

Stunt News

Precision Aerobatics Model
Pilot's Association

May/June 2012 \$5.00

A Champion's Motivation

**VSC 24 was
grrrrreat!**



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May/June 2012

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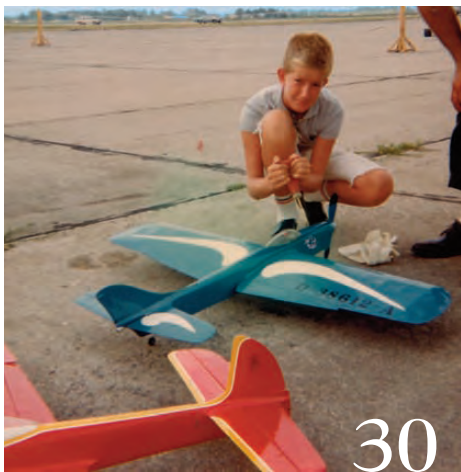
by P.J. Rowland



On the cover: Kaz Minato, Rickii Pyatt and Masaru Hiki (left to right) take a moment while visiting at this year's VSC to pose for Gene Martine's camera. Rickii is used to being on the other side of the lens as she typically takes hundreds of photos during this annual gathering. Kaz and Masaru were supposed to attend VSC last year, but the devastating tsunami that hit Japan prevented that from happening. We were all relieved to hear that Kaz, Masaru and their families were not injured during that tragedy, and we are delighted that they could attend this year's affair. Not only are they fantastic pilots, but they are also great friends who brighten the week considerably with their presence. Kaz flew a beautiful version of a 1962 vintage classic Japanese design called Silver Star and Masaru flew an equally stunning version of Tom Warden's Continental. These are three of our very favorite people! Photo by Gene Martine.

Inside cover: Jim Lee is famous for finding obscure designs and then reprising them for use in the OTS event at VSC. This time he outdid himself by producing a fabulous example of Hal deBolt's Grumman Wildcat. Not designed as a stunt model, the pre-1952 design still qualifies for OTS competition, and Jim did a very credible job of putting the pudgy fighter through its paces. Photo by Gene Martine.

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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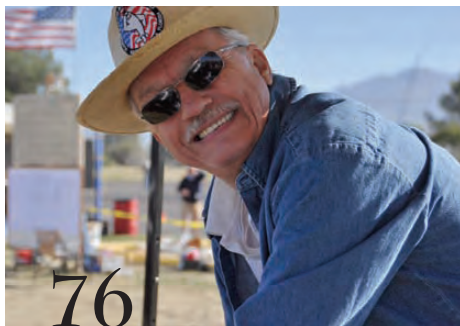
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President's Column

by Don McClave

Have a wonderful summer and root for our great F2B team!

In 1960, the first FAI F2B (Stunt) World Championship competition was held in Europe, and the US team of Stunt icons Don Still, Bob Palmer, and Steve Wooley, finished 2nd, 3rd, and 4th to win the team championship. It marked the beginning of every-other-year World Championships that have continued to grow since then and have drawn teams from an average of 30 different countries in recent years.

The World Championships were soon contested by very capable pilots from a range of countries such as Belgium (home of the first world individual champion), Russia, Italy, Australia, England, Germany, France, Canada, and Holland, who gave our pilots a real run for their money. Although the US team won the team championships, it took a decade before we were rewarded with an individual champion.

In 1970, Bill Werwage became the first US pilot to win the individual championship and then successfully defended his title in 1972. In 1974 Bob Gieseke won the individual title for the US. In 1976 Les McDonald won the first of his three titles, and in 1978 Bob Hunt won the title. In 1980 Les McDonald won again and then defended his title in 1982 for his WC win. It was quite a run for the US.

However, during the decade of the 1970s, competition grew at both the individual and team levels. China and Japan began sending teams to the World Championships, and those

The F2B team will be led
once again by the same
pilots who prevailed in
2008: David Fitzgerald,
Paul Walker, and Orestes
Hernandez.

countries that had competed from 1960 on were getting better and better.

Although US teams were quite strong during the following decade, it wasn't until 1992 that Paul Walker won the next individual championship for the US. Then, in 2004 Bill Werwage won his third individual title and the US team won the team title. That was followed by David Fitzgerald's individual win in 2008 and another team victory, as well.

As you know, the 2012 World Control Line Championships will be held in Pazardzhik, Bulgaria, from August 25-September 1, and the F2B team will be led once again by the



same pilots who prevailed in 2008: David Fitzgerald, Paul Walker, and Orestes Hernandez. Dave and Paul have won before and Orestes was a close second in 2010. In addition, 2010 Junior Champion Ryan Young will be competing for the Senior Championship.

So how does this all work? To begin with, FAI requires each country's model airplane governing organization (AMA in the US) to select an F2B team. AMA mandates that US teams be selected through team trials conducted using FAI procedures, as was done last fall in Muncie.

Team trial entry fees and other activities generate revenue, which normally creates a surplus after expenses. After all the expenses are paid, the Contest Director and Team Trials Chairman authorize part of the funds to be sent to PAMPA to help support our US F2B team. Since PAMPA is the SIG that is for CL Precision Aerobatics and everything Stunt, this is a natural place to go to support our team. There are also some monies in the AMA Team Funds that are used to support the team.

Additionally, PAMPA volunteers promote the sale of items to support the team, and many make contributions to the PAMPA FAI Fund. I should mention at this point that *absolutely no PAMPA membership dues are used* in any way to help support the team or its activities!

US F2B team members have significant expenses that AMA does not cover. They have to pay all of their own travel expenses, including airfare to/from Bulgaria, excess baggage charges (model transportation boxes aren't cheap!), ground transportation, and miscellaneous expenses.

PAMPA uses the funds received from the team trials, sale of souvenirs, and donations to assist team members to the extent that we can by depositing them in our FAI Fund. The fund distributes the proceeds to the F2B team members and it helps them with these expenses.

If you would like to assist our F2B team, you can help by sending a donation to:

PAMPA FAI Fund
c/o Jim Vornholt, Treasurer
1206 Partridge Drive
Indianapolis, Indiana 46231

Although I am Assistant Team Manager of the 2012 F2 team, and will also be coaching the F2B team in Bulgaria, neither Team Manager Bill Lee nor I will receive any PAMPA support; everything that you contribute will go entirely to the pilots. Have a wonderful summer and root for our great F2B team! *SN*

—Don McClave, President.



Level Laps

by Bob Hunt

VSC has become an institution in the world of CL Stunt and next year it celebrates its 25th year!

I skipped my report in the last issue to allow Mark Weiss to announce and explain about the CL activities that were scheduled for the 2012 Joe Nall.

By the time you read this, that event will be history. Derek Barry has volunteered (There's that word again ...) to cover the happenings there for us. I'm sure it was a hit.

I'd like to take this opportunity to thank Mark for taking the bit in his teeth to make this happen. I know that he has spent countless hours promoting the event, and also many hours getting trainer planes ready to allow the attendees at Joe Nall to give CL a try for either the first time, or for the first time in a long while.

I know that many of the participants at Joe Nall started in Free Flight and/or Control Line. Hopefully Mark's efforts will yield some new and some returnee CL fliers and maybe even a few new PAMPA members.

Because I skipped writing my last editorial, I also missed the opportunity to write about some of the articles in the March/April issue. I'd like to take this opportunity to do that now.

Special thanks go out to Tom Niebuhr for putting together an article about Nate Rambo's OTS Curtiss Swift. I've always liked this plane, and had the opportunity to watch the "Father of Old-Time Stunt," John Miske, fly his rendition of Nate's original design back in the 1970s. Tom certainly did justice to the design as well and I especially liked the great flight shots included in the article that were taken by David Russum.

Another round of special thanks goes out to Gerry Yarrish, Senior Technical Editor at Air Age Publications (*Model Airplane News*), for granting us the permission to republish the Curtiss Swift in *Stunt News*.

The original model was published in *Model Airplane News* in the 1950s. In fact, Gerry extended an incredible offer to PAMPA. He said that we could republish whatever CL design we wanted from the pages of *Model Airplane News*. He said that he would send us anything that we needed for such an article from the *MAN* archives. Now that's a great offer!

Another feature in the last issue that I would like to comment on was the first installment in a rather esoteric series by P.J. Rowland. P.J. is attempting to look at motivational aspects that affect longtime CL Stunt competitors. Not only will this series analyze the reasons why people fly in competition, but also why they occasionally burn out and stop competing.

You will find the second installment of that series in this issue, and in future issues P.J. will interview several competitive fliers.

Don Still is an icon in our CL Stunt world, and he was a great inspiration to many who flew back in the 1950s and 1960s. In fact, he's still a great inspiration for many, and his original-design models continue to be popular choices for OTS and Classic competition today. Wes Dick is a huge Don Still

fan, and he prepared a very informative article about Don's life in modeling, which, by the way, is still ongoing! I personally really enjoyed reading Don's rather pointed comments about how he flew in the "old days" as compared to how it is being done today.

Charlie Reeves treated us to some of his secrets of successfully running Fox 59 engines in his OTS models. Specifically Charlie showed us mounting and bearing support techniques that he uses in his flawless Stunt Wagon and Big Job models. Thanks go out to Charlie for thinking of us with this information.

Lastly, I'd like to thank my old buddy, Joe Adamusko, for preparing a very informative article about take-apart Stunt models. More and more, CL Stunt fliers are investigating models that break down for easy transportation.

There are many different methods to use when making a take-apart model and Joe shared his take on one of them. Neat stuff!

New Stuff

Now let's take a quick look at the features that are in this issue. Our lead feature is a report on the 24th annual Vintage Stunt Championships, written by Tucson resident and Cholla Choppers member, Bob Whitely.

The photos for this article were taken by Gene Martine, Rickii Pyatt, and Allen Brickhaus. Peter Martin also submitted a CD with photos, but I was not able to open it and download the photos. I'd like to thank them all for their contributions.

VSC has become an institution in the world of CL Stunt and next year it celebrates its 25th year! That's a quarter century of vintage CL Stunt competition, and to me it seems almost like yesterday that I attended my first VSC. I missed the first one that was contested in California, but I've made it to all but one of the VSCs that have been held in Tucson.

Mike and JoAnn Keville started this thing almost on a whim, and it has blossomed to one of the most prestigious and fun events in CL Stunt's history. May it go at least another quarter century!

We have decided to print more photos from VSC than we have in the past to allow those of you who could not make it to this year's event to see the vast variety of models that were there.

Again, the second installment of P.J. Rowland's "A Champion's Motivation" is in this issue and it makes for thought provoking reading. It is—as Rip Torn's "Gino" character said in the movie *Songwriter*—"deep stuff."

A Friend in Need

If you frequent the various CL Stunt forums online, than you have probably already heard about the very nasty accident that John Miller had a few months back. He was adjusting an

antenna on his house and got too close to a high power line. He was hit by a severe jolt of electricity that literally knocked off the roof of his house.

He sustained severe burns to several parts of his body and there were other complications as well. Bottom line is, John needs our help. Please contribute whatever you can afford to help John get back on his feet.

To contribute, please contact his very good friend, Gordan Delaney, via email at: gordandelaney@yahoo.com. You can also contact Gordan by phone at (801) 546-9563. Gordan has graciously been serving to coordinate various raffles and donation pools for John.

John is one of the very good guys of our event and has helped others on many occasions. He is in need now, so let's all dig deep and help him out as best we can.

Late news!

This is just in at the eleventh hour of magazine/newsletter production: The Joe Nall was a major hit! Hundreds of RC fliers learned to fly CL models there, and among them was (drum roll here please ...) Juan Pablo Montoya! That's right, the famous race car driver. It seems that Juan Pablo has been flying a lot of RC over the past few years and attended Joe Nall to do just that.

He ambled over to the CL site and was asked if he wanted to give it a try. From all accounts I've heard, he did quite well, and really enjoyed himself. What a feather in CL's cap; and we have Mark Weiss to thank for that. Derek's full report and photos will be in the next issue.

Till next time, Fly Stunt! *SN*

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4. Late renewals after September 1st will receive a membership for the remainder of the year, and for all of the following year.

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3. New member packets, including a welcome letter, a membership card, and a directory, will be sent to the new members by the Membership Chairman.

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- OR 2. A. Scan your application blank, with Credit Card info.

B Email me the scanned copy.

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24th Vintage Stun

by Bob Whitely



t Championships



Opposite page: Joe Gilbert (left in photo) and Frank McMillan display their gorgeous Gypsy 46 models. The Gypsy 46 is an original design by the legendary Jim Silhavy and it features a foam wing. Photo by Allen Brickhaus.

Photo this page: Bob Whitney signals to start an official Classic Stunt flight with his Harold "Red" Reinhardt designed Stunt Wing. Red won the 1954 Mirror Meet in New York with this design and won a full-size Grumman aluminum canoe! BMJR is now kitting the Stunt Wing. Photo by Gene Martine.

In the Desert Southwest is a small city that is surrounded by majestic mountains and prickly Saguaro cacti. Right in the middle of this desert paradise is one of the premier Control Line flying sites in the world, known as Christopher Columbus Park. A dedicated flying field for Control Line models, it also happens to be the venue where the Vintage Stunt Championships is held every March. We have three paved circles and three grass circles that are available from dawn to dusk and are utilized seven days a week.

VSC begins on a Tuesday and goes through Saturday. The quality and variety of the models is staggering and is on a par with the best you would see at any National competition. Just being able to see 40 to 50 outstanding examples of Vintage Stunt models, all in one place, makes attending the VSC worth the effort. But, it gets better, as virtually all of them get flown as the week goes by.

VSC is the place to be for all of you who enjoy this hobby, and if you have a competitive nature, it just doesn't get any better. The sheer variety of models presented is unlike any other gathering anywhere. Every year new models of obscure designs are put to the test to fly Old-Time or Classic patterns. Sometimes, it gets hilarious and once in a while, a little bit serious. One thing that never changes is the fun factor. It seems to get better every year.

March weather in Tucson is usually nice with clear blue skies and temperatures between 45 and 80 degrees. This year yielded five days of "Stunt heaven" until Saturday when Mother Nature turned on the "wind switch." A few of the

Saturday fliers elected to pass, which was probably the right decision.

This contest should be on everyone's to-do list at least once.

The People of VSC

Without doubt, it is the folks who attend that make VSC so remarkable. The friendships and camaraderie makes every day a new adventure.

It is difficult to imagine that one could find such an eclectic group getting together solely to have a good time. The gamut of professions is so diverse, and yet the common bond that makes VSC happen is our intense enjoyment of CL Stunt models.

We all have our heroes and those we would like to meet, so VSC is the place where this happens. Past and present legends abound with many flying their own designs. I am always in awe that I have met and become friends with those I only knew through their accomplishments and contributions to our hobby. Some that come to mind are: Jack Sheeks, Larry Renger, Lew Woolard, Jim Lee, Bob Hunt, and the list goes on.

As VSC has grown, we have had many folks from around the world join us and compete with their own Old-Time and/or Classic models. They have come from as far away as Australia, England, Japan, Brazil, Canada, Switzerland, etc., and many of them have come from afar more than once.

There is another facet of our gatherings here in the desert



Robert Compton flies this elegant-looking Continental in Classic Stunt. It is powered by an Aero Tiger 36 and is finished with Brodak color and Sig clear dopes. Robert built this model from a kit that was produced by the late Bill Sawyer. Photo by Gene Martine.



This Caprice goes the wrong way! Rich Giacobone, who flies clockwise, built this Bob Hunt-designed Caprice from RVP plans. It is powered by an Aero Tiger 36 and has a Brodak dope finish. Photo by Gene Martine.

that I must mention: the food! Bright and early on the first morning, Henry Werner and his wife, Barbara, brought dozens of doughnuts, orange juice, and coffee for everyone. What a nice way to start the day!

Thanks so much for thinking of us, Henry.

Later on, and for every day of the contest, we were treated to good food provided by Rincon Market (one of our local caterers). Examples are: omelets, hamburgers, hot dogs, etc. Very tasty! I did have my share each day, I can assure you.

Ms. Rickii Pyatt, photographer extraordinaire, has everyone over on Tuesday evening for pizza. However, this isn't what one would expect, as there is way more than just 18 boxes of pizza! Many of the ladies of VSC bring a variety of dishes that include salads, dips, cakes, pies, cookies, etc. And they are all outrageously good!

There were easily 80 to 100 people who showed up and we all ate more than we should have. Many thanks go out to

Rickii for her
hospitality.

Wednesday and Thursday evenings we are left to our own devices. We took pleasure in trying different restaurants or just spending some quiet times tweaking our planes for the upcoming events.

Friday night is "Open House" at Keith and Barbara Trostle's chateau. Again, the ladies of VSC add more homemade dishes to the array of food already present in the kitchen that everyone enjoys. So, thanks to the Trostles for opening their beautiful home to all.

At the banquet and awards presentation on Saturday night, we were treated to an amazingly tasty array of Italian dishes catered by Tony's Deli in Tucson. Along with the main meal we had hor d'oeuvres, salad, and a wonderful cheesecake for dessert! It's a good thing it was a buffet, because many people went up for seconds (and thirds in my case). Thanks to Jim and Sharon Hoffman for putting it all together.

The "Hugger"

I'm not sure who thought of this, but, it started back in the 1990s, and it is a big reason why we try to get an award. Winners receive a plaque and get a picture taken while getting a hug from an attractive girl!

Mike Keville's daughter, Michelle, was the "Hugger" for a number of years and then, the torch was passed on eventually to our current young lady. Cassidy Delaney is her name, and yes, she's the daughter of world-famous Gordan Delaney and his wife Sandy of Utah. I was fortunate enough to obtain three hugs from Miss Cassidy this year, so my week was just perfect.



Bob Whitely won Classic Stunt at the very first VSC in 1989, and he won again this year flying this colorful, Jim Kostecky designed, Formula S. It is powered by a Double Star 60 engine. Photo by Gene Martine.

Memorable Moments

The opening ceremony this year was the start of what I hope will be a VSC tradition. Lovely young Valerie Harness sang the National Anthem beautifully! It brought tears to this old Navy veteran's eyes. Thanks, Valerie!

Appearance Judging

This is the only time we get to see all the gorgeous planes in one place. Total eye candy for all! I was glad that I didn't have to do the appearance judging, as I would have given way too many points to all of them.

As the judging went on, it soon became apparent that there were quite a few outstanding renditions of Classic designs.

The People's Choice Award

This award is much sought after, as it is voted on by one's peers. Mark Scarborough was the winner with his breathtaking version of the Avenger in shades of gold. Well deserved, Mark!

In Conclusion

The Vintage Stunt Championships is professionally run and smoothly done by many folks who volunteer their time and effort. Of these, there are two people who really deserve a very special thank-you for a job well done. They are Lou Wolgast and Robin Sizemore.

The work they do behind the scenes to make VSC happen is invisible to most, but it is truly why VSC works so flawlessly. Thank you so much for another outstanding job!

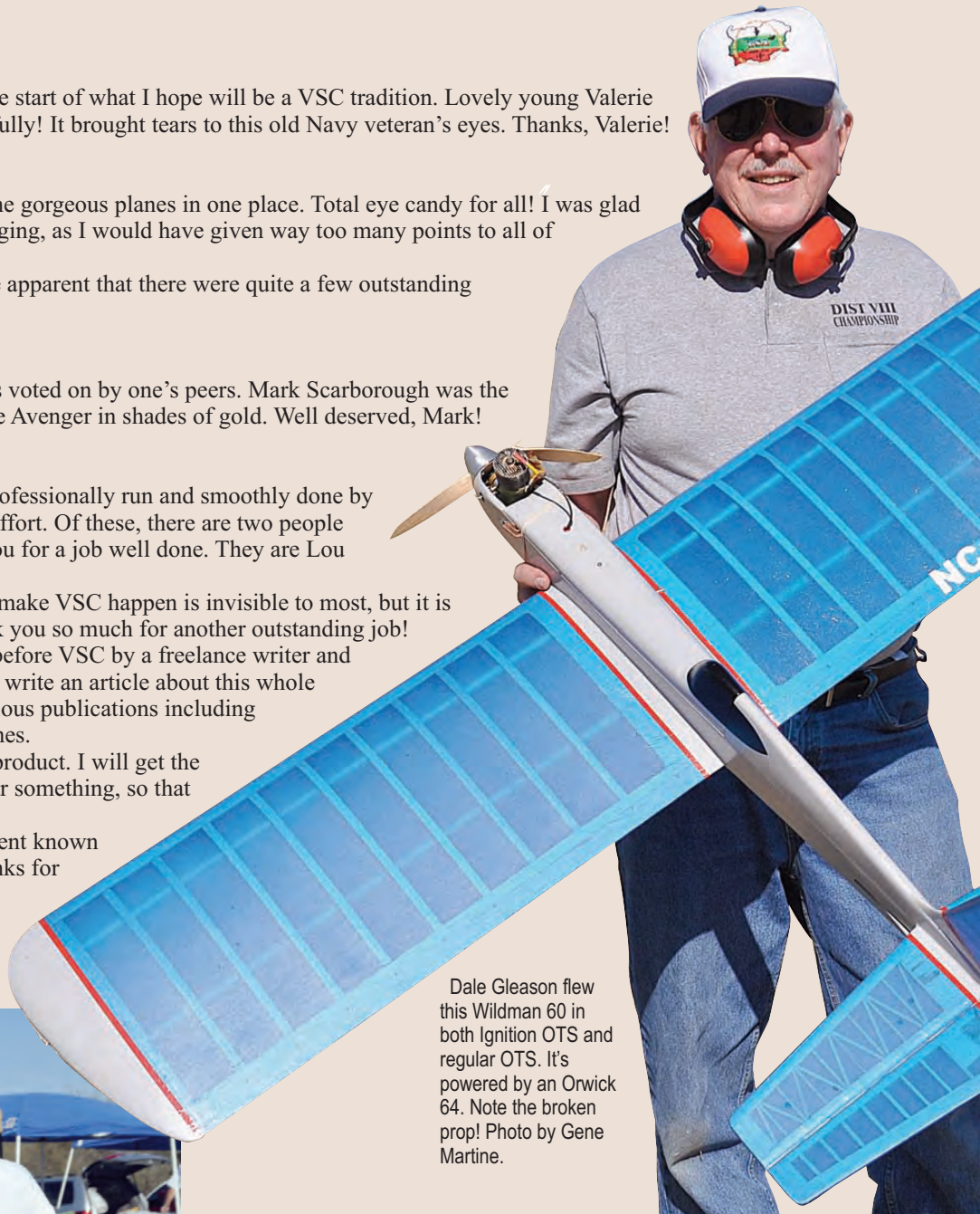
On another note, we were approached before VSC by a freelance writer and journalist, Ms. Terry Haak, who wanted to write an article about this whole VSC thing! She has been published in various publications including *Inflight* magazine and other travel magazines.

So, we're looking forward to her final product. I will get the information to *Stunt News* as soon as I hear something, so that you'll know where to get your copy.

To all who participated in this grand event known as the Vintage Stunt Championships, "thanks for the memories," as one icon used to say.

See ya' next year!

—Bob Whitely



Dale Gleason flew this Wildman 60 in both Ignition OTS and regular OTS. It's powered by an Orwick 64. Note the broken prop! Photo by Gene Martine.



Tucsonan (if that's a word...) Lew Corbett gives us a look at his rendition of Jim Kostecky's Formula S. It's powered by an O.S. LA 46 engine. Photo by Gene Martine.



Rex Abbott flew this Bob Palmer-designed Mars at VSC this year. It features a Saito four-stroke engine. An unusual but interesting airplane! Photo by Gene Martine.



Bob Hazle's Bill Werwage-designed Vulcan is a VSC veteran and it is still absolutely gorgeous. Bob powers his with an Aero Tiger 36 and paint trimmed it identically to Bill's original ship. Photo by Gene Martine.



Another Bill Werwage design—and another VSC veteran ship—was flown by Bob McDonald. Bob's version of Bill's USA-1 is powered by a PA 40 Merlin engine, and with it he won the Best I-Beam award. Photo by Gene Martine.



Kaz Minato signals the judges to start one of his official flights with his 1964 Classic Japanese design, the Silver Star. Kaz finished in fourth. Masaru Hiki is set to launch for Kaz. Masaru placed third in Classic this year flying a Continental (see the cover!). Photo by Gene Martine.

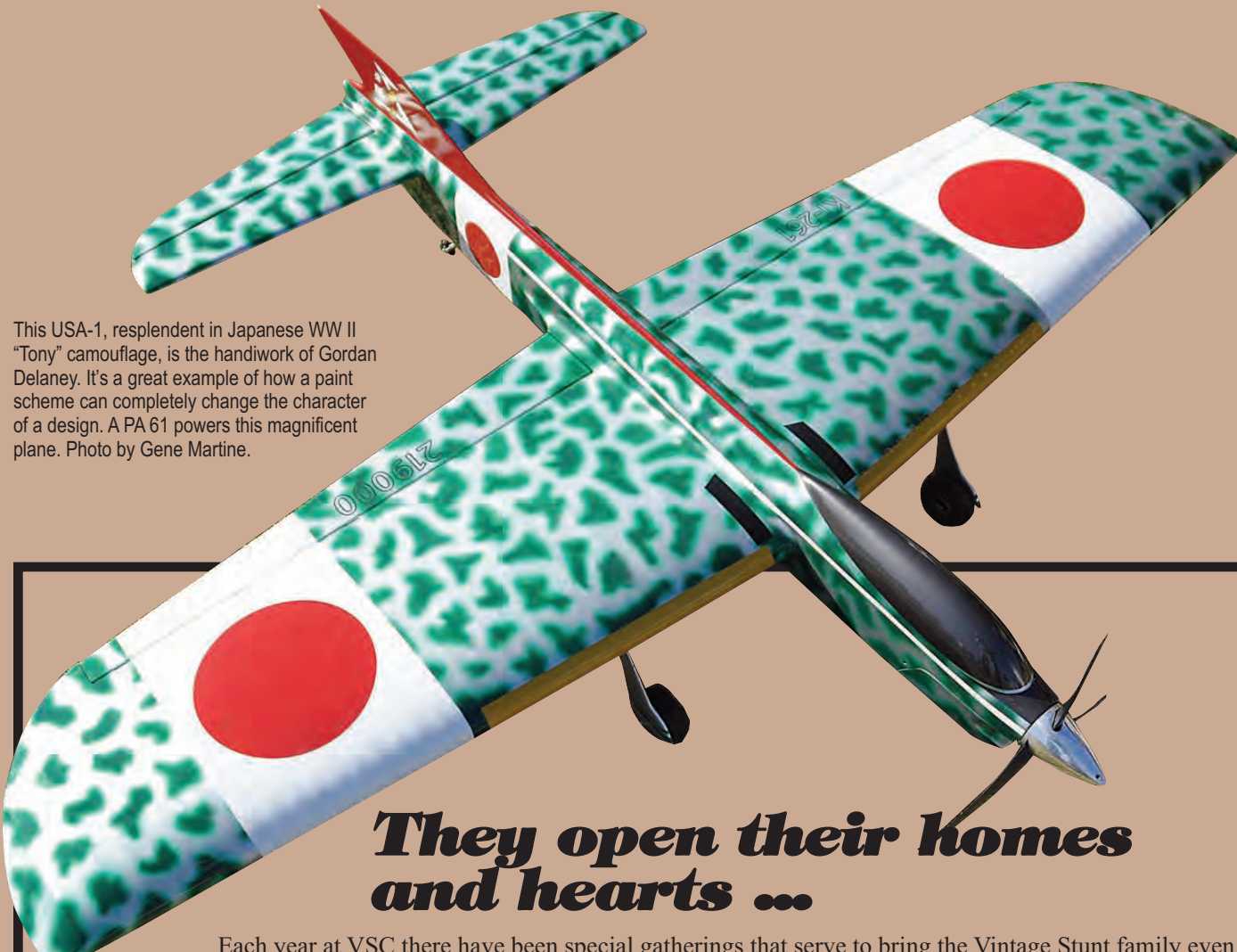


Above: VSC regular, John "Doc" Holliday flew this Bob Elliott-designed Black Tiger in Classic. Photo by Gene Martine.

Top right: Ray Firkins' replica of Bob Gialdini's futuristic Sting Ray is virtually flawless in construction and finish. He powers it with an Aero Tiger 36. Note the swept forward hinge line. A design ahead of its time... Photo by Gene Martine.

Bottom: Bob Parker appears to be pretty pleased with his Super Cyclone 60-powered Humongous. He flew it in the OTS Ignition event. Photo by Gene Martine.





This USA-1, resplendent in Japanese WW II "Tony" camouflage, is the handiwork of Gordan Delaney. It's a great example of how a paint scheme can completely change the character of a design. A PA 61 powers this magnificent plane. Photo by Gene Martine.

They open their homes and hearts ...

Each year at VSC there have been special gatherings that serve to bring the Vintage Stunt family even closer together. Certainly just the pleasure of the amazing scenery and the unique contest are enough to keep many of us coming back year after year. Many modelers from other states have chosen Tucson as their home in recent years and it has become a custom of VSC to congregate at a few of those homes during the week long affair.

Bill and Elaine Heyworth were among those who hosted an "open house" for many years at VSC, and then threw huge catered feeds at the field for a few years. Bill and Elaine have quietly and *most generously* supported the Cholla Choppers club in other ways, and because of that they opted to discontinue the "feed" at the field this year. We all thank them, for not only their hospitality for many years, but for their hard work, friendship, and generosity to all of us and especially to the club they so dearly love.

There are two other customary gatherings at VSC each year. One is at the beautiful home of Rickii Pyatt. Rickii is a true bundle of energy and does a multitude of things for the club and for the sport. One of her passions is photography and many of her photos have been used to illustrate the VSC reports here and in other publications as well over the years.

She also has become an accomplished Stunt Judge and has performed this duty at most of the recent VSCs. Her "Pizza Party" on Tuesday evening of VSC week has become legendary and we all look forward to that evening of fun, food, and fellowship. I don't know what we would do without Rickii, and I don't ever want to find out either ...

On Friday, we head over to Keith and Barbara Trostle's palatial home that is situated at the base of the mountains that run behind the flying field and separate the modern town of Tucson from "Old Tucson." In the valley to the west of that mountain range is Saguaro National Park, where there are literally tens of thousands of the statuesque Saguaro cacti. The sun sets behind this mountain range, and from the Trostle's spacious patio we all get a special visual treat when it does.

Keith's shop is the preferred gathering place for the "boys," and there is so much eye candy to see there that it is almost overwhelming. Keith also opens his amazing shop to any who might need to make a quick repair during the contest week.

The food is what they call "Pot Luck," but I'd say that we are more than just a little lucky in this respect, because everyone seems to bring a tasty dish to share. No one leaves this party, or the one at Rickii's, hungry. If you do, it's your own fault.

I'd like to extend my thanks to Bill and Elaine Heyworth, Rickii Pyatt, and Keith and Barb Trostle for the many enjoyable evenings that I have spent at their homes over the 22 years I've attended VSC. You guys are just the best!

—Bob Hunt



Master builder/finisher, Charlie Reeves, reprised the Lew McFarland-designed Humbler (which was the original name of the model that would later become known as the Shark...), and did it up in the same paint scheme that he used on his Nats ship in the late 1960s. Power is a side exhaust PA 51. Photo by Gene Martine.

Bob Lipscomb poses with his veteran, Johnny Casburn-designed Bandit. Power is an Anderson Spitfire 65. The flawless ship features molded balsa fuselage shells. Photo by Gene Martine.



Right: Mark Gerber has produced yet another masterpiece. His Charles Parrot-designed Ryan PT-20 is just stunning. It is powered by an Aero Tiger 36 and weighs almost nothing! Photo by Gene Martine.



Left: Jim Rhoades produced an outstanding example of Jerry Worth's Apterix. A PA 51 provides the power for this large and beautiful Classic ship. Photo by Gene Martine.

Left: Ray and Charlotte Bell pose with Ray's Fox 35-powered Ringmaster. This ship was built from an original S-1 Ringmaster kit! Finish is Brodak dope over silkspan. Photo by Rickii Pyatt.

Below: John Callentine's incredible Rabe Mustang was back for its second year of VSC Classic competition. The PA 61-powered ship flies as well as it looks. Photo by Rickii Pyatt.



Left: Ted Fancher holds while Keith Trostle adjusts the needle for what must have been the 10,000th flight on his venerable Rabe Bearcat! Seriously, this ship has served Keith well for many, many years and it is still a formidable stunt weapon. Photo by Rickii Pyatt.



Left: Jim Lee always finds the obscure but neat designs for OTS at VSC. This time he built a de Bolt FM-1 Super Wildcat. Power is a Fox 29. Photo by Rickii Pyatt.

Below: Pete Peterson's Jamison Special sported yet another flawless Peterson transparent finish. Power is provided by a Double Star 40 engine. Photo by Rickii Pyatt.



Steven McBride built this very clean replica of Larry Scarinzi's Blue Angel from a Brodak kit. It is powered by an ST 51 engine. Photo by Gene Martine.



Gene Schaffer's Blackbird design was Warren Tiaht's choice for Classic competition. The gorgeous, foam winged ship is powered by an Aero Tiger 36. Photo by Gene Martine.



Above: Larry Renger flew this PAW .061 BB diesel-powered Baby Clown in OTS competition. He didn't win, but he probably had more fun than anyone else! Photo by Gene Martine.

Right: Frank McMillan won Ignition OTS flying this Madman 56. A replica Orwick 64 powers Frank's beautiful ship. Photo by Rickii Pyatt.

The "Silver Fox," Lou Woolard, launches Bob Brookins' OTS Humongous. A Silver Fox Tower 46 powers the colorful ship. Photo by Rickii Pyatt.





Left: "Hey mister, your airplane is going the wrong way!" Bet Roy DeCamara hears that a lot from his "friends." Pete Peterson holds while Roy fires up the sand-cast Fox 29 in his OTS Barnstormer. Photo by Gene Martine.



Right: Tucson resident, Randy Cuberly gives us a look at his patriotically painted Humongous. The ship features an O.S. LA 46 for power. Photo by Rickii Pyatt.

Below: Ted Fancher flew this flawlessly finished version of Lew McFarland's famous Ruffy in Classic competition. His unusual choice of power was a Merco Rustler 40. It is a very nice combination! Photo by Gene Martine.





Above: Old pals, Doug Taffinder (left in photo) and Bill Heyworth joined forces to judge Ignition OTS. They had more fun than did the contestants! Photo by Gene Martine.

Left: Bob Hunt had a pretty good run with his Caprice original. He won Classic at the last five VSCs, but missed this time by half a point! He said that this time the Caprice is retired for good. We'll believe that when we see it. Photo by Gene Martine.



Above: Watt Moore flew this very clean Oriental in the Classic event at VSC. He powers it with an O.S. 40. Photo by Gene Martine.

Right: Sean Chuang chose Lou Wolgast's Fury design for Classic this year. He powers it with a Saito four-stroke engine. Photo by Gene Martine.





Above: Here's the Phelps family "Score Runner Tag Team." Jerry and Merry always enjoy themselves at VSC, and help out wherever they can. Photo by Rickii Pyatt.

Right: Dale Barry is a VSC regular and this year he flew this very clean Jamison Special. His choice of power was a Thunder Tiger 36. Photo by Rickii Pyatt.



Contest Director Lou Wolgast designed his Fury back in the early 1960s. This replica of it is finished in ChromaBase basecoat/clearcoat paint and has a Double Star 60 engine. It is beautiful! Photo by Rickii Pyatt.





Above: Joe Dill reprised one of the most charismatic models of the Classic era, the Harold Price designed Crusader. The ship features retracts, just as the original had.

Above right: Sean McEntee is on active Army duty near Tucson, and he was able to take time off to attend VSC this year. He flew this Cal Smith designed Frisky Pete in OTS competition.



Above: Randy Snow, son of Ted Snow, showed up with a replica of his dad's famous design, the Humongous. What a great tie to the history of the event! Photo by Rickii Pyatt.

Left: Gary Gingrich flew this Lew McFarland-designed Shark in Classic. Gary powers it with a PA 61. Photo by Gene Martine.



Left: Gaylord Elling poses with his gorgeous OTS Wildman 60. This large ship is powered by an ST 60. Photo by Rickii Pyatt.



Above: Gordan Delaney brought his new, Jim Young-designed Bellanca for us all to admire. The cockpit detail has to be seen to be believed! It's an outstanding example of a rarely seen model. Photo by Gene Martine.

Below: Mark Scarborough (left in photo) and Randy Powell display their Don Shultz-designed Avengers. Mark won the Classic Pilots' Choice award with his version of the jet-like design. Photo by Gene Martine.



VSC XXIV CLASSIC RESULTS - MARCH 2012

Last Name	First Name	AMA NO	CLS Plane	CLS Engine	RND #1	RND #2	RND #3	Total	PLACE
Whitely	Bob	68900	Formula-S	DS-60	542.0	597.0	572.0	1169.0	1
Hunt	Bob	1114	Caprice (Original)	Aero Tiger 36	577.0	576.5	591.5	1168.5	2
Hiki	Masaru	420543	Tom Warden Continental	ST-46	571.0	568.5	586.5	1157.5	3
Minato	Kaz	217221	Silver Star	ST-60	569.0	557.0	586.0	1155.0	4
Delaney	Gordan	219000	USA-1	PA-61	571.0	565.0	580.5	1151.5	5
McMillan	Frank	9080	Gypsy (Large)	PA*65	572.5	576.5	396.5	1149.0	6
Fancher	Ted	1828	Ruffy	Merco 40	571.5	562.0	574.0	1145.5	7
Martine	Gene	2903	Lark	Aero Tiger36	526.0	557.0	587.5	1144.5	8
Wolgast	Lou	7442	Fury	DS-60	566.0	578.0	119.5	1144.0	9
McDonald	Bob	61882	USA-1	PA-40 RL	572.5	570.0	562.5	1142.5	10
Trostle	Keith	3533	Rabe Bear Cat	Aldrich Jett 50	567.0	571.5	217.5	1138.5	11
Tiahr	Warren	1751	Black Bird	Aero-Tiger 36	536.5	557.5	580.0	1137.5	12
Hoffman	Jim	59362	USA-1	ST-60	566.5	562.5	556.0	1129.0	13
Callentine	John	720292	Rabe P-51 Mustang	PA-61	562.5	555.0	564.5	1127.0	14
Black	LeRoy	5900	Joe Dill Chipmunk	DS-54	546.5	579.0	528.5	1125.5	15
Firkins	Ray	557055	Sting Ray	Aero-Tiger 36	532.5	543.5	572.0	1115.5	16
Dixon	Tom	1028	Predator	DS-54	543.5	569.0	0.0	1112.5	17
Reeves	Charlie	141	Humbler	PA-51 Side Exhaust	545.0	566.5	0.0	1111.5	18
Rhoades	Jim	31047	Apteryx	PA-51	541.0	570.0	0.0	1111.0	19
Gilbert	Joe	771377	Gypsy	TG-61	569.0	537.0	539.0	1108.0	20
Gleason	Dale	12938	Skylark	ST-51	483.0	538.5	557.5	1096.0	21
Cuberly	Randy	118227	Nobler	Aero-Tiger 36	552.0	515.0	541.5	1093.5	22
Wildman	Roger	8842	Caprice	Thunder Tiger 36	514.5	575.0	517.5	1092.5	23
Compton	Robert	492221			526.0	561.0	497.0	1087.0	24
Sizemore	Robin	70985	Van Loo Chipmunk	OS LA-46	522.0	563.5	520.5	1085.5	25
Giacobone	Rich	3133			523.0	549.0	0.0	1072.0	26
Scott	Mike	164852	Cavaler	Staker 40	524.0	548.0	494.5	1072.0	26
Goff	Allen	3303	Gieske Nobler	Brodak 40	530.0	517.0	537.5	1067.5	28
McEntee	Sean	213325	Profile Caviler		505.5	557.5	0.0	1063.0	29
Elling	Gaylord	8164	Shark 45	PA-40 UL	522.0	538.5	0.0	1060.5	30
Brickhaus	Allen	801	Olympus	PA-61 Side Exhaust	512.5	545.0	301.0	1057.5	31
Harness Jr.	Robert	28127	Ares	Tom Dixon Fox 35	521.5	535.0	516.0	1056.5	32
Tyler	Stan	3239			544.5	503.5	0.0	1048.0	33
Wright	John	13567	Ares	OS-35s	464.0	547.5	494.5	1042.0	34
Chuang	Sean	896877	Fury		485.0	545.0	325.5	1030.0	35
Trantham	Roy	606666			487.0	535.5	490.0	1025.5	36
Harness	Scott	763415	Gladiator 35	ST-51	514.5	507.0	0.0	1021.5	37
Powell	Randy	67711	Avenger 35	PA-40 UL	500.0	518.5	462.5	1018.5	38
Miller	John	1601	All American Eagle	Stalker 40	486.5	514.5	488.0	1002.5	39
Brokaw	Burt	L206	Blue Angel	OS LA-46	498.5	467.5	501.0	999.5	40
Dick	Wesley	11334	62 Ares	Aero-Tiger 36	467.5	528.5	0.0	996.0	41
Corbett	Lew	759259	Formula-S	OS LA-46	489.5	505.5	0.0	995.0	42
Scarborough	Mark	842137	Avenger	Magnum 53	509.0	445.5	447.0	956.0	43
MacBride	Steven	98077	Blue Angel	ST-51	435.0	481.5	474.0	955.5	44

VSC XXIV CLASSIC RESULTS - MARCH 2012 (continued)

Last Name	First Name	AMA NO	CLS Plane	CLS Engine	RND #1	RND #2	RND #3	Total	PLACE
Green	Rick	102324	Lark	OS FP-40	476.5	477.0	0.0	953.5	45
Akers	Gary	18065	Oriental (ARF)	Foster OS LA-46	493.5	457.5	409.5	951.0	46
Gerber	Mark	220057			438.5	469.5	479.0	948.5	47
Elling	Gregg	777306	Venus	Aero Tiger36	445.0	476.5	471.5	948.0	48
DeCamara	Roy	26434	Cavailer	Aero-Tiger 36	416.5	500.5	397.5	917.0	49
Hazle	Bob	28801	Vulcan	Aero Tiger 36	428.5	477.5	0.0	906.0	50
Buck	Alan	662471	Oriental	Aero-Tiger 36	446.5	459.0	443.0	905.5	51
Brookins	Robert	7818	Oriental	Silver Fox Brokak 40	441.0	455.0	417.0	896.0	52
Riggs	David	721877	Nobler	Aero-Tiger 36	434.5	447.5	435.0	882.5	53
MacBride	Reuben	36328	'57 Nobler	OS-35s	138.5	447.5	431.5	879.0	54
Gingrich	Gary	870223	Shark 45	PA-61	490.0	59.0	379.5	869.5	55
Kramar	Roger	73761	'57 Nobler	Fox 35 Hemi	405.5	405.5	0.0	811.0	56
Whitney	Bob	RAD	Rienhart Stunt Wing	Fox 35	367.5	327.0	415.5	783.0	57
Abbott	Rex	19945	Strathmore (McDonald)	SAITO-40	374.5	337.5	408.5	783.0	58
Moore	Watt	10040	Oriental	OS 40	226.0	284.5	0.0	510.5	59
Renger	Larry	9246	Zombie Terror	Holand Hornet .049	322.5	0.0	0.0	322.5	60
Lemak	Nick	209256	Ruffy	Aero Tiger 36	300.0	0.0	0.0	300.0	61
Holliday	John (Doc)	23530	Thunder Bolt	Fox 35	271.5	0.0	0.0	271.5	62
Lipscomb	Bob	17556			263.5	0.0	0.0	263.5	63
Bell	Ray	350789	Ringmaster	Fox-35	109.5	0.0	0.0	109.5	64

VSC XXIV IGNITION RESULTS – MARCH 2012

Last Name	First Name	AMA NO	IGN Plane	IGN Engine	1stDay	2ndDay	Score	Place
McMillan	Frank	9080	Madman 56	Orwick 64 (Replicet)	320.75	332.75	332.75	1
Lee	Jim	50050	Go Devil	Atwood Super Champion	320.50	326.25	326.25	2
Gilbert	Joe	771377	Humongous	Anderson Spitfire 65	163.50	321.25	321.25	3
Lipscomb	Bob	17556	Bandit	Anderson Spitfire 65	287.50	313.75	313.75	4
Gleason	Dale	12938	Wildman	Orwick 64	312.50	130.75	312.50	5
Tyler	Stan	3239	Humongous		284.50	301.50	301.50	6
DeCamara	Roy	26434	Wildman 60	Anderson Spitfire 65	299.75	146.00	299.75	7
Hutchinson	Don	5402	Madman	Orwick 29	297.50	292.50	297.50	8
Parker	Bob	64383	Humongous	Super Cyclone 60	235.50	287.50	287.50	9
Borgogna	Andy	19340	Humongous		241.50	276.50	276.50	10

VSC XXIV OLD TIME RESULTS – MARCH 2012

First Name	Last Name	AMA NO	OTS Plane	OTS Engine	1stDay	2ndDay	Score	Place
Keith	Trostle	3533	Big Job	DS-60	307.50	319.00	626.50	1
Lou	Wolgast	7442	Madman 56	DS-54	307.50	314.00	621.50	2
Frank	McMillan	9080	Madman 56	Orwick 64 (Replicet)	296.50	322.00	618.50	3
Bob	Whitely	68900	Humongous	DS-60	307.00	302.50	609.50	4
Charlie	Reeves	141	Big Job	Fox 59 Front Intake	292.00	316.50	608.50	5
Joe	Gilbert	771377	Humongous	Anderson Spitfire	294.50	310.00	604.50	6
John	Wright	13567	BarnStomer	McCoy 40 S21	294.00	302.00	596.00	7
Dale	Gleason	12938	Wildman	Orwick 64	282.00	311.00	593.00	8
Dale	Barry	2220	Jamison	Thunder Tiger 36	300.00	293.00	593.00	9
Jim	Hoffman	59362	Upstart	Brodak 40	291.50	297.50	589.00	10
LeRoy	Black	5900	Jamison	DS-54	291.00	296.00	587.00	11
Gaylord	Elling	8164	Humongous	ST-60	285.00	301.00	586.00	12
Pete	Peterson	449214	Jamison	DS-40	293.50	292.00	585.50	13
Tom	Dixon	1028	All Australian	DS-40 BB	288.00	292.50	580.50	14
Stan	Tyler	3239			273.50	296.50	570.00	15
Sean	McEntee	213325	Friskie Pete	OS LA-25	278.00	286.00	564.00	16
Burt	Brokaw	L206	Jamison	Torpedo 40	283.00	277.50	560.50	17
Roy	DeCamara	26434	Barnstomer	Sandcast Fox 29	269.00	275.50	544.50	18
Ed	Capitanelli	77319	Jamison	ST-46	268.00	275.00	543.00	19
Glen	Allison	5715	Jamison	AXI 2814-12 Electric	258.00	282.50	540.50	20
Roy	Trantham	606666	Jamison	DS-54	268.50	270.50	539.00	21
Gene	Martine	2903	All American Sr.	Fox 35 Stock	257.00	276.00	533.00	22
Gregg	Elling	777306	Humongous	ST-60	257.00	270.00	527.00	23
Dennis	Toth	38032	Ringmaster	OS-25	252.50	273.00	525.50	24
Randy	Cuberly	118227	Humongous	OS LA-46	256.50	268.50	525.00	25
Mark	Smith	263528	Jamison	Foster Fox 35	261.50	263.00	524.50	26
Robin	Sizemore	70985	Jamison	OS LA-46	253.50	270.00	523.50	27
Scott	Harness	763415	Jamison	Brodak 40	240.00	273.50	513.50	28
Bob	Lipscomb	17556	Bandit	Anderson Spitfire	223.50	282.00	505.50	29
Steve	Holt	753562	Ringmaster	OS FP-20	227.50	256.00	483.50	30
Robert	Brookins	7818	Humongous	Silver Fox Tower 46	205.00	266.00	471.00	31
Roger	Kramar	73761	Ringmaster	Fox 35 Hemi	216.00	230.50	446.50	32
Jim	Lee	50050	Demarco Super Wildcat	Fox 29	196.00	221.50	417.50	33
John (Doc)	Holliday	23530	International Stunt Wing	Fox 35	200.00	215.00	415.00	34
Rex	Abbott	19945	MARS (Palmer)	SAITO 40	205.50	181.50	387.00	35
Andy	Borgogna	19340			138.00	232.00	370.00	36
Larry	Renger	9246	Baby Clown	PAW .061 BB	240.00	107.00	347.00	37
Lew	Corbett	759259	Jamison	OS FP-40	81.50	249.00	330.50	38
Allen	Brickhaus	801	Adams' Special	L&J Fox 35	0.00	295.50	295.50	39
Watt	Moore	10040	Jamison	OS FP-40	116.00	178.50	294.50	40
Bob	Whitney	RAD	Jamison	ST-46	0.00	238.00	238.00	41
Alan	Buck	662471	Jamison	K&B 35 GH	0.00	230.00	230.00	42
Ray	Bell	350789	Ringmaster	Fox 35	35.00	56.00	91.00	43

March 2012 VSC XXIV JUDGES AND HELPERS

VSC Banquet Organizers:

Jim & Sharon Hoffman

OTS Ignition Event Director:

Warren Tiahrt

OTS Ignition Judges:

Doug Taffinder
Bill Heyworth

OTS Ignition Tabulation:

Mickey Taffinder
Aubrey Elling

OTS Judges:

Al Hiegar
Mike Scott
Bob Hunt
Ted Fancher

Classic Judges:

Rickii Pyatt
Walt Menges
Pete Peterson
Jim Thomerson
Jack Comer
Jim Renkar

Pit Bosses:

Linda Gleason
Bill Lee
Steve Holt
Warren Tiahrt

Pull Test:

Jack Comer
Lew Corbett
Bill Lee
Warren Tiahrt
Rick Green

Score Sheet Runners:

Valerie Harness
Steve Mills
Ed Capitanelli
Henry Werner
Jack Comer
Meri and Gerry Phelps

OTS & Classic Tabulation:

Elaine Brookins
Shareen Fancher

Appearance Judges:

Jim Beaman
Ken Gulliford

Score Sheets/ Flight Order / Contest Forms, & Scoreboards:

Nick Lemak
Leroy Black
Robin Sizemore

Sale of 'T' Shirts / Pins / Hats / etc.:

Peggy Capitanelli
Linda Wolgast

Official Hugger:

Cassidy Delaney

Name Tags:

Barbara Trostle

Contest Director's:

Lou Wolgast CD
Robin Sizemore Assistant CD

Field Setup

Bart Klapinski
John Callentine
Rick Green
Jack Comer
Lew Corbett
Bill Lee (Honda AC Generator)
Meri and Gerry Phelps

Airplane Data: Registration Check-In

Lila Lee

Airplane Weigh-In:

Mark Smith + AMA Check-in

Hotel Arrangements:

Mike Keville

Special Award Recipients:

Keeper of the Flame: Pete Peterson
Gialdini Sportsmanship: Bill Heyworth
Spirit of '46: Roy DeCamara: (Wildman 60)
Spirit of '52: Watt Moore Go-Devil Jr.)
Spirit of '64: Jim Rhoades: (Apteryx)
GMA Memorial: Bob Lipscomb: (51 Nobler)
Most Unusual Entry: Jim Lee (ide Bolt FM-1 Super Wildcat)
Classic Pilots Choice: Mark Scarborough: (Avenger)
Best Appearing Old Time: Lou Wolgast (Madman 56)
Best I-Beam (Warren Tiahrt): Bob McDonald (Werwage Authentic USA-1)
Best Appearing Bob Palmer: Jim Lee (Go-Devil)
VSC Eagle: Bob Whitely (Best Placing in OTS and Classic)
Pachyderm: Pete Peterson

A CHAMPION'S

Part 2

Motivation

Intrinsic motivation refers to motivation that is driven by an interest or enjoyment in the task itself and exists within the individual rather than relying on any external pressure. Intrinsic motivation is based on taking pleasure in an activity rather than working towards an external reward, such as money or fame.

Those who are intrinsically motivated are more likely to engage in the task willingly, as well as work to improve their skills which will increase their capabilities. Intrinsically motivating activities are those in which people will engage for no

reward other than the interest and enjoyment that comes with it.

There has been a large amount of research on motivational theory. The following is a summarized table that subdivides factors that enhance motivation into *individual* factors and *interpersonal* factors.

Individual factors are individual in that they operate even when someone is working alone. Interpersonal factors, on the other hand, play a role only when someone else interacts with the beginner or someone who is not already considered an expert.

The Factors of Intrinsic Motivation

Challenge: People are best motivated when they are working toward personally meaningful goals whose attainment requires activity at a continuously optimal (intermediate) level of difficulty.

1. Set personally meaningful goals.
2. Make attainment of goals probable but uncertain.

Curiosity: Something in the physical environment attracts the learner's attention, or there is an optimal level of discrepancy between present knowledge or skills and what these could be if the learner engaged in some activity.

1. Stimulate sensory curiosity by making abrupt changes that will be perceived by the senses.
2. Stimulate cognitive curiosity by making a person wonder about something (i.e., stimulate the learner's interest).

Control: People have a basic tendency to want to control what happens to them.

1. Make clear the cause-and-effect relationships between what students are doing and things that happen in real life.
2. Enable the learners to believe that their work will lead to powerful effects.
3. Allow learners to freely choose what they want to learn and how they will learn it.

Fantasy: They use mental images of things and situations that are not actually present to stimulate their behavior.

1. Make a game out of learning.

2. Help learners imagine themselves using the learned information in real-life settings.
3. Make the fantasies intrinsic rather than extrinsic.

Competition: They feel satisfaction by comparing their performance favorably to that of others. Competition occurs naturally, as well as artificially.

1. Competition is more important for some people than for others.
2. People who lose at competition often suffer more than the winner's profit.
3. Competition sometimes reduces the urge to be helpful to other learners.

Cooperation: They feel satisfaction by helping others achieve their goals.

1. Cooperation occurs naturally, as well as artificially.
2. Cooperation is more important for some people than for others.
3. Cooperation is a useful real-life skill.
4. Cooperation requires and develops interpersonal skills.

Recognition: They feel satisfaction when others recognize and appreciate their accomplishments.

1. Recognition requires that the process or product or some other result of the product or some other result of the learning activity be visible.
2. Recognition differs from competition in that it does not involve a comparison with the performance of someone else.

When enough is enough ...

S MOTIVATION

by P.J. Rowland

What are the reasons why a top-level aerobatics flier drops out and/or develops negative feelings toward the sport? Burnout can include emotional and physical exhaustion, loss of interest in the sport, and “reduced sense of accomplishment” in both skill and competition.

I read an article entitled “Self Determination and Motivation,” which described the theory of internally regulated behaviors that range from “high self-determination” to “low self-determination,” or amotivation, as in “going through the motions” or lack of interest in getting better.

Those who are amotivated to participate in a sport, who have no desire to “win” or improve their skills, are most likely to display signs of burnout and give up. Those who are amotivated also include people who have participated in a sport for a long time and were subjected to external pressures, such as high

demand from outside sources.

Results of this study confirmed that an individual’s sense of self is the biggest determinate of motivation.

Similarly, those with high internal motivation participate in an activity because they enjoy doing it for the personal love of the event. This desire to do well is engrained within them, and no defeat or setback will shake their willingness to improve and continue to practice. These people are least likely to display signs of burnout.

While outside pressures can begin in a positive light, over time, burnout can develop if they feel as though they are not accomplishing much in the sport, like feeling shame or embarrassment for not doing well in a round/team trial. Les McDonald briefly eluded to early in his career that fear of failure was a motivating factor; for others it’s a belief that the ultimate

Talk about motivation! How much do you think each of these well known Champions has? This is a photo of the victorious United States 2004 FAI F2B team at Muncie, Indiana. From left to right are Paul Walker, Ted Fancher, Bill Werwage (kneeling) and Robby Gruber. This group won the Team Championship and Bill Werwage won the individual Gold Medal that year. Photo by Bob Hunt.



When enough is enough ...

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success is achievable.

Forget the outcomes and just focus on the process: overcoming weaknesses, limitations, and challenges; striving for excellence; staring in the face your own limits. Keep focused, do the hard yards, and push yourself further and harder than ever before towards your goal. Stay focused at all times on the actions you can control.

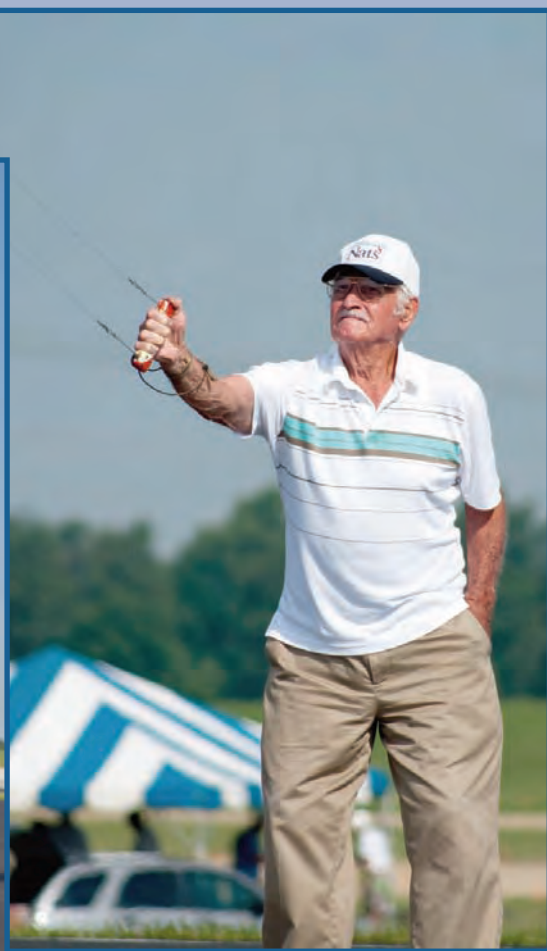
Many elite athletes will agree that all these attitudes are required in the

practice of excellence. So what if you're mentally tough and you're pushing through every challenge, but it's still not enough for you to achieve a Walker Trophy win or a Top-5 place? What if you are currently failing to reach your long-held goal, and the outcome you want seems a long way off?

Perhaps you have already achieved a long-term goal and find yourself feeling empty and unfulfilled. How do you keep getting back up to go again?

Well, unless you create a new way of living, in which you take deliberate steps to actively get enjoyment and satisfaction from life, then sooner or later your physical and nervous systems will start to slow you down. This is the essence and beginning of what we all know as burnout.

If you don't know why you are striving for that Walker Trophy win or Top-5 place, or if the reasons don't connect to you personally, then it becomes less likely that you will succeed. In the process of striving for that goal, you may have been doing



Left and above: Two ends of the age spectrum in Stunt are represented here, and they both essentially convey the same message. Ryan Young (at left) is already a Nats and World Champion at a very tender age, while John D'Ottavio is a very experienced competitor and still at it at age 89! Each of these gentlemen pilots know about the hard work and dedication required to fly competition at a high level. Photos by Gene Martine and Eric Viglione.

things that were meaningful to you every day; in other words, you may have been living the best life possible.

But unless you take the time to appreciate this, and unless you give deliberate attention to appreciating what is meaningful in your life, the satisfaction and enjoyment may pass you by.

Satisfaction and happiness are not an automatic process of winning

When we make the happiness in our lives depend on something external, such as a first-place award, it rarely arrives. History is filled with unhappy Gold Medalists. Post-Gold Medal blues is well documented, and most psychologists who have worked with Olympic athletes will confirm this.

However, there are many happy and proud "also-rans," those who are happy just to be given the chance to compete at the top, be it to represent their country internationally or to finally make that team trial spot.

There's a competitive advantage to allowing yourself to enjoy

When enough is enough ...



Above: Does this young man look familiar? It's Dennis Adamisin fueling his Dolphin at the 1966 Nats in Glenview, Illinois! Dennis was one of a very few who would eventually have his name engraved on the Walker Trophy while still a Senior contestant. Dennis sat out of stunt for several years, but now he's back with a passion.

Top right: Here are three World CL Stunt Champions that are as different from each other as—to borrow a phrase once written by Chris Lella—Beethoven, Benny Goodman, and Kiss. From left to right are Bob Hunt, Les McDonald, and Bill Werwage on the podium at the 1980 World Championships in Poland, where they swept the top three spots! They had a lot of adventures together in the 1970s and early 80s ... a story for another time.

Middle right: Here's Les again, but this time with two other extremely intense, highly motivated, and successful Stunt Champions. Left to right are Gene Schaffer, Al Rabe (standing) and Les. Think Stunt competition on a National level was easy in the 1970s? Think again!

Bottom right: And now here's the vanguard of the next generation of CL Stunt Champions. World F2B Champion Richie Kornmeier poses at the awards banquet just after receiving his Gold Medal. What are the odds that he's a lifer in this sport?

the competition. You perform best when free from anxiety. When you are anxious and don't know where you stand, the autonomic nervous system is directing mental attention away from performance and onto fears or threats. This is experienced by most as post competition nerves.

The nervous system is also directing energy away from your "life support systems," like immune and digestive functions, and will also be trying to keep you awake. When this system is over-activated, and you feel demotivated, sluggish, and heavy, your body may in fact be motivating you strongly to preserve energy...again with net loss of energy to perform.

Many athletes talk about success as a process, how "It's not about the scoreline" or "It's not about winning or losing," and how it's all about executing the fundamentals, doing the little things right. This is a really important part of excellence in any field; increasingly, this is a pre-requisite for performing at the top of our sport by getting the little things perfect, such as weights, thrust lines, incidence, and trim.

In any competition, the risk of attachment to the outcome or where you



When enough is enough ...



Above: This photo of the contestants at the 1975 FAI Team Trials that was held in Dayton, Ohio, is a sort of freeze-frame in time of our event in that era. There were some new, upcoming fliers, some who were at the top of their game in that time frame, and a few older veterans who were in decline. Think of the individual hours spent by each of these pilots in building, flying, and competing. A truly dedicated bunch.

Right: Imagine the surprise for the CL Stunt "regulars" at the 1967 Nats when a complete newbie waxed their tails good and proper. Bart Klapinski won Open Stunt at his very first Nats flying his original-design Tempest. Hard to go any higher after a performance like that! Bart is recognized as one of the natural talents of the event. Photo by Don Shultz.

Below: Paul Walker has won the United States Nationals in CL Stunt 10 times and he has also won the World Championships. In competition he's flown single-engine ships, four-engine ships, two-stroke, four-stroke, and electric-powered models, semiscale models, and traditional-looking models. Perhaps motivation for Paul is in finding out just how many different ways he can be successful at this game. Gene Martine photo.



place rather than process is well known. Some people need to "live in the moment" during competition, to respond to the moment's changing demands.

This is known firsthand by most experienced athletes; this is where the buzz and the chemical release of endorphins occurs, and where the sense of "feeling alive" comes from.

Paul Walker talks about this being a place that he enjoys—being in that moment, being in contention for the prize, and ultimately asking himself if he can perform enough to win. However, he is also grounded with focus on other important aspects of his life, like friends, work, and family.

If you dedicate yourself too deeply and lose sight of other aspects of your life, winning competitions can become the only pleasurable experience you have. If the only time you are allowed to feel good about yourself is when you are winning, then you are setting yourself up for failure.

When enough is enough ...



The victorious United States F2B Team stand proudly on the podium at the 1964 World Championships in Budapest, Hungary. Bob Gialdini stands next to the late Lew McFarland with Bob Gieseke just behind. Can anyone say, "Legends?"



Here's four-time Nats Champ and three-time US F2B World Team member, Ted Fancher, with his original-design Final Edition. Ted recently was overheard to say, "If it wasn't for Paul Walker I would have won a few more Championships!" Hey, Ted, we all know how you feel ... Ted has retired from Nats and World competition, but continues to support the event in myriad ways. Photo by Gene Martine.



Left: Here's a real rogue's gallery ... At the time this photo was taken at the 2004 World Championships, these were the five American F2B World Champions. From left to right are Les McDonald, Bill Werwage, Bob Hunt, Paul Walker, and Bob Gieseke. Dave Fitzgerald was soon to join this group. Photo taken by Barry McCool.

When enough is enough ...



It all started for Bill Werwage the 1950s. He won the Walker Trophy as a Senior in 1959 and then went on a six-decade rampage that netted him four Walker Trophies and three World Championship Gold medals. He's been a US World Team member 15 times and still has a burning passion for the event. Here Bob McDonald launches Bill's famous P-47 Razorback at the 2004 Nats. In terms of dedication and motivation, there may never be another one like him ... Photo Gene Martine.

Time and time again, research *and* examples from life show this to be the case. As soon as you stop winning, you will lose all enjoyment in what you do. And without enjoyment, it will be hard to push on. Unconscious processes from inside yourself will be doing their best to slow you down.

You must make an active decision to collect the joy, satisfaction, and pleasure in your life that is there for the taking, and then follow through daily on this commitment. Without this, unless you are a monk-like devotee of non-attachment, abstinence, and self-deprivation, you will cling to winning. And when winning drops off, so will you.

It's all about balance. Being singularly focused is important and certainly is a requirement to success. However, this article is about more than just getting that first win; I wanted to look into how to stay in control line aerobatics for an extended length of time without losing motivation or sanity.

The key to being successful in any sport, specifically control line aerobatics



Above: Here is the grand old gentleman of Stunt, Bob Gieseke (at right in photo), being assisted by his son, Max, at the 2011 Team Trials, where Bob was a judge. Bob's record of five Nats wins one World Championship Gold Medal and seven World Championship appearances hardly tells the story of the love this man has for Stunt, and especially for the people who are associated with the event. Liz Helms photo.



Left: Kaz Minato has become one of the most recognized and beloved people in Stunt's history. Not only is Kaz a fierce and dedicated competitor, he's also a beacon in his homeland of Japan for the many new Stunt pilots who are starting out. Kaz's legacy will be his willingness to help others and his genuine love of the event. Here he is at the 2011 US Nats with his fantastic, molded, take-apart Hellcat. Always an innovator... Eric Viglione photo.

When enough is enough ...

Right: Matt Colan is one of a few very talented young Stunt pilots who give us hope for a bright future in this event. He's a great pilot, a gentleman, and one who gladly volunteers to help promote the event. We need more like him and the other young pilots...Gene Martine photo.



Left: Even Champions from other events find their way into the Stunt circle eventually. Howard Rush is a past CL Combat Champion. His thirst for competition and technical model development seems to be his motivational driving points. Photo by Gene Martine.



David Fitzgerald has won the Nats in Junior, Senior, and in Open. In fact, he's won seven Open Nats titles and one World Championship Gold Medal. His ThunderGazer has become one of the most recognized and feared designs in the event. Motivation is not a problem for David ... Photo by Liz Helms.

(which demands mental fortitude across so many disciplines) is to begin with an underlying enjoyment of what you are doing and showing up regardless of winning a Walker Trophy or World Championship.

Nutshell: If you're not having fun, then is it really worth it at all?

So if your finding yourself asking, "When does the fun kick in?" perhaps it's time to look deep into the reasons mentioned above as to why you're in the event in the first place.

Like so many of the top guys who have succumbed to leaving



Bob Whitely came out of retirement to answer the bell again at the 2011 FAI F2B Team Trials. Bob is one of the most focused competitors you will ever encounter and he's never one to be taken lightly. His one Nats win came in 1978, but he's always one to watch because he truly believes in his abilities. An aging lion, but a lion nonetheless ... Liz Helms photo.

the sport, they also have had to answer their own questions of "when enough is enough..."

In the next issue we'll continue this examination with the first of five insightful interviews with well known CL Stunt champions who have some very interesting perspectives on all this. **SN**

When enough is enough ...

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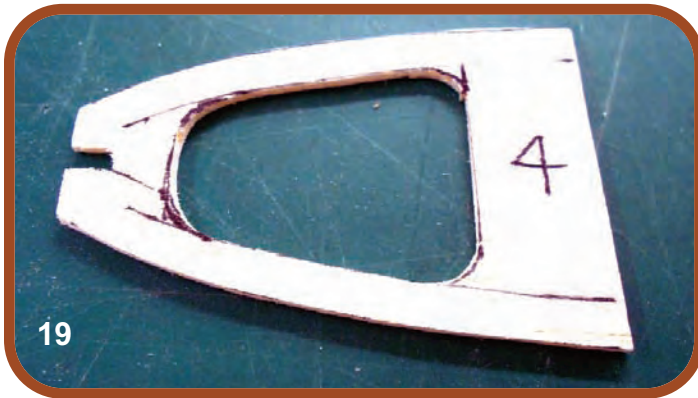
Around Tom's Shop

by Tom Morris

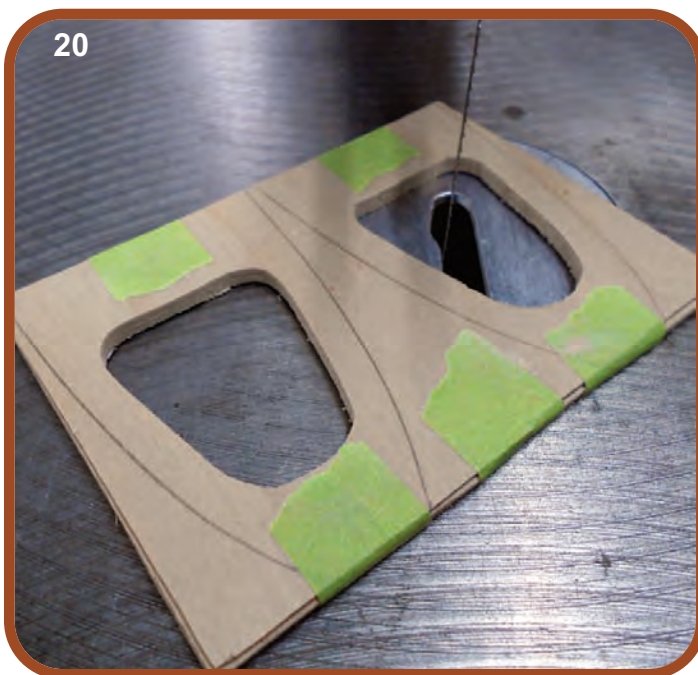
Let's Build a Wing Part 2

In the March/April issue we began discussing building a wing using the "New Millennium Lincoln Log Wing" method. We got all the way up to installing the landing gear blocks, and that's where we will pick up the process in this issue.

Make sure you put the landing gear blocks on the bottom of the wing! The way I do it has been thoroughly tested by my old flying buddy Hawk Hawkins. Suffering from Parkinson's symptoms, Hawk has pancaked numerous times with planes I've built for him. He'll pick the plane up, grab the landing gear wire, and bend it back in place, ready for the next flight. The landing gear has never failed.



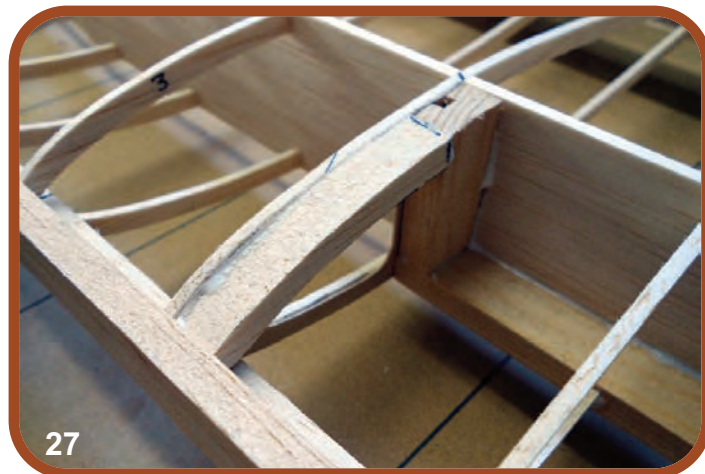
First I make a balsa wood pattern for the two ribs where the doublers will be located (Photo #19). Then I stack cut all the doublers from 1/32-inch plywood (Photo #20 & 21).





Fit and glue the doublers to the appropriate ribs (Photos 22, 23 & 24). I found these miniature clothespins at Walmart in the office supply area. They are perfect for this job. One of the nice things about the wing jig blocks is that you can stand the wing up vertically on the blocks. It makes it very convenient for several steps in the building process.

This gives the block a great amount of torsional strength. The final piece is an airfoiled piece of $\frac{3}{8}$ -inch balsa from the leading edge to the vertical landing gear block (Photo #27).



That little brace really locks in the landing gear. You could put a short piece of $\frac{1}{8}$ -inch ID aluminum tubing into the top of the vertical landing gear block for the landing gear wire to fit in. When I bend the landing gear wire I bend it so that the wire goes nearly full depth of the wing. This system is light and strong.



The last thing to do before sheeting is to install the bellcrank. I put a fender washer on each side of the bellcrank and lubricate around the shaft and washers. Next, I put a piece of large fuel tubing on each side of the shaft just long enough to fill the space between the two $\frac{1}{16}$ -inch ply mounting plates (Photo #28). I don't use wheel collars; they are unnecessary. The fuel tubing puts enough pressure on the washers to keep the bellcrank from wobbling and ensures the bellcrank will never move up or down. I relieve the spar $\frac{1}{16}$ -inch in the middle so the $\frac{1}{16}$ -inch ply mounting plates are flush with the top of the rib strips. The ply mounting plates do not need to be very large, since they



Fit, airfoil, and glue the horizontal landing gear block and the vertical landing gear block (Photos 25 & 26). Notice the vertical landing gear block is full depth. Not only is it glued to the doubler and spar, it is also glued to the top leading edge sheeting.



will be glued to the center sheeting which will in turn be glued to the fuselage (Photo #29). There is no way for the bellcrank to be pulled out.

In the next issue we will finish up the building of this wing. **SN**

Finishing Foundations

by Mark Scarborough

Safety is most important

Well here we are again. Thanks for coming back. I want to cover a couple safety issues with paint before I get into some particulars about specific materials. As a rule, you should always be aware of the risks inherent in spraying any type of material. When spraying urethanes, it is imperative to wear a proper respirator; typically, this will be one with an activated carbon filter.

It is also possible to use a fresh air supply system where a diaphragm-style pump moves air from outside the spray room into your mask at a positive pressure. These systems tend to be the expensive side for a hobbyist, so I will not go too deeply into them.

The catalyst in two-part clears is attracted to moisture; this makes it important to cover your skin and eyes when you spray these materials. I wear a Tyvek suit to cover my arms (and clothes), and I personally have a full-face respirator that covers my eyes. However, goggles will work sufficiently, as well. I also always wear Nitrile gloves to isolate my hands from the reducer and chemicals. They also protect the surface you are painting from fingerprints during and prior to application of paint.

Lacquer should be treated with equal respect when sprayed; it's not exactly a friendly material, either. Tests have shown that lacquer thinner will go through your skin into your kidneys in less than 15 minutes. It is not to be taken lightly. Bottom line is to spend some time learning about the particular materials. I



This is my preferred respirator when spraying catalyzed products. It provides proper filtration and protection for my eyes as well. It has clear "tear offs" that can be replaced so the primary lens does not get hazed with overspray. The cartridges are replaceable and it actually comes with a hose adaptor so you can use a fresh air system as well if you choose. This is a 3M model 07162. For more information about 3M respirators follow this link: http://solutions.3m.com/wps/portal/3M/en_US/PPESafetySolutions/PPESafety.

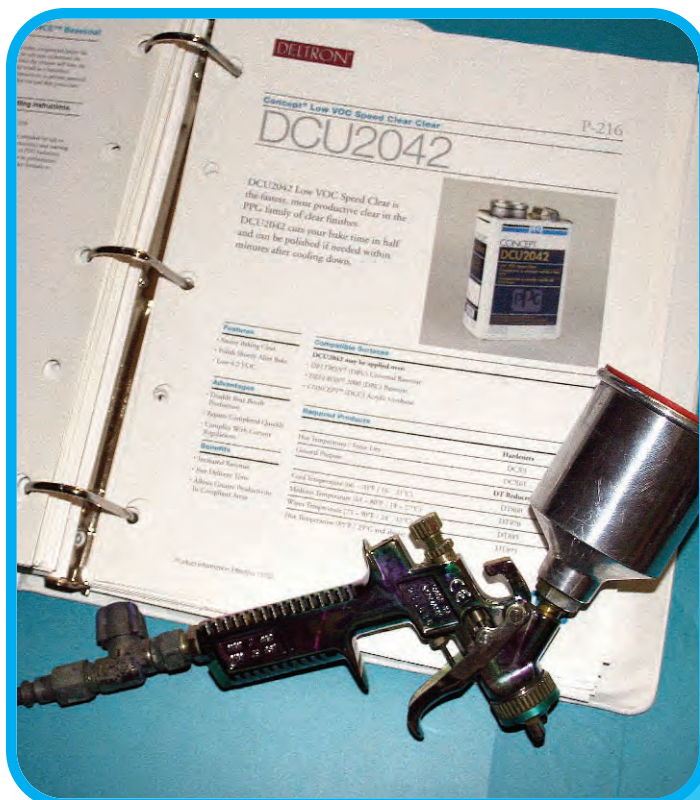
advise obtaining the MSDS for each of the materials you are using. MSDS (Material Safety Data Sheets) are typically available on line or at the supplier where you buy your materials.

Alrighty then, let's get into some particulars about some of the materials we commonly use.

To begin with, let me touch on a concept that will become important as we work through this. That is the concept of "solids." I am sure that many of you have heard people refer to a product having more or less solids. In simplest terms for a basic understanding, let's think of this as what's left after the solvent evaporates. So, for example, typical lacquer is around 12% solids. The easiest way to grasp this is to figure that there will be about 12% of what we spray left on the surface after it dries.

This means that we are evaporating 88% of what we spray as it dries. This is a significant amount of material being evaporated away. This is also why it takes five or six coats of lacquer to

This disposable respirator is available locally or via mail order. This particular respirator is a 3M model 07193 and has the proper cartridges installed. Your local paint supply store likely has alternatives. I believe that SAS and several manufactures make similar products. The important thing is the cartridges are not replaceable and with a limited exposure time, you will need to replace the mask essentially each time you paint an airplane.



Paint manufacturers provide product data sheets on their products. This is one from PPG. It contains relevant information on mixing, application and dry times. They are invaluable for proper use of the materials. Most are available online. This one is found here: www.myrv10.com/N104CD/paint/P-216_DCU2042_Speed_Clear.pdf.

achieve sufficient build and coverage. Most typical urethane materials are in the 40% to 50% range, so you can see, it takes a *lot* less spraying to achieve coverage.

The solids are calculated by the “standard” spray ratio, so if you over-reduce your material to spray, the effective solids content will be affected. It should also be noted that not all the material, specifically the solvent, that goes through the spray gun actually reaches the surface. A significant portion is evaporated off between the spray gun tip and the surface you are painting.

There are several families of finishing materials available. Just to touch on what they are, there are *lacquers*, *enamels*, *water borne systems*, *epoxies*, *urethanes*, and *basecoat/clearcoat* systems. Each of those major categories has types within that grouping to choose from. I will touch on each group and what is available within that group, which of them I use, and why. I will also give you some information on what I think the benefits and drawbacks are for each of the types.

Lacquer

Of course one of the most long-standing and common materials we use is lacquer. There are many forms of lacquer: nitrate, butyrate, and acrylic lacquers are the most familiar.

Acrylic lacquer is common in auto refinishing. There is some use for it as a material in model airplane finishing, though I do not find it an attractive material. I do understand that a number of people have had good success with acrylic lacquer, and due to its availability (in the past) and the ability to obtain a myriad of colors, it was an attractive option. It is not, however, fuel resistant and requires a top coat to protect it.

Nitrate is a higher solid material than butyrate, but personally I do not use nitrate. I prefer not to mix materials. There are

inherent compatibility issues between butyrate and nitrate. It is common to use nitrate to apply silkspan and do initial fill coats. I prefer to start and finish with butyrate. Within the realm of butyrate, there are some variations. There is non-tautening and tautening versions, and both are available with a dye in them to help visualize the application as you build up coats.

I get my dope from Aircraft Spruce by the gallon. I typically buy a gallon of clear non-tautening and two gallons of thinner. I also keep a quart of shrinking dope on hand for open bay areas. One of the unique characteristics of lacquer is that it never changes properties. There is no chemical change as it dries; it basically just evicts the solvent and becomes a solid.

In theory you can take a lacquer finish that is decades old, flood it with thinner, and it will melt and become liquid again. Now, that is the theory. Most lacquers these days have modifiers in the material to change their properties that make this not exactly a reality. However, the point remains valid: there is no cross-linking or other chemical reaction taking place when it dries.

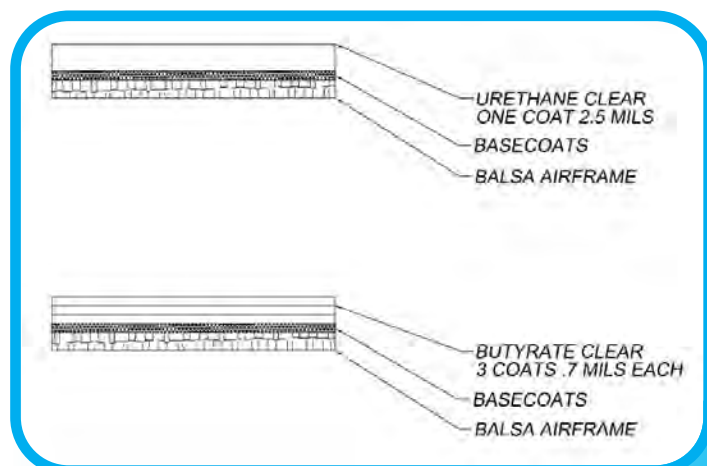
It is important to realize that with each coat you spray, those 88% solvents that we talked about needing to dry out have to penetrate all the previous layers of material before they evaporate. As each coat is applied, the solvents penetrate the underlying layers causing a swelling of the material as the solvents reabsorb and then a shrinking again as they evaporate. Because of this, lacquer also shrinks as it dries.

This is an advantage when you are shrinking covering but a disadvantage when you are doping over fillets or imperfections. I will deal later with ways to work around these properties. Lacquer depends upon solvent penetration in previous layers to create its bond. It does create some mechanical bonding with the substrate, but it is marginal at best. This is where the problem over fillets comes from.

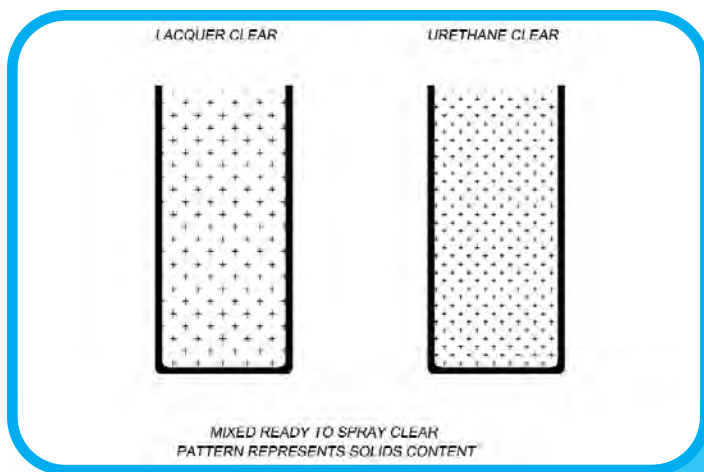
The shrinking properties of the lacquer are more pronounced than are the mechanical adhesion properties to the fillet material. Using leather or balsa fillets helps to minimize this problem as does thin coats over them with extended dry times between coats. One of the other shortcomings of lacquer for top coats is a lack of UV protection.

Enamel

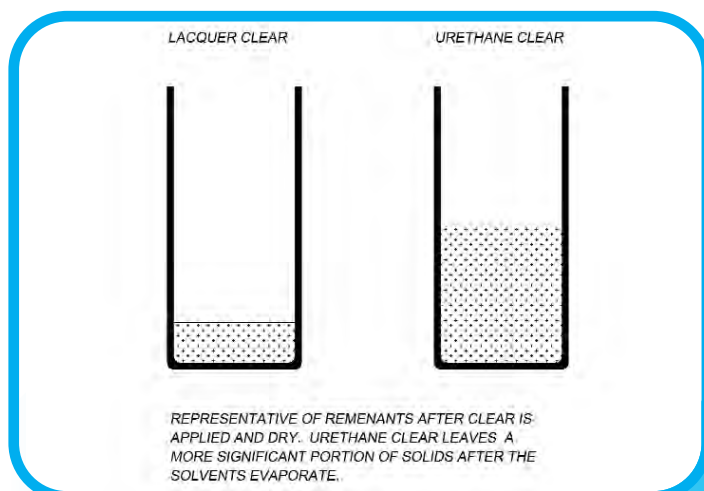
Enamels come in two basic types. Neither do I recommend for our use. There is synthetic enamel, and acrylic enamel. Both can



One of the major advantages of urethane clear is the higher build. Here you can see that one coat of Urethane, typically 2.5 mils per coat, is equivalent to at least three coats of lacquer clear.



This fairly simply represents the difference in solids content between ready to spray clears. Lacquer is much less dense with solids than is Urethane clear. This explains one of lacquers properties that we all know, that is shrinkage.



If you were to allow the mixed clears to evaporate in the container, this is about what you would end up with. Of note is the significant amount of Urethane left remaining after the solvents evaporate off. This reduced solvent content helps prevent scratches from drying out and showing up again, and it also illustrates why one coat of Urethane is equivalent to 3 or 4 coats of lacquer.

be catalyzed, both are heavy, and I don't consider either to be very chemical resistant. They are durable, but they are heavy and slow drying, which makes them unfriendly for our use.

Waterborne

Waterborne paint systems have been around for quite a while. They are typically acrylic-based and come in myriad colors and brands. For our purposes I think the predominant system would be the Auto Air colors.

Water borne paints tend to depend upon mechanical bond for adhesion and are somewhat finicky to apply. They do cover well and are fairly friendly to spray but will add weight fairly quickly. They are relatively inexpensive, as they can be bought in small quantities.

They are not inherently fuel proof and require a clear coat such as a Urethane two-part clear. They have a place for consideration in use on stunt ships, but, because they have some quirks, they would be my second choice for use, and then only as color coats to be top coated by two-part Urethane clear.

I know of a few people who have used them, but for whatever reason they have moved away from them. There are two really good reasons that make them attractive. One reason is cost; they tend to be less expensive as color coats than other options, and a wide array of colors are available.

Another reason would be that they are environmentally friendly. By that I mean they are friendly for you at home both for exposure and cleanup.

Epoxies

Epoxy paints have been around for a while. They are extremely durable, fairly friendly to spray, and achieve a good gloss. They can be heavy if not applied carefully. As such I would suggest that everything be back masked to avoid putting two colors on top of each other.

There is a clearcoat available for them, but now you are back again to stacking two heavy materials on top of each other. I have not used them on a stunter but have sprayed them on other models. While it is a good product I do not believe it to be very suitable for a finishing system on our stunt airplanes, mostly because of the weight concerns.

I also have concerns about the health issues of epoxies. I know that they can cause allergic sensitivity just as epoxy glues can.

Urethane systems

There are two basic types of Urethane systems. You have single-stage systems which are basically a Urethane carrier with pigments in them. They are designed to be used without a clearcoat and as such have some of the same disadvantages that epoxies do.

To use them you would need to back mask each color and spray only where you intend the color to show. This is painstaking and slow, since each color will need to dry overnight before the next color is sprayed. Each color is catalyzed and cures as its own chemically resistant finish. You can clear coat them, but again, you add weight that is not needed.

Basecoat/Clearcoat systems

This is my preferred system: automotive basecoat/clearcoat. The coats are highly opaque requiring few coats for coverage. They are available in more colors than you can even begin to imagine. You can virtually see a car driving down the road, get the paint code, and get that color on your airplane. The basecoats are not catalyzed and are very easy to spray.

Another benefit of this product is the speed at which you can work. Assuming standard conditions, you can mask on this after it dries for an hour. Each color can be laid on with minimal concerns of solvent intrusion into previous coats and colors.

Because of the opacity, it takes so little pigmented product to cover that I believe it is lighter than lacquer. There is no reason to spray to achieve gloss. In fact, you do *not* want to spray for gloss, as this will cause issues.

Once all your colors are down, you can spray a non-catalyzed clear over them to allow ink lines and decal application. PPG offers a product which they call a blending clear, DBC 500, which is a basecoat clear. As such it sprays on thin and light. After all this is done, you clearcoat it with a catalyzed two-part clear. (Just for clarity, when I speak of a two-part clear, I am referring to clear and catalyst. This does not mean you don't use reducer.)

Well, that pretty much covers the bases on the predominant finishing systems. In a later column, I will cover specifically what I use and how. Until next time, keep your guns clean and make friends with your sandpaper. **SN**

Competition

by Derek Barry

"If you ain't first, you're last."

Disclaimer: In this article I use the word *lose* numerous times because, to me, anything other than first place is losing. To quote the great Ricky Bobby: "If you ain't first, you're last."

In this article we will address something that happens to everyone who competes...losing. If you are a true competitor as I am, your main goal for any contest is to win, but obviously you can't win every time. There are, however, things that can be gained from losing.

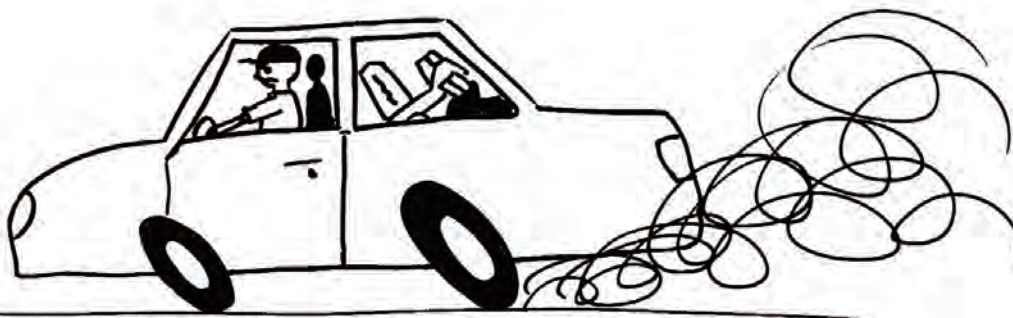
I know you are asking yourself, "What the heck is Derek talking about? Learn from losing? Is this guy crazy?"

Well, I may be a little crazy, but there is much to learn from not winning as long as you can swallow your pride and accept that more than likely the judges are not out to get you, and they did the best they could to pick the rightful winner.

In most cases, when you lose or simply don't win, it's because you were not the clear cut winner. If you want to win you must stand out from the pack and make it obvious that you deserve it.

When the results of a contest come down to just a few points and sometimes even fractions of a point, more than likely the

Speeding away from a contest because you don't like your scores will make it obvious to everyone that you are a sore loser, and gas is \$4.00 a gallon!



judges don't even know who won, so arguing over who is the rightful winner is pointless. You can drive yourself nuts with little thoughts like, "I saw lots of mistakes in that guy's pattern. How did he beat me?" or the good ol', "The judges are out to get me."

It is a very rare occurrence that this is true. Most of the time the judges are trying to do the best job they can at scoring every maneuver individually, trying to stay honest, and the hardest part, to stay focused. Judging is not an easy job and it's a pretty thankless one at that, so the next time you compete make sure you thank them.

With all that being said, let's get back to the point, learning from loss. I have found that if you can put your ego aside for a few minutes, the judges will be happy to tell you what they saw in your pattern. This will vary from judge to judge and that is a good thing; it is the whole reason for having multiple judges. Obviously, if you go up to the judges with anger and contempt, the odds are that you will get no answers, or at least not good ones.

When and if you do decide to ask the judges what they saw, you may not agree with everything they have to say, and that is ok, too. The point is to get as much information from as many people as you can. Take the things that all of the people *and yourself* saw and work on that. Just try to remember that in most cases there were things that you could have done to improve your pattern, and that is the only way to improve your placing.

Something I ask myself all the time is, "What did I do wrong that time?" or "What could I have improved on?" If you think back over your patterns, you will probably be able to think of a number of mistakes that you did. I know I can. After every flight, even my best ones, I look back in my mind and try to remember what I saw. It is also good to have a coach, or at least a trusted friend, to tell you what they saw.

We cannot always see the mistakes we make,

This never ends
well, I assure
you...



Yelling at the judges will not improve your placing at that time or in the future so don't do it!



work every time, and recently I let my emotions get the best of me. I do regret it, but what can I say? I am human and we all have moments of weakness. As I stated earlier, it brings no reward to complain about the outcome. As a matter of fact, it brings the opposite.

We must remember that this is simply a hobby. Yes, we spend a lot of time, money, and effort doing it, but it is still a hobby. The people that we compete against are our friends. If we lose sight of that then we have truly forgotten why we do this in the first place.

We may have disagreements and we may get mad at each other, but I for one consider everyone in stunt, family. I guess what I am trying to say is *compete*, and when you do compete, treat every flight like it's your last. When you lose, and lose you shall, push through and let it be the force that drives you to succeed.

I hope when you read this it will take some of the sting out of losing and maybe help you find the path to success. Good luck and keep practicing. **SN**

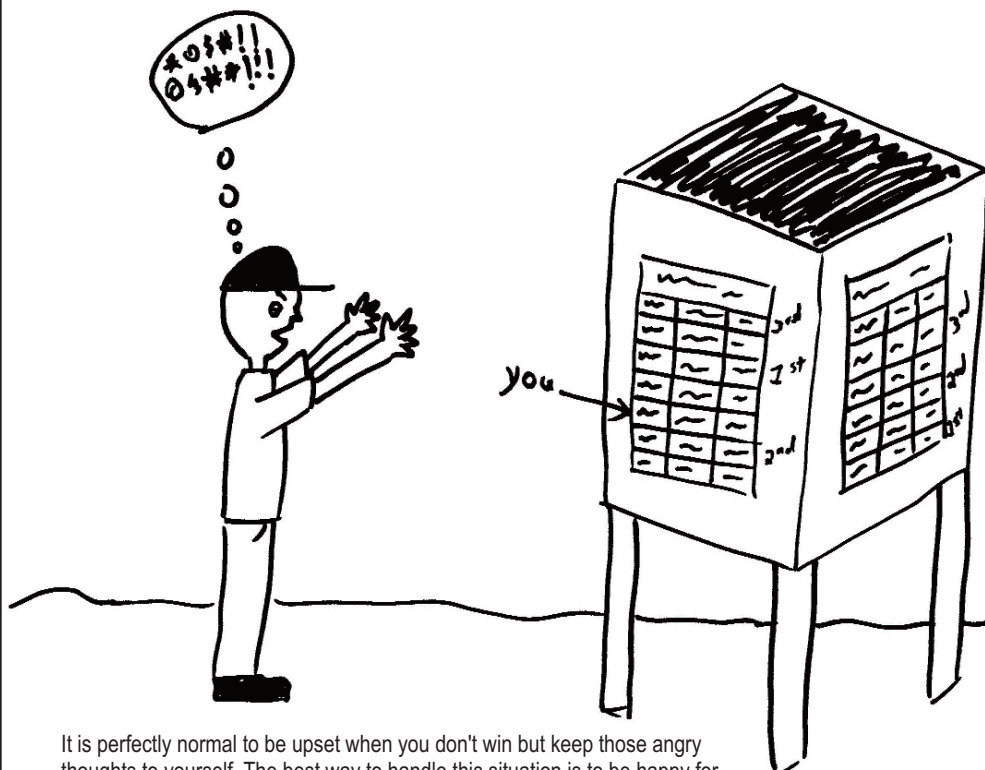
—Derek

especially the ones that we do over and over. We build muscle and visual memory, and once it is learned even the best pilots can't see them. This is where a coach is most helpful; he can see and tell you about what you cannot see yourself.

Losing is not easy and sometimes you may feel that you got robbed (I know I have been guilty of those thoughts a few times over the years), but remember, if you express those feelings, the outcome will never be a good one. It is better to just accept the outcome and move on. Complaining about it will not change anything and it could come back to haunt you in the end.

It is okay to be angry, after all, if you are here to compete and you get beaten, because getting angry means that you care about what you are doing. But getting angry does not mean going public with your displeasure. Try to focus that anger more constructively.

I have tried most of my life to just accept things as they are and try harder the next time. This does not



It is perfectly normal to be upset when you don't win but keep those angry thoughts to yourself. The best way to handle this situation is to be happy for whoever won and congratulate them. More than likely, that person is your friend.

ROBIN'S VIEW PRODUCTIONS

Custom Foam Wing Services



Here's Bob Hunt at the 2011 Nats with his new, electric powered, Crossfire Extreme. The model features a Masterlite foam wing that was cut and covered with the flaps integral to the airfoil. The flaps were then separated and framed with balsa. Photo by Gene Martine.

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

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

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

system yields extremely accurate wings that are lighter and easier to construct.

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

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

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

For a complete listing of the myriad products and services offered by Robin's View Productions, please send a large SASE to: Robin's View Productions, PO Box 68, Stockertown PA 18083, call (610) 746-0106, or email Bob at robinhunt@rcn.com. Phone orders are welcome and RVP accepts Visa and MasterCard for your convenience.

Along with all RVP products comes the invitation to call with any questions about model building. RVP offers an evening "Hot Line" for questions you might have while you are building in your shop.

REMEMBER OUR MOTTO:

Relentless Innovation!

E-Stunt

E-Flying Economy Class

by Will DeMauro

In today's economy, everyone is trying to stay within their family's budget. Hopefully, this article will help you to address ordering the necessary parts for your plane without creating any economical hardship.

One of the most frequent questions I get asked when I go to the flying field with my electric stunt planes is, "I would love to have an electric stunt plane, but aren't they very expensive?"

Well, at one time that might have been true, but with the influx of electric-powered RC planes, helicopters, cars, and boats, we now have an abundance of good and inexpensive products available to us and many vendors to choose from on the Internet!

There are also some very creative ways to get the "better" or pro equipment for less. Since my son, Kevin, flies in the beginner class and still crashes a few times a year, I have had the opportunity to try out, with greater success than I ever imagined, a few different motors and batteries on both his Flite Streak and his Banshee. I am also flying a "budget" system in my T Rex ARC with complete success, so this does work for larger planes, too?

I will start with what I call the heart of the system, and that is the speed control. I use the Castle Creations line of speed controllers for everything. The most popular ones are the Phoenix 35, the Phoenix 45, and the Ice Lite 50. They all have the option to program in a Control Line Mode so they work very well for us.

These, when bought at retail, can be expensive and range in price from \$70-\$100 apiece depending on the vendor. This is the one piece I don't like to compromise on, since the run you get is totally dependent on this.

I quickly learned that with a little bit of patience these can be obtained for substantially less than retail on the RC forums "For Sale" message boards. I have been able to buy brand-new Phoenix 35s for \$35.00, Phoenix 45s for as little as \$45.00 new, and \$40.00 used, and Ice Lite 50s for \$50.00 new. I even bought an out-of-package but new Phoenix 60 for \$35.00. The RC guys are constantly selling off this stuff to finance new projects.

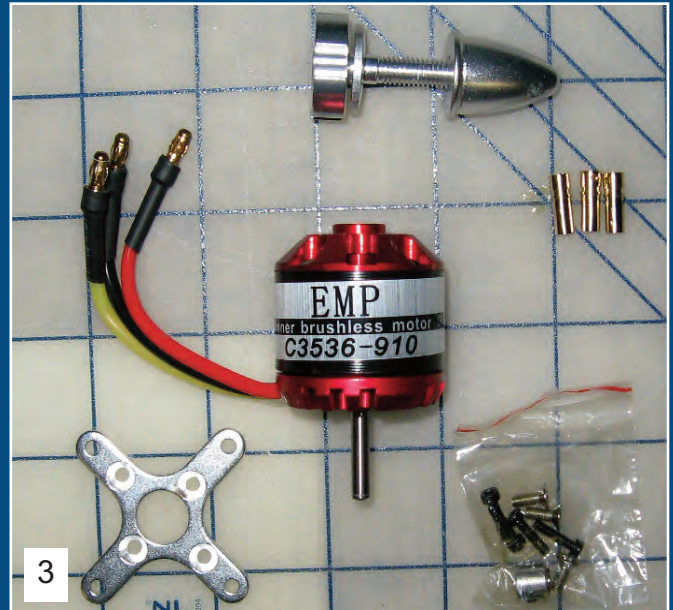
Even though most people are uncomfortable buying used electrical products, I feel that it is okay to buy the Phoenix line of products used. Castle Creations has a flat rate repair policy



1



2



3

1 - Turnigy 4s 3000 and 4s 3300 mAh lipos These are used in planes like a Banshee and Nobler or similar. Cost is about 25-35 each with shipping from Hobby King.

2 - Blue LiPo and Sky Lipo 4s 2200 mAh LiPo. These would be used in a Flite Streak, Ringmaster sized plane. These are around \$20 each from Hobby Partz.

3 - This is an EMP 3536-910. It is available from Leaders Hobby for \$12.90. On a 4s 2200 mAh LiPo it will fly a Flite Streak/RingMaster-size plane just fine with a APC 9x6 Thin Electric pusher prop on it.

for about half the retail price. So if you get a bad one or burn one out, the company will “repair” (what they really do is send you another one) your speed controller. The worst you will be out is the retail price of the controller.

I would like to mention that Keith Reneclé now offers a new governor timer that is supposed to work very well with all brands of speed controllers, including inexpensive ones. This timer is available for approximately forty dollars. These are sold in the USA by RSM Distributing. I personally have not tested this governor timer so I cannot give any feedback, but reports from other sources have been promising.

There are many sources for reliable and budget motors for the sport fliers out there. Most of the “sport” motors cost between \$20 and \$30 and are available from many different RC vendors. I have purchased good motors from three of the larger companies.

The New York fliers have used the Turnigy line from Hobby King and have logged a few hundred trouble-free flights with them. They have been very reliable. Another brand that we are using for .35-.46-size airplanes is the Exceed Rocket Series of motors (3020-860 Kv). These are about \$21 from Hobby Partz.com.

Do not buy the 3025 series, as they do not work well for our application. I have also purchased some cheap motors from Leaders Hobby.com. Make sure you buy from their USA warehouses to save on shipping costs. I recently bought two motors on sale that cost me under thirty dollars, including shipping! One will be used on a Twister and the other one will be used on a Flite Streak.

All the products that I have mentioned are good, but without a decent battery they cannot work! There are a lot of cheap, bad batteries that are available. The batteries that come from Hobby King and Hobby Partz seem to be the better ones. The Gens Ace batteries from Hobby Partz have a great reputation on the RC forums, and I have used them myself with great success.

They probably give you the most “bang for your buck!” It should be noted that if one orders from Hobby Partz and spends more than fifty dollars, they will waive the shipping fee. Hobby Partz is based in California, so people generally receive their orders within a few days.

In order to charge your batteries you will also have to shop around for a charger. The Sky Charger line from Hobby Partz and the Accucel line from Hobby King have good reputations on the RC message boards. To simplify things, some of these chargers are available with built-in power supplies. These chargers can be purchased for less than \$50.

One of the final pieces of the puzzle is the timer. The most common ones are available from Will Hubin. For simplicity purposes, the FM 9 series of timers can be used with most speed controls and set-ups.

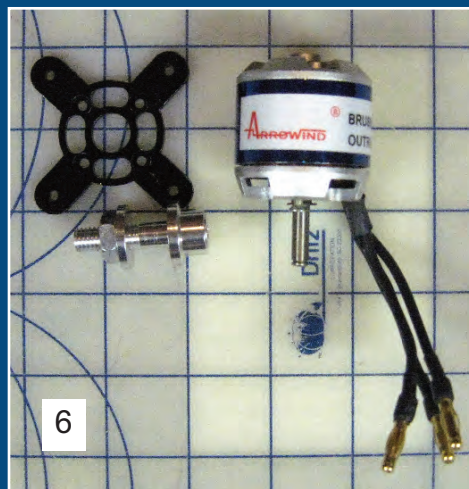
This is the most expensive set-up that he offers but well worth it for a beginner as well as expert, in my opinion. Will also offers an entire line of inexpensive timers that work just as well but take a little bit more patience to program. Will Hubin can be reached at his email whubin@kent.edu.

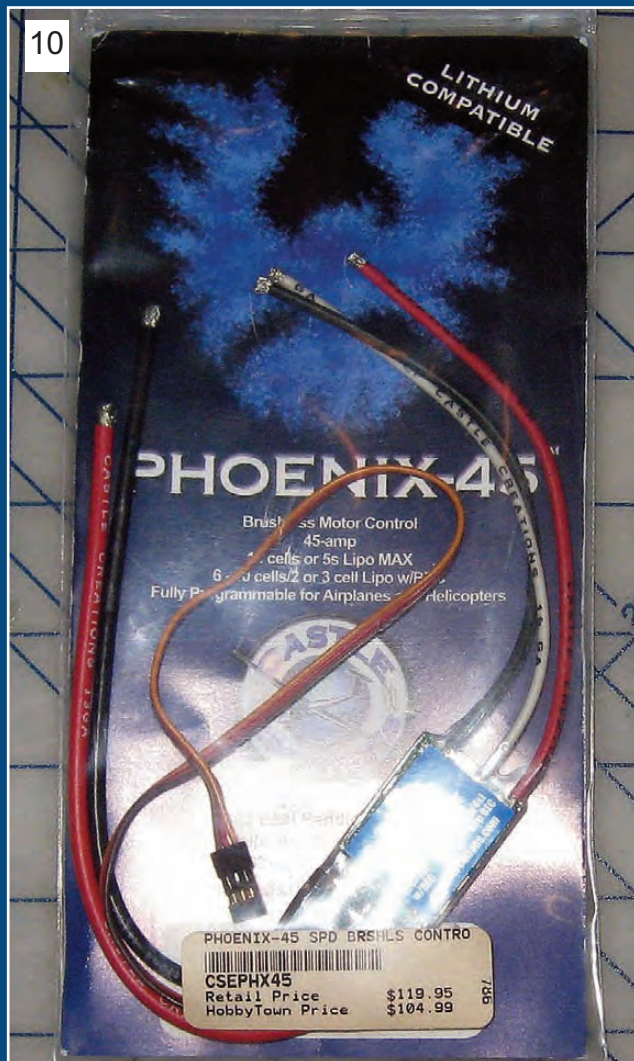
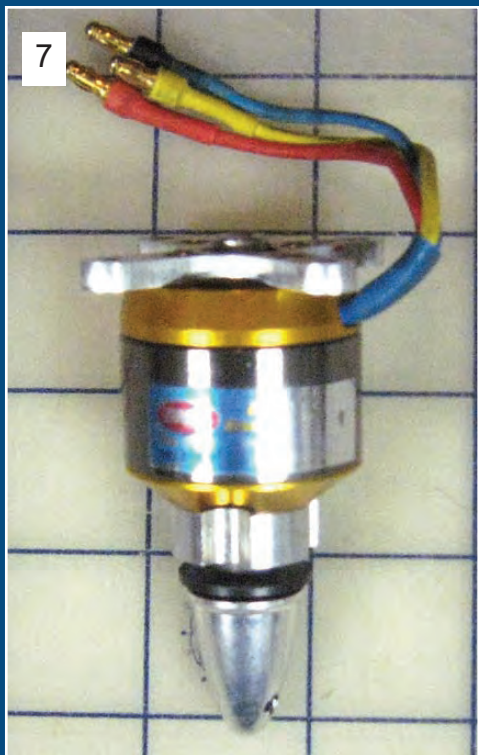
If all this is too complicated, then I would like to remind everyone that Brodak Manufacturing offers excellent turnkey

4 - This is an EMP 4240—890. It is available from Leaders Hobby for \$17.30 On a 4s 3000 mAh LiPo, it can easily fly most 35-46 size planes. The most common props used on this sized motors are the APC 11x5.5 pusher and the APC 12x6 pusher.

5 - This is an Exceed 3020 860. It is available from Hobby Partz for \$20.96 On a 4s 3000 mAh LiPo, it too can easily fly most 35-46 sized planes. The most common props used on this sized motors are the APC 11x5.5 pusher and the APC 12x6 pusher. This is a favorite for some of the NYC area sport fliers.

6 - This is an Arrowwind 2820/07 from Brodak Manufacturing . On a 4s 2800- 3000 mah lipo it too can easily fly most 35-46-size planes. The most common props used on this sized motors are the APC 11x5.5 pusher and the APC 12x6 pusher. This is from one of the Turnkey systems available from Brodaks.





7 - Imax 3536-900 Pulled brand new for \$7.50 from a clearance box at The Wram Show. This motor has over 100 flights on it on Flite Streaks! This proves that bargains are out there if you look for them!

8 and 9 - Sky Charger 6200 available from Hobby Partz.com for \$50. This is a pretty good deal for a 200-watt, 10-amp charger. I got to test one recently and was impressed with the quality and accuracy of this budget charger.

10 - Phx 45 speed control purchased New in Package from RcGroups.com For sale forums for \$50.

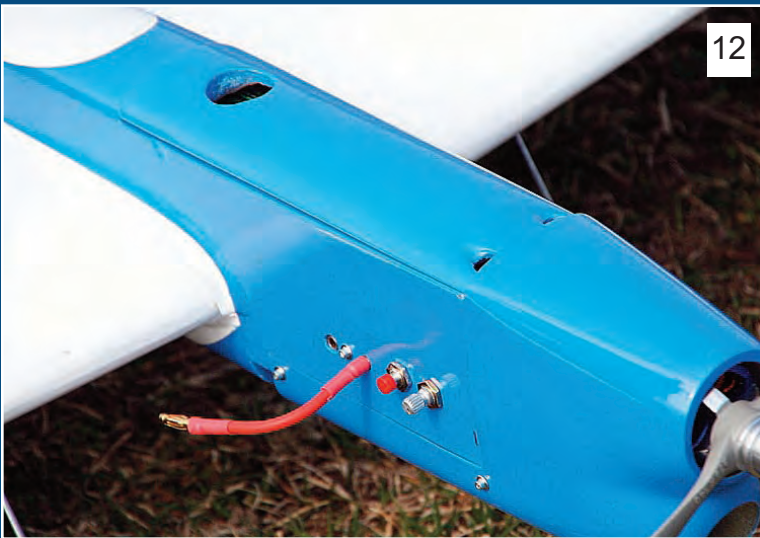
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11



12



11 through 14 - This is Neal Beekman's E Nobler. Power is an exceed 3020 -860,\$21 from hobby partz, Uses a Phx 35, \$40 used from Rc Groups Forums. Hubin FM2a timer and a 4s 3000 mah lipo from Hobby partz for \$25. Prop is an APC 11x5.5 thin electric pusher prop. I flew this plane and Neal has a winner as this plane flies great!!

13



setups from 1/2A-sized to .60-plus-sized planes. These systems were developed and tested by Dennis Adamisin.

I would just like to once again remind everyone that I can be reached at demauw@verizon.net with any questions, pictures, comments, or feedback on any products mentioned in this article or ones that I did not discuss.

RVP Hardnose Front-Mount System

Just as this column was ready to go to production, I received word from Bob Hunt at Robin's View Productions that his company is now offering a CNC machined front-mount plate that is made from G-10 material.

For those of you who are not familiar with G-10, it is an epoxy based composite circuit board material that is extremely strong and virtually crush resistant. It is the perfect material for electric

motor mounting. The problem is, it is extremely tough to cut and can virtually ruin a saw blade in seconds.

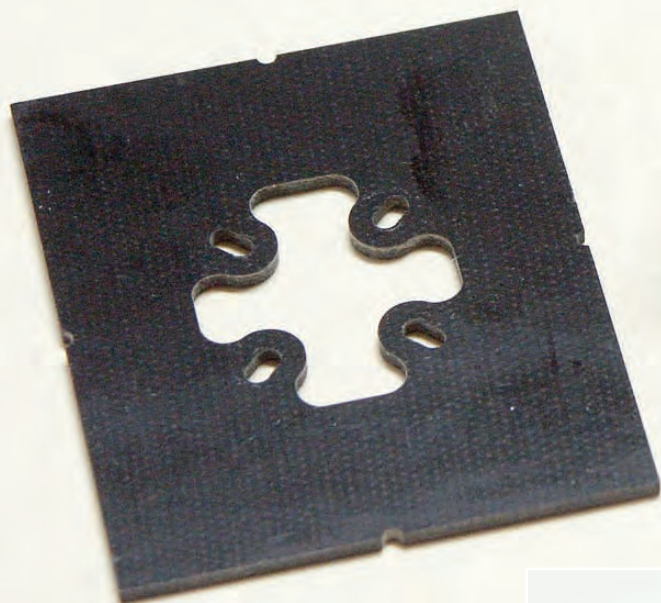
Bob has been experimenting with this material, at Dean Pappas' suggestion, for about a year, and he has hand made a number of electric front mounts using a carbide hand tool bit to cut the material.

I've included a couple of photos of the early mounts that Bob made to show the design of the part and how it is mounted in the front of a fuselage crutch. Also included is a photo of one of the new CNC-machined Hardnose Front-Mount plates.

Dean Pappas is responsible for the design of the part. It has mounting tabs that accept a wide range of motor sizes. (Bob has mounted everything from an E-Flite Power 15 to a Power 32 on this plate.)

The plate also has cooling passages to allow the use of the

HN1



Above and right: Bob Hunt, president and owner of Robin's View Productions, is now offering the "Hardnose" Electric Front-Mount Plate. This mount plate is CNC machined from .093 thick G-10 material. G-10 is an extremely tough and crush resistant epoxy/fiberglass laminate that is typically used for circuit board material. The plate has motor mount slots pre-cut that accept a wide variety of electric motors. Bob uses E-Flite motors these days and tells us that everything from a Power 15 to a Power 32 will easily fit onto this mount. The mount has air passages that allow cooling air to pass through the mount and on through the cooling slots in the typical outrunner electric motor. The plate is 2 1/2 x 3 inches, allowing the builder to easily custom fit the outer perimeter of the plate to a specific fuselage width and height. This mount can be used in new construction or in retrofitting a glow model to electric power. The mount plate is priced at \$11.95, plus \$3.00 First Class Mail postage and handling. Up to three mount plates can be mailed in one package at the \$3.00 postage price. The mount was actually designed by Dean Pappas and Bob Hunt.



HN2

new Tru-Turn Turbo Flow spinners and have the air pass through the mount and on through the cooling slots in the motor. The plates are provided oversized to allow the modeler to custom fit the mount to a specific application. The material can be cut using a round carbide blade on a hacksaw, or by using a carbide hand tool bit.

The Hardnose plates are 3 inches tall and 2½ inches wide and are $\frac{3}{32}$ (.093) thick. Bob suggests that the plates be cut just outside the desired finished dimensions and then sanded to final dimension using a disc sander. He says that the G-10 material sands extremely well.

Bob is also offering a service to cut the plates to the exact size and shape that the modeler requires for a nominal charge. There are small indents centered on the four sides of the Hardnose plate that allow the modeler to lay out an accurate part.

While most G-10 is a green color, the material that Bob is using is dyed black and actually looks very much like carbon fiber.

The Hardnose mount plates are priced at \$11.95, plus \$3.00 shipping (US only). Again, any custom work desired to cut the outside dimensions to size for a specific application is performed at extra charge. *SN*

Sources:

Hobby King: www.hobbyking.com/hobbyking/store/index.rc

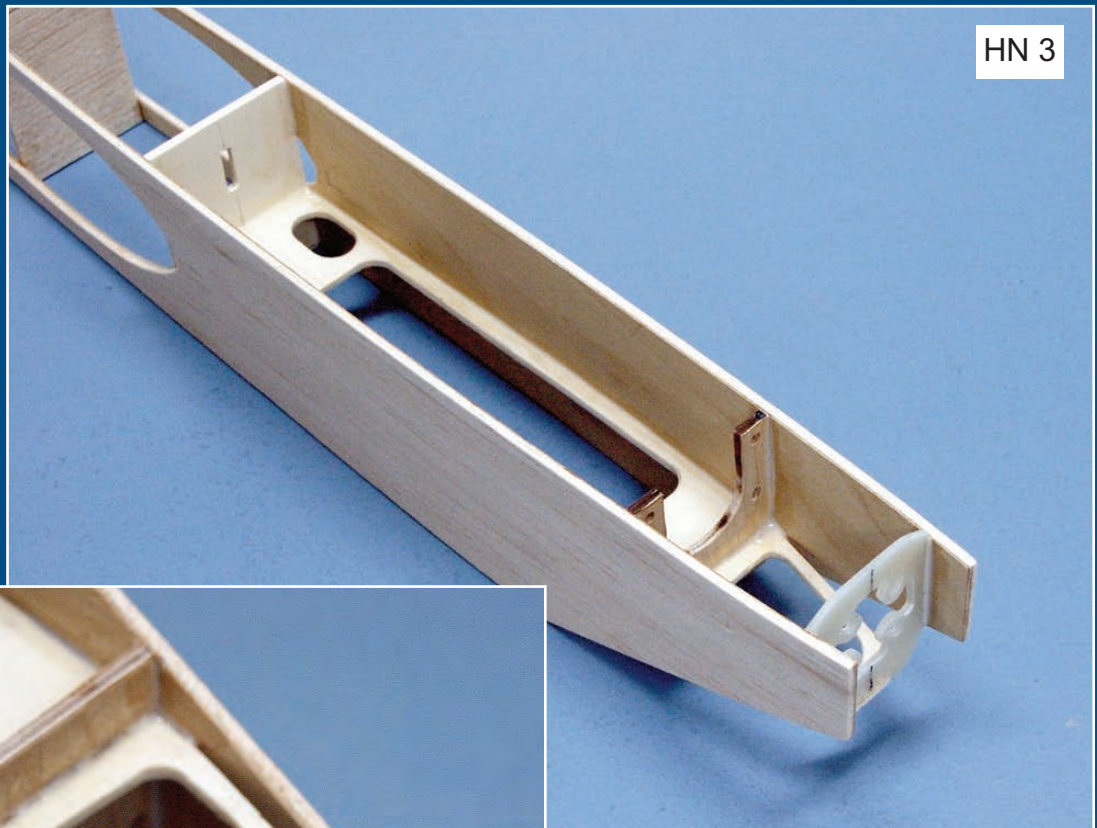
Hobby Partz: www.hobbypartz.com

Will Hubin: whubin@kent.edu

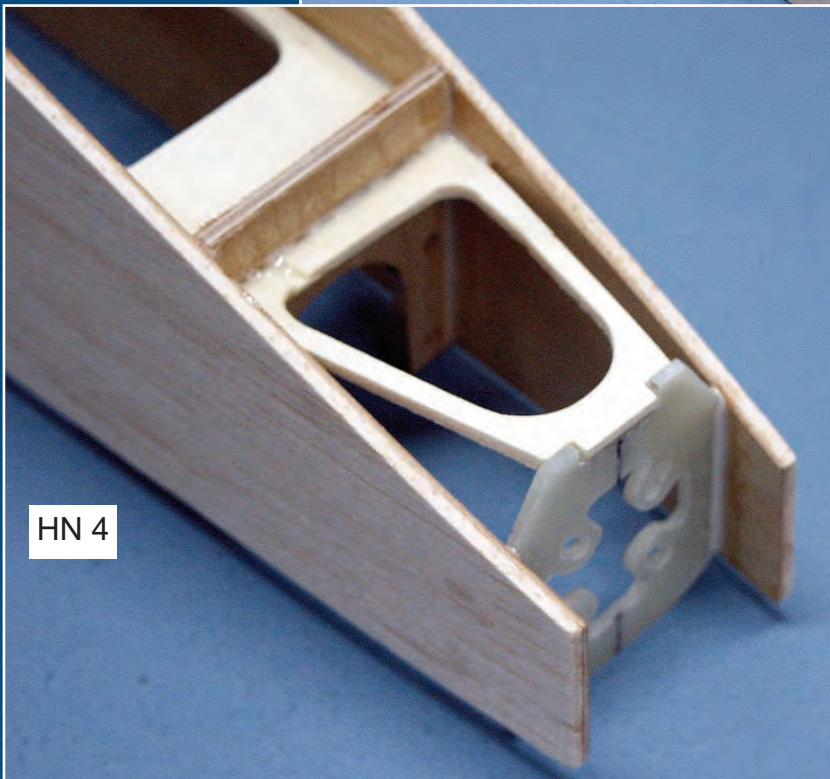
Leaders Hobby: www.leaderhobby.com

Brodak's: <http://brodak.com>

Robin's View Productions: robinhunt@rcn.com; Phone: (610) 746-0106



HN 3



HN 4

Above and left: Here is an example of the mounting of an early "Hardnose" Electric Front-Mount Plate in Buddy Wieder's Ryan's Eagle fuselage. Note that this G-10 material is a light green color while the new mount plate available from Robin's View Productions is made from G-10 that has been dyed black. Obviously the mount plate will be reinforced with hard balsa gussets later in the construction process. The material should be "scuffed" with sandpaper to allow for better grip by the epoxy/microballoon mix that is used to glue it in place. Bob also suggest that the edges of the G-10 plate be notched slightly to further increase the gluing area. The G-10 material cures the problem of plywood mount plates crushing over time. Bob will custom cut the outer perimeter of the plate to fit specific applications on order and at extra charge. This material is extremely tough and requires that carbide cutting tools/bits be used to shape it.

Next Generation

The Sean McEntee story

by Matt Colan

For this issue I asked Sean McEntee to write his life story on aviation and how he got into Control Line Stunt. For those who don't know, Sean is currently in the Army and is flying UAVs for them. He's actually been doing this for quite some time. I'll let Sean take it from here:

"My story goes back two generations, to my great uncle Robert McEntee. From the oral history passed down by my dad, Uncle Bob and his brothers built models when they were kids, though I'm not sure exactly what they built. Uncle Bob took his modeling experience to the highest level. He got his flight training in St. Louis at and around the different schools at Lambert Field, including Curtis-Wright.

"He was the service manager at the old Brayton Flying Service in at Lambert Field in the late 1930s and through the 40s with a stint in the Navy during World War II as an A&P on an aircraft carrier. If you have a copy of the May, 1949 *Air Trails*, there is an article on The Brayton Flying Service, and Uncle Bob is mentioned in that article.

"Uncle Bob left Brayton to fly as a corporate pilot for RCA, and for American Airlines. During the summer of 1960 he went to work for the Kennedy family, flying their personal Convair 340, the 'Caroline,' and flew the future President and his family to St. Louis on the weekend before the election for a ribbon-cutting ceremony at a local shopping center and some last-minute campaigning.

"This was where my five-year-old (at the time) father, Dan McEntee, was bitten by the aviation bug. He and the rest of the family met the plane when it landed at Lambert and pulled up to the old terminal at the west end of the field.

"Supposedly, he met John F. and Jackie Kennedy and shook their hand, but he says that he doesn't remember that, as he was only five at the time. However, he claims that he does, very clearly, remember getting to tour the 'Caroline' and sitting in my Uncle Bob's seat in the First Officer's position.

"Uncle Bob flew for the Kennedy family for several more years. In fact, when Ted Kennedy sustained the injury to his back in the crash landing of the 'Caroline,' Uncle Bob had refused to make the flight for safety reasons due to bad weather, and someone else looking to get ahead volunteered to do it.

"Uncle Bob resigned that position shortly after that and took a position at an FBO in Long Beach CA and worked there until his retirement. All in all, Uncle Bob held just about every rating and ticket a man could get at the time from a basic A&P mechanic to one of the highest houred transport ratings there was at that time, held an FAA instructors rating in each, and was also a licensed FAA examiner in each.

"My dad's interest in model aviation boomed shortly after. He came from a widowed mother and a family of nine, so there was not a lot in the family budget for things like that. His first CL model was a Cox Stuka that took the classic half-lap wingover into the ground on its maiden flight.

"Fearing the wrath of his mother, he pieced it back together, saved up for a Sterling 1/2A Mustang kit, used the engine off of the Stuka for power, and successful flights followed.

"Dad, along with a few of my uncles flew CL and FF models throughout their childhood. My dad was the only one to really stick with it and started flying indoor and outdoor free flight, as well as RC sailplanes, heavily. There were other interests along the road, including racing dirt bikes, hang-gliding, and racing go-karts, but he stayed in the model airplane community in one form or another up until I was born.

"He toted me along with him to contests as a baby, as soon as I got the green light from my mother to go. I do have faint memories of the sod farm in St Louis where the local RC sailplane club flew from, as well as memories of going to contests in Herman, MO and Higginsville IL.

"Around the time I was three or four was when RC sailplane equipment and construction started to get really high tech and expensive. Being the "old-time modeler" that my father is, that level of competition no longer interested him, so he pulled some of his control-line stuff out of the attic and started flying CL stunt. I got my first CL flight on a Carl Goldberg Lil' Wizzard and trained in that mythical field of tall grass at a park near our house.

"From that point forward, Dad and I spent the summers traveling most of the Midwest to contests. I was his trusty pitman, and I remember that it was a real chore to hold on to the bigger .51-sized models. I was pretty small at the time, and looked very much forward to Dad getting to the handle so I could get that big Shark 45 with the roaring Super Tiger out of my tiny hands! In between rounds and after officials were done, I would get out on the circle and put in a few flights, graduating from that



Sean McEntee (left) and his dad, Dan, are shown here with their matching Sig Primary Force stunters. They are powered by O.S. LA 25 engines. The hardware they are holding is from the 2006 Sig Manufacturing CL Contest. Dan placed second in Profile Stunt and Sean placed second in Advanced. Sean was on mid-tour leave from duty in Iraq at the time of that contest.

Lil' Wizzard to a 1/2A Skyray, to Sig Akromasters and Sig Twisters.

"When I was around 10 years old, Dad approached me and told me (truthfully) that I was getting older and uglier, and the "cute little blond guy" act wasn't going to cut it much longer. With that, Dad carved out a bare-wood 1/2A Skyray, built specifically to destroy (though I do have what's left of it hanging honorably in my study). We went back out to the park and, after a couple evenings' worth of trying, learned how to do lazy eights.

Left: Here's Sgt. Sean McEntee holding his new Frisky Pete OTS model. It's powered by an O.S. LA 25 engine and he built it while he was at MQ1C Grey Eagle School at Fort Huachuca, Arizona. He flew this ship in VSC 24.

Below: Old and new are represented here. Obviously the Frisky Pete is the old, and the new is the Gray Eagle drone that Sean flies in active duty. Needless to say, we are all extremely proud of Sean!



"By the end of the summer, I could do the beginner pattern with a 1/2A Skyray, which isn't exactly an easy task! Following summer, I started collecting hardware at the local level, and Dad took me up to the 1998 Nats to fly in Beginner.

"That was a pretty nervous day. Besides being in the "big time" in my eyes, Dad left me at the grass circles with my mom while he went up to the L-Pad to fly Classic and Old Time! Despite the absence of my trusty mentor, I kept it together and came out on top. I moved up the ranks in the years that followed and attended the 2001 and 2002 Nats, placing second in Senior both times.

"For most of my childhood, I've always wanted to be a pilot in some form or fashion. I've always been told that the best way to get a flying job is in the military, so I always saw myself wearing some kind of uniform. When the time came to put "rubber to the road," all four branches of the military shot me down from being a pilot due to my poor vision.

"Around the same time, Unmanned Aerial Vehicles (UAVs) started making the news, flying missions in Iraq and Afghanistan. With that in mind, I went back to the recruiting station. The Air Force, Marines, and Navy turned me down again, since only rated flyers flew UAVs in those branches. However, enlisted soldiers flew UAVs in the Army, so that sealed the deal. My family all had their doubts, especially Dad, but I left for Basic Combat Training in April of 2004.

"I spent a year at Ft. Huachuca, AZ for UAV Flight School, and I since have completed two deployments to Iraq and one to Afghanistan in 2006, 2008, and 2010, respectively. In between deployments, I got back into flying models competitively. I flew with the Dallas Model Aircraft Association and the Tulsa Gluedobbers during the summer of 2007.

"In 2009-2010, I took a bit of a break from CL stunt to relive some of my childhood, and flew outdoor Free Flight with the Magnificent Mountain Men FF club in Denver, CO. Most recently—while in school at Ft. Huachuca—I flew in a few contests with the Cholla Choppers in Tucson AZ, including this past VSC.

"Being a career soldier and a modeler on the side has afforded me many opportunities that other models do not often get. The nomadic lifestyle of the Army has afforded me the chance to spend some long-term flying time with clubs all over the country. Once I get to a new place, I pull out the PAMPA directory and look for someone that I knew previously in the area. Through them, I meet the rest of the modelers in the area.

"What is particularly interesting about this is I get to meet folks who don't travel to other parts of the country. Every club has people like these. They are either modelers who don't like to travel great distances, or some who don't fly competitively at all

but rather lend their time and effort to running the contest. It's been really neat to me to be able to get around and meet these folks who most everyone else in the country do not have the chance to.

"Being in the Army has also made modeling a lot more enjoyable. I think I have all my deployments to thank for that. Spending time in a hostile location really makes you take a step back and look at your life and everything in it such as trite pastimes like model airplanes.

"I used to hate building, but it's more relaxing now to sit down for a few hours and work. I also think I enjoy the social aspect of contests more now than I did when I was younger. That could also be from growing up as well, I suppose.

"A lot of people, particularly those in the older generations it seems, voice their fears that control line will eventually die out. I find that hard to believe. It may get smaller, as participation in any type of hobby shrinks and expands in cycles over time. I really have no worry, and I'm pretty sure that 40 years from now I'll be telling my grandchildren about how it was, way back at the turn of the century as we head out to the flying field."

—Sean McEntee

Update from the North

Thankfully, we had almost no winter this year up in the Northeast. The winter was so mild that my high school didn't call one snow day, which I never remember happening throughout elementary, middle, and high school. I was very happy about that, since winter is my least favorite season of the year.

Because of the mild winter, we started flying March 12—one of our earliest starts to fly model airplanes yet.

I have also started ground school at one of the local airports. So far I have only completed one class, but I definitely think I am going to enjoy myself!

'Till next time, fly Stunt! **SN**

—Matt Colan

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Decals

For a long time I liked the idea of masking and painting everything I did. It was a thrill when asked, "Where did you get your decals?" and then to see the looks on people's faces when I told them that they were not decals. Everything was painted on. I also thought that I would have to go to a specialty place to have my own decals made and at a high price to top it off.

Well, times have changed, and so have my thoughts on the subject. There are just some places where a decal is superior to any normal painting and masking, not to mention the fact that they are simpler to apply. Technology has also gotten to a point that anyone with a computer and a printer can print decals.

Now for a disclaimer: I am not going to say that I am an expert at decal making. Hardly! Since this is my first attempt at making decals, this article is really a 'product review' of what I learned from Phil Granderson and Jim Aron (thanks, guys...). Since this is my first adventure into making decals, I am going to tell you what worked for me and what to look out for if you decide to try this yourself.

Let's start off with what you can do with decals. One of the easiest things is lettering. In years past you got a sheet of Letraset to use in putting on your lettering. For those who are unfamiliar with Letraset, they are a thin, press-on, dry-transfer type of lettering.

You apply them by rubbing over them to transfer them to something else. They usually come in a sheet of many letters and you put on the letters by placing the letter where you want it and gently rubbing on the backing leaving the letter behind.

Several problems can come about using this method if you are not careful. The first is, since you are putting each letter on individually, it is easy to get the alignment off. The second is, if you press too hard, you get what is commonly called "Letra-Dents." (You can figure out the meaning of that one, I am sure.)

In either case the result is less than desired. Another problem not related to the application of Letraset is that they only come in a handful of sizes, fonts, and colors. This limits what you can do. And then, of course, you have to find someone who carries the size and color that you are after.

With a computer, the sky is the limit as to size, fonts, and colors. In my case, since I am doing a military plane, I can make a decal for all the little lettering commonly found on military aircraft. And I can do it in the font, size, and color that I want. And as an added bonus, I can do it in different languages as well.

I just found what I wanted to print out and typed it out on a word processor program and then printed that on the decal paper. In my case, I was doing the lettering in German. (Talk about driving an English spell checker crazy with German spelling!) I chose the appropriate font, adjusted the font size to match the size I wanted on the plane, and then typed out what I wanted.

In some cases I wanted a different color (red) and just changed colors with the word processor; very easy. If you want it bigger or smaller, you can simply change the font size. Again, very easy. Most everyone has access to a word processor, so doing some simple lettering should be extremely easy for anyone who wants to try this.

Insignias are something else you can do. In my case I just happened to find a file on the internet site Wikipedia for the Romanian insignia that I wanted to do. This file just happened to

be a free download from this site, so I downloaded it. (Hey, I like free. Free is nice!) I adjusted its size until I had what I wanted. No problem.

One thing I did to test the size before actually printing on decal paper was to print what I wanted on normal paper first using the printer I wanted to use. This was the easiest way to make sure I got the sizes I wanted. If I used a different printer, the sizes may vary slightly depending upon how the printer is set up.

Okay, what do you do if you want to do something really unique? Here is where you will have to buy a program for your computer. CorelDraw is one that comes to mind. There are others out there that will do similar things on the computer. I will admit that I have no experience with any of them, so I can't recommend any one in particular.

There are cheap ones and more expensive ones. In most cases you get what you pay for. By this I mean the more expensive ones can do many more things than the cheaper versions, in most cases. However, unless you want to make a picture in the style of Van Gough, then a cheaper version may work well for you. I will leave it up to the readers to do the research and pick a program that best suits them.

With the high-end programs especially, the only thing limiting you to the type of designs you wish to create is your imagination and computer skills. If computer skills are slowing you down, just go to the neighborhood teenagers, and I am sure they would be willing to help you in exchange for a pizza.

Now when I talk about designs, I normally mean something that will fit on an average size piece of paper, say 8 1/2 by 11-inches or smaller. They also make some legal size decal paper. Now there will be some things that will just be extremely difficult to do.

The snake on my new plane is one of those. It is plainly just too long, not to mention trying to fit it around the wing root which would be extremely difficult. So in that case it is still better to go with the old tried and true method of painting. I am not saying that you couldn't make a decal in several pieces and fit it together, but it probably would take longer than if you just went ahead and masked off everything anyway.

Now let's discuss what kind of decal paper to use and where to get it. Be aware that there are different kinds of decal papers. One type is made for use on an ink jet printer while another is made for laser printers.

Since the ink used in ink jet printers is not water proof, the decals printed with an ink jet need to be sealed with a clear coat before submerging them in water. Otherwise the ink will dissolve in the water and spoil your creations. Not good. Laser printed decals do not need a clear top coat before soaking in water. Laser printed decals also resist fading in the sun better than the ink jet.

So, overall, if you have access to a laser printer, use it! (But, since ink jets are far more common for use at home, if this is all you have access to, don't be afraid to use it for your decals. Just be sure to seal them with a clear coat before putting them in water.) I was fortunate to be able to use the laser printer at work.

A simple hint here is to make sure you use the densest setting for the printing process. Normally, for me, the economy setting for printing is just fine. This saves ink. In the case of decals, however, you want to make sure the color is set to the

densest setting for best coverage. You want high gloss picture quality here.

Okay, you are hooked and are now probably saying, “Where do I get the decal paper?” Phil sent me to a site on the web where he gets his paper. It is www.beldecal.com. This site also has some videos about decals that I would greatly recommend you watch. So if you are interested at all in decal making, watch these videos. I am sure there are other sources, but this is the one I used.

Now, the decal paper comes in clear and white. I got clear, which will work well for just about everything we use. One thing though, you should paint a patch of white where the color decals will go to get the best brightness. If you put your decal over two different colors, say the two browns on my new plane, you will be able to see the demarcation line through the decals.

So it is important to paint a solid color under the entire decal. You do not have to use white as such, but beware that any other color may tint your decal a bit toward the color underneath. That is why white is preferred. This is what I did with my insignias and the shield on my rudder.

I masked off the white in the appropriate size and shape, then made a color decal and placed it precisely in the middle. I needed a white border around my insignia anyway, so making this slightly larger than the decal worked out well. For the shield on my rudder, I painted a white patch just the size of the shield and then put the decal on the white patch.

I would recommend that after putting on the base color (in my case, white) you apply several coats of clear, especially around the edges, before applying the decal. After the several coats of

clear, I then sand the edges so they feather into the surrounding area. Do this just as you would do when putting on the final clear coats.

This way you won't have much of an edge making it harder for you to accidentally sand through when you put the decal on. Also, lightly sand the entire area where the decal is to be placed. This is to make sure you get rid of any possible dust particles that may have gotten trapped in the paint causing a “pimple” in your decal. We want clear skin here, folks!

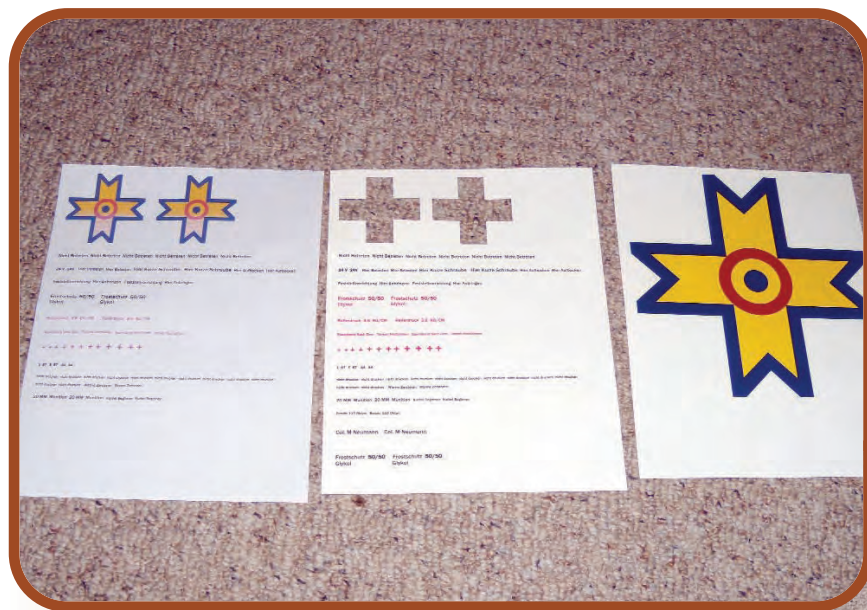
After the decal is put on, apply several coats of clear over the decal to seal it to the plane and to make sure it is fuel proof. Go very lightly at first. Put on a light coat and then wait 24 hours before you put on another. This is to make sure you don't melt your decal with the thinner from the paint. Now I am using dope here. I am not sure what happens with the new type of automotive paints, but either way, be careful with that first few coats. If you are not sure what will happen, do a test on something else first to practice before trying it out on your new masterpiece.

A question I had before doing this was, “How big can I go?” The answer was, “As big as the paper.” This is certainly true. The decals on the bottom of the wing are just shy of 8½ inches wide. I had no trouble soaking the paper and then sliding the decal off the backing paper. One word of warning, however, when using this decal paper: It does not slide very easily once it is placed on your model.

Hold the wetted decal in the position you want it and then carefully slide the backing paper out from under the decal leaving the decal in position. I was able to slide the big decals only about 1/16 of an inch once they were on my plane. And that was with a bit of difficulty. Fortunately, the decal paper turned out to be very strong. Phil told me it was and he was not kidding. He also mentioned the decal paper stuck very well. Again, he was not kidding!

On the last wing insignia I almost goofed by getting a bunch of wrinkles in the decal when I slid it off. The solution was to carefully lift each end and stretch it out almost as we do when covering our wings with silkspan. I still wound up sliding it some, which took some persuasion, but I did manage after some nervous moments.

To get rid of the bubbles gently push the bubbles out with your finger by pressing in the



Above: Here is a picture of my decal sheets and the test sheet on the left. The test sheet was used to verify sizes. You can see on the middle paper that I cut out the insignias and have them on the plane.

Right: This shows a picture of the fuselage ready for the insignias to be applied. You will notice the white patch midway between the wing and where the stabilizer will be. Also notice the snake. This is way too long and it would be nearly impossible to get the curve right to go around the wing. Some things are just better painted.



center of the decal and moving your finger toward the edge of the decal. This will squeeze out any air bubbles and also any extra water trapped under the decal.

“Okay, what would you have done differently?” You had to

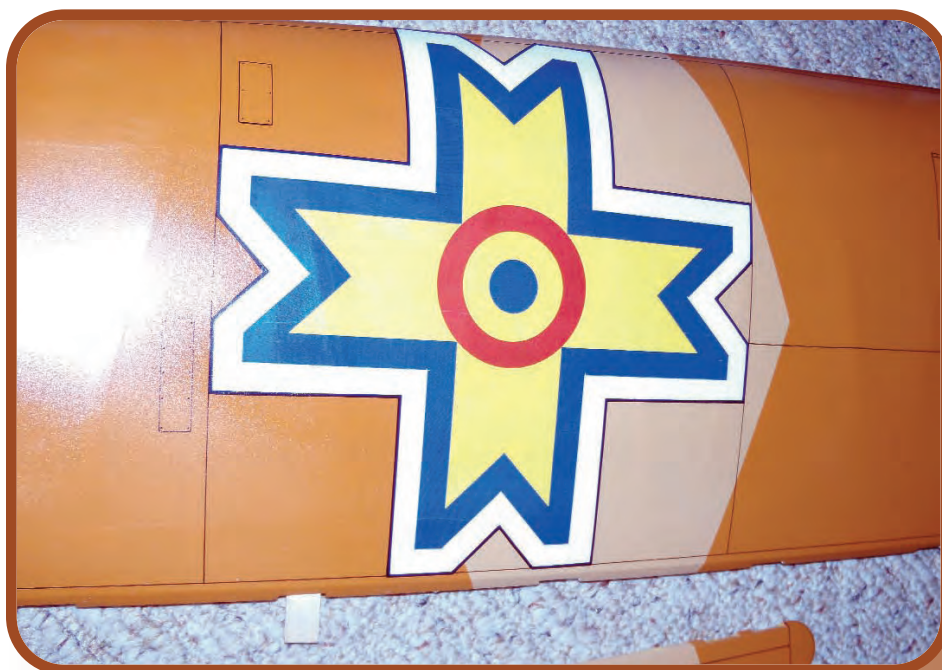
ask. Only one thing: Use white paper for the insignias. I think this would add to the opacity of the decals. I would still put them over a white base, but I think this would help with the density. Not that the density is bad, but I just think it would have been better. This is something to think about for next time. I have to use clear for the letter stencils because there will be some film connecting the letters together. The clear will disappear while white film will show.

One slight negative about decals: You have to be careful not to sand through the clear that you put over the decal. It would be extremely difficult to touch them up with paint.

You probably would wind up sanding off the decal, reapplying the base color, and then reapplying the decal and clear and trying it again. This is what you would need to do should you happen to need to repair some damage later on. It is doable to polish out the clear over the decal. Just be extra careful.

Well, this has been my experience with decals for my new plane. I hope that upon reading this you might want to try it to help you spice up your new masterpiece in ways you did not think was possible before. Try it, and you probably will like it.

Remember, it is in the details. **SN**



This is a close-up of the wing insignia. I again painted a white patch and then put the color decal in the middle. It was much easier than masking off all the colors.



Above: This is a close-up of the shield on the rudder. Here, I also painted a white patch, but the patch and the decal are the same size.

Right: This picture shows all the decals but the bottom insignias and the stenciling applied.



2012 PAMPA Hall of Fame

by Wynn Paul and HOF Nominating Committee

2012 PAMPA Hall of Fame Voting Procedure for Voting

The nominations for the 2012 Hall of Fame Inductees listed in this issue will be voted upon by three groups of individuals: (1) Living members of the PAMPA Hall of Fame—23; (2) Current elected Officers of PAMPA—15; and (3) Past Presidents of PAMPA—11. An individual who appears in more than one group may cast only one ballot. A nominee needs a simple majority of votes cast to be selected.

Those persons eligible to vote should send their ballots via email to Wynn Paul, Chair, PAMPA Hall of Fame Committee (winnie3435@insightbb.com). Persons who do not have email capability should request a ballot from Wynn Paul at 3332 Carriage Lane, Lexington, Kentucky, 40517; telephone 859-361-8965. The deadline for voting is October 1, 2012.

The voting members are listed below.

Hall of Fame members (with date of induction): Wynn Paul (Charter – '92), Bob Gieseke ('94), Les McDonald ('94), Keith Trostle ('94), Bill Werwage ('94), Bob Gialdini ('96), Bob Hunt ('96), Paul Walker ('96), Art Adamisin ('98), Al Rabe ('00), Don Still ('00), Jim Casale ('02), Jack Sheeks ('02), Jim Silhavy ('02), Davis Slagle ('02), Art Pawloski ('04), Larry Scarinzi ('04), Charles Mackey ('06), Dennis Adamisin ('08), Leon Shulman ('08), Don Ferguson ('10), John Lenderman ('10), and Bill Zimmer ('10).

Current (2012) elected Officers of PAMPA: Don McClave, Matt Newman, Jim Vornholt, Noel Drindak, Will Moore, Bud Wieder, Bob Hunt, Steve Fitton, Eric Viglione, Allen Brickhaus, Bob McDonald, Don Hutchinson, Carl Shoup, Jim Hoffman, and Bruce Hunt.

Past Presidents of PAMPA (in order of service): Keith Trostle, Dennis Adamisin, George Higgins, Tom Dixon, Ted Fancher, Steve Buso, Mike Keville, Frank McMillan, John Brodak, Paul Walker, and Bill Rich.

All eligible voters, numbering a total of 45 (4 persons are doubles) are encouraged to vote for the 2010 PAMPA Control Line Precision Aerobatics Hall of Fame.

The Nominees were listed in the April/May issue of *Stunt News*.



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

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

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

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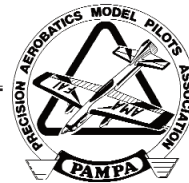


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PAMPA News & Reports



Vice President Report

by Matt Neumann

Slow and steady wins the race ...



It has been a quiet two months since the last time I wrote. We have not had any personnel changes on the Executive Committee or any other business that came up, so there is nothing on that end to report or comment on. I am not sure if

this is good or bad, but at the moment I will accept this as good and continue to enjoy the peace and quiet. It has given me extra time to devote to finishing up my latest plane. About time, too (since I started this three years ago)!

I have seen the beta beta beta version of the new PAMPA website. I have to admit it is looking quite good. Obviously, there will be some tweaks happening as time goes on, but for a first time out it is quite nice. This new site appears to be much more user friendly and should actually promote the membership to come back quite often. It is set up so it will be much easier for PAMPA members to contact one another and to be able to see what each of us is doing.

On a personal note for me, I am now in the process of putting the gazillion ink lines on my new plane. I only have about a quarter million left, so I am closing in on getting that part of the airplane done. It is mid-March as I write this and I hope to have the plane flying around late April. I am quite excited and am looking forward to finally getting this plane finished.

It is amazing how all the little things you would think would not take up much time really do take up much time. So, for those of you who are in the same boat as I am, and who think that their plane will never get finished, remember that there is a saying: "slow and steady wins the race."

Be patient and things will get done. I can at least now see the finish line.

With that in mind, for those of us in the northern part of the country, where we have a "building season" and a "flying season," flying season is almost here. A lot of people will shortly be trying out their new planes and/or tuning up their older planes. Either way, I recommend you start out slowly.

For the less experienced fliers especially, don't go for 5-foot bottoms right off. It could ruin your whole summer. Ease into the pattern—and that is especially true when you are starting out with

and trimming a new plane.

With a new plane, it usually takes me about 5 to 10 flights just to get the handle setting close to where I want it. I can do certain things before this, but they are only exploratory maneuvers so I know what to adjust when I get down on the ground.

On these first flights I usually short fill the tank so I am not just going roundy-round, waiting for the fuel to run out. These first flights are only used for basic trim and to get the feel of the plane and set the sensitivity to where I want it.

I have never been able to get a plane up in the air and going to where I am comfortable with it in less than 10 flights. Even after I begin flying a full pattern, I continue tweaking things for quite some time. Again, slow and steady wins the race. You will be rewarded many times over by following a methodical trimming process from the very beginning.

I cannot over-emphasize enough that you need to trim out the plane to the best that you can. Do not ever stand for "good enough" when it comes to trimming if there is more that you can do. A "perfect" plane that is in imperfect trim will never fly right. Be picky!

There are essentially three things that affect the flight path of the plane. The trim of the plane, the weather conditions you fly in, and the dummy hanging on to the handle in the center of the circle. When it comes to trimming, look at it from every angle. If you see a problem, fix it. If you don't know what is causing it or how to fix it, by all means get some help from somebody more knowledgeable than you. Never accept second best when it comes to trimming.

Until next time, I will leave you with a couple of pictures of my plane as it is in mid March as a preview of what is to hopefully come. *SN*

—Matt Neumann



Left: Here is a picture of all the pieces. Most of the ink lines are now on. Just a quarter million out of the gazillion left!

Below: Here is a close-up of the nose so you can see the type of detail I am trying to put on the plane. Overall, it will take me about a week and a half to two weeks to put on all the ink lines. Slow and steady wins the race!



Secretary/Treasurer Report

by Jim Vornholt

The 2012 Vintage Stunt Championship (VSC) is behind us and I missed it again; well, maybe next year ... I joined PAMPA at the beginning in 1973. Back then what we now refer to as "vintage stunt" was just stunt.

PAMPA started with a small group of stunt pilots who wanted to have more input into everyday operation of their event. It has grown from a handful of members to over 850 members worldwide.

Since 1973 numerous members have volunteered to assist in keeping the group alive by running for positions on the Executive Committee. One such member is Noel Drindak, our current Membership Chairman.

Noel has served the membership well along side our past Treasurer Dave Gardner. Noel has decided to hang up his hat and rejoin the fold. As of July 1, I will assume the duties of Membership Chairman.

Please note that we now have a new address for all PAMPA business. In the past some people sent their applications and renewals to Noel and some to Dave Gardner.

This sometimes caused confusion and extra postage. I have agreed to accept the Membership Chairmanship because I believe combining these two positions will help streamline the membership process.

I have been studying the budget for several weeks, and I promise every effort is being made to assure each member receives the most for his or her dollar.

If there is a place to tighten the purse string, I will. If there is a better method of operation without cutting quality, then it will be presented to the Executive Committee for consideration.

Currently, we are covering our responsibilities, but one area we are lacking in is donations for support of the FAI Team. In past years there has been sufficient support to assist our team members. I regret to say this is not the case for 2012.



As of this writing we have not received one dollar in donations for the FAI team support. Keep in mind that each member only receives a small portion of what it costs to make a trip overseas to represent the USA in FAI competition.

In closing remember that other areas of control-line flying have their SIG (special interest group).

PAMPA is the only SIG that represents you, the stunt flier. I can guarantee every decision made by your PAMPA Executive Committee is made with you and only you, our members, in mind.

Do you have any suggestion? Feel free to contact me at the address below. **SN**

Until next time ...

—Jim Vornholt

PAMPA
Secretary/Treasurer
Membership Chairman
P.O. Box 320
Plainfield IN 46168-0320
jvornholt@indy.rr.com

PAMPA started with a small group of stunt pilots who wanted to have more input into everyday operation of their event. It has grown from a handful of members to over 850 members worldwide.

District I

by Don Herdman

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

I would like to thank Will Moore for offering me the opportunity to write for District I, and then Don McClave and the other district directors for their approval. Will had to step down from his position for personal reasons, and he asked me to take over.

I got started in flying control-line at the age of 10 at Millville airport in New Jersey. I started building a lot of rubber band-powered models of all types and a few free flight models. My first gas-powered model was a Sterling Yak-9 powered by a K&B .19, which my father had a lot to do with. I never flew competition at that age, only sport flying.

When I moved from New Jersey to Long Island, New York, around the age of 16, I stopped flying for approximately seven years. I got married in 1965 at the age of 23 and moved to Forest Hills in Queens, New York. In 1966 I found a hobby shop on 105th St. and Jamaica Ave. From that point on, I was back into the hobby. I found a flying site in Forest Park, Queens, not far from where I lived. I found other fliers at that park that I could fly with. This flying site was a cutout in the trees right at the end of a golf course.

In 1968 I learned that there was a new flying site that was being built at Flushing Meadows Park in Queens, New York. This was a beautiful, well-done, four-circle flying site with an eight-foot-high chain-link fence around the perimeter. That is where I met other fliers like Gene Schaffer, Bob Lampione, Hank Womble, Vic Macaluso, Joe Raidle, and many others. I entered a couple contests in Flushing flying a Smoothie with a Fox .35. I was also fortunate enough to have Gene Schaffer teach me how to judge. I flew there until 1975 where my family moved out onto Long Island and away from Flushing. Because of the long distance to the flying site, and other reasons, I stopped flying until 1990.

In 1990, I found out that Vic Macaluso had moved from Queens to Long Island, the next town over from where I lived. I called him and asked him if he wanted to get back into control-line flying, and he said, "No, not at this time." This was because he was flying radio-controlled model airplanes.

I guess he reconsidered, because about a week later he called me and said, "I'm back into control-line, Don." I asked him where he got a plane so fast, and he said he bought the Nering Special off of Les Nering. We got together and started flying in a local schoolyard in the back of the parking lot on Saturdays and Sundays. There I met another flier named Mike Chiodo. We're still friends and still fly together when we get the chance at local contests some 22 years later.

Over the next few years we got a flying site in the middle of Long Island which was called Bald Hill. This was an empty parking lot where we could fly only when there were no other activities going on. In 1994 we got a brand new, purpose-built-for-control-line flying site named Defense Hill.

There was also an RC flying area on another section of the hill. The place was called Defense Hill, because during the Korean Conflict it was a missile site with missile silos underground. During the construction of the flying field, we saw some of the silos coming out of the ground. The government gave the property back to the town, and from there it was developed for model aviation. All the fliers in the New York/Jersey area would know what I'm talking about.

We had our first contest there in 1995, with fliers from Philly,

the Garden State Circle Burners, and the Flushing Meadows area in attendance. There were also a few from Connecticut and the Bronx attending the contest, as well. We had three meets there: '95, '96, and '97.

I retired in 2004, sold our house, and moved to Vermont into a house just off Lake Champlain. Both of my daughters and their families moved here a few years earlier, and my wife and I wanted to be closer to them.

I was lucky enough to get my grandson Matthew interested in model aviation. When he was three or four, I was able to get him a taste of control-line by guiding him around the circle with my F-14 with a rich motor run. While on Long Island, I would take him out to the flying field to watch us and other people fly both RC and control-line.

When I moved to Vermont, I got Matthew re-interested in model airplanes because he moved up five years before I did. We started flying RC for a couple years on the buddy box system, and he started to get dare devilish and flew upside down with one airplane. He never told me this, so I thought he was in trouble. I took control of the airplane and proceeded to put the plane in the ground. Matthew was not too happy with this. I bought a float plane so we could fly off the lake (my backyard), and because of its plastic construction, it survived many bad take offs and landings.



This is what we do for fun in the summer! We had an RC float plane that we would fly off of my backyard, Lake Champlain.

In 2005 I started taking Matthew to control-line contests in the New York and New England areas. The first contest I took him too was the Mass Cup in Wrentham, Massachusetts. At that contest I gave him his first flying lessons with my P-51 Mustang. I also bought him a Brodak Smoothie ARF. At that time I didn't think the plane would last very long, so I never bothered to seal the UltraCote to prevent the oil from peeling it off. (Matthew actually still has the airplane, but it is unsafe to fly because the glue joints are popping apart after having flown it for three years.)

Matthew got the hang of flying stunt, and it all came quite easily to him. I took him to a contest in Flushing in 2006. He didn't have enough maneuvers learned to be able to fly beginner

at that time, so he was a spectator. That contest got rained out, so we went and visited Vic Macaluso. Vic gave Matt a Brodak FW-190 profile kit. He still has this airplane and we use it now as a trainer for my youngest grandson Christopher to learn how to fly at eight years old.

After a few years competing in various contests around the Northeast and Pennsylvania, we decided to attend the 2011 Nats. I flew my P-40 and Matt flew his brand new Trivial Pursuit. At that contest he flew very well, placing third in Advanced and second in Senior behind Ryan Young.

During the Nats a few of the top fliers, like Jose Modesto, Dave Fitzgerald, and Paul Walker encouraged us to attend the Team Trials. We did, and Matt, flying my P-40, captured the Junior spot on the World Team to go to the World Championships. Because FAI changed the dates from being at the end of July to the end of August, we cannot attend because Matthew will be starting college at that time.



The latest plane coming from the Vermont Skunk Works is a modified Staris that will be powered by a PA 51. Don's youngest grandson, Christopher is sitting in the background.

Present Day

I'm currently writing this article in the beginning of March, and we have a busy workshop going with two planes under construction for this year's contests. Matthew is building a take-apart Thunder Gazer with my help. (Les McDonald gave him the kit at the awards banquet at the



Don started building his own design Sharpshooter Mustang back in the early 1990s. He didn't finish it until the end of 2010. It is powered by a Brodak 40, weighs 51 ounces, and features urethane clear.

Nats.) I am finishing up a Randy Smith Staris for this year, as well, and hopefully converting my F-14 to electric power.

I am hoping, while I am writing this column, that I can get fellow District I members to be a part of the column, as well, by sending me pictures and descriptions of new airplanes, old airplanes, fun-flys, and contests, all of which I hope I will be able to attend. It gets sometimes difficult to stay in touch with



Don originally got this P-47 back in 1967, but never built it, until his grandson, Matthew stumbled upon the plans and convinced him to build it. This was taken at the 2010 Brodak Fly-In. It weighs 54 ounces and is powered by an LA .46

everybody because I am ten minutes from the Canadian border and 200+ miles away from any control-line activity. I look forward to keeping everyone informed on events and building sessions for the coming year.

For anyone who is interested, here are the dates for the N.E.S.T contests:

May 19-20: Fun Fly in Wrentham, Mass.

Aug 5: Stunt in the Berkshires. (Practice and fun fly on Sat., Aug 4.)

Sept 8-9: Mass Cup in Wrentham, Mass.

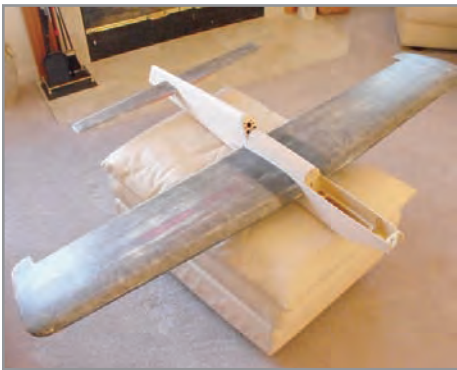
'Til next time, fly stunt. **SN**

—Don Herdman

District II

by Bud Wieder

Hi, all. I hope you are all starting to wrap up your winter building projects. With the really warm winter we've have been having in our District II area, some of the guys have been doing some flying. I personally have not gotten out because I'm trying to complete my new electric Ryan's Eagle.



The Garden State Circle Burners and Middlesex fields have been used more this winter than any in recent years.

The pictures taken at the Middlesex field are by John Milo. It was a really warm day in October!



New Jersey, New York



The photos of District III PAMPA Director, Bob Hunt, shooting automotive silver over the gray primer on his Gene Shaffer classic design, "Oosa-Amma" (the actual original Stunt Machine design...) and his profile Hole Shot (which we used as a test bed), were taken in my District II garage.

We are still using DuPont ChromaBase automotive paint, but we have changed a few of the layers underneath. We are brushing a layer of epoxy onto the bare wood and letting it sit for about four minutes. We next wipe off as much of the epoxy as possible.

We then let the epoxy cure and sand it smooth using #400 grit wet or dry sandpaper. Next we brush on a few thin coats of non-tautening clear. When those coats have dried we cover the airframe with .2 ounce carbon fiber. After filling the weave of the carbon fiber, we apply the

automotive gray primer. Sanding the gray primer is a bit tiring, but the hard work pays off. Next, we apply the silver and then base color. The results are really great!



And here are the final results of Bob's efforts.



I received the following note and photos from Bill Hummel:

Hi, Bud:

Here are some photos of our new design, called the Defender! Byron Barker and I have been working on the concept.

It has about 645 square inches of wing area and is designed to be powered by a .51-.60 engine. It's easy to build and has a slightly "Euro" look. Hope to have it flying soon!

—Bill



I received this next note from Warren Wagner:

Hi, Bud:

My name is Warren Wagner.

Congratulations on your new position as District II PAMPA Director.

This note is to introduce the fellows from the Syracuse, New York area and to let you know that we do have a small amount of control line flying taking place.

While the county has a population of nearly a half a million, we are only able to come up with four fellows that enjoy flying control line.

Many years ago, Syracuse had a number of CL speed flyers, but that interest is all gone.



In this photo, the gentlemen, from left to right, are Freeman Fohr, Warren Wagner (me), Newell Follett, and Carl Wells. We are all retired, but Freeman is still working part time. The models (left to right) are, Brodak Cardinal, original, Brodak P-40, and a .40-size Time Machine (Tom Dixon design).

We are all sport fliers that fly just for fun. I used to fly in competition, but health issues have put a halt to that. I notice from Stunt News or the Internet forums, that you have recently had some excellent success in competition, and that you are an excellent craftsman as well.



This second photo shows three more of our control line models. Clockwise from top left, a modified Tutor with a full-flying stab (OS 46 LA engine), an electric-powered T-Rex, and a 115% oversized Prowler with an OS 46 LA engine. As you might guess, the OS 46 LA is a very popular engine with us, as they give a reliable run with a very reasonable cost. The electric T-Rex is my first attempt at electric power, and so far, I've very impressed. It was, and still is, quite a long learning curve, but it's fun to learn something new.

I'll try to provide you with some news and photos from our area in the future, but it will probably have to be a rather small contribution.

Good luck in your new position, and I'll be looking forward to reading the District II reports. I'm in Florida for the winter, and I'm fortunate enough to fly with the Tampa Bay Line Flyers, who are members of the local RC club, Manatee County Radio Controllers. We have 5-6 Expert class fliers, including Bill Rich,

who is an excellent inspiration for those that want to advance their flying and building skills.



Here is my (Dixon) .40-size Time Machine. Power is a Randy Smith prepared OS 40 FP. Finish is UltraCote on the wing, and then the remainder is Rust-Oleum. This plane was a fine flyer, and served me well for several years.

If you are ever in the Syracuse area, please look us up. My northern phone number is 315-288-4169. I'm up north from the beginning of May until the end of October.

Best wishes.

—Warren Wagner, AMA 1385

Frank Imbriaco sent along some interesting photos from his youth. This first one shows him with his first effort at building a glow-powered model. It is a Buhl Bull Pup that he assembled from a Berkeley kit. He built this model in 1961 at age 10. He powered it with a Wen-Mac .049 engine and gave it the name Songbird. (He admitted to having a crush on Penny from the "Sky King" television show... Well, what young man didn't!) Note the Flying Tiger teeth.



Frank also sent along some photos of his John D'Ottavio-designed JD Falcon II. Frank flew this ship at the 1969 Nats in the Senior Stunt event. At that Nats he also won Senior CL Combat!



The contest schedule shown below was sent to me by Rich Peabody and Bill Hummel.

Rich moved to Florida recently but is still doing a great job of organizing stuff for District II. My thanks go out to Rich and to Bill for compiling this schedule:

May 19 and 20: Nest Fun Fly at Wrentham, MA.

May 20: GSCB Profile Meet and Swap Meet at Lincoln Park, NJ.

June 3: GSCB OTS and Classic at Lincoln Park, NJ.

June 24: GSCB four classes of PAMPA and the Red Reinhardt fly-off.

Sept 16: Bergen County stunt contest at Pal Park and Sport and Fun Scale.

Sept 30: GSCB Part 1 OTS and OTS w/flaps and Classic at Pal Park.

Oct 7: GSCB Part 2 four classes of PAMPA stunt at Pal Park.

This is just in at the last moment. Here's a photo of three former District II PAMPA members taken this year at VSC.

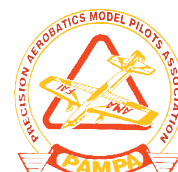
From left to right we see Tom Niebuhr, Reuben McBride, and Steven McBride. Tom now resides in Texas, and Reuben and Steven have recently moved from New Jersey to Las Vegas, Nevada.



Reuben and Steven were promoting their new CL club that is based in Las Vegas and had several pieces of literature to hand out about it, and even custom made T shirts with the club logo for sale.

Let's all support them. You can contact Reuben by phone at 862-221-1485 or by email at Tubeman5@aol.com.

That's it for this time. Please continue to send in your District II stories and photos. **SN**



Ohio, Pennsylvania, West Virginia

District III

by Bob Hunt

I received a note from Serge Krauss, newsletter Editor of the North Coast Control Liners. This club is located in the Cleveland, Ohio area. Take it away Serge:

The North Coast Control Liners are preparing for another good season, with several models ready to fly, or nearly so, and plans for several Learn-to-Fly events. Dave Heinzman unveiled his piped PA 61 powered Werwage "Junar" project at the January "fun" meeting in Wayne Buran's fascinating basement hobby shop. Dave has shortened the nose $\frac{3}{4}$ -inch and has adjusted the structure for tank clearance.

Ron Lutz showed an interesting Coroplast trainer. Bob Hudak, has joined Will Hubin, Dave Evar, and Dan Bregar in electric flight. After flying his e-Vector 40 last season, Bob showed his e-Legacy 40 in "bones" in early February and the completely finished ship at the February business meeting.

Meanwhile, our carrier event contingent is growing, with Wayne Buran's unusual Fairey Firefly T-2 nearing completion



in April. President Carl Allendorf has finished a Fox .19-powered Sterling Flying Fool that was originally started

by Treasurer Walter Elbrecht. Not to be outdone, Dave Evar has completed a tiny $\frac{1}{4}$ -A Beech Staggerwing. Serge Krauss (that's me...) stopped work on his original flapped design to strip the wing of his P-Force and replace the fuselage and tail with his own parts, hoping to



finish in time to get it airborne. Meanwhile, a couple ARF's will have to suffice.

Along with all this activity and the club's .15-powered profile Goodyear race series, there's still always lots of stunt flying at the field by the same guys who enjoy so many other aspects of the hobby. Norm Skuderin, whose museum-quality CL-Scale models are so well known, is usually seen flying his Sheeks Hurricane, a T-Bird, and a Banshee. He's also finishing up a P-38.



The club will face some new sights at the field. The county's new wind generator fortunately has not usurped the club's generously provided flying space. However, the same damage—deep ruts and horse tracks caused by the less-developed of our species, and deer tracks—is there to be repaired at the club's April workday and Spring picnic. We are worried about the rogue RC fliers buzzing the generators and how that might affect the club.



Learn-to-Fly (LTF) and demonstration events are approaching, including the semi-annual Boy Scout

Jamboree, which has moved from our site to a suburb. We're hoping to continue our traditional participation, where we've introduced as many as 83 scouts in one day to hands-on CL flight.

There are also EAA events at Columbia Station, and, of course Oshkosh, State Fair demos, our annual LTF during the Cleveland Stunt Championships, now shared with the Akron club, and demos at the Cleveland IX center's Hobby Extravaganza. The club is always looking for ways to promote the hobby among youth and adults, and several members have prepared 1/2-A and larger-sized models to fly with a double handle and to allow solo flights with minimal damage from accidents



Finally, Cleveland weather, alternating between almost 80-degree clear skies and snow,

has not deterred some of us, including Dave Evar, Gary, Hull, and Bob Hudak, from getting our planes up already.



I just remembered: Field condition is always a large concern for us. Last year's Cleveland Stunt Championships were



saved by Jim Skinner and his father, who brought in heavy equipment to smooth out the field in the three days before the event. They were recognized and given a

placque at the Club Banquet in February.

—Serge Krauss

Thanks for that report, Serge! By the way, Serge graciously sends me an email PDF copy of the club's newsletter each month. I asked him if he would extend that courtesy to all PAMPA members and he said, "Sure." If you would like to be put on the list to receive a PDF copy of the club's newsletter via email,

please contact Serge Krauss at the following address: skrauss@ameritech.net. It is a very active club and there is always lots of interest in the newsletter. I highly recommend it! Continuing on a parallel subject, I also received an email PDF copy of the Capital City Control liners newsletter, "Capital Quotes," from Mark Messmer. Mark is the secretary of the Columbus, Ohio-based club, and he's also the editor of the newsletter. I asked him if he would consider providing PDF copies of the newsletter to other PAMPA members, and, like Serge, he said, "Sure!" You can email Mark to get on the list at the following address: markcandy@att.net.

Please take advantage of the above offers. These newsletters often have How-To articles and other very interesting features. Can't have too much CL stunt reading!

I received the following short note and a few photos from Dalton Hammett, who is the editor of the Bean Hill Flyers newsletter. The Bean Hill Flyers are located in the Erie, Pennsylvania area. Take it away, Dalton:

The Bean Hill Flyers are lucky enough to have several flying locations. The club's flying on March 21, 2012, was conducted on a field behind Champion Ford in Erie, Pennsylvania (I work for Champion), and this field is kept pretty decent. We actually fly there a lot in the winter. Here are a few photos from that flying session.

—Dalton



We are not sure what this is or was. The plane was purchased by George Towns at the Sharon swap meet. It spans about 48 inches and has an LA .46 for power. I didn't get to see it fly.



This is another of George Towns' planes. He built this one with the idea of making a twin-engine stunter.



Joe Maxwell prepares to launch George Towns' Giant Stunt Master.



Bill Hayes with a 1/2A stunter. This plane flew pretty well for him on this outing.



Clint McBeth with his Magnum.



Some of the smaller planes that were present.



These three photos are of George Towns getting his twin ready to fly with Joe Maxwell's help.

Thanks, Dalton, and please keep us informed of future activity.

Joe's Cheetah

I've been running a few "teaser" photos of Joe Adamusko's original design, take-apart, electric/glow Cheetah in the past few columns. Here are a couple of photos of the finished, but as yet unflown, model. It looks as if Joe is going to opt to try out the ship with the dedicated electric

fuselage first. We'll give flight reports as soon as we know how it performed. Perhaps we can get Joe to publish this one in *Stunt News* if it flies as well as it looks!



I'd like to take a moment to thank all those who contributed this time by sending in stories and photos. This is your column, District III PAMPA members, and I need your input to keep it going and keep it interesting.

I still have not received any "Why I Fly Stunt" stories from District III members to use in this column (other than the one I ran about Dennis Baer). As I wrote in my first column, I want to insure that each and every District III member gets some "ink" in this column while I am at the helm. That can happen only if every member takes the time to write their story and submit it.

See you next time, and until then... Fly Stunt! **SN**



Joe Maxwell and his 1/2A tri-plane.

District IV

by Steve Fitton

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

Hello again to everybody. It feels strange to pen a March deadline article and not be talking about all the feet of snow that we all struggled through this past winter. In Virginia here, I am watching my daffodils burn up in 80° weather, and plenty of flying is already taking place.

Another place that had balmy weather this past week was Tucson, Arizona, at the Vintage Stunt Championships, and it gives me great delight to report that ageless Metrolina Club member Watt Moore garnered the Spirit of '52 award this year.

That's fantastic news and a job well done by Watt! I hope he brings the trophy to the spring Huntersville contest for all to admire. The whole Moore family just does so much for the Metrolina club, including making trophies, tabulating (thanks, Jeanna!) and running scores (thanks, Olivia!). Plus, the post contest gatherings at Watt's house are the stuff of legend...Congratulations to Watt for a great job earning the '52 Award!



Look at that skyline. Definitely not old Virginia here. Watt Moore, Ken Armish and Bob Whitney at the VSC flying site. Alan Buck photo.



Watt Moore is delighted with winning the Spirit of '52 Award at VSC! Alan Buck photo.

Around the district other members are busy putting together some planes for the new season, or getting a head start on flying with the mild weather.

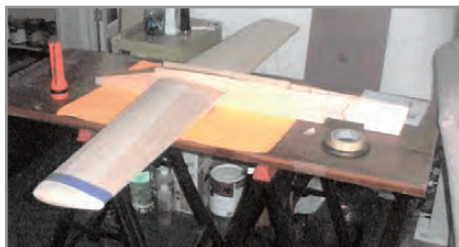
Bub Reese was busy, transforming a Sterling P-51 kit he bought at this year's KOI into a completed model, resplendent in Brodak dope, that is ready to fly as we speak.

While Bub said the model might see work in OTS Phase II, mostly it was just because he wanted a Mustang!



Bub Reese put together this Sterling P-51 with Fox power after he picked the kit up at this year's King Orange. Price Reese photo.

John Lindberg has been busy in Northern Virginia slowly putting together a Paul Walker Impact. John has allotted either the infamous OS VF 40 or a PA-51 to power his creation.



John Lindberg's Impact stunt plane is taking shape this winter. The finished model should be taking to the skies over Northern VA by midsummer. J. Lindberg photo.

The tail has just been installed in the model and John is hoping to have it ready to go for the Jim Coll Memorial contest

this summer. John also sent me a picture of a very well executed Nakke Classic stunt plane that is a take-apart version. It's powered by a Tigre .51 and flies great so far.



John Lindberg has this fantastic-looking Nakke already flying. With a Tigre .51 it should not lack for power. The Nakke is an excellent handling Classic era ship. John Lindberg photo.

Out in Lynchburg, Virginia, John Rakes is working on a Windy '92 Cardinal from a Windy foam wing kit. He has the wings and tail done and is busy figuring out what engine to power the model with before he does the fuselage.

From Central Virginia, Bill Ballinger sent some pictures of his T-Rex after he did some additional trim work and put some more 480S clear over the finished work. Some of you may remember this model making its debut at the October Huntersville meet this year. It is a great flying model for Bill, and he is very happy with it.



Bill Ballinger's T-Rex ARC with final trim and clear applied. A K&B .61 is the engine of choice. Bill Ballinger photo.



Close-up of cockpit area of Ballinger's T-Rex. Bill Ballinger photo.

Over the last few months John Tate has been tinkering with AutoCAD when he was not busy at work. His focus for the project was drawing up an old Jetco Dolphin, and he succeeded and had a parts set laser cut from his Cad file. John sent me a picture of the wing, and by the time this article hits the printers, I bet John will have the Fox .35-powered model ready to fly.



John Tate's Dolphin wing, done the "modern scratch-building" way: Draw your own plans in Autocad and then have the file sent to a laser cutter to produce a "kit" of your CAD file. Can't wait to see the finished model. John Tate photo.

Over the last couple of years, many, many people have bought one of the Brodak Rock Crusher hard point handles. They are an exceptional bargain, but some people complain about their size and weight and "clunkiness."

Norfolk Aeromodeler Jimmy Welch tried to do something about the weight and clunkiness, and what I photographed the other day is the stock handle sans plastic panels, with a wood grip added, and a few other tweaks. The finished handle compares favorably to the other handles

that are available. Jimmy gave me one of the handles to try

Jimmy Welch modified a Brodak Rock Crusher handle to make it lighter and more in line with the Fancher/Kaz type of hard point handles.



out and we will soon see how it performs with an airplane on the other end of it.



More and more planes in Central Virginia are turning up with electric motors in the front end. This is Jimmy Welch's P-40 ARC with an Arrowwind motor installed.



Jimmy Welch also converted his SV-11 ARC to e-power and has been delighted with the results.



John Tate helps Phil Spillman work on an ex-Jim Harris '52 Nobler.



Dick Houser readies his Super Ringmaster for a flight at the NVCL field. Scott Richlin photo.



A view of the auction of Dave Reyes's model airplanes and equipment run by the NVCL club. The auction saw to it that Dave's models will go to new homes and raised a considerable sum of money that Dave's family gave to the club. Scott Richlin photo.

Readers of the Dist IV report will recall that the last issue mentioned the unfortunate passing of NVCL member Dave Reyes. Since then, his family, with the assistance off the NVCL club, had an estate sale of all Dave's models and supplies.

Scott Richlin reported that the sale raised over \$1000.00, which the family wanted to go to the NVCL club that meant so much to Dave. Scott mentioned that the money helped the club purchase a new lawnmower among other things for field maintenance.

A programming note before we wrap up here. It may be noted that I have been the PAMPA rep for District IV for a few years now. I do not mind the job, and the feedback I have received from people reading my articles has been generally positive. That being said, I wanted to remind people that the District IV rep nomination period is this summer, and if anybody else is interested in this job, they should let me know so we can have them nominated at this summer's EC meeting at the Nats.

Till next time, be safe out there. **SN**



One parting shot courtesy of Alan Buck. When you think of VSC, you think of big sky, fantastic models, and lots of flying. Alan turned his eye, and camera, downward and observed that the VSC grass areas are infested, a la Caddyshack, with gophers! He said this furry fiend was oblivious to the noise and action as he energetically dug up the pristine surface of Christopher Columbus Park. Wonder if he gnaws on planes too?

District V

by Eric Viglione

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

Our last report covered the King Orange International contest and was down to the wire for submitting. Since then, I have received some additional King Orange photos from Gene Martine that are too good not to be shared with the District, even if it's a little late.



Top 3 from the KOI Fly-Off. L-to-R: Steve Fitton, John Simpson, and Derek Barry.



Above: Les McDonald and Lynn Weedman mugging it up. Les's hat is a dead give-away as to the lack of Miami heat in Starke.

Left: Steve Fitton's Dreadnought going over the top. I always like these shots that Gene gets.



Fitton caught pre-landing.



John Simpson's Cavalier frozen in time, also about to grease it in for a landing.



Derek Barry's Dreadnought, ditto!

Thanks Gene!

This time of year hasn't seen much flying, at least for me personally. It seems the weather has conspired to save the weekends for the gusty rainy days, so I can enjoy looking out my window during the week at work and view sunny clear days.

Oh well... this repast has allowed me a major shop clean and upgrade. I've insulated the roof six inches with urethane spray foam to the tune of R-20, painted the foam ceiling with white 15-minute fire barrier, tossed a whole bunch of junk into the trash heap, and have finally tackled painting the floor a nice light gray epoxy paint instead of the dark green that came with the house.

The end result is a clean, cool, and bright shop. It's almost as

if I added two extra shop lights! Add to that, it stays cool from the night before, and I barely need to turn on the air conditioning to get it nice and comfy. Can't wait to produce my first plane in this new environment!

The AMA Nationals in Muncie will be here before we know it. I just received my entry forms in the mail the other day and have my hotel reservations set. Do you? What are you waiting for? Don't forget to pop in for the PAMPA Membership Meeting while you are there.

VSC has come and gone once again, and District V had a great showing despite the distance to travel. Congrats to Dale Barry, who took 8th in Old Time Stunt with his ThunderTiger .36-powered Jamison. Tom Dixon placed 14th in OTS flying his Double-Star .40BB-powered All Australian.

Roy Trantham flew to a 21st place finish with his Double-Star .54-powered Jamison. Gene Martine placed right behind Roy in 22nd flying his Fox .35-powered All American Sr. Dennis Toth took 24th with his OS 25 powered Ringmaster.

Watt Moore ended up in 40th place with his OS FP .40-powered Jamison Special. Finally, Bob Whitney wound up in 41st place with his ST.46-powered Big Job Special. Hope I didn't miss anyone; I'm going by a picture of the scoreboards here...



This is our roving reporter and photographer extraordinaire—the one, the only, Gene Martine.



Bob Whitney seen here with his Big Job apart and chasing a problem.



Another District V member, Doug Taffinder, posing with fellow judge and Tucson local, Bill Heyworth.



Martine's slick-looking Lark at appearance judging.



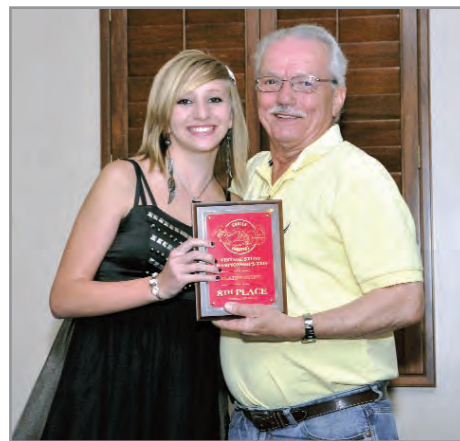
Bob Whitney with his Stunt Wing.



Tom Dixon with his Predator.



Roy Trantham with his Chizler.



Gene Martine with his 8th place in Classic award and enjoying his picture taken with this pretty young lady. No wonder Gene keeps going back...

Special congrats to Watt Moore for winning the Spirit of '52 Award with his excellent Go-Devil Jr.!



Watt Moore with his Spirit of '52 award.

Holy Jet-lag, Batman! That's eight District V people at VSC; seven OTS pilots and one judge, making the trek to all the way to Tucson! Good on ya guys!

In Classic, our very own Gene Martine



Some of the District V gang at VSC. Left to Right: Gene Martine, Dale Barry, Roy Trantham, Watt Moore, and Bob Whitney.

made the top ten, placing 8th with his awesome Lark-Aero Tiger .36 combo in a tough field. Tom Dixon flew to 17th place with his Double-Star .54-powered Predator. Roy Trantham captured 36th place, and Bob Whitney was 57th with a Fox .35-powered Reinhardt Stunt Wing. Watt Moore came in 59th with his OS .40-powered Oriental.

Once again, Gene Martine proves that one person can make a difference, and in this case, it's in the District V column. Gene is a regular contributor, and he fails to disappoint. This issue Gene made the trek to VSC.

Speaking of Gene, while I was discussing VSC with him, I was able to pry a few shop photos loose. Gene is finishing up a nice new SV-11. He's at the point of doing the panel lines. Should be in clear and buffed well before the time you read this.

A little shameless promotion here...

November 3rd and 4th will be the dates for the Tampa Bay Line Flyers stunt contest this year. We are introducing a perpetual Expert winner trophy and christening our as yet un-named contest the Southeast Stunt 'N' Fun contest. This will be our first year as a two-day event and running OTS/NOS 30 on Saturday and the PAMPA

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Bottom view of Martine's SV-11 with panel lines started. In the full-size picture you can see the little trails of clear he's shot over each panel line as he does them.

classes on Sunday.

If y'all want to try to be the first to get your name on that trophy, come see us in November. The full flyer will be posted on the forums, as well as on the PAMPA web calendar that Howard Rush maintains, and lastly, at ManateeRC.com under the



Top view, this is going to be another one of Martine's signature finishes. Looking forward to seeing this one up close. Power is to be a PA .75. That ought to git'er done!

Control Line Stunt menu. The MCRC club field is our home with a dedicated circle and cement takeoff strip. They are giving us the RC runway for the contest, as well, so there will be lots of room.

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

District VI



Jason Pearson holds his ARF Nobler in the winds of St. Louis at the Ice-O-Lated.



John Garrett won both Expert and Profile at the Lafayette Esquadriile event.



This is one of my favorite models built and flown by Bob "Sparky" Storick.



Charlie Reeves investigates Gordan Delaney's USA-1 that was painted in WW II Japanese fighter colors.



Gordan Delaney also built this Jim Young Bellanca Viking 300.



Bob Hunt brought a wonderful rendition of Gene Schaffer's USA/AMA Stunt Machine.



Columnist Allen and his co-pilot Charlie Reeves are parked in front of the Cholla Choppers sign in Christopher Columbus Park at the 2012 VSC.



Sean McEntee travels a short distance and brings his Frisky Pete to the 2012 VSC.



Larry Lindburg and Jim Renkar attended the VSC this year.



Allen Goff and Roger Wildman held down the posts at the Fellowship of Christian tent at the VSC.



Wesley Dick of Fort Wayne, Indiana, came out to VSC with Bob McDonald this year.



Keith Trostle and Charlie Reeves look over the remains of Keith's Chizler plus his new Sweet' Pea for OTS next year.



Bob Whitney shows off his new Stunt Wing to Dale Gleason.



Charlie Reeves' Humbler and Gordan Delaney's USA-1 are ready in their revetment for their upcoming missions at the VSC.



Randy Powell displays his Avenger to John Calentine.



The last night out before getting home we stayed in a hotel near this '50s lighted gas station in Shamrock, Texas.

Iowa, Michigan, Minnesota, Wisconsin

Hello, District VII members. I just got back from VSC in Tucson, and it's time again to spread a little news about activities of people from our district. Fortunately, our displaced District VII friend, John Paris, has been actively helping the modeling community over in Korea and, more important (for me), relaying the information.

From the article submitted by John, you can see he has been a good ambassador for our district and the US stunt community in general. This is not real pro stunt stuff but I am sure a great help to those John has contacted.

From John Paris:

Hi Bob:

I have been keeping up my monthly

flying sessions here in Korea. It was looking questionable in December as we arrived at the field and had to wait for a baseball team to finish their practice before we could get in a flight. At some point the heavy mist turned into light rain, but Mr. Jang was pretty excited about flying a new Trophy Trainer that he had built after reading a review article that Curt Nixon did. I have been fairly free with my copies of *Stunt News* over here and it appears to be paying off. The airplane was powered with an SF .46 with the RC carb wired open but had some issues with running away. I told him about Jim Lee's ventures and picked one up for him while I was home at Christmas. We had a chance to try it after I returned to Korea, and it was quite an improvement.

District VII

by Bob McDonald



Paris pic Mr. Jang and John: Mr. Jang's scratch-built Trophy Trainer.

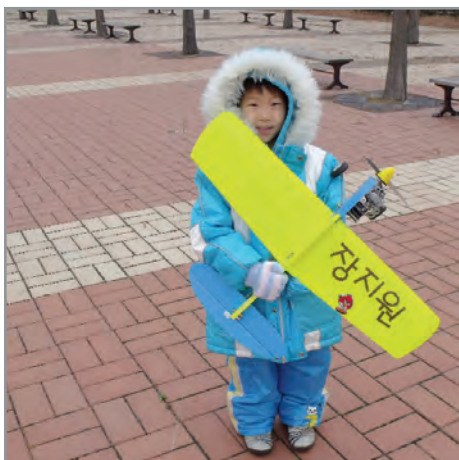


Getting the TT ready for its first flight.



The TT with newly installed Jim Lee venturi and PA NVA. Much better engine run.

The same day he brought out the Trophy Trainer he brought out a Jr. Ringmaster that he built using the parts from a kit to make new ones from better balsa. His son's name is Jiwon and he appears to like to fly. His airplane is powered by an LA .15, with the RC carb wired open, but this one seems to have very nice run characteristics. Mr. Jang really has to work to fly with his son but seems to enjoy their time together. It was not all that long ago that Michael and I were doing the same thing.



Mr. Jang's son with his Jr. Ringmaster.

After I returned from my visit to the U.S., I met up with Mr. Jang to get in some flights for the New Year here in Korea. I handed over some items I picked up for him in the States and we flew. While I was gone, he had refinished and made some improvements to an airplane he built probably 15 years ago called Praxis.

We flew it last year a bit and there were some issues with the wing being warped a bit and some pushrod flex, both of which he repaired. It was powered initially by an FP .40 that pulled it around well, but this was changed out by the following week to an LA .46. The LA seems to be a much better match for this airplane. He is pretty excited about having two stunters ready to fly and is looking forward to some continued practice.



A revised edition of an old airplane. Flying much better these days.

I actually do have a flight that I can report on from District VII this time as well. Although the weather was about as bad as it could be, I made it out for New Years Day's Event for the Insane and put up a single flight. Not true stunt fashion, but a flight nonetheless. Attendance was a little low with only one insane pilot to brave the winds. The feast at Hong Kong Buffet was light, as well, with only me, my wife, and Dan Miles present.



Living up to the name "Event for the Insane" I flew in the 25+ mph winds.

I know that most of my information does not deal directly with District VII, but it does have to do with flying and promoting stunt as an activity. Mr. Jang has told me that I have rekindled his spark

for flying, and he is working quite hard at improving his equipment. Currently, most of the coaching is one-sided, but he is there to learn and help where he can.

He received copies of drawings for a Stiletto 660, which I expect to see by this summer, and for a Ringmaster. I told him about the Ringmaster roundup in October and he says that we both will have airplanes to log flights with. As the weather warms up, I hope that we have a chance to get down to the southern region of Korea to meet up with another group of fliers.

I recently needed to purchase some fuel, and Mr. Jang needed some, as well. While we were talking about manufacturers here in Korea, I told him about the fuel we had been using, 15% nitro 22% oil, and said that this is a decent fuel and I would probably get some more for us to use. I then told him about a Discover Retro engine that I brought over and that I could not find any FAI fuel for it.

As it turns out, Mr. Jang called the fuel manufacturer, explained the situation, and received a liter of "sample" FAI fuel at no cost. All we need to do is report how it works. So now I am working on making some modifications to a Top Flite Score to make sure the engine stays in place, the landing gear does not torque out of the wing, and extend the lead outs. Hope to have more to report next time around. For now, I will leave you with a picture of my latest distraction.

—John



Something to get the building juices flowing again.

Thanks, John, and remember all that I need as much input as possible from you to make this column interesting and in fact possible. Please send whatever you have to me. **SN**

—Bob McDonald

My email is bobsp47@sbcglobal.net; snail mail: Bob McDonald, 28746 Westfield, Livonia MI 48150; Phone 734-421-4330.

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

District VIII

by Don Hutchinson

Once again it's roundup time here in District VIII. The weather is finally starting to behave itself and we can get on with the testing and trimming of our new trophy grabbers! Unfortunately, not soon enough before VSC for me ...

Yes, VSC 24 is over and District VIII walked off with a lot of the awards at the banquet. We took four out of five places in OTS ignition, three in OTS, and one in Classic. Congratulations to District VIII for bringing back a lion's share of the goodies. Frank McMillan took home three nice plaques; Dale Gleason and Joe Gilbert each got two. Pretty good flying for us old prairie dogs!

As for my results this year, let me tell you the right way to go to VSC. First, make sure your engines run the way you want them to; next, be sure the airplanes are thoroughly tested and trimmed; and lastly, get a lot of practice flights in. Due to the lousy Texas spring weather, I did none of the above, and as I slid out of Tucson with my tail between my legs; I used the famous Indy 500 comment, "We'll be back next year."

I couldn't get a decent engine run on my T Bird and later found out several others were also having problems. There seems to be something about the air in Tucson that glow engines don't like! Interestingly, the three awards District VIII members won in OTS were all taken with spark ignition engines.

I'm not going to go into further detail, as full coverage of VSC by far better scribes will also be in this issue of *SN*.

Since we are in the VSC mode here, and it is the only contest in the USA that flies a pure spark ignition event, most of ya'll know that I have been making a transistorized ignition module that shuts off the coil after about two seconds if the engine stops with the points closed. There have been some strange failures on some of these, so if you have one of these, please send it back to me and I will make it right.



As it stands now we are flying the real Dauntless (inset) with an R1820 and my Profile Dauntless with an O.S. LA 46.

I have also become more familiar with switching circuits and transistor specs to where I think I have solved the problems. I now have a power transistor that can handle 400 volts and 8 amps, and I have also redesigned another trouble spot clear out of the circuit.

I think that will do job! A 400-volt transistor for a 3.6 volt circuit? Yes, because when those points open, there is about a 200-volt pulse at the coil primary. Could have gone with a 300-volt transistor from the same series, but it costs more!

For you military airplane fans, the fall contest in Baton Rouge will feature a Warbird event. The rules are not set in stone quite yet, but when ready, they will be posted on the two major stunt forums. The CD says, "That means a legitimate Warbird model, profile or full fuselage." No Ringmasters or Veco Chiefs with insignia on the wings. I like the idea. I have the Dauntless profile and it has been well tested for a change.



Watch for the rules and get yourself a Warbird and join in the fray! Plenty of good plans are available from Pat Johnston, Control Line Central, and various other sources. Speaking of Warbirds, I got this beautiful photo of a Dauntless in my e-mail today, fresh out of the paint shop in Atlanta. A fabulous piece of work!

I am fresh out of limericks to "stunterize" and I am not aware of any other noteworthy happenings in the district, so I will end here and await all those great inputs from District VIII members for the next issue. *SN*

—Don

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

District IX

by Carl Shoup

No report this month. *SN*

District X

by Jim Hoffman

Arizona, California, Guam, Hawaii,
Nevada, Utah

Dave Riggs' Green Box Nobler

Dave Riggs of Prescott, Arizona, built a stunning Green Box Nobler for VSC this year. This column is being written in early March, and we have been working to get it trimmed out for VSC. The wing was built using Bob Hunt's Lost-Foam Wing Building System. Power is an Aero Tiger .36 and the finish is all Brodak dope.

There is a photo in the 1965 American Modeler Annual of Jim Silhavy's 1964 Nats Nobler. Dave always admired that photo and borrowed the trim scheme and jet pilot. Dave used a white basecoat with the trim colors being Radiant Ruby Pearl and B-25 Silver.



Dave Riggs' Green Box Nobler—Aero Tiger .36.



Dave Riggs' Green Box Nobler—beautiful rubbed dope shine.

King Orange Contest

District X was represented at the King Orange contest in Florida by Leroy Black and Lou Wolgast of Buckeye and Tucson respectively. They shipped their models to the home of honorary District X pal, Roy Trantham, in Palm City, Florida.

Roy then hosted them for a visit at his home and took the guys for rides in his open cockpit biplane. All three amigos then traveled to the King Orange. Leroy and Lou had a marvelous

time, and both were able to place in several events. LeRoy placed 3rd in both Classic and N-30 using his Chipmunk; Lou placed in OTS.



Lou Wolgast, Roy Trantham and LeRoy Black at the King Orange Contest.

Hunting

Dave Fitzgerald shared with me some correspondence with his friend Loren Nells of New Zealand. Loren was trying to trim out his new electric-powered Thundergazer with no other fliers in the area. He was suffering from an unexplained hunting problem. Dave put together an extensive list of possible causes and solutions to a tough problem to solve. Loren did solve the problem when one of Dave's suggestions permitted Loren to find the smoking gun and easily solve the problem.

1. How stiff are the controls? Any binding at all will show up as hunting.
2. Are the controls sealed? If so, do they stick? If they are not sealed, I would suggest that is the problem of the outboard wing flopping around, meaning the hinge gap seals on the outboard with control deflection, while the inboard opens up or stays open. Same goes for the tail. Seal the controls if they are not sealed, if they are sealed, make sure they do not stick. If they are sealed, do not put tape over the hinges. That will also cause a plane to hunt.
3. Check for leadouts in the inboard wing rubbing on ribs, the wingtip, or the gear blocks.
4. Check for the pushrod or bellcrank rubbing on anything.
5. Clean your lines.
6. Make sure your leadout guide is tight and not sliding around.
7. Is it a flat stab or airfoiled? The leading edge radius can also cause stability problems. If a flat stab, the leading edge needs to be blunt round, no airfoiling at all, like an Impact. If the entire stab is airfoiled, the sharper LE is best. Another thing to try is vortex generators on the tail. Take a length of .015 lines, cut it for about half span and tape it to the very front of the LE on the stab. This creates a sharp LE and can improve stability. It won't cure it, but it will make it at least flyable. You can also try multiple wires taped spanwise at various points around the LE, trial and error and see what works best. The best I found was 1 wire taped on the very

- front LE, then one on top about $\frac{1}{2}$ inch back, one on the bottom about $\frac{1}{2}$ inch back, taped span wise so you have a total of six different 1-foot wires taped to the tail.
8. Check leadout location to the CG. They should be somewhere around $\frac{1}{2}$ - $\frac{3}{4}$ inches behind the CG. About where the plans show. CG should be the same as on the plans or slightly more forward to suit your taste.



Loren Nells' Thundergazer E-power in New Zealand.

Southwest Regionals

This contest was held in late January in Tucson. The weather was great and the usual suspects flew many of the usual airplanes.

Pyatt hosted another wonderful Saturday evening party. Sean McEntee is now stationed at nearby Fort Huachuca in southern Arizona, and we locals were thrilled to have Sean attend and enter the SWR.

The ever generous Bill Heyworth loaned Sean some pretty decent airplanes for the event. I know Sean has also entered VSC and is building, as fast as possible, a new Frisky Pete OTS ship. What does that name mean?



Sean McEntee fires up – Get that stop watch away from Bill Heyworth!

Jim Tichy Pioneer

Dave Fitzgerald sent in some photos of an old Jim Tichy plane called Pioneer. It had PA .61 for power and is based on Paul Walker's Impact.

He never flew it much, as it suffered some damage early in its life, so he just built another plane. In Jim's mind, this was a reject. Pretty good looking failure if you ask me.

Note: He never rebuilt or fixed the cowl. It has a carbon fuel tank that Jim built the molds for. In Jim's work life he was a tool and pattern maker for the naval shipyards at Mare Island.



Jim Tichy's Pioneer.

Mark Gerber's Ryan PT-20

This column is being written a few days before I depart for VSC. Mark Gerber sent me a photo of his new VSC entry—a version of the Ryan ST, designed by Charles Parrott.

It is just finished this week, still gassing off, and unflown at this moment. He will take the first flight in Tucson on the Saturday immediately before VSC.

Power is an Aero Tiger .36, weight is 43 ounces, and it features an all-dope finish. I am looking forward to seeing it in person. **SN**



Mark Gerber's Ryan PT-20.

District XI

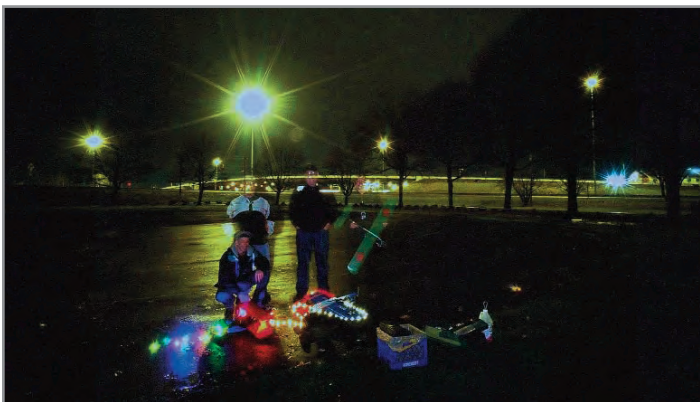
by Bruce Hunt

The following is a report by on New Year's Eve flying at Delta Park in Portland, Oregon:

First let me set the stage: At about 11:20pm New Year's Eve, Ron Anderson, Don Curry, Mark Hansen, and I met out at Delta Park for some flying. The weather was on our side; it was about 20 degrees warmer than last year and no wind.

You might be surprised as to the amount of light that is on the circle at this time. There are a few large light stands, illuminating the I-5 ramps and our circle. None of the pilots seemed to have a problem seeing their planes.

Ron wanted to have the last flight of 2011, so he went up first at about 11:52 p.m. According to Don's clock, Ron was still in the air at midnight. Ron had two sets of battery-powered LED lights on his Tanager. The over 70 lights were set to all go off at the same time and then to all come on a second later.



Participants in this year's Mid-Night flying were, left to right, Jim Cameron, Don Curry, Ron Anderson, and Mark Hansen.



Jim Cameron's Over Easy, and Ron Anderson's Tanager... oh, and Ron's feet. Note battery packs for lights and a light stick on outboard wing of Jim's plane.

From outside of the circle the plane seemed to disappear right after launch into a dark background. It was very cool to see the plane reappear from the dark sky a quarter of a lap later. Ron reported that he could see his plane just fine when the lights were out, but it did worry the onlookers.

Alaska, Idaho, Montana, Oregon,
Washington



Night trails left by Jim Cameron and Ron Anderson's plane while flying doubles at night on Jan. 1.

It was decided that I would take the next flight on my Bill Darkow-built Over Easy that is powered by my vintage-series 75 K&B .35. So, at about 12:08 a.m. I took off for the first flight of 2012.

My Over Easy had a set of lights dangling off of the rudder and a red chemical light beacon on the outboard tip. I found that with a little elevator, I could make the light string whip around the back of the plane. In the dark this looked very neat to me.

Mark took the next flight with his scratch-built sport profile carrier plane, the Kokusai Ki-76, powered by a throttled FP .35. His plane had no lights, and from the outside of the circle it seemed to almost disappear on the far side. Mark's plane has white stripes on the side that he could see throughout the flight. From the outside of the circle the throttle added an interesting dynamic to the flight.

Don took the next flight with Ron's plane. The lights were readjusted so that one set of lights would remain on when the other would cycle off. This way Don wouldn't have to contend with the disappearing plane.

Ron and I decided to fly the last flight two-up. For me this was a lot of fun. The planes were very close in speed so there was no passing. Once I was able to get on his tail, we flew the next 20 or 30 laps watching the lights of the planes bob around in the sky.

This was the second year for the flying-in-the-dark event. Ron came up with this idea last year and all involved have had a great time.

We are already talking about doing this again when the weather is not a concern. Hint: You might want to start thinking about getting some lights now while they are still on sale.

—Jim Cameron

The next day 23 (17 Fireballs) brave souls turned out to usher in the New Year with the first official control line event for 2012—the January 1st Fun-Fly and Chili Cook-Off. The star of this year's event was the mild dry weather and the six entrants in the much anticipated Chili Cook-Off.

The Chili Cook-Off and raffle were the high points of the

event, with top chili honors being shared by Geoff Christianson and Robert Ladd, while second place went to James Harper; third was Donald Curry, and tied for last were Mark Hansen and last year's winner, Ronald Anderson.



Pictured (L-E): Geoff Christianson, Andi Christianson, Gary Harris, Jim Cameron, Robert Ladd, Don Curry, Ron Anderson, Art Zehner, Jim Harper, Scott Riese, Jerry Olson, Doug Powers, Mike Hazel, Bill Lee, Tim Wescott, Dave Green, Leo Mehl, Unidentified flyer, Unidentified flyer, Barbara White, Maggie the dog, and Richard Entwistle.

Nobody counted, but there were about 15 people present, numerous planes of all types, and quite a few spectators wandering through. Floyd Carter of Eugene probably provided the day's highlights with his elegant spark-ignition stunter and his retract-gear Precision Aerobatics plane.

Hazel showed that very small planes can be excellent fliers with a Baby Ringmaster and a modified Combat Kitten putting on quite a show. And there were lots of other stunt/sport type flights.



The fliers at Oregon Flying Fun No. 2 at Sunshine Park in Roseburg, Ore., posed with some of the participants after the flying was finished. Front row, from left: Gene Pape, Mike Hazel, Pete Benning, Jim Corbett, Gordon Rea, Floyd Carter. Back row, from left, John Thompson, Mike Massey, Dave Shrum, Tom Kopriva, Bob Lewis, and Dave Crabtree. Not pictured, Don Jensen.



The flightline at Delta Park on New Year's Day.

This event was purely impromptu last year and was advertised this year, which is undoubtedly the reason for a record turnout for this event.

Eats also included spaghetti from Richard Entwistle and Ron Anderson, doughnuts from Jim Cameron, cookies, pastry, and coffee. All in all the food spread was the best seen at any fun fly I have ever been to. Congratulations, Fireballs!

The next Fun-Fly event was held at Sunshine Park in Roseburg, Oregon. As (dare we say it) always (!), the sun came out at Sunshine Park in Roseburg for the second in the series of four Oregon fun-flies.

This was the third February fun-fly in a row in Roseburg that had sunny, calm weather—perfect for lots of CL flying—and there was lots of flying! Not to mention the usual great food provided by the Umpqua Valley fliers and spouses, along with several nice “flying raffle” prizes.

Most of the fliers came from the Roseburg and Eugene areas. Weather started out damp and chilly but got better progressively until it was all sunshine in the afternoon. There was not enough wind to determine a direction.



Bob Lewis of Roseburg has built these two versions of Dick Sarpolus-designed Challenger profile—one big; one small.



Bob Lewis' nice stretched Magician.



Floyd Carter's Super Madman Old-Time Stunter with spark ignition.

The third in the series of four winter fun-fly events was held in Salem, Oregon. Salem got a weather break and lots of flying fun occurred March 3, 2012. A little chill, a breeze, and drizzle early in the morning just made the rest of the day more enjoyable as the wind stopped, the temperature rose, and sun came out for Oregon Flying Fun No. 3 at Bill Riegel Model Airpark. Fliers turned up for a busy, full day of flying.

As always you can get an excellent report on everything going on in the Northwest by checking out the news on the website: <http://flyinglines.org>. **SN**



Flightline at the Salem, Oregon fun-fly.



Leo Mehl's new Vector has been dressed up with an open canopy. John



Thompson's Dawg.



Russell Shaffer and Bill Toschik Twister done up in a Blue Angel paint job.



Randy Powell's latest creation, an Avenger.



Craig Bartlett of Adair Village, Oregon, often seen working at contests, gets a chance to fly. Here he prepares his Ringmaster for flight.



Bruce Hunt launches for John Thompson. John's new model made a number of trim flights.



Rex Abott's Strathmoor.



Don McClave's Blackbird. With his usual style, Don presented Bruce Hunt with his Blackbird to replace the model that Kristen, Bruce's wife, damaged by dropping shutters on its inboard wing.



Jim Harper's Cardinal all decked out as a barber's pole.



Floyd Carter's Zero. Where does Floyd store all his models?

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Contests

2012 AMA Control Line Aerobatics National Championships July 16 - 21, 2012

Friday, July 13-Sunday July 15

7:00 a.m. Control Line Precision Aerobatics Practice Grass 600 x 600 Only

Monday, July 16

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
11:00 noon	Old Time and Classic Stunt Registration*	Grass Circles
12:00 noon	<u>Jr/Sr/Open/Advanced entries close</u>	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 17

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 18

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 19

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 20

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 21

7:00 a.m.	Control Line Precision Aerobatics Practice	L-Pad, Grass Circle
7:30 a.m.	Jr/Sr processing and Appearance Judging	L-Pad
8:00 a.m.	Jr/Sr Finals	L-Pad
8:00 a.m.	Open Finals	L-Pad Circle of choice
12:00 noon.	Walker Cup Fly-off	L-Pad Circle of choice
6:00 p.m.	PAMPA Reception	AMA McCullough
7:00 p.m.	PAMPA Banquet	Education center (by AMA Museum)

*Unofficial Event

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



(Tampa Bay Line Flyers & Manatee County R/C Clubs)

Southeast Stunt'N Fun

AMA Sanctioned Class A Event

November 3 & 4, 2012

Contest Director: Wayne Smith

Events:

Saturday, November 3, 2012

Beginner, PAMPA Old Time Stunt, Nostalgia 30

Sunday, November 4, 2012

PAMPA Intermediate Stunt, Advanced Stunt and Expert Stunt (No Appearance Points No Builder of the Model)

Come fly to be the first to get your name on our new Perpetual Expert Stunt Trophy!

Registration: 8:00AM & Pilots meeting at 9:00 AM

Entry Fee \$10.00 for 1st event; \$5.00 for each additional event

Mufflers required.

Site has 2 grass circles. Main Circle has cement take off strip. 1 Circle Open for practice Friday, November 2, 2012, 8:00 AM to Sunset

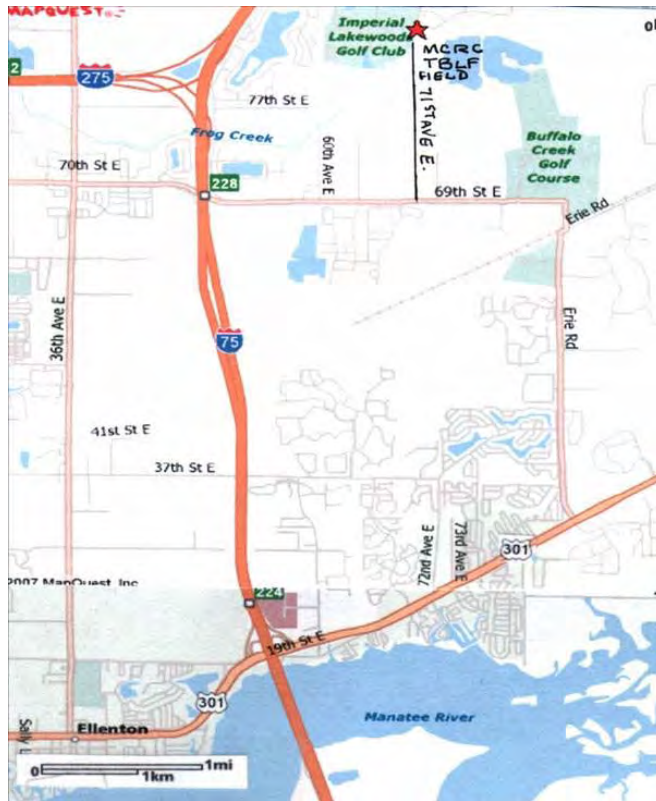
We have concessions on site for lunch, clean restrooms in club house.

RV Hook up electric and water fee of \$10.00 per night plus \$5.00 dump fee if needed.



Contacts: Wayne Smith kamwns@verizon.net

Where: 7315 71'st Ave East Palmetto, Florida 34222



Stunt News Contest Calendar

Listings are what we had at the *Stunt News* deadline. For up-to-date listings and additional information, see the PAMPA Web site: <http://www.control-line.org>, then go to Resources/Documents/2012 PAMPA Contest Calendar. See also the AMA Web site: <http://modelaircraft.org/events/calendar.aspx>. Be sure to confirm with the CD before going to a contest. Please submit new listings and contest results to Howard Rush, hmrush@comcast.net. Submit contest ads to Gene Martine, gmflying@bellsouth.net.

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

June 2-3

Toronto & District Championships, 52nd Anniversary, Centennial Park, Toronto, Ontario
Saturday: Old Time, Beginner
Sunday: Profile, MAAC
Contact: Stuart Henderson,
info@balsabeavers.ca
<http://www.balsabeavers.ca>

June 3

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

June 3

Buzzards Nats Warm-up, club field behind Wegerzyn Gardens Metro Park, 1301 E.

Stunt News 92

Siebenthaler Ave., Dayton, OH
Classic, Profile*, ARF*, Precision Aerobatics (Beginner, Intermediate*, Advanced*, Expert*)
CD: John Jordan, 3132 Southern Blvd, Kettering, OH 45409 (937) 294-7971,
balsadust1956@woh.rr.com
<http://buzzinbuzzards.weebly.com/>

June 9

Tour d'Michigan 2, McGill Rd., Jackson, MI
Take exit 141 (N Elm St) N from I-94, turn R on Seymour Rd. Seymour Rd. becomes McGill Rd. Field is on gravel road across Dalton Rd. from the end of McGill Rd.
Fun Stunt*, Beginner Stunt*
Contact: Vince Bodde, (517) 783-1121
<http://www.flying-aces.net/tour12.html>

June 9-10

Knights Joust, Whittier Narrows Park,

South El Monte CA, 60 Freeway and Rosemead Blvd. Show your AMA card at the gate to get into the park free.
Saturday: Old Time, Classic, Profile Sportsman*, Precision Aerobatics (Beginner, Intermediate)
Sunday: Profile Competitor*, Precision Aerobatics (Advanced, Expert)
CD: Jed Kusik, (714) 669-0205,
jedeeflyer@aol.com

June 10

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

June 12-16

Brodak Fly-In, Brodak flying field, Carmichaels, PA See Web site for map and

directions.

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

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

Thursday: Old Time (Beginner, Intermediate, Advanced, Expert), Precision Aerobatics appearance judging (Intermediate, Advanced, Expert)

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

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

CDs: Allen W. Brickhaus, abkb801@shawneelink.net, and Tom Hampshire, th31919@gmail.com; <http://brodak.com/fly-in/>

June 16, 17

Dallas Aero Summer Heat, Dallas Hobby Park, E. Northwest Highway and Garland Rd., Garland, TX

Saturday: Old Time, Classic

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

CD: Dale Gleason, n42222@nortexinfo.net <http://www.dmaa-1902.org>

June 23-24

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

Saturday: Old Time, Classic, Profile*

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

CD: Dave Gardner, 15107 SE 145th PL, Renton, WA 98059, (425) 235-5190, davegardner55@msn.com <http://flyinglines.org/skyraiders.html>

June 23-24

Sig Control-Line Contest, Sig Field, 1.5 miles south of Montezuma, IA on Hwy 63, N41.54984, W92.53518

Saturday: Old Time, Classic*, Profile*

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

CD: Mike Gretz, SIG Manufacturing Co., P.O. Box 520, Montezuma, IA 50171-0520, (641) 623-5154, mikeg@sigmfg.com; http://members.zumatel.net/flysig/2012_SIG_CL_Contest.pdf

June 24

GSCB June Stunt Meet Part Two, George L Gaydos Field, Two Bridges Rd., Lincoln Park, NJ

Precision Aerobatics (Beginner,

Intermediate*, Advanced*, Expert*)

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

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

June 24

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

Stunt 25*, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CDs: Walt Ghio, 1380 Elkhorn Drive, Stockton, CA 95209, (209) 478-8225, flbwalt@comcast.net ; Pete Cunha, 6433 Shady Springs Way, Citrus Heights, CA 95621, (916) 541-0593, laguna3@surewest.net; www.aeromaniacs.com

July 7-8

Beanfield Grand Prix, The Beanfield, 30167 Esterville Rd., N 42° 37.533' W 082°

08.639', Dresden, Ontario

Saturday: Old Time, Beginner

Sunday: Profile, MAAC

Contact: Stuart Henderson, info@balsabeavers.ca <http://www.balsabeavers.ca>

July 8

NEVRC CL Stunt Competition, NEVRC Field, Kubie Dr., Sugarloaf, PA, N 41.01273, W 76.13457; Take exit 256 south from I-80, turn R on T-429 Pecora Rd. Take Pecora Rd. for several miles, turn R on Red Rock Rd., pass over I-80, turn R on Kubie Dr.

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Bernie Suhamski, (570) 574-6894, bernie@pa.metrocast.net <http://nevrc.org>

July 16-21

2012 AMA Control Line Aerobatics National Championships, AMA, Muncie, IN; See page 90 for schedule.

See www.modelaircraft.org/events/nats/entryforms.aspx for schedule and forms. Official events director: David Fitzgerald, DavidLFitzgerald@sbcglobal.net

Old Time, Classic events director: Darrell Harvin, spritof52@hotmail.com

Beginner event director: Allen Brickhaus, abkb801@shawneelink.net

Intermediate event director: Bob Brookins, clstunflyer@bobbbrookins.com

July 28

Tour d'Michigan 3, Broome Park, Flint, MI

Take exit 135 (Hammerberg Rd.) S from I-69. Turn right (west) onto W 12th St./ S Ballenger Hwy and go to next traffic light. Turn left (south) onto Van Slyke Rd. and go to next traffic light. Turn left (east) onto Atherton Rd. and go to next traffic light. Turn left onto Hammerberg Rd. and drive to parking lot.

Fun Stunt*

Contact: Dan Miles, (810) 496-2925, dmiles70@comcast.net <http://www.flying-aces.net/tour12.html>

July 28

Lew McFarland Bluegrass Stunt Championships, LMAC Flying Field, Lexington, Kentucky, N 38 03' 13", W 84 17' 39"

From I-64 east of Lexington, take exit 87 north, turn right on Rockwell Rd. (I-64 frontage road), turn left on Hedger Ln. Old Time, Classic, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert); CD: Wynn Paul, (859) 271-3394, winnie3435@insightbb.com

July 28-29

56th Annual Red River Valley Championships, Trefoil Park, Fargo, ND; Park entrance is at Elm St. and 14th Ave. N. Saturday: Classic Sunday: Precision Aerobatics (Beginner, Advanced) CD: Mike Olson, (701) 232-3647, olson.bonnie@gmail.com

August 4

Michigan Musciano Fun Fly and 1cc Event, Air Zoo , 6151 Portage Road, Portage, MI; Take exit 78 (Portage Road) from I-94, go 1 mile S.

Modified Stunt*, 1cc Stunt*

Contacts: Al Rohrstaff, (269) 344-4571, alrohr269@sbcglobal.net Rich Kacmarsky, (517) 323-8932, cdrk3@comcast.net <http://www.flying-aces.net/2012m2f2.html>

August 4

Summer Fun Profile P.A. & Carrier Meet, Catoosa, OK

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

CD: Bob Reeves, (918) 266-5897, bob@somethinxtra.com

www.tulsacl.com

Aug. 4-5

Western Canada Stunt Championships, Rice Mill Road flying site, Richmond, B.C.
 Saturday: Classic, Profile *
 Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
 CD: Keith Varley, kandmv@shaw.ca

August 5

Precision Aerobatics, Mountainview Park, Middlesex, NJ
 Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
 CD: Pete Sofko, (732) 873-2190

August 5

Stunt in the Berkshires, Boyd Company, 501 Pleasant Street (Route 102), Lee, MA;
 Take exit 2 off the Mass Pike, heading towards Stockbridge.
 Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
 CDs: Bill Hummel, (518) 766-9432, amphummel@hotmail.com,
 Chris Sarnowski, 27 Marion Road, Bedford, MA 01730, (617) 605-0420, fchriiss@gmail.com

August 11-12

Third Annual Jim Coll Memorial Stunt Contest, 6035 Shiloh Camp Road, 2 miles SW of Hurlock, MD
 Saturday: Old Time (Intermediate, Advanced and Expert combined), Profile* (Beginner, Intermediate, Advanced, Expert)
 Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
 CD: Jack Rosemere (410) 330 4663, jrosemere@verizon.net
 Contacts: Dennis Hasting: (302) 448 1167; Tim Stagg: (410) 310 9534, tstagga@goeaston.net;
<http://www.esacclub.org/>

August 12

West Ohio Stunt Contest, club field behind Wegerzyn Gardens Metro Park, 1301 E. Siebenthaler Ave., Dayton, OH
 Classic, Profile*, ARF*, Precision Aerobatics (Beginner, Intermediate*, Advanced*, Expert*)
 CD: John Jordan, 3132 Southern Blvd, Kettering, OH 45409 (937) 294-7971, balsadust1956@woh.rr.com
<http://buzzinbuzzards.weebly.com/>

August 12

Rockford Stunt Classic, Kieselburg Forest Preserve, 5801 Swanson Rd., Roscoe, IL
 Precision Aerobatics (Beginner,

Intermediate, Advanced, Expert)

CD: Art Johnson, 1818 Oslo Dr., Rockford, IL 61108-6612 (815) 398-3490, art_johnson36@comcast.net

August 17-19

Southern Ontario Control Line Championships, The Beanfield, 30167 Esterville Rd., N 42° 37.533' W 082° 08.639', Dresden, Ontario
 Friday: Old Time
 Saturday: Beginner
 Sunday: Profile, MAAC
 Contact: Stuart Henderson, info@balsabeavers.ca
<http://www.balsabeavers.ca>

August 18

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

August 18-19

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

August 18-19

Western Kentucky/Southern Illinois Stunt Championships, McCracken County Model Air Park, Paducah, KY: Take exit 3 off I-24 on the Kentucky side of the Ohio River. Turn east on Old Cairo Road and find Coleman Road off to the right (south) at about one mile. Travel south on Coleman Road three quarters of a mile and turn left (east) on County Park Road. Go through the open, right, red gate and drive to the top of the hill.
 Saturday: Beginner Precision Aerobatics, Basic Flight*, Profile*, Classic-Nostalgia*, Old Time
 Sunday: Precision Aerobatics*

(Intermediate, Advanced, Expert)

CD: Allen W. Brickhaus, PO Box 206, Golconda, IL 62938, (618) 683-7611 (home), (618) 841-0089 (cell), abkb801@shawneelink.com

August 18-19

Michigan Control Line Championships, Signal Seekers RC Club field, Westland, MI
 Saturday: Old Time, Classic, Profile*
 Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
 CD: Randy Ryan, (734) 672 2855, iflyff@comcast.net

August 25-26

Ted Goyet Memorial, 44643 County Road 29, Davis, CA (1.4 miles east of County Road 102)
 Saturday: Old Time, Classic, Profile* (Beginner and Intermediate, Advanced and Expert), Stunt 25*
 Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
 CDs: Walt Ghio, 1380 Elkhorn Drive, Stockton, CA 95209, (209) 478-8225, flbwalt@comcast.net; Doug Barton, 160 Park Ave., Woodland, CA 95695, (530) 662-6469; dbarton@woodlandaviation.com

August 25-26

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

September 1-2

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

September 1-2

Rocky Mountain Control Line Championships, Front Range Airport, Watkins, CO; Take exit 299 north from I-70 about five miles.
 Precision Aerobatics (Beginner,

Intermediate, Advanced, Expert)
CD: R. Spahr, (720) 981-9908

September 2

46th Annual Midwest Regional C/L Championships, Aurora Municipal Airport, Rte. 30, Sugar Grove, IL
Precision Aerobatics (Beginner, Intermediate*, Advanced*, Expert*), Profile*
CD: Jim Renkar, 6201 S. Nashville Ave., Chicago, IL 60638-4111, (773) 229-9353, ukiepilot@comcast.net

September 8

Tour d'Michigan 4, Erickson Park, Canal Rd., 3.5 miles S of Saginaw Hwy., SW of Lansing, MI; near confluence of I-69 and I-96. See map. Fun Stunt*
Contact: Rich Kacmarsky, (517) 323-8932, cdrk3@comcast.net
<http://www.flying-aces.net/tour12.html>

September 8-9

Mitch Lilly Memorial Massachusetts Cup, Crackerbarrel Fairgrounds, Emerald Street near the intersection of Emerald and Shear Streets, Wrentham, MA. The fairgrounds are part of the Wrentham State School complex.
Saturday: Old Time, Classic
Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
CD: Chris Sarnowski, 27 Marion Road, Bedford, MA 01730, (617) 605-0420, fchriss@gmail.com

September 8-9

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

September 8-9

Memphis Stunt Classic, Millington Barnstormers field, Sykes Road, Millington, TN
Saturday: Old Time, Classic*, Profile*
Sunday: Precision Aerobatics* (Beginner, Intermediate, Advanced, Expert)
CD: Louis Rankin, 901-837-1511, lwr_@msn.com

September 9

Fall Stunt, Crowland Park behind Fire Station 6, S of Niagara Falls, Ontario; Take

Schisler Rd. .5 mile west from Hwy 98 Profile, F2B; Contact: Geoff Higgs, 6013 Mayfair Dr., Niagara Falls, Ont., L2J 1V7, (905) 358-5570; <http://www.balsabeavers.ca>

September 15

North Georgia Skyrebels Fall Fly-In, Gilmer County Airport, 455 Sunlight Road, Ellijay, GA, N 34.63, W 84.527
Old Time, Classic*; Contact: Tom Dixon (770) 592-3279

September 16

The 17th Annual "This Is Only a Hobby" 1/2A Stunt & Sport Race Contest, Aurora Municipal Airport, Rte. 30, Sugar Grove, IL; 1cc Stunt*
Contacts: Jim Renkar, 6201 S. Nashville Ave., Chicago, IL 60638-4111, (773) 229-9353, ukiepilot@comcast.net, Fred Krueger, (630) 897-2941, fkpampa9@comcast.net

September 16

Bergen County Control Line Flyers, GSCB Stunt Contest, 288 Roosevelt Drive, Palisades Park, NJ Take path by the river to south end of facility. Precision Aerobatics (Beginner, Intermediate*, Advanced*, Expert*)
CD: Rich Giacobone, 438 Hillside Ave, Palisades Park, NJ 07650-1314, (201) 947-9638; <http://www.gscc.us/>

September 22

Walter Musciano Contest, Centennial Park, Toronto, Ontario
Old Time, Beginner, Musciano events
Contact: Stuart Henderson, info@balsabeavers.ca
<http://www.balsabeavers.ca>

September 22

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

September 22-23

Meat 'n Meat XIV, 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) 654-2200,

UncleJimby@aol.com;
www.aeromaniacs.com

September 22-23

Broken Arrow 25 Stunt and Scale Contest, Buder Park, Valley Park, MO; Take exit 272 north from I-44, turn right at Meramec St.; Basic Flight*, Profile*, Classic/Nostalgia 30*, Old Time, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)
CD: Robert Arata, (636) 391-0272, srarata@att.net

September 22-23

Karl Marschinke Memorial, Christopher Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ; Precision Aerobatics (Beginner, Intermediate, Advanced, Expert); CD: Lou Crane, (520) 459-0546, loucrane@cox.net; www.ccmaconline.org

September 23

Joe Ortiz Memorial Stunt Bash, Flushing Meadows Corona Park, New York, NY; From I-678 (Van Wyck Expy) southbound, take exit 11, merge onto Meadow Lake Rd. W, turn left on Brooklyn-Queens Greenway. Circles are on the right. From I-678 (Van Wyck Expy) northbound, take exit 12A, turn left under I-678 to Meadow Lake Rd. W, turn left on Brooklyn-Queens Greenway. Circles are on the right. ARF*, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert); CD: Bob Lampione, (646) 288-6634, rlampione@verizon.net

September 29

Indiana-Kentucky Championship, Clark County Airport, Sellersburg, IN; Precision Aerobatics (Beginner, Intermediate, Advanced, Expert); CD: Byron Barker, (812) 944-8511, linecontr@aol.com

September 29-30

Oklahoma Control Line Championships, Reeves Field, Catoosa, OK; On the east side of Tulsa, take Highway 412 2.9 miles east from I-44, turn left (north) at Admiral (26500 E). Turn left on access road (E Archer St.). Field is 1/4 mile west on the right between buildings with red and green roofs.
Saturday: Old Time, * Classic*, Profile*
Sunday: Precision Aerobatics (Beginner Junior, Beginner Senior-Open, Intermediate*, Advanced*, Expert*)
CD: De Hill (918) 743-4912, dfhill@juno.com; Assistant CD: Lee Thiel, (918) 691-2717, fox4now@valornet.com; <http://www.tulsacl.com/>

September 30

GSCB Fall Air Show Part I, 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)

CD: Mike Cooper, (862) 268-5091, mcooper@asco.com; <http://www.gscb.us/>

October 6-7

Hi Johnson Memorial, Apollo 11 Model Field, Sepulveda Basin, Van Nuys, CA; Take Burbank Blvd. (just north of Hwy 101) exit west from I-405, turn right on Woodley Ave., turn left into Woodley Park parking area, drive slowly south beyond parking area to the field.

Saturday: Old Time, Profile Sportsman* (Beginner and Intermediate), Profile Competitor* (Advanced and Expert), Precision Aerobatics (Beginner, Intermediate)

Sunday: 1cc Stunt*, Classic, Precision Aerobatics (Advanced, Expert); CD: Bill Barber, (805) 241-0453;

barcam@verizon.net; <http://sites.google.com/site/valleycircleburners/>

October 6-7

Columbus Day Contest, Scobee Flying Park, Westheimer Pkwy and FM 1464, Houston, TX

Saturday: Old Time, Classic

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

CD: Frank Williams, lonestar_77062@yahoo.com

October 6-7

Central Alabama Stunt Squadron Contest, 3704 Chilton County Road 47, Clanton, AL; Take exit 205 (Hwy 31) northwest from I-65 about a mile, turn left on County Road 47, go 3 miles. Field is on the right.

Saturday: Old Time, Classic-Nostalgia30*, Profile*, Warbird*

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

CD: Jim Oliver, (334) 730-1744, nsrca_1133@yahoo.com

Co-CD: Lewis Popwell, (205) 755-6513

October 7

3rd Annual Jim Tichy Memorial Vintage Stunt Contest, John F. Kennedy Memorial Park, Napa, CA

Old Time, Classic: CD: Jim Aron, (510) 654-2200, UncleJimby@aol.com

www.aeromaniacs.com

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October 7

GSCB Fall Air Show Part II, 288 Roosevelt Drive, Palisades Park, NJ Take path by the river to south end of facility.

Precision Aerobatics (Beginner, Intermediate*, Advanced*, Expert*); CD: Mike Ostella, (201) 704-7081, mike.ostella@verizon.net;

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

October 20-21

Lee Lorio Memorial Control Line Stunt Championship, Independence Park, 111 Lobdell Ave., Baton Rouge, LA Circles are immediately east of Liberty Lagoon water park.

Saturday: Classic, Military Stunt*, Profile* (Beginner, Intermediate, Advanced, Expert),

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

CD: Doug Patterson, (225) 629-0290 (home), (225) 270-2181 (cell),

jd3patterson@gmail.com

Assistant CD: Tommy Mansur, (225) 235-0882

October 20-21

34th Annual Golden State Stunt Championships, Madera Airport, Madera, CA, <http://g.co/maps/deq47>

Saturday: Old Time, Classic

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

Contact: Brian Massey (559) 908-9431, bjmassey2@gmail.com

www.californiacarclubs.com/GSSC.htm

October 20-21

Carolina Criterium, Waymer Field, 15401

Holbrooks Rd., Huntersville, NC; Take exit 23 east from I-77, turn right on Old Statesville Rd., turn left on Holbrooks.

Saturday: Basic Flight, Old Time, Nostalgia 30*, Profile*

Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert); CD:

Everett Shoemaker, (252) 633-4128;

evjoshoe@embarqmail.com

November 3-4

November C/L Stunt Contest, MCRC Field, 7315 71st Ave E., Palmetto, FL, N27.57962, W82.49150, <http://tinyurl.com/mrcmap>

Saturday: Beginner Precision Aerobatics, Old Time, Classic

Sunday: Nostalgia 30*, Precision Aerobatics* (Intermediate, Advanced, Expert)

CD: Wayne Smith, (813) 621-4051, kamwns@verizon.net; www.manateerc.com

November 3-4

South Arkansas Stunt Championships, Kenneth Makepeace Field, Industrial Rd., El Dorado, AR, N33.208282102696, W92.616339377099. Take Hwy 63 east of El Dorado, turn right on Industrial Rd. Field is 1/2 mile on right.

Saturday: Profile*, Old Time

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

CD: Norman E. Faith, 157 West Lake Rd., El Dorado, AR 71730, (870) 310-3525,

circlepilot@suddenlink.net;

www.myspace.com/southarkansasaviators



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Appearance Point

by Buddy Weider



Ryan's Eagle

My first Ryan's Eagle (named after my son Ryan and his favorite movie *Iron Eagle*) was built as a glow-powered model and used a PA .40 engine and a Smith and Werwage tuned pipe. The design was based around Bob Hunt's Saturn design and performed quite well.

It utilized a built-up wing that was assembled using the Lost-Foam method. I really liked everything about that first Eagle. The only problem was that, about two months later, I had the opportunity to fly Bob Hunt's electric Genesis Extreme. Basically that ruined my life in the Control Line circle.

I couldn't believe how different flying electric power felt. I think what got to me the most was the consistent speed through maneuvers and the fact that the center of gravity never changed from the start of the flight to the end and handle sensitivity didn't vary. That experience brought about the second Ryan's Eagle design.

Nothing changed from the first Eagle other than the switch to electric power, the use of a triple-cored foam wing, and a switch from a dope finish to a DuPont ChromaBase finish.

I had been competing on the Advanced level at the Nationals but decided to jump up to Expert for the year 2010. I placed ninth and won the "Rookie of the Year" award. That improvement from the previous year was mainly because of the great "numbers" of the Saturn and the amazing electric-power system.

I am just finishing my new, electric-powered Ryan's Eagle 3. It has a slightly longer wing (1 inch per panel), longer nose moment (11 inches), and a slightly longer tail moment as well. It should be ready for the 2012 contest season.

Specifications:

Model name: Ryan's Eagle

Designer: Bud Wiedner

Construction type: Foam core wings, elevators, and flaps with molded top and bottom shells that replace the traditional carved and hollowed blocks for the body

Wingspan: 61 inches; 660 square inches of wing area

Moment arms: (measured from the front of the wing to the back of the spinner and from hinge line to hinge line: nose: 10 inches; tail: 17 inches)

Weight dry: Without battery - 48 ounces; with battery - 62 ounces

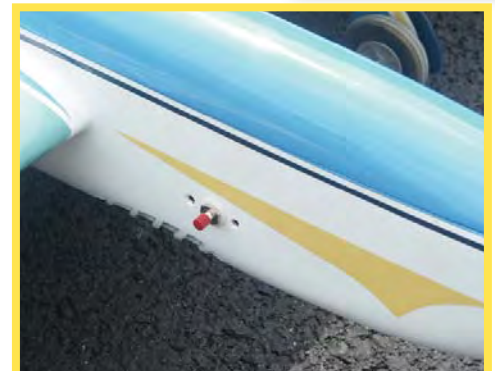
Power package: The electric motor is an E-flite Power 25. The battery used is a Hyperion 4s 14.8v 4000 mAh battery

Propeller: APC 13 dia. x 4.5 pitch electric pusher

Propeller: APC 13 x 4.5 reverse-pitch prop.

Finish: DuPont ChromaBase paint and two-part automotive clear

Line length: Tom Morris braided .015 cables x 65-feet long eyelet-to-eyelet



Buddy (at right in photo), his wife, Betty, and his son Ryan, for who the ship is named, enjoy a moment together at the 2010 Nats, where Buddy placed 9th and captured the "Rookie of the Year" award with the Ryan's Eagle. Photo by Gene Martine.



