuts.

You can sometimes find pieces of angle iron or steel channel at your local scrapyards for very little cost. A piece of scrap aluminum angle is attached to one end at a 90° angle to the centerline, which gives an accurate stop for the front of our fuselage. If you use engine offset, all you have to do is insert a spacer of the correct thickness to give you the degree of offset you are looking for.

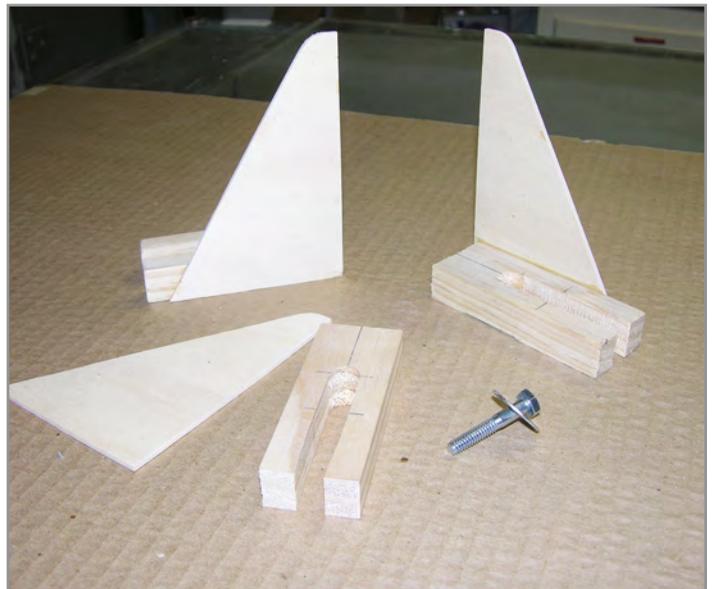
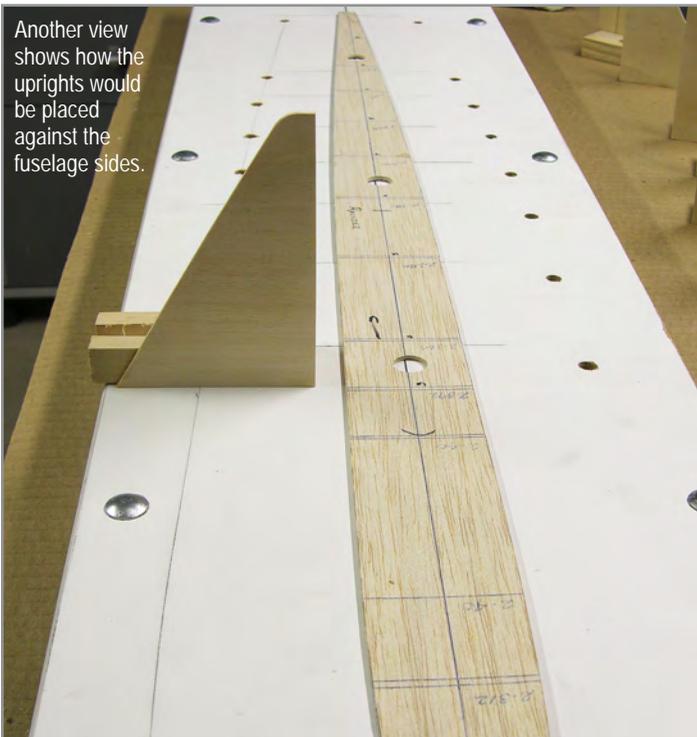
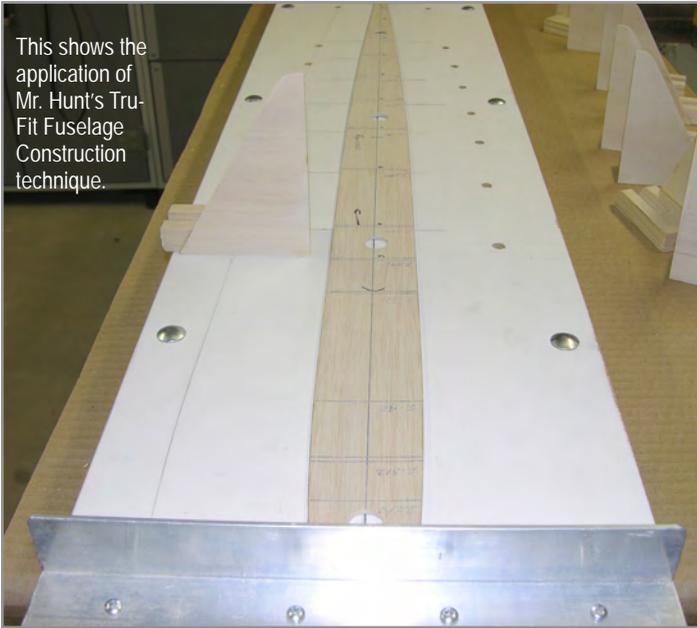
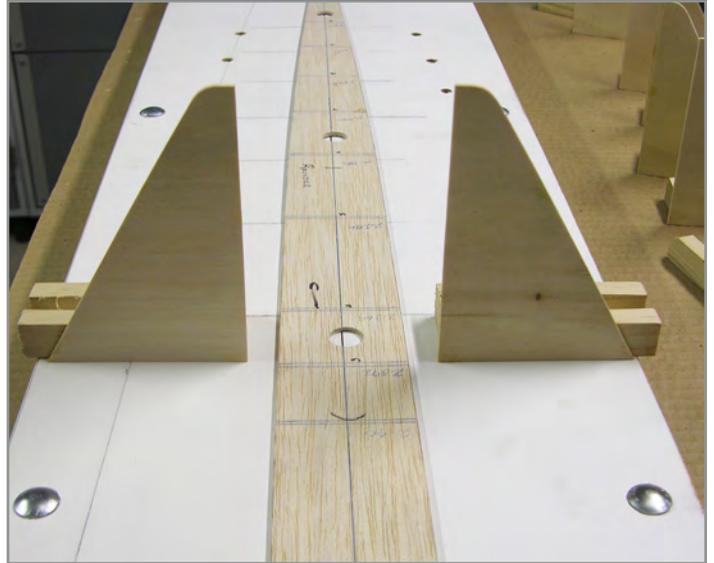
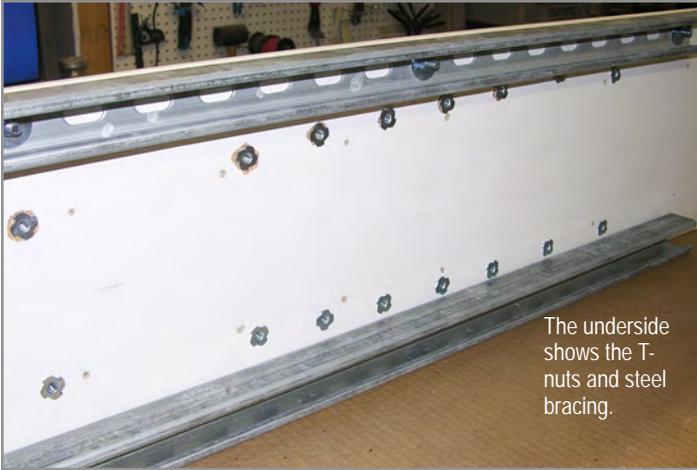
I hope you paid attention in geometry class! If you slept through geometry or trigonometry class, not to worry! Just do an Internet search for sites that give you a plug-and-play conversion

formula. Then, when someone asks how much thrust offset you have, you will sound like a genius when you tell them it is 1.45°.

The uprights are made of 4 x 1 1/2 x 3/4-inch-thick pieces of common pine board and 1/8-inch ply right-angle pieces. Mine are about 5 inches tall. I take 12 to 16 rough-cut pieces, tape them together, and sand to shape. The critical operation is to be sure to get the angle to 90°.



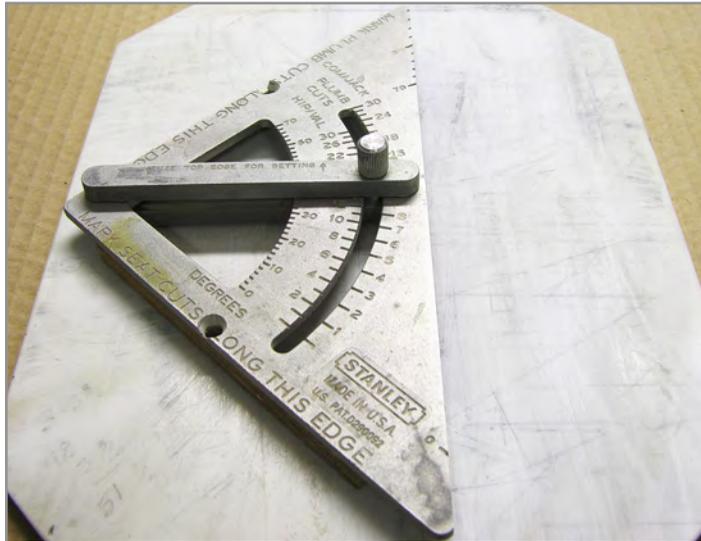
This is the jig base. You can see where the holes are drilled. You can choose where the holes are to go. There are 1/4-20 T-nuts in each hole.



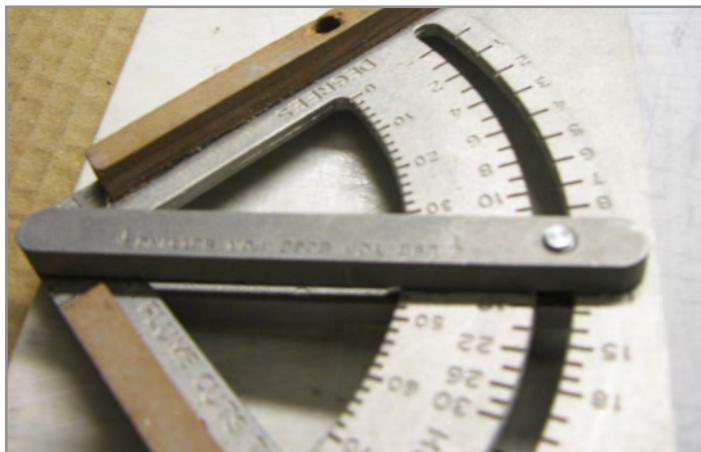
I slot the base pieces by drilling a $5/16$ - to $3/8$ -inch hole near one end then cut two parallel cuts so you end up with your slot for the $1/4$ -20 bolts.

To get the best from this jig or any fuselage jig, I would suggest that you get a copy of Bob and Robby Hunt's DVD, Tru-Fit Fuselage Construction. If you follow Bob's directions, I can assure you that you will get the best, straightest, and lightest fuselage you can build.

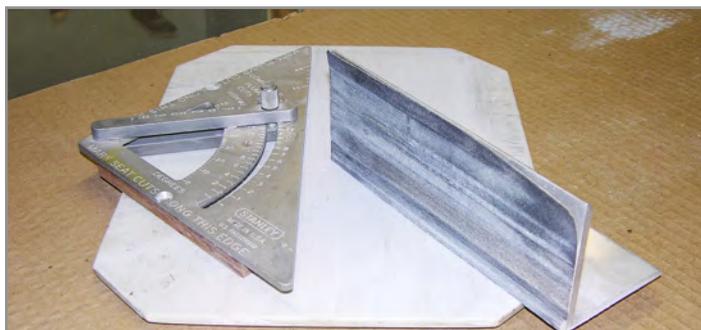
Another tool I modified for modeling use is a Stanley Tools Adjustable Quick Square.



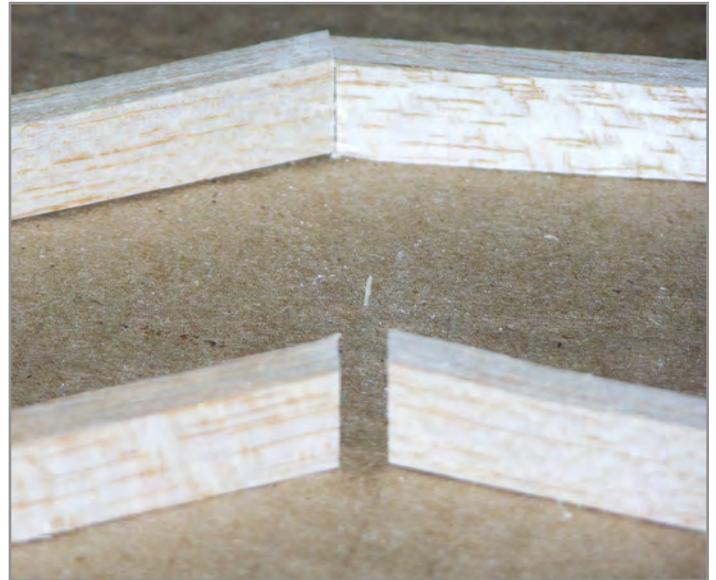
This is an overall view of Stanley Adjustable Quick Square.



The spacers are glued and screwed to bottom of the square.

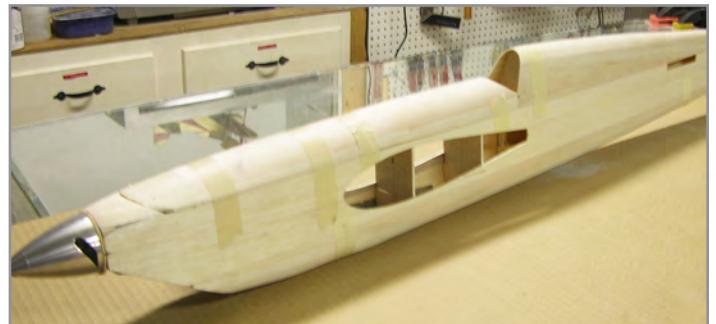


Square with a sanding tool made from a piece of 3-inch aluminum stock with sandpaper glued to the face. I glued a knob on the flat side of the aluminum to give me something to push against.



This is the kind of joint you will get by using the angle sander.

As you can see in the photos, all I did was to attach two spacers on the bottom to allow the angle arm to swing to the angle needed. I used the square to detail sand all the formers in the Rounder. Here again, you get a perfect 90° finished edge. This little tool can be ordered from Amazon for about \$11.50, or I am sure you could find one at the neighborhood hardware store.



The Rounder was made on the fuselage jig.



The Rounder again, without the spinner and the fuselage weighs 4 ounces. More importantly, it is straight!

If you have gone to electric power for your new world beater, you know that sometimes it is difficult to hold the motor in place

and then try to get the mounting screws through the motor mount to align with the motor. Fear not! The answer is found in all that new fuel line that you're not going to need for your electric setup.

Medium-size fuel line will fit over a 5mm shaft and give you a long enough tail to feed it through the mount so you can pull the motor into position. Once you have one screw in place, it's easy to push the motor in position to receive the rest of the screws. Be sure to only use new tubing, as you don't want any of that slimy old castor oil on the new ship!



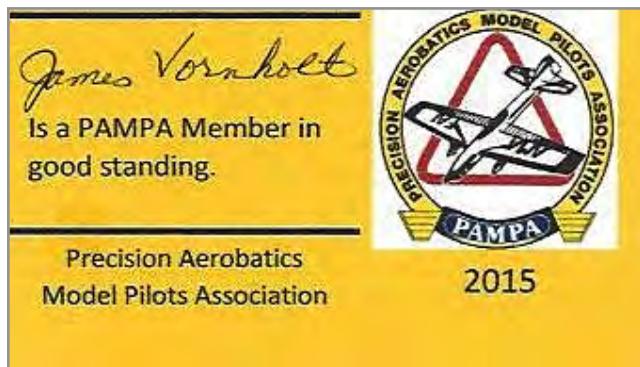
This is a good use for all of that fuel tubing you're not going to use in the future.

Thoughts on the Upcoming Contest Season

I am hopeful that the reduction in the cost of gasoline will help increase attendance at the Nationals as well as other contests. If you are making plans for this coming season's travel, I would encourage you to consider going to the AMA Nationals. Remember, everyone can participate, even if you are a beginner pilot. PAMPA sponsors Beginner, Intermediate, and Advanced, so you will be right at home with competitors of equal talent. Additionally, you will get to watch and learn from some of the most talented flyers in the entire world. Everyone should attend at least once; and, if you do, why not fly?

Another event that I would encourage you to attend if you are able is the Joe Nall Fly-In in Woodruff, South Carolina. This is another of those must-see spectacles. While you are there, you can donate a little time and help with the Learn-to-Fly Program that is managed by Mark Weis of Brodak CD fame. I am sure Mark would appreciate all the help he can get.

As a bonus this year, Mark will be running a one-day stunt contest on the last day of the event. The contest will be on May 16. For more information on this event, do an Internet search for Triple Tree Aerodrome, South Carolina. I hope to see many of you there.

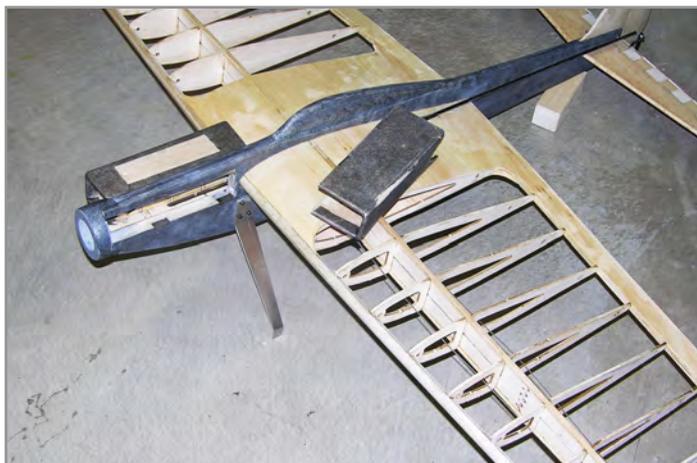


Support your organization. Contact Membership Secretary Mike Strand to purchase your MAMPA membership card.

And last, but not least, the progress on my Pat King-designed electric Shoestring.



The electric version of the Pat King-designed Shoestring that Dennis Lipsett and I built for glow.



The Shoestring's magnetically held battery cover.



A top view of the E-Shoestring.

For now, everyone back to work on next year's super creation! Tight lines. *SN*

—Ken Armish

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

District IV

by Scott Richlen

Most of District IV has been getting its share of snow and cold this winter, so I suppose most of the district is deep into “building season.” I have a few pictures to share with you from our various NVCL building sessions. We have building sessions almost every week. It’s a great way to get the guys together and make progress on their various projects. For me, by hosting these building sessions in my shop, I’ll ensure that the guys will have lots of planes to fly come springtime and I’ll never lack for flying buddies down at the field.

Here is a shot of Gerry Glier just starting his P-51 build by checking the spar for rib-slot clearance.



Attention to detail will pay dividends. Check those rib slots!

Joe Colly is building a NOVACLone. The NOVACLone was designed years ago for a club event where we each built and flew a single design airplane in a combined Stunt/RatRace/Endurance event.

A number of our club members learned to fly the stunt pattern with this airplane and Joe, being at the start of learning the pattern, figured that it would be the right plane to build to learn inverted flight and his eights.

Just about any stunt ship, even a simple one, should be built to include an adjustable leadout guide. We decided to make a pair for Joe’s NOVACLone. A little basswood or spruce, some $\frac{1}{32}$ -inch thick balsa, a couple of brass grommets, glue, and a drill press is all you need to make a set.

You can easily contour them to your wingtip so they look “just right.” Here we are checking their future placement in Joe’s wing.



Joe working on his NOVACLone.



Adjustable leadout guides can be simple to make.

When you say “gyro” to someone, they usually think of some kind of Greek sandwich with spiced goat meat in it. Not Frank

Dobrydney! When he isn't building a new TEOSAWKI, he's day-dreaming of autogyros. He happened onto a set of plans for a little autogyro called "Otto the Giro" and blew them up super-size with hopes of building it soon (right after he finishes his new .60-size TEOSAWKI).



Frank Dobrydney just loves autogyros.

Eddy Alfaro has been making regular progress on his P-51 and expects to have it ready by flying season. He is also building a NOVACLone. This P-51 is the first control line plane he has built!



Graduating from Delta-Darts and No-Cals to a P-51 in little over a year—now there is progress!

I have also heard from Tim Stagg, out on the Eastern Shore:

"The pictures attached show my cowling that I made for my Mustang, Pats 'D' model. The front of the fuse is the same for the 'B' also, so if you are building the electric version and you wanted to use this method, you could use this cowl, with a little modification to battery compartment. Anyhow, I thought I would share some of my progress. It is currently ready to flight test in sanded-out silver coat. We will see how it flies before I finish ... a nice thing about electrics. Now we just need some weather!"

—Tim Stagg



Tim Stagg will be doing a tutorial on how to make this cowl at an upcoming NVCL workshop.



I can't wait to see this once it is finished. Tim has a well-deserved reputation of being a top-level builder/finisher.



Nice fit!



The "Swiss Cheese" approach saves nose weight if you go electric.

While most of us are busy in our shops preparing our newest killer stunt ship for spring's air battles, the Norfolk Aeromodelers were out flying at their Chesapeake Field in mid-January. Here is John Tate's report:

"Today, Artie Jessup, Phil Spillman, Jimmy Welch, and I went out to the Chesapeake field today to do some flying. The weather was not bad for January.

"Artie flew Willis Swindell's electric-powered Phoebus before I got to the field. I heard that the model ran and flew well. Artie also flew his LA 40-powered Banshee. Artie was doing a few minor adjustments to the Banshee to get it dialed in.



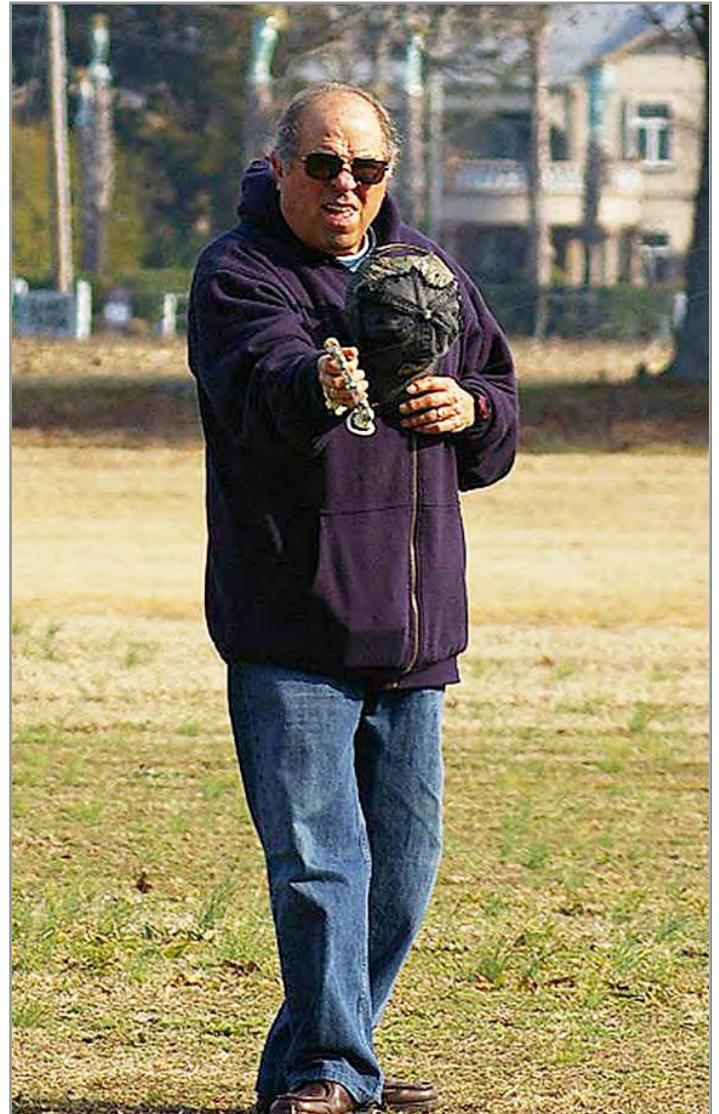
Artie Jessup flying his Banshee.



Artie's Banshee in flight.

"Phil was flying his Enya .45-powered Hellcat when I drove up to the field. That Enya .45 ran great the whole time that I was there. Jimmy was the main pitman, engine tuner, and launcher on this day."

—John Tate



Phil Spillman flying his Hellcat.



Here is a shot of the Hellcat in flight.



Here is Jimmy Welsh launching Phil's Hellcat.



Here is Jimmy launching Artie's Banshee.

By the way, Will Davis has been busy rounding up judges for the upcoming 2015 Brodak Fly-In. As in the past, he's one of the guys who spends a lot of time ensuring that the rest of us get to have fun.

I thought that last year's Brodak Fly-In was well-run, and some of the credit for that has just got to go to Will: nice guy, good flier, and good organizer. Thanks, Will! *sw*

—Scott

District V

by Don Ogren

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

This year started out mild in Florida, but from years past, District V is known for a cold and windy King Orange International (KOI) held in mid-January.

The KOI Stunt contest was held as scheduled on January 17 and 18, 2015, at the great venue of the Navy Whitehouse airstrip. The field was opened for practice on Friday the 16th, and several

early arriving contestants helped CD Lynn Weedman measure



Matt Colan's winning Razor-back P-47, designed by his father a few year ago, making it qualified for Classic and N-30 events. It's beautifully built.



Gene Martine waves for an official flight in Expert with his SV-11, as Matt Colan holds for the launching. Gene placed second.

and lay out the runway markings for the circles and pit areas. Then practice started. The runway is 150 feet across, and about 9,000 feet long. I counted five planes in the air at the same time Friday afternoon, somewhere along that concrete runway. Wind was light, but as the Florida sun was setting, pilots were looking right into it.



Eric Viglione points out to Dave Hallas what an airplane is.

Saturday's temperature at 7 a.m. was a cool 32°, and the pilots' meeting at 9:30 had a temperature of about 34°. This had been forecast, and smart pilots reached into their flight boxes (or under their parkas) for that handy-dandy lighter fluid. Saturday's events were Old-Time Stunt (OTS), Classic, Nostalgia 30, and Profile. By noon the temperature was in the mid-50s. Entries this year were below the past years with six in OTS, eight in Classic, five in N-30, and seven in Profile.



Lynn Weedman, CD, and Gene Martine present the PAMPA Hall of Fame award to Randy Smith, recognizing his many years of significant contributions to the sport of Stunt aerobatics.

Sunday began with a "balmy" temperature of 42°. That day had a forecast of a high in the 60s and with winds up to 20 mph. Guess what? The weather forecast was correct. The events were as follows: Beginner with three entrants, Intermediate with four, Advanced with five, and Expert with eight entrants. Several pilots braved the winds and flew well, but a few passed on the first round or waved off after getting airborne. Two planes bit the concrete by the day's end.

Tabulated scores are posted elsewhere in this issue of *Stunt News*, and Gene Martine took home the most "bacon," including the flyoff perpetual trophy. Mike Waldron from Spring Hill, Florida, a relatively new Stunt flier here in the last two years, placed first in Profile Stunt and second in the Advanced Class.

Congratulations, Mike. (Mike won fourth place in the Junior Stunt event at the 1979 Nationals in Chicago, so he's coming alive again.)

The winning pilots: must have been bothered by the wind, but



The eight judges all appear to be glad that the KOI is over for 2015.



Steve Fitton is presented with his first-place award in Expert Stunt.



Jim Carter goes home with a big happy smile, and his first-place award in Beginner Stunt.

the scores didn't show it. The first-place winners Classic, Matt Colan; N-30, Matt Colan; OTS, Dennis Toth; Profile, Mike Waldron; Beginner, Jim Carter; Intermediate, Dave Hallas; Advanced, Sam Niebel; and Expert, Steve Fitton. (All of the scores can be seen in the "Contest Results" pages compiled by Howard Rush.)

The few pictures show that both days were sunny which helped place this 2015 KOI in the history book as a great success. Lynn Weedman has done outstanding CD work for more years than he can remember, but will now turn the reins over to Gene Martine as CD for at least 2016 and maybe many more.

A very important event also occurred at the awards presentation, and that was to witness the acceptance of Randy Smith into the PAMPA Hall of Fame. His many contributions to our Stunt world over many years are now officially recognized. Congratulations, Randy.



Don Ogren flies his ARC Profile Cardinal to 4th place in Profile Stunt as the team of the Smith Brothers (Wayne and Jim) record the scores. Viglione photo.



Above: Gene Martine accept the annual Perpetual award for the flyoff between all the AMA classes. Ogren photo.



Left: Gene Martine shows off his dance routine during his Wing over. Viglione photo.



Rich Peabody and Dave Wenzel stayed with it, and did the judging for Classic Stunt on the very windy day. Ogren photo.



Dave and Phil KOI 2015



Tom Morris flew one of his popular profile electric-powered Cavaliers at KOI.

If you'll bear with me, I'll add a note about safety. For the 2014 Nationals, I had scratch-built a Brickhaus Legacy 40. That plane was the best ever for me, and I won the Advanced Stunt class with that bird.

By December of last year, there were more than 150 logged flights. But here's the catch: I was negligent in not doing what a good competitor should do, and that is to inspect *all* pieces of equipment that we and the planes depend on, and to do it *often*. On flight #157—after just going inverted during a practice session—the down line cable on the handle parted, and I don't need to tell you of the results.

Because the plane was close to the terra-firma, *complete* destruction didn't happen. The wing and tail will fly again, but the fuselage won't. (Need I say more?)

The moral of this story is this: *Inspect your lines and handle often*, as they are the primary links between you and your favorite things.

Next month, I hope to have some input from you District V members. When you take pictures, please try to get the pixel count high into the megabits, or the pictures will be less than good quality when published.

I'll try to use anything you send me that will be of interest to our entire PAMPA population, and as soon as you have something about upcoming contests or items of interest, send them on. Finally, remember to get the wheels on the bottom side for the best landings. *SM*

—Don Ogren

clpa4029@gmail.com

Illinois, Indiana, Kentucky, Missouri

This winter season has been very hard on our ranks. Much has already been written and said about Bob Gieseke. I will only add that it took me a very long time to appreciate not just his excellence as a stunt flier, but also his gentlemanly grace by which he conducted himself.

Stunt fliers can be such divas! Bob G. was one of the exceptional few who showed us (me) a better way. My brother,



Bob Gieseke was the champion in 1968; here he is waiting in line for Appearance Judging for the 1969 Nats in Willow Grove PA NAS. He will be missed.

District VI

by Dennis Adamisin

Alan, had a great-flying Gieseke Nobler built from a copy of Bob's original plans. That drawing was basically just a fuselage side view. The note on the wing building started off with the famous line, "Trace around the kit ribs with a fat ball-point pen..." Bob's Noblers were well-built, but not flashy. Even in the "white pants" era, I am pretty sure I never saw him dress to impress! Bob's "flash" was in the incredible excellence he delivered through his patterns, and the classy way he conducted himself.

I first heard of Marvin Denny, aka "Big Iron," when he was flying Combat. I met him only fairly recently at the Brodak Fly-In in 2007. What a wonderful man. I enjoyed his sense of humor. He was originally from Texas, and I loved his "Texas-style" story telling. Especially like the one where on his high school graduation day he rode around town on his bike equipped with a functional Dyna-Jet! Now *that is style!*

I also enjoyed his reminiscences about working with Duke Fox. The last time I saw Marv was at Brodak in 2009. I was demo-flying the Electric 1/2A Pathfinder and "passing it around." Marv came over and said, "I never ask to fly anyone's airplane, but that looks like fun. Can I fly it?" Like he had to ask ... A few minutes later it was like *everything* else on the field *stopped* as everyone watched "Big Iron" fly the electric Pathfinder! I am really going to miss Marv. It was doubly sad to hear that Marv's wife, Rea, also passed just a few weeks after Marv. Along with being just a genuinely nice woman, she was also a fine artist.

We have lost several others, many of whom I had never met or only met in the forums. Our family is small enough that *every* loss hurts. We just have to keep looking out for each other, enjoying each other's company for as long as we can, and as President Tiahrt said, "Let's keep looking for opportunities to expand our ranks."

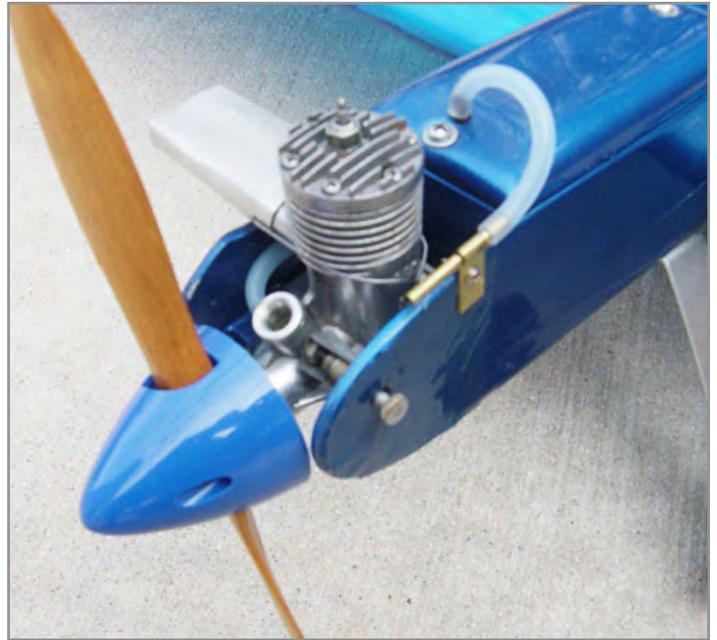
A couple of years ago I attended the Wayne (MI) Signal Seekers contest run by Bob McDonald and Curt Nixon, where all the entry fees were donated to the Wounded Warrior Project. All we contestants were very proud to be part of that donation. I did not realize it at the time, but the AMA had aligned itself and National Model Aviation Day with the Wounded Warrior Project. I think this is an excellent idea and encourage all stunt fliers to pay it forward to those who have served and sacrificed for all of us.

Last summer I wrote about Gary Alspaugh and the Indy Sport Liners airshow at Pioneer Park in Indy. What I neglected to

mention was that this was part of the AMA's Model Aviation Day and support for the Wounded Warrior Project.

The Sportliners put on a good show, made a nice donation, and were recognized and thanked by the park board, the AMA, and the Wounded Warrior Project. So what does that have to do with CLPA? Flying sites are hard to come by, so being a little proactive and generating some good PR never hurts a thing. With the Feds looking for an excuse to ban RC and Free Flight drones, we need to generate all the good vibes we can get. Possibly something like this might help in your area? We use the park with the blessing of the park board. This winter, while the board was looking at additions to the park, they were aware of those of us who fly there and we are factored into their plans. The park board has invited the Sportliners back for a 2015 air show.

A couple of issues back I published some pictures from Joe Thompson of his Barnstormer build. I recently asked Joe for an update and he sent me pix of his new Jamison Special! Seems he swapped the Barnstormer to his buddy Ed Palacios of Rollan, Missouri, for the Jamison. The "J" features 'koted wings and tail with automotive paint on the fuse. At 35 ounces, and with a Veco .35, it sounds like it will be a winner.



The business end of Joe Thompson's Jamison sports a Veco .35.



Joe Thompson of St Louis sent some pictures of his Eclipse from the AeroProducts kit. At 65 oz., sporting a MonoKote finish and an ST.60, it also looks like a home run.



Here's Joe Thompson's 35-ounce Jamison Special that features see-through Blue MonoKoted wings and tail and a painted fuselage.

When I design an electric conversion for Brodak, I then build a sample, take pictures, and write the instruction manual. I build as much (or as little) as I need, then set it aside to go to the next one. That means that I build the fuselage and possibly the wing, if the conversion includes notching the leading edge to expand the battery tray. After I write the manual, I store whatever has been built in whatever cubby I can find.

Last winter I did the conversion for the Warbird series using a Martin Mauler as the build subject. Last summer I flew with Bob Fisher down in Indy who has one of the Warbirds, the Sea Hurricane, powered by an LA .40. Watching Bob's airplane fly convinced me to make an effort to finish the Mauler for this season, and I finally got around to building the wing.

Bob also has a "weightless" All American Senior with a Fox .35 that also flies great. By the time you read this, the electric conversion for the Brodak All American Senior should be on the shelves. In Fort Wayne I fly with Wesley Dick, who used to fly with Don Still. You guessed it; the wing and tail of the Stuka Stunt are waiting for the rest of the bird.

As I am writing this, we are recovering for a recent 12-inch snowfall; it's still lap-cat weather. Flying season seems far away, but building is going like crazy. I have six new electric conversions for Brodak either started or in the queue while also finishing off another half-dozen that are half built. The PAMPA birds await better weather for finishing. These will all join the dozen or so airplanes already ready to fly. The biggest problem remains *where to put them all?* Amid all this glorious confusion, I am having the time of my life with my hobby!

I am also building the 1950 OTS era "Big Wing" designed and built by my father and his brother, Paul, in 1950. The Big Wing was based on a double sized DMECO Sportwing, except the outer panels extend an extra 3 inches per side to achieve a 78-inch wingspan. My dad is posing it in one picture. As I go through the final edit of this column, I have just learned that the Big Wing has been approved by PAMPA for OTS competition!

The PAMPA birds await better weather for finishing. These will all join the dozen or so airplanes already ready to fly. The biggest problem remains *where to put them all!* Amid all this glorious confusion, I am having the time of my life with my hobby!



This OTS-era Big Wing was designed and built by Big Art and his brother, Paul, in 1950. The Big Wing was based on a double-size DMECO Sportwing. The outer panels were extended an extra three inches per side to achieve a 78-inch wingspan. That's a young Big Art posing with the behemoth wing. Dennis has just learned that the Big Wing has been approved by PAMPA for OTS competition!

A personal note: My dad, "Big Art" Adamisin, was hospitalized the day after Christmas, suffering from pneumonia brought on by the flu and dehydration. Some 45 days later he was discharged to the care of my brother Archie and his wife Sally, a retired RN, to continue his recovery. He is progressing well and should be back in the thick of it by flying season.

I posted his status on *StuntHanger* and many of you posted your prayers and best wishes for his recovery. Several more wrote or called me directly. I just want to express my gratitude to all of you for taking the time to think of Dad—and the rest of us—in this time when we needed you. *sv*



Last summer Gary Alspaugh won a Brodak .25 at the FCM meet in Muncie. So what to build for it? A Skyray, of course!



Indy's Gary Alspaugh recently resurrected a crashed bird to yield his new Surefli. The new bird has a 54-inch wingspan with around 575 squares and is motivated by an ST.46. Sounds like a pretty promising combination.

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Iowa, Michigan, Minnesota, Wisconsin

District VII

by Bob McDonald

Hello. It's time again for District VII stunt stuff. This time, since I have no new input from the District VII community, which is not surprising as right now it's snowing and nasty, I will talk about what I am doing this year. I am building a super 70s or Nostalgia 30 airplane. This works for me because that's about the time frame I got seriously into stunt with my dad.

The project is an Aquila, which was published in *Flying Models* back in 1979. It's an I-beam wing model that was powered then with an HP .40. It had about 600 square inches of wing area and weighed (I think) 53 ounces. It was based on my dad's Phase 40 design, except for the general shape. The new one will be powered by one of Randy Smith's PA .40 Merlin engines, and there will be a few internal changes that help stiffen thing up. We will get to those later.

The picture below is of the 1979 airplane that was published. That's me on the left (when I had hair) and Dad holding. The odd thing about this photo is it came to me from Hube Start, a Canadian stunt flier from some time ago, on the day I was gluing the ribs in the wing of the new one. This was taken at the '79 Canadian Nationals which was flown in Centralia, Ontario, every other year and on the west side of Canada on other years. I don't know where I placed in '79, but I do know I won in '81, '83, and '85. The next time I went back was in 1992 when some guy name Zhang beat me. The other odd thing about this airplane is that it was stolen from our van at the hotel during the '79 team trials in Fairborn, Ohio.



Dad and me with the '79 Aquila at the Canadian Nats. Photo by Hube Start.

The other more important thing this picture brings to mind is that my father, Rolland J. McDonald, has now been inducted into the PAMPA Hall of Fame. I thank the committee and the voters, which include too many fine folks to mention here for honoring his memory. A side note: as I look at this picture, I realize he was only three years older than I am now when it was taken. (I have been doing this a *long* time).

I have a few shots of the new project to share. The photo below is the new Aquila. At this point the wing is complete, the top and bottom blocks and the cowl have been carved. The

changes I mentioned above are that the plans show a single beam spar (no caps). This is the more conventional capped spar also including .007 prelam carbon between the caps and the main vertical spar. The single beam worked but they would flex, and some years later we did have one cracked outboard of the ply laminates. If you ever build one of these, *don't do that*.

Also, the motor mount system is what we went to a year or two after the original Aquila was built. Instead of the tapered and hollowed aluminum beams shown on the plans, this one uses a pine or spruce crutch forming the mount beams and tank floor all in one piece. Then an aluminum mount plate is glued and screwed to the engine side of the crutch and, of course, the engine bolts are drilled and tapped into that.



New Aquila under construction. Photo by Tom Polk.

This shot just shows the cowl and lower block (unfinished and in position). Also note the stub landing gear wire that allows a removable landing gear, which was not a feature of the original Aquila.



More Aquila construction. Polk photo.

If you are ever tempted to build one of these, the plans I believe are still available through *Flying Models*, and I would be glad to lend advice on improvements to the original construction methods. So feel free to contact me. (The info is below.)

Finally, below is a photo that demonstrates what happens when you fly stunt for a long time. You get stuntinitus syndrome. It's a disorder that causes you to build something (or "things") new each winter, and when spring comes there is an unavoidable urge to play with them.

It is not fatal but seems incurable. You may take some time off but you almost always come back. Not that that's a bad thing.

Well, that's all I have for now. Fly Stunt and send me stuff for the column. 'Til next issue. *SN*

—Bob McDonald.

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My primary stunt storage area (proof of stuntinitus). I used the word "primary" because there are more than you see here. Polk photo.

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

District VIII by Doug Moon

January 18, 2015, was the day Bob Gieseke passed away. He is no longer with us in person, but he will live on for many of us in our hearts for the rest of our lives. He was a special kind of person to say the least. He had this effect on people that is very hard to describe. On the one hand he was a quiet person and kept to himself doing his thing his way. But, on the other hand, when he did have something to say it was always just the right words for that moment.

This type of person only comes along every once in a long while. We in our stunt community are very blessed to have had him with us in our journey through life and control line, and we all know sometimes it seems as though the two are one in the same.

I have heard many people over the years make statements that he was their childhood hero, or that he was a person they looked at on the pages of modeling magazines as a kid in awe of the things he could do with a control line plane. For me it was a bit different. I didn't start flying until I was about 20 or 21. I was at the flying field one day with my brother, Steve, destroying a Sterling P-51 and he was on the other circle flying a red plane. I had never seen a real stunt plane before that day.

I mentioned to Steve that he looked like he knew what he was doing and Steve said, "Yeah he does. That's Bob Gieseke and that's his Nobler." I didn't know what that meant. And he was smoking a pipe! That was around 1991 or so.

Over the next several years Steve and I would continue to destroy everything in our paths on the south circle, and all the while this very quiet, yet extremely disciplined, gentleman would be flying on the north circle. We would fly once or twice and he would fly four or five times by himself. Sometimes there was another guy with him who seemed to be helping in some way. He was just standing beside the circle watching this guy flight after flight; it seemed odd. Later I found out that was Jim Young. He would fly some too, and Mike Scott was there as well flying and "helping." I had no clue why they kept watching from the outside at that certain place each time.

From time to time Bob would venture over to our circle and

see what we had beaten that day, or he might help with a launch here and there if I were by myself. Later he told me he loved watching the Moons in the early days. He said he got a kick out of us because we were always having fun and just landing was a huge accomplishment. He was always helpful and had a smile on his face when he had ventured out to us...

In 1994, I had actually learned the pattern, or some semblance of one, and I had managed to enter a contest. At this point I realized what all that standing and watching was all about. In 1994, I constructed my first built-up model for the 1995 season. At the beginning of that season Bob and I had actually begun to fly some sessions together. He was flying a lot in those days with Jim Young and Mike Scott. His brother Don would come out sometimes, too, about a week or so before Bob would head to the Nats. There were always people standing and watching.

During those early flying sessions with Bob, it very quickly became very apparent he was all about achieving perfection, and each flight had a purpose. At this point I was pretty well versed in his history in the event. But I still didn't know the effect he had on this event and his giant footprint he had placed right smack in the middle of it.

I learned early on when it was the right time to talk and it when was the right time to stay quiet. He kept to himself, even in those early sessions. He knew what he wanted and he knew what he had to do to get there. It was somewhere along there that we became friends. We began to talk planes and stuff. Of course I had no clue what was going on at that time and mostly just listened. I also learned a lot about him and his family and his wife and her terrible tragedy. To this day I know it was his kids and his modeling that kept him from just throwing in the towel after that tragic event in his life. We call this a hobby, but we know it's our lives. This is woven into the fabric of our being and this was never more evident in a person than it was with Bob.

It was during the early sessions where I learned his ritual with the pipe as well. He would put the plane on the circle, fill the tank, stand up and get out the tobacco load the pipe and then flatten the tobacco with the side of the Zippo. He would then



(L to R) Steve Moon, Jake Moon, Doug Moon, and Bob Gieseke at the 2012 National Championships in Muncie, Indiana.

light it and bend down and start the motor. The smoke from the pipe was the best wind indicator. Then, when the flight was over but the plane was still flying, he would look down thinking about whatever needed to be trimmed, etc. (Steve and I always wondered if he could fly a pattern with his eyes closed.) After he pulled the plane off and put the next plane in line, he would tap the pipe on the bottom of his shoe and then put it in his pocket. This was the ritual as best I can remember it. It was like the pattern, the same every time, for every flight.

I will never forget that warm evening in 1995 when I first asked him to “watch” my pattern. He looked at me and said, “When you start flying at five feet I will start watching your pattern.” I fired up the FP40 and away I went. I just went on with my flight as normal working the maneuvers as best I

could.

I exited the Vertical Eight and I heard clapping. It startled me. I looked over and there he was, on the upwind side of the circle, standing there clapping. I had flown my first five foot bottom. From then on he would watch from time to time giving me pointers here and there. Not much but just enough. Too much and I would have gotten in over my head. Years later he told me he had been watching long before then and thought I would be a good flier if I stuck with it.

We used to sit for hours on end night after night waiting for the winds to die down just enough to get a flight in at dusk. Steve and I would pull up and his brown Pontiac and Mike Scott’s choice of van that year would already be there. They would be waiting for the winds to die off. Their planes would

be out on the circle ready to go. Those damn easterly winds were, and still are, hell to pay at Hobby Park in Dallas. I heard many stories about trips to the worlds and discussions on designs and motors and pipes and non pipes and handles and on and on.

He worked as weather man at DFW. He knew clouds and winds like no other. It was like he could see the wind. I am not kidding. He used it to his advantage. I think he used to talk to it, and I am pretty certain he didn't have very nice things to say sometimes.

When the terminal started to get more electronic weather machines his job changed to a position of monitoring the machines rather than operating them. This worked out perfectly as he could take cowl blocks to work and carve them there. Or he could break in motors in the parking lot on clear days. This guy lived and breathed this stuff. He was hardcore stunt from sun up to sun down and then some.

But there was always basketball. This was his sport. He loved it. June is when the NBA playoffs happen. I remember several times he would land and have his gear in the car and on his way before I would finish my final flight of the evening so he could get back in time for tipoff for whatever game was on that night. And if the Mavericks were playing, forget about it, he was going to be watching those games.

He also loved to run and was even into cycling for a while. He was going to ride a 50-mile race when he turned 50, but he said he had crashed on his bike right around the time it was going to happen so he didn't get to ride but he had proved to himself he could do it.

I never knew Bob when he didn't have a German Shepherd. He loved his dogs.

I will never forget one day in the spring of 1996 when I was flying on the south circle and he and Jim Young were flying on the north circle. I took off and about half way through the flight they were on the upwind side of my circle. I finished and they approached and complimented me on my flight and said the piped motor was really helping me.

That was pretty darn cool! I was flying piped OPS at the time in a Buccaneer 746, and I had a darn good season with it. He told me at the Nats that year, "When the flier ahead of you lands, your turn has started. When you walk out of the pits know what you are doing. Hold the plane tilted a little and walk out there with a purpose. Your flight is not over until you are back in the pits." That is how I treat every flight at the Nats to this day.

In 1997, I worked on Bob long enough, and he finally let me build one of "his" planes. Bob said Steve and I could come over to his house and pick up his drawings for his plane. His shop was an extra room right off his den and he had a TV that faced the door so he could watch basketball and baseball while working.

It wasn't a huge shop but the layout was perfect. It was here that I got a first look at what building should look like. If a picture is worth a 1,000 words, then holding one of Bob's planes in my hands was worth more words than there are available. It was in his shop where I finally learned how he made all those beautiful models look and feel so flawless.

It was there where I figured out what light building really looked like. I learned how to look at balsa wood. I learned what a tight joint really is. Those times in his shop taught me more than even I know. From that shop he produced true works of art. He was a true craftsman like no other.

With the plans I built my first model from his numbers. It was light and it flew great. I took it to the 1997 Nats and placed 4th in Advanced. Later Mike would take that same

design and win Advanced at the Nats. I noticed at that Nats that he showed up for appearance judging almost as they were shutting the doors.

He did that every time. He would walk in almost late, set his plane down, and then go straight to the pilots' meeting. No messing around. One time we were in a pilots' meeting and it was starting to drag on a little, I can't remember the topic, and Steve nudged me and pointed and Bob was stretched out on the floor in the back just chillin' and taking a little snooze. It was awesome.

In 2001 he built a Bear using Billy Werwage's Geo Bolt wing. I got to fly it pretty early on that year and I begged and begged him to let me build one. Finally he relented and I took a bunch of measurements and pics and used Bob Hunt's Lost-Foam jig for the wing and it's been on ever since.

I always wanted his permission to build a plane he had not publicly released, so to speak, as he seemed so guarded over his designs. Later I learned he was more worried that the designs would not fly well for others and he didn't want them to have a bad experience. I made more trips over to his house and he came by mine as well. I remember in 2004 when he came by and held my 4-month-old daughter. From then on he always asked about and wanted to know how my kids were doing.

As the years wore on he started coaching me and Steve. He also started to let us coach him. He had already been working with Mike Scott for some time. He was a hard coach. He would stay on you about your mistakes and feed you some positive input just when you needed it. But then it was back to the mistakes again.

Only later would he call and let you know he thought you were doing really well. But in the heat of practice or battle, he was on you. Steve Fitton reminded me of a really cool time when he was coaching me. It was the Friday evening practice at the 2012 Nats. He and his daughter, Christy, had driven up earlier in the week and he was on the scene talking and watching. But Friday night he was back in coaching mode.

I put in three flights. He said, "Don't let the triangles get too wide. Shorten them up on the bottom and they will be the best ones out there. Don't do anything to the rest of it. It all looks really good." I was expecting a lot more on each maneuver, etc. He later told me the time for that had passed, too much of that the night before the big show might make me freak out. He always knew how much to say and when to say it.

Like I wrote before, people like that only come along every once in a while. I was never more proud in my life than when I won the Nats with him there. It was a special day in a very a special journey we shared.

Bob also had another really neat quality. You might go a few weeks or a month without talking to him and then when you do it's like you were just talking yesterday. He was such a real genuine person. He was control line to the end. A couple of weeks ago Steve and I went to see him in the hospital. We walked in and he looked up with a smile and said, "You aren't going electric are you?" I just smiled and said, "I am going to stay with the PAs as long as I can." That was Bob, straight on topic all the time.

I didn't know Bob Gieseke as a man who had won all those championships and taken home all that hardware. Or as the guy who had one of the most successful CLPA designs of all time in the Top Flight Gieseke Nobler. I knew him as a guy I flew with *all* the time, as a guy I completed with *all* the time, as a guy who taught me so much about modeling, flying, and life. I knew him as a friend. I will miss my friend. sv

—Doug Moon

District IX

by Jack Pitcher

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

'Tis the season for winter projects. District IX is buried under plenty of snow right now, so warm workshops are the place to be. I have some reports of workshop activities.

Dave Tribble sent along a picture and a description of his latest completion:

“This is the newest project off my workbench. It is a copy of my Desperado design, and it is powered by a RO Jett .76. This one is all take-apart for airline travel; thinking ahead for the FAI Team Trials. I built two, but the second one was just too heavy and was dismantled. I will start another one soon for a backup after I knock out a classic ship and find some lighter wood.”



Dave Tribble's new take-apart Desperado. Dave Tribble photo.

Mark Gerber sent photos of his on-going project, a Charles Parrott P-40. With the model now in the paint shop Mark reports, “I've almost finished doping my P-40. I still need to do some touchup, add the cockpit details and canopy, and spray the clear coats.” Mark intends to have the P-40 ready for his annual trip to Tucson and VSC in March.



Eye of the Tiger! Mark Gerber's P-40 on the paint stand. Mark Gerber photo.



Topside view of the P-40 in camo paint. Gerber photo.



Here's the bottom side paint on Mark's P-40. Gerber photo.

From Linda Brainard of Arvada CO, some comments about a new airplane she's been flying:

“Chris (my husband) took a photo of me flying an airplane that I got from Joe Gilbert. Let me tell you the story behind this airplane.

“While attending VSC I was joking around with Joe Gilbert and told him that I was learning to fly with Chris' castoff airplanes. We decided that I would be his 'Inventory Reduction Plan.' But, after sticking a few into the ground, I was running out of airplanes to practice with.

“Joe Gilbert would tell me he would give me an airplane if I ever came out to the Tulsa Gluedobbers contest. I always thought he was just joking with me. Chris and I finally decided to attend their contest and Joe gave me a Flight Streak. I packed it up and took it home. The first thing I did was swap out the engine (so I could return it to Joe) and put on an FP.25, then I put in a

different tank. I was able to put up some practice flights and I'm proud to say it is still in one piece. I've named it 'Joe's Flight Streak.' So I just want to say, 'Thank you, Joe, for encouraging me to continue flying.'"



Here's Linda Brainard flying "Joe's Flight Streak." Chris Brainard photo.

Linda also sent some pictures of other projects underway in the Brainard workshops. There's a Roadrunner on Chris' side of the workbench, and Chris and Linda are working together on no



Chris and Linda Brainard's grandson, Gavin, is seen here holding Linda's Shark 402 that just had its first fitting up of all the parts and pieces. Brainard photo.

less than three Brodak Shark 402s—one for Chris and two for Linda, since Linda reports she goes through airplanes a lot quicker than Chris.



Chris Brainard's Roadrunner in its base color coat. Brainard photo.

Just off my bench is this freshly covered Hobo wing, my first attempt at covering with Polyspan. It came out very nice; I'm pleased with the results. There's nothing quite like the feel and smell of a fresh tissue and dope covering job. The process of covering and applying those base coats of clear are maybe my favorite part of building.



Here's the Hobo wing curing out. Smells good! Pitcher photo.

As always, I make an appeal for contributions to include in our upcoming district reports. You can reach me through the contact points printed in the PAMPA Trustees list in the front of this issue. *SN*

—Jack

District X

by Jim Hoffman

Arizona, California, Guam, Hawaii,
Nevada, Utah

John's Super Looper: John Gudvangen of Apple Valley, California, shared a photo of his beautiful Super Looper 1000 stunt ship. John's never built what he considers a large 60-size stunter. John told me he thought he'd jump straight to a RoJett .90-powered stunter. This plane is John's own original design and has a wing area of over 1,000 square inches. He reports it weighs north of 100 ounces.



John Gudvangen holds his original Super Looper 1000.

The plane is scratch-built and covered with silkspan and dope; all the trim is dyed or colored tissue. John stayed with tradition and used cloth hinges throughout. I am looking forward to a flight test report.

No Stopping Monica

Monica Iverson has been a longtime contributor at Arizona stunt contests in various roles outside of the circle. She has been a tabulator and a runner and has assisted with VSC hotel coordination. Monica was recently awarded the Ed and Helen Southwick Sportsmanship award for her service to our hobby.

Monica thought it might be fun to get a sense of what it is like to build and fly her own model. She recently completed a Flying Stop Sign from a Brodak kit. Initial flight testing is reported to have been successful. Atta girl, Monica!



Monica Iverson and her first control line model, a Brodak Flying Stop Sign.

Dave's Russian Fighter

Dave Riggs of Prescott, Arizona, recently completed yet another beautiful stunter—an original profile painted like a WW II Russian fighter. This is Dave's second salvage of this Russian profile that began as a stock Brodak Lavochkin LaGG-3 kit.

This first version met its demise during a momentary and ferocious wind event while Dave was still living in Ridgecrest, California. Dave says the Ridgecrest wind is turbulent and unpredictable, much worse than even Whittier Narrows. The LaGG wing and tail survived the crash, so Dave rebuilt the LaGG but made many modifications, mostly for aesthetic reasons, striving for a more Yak-9U look.



Dave Riggs' fabulous Russian Fighter, version number 3.



Dave Riggs' model has a unique hinging mechanism featuring Dave's Magic Balls. We plan to feature this in a future column.

Dave was never pleased with the flight characteristics of versions 1 or 2, so this past summer he cut the wing off and installed a new wing based on Randy Smith's SV-40 wing design. Version 3 is powered by a Randy Smith-tuned ST.46. The empennage (with fin reshaped), tail wheel, and exhaust stacks are the only surviving components of the original LaGG-3.

Dave took the rebuild as an opportunity to try some different (for him) building and finishing techniques, including double layer 00 silkspar on the open bays, John Callentine-style molded wingtips (*Stunt News* Special Issue 2009), and removable flaps using a homemade hinging system.

The finish is all Brodak dope. Initial flights have shown promise, and I look forward to seeing it fully trimmed and in stunt competition circles.

Roger Ladds' Thundergazer

Dave Fitzgerald recently shared photos of a new Thundergazer built by his pal Roger Ladds. Roger lives in the town of Lincolnshire in the United Kingdom and has served as a judge at both the US Nats and at many World Championship events.



Roger Ladds' construction jig allows construction and airplane alignment in a single jig.



Roger Ladds' custom-built take-apart hardware at the wing root. Roger designed and machined the parts himself.



Note the unique take-apart stab/elevator construction on Roger Ladds' Thundergazer.



Roger Ladds' Thundergazer has a removable wood canopy that provides access to the flap horn and its pushrods.

Roger's Thundergazer is a take-apart model and uses Yatsenko-style wing fittings custom machined by Roger. The model also features a unique carbon-type stabilizer mount design using a single screw to restrain the entire assembly, with ball joints and carbon pushrods throughout the control system.

All moving surfaces are hinged with removable wire pins held in place by the horn ends. The wing is built up in a Lost-Foam fixture which is mated to a custom-built jig to allow the complete model to be assembled and lined up on the bench in one piece.

Roger's Thundergazer weighs 53 ounces in raw wood before covering with all the hardware attached and four coats of dope. Power is a RoJett .61.

KOTRC

The Knights of the Round Circle (KOTRC) is an active and effective control line club in Southern California. Mike Alurac

has served as the president and newsletter editor for some time and will now take a well-deserved break from that duty.

Please welcome the 2015 officers: President John Wright, Vice President Randy Doll, Secretary Joe Brownlee, and Treasurers Mike Jones and Dave Kick. Larry Renger has volunteered to take over as the newsletter editor.

Their newsletter, "The Direct Connection," is distributed via email. (Contact Larry Renger if you'd like to get on the distribution list.) They also have a Facebook page and can be found at The Knights of the Round Circle. *sv*

Jim Hoffman

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District XI

by Mark Scarborough

Well, here we are again, looking to see what's going on around the Northwest. For this issue I have some pictures of new planes, some *great* news, and some information about new technology with its roots here in the sunny Northwest.

I say sunny because our building season has been, well, odd. It has been rather warm and decent for us this winter, at least unseasonably here where I am. Sadly, I have not been able to take advantage of it to any degree as I am currently knee deep in balsa shavings trying to get a new bird ready for this year.

Our *great* news is that the Northwest Regionals have returned. Thanks to a hardworking core group of guys, they have secured a new site for the Regionals this year. Roseburg, Oregon, will host the return of this phenomenal contest. Last year it was pared down to pretty much a stunt contest instead of its historical "all events" format. This year will see the return of Racing, Scale, Combat, Carrier, and, of course, Stunt. The 44th Northwest Control-Line Regionals will be held at the Roseburg Municipal Airport. The contest was held here from 1996 through 2001.

While I was not active during that time, I have heard it is a great flying site, so make your plans to attend. You do not want to miss this! As always, additional information is available on the Flying Lines website under the "Where the action is" page.

Lest we forget the season opener, the Jim Walker Memorial Spring Tune-up will take place at East Delta Park in Portland, Oregon, on April 17-19. All classes of Stunt will be contested, as well as Speed, Combat, and Carrier. Make plans to start off your season here. It has always been a warm and friendly gathering. Richard Entwistle will be the CD. Details are on Flyinglines.org.

I have a few new pictures from builds going on or recently completed. I hope you are all getting your build on so you are ready to wage stunt. I am pushing to get my current build done so I can have another one built and finished before July. Time will tell.

Now I would like to share with you something that has been playing out locally. Recently, as you all know, Howard Rush went to the Worlds. Onboard he was carrying a device called "the TUT timer." I asked Tim Wescott to give me some background on his device. Tim is the designer and fabricator as well as test pilot. It has been interesting watching this develop. Tim flies in Expert

Alaska, Idaho, Montana, Oregon, Washington

locally and has come a long way from the first time I saw him flying his V-tailed Waix-styled stunter. Here is what Tim shared with me:

"Mark asked me to write a few words about myself and about Tim's Universal Timer (TUT) that Howard Rush flew at the 2014 F2B World Championships.

"Professionally, I'm an electronics engineer, running a design and consulting company. I specialize in designing and implementing control systems using embedded micro-controllers. Examples of systems that I have designed all or parts of are small computerized measuring systems, therapeutic exercise equipment, and sensor fusion algorithms for vehicle navigation.

"My hobbies have included model airplanes for as long as I can remember. I don't think there was a time growing up when we didn't have Sky Streaks, Skeeters, and other North Pacific products flying around in the backyard. As I got older I graduated to Comet kits. Eventually I discovered Sig Manufacturing and Heathkit, and I was hooked.

"I've flown control line airplanes since I was in grade school in the 1970s. I have always had control line stunt in mind, but I didn't get serious then. I had to stop flying in the mid-1980s to get through college, then marriage and children kept me from being active for another few years. Sometime in the late 1990s I started getting active in modeling again, but it wasn't until 2005 or so that I got serious about control line stunt. I entered my first contest in 2010 and have been steadily progressing since then.

"The TUT has not yet met all of my goals for the project, yet is still a very capable control line timer in its own right. The primary reason for this is its versatility. A detailed picture would overflow Mark's column, but basically the TUT is designed so that I, or a sufficiently computer-savvy user, can easily mix and match its basic capabilities to carry out a number of different timer tasks.

"This is not how the TUT started. The idea of having some sort of an engine-speed regulator for control line has been simmering in my head for decades. Over time, and thanks to discussions with Brett Buck on Stunthanger, the idea evolved from a simple regulator (which Brett tells me has been tried and is no improvement over a piped ship) to a circuit which would

measure the aircraft's speed and drive the engine to keep that speed constant.

"I had gotten as far as identifying the critical parts of the circuit, and even drawing up a schematic, but at that point the project stalled because I knew that the software effort required to make the regulator work would be significant, and I just couldn't summon the energy to dedicate so much time to the project.

"That's where things stood in late 2013, when Howard Rush called me to ask for some assistance with the electronics in his F2B plane for the 2014 Worlds. Howard flies electric and uses Igor Burger's timer. Igor's timer uses the outward acceleration of the aircraft to measure and regulate aircraft speed (this works because as the speed goes up, so does the centripetal acceleration: if you measure the acceleration, you have a good idea of the speed). Howard likes what Igor's timer does for him during most of the pattern, but there were aspects that he felt could be improved.

"Howard felt that, because of the speed regulation, the motor run led to a too-sudden takeoff, and because the FAI rules call for one full lap of glide before landing, Howard wanted to have a more 'glow like' endgame to the pattern, where the plane would accelerate before motor cut-off, to give him the best chance at landing points.

"Howard asked me if I could design him a circuit that would be installed between Igor's timer and his ESC, and that would pipe the Igor timer's signals to the ESC in the middle of the pattern, but would hijack the signals for the start and end of the pattern. Howard also mentioned that it would be nice if there was some way of detecting a cutoff loop. On top of all of that, Howard wanted to be able to adjust parameters on this auxiliary timer using a JetiBox, because that's what the Igor Burger timer and the Jeti ESC's use.

"What Howard was asking for was close enough to what I was working on that I agreed to do it, on the condition that as long as Howard got what he wanted, I could put as much more into the device as I wanted.

"At this point the project wasn't Tim's Universal Timer. Instead, it was just a mish-mash of things that I wanted with things that Howard wanted, tied together with a common circuit and with a pretty firm date at the end of the project schedule.

"As I was working on the timer for Howard, I got into a discussion on Stunthanger with Dave Trible, who was the alternate for the Worlds. Dave flies glow-powered, but at that point he was new to F2B and concerned about the 7-minute time limit on F2B flights. He was looking for a simple timer that would cut off the engine after a predetermined amount of time, without too much added muss or fuss. He was also toying with the notion of using an Igor Burger timer in a glow-powered plane. I decided that I would try to make my new timer work for Dave as well.

"At this point I had three conflicting roles for the timer. I wanted a timer that would do data collection using a gyro and accelerometer, would possibly do engine regulation, and would ultimately be able to regulate airplane speed at least as well as Igor's timer. Dave just wanted a simple engine cutoff. Howard wanted to have a choreographed routine where two timers would hand off control of the airplane. Moreover, Howard liked the idea of a cutoff loop, but it was unclear from our reading of the F2B rules whether implementing one using a gyroscope and some electronics violated the clause on cutoff devices.

"This was where Tim's Universal Timer was born: I realized that it would be a tremendous amount of work to write system software for the timer that would do everything that I, Howard, and Dave all wanted. For about the same amount of work, I could make the timer capable of executing a script, and I could write

the scripts for the three of us. I realized at this point that with the right scripts, the timer could also emulate a Will Hubin timer, and that with further work on the system software, it could emulate either a Keith Renecke timer or Igor Burger's. With such a grandiose concept on my hands, I had to call it something grand, so it got the name (and the abbreviation TUT gives me an excuse for Egyptian-themed marketing materials, which is no small enticement).

"It is fortunate that I took this step, because the fourth person to show interest in the TUT was Fred Cronenwett, and what Fred wanted was totally outside of what I had anticipated doing with the TUT. Yet, because of the versatility of the TUT, I was able to make a script to do Fred's application in about half a day's work.

"Fred Cronenwett's application of the TUT was to enhance the realism of multiengine scale airplanes. When a full-scale, multiengine airplane starts up, it does not just fire up all the engines at once; instead, it starts them up one after the other. Fred had followed what I was doing on the TUT, and saw that it might be possible to use a TUT to sequence engine starting. He was right, it is, and now he has a nice profile scale B-29 that starts the engines up one after another.

"So this is where the TUT stands. If you want a timer that sequences motors like Fred's program, I can help you. If you have an Igor Burger timer and don't like how suddenly it launches, I can help you. If you fly electric, and you want to use a cutoff loop to locate where your airplane will stop relative to the wind, I can help you. If you fly glow with a clunk tank and you want your cutoff loops back, I can help you. If you want to record the motions that your aircraft makes, and take a look after a flight, I can help you (but it'll be painful).

"In the future, I want to make the TUT better in two different ways: first, I want to make it easier to get flight data out of the TUT; and second, I want to chase Igor Burger's speed regulation capabilities for both glow and electric power in a package that is sourced out of the USA.

"Howard's Role in the TUT: I couldn't fit this in above, but Howard Rush, and to a lesser extent Dave Trible, has had a tremendous impact on what the TUT does. Every good product needs either a really good product line manager to decide what it'll do, or a really enthusiastic and articulate customer base to demand features.

"All that I had was this vague notion of making an engine regulator to end all engine regulators for glow power; it was primarily Howard that pushed me into making a working system, and for many of the features in it that I admire.

"Howard was the one who came up with the idea of making a timer that did something different. While Howard wasn't directly responsible for making it so very versatile, he, Dave, and I between us wanted so many different flavors of functionality, that I was pressured into doing a very good thing by making Tim's Timer universal.

"Howard was the one who came up with the idea of a cutoff loop. When he found out that, like it or not, his timer was going to have a gyro on it, he suggested that I make it respond to a cutoff loop. Thanks to Howard, cutoff loops have gone electric.

"Throughout the development of the TUT, Howard was constantly pointing out flaws in my thinking, coming up with suggestions for improvement, and insisting that key features that he wanted be retained.

"While Howard did not do any development work directly on the TUT, he has a pretty good grasp of what can and can't be done; this let him hold my feet to the fire over essential details that were attainable, yet kept him from insisting on unfeasible features."

—Tim Wescott

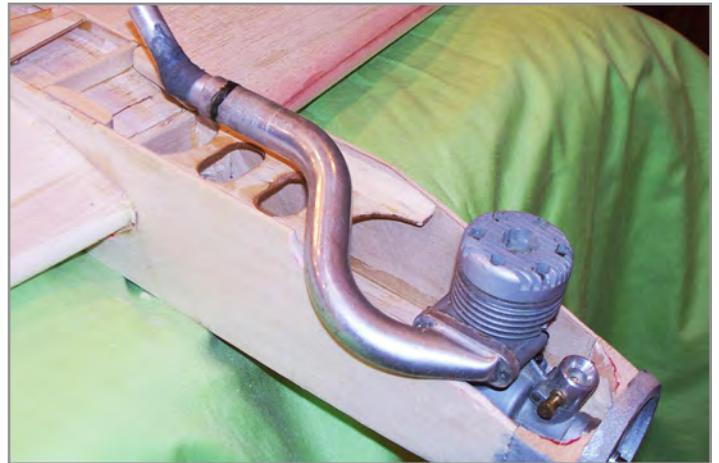
Well there you have it. Interesting development of an idea and its implementation. Thanks for sharing that, Tim. I look forward to seeing where this goes in the future.

I think that will be it for this month. Enjoy the pictures. Build light straight, and make it pretty. *SN*

—Mark



John Leidle's Olympus, 740 square inches and a Merco .61SS John Leidle photo.



John Leidle's new PA airframe, ST .60 with side to rear exhaust John Leidle photo.



John Leidle's new bird, Geo XL wing and stab. John Leidle photo.



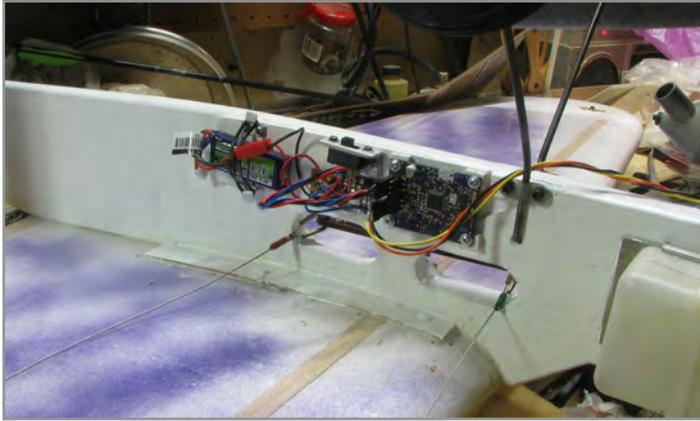
Paul walker's new Predator posed with Last year's version. Two pretty sharp birds, or is that dogs? Paul Walker photo.



Another shot of the pair from in front. Looks like they are coming for you in force! Paul Walker photo.



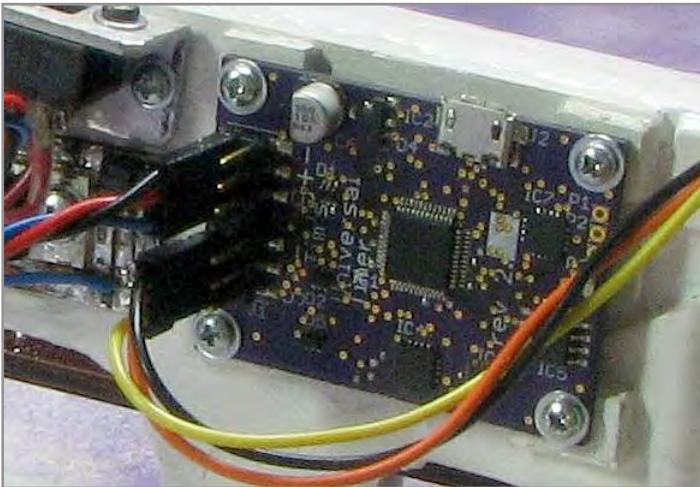
A detail shot of Paul's wing graphic—it's pretty aggressive-looking! Paul Walker photo.



Installation of the TUT timer and associated apparatus on the test Pig. Tim Wescott photo.



Tim preparing his "test Pig" for another data collection flight. I think more time was spent making pretty solder joints than making the plane pretty Tim Wescott photo.



A closeup of the TUT timer as installed. Tim Wescott photo.



Tom Brightbill flying in McIver Park, Estacada Oregon in January. Dedication or trust, I assume he can actually see the plane though we cant see him? Tim Wescott photo.



"I've been wondering how you get those unique paint jobs !"

Courtesy of Gene Martine

Contests

Contest Calendar

For up-to-date listings see 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.

2015 Contests:

April 18-19

Jim Walker Memorial Spring Tune-Up,
In Memory of Jerry Olson
East Delta Park, Portland, OR
Saturday: Old Time, Classic-Nostalgia, Profile*
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
CD: Richard Entwistle, (503) 867-2101,
Alternate CD: Dave Royer, droyer@comcast.net
flyinglines.org/15.jimwalkerflyer.pdf

April 25-26

Bob Palmer Memorial, Whittier Narrows Park,
South El Monte CA, 60 Freeway and Rosemead Blvd.
Saturday: Old Time, Classic,
Precision Aerobatics (Beginner, Intermediate)
Sunday: Precision Aerobatics (Advanced, Expert), Profile*
CD: Joel Chesler, (626) 964-4801, joelandiane@verizon.net
www.kotrc.org

May 2-3

John Gunn Open Invitational Control Line Stunt Contest,
MASA Field, 736 Industrial Rd., El Dorado, AR,
N33.20825, W92.61626. Take Hwy 63 east of El Dorado,
turn right on Industrial Rd. Field is ½ mile on right.
Saturday: Profile*, Classic, Warbird*
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
CDs: Doug Patterson (225) 270-2181,
jd3patterson@gmail.com; Jason Cunningham, 102 Bradley 16
Rd, Warren, AR 71671, (870) 226-6509, (870) 814-6005,
jcunningham50@hotmail.com

May 2-3

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*,
Advanced*, Expert*)
CD: Everett Shoemaker, (252) 633-4128,
evjoshoe@embarqmail.com

May 9

New Zealand CL Stunt Series Round 6
RMAC Field, Mead Rd, SE of Rotorua
-38.217596, 176.355735
F2B, Sportsman
CD: David Thornley, dthornley47@clear.net.nz

May 16

Bob Shaw CLPA Contest, Joe Nall Week
Triple Tree Aerodrome, 330 Mary Hanna Rd. Woodruff, SC
Precision Aerobatics (Beginner, Intermediate*, Adv.*, Exp.*)
CD: Mark Weiss, (302) 547-4917, ama82824@yahoo.com
<http://www.tripletreeaerodrome.com/control-line.php>

May 16

Jim Morway Memorial Contest
River Rouge Park, Detroit, MI, 42.361833, -83.254862
Classic
Contact: Paul Smith, crickballs01@aol.com

May 17

Topclassical 38th Annual, Family Park,
SW corner of SW 21st St. and SW Urish Rd., Topeka, KS
Old Time, Precision Aerobatics (Beginner Jr.-Sr., Beginner
Open, Intermediate, Advanced, Expert), Basic Flight*
CD: James Lee, 827 SE 43rd St, Topeka, KS 66609,
(785) 266-7714, jlee9@cox.net

May 17

GSCB Profile Fun Fly
George L Gaydos Field, Two Bridges Rd., Lincoln Park NJ
Location may change: Call Ron at (973) 493-7389 to verify.
Profile*
Contact: Roy Ward, (973) 402-0925, team4ward@aol.com
<http://www.gscb.us/>

May 17

Airstormers' Spring Contest
9201 SW Fox Brown Road, Indiantown, FL 34956
Old Time, Super '52*,
Precision Aerobatics (Beginner, Intermediate*, Adv.*, Expert*)
CD: Rich Peabody, (201)-669-2605 rpeabody@verizon.net
Contact and Co-CD: Len Bechtold, (561) 520-6125,
team-38@team-38.com
www.richpeabody.com

May 22-24

Northwest Control Line Regionals,
Roseburg Municipal Airport, Roseburg, OR
Friday: Old Time, Precision Aerobatics (Beginner, Int.)
Saturday: Profile*, Classic/Nostalgia 30
Sunday: Precision Aerobatics (Advanced, Expert)
CD: Mike Hazel, P.O. Box 505, Lyons, OR 97358,
(503) 871-1057, zzclspeed@aol.com
<http://flyinglines.org/15.reg.flyer.pdf>

May 23

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 south beyond parking area to the field.
Precision Aerobatics*
Contact: Bill Barber, (805) 241-0453, barcam@verizon.net
<http://sites.google.com/site/valleycircleburners/>

May 30-31

Toronto & District Championships, 55th Anniversary
Centennial Park, Toronto, Ontario (may be relocated)
Saturday: Old Time
Sunday: Profile, F2B
<http://www.balsabeavers.com>

June 7

Wisconsin Stunt and Scale Championship
Mukwonago High School, 605 W School Rd., Mukwonago, WI
Classic, 1/2A*,
Precision Aerobatics (Beginner, Intermediate, Adv., Expert)
CD: Peter Mick, (262) 377-6137, pmick82541@aol.com

June 7

GSCB OTS & Classic Fun Fly
George L Gaydos Field, Two Bridges Rd., Lincoln Park NJ
Classic, Old Time
Contact: Ron Testa, (973) 493-7389
<http://www.gscb.us/>

June 13-14

Mid-Iowa Controliners Fathers' Day Contest
Big Creek State Park, Polk City IA
Saturday: Old Time, Classic, 1/2A*, Ringmaster*,
Profile* (Beginner-Intermediate combined,
Adv.-Exp. combined),
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
CD: Bob Baldus, (515) 240-1196, bstudeman@aol.com

June 13-14

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

June 15-20

Brodak Fly-In, Brodak flying field, Carmichaels, PA
39.8812N, 79.9595W See Web site for map and directions.
Monday: Profile* (Beginner, Intermediate, Advanced, Expert)
Tuesday: Classic* or Nostalgia 30* (Beginner, Int., Adv., Exp.)
Wednesday: Old Time I or II (Intermediate, Adv., Exp.),
Thursday: Precision Aerobatics appearance judging (Expert)
Friday: Precision Aerobatics flying (Beginner, Intermediate,
Advanced, Expert) round 1
Saturday: Precision Aerobatics flying (Beginner, Intermediate,
Advanced, Expert) round 2
CD: William Davis, (704) 860-1079, willddavis@msn.com
Stunt ED: Mark Weiss, (302) 547-4917,
ama82824@yahoo.com
Contact:
Brodak Manufacturing and Distributing Company, Inc.
100 Park Avenue, Carmichaels, PA 15320, (724) 966-3736
flyin@brodak.com
<http://brodak.com/fly-in/>

June 21

Nearly 1/2A Day
Rice Mill Road flying site, Richmond, B.C.
Nearly 1/2A Fun Stunt *
Contact: Keith Varley, kvarley3@gmail.com
<http://www.flyinglines.org/Action.html>

June 27-28

Bean Field Grand Prix, The Bean Field, 30167 Esterville Rd.,
Dresden, Ontario, N 42° 37.533' W 082° 08.639'
Saturday: Old Time
Sunday: Profile, F2B
<http://www.balsabeavers.com>

June 28

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

July 13-18
US Nationals
Stunt ED: Bob McDonald, 28746 Westfield St,
Livonia, MI 48150, (734) 421-0429, bobsp47@sbcglobal.net

August 1-2
Western Canada Stunt Championships
Saturday: Old Time, Classic, Profile*
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
Rice Mill Road flying site, Richmond, B.C.
Contact: Keith Varley, kvarley3@gmail.com

August 8-9
Jim Coll Memorial Stunt Contest
6035 Shiloh Camp Road, 2 miles SW of Hurlock, MD
Saturday: Old Time, Profile*
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
CD: Jack Rosemere (410) 330-4663, jrosemere@verizon.net
Contact: Tim Stagg, tstagg@goeaston.net
<http://www.esacclub.org/>

August 8-9
59th Annual Red River Valley Championships
Trefoil Park, Fargo, ND
Park entrance is at Elm St. and 14th Ave. N.
Saturday: Classic, Precision Aerobatics
(Beginner, Intermediate-Advanced-Expert) preliminary rounds
Sunday: Precision Aerobatics (Int.-Adv.-Exp.) finals
CD: Paul Kegel, (701) 237-3901, paulsmo@aol.com

August 8-9
West Ohio Stunt and Scale Contest and Jack Haupt Memorial
Classic Stunt Contest, club field behind Wegerzyn Gardens
Metro Park, 1301 E. Siebenthaler Ave., Dayton, OH
Saturday: Classic*
Sunday: Precision Aerobatics (Beginner, Int.*, Adv.*, Exp.*)
CD: John Jordan, (937) 266-7656, balsadust1956@woh.rr.com
<http://buzzinbuzzards.weebly.com/>

August 8-9
Sir Dale Kim's Knights Joust, Whittier Narrows Park,
South El Monte CA, 60 Freeway and Rosemead Blvd.
Saturday: Precision Aerobatics (Beginner),
Classic, Old Time, Profile*
Sunday: Precision Aerobatics (Intermediate, Advanced, Expert)
CD: John Wright, (562) 420-9018, jowrightpe@hotmail.com
<http://www.kotrc.org/events.php>

August 9
Summer Stunt
Crowland Park, Niagara Falls, Ontario
Profile*, F2B
<http://www.balsabeavers.com>

August 15-16
Western Kentucky/Southern Illinois Stunt Championships
Allen Brickhaus Memorial
McCracken County Model Air Park, Paducah, KY:
Saturday: Beginner Precision Aerobatics, Basic Flight*,
Profile*, Nostalgia 30, Old Time
Sunday: Precision Aerobatics (Intermediate, Advanced, Expert)
CDs: Charles Reeves, 8310 Moore Road, Paducah, KY 42001,
(270) 554-9920, chasreeves@comcast.net ;
Jim Lynch, 1249 West Perkins Rd, Memphis, TN 38117,
(901) 683-0492, stunt@bellsouth.net
<http://www.paducahaeromodelers.com/>

August 22-23
Dick Scobee Memorial, Auburn Municipal Airport,
16th St. NE and D St. NE, Auburn, WA
Saturday: Old Time*, Classic, Profile*
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
Contact: Pete Ferguson, (206) 930-6221, pferg3@comcast.net
<http://www.flyinglines.org/Action.html>

August 20-24
Prairie Fire Stunt Contest, Namao School,
corner of Hwy 37 and Hwy 28, Namao, Alberta,
goo.gl/maps/ptTzz
Thursday, Friday: coaching, trim assistance, practice
Saturday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
Sunday: Classic/N30, Profile*
Monday: coaching clinic
Events flown by AMA, PAMPA rules
CD: Bruce Perry, 419 Klarvatten Lake Wynd,
Edmonton AB T5Z 3B9, (780) 478-0429, Bruce@magicbus.ca

August 22-23
Fellowship of Christian Modelers FCM at AMA
AMA, E. Memorial Drive, Muncie, IN
Saturday: Classic, Old Time, Profile *
Sunday: Precision Aerobatics (Beg., Int., Adv., Exp., Masters*)
Contact: Allen Goff, 2100 N Carrolton Dr., Muncie, IN 47304,
(765) 759-7473, fcm95@comcast.net
www.fcmodelers.com

August 29-30

Southern Ontario Control Line Championships
The Bean Field, 30167 Esterville Rd., Dresden, Ontario,
N 42° 37.533' W 082° 08.639'
Saturday: Old Time
Sunday: Profile*, F2B
<http://www.balsabeavers.com>

September 12-13

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

September 19-20

Cleveland Area Stunt Championship
Cuyahoga Co Fairgrounds,
19201 East Bagley Road, Middleburg Heights, OH
Saturday: Old Time, Classic, Profile*, ARF/ARC*
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
CD: David Heinzman, (440) 734-6491, dheinz6746@cs.com

September 19-20

Broken Arrow 28 Stunt and Scale Contest,
Jim Thomerson Memorial
Buder Park, 200 Valley Park Rd, Valley Park, MO
Take exit 272 north from I-44, turn right at Meramec St.
Saturday: Old Time, Profile*, Classic/Nostalgia 30
Sunday: Basic Flight (Junior-Senior)*,
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
CD: Bob Arata, 561 Goldwood Drive, Ballwin, Mo 63021,
(636) 391-0272

September 19-20

Fall Stunt and F2B Team Trials
Crowland Park, Niagara Falls, Ontario
Saturday: F2B, F2B Team Trials
Sunday: alternate date for weather
<http://www.balsabeavers.com>

September 19-20

Meet 'n Meat 17, 44643 County Road 29, Davis, CA
(1.4 miles east of County Road 102)
Saturday: Old Time, Classic
Sunday: Precision Aerobatics (Beginner, Intermediate,
Advanced, Expert), Fox .15 Hurl*
CD: Jim Aron, (510) 527-5377, UncleJimby@aol.com
www.concentricbehavior.com , www.wdarc.org/index.html

September 26

Northern Virginia Control Line Contest
Meadowood Special Recreation Management Area,
10207 Old Colchester Rd. Lorton VA
Old Time Beginner, Old Time Int., Adv., Exp. combined,
Precision Aerobatics (Beginner, Intermediate, Adv., Expert)
CD: Richard Houser (703) 489-5647, yvech8v@verizon.net,
www.nvcontrolline.com

September 26-27

Oklahoma Control Line Championships
Reeves Field, Catoosa, OK, 36.166307N, 95.686659W. On the
east side of Tulsa, take Highway 412 2.9 miles east from I-44,
turn left (north) at Admiral (265th E). Turn left on access road
(E 586). Field is ¼ mile west on the right between buildings
with red and green roofs.
Saturday: Old Time Plus, * Classic/N30, Profile*
Sunday: Precision Aerobatics (Beginner Junior,
Beginner Senior-Open, Intermediate*, Advanced*, Expert*)
CDs: De Hill , 5811 So. Utica, Tulsa, OK 74105, (918) 743-
4912, dfhill@juno.com ; Lee Thiel, (918) 691-2717,
fox4now@valornet.com
www.tulsacl.com

September 27

Bergen County Control Line Flyers, GSCB,
New York Stunt Team 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/>

October 3-4

Hi Johnson Memorial
Apollo 11 Model Field, Sepulveda Basin, Van Nuys, CA
34.174°N, 118.4828°W
Saturday: Classic, Old Time, Profile *,
Precision Aerobatics (Beginner)
Sunday: Precision Aerobatics (Intermediate, Advanced, Expert)
CD: Bill Barber, (805) 241-0453, barcam@verizon.net
sites.google.com/site/valleycircleburners/

October 4

Jim Tichy Memorial Vintage Stunt Contest
John F. Kennedy Memorial Park, Napa CA
Old Time, Classic
CD: Jim Aron, (510) 527-5377, UncleJimby@aol.com
www.concentricbehavior.com

October 10-12
 US F2B Team Trials, Scobee Flying Park,
 Westheimer Pkwy and FM 1464, Houston, TX
 CD: Frank Williams, lonestar_77062@yahoo.com

October 11
 GSCB Fall Air Show, 288 Roosevelt Drive, Palisades Park, NJ
 Take path by the river to south end of facility.
 Old Time I and II (flapped models only),
 Classic* (Beginner, Intermediate, Advanced, Expert)
 Precision Aerobatics (Beginner, Intermediate*, Adv.*, Expert*)
 Old Time, Classic CD: Mike Cooper, (973) 770-0263,
 Precision Aerobatics CD: Mike Ostella, (201) 704-7081,
mike.ostella@verizon.net
www.gscb.us/

October 17-18
 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, Int., Adv., Exp.)
 CD: Everett Shoemaker, (252) 633-4128,
evjoshoe@embarqmail.com

October 17-18
 Golden State Stunt Championships,
 Madera Airport, Madera, CA, <http://g.co/maps/deq47>
 Saturday: Old Time, Classic
 Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
 CD: Brian Massey (559) 645.8018, bjmassey2@gmail.com
<http://www.californiacarclubs.com/GSSC.htm>

October 17-18
 Charlie Melancon Memorial Stunt Championship
 Independence Park, 111 Lobdell Ave., Baton Rouge, LA
 Circles are immediately east of Liberty Lagoon water park.
 Saturday: Old Time*, Classic, Warbird*, Profile*
 Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
 CD: Brent Rogillio, (225) 683-9041, (225) 939-6385 (cell),
bjrogillio@gmail.com
 Assistant CDs: Tommy Mansur, (225) 235-0882
 Doug Patterson, (225) 270-2181, jd3patterson@gmail.com

October 18
 Olde Time Contest
 Buder Park, 200 Valley Park Rd, Valley Park, MO
 Take exit 272 north from I-44, turn right at Meramec St.
 Old Time
 Contact: Fred Cronenwett, (316) 680-1515,
clscale@rocketmail.com



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Contest Results

King Orange International

January 17-18, 2014, Jacksonville, FL

Results from Gene Martine, Don Ogren, Lynn Weedman, CD

Perpetual-Trophy Flyoff

1	Gene Martine	581.5
2	Steve Fitton	510.5

Expert

Judges: Ronnie Farmer, John Simpson

1	Steve Fitton	530
2	Gene Martine	517
3	Jim Smith	516.5
4	Wayne Smith	513.5
5	Eric Viglione	511
6	Matt Colan	509.5
7	Will Davis	315.5

Advanced

Judges: Tom Morris, Dave Wenzel

1	Sam Niebel	485
2	Mike Waldron	480
3	Duain Rothman	357.5
4	Rich Peabody	306
5	Don Ogren	277.5

Intermediate

Judges: Tom Morris, Dave Wenzel

1	Dave Hallas	435
2	Pat Aaberg	415
3	Wayne Robinson	397

Beginner

Judges: Ronnie Farmer, John Simpson

1	Jim Carter	228
2	Dave Wenzel	150
3	Larry Helphinstine	70.5

Nostalgia 30

Judges: Dave Wenzel, Rich Peabody

1	Matt Colan	534.5
2	John Simpson	520
3	Gene Martine	518
4	Tom Morris	495
5	Gerry Glier	454.5

Classic

Judges: Dave Wenzel, Rich Peabody

1	Matt Colan	524
2	John Simpson	521
3	Gene Martine	513
4	Tom Morris	506.5
5	Bob Whitney	467
6	Gerry Glier	436
7	Wayne Robinson	393.5
8	Dave Hallas	390

Old Time

Judges: Wayne Robinson, Will Davis

1	Dennis Toth	273
2	Bob Whitney	272.5
3	Wayne Smith	271
4	Dale Josephson	243.5
5	Rich Peabody	226.5
6	Sam Niebel	203.5

Profile

Judges: Wayne Smith, James Smith

1	Mike Waldron	521.5
2	Tom Morris	510
3	Will Davis	509
4	Don Ogren	500.5
5	Dave Hallas	470
6	Gerry Glier	462.5
7	Philip Bayly	318

High Points Award: Gene Martine

Pilots' Choice Award: Gene Martine

Southwest Regionals

January 24-25, 2015, Tucson, AZ

Results from Jim Hoffman

Expert

Judges: Jack Comer, Ed Capitanelli

1	Brett Buck	581.5
2	Lou Wolgast	558
3	Jim Hoffman	550, 537.5
4	Bob Whitely	550, 0
5	LeRoy Black	532
6	John Callentine	530
7	Warren Tiaht	529
8	John Wright	506.5
9	Grady Widener	499.5

Advanced

Judges: LeRoy Black, Ken Gulliford

1	Dave Riggs	525.5
2	Rick Green	518.5
3	Lew Corbett	343

Beginner

Judges: LeRoy Black, Ken Gulliford

1	Ted Kraver	60.5
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Super 70

Judges: Lou Wolgast, Keith Trostle

1	Lew Corbett	474.5
2	Rick Green	443.5

Classic

Judges: Lou Wolgast, Keith Trostle

1	LeRoy Black	546
2	Jim Hoffman	536.5
3	Bob Whitely	534
4	Dave Riggs	492.5

Old Time

Judges: John Callentine, Warren Tiaht

1	Lou Wolgast	308
2	Bob Whitely	304
3	Jim Hoffman	297.5
4	John Wright	284.5
5	Keith Trostle	283
6	Randy Cuberly	270.5
7	Ken Gulliford	257.5
8	Rick Green	254
9	Lew Corbett	230.5

CD: Henry Werner

Stunt ED: Lou Wolgast

Tabulation: Peggy Capitanelli,
Karen Comer,
Barbara Werner

Pull test: Jack Comer, Lee Corbett,
Rick Green

Presidents' Day Contest

February 14, 2005, Dallas, TX
Results from Bill Bischoff, CD

Classic

1	Richard Oliver	560
2	John Hill	519.5
3	Dale Gleason	504.5
4	Richard Stubblefield	372.5

Old Time

1	Crist Rigotti	303.5
2	Don Cranfill	299.5
3	Dale Gleason	298.5
4	Richard Stubblefield	222

Judges: Don Hutchinson, Dave Ek,
Bob Howard

Tabulators: Shiela Cranfill,
Bill Lee

Ice-O-Lated

February 22, 2005, Valley Park, MO
Results from Fred Cronenwett, CD

Advanced

1	Jason Pearson	325.5
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Profile

1	John Garrett	475.1
2	Jason Pearson	228.5

Judges: Dan McEntee,
Bob Arata

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Control line forum

Appearance Point

by Chris Rud



The week after the 2006 World Championships, I left for Wheaton College. Needless to say, I had more important things to do than flying control line. During my final days at college, I had been blessed to buy a home, start a business, get married, and graduate from college—all in the span of just seven months, and all in that order... I know a little backwards.

After eight years had gone by, I just happened to help my dad move a bed into his attic and I saw the Strega that I had flown in the Junior division at the World Championships and I took it home with me. I went out to the field and my RO Jett .65 started on the first prime after it had sat dormant for eight years. It was music to my ears. The plane lifted from the pavement and I just started smiling. If you know me, I don't get big smiles very often. It was a fantastic feeling! I was hooked again.

It took me about 10 flights to be able to fly the pattern again

and my nine-year-old plane was having all sorts of issues. The tail wheel mount was fuel soaked and came out, the cowl was basically ruined and I decided I needed to build a new one if I was going to get serious again. I sat down and started pricing out the cost of a new plane and I was shocked when it came out to be about \$600, *without the powerplant*. My first thought was how could I have afforded this as a high schooler? I guess I mowed a lot of grass. I told my wife the cost and she said I could build one. Just one; no more...

So for the 2014 Nats I built my first semi-original, semiscale Hawker Typhoon. It had a Strega wing with a few other modifications I wanted to make. It weighed in at 66 ounces, so it was heavier than the Stregas I had built in the past, but it flew just as well. The problem was it was ugly... I didn't know at the time but looking back I now know it was just plain ugly.



After 300 practice flights, I loaded up the plane and started the drive to Muncie, Indiana. On the way, I said my goal wasn't to win but it was to find a coach/mentor. I have never been one to settle for flying for fun; I fly for perfection and that is fun to me. I know that the creator is perfect so my pursuit in life is to be like Him... thus *perfect*.

I know that it isn't an attainable goal, but most good goals should be just outside of reach. Honestly my goal is never to win a contest; it's only to fly the elusive perfect pattern. And that's probably why I like practicing just as much or more than actually competing. It's that pursuit of perfection that drives me.

Well anyway, I walked up to the L-pad Sunday morning to find Bob Hunt and Billy Werwage at the closest circle. I said to myself, well if you are looking for a good coach, there are some pretty good options right there.

So I rolled out my lines and after a few rotations Billy Werwage happened to give me a launch. And right before I started the engine I said, "Will you take a look at my pattern?"

He said, "I would like to watch two or three so I could see your consistent errors."

I said "great." I flew a few flights and eventually Billy and Bob started giving me tips. Then they rolled up their lines and were off to dinner. Since I had no place to be, I just kept flying. The unfortunate part was I only brought three gallons of fuel and I was out by Tuesday... So that was fun finding 15% nitro.

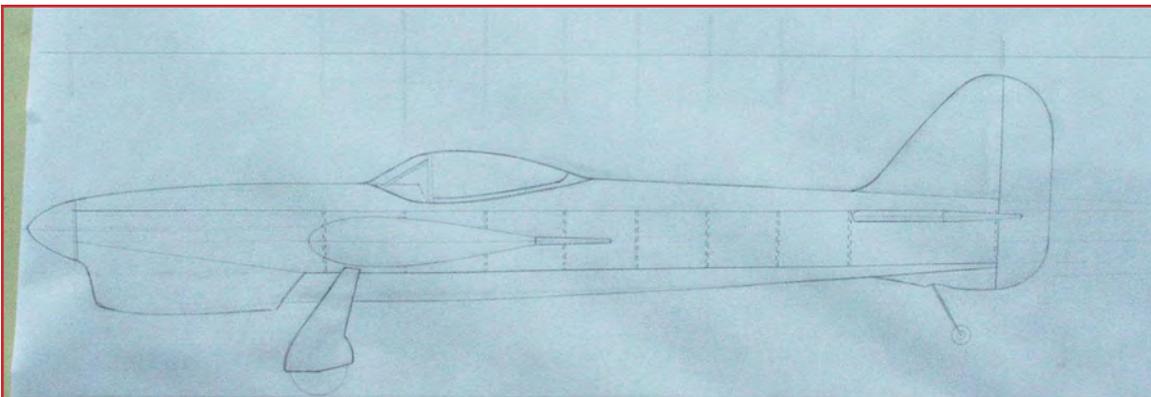
Anyway, the next day Bob and Billy came up to me and told me I was "adopted" and that they would coach and help me in any way they could. The next thing I know, Billy has me cutting a hole in the side of my new plane to make adjustments. Well the coaching and all the practice paid off with a Nats win in Expert. At the end of the contest Bob came up to me and said, "I think

we need to get you a better plane."

He told me look around and "decide what you like and we will design you something." I said, "No question, I love Billy's P-47."

To be honest, the most fun this past year has been in the shop. I have always felt that I could fly but I never felt I really knew how to build. I mean I could build straight and somewhat light, but I really figured most of it out on my own. But suddenly I had access to two building geniuses.

I believe *access* to information is everything. So I started driving Bob nuts with phone calls and emails.



Specifications:

Model name: The Emma June

Designer: Chris Rud, Bob Hunt, and Billy Werwage

Construction type: Built-up wing constructed in a Lost-Foam wing jig. A foam wing version featuring a Robin's View Productions wing is under construction. Molded fuse.

Wingspan: 63.5 inches

Length: 42 Inches

Moment arms: Measured from the front of the wing to the back of the spinner and from hinge line to hinge line: 9¾ inches nose and 17¾ inches hinge-to-hinge

Weight dry: 58 ounces

Power package: RO Jett .65 and PA .61, 6.5-ounce tank using about 5.75 ounces of fuel

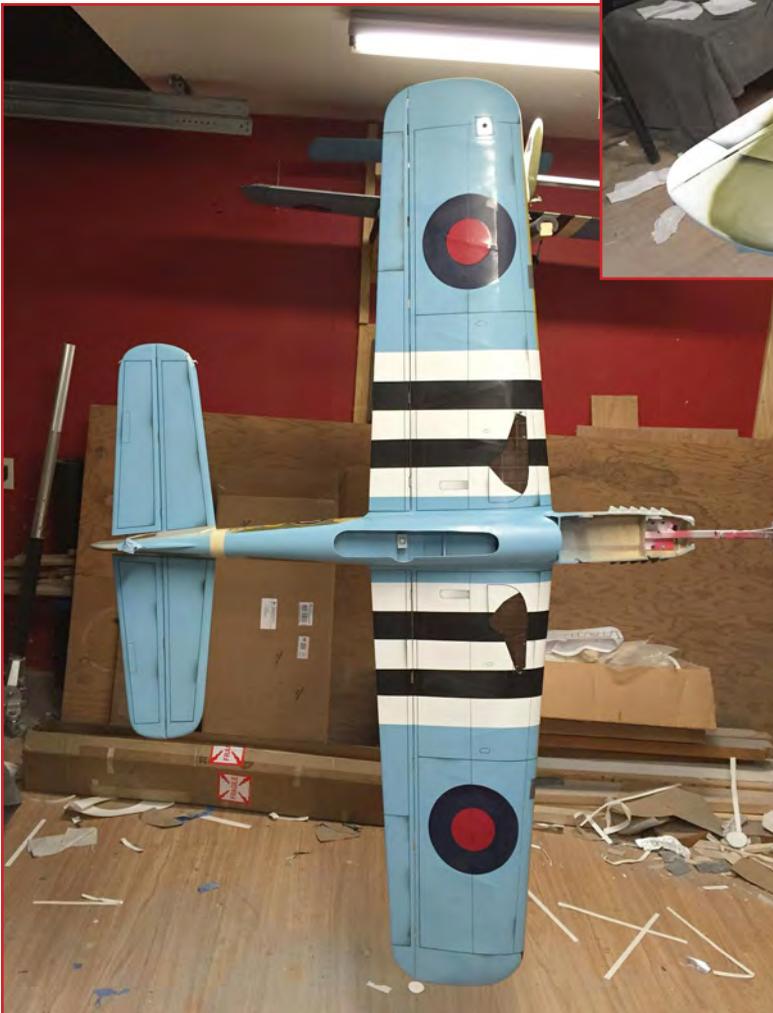
Propeller: Eather 12.5 x 3.75 three blade

Finish: Randolph Dope and light silkspan.

Line length: 64 to 66 feet eyelet-to-eyelet



To be honest, the most fun this past year has been in the shop. I have always felt that I could fly but I never felt I really knew how to build.



He sent me pictures and everything I asked for. Almost immediately I could see how it was done.

Bob and I had a few discussions about the new plane and I decided I wanted to go with Billy's thinner wing because the Strega wing though great in nice weather didn't handle the wind well at all. We took the P-47 plans and based the plane mostly on that. We made some number modifications. We made the nose $9\frac{3}{4}$ inches long rather 9 inches, and I added a larger horizontal stab and elevator.

I told Bob that it had to look like a Hawker Typhoon. He didn't think the real plane was really much to look. He told me he'd draw a "What-it-should-have-looked-like-scale" version. When I received the drawing of the side view, it was love at first sight. I got a hold of a Lost-Foam jig for the Geo-Bolt wing and started building. I'm a prolific builder. I build almost every night for 3 to 4 hours after Kayla and Emma go to bed.

I had the first "Emma June" built and ready to finish in just under a month and a half. It was the first time I had built a plane that was almost entirely molded. The only blocks were the wingtips and the cowl sides. I learned all this from the PDFs Bob had sent me. It came out at 60 ounces, which I thought was okay, but new I could do better. It looked great since I had asked Sina

Goudarzi to design the paint scheme for it.

I went to fly it and it flew fantastic... for six whole minutes. I had made three small errors when building the wing that independent of each other would have been okay, but together they created a stress area about six inches out on the outboard wing, and the spar snapped on the bottom of a square.

I cracked the concrete. It ruined my RO Jett that I had loved so much, and the plane was a crumbled piece of trash. Discouraged, I went home and started cutting ribs. My wife likes to help cut ribs so by the night I crashed we had cut the ribs and wrapped the molds for the leading edge sheet and fuse molds and cut the fuse sides. I was determined to redeem myself.

I packed the new wing with a carbon-reinforced spar and extended the tension and compression joiners out past the gear location. I read a bunch of threads on *Stunt Hanger* and several PAMPA articles and was building a great plane that was lighter and stronger than the last one.

The building went smoothly until finishing. I have never had so many issues with a finish. I don't know what I like more, building or flying, but I know I hate finishing. This plane had peeling issues, pinhole issue, screwdriver dropping issues... but I was determined to get 16 or 17 points at the Nats.

There were a few sanding off and starting over moments. I knew that my placing this summer was being defined right now.



So after three months of working on it almost every night, the Emma June II in the military finish was complete.

I watched a lot of Windy videos and some of Sparky's new Control Line Craftsman videos and was able to make a respectable finish. I have to say that Sparky's primer the NAPA DC-540 works like magic. The plane is in all Randolph dope and it came out at 57 ounces, which was below my target weight. I have 55 flights on it at the writing of this article. It's close to being trimmed and I can already tell that it's a much better bird than last year's Typhoon, so I'm excited to see how we do.

—Chris Rud



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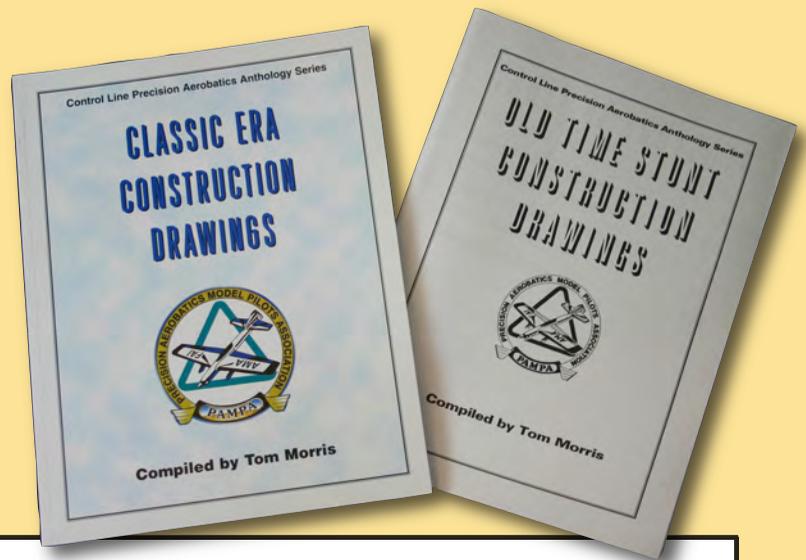
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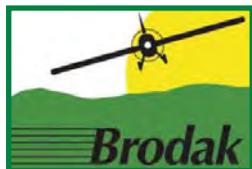


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