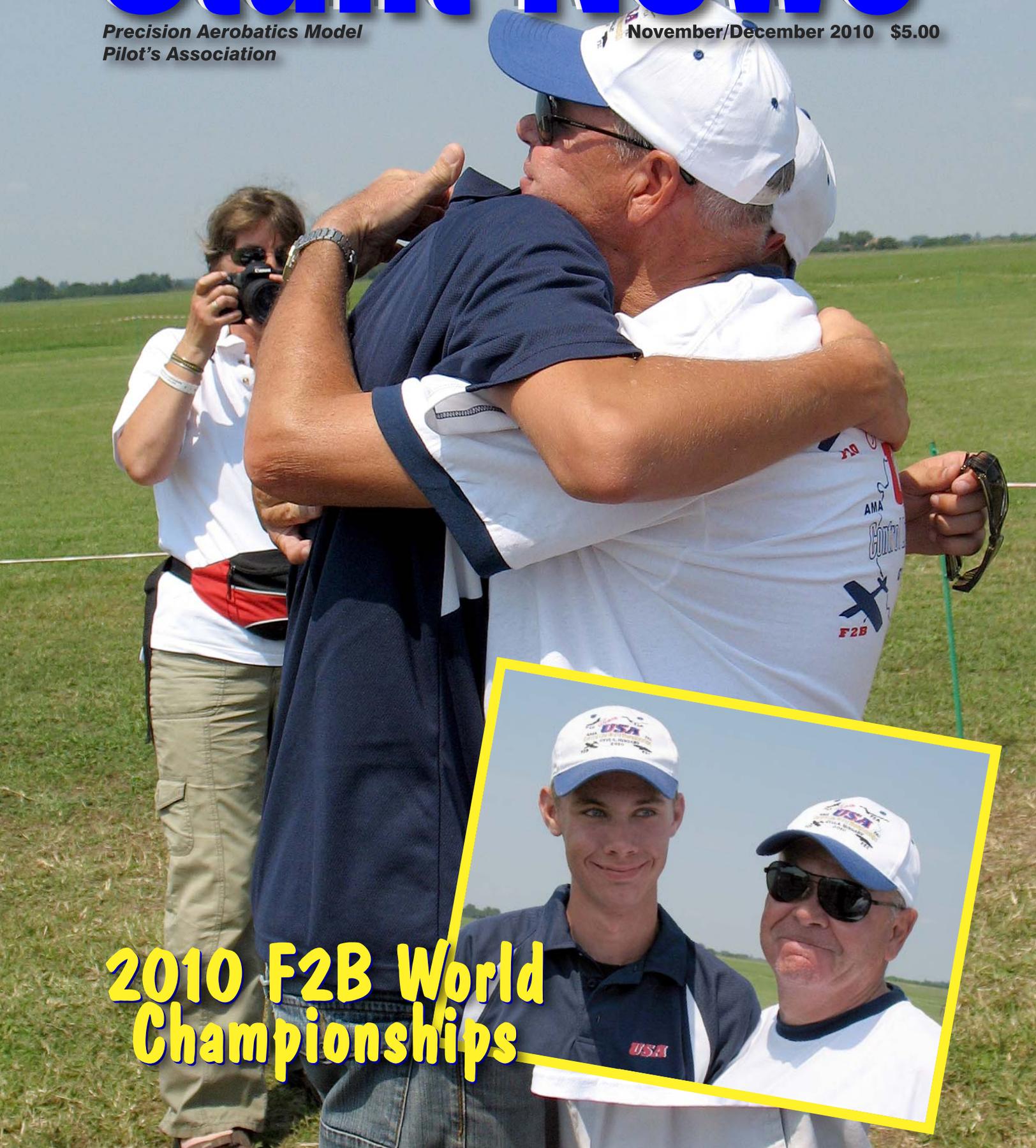


Stunt News

Precision Aerobatics Model
Pilot's Association

November/December 2010 \$5.00



2010 F2B World
Championships



features

8 2010 World
Championships
by Derek Barry

33 2010 Nats
Beginner/Intermediate
by Allen Brickhaus

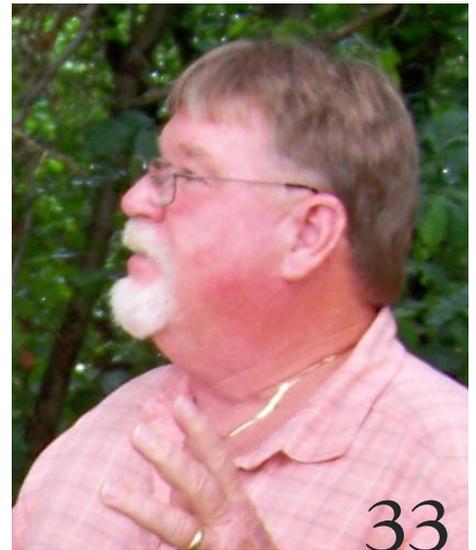
38 Speed King Part 2
by John Havel

48 Remembering Arlie
by Lanny Shorts

On the cover: Does it ever get any better than this? A moment of joy, pride, accomplishment, and satisfaction is shared by Ryan Young and his Grandfather, Bill Rutherford, as they learned that Ryan had just won the Gold Medal in the F2B Junior division at the 2010 Control Line World Championships in Gyula, Hungary. This is what CL Stunt competition is all about! A complete report by Derek Barry is included in this issue. Photo: Ted Fancher.

Above: Here's the new Junior F2B Champ practicing for his moment in the sun. He is said to have one of the very best corners seen in years. It shouldn't be long before we'll see a repeat of this performance by Ryan in the Senior division. Photo: Derek Barry

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.



pampa news and reports

- 2 President's Report
Bill Rich
- 4 Level Laps
Bob Hunt
- 6 Membership Application
- 7 PAMPA officers contact information
- 67 PAMPA Products
- 69 Secretary/Treasurer District Reports
- 71 District I
- 72 District II
- 72 District III
- 74 District IV
- 76 District V
- 78 District VI
- 82 District VII
- 84 District VIII
- 85 District IX
- 87 District X
- 90 District XI



columns

- 44 E-Stunt
- 58 It's In the Details
- 60 Ask Ken



extras

- 54 Attempt to Understand Stunt
by Wesley Dick
- 93 Contest Results
- 98 The Appearance Point
Bill Wilson's NFP2



President's Column

By Bill Rich

PAMPA continues to be active "behind the scenes" on a number of issues. In keeping with my original campaign statement, I would like to update you on some of these issues.

Hall of Fame

The PAMPA Executive Council is charged with determining the eligibility of nominees for the Hall of Fame. Wynn Paul, Chairman of the HOF has made a proposal to revise the eligibility requirements. It is Wynn's opinion - shared by many - that we should now open up eligibility without the three year rule. Wynn states there are several contemporary participants/administrators/officials that are quite deserving of the honor of election to the Hall of Fame. With an event that has such a large percentage of participants who are well past their 30s, 40s, 50s and 60's, it is time to allow election based totally on their contribution without regard to the time frame.

The EC is in the process of revising Rule #3 which describes the eligibility for the Precision Aerobatics Model Pilots Association Control Line Precision Aerobatics Hall of Fame. The current rules mandate that a nominee must wait three years after participating in the Nationals, participating in the FAI Team Trials, or having been a PAMPA Officer.

Much has been discussed on the subject of eligibility since the Charter Member induction in 1992. The major reason for the three year rule in the early years was that it would assist in putting emphasis on the Pioneers, circa 1930-1959 and Veterans, circa 1960-1970. After nine cycles of elections for the Hall of Fame (to 2008), PAMPA has honored a good number of these Pioneers and Veterans (about 25 of the 40 members, circa 2009). There are still a dozen or so who should be honored, but their time will come.

Our event has some characteristics which are quite removed from most types of Hall of Fames. Most significant is that in our event, participants continue to compete in the Nationals, FAI Team Trials and even World Championships events well past the ages of athletes/coaches/administrators from other activities, and they may continue competing well after their "prime time of success." This difference is especially apparent from 1992 to the present.

Wynn has done an excellent job as Chairman of the HOF. He has also done a fantastic job as the PAMPA Historian. Wynn thanks for all you are doing.

2011 Nationals

PAMPA is charged with running the Control Line Precision Aerobatics event at the Nationals. I will be the ED for this event. Paul Walker has done a great job but will now return to the competition circles. When I agreed to run the Control Line Precision Aerobatics event I challenged myself to achieve two main goals. The first of these is to try to understand why we continually have a conflict with other Nats events. These conflicts usually come prior to starting our official events. Why couldn't we schedule our Nats on a week that wouldn't create these conflicts? The second goal is to try to enlarge our judging crew, reducing the geographic bias, and trying to have a "level" field as possible for our Nats competitors.

In regards to the first goal, when looking at the complete Nats schedule it becomes painfully obvious that moving our week would be impossible. Starting on June 25th and running through August 13th there is Nats activity scheduled on site.

AMA will host the RC Pattern World Championships starting on Saturday, July 23 and ending on Tuesday, August 2nd. This causes our event to be scheduled to officially start on Monday July 4th. However, we were able to negotiate the availability of dedicated practice days prior to the July 4th. Starting on July 1st at 7:00 am Control Line practice will be allowed on Site 5 (Large Grass Multipurpose site). Site 1, the L-Pad, will not be available until Monday July 4th. I always thought the grass area was closed due to RC over flight activity. Actually the over flight zone stops at the access road (Aeromodeler's Road). AMA has agreed to open an access road just north of the Primitive Camping area that will allow access Site 5, the grass area. This was agreed upon by all SIG Nats representatives and all AMA personnel including Dave Mathewson (AMA President) and Ron Morgan (Nats Manager).

AMA and all SIG representatives were in agreement that Control Line Precision Aerobatics should have dedicated practice time. I would like to thank all involved for their cooperation which should eliminate misinformation regarding when we can fly on the AMA site. We also spent some time discussing the condition of Site 5 and the need to not only mow but also roll the area. Our main problem is the smoothness of the surface, more so than the length of the grass. If the weather cooperates, which it certainly didn't in 2010, we should have an acceptable grass area to fly on. I have asked Allen Goff to keep an eye on the grass and check it again in June.

On the second goal, Dave Fitzgerald, who will serve as my assistant for 2011 is working with Mark Overmier to recruit judges. David has currently recruited 15 judges (with Marks approval) and he will continue to build on this base as the 2011 Nats approaches. David Fitzgerald attended the Nats Planning meeting with me and his input throughout the meeting was certainly appreciated.

We left the meeting having accomplished our main goal of gaining access to practice areas without having to be concerned with our fields being "closed" due to either "Fun Flies" or overflies from other events. We also met and all the key AMA personnel as well as all of the SIG representatives. The meeting was very productive and certainly worth our effort to attend. We are off to a great start for the 2011 Nats. Bob Brookins has agreed to ED Old Time, Classic and Intermediate. Elaine Brookins and Priscilla Rush have volunteered to be tabulators. We still need volunteers for runners, pit-boss and anyone that just wants to contribute to the Nats.

All AMA rules governing General Control Line and Control Line Precision Aerobatics will be followed. It becomes my job to see that this happens. I believe strongly that rules need to be followed; if not, why do we have them? This will include BOM as well as control line handles. It is my understanding these two areas will need to be looked at with the rule book in hand. There may be a change in the BOM Rule so everyone must pay attention to the new rules which will be coming out in January



2011. I am including the current BOM rule for your information. *Again, this may change in 2011.* One item that came up at the 2010 Nats centered on the Kevlar Handles being used. These handles and the fix that was used in 2010 will be illegal in 2011. To save you a lot of grief, use one of the many commercial handles available.

BOM- 6. Builder of Model: The CD shall make every reasonable effort to assure himself that each flier has completely “constructed” the model(s) he uses in competition, including the covering where used, with “constructed” to be interpreted as the action required to complete a model starting with no more prefabrication than the amount used in the average kit (“average kit” is interpreted by Control Line Aerobatics as a model that may consist of precut, unassembled parts or assembled (uncovered) subcomponents such as wings, horizontal and vertical stab, fuselage; requiring a few hours of assembly time and covering). Models which are completely prefabricated (“completely prefabricated” is interpreted as the model is ready to fly out of the box or in a few minutes (less than an hour of assembly time.) and require only a few minutes (less than an hour) of unskilled effort for their completion shall be excluded from competition. (Control Aerobatics additionally interprets that any model, that is pre-covered in the box is excluded from competition). In the case of rubber-powered models (excluding Indoor duration models), commercially available balsa, plastic, and hardwood propellers may be used. Materials and design may

be obtained from any source, including kits. The builder-of-the-model rule applies to every AMA event unless specifically noted otherwise in the rules governing that event.

PAMPA VP

I would like to take this opportunity to thank Matt Neumann for agreeing to run for the office of VP. I feel strongly that PAMPA needs to broaden its administrative base and enlist some of our younger members for our elected offices (younger being between the ages of 30-55). We are making progress in this area, as some of our current positions come open I will try to convince some of our “younger” members to get involved by running for these offices. As I have mentioned in previous columns, it is vitally important to develop successors for all of PAMPA’s administrative positions, FAI activities, and AMA Nationals. The leaders within this organization aren’t getting any younger, sooner or later, and it might be sooner than we expect, these guys will no longer be available to serve.

PAMPA Web site

This project will get finished, hopefully before the 2011 Nats. We are actively involved in upgrading this site. I have appointed a committee to address what this new site needs to incorporate and what functions we need to have online. We have got to have online registration and purchasing of PAMPA items available. I believe we will have a large increase in membership, especially the online membership if you can sign up and pay online.

Till next time, fly stunt safely and enjoy your hobby. *SN*



Control Line WORLD

*The magazine
dedicated to
all things related
to control line*

Carrier - Combat - Electric - Racing - Scale - Speed - Stunt

Control Line World is packed with finishing tips, building and flying ideas, stories, and features that you can use. Each issue includes tons of photos, results, product reviews, schedules and announcements.

Don't miss our exclusive series on ***The Legends of Control Line***, the pioneers who helped shape and develop this great sport!

And, each issue includes a “centerfold” - a detailed blueprint that can be easily removed and enlarged for building.

Subscribe today! Don't miss a single issue!

Subscription forms are available at www.brodak.com or by calling Brodak Manufacturing at 724-966-2726. Subscriptions are \$25 for one year (four issues) (\$35 for international subscriptions).

Level Laps

By Bob Hunt

We have come to the end of another flying season and another year. We can look back with mixed feelings. It was a great flying season in which we had a number of well-attended contests, a very successful World Championships in which members of our United States F2B Team captured Gold and Bronze Medals, a very competitive Nats, and lots of other activity.

We saw a number of new fliers enter the sport and also saw a number of “retreads” return to the fold. Unfortunately we also experienced the loss of several of our Stunt family. In last month’s editorial I wrote a bit about Jim Tichy and Arlie Preszler. I asked

Arlie’s longtime friend and flying buddy, Lanny Shorts, to write a piece about Arlie and he responded with a very touching and fitting tribute that we are presenting in this issue.

Among the very many things that Arlie did for the CL Stunt community for many years was to hand carve the props that were presented to the Concours winner at the Nats each year. Lanny touches on this in his article about Arlie. I thought about how many of those props Windy Urtnowski has won and I called and asked him to supply a photo of all of them. He responded with a shot of an entire wall of his home that is covered from floor to ceiling with those props. It’s yet another fitting tribute to Arlie to see those props all in a row!

Thanks, Windy, for sending that photo along.

My Jim Tichy story...

I have not received a tribute piece about Jim yet, but I have a Jim Tichy story that just might fit the bill here. About three years back at VSC, Jim showed up with his stunning and virtually perfectly built and finished 1959 Ares. If you have ever seen that ship, then you know that I’m not exaggerating about how beautiful it was. That *was* should give you a clue as to what’s coming...

Jim had brought that Ares to a couple of VSCs in the past, and each time it performed at a lower standard than we all thought it should. Knowing Jim’s building skills, it was a certainty that the problem was not in the accuracy of the airplane. In watching it critically, it became apparent that the engine that Jim had in the ship was just not providing a proper “stunt run,” nor enough power.

Not being one to be shy about offering up unsolicited advice (something that has gotten me in trouble over the years, especially with other Jims), I mentioned that perhaps an engine change might improve the Ares’ performance.



Jim agreed that the engine he was using didn’t seem to be giving him the desired run characteristics or power, but he told me that the airplane was built around that particular engine—which had unusual dimensions—and that it would be difficult to replace it with another brand without extensive airframe modifications. I told him that I thought my spare Aero Tiger .36 might fit in easily and offered it to him. Reluctantly he took it and left the field to give a retrofit a try.

Jim returned to the field late in the afternoon that day, and told me that the Aero Tiger dropped in the mounts nicely and that the plane required only a bit of cowl alteration to allow the needle to exit properly. The only real concern was that the Aero Tiger was shorter in the nose than the replaced engine and Jim had to resort to putting a couple of regular washers behind the prop to get spinner clearance at the nose ring. I didn’t really like that, but Jim assured me that it would be okay and that he’d done that years ago with another plane. We rolled the lines out and prepared to start the Aero Tiger...

Just as Jim started to flip the prop forward I had a thought to tell him to flip it backwards so that if it did backfire, the prop would tend to tighten, not loosen. Too late! Jim flipped the prop forward, the engine backfired, and threw the prop, the thrust washer and all the “shim” washers.

We all know what happened then, because we’ve all been there... Shaft run! No, not just a shaft run, it was *the mother of all shaft runs*. The engine spun up to what seemed like impossible RPMs before we could stick the nose down in an attempt to starve the engine. When we did get the nose down I began backing out the needle furiously, but to no avail; the engine kept picking up RPMs!

I’ve never seen or heard of such a shaft run, and nothing we did seemed to help; it



Windy Urtnowski’s collection of Jim Tichy’s hand-carved propellers awarded to Concours winners.

just kept going faster and faster and now it was throwing sparks and began shaking the airplane with an amazing amount of vibration. Then I noticed that the covering on this gorgeous model was splitting along the I-Beam strip ribs.

The engine went up even further in RPMs and the whole airframe began to fail. Wood seams were popping and every piece of the covering split and separated from the wing. It was a horrible nightmare and it went on for about two minutes. Then, suddenly, the engine stopped. The silence was literally deafening as the saying goes, and we both just stood there looking at the mess that only minutes earlier had been a front-row, 20-point, quality airplane.

I just didn't know what to say. If I had not suggested the engine change, this never would have happened. I began to try to express my apologies for what had happened just as Jim started to apologize to me for the melted-down Aero Tiger, as if that was his fault!

It must have looked a bit comical to the onlookers (and after the bizarre noise we had just made, there were plenty...) as Jim and I leaned against each other in total exhaustion while we tried to bolster and console each other. I told Jim that the engine could easily be replaced but the model never could. He told me that he should have known better than to flip the engine forward. I told him that it was all *my* fault, and he told me that it was all *his* fault.

It was a genuine tragedy and all that each of us could think of was the other's feelings. It was at once painful and spiritual. That's the only way I can describe it. At the end of the ordeal I think that Jim and I became true brothers

because of a shared traumatic experience. He was that kind of guy.

In the face of tremendous loss of work and material, all he could think about was consoling me. I miss him dearly. We all miss him dearly.

Speed King Part 2

In this issue you will find the second part of the construction article on John Havel's gorgeous, Classic Stunt legal, semiscale Folkerts Speed King. In this last installment, John discusses finishing. I'd pay attention. Even though many of the finishing products that John used on the Speed King are no longer available or have been replaced by new/better products, the processes he used are still valid and can, obviously, produce an amazingly beautiful model.

I'd like to take this opportunity to once again thank John for donating this design to PAMPA to be presented in the pages of *Stunt News*. I'd also like to once again thank Pat Johnston for his generosity in donating the CAD drawings for the Speed King. It is only through such contributions that we are able to bring our members high-quality content in the pages of *Stunt News*.

Stay Hungary...

The last item I'd like to address in this column is the report that Derek Barry prepared for us about the 2010 F2B World Championships. Coming from an actual team member, this report gives us an inside look at what it takes to put together a World Championship effort. It can be likened to scaling Mount Everest: lots of time, effort, and talent and lots of preparation and organization. Most of what goes into such an effort is behind the

scenes stuff of which many outside the program are never aware.

Derek's report should be read by all who fly Stunt with an eye toward being a team member one day. This is not easy stuff, and the depth of dedication required and the ability to think and adjust on the fly should never be overlooked. There is much more to competing at a world level than anyone but those who have been through the process can fully appreciate.

Our thanks go out to Derek for taking daily notes to produce such a comprehensive and accurate report. This came in the face of many personal trials and tribulations which he handled splendidly, coming through like a true competitor and champion.

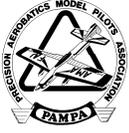
Derek's report makes me more determined than ever to start a column on "Competition." Flying and competing are two distinctly different things, and I believe it is time to start examining the differences and begin teaching the lessons required to allow the next generation of competition fliers to be successful at the highest levels. I'm hoping to get a number of proven top competitors to take turns authoring this column. We need their input from their years of experience.

I'd like to take this opportunity to congratulate our entire USA F2B World Team for an outstanding performance in Hungary. Two very special "ataboys" go out to Ryan Young for his spectacular Gold Medal Junior Championship and to Orestes Hernandez for his Bronze Medal performance. I'd also like to congratulate the new F2B World Champion, Richi Kornmeier, and welcome him into the fraternity of F2B Gold Medalists.

Until next time, Fly Stunt! **SN**
—Bob Hunt

PAMPA Offers Half Price Gift Memberships

- For a limited time, current PAMPA members can give a flying buddy or a friend in stunt a 2011 Membership for half price.
- Fill out a 2011 Membership form for the recipient.
- At the top of the form write in "Gift Membership" and the donor's name.
- Enclose half the normal remittance, e.g. \$27.50 for a US Member – First Class Mail.
- Only one gift membership per member, offer expires on 28 Feb 2011.



PAMPA Membership Application or Renewal Form

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

Membership Year 2011	New Member	Renewal	Address change:
----------------------	------------	---------	-----------------

Name: _____ AMA No. _____ Age: _____

Mailing Address: _____

City: _____ State: _____ Nation: _____

ZIP Code + 4 (or Postal Code): _____ Telephone: _____ - _____ - _____

E-Mail address: _____

Comp Member: check box: HOF AMA CB Other Date: _____

Office only: Date postmarked: _____ Date received: _____ Form complete: _____

Annual Dues Options: Please Check One:	Method of Payment																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Basic Member-internet access only</td> <td style="text-align: right;">\$25</td> </tr> <tr> <td>US Member – Bulk Mail</td> <td style="text-align: right;">\$45</td> </tr> <tr> <td>US Member – First Class Mail</td> <td style="text-align: right;">\$55</td> </tr> <tr> <td>US Family Member</td> <td style="text-align: right;">\$5</td> </tr> <tr> <td>US Compact Disk</td> <td style="text-align: right;">\$45</td> </tr> <tr> <td>Canada / Mexico First Class Mail</td> <td style="text-align: right;">\$65</td> </tr> <tr> <td>International First Class Mail</td> <td style="text-align: right;">\$90</td> </tr> <tr> <td>International Compact Disk</td> <td style="text-align: right;">\$50</td> </tr> </table>	Basic Member-internet access only	\$25	US Member – Bulk Mail	\$45	US Member – First Class Mail	\$55	US Family Member	\$5	US Compact Disk	\$45	Canada / Mexico First Class Mail	\$65	International First Class Mail	\$90	International Compact Disk	\$50	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Check</td> <td>M.O.</td> <td>Cash</td> </tr> <tr> <td>Check No. _____</td> <td>Date: _____</td> <td></td> </tr> <tr> <td colspan="3">Credit Card: (only Visa and MC are acceptable)</td> </tr> <tr> <td colspan="3">Credit Card No: _____ - _____ - _____ - _____</td> </tr> <tr> <td colspan="3">Expiration: (Mo./Yr) ____ / ____</td> </tr> <tr> <td colspan="3">V-Code: (3 digits) ____ - ____ - ____</td> </tr> <tr> <td colspan="3">Signature: _____</td> </tr> <tr> <td colspan="2">Membership Card, if desired:</td> <td style="text-align: right;">\$2</td> </tr> </table>	Check	M.O.	Cash	Check No. _____	Date: _____		Credit Card: (only Visa and MC are acceptable)			Credit Card No: _____ - _____ - _____ - _____			Expiration: (Mo./Yr) ____ / ____			V-Code: (3 digits) ____ - ____ - ____			Signature: _____			Membership Card, if desired:		\$2
Basic Member-internet access only	\$25																																								
US Member – Bulk Mail	\$45																																								
US Member – First Class Mail	\$55																																								
US Family Member	\$5																																								
US Compact Disk	\$45																																								
Canada / Mexico First Class Mail	\$65																																								
International First Class Mail	\$90																																								
International Compact Disk	\$50																																								
Check	M.O.	Cash																																							
Check No. _____	Date: _____																																								
Credit Card: (only Visa and MC are acceptable)																																									
Credit Card No: _____ - _____ - _____ - _____																																									
Expiration: (Mo./Yr) ____ / ____																																									
V-Code: (3 digits) ____ - ____ - ____																																									
Signature: _____																																									
Membership Card, if desired:		\$2																																							

NOTE:
Term of ALL Memberships and Subscriptions are from January 1st through December 31st.

Mail to: PAMPA 180 Lake Hill Road Burnt Hills, NY 12027-9403	Phone: 518-399-5939 Email: drindak@googlemail.com
---	--

PAMPA Officers

President

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

Vice President

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

Secretary/Treasurer

Dave Gardner
15107 SE 145th Place
Renton WA 98059; (425) 235-5190;
davegardner55@msn.com

Membership Chairman

Noel Drindak
180 Lake Hill Rd.
Burnt Hills NY 12027; (518) 399-
5939; drindak@googlemail.com

District I

William R. Moore
36 State St.
Woonsocket RI 02895; (508) 404-
0542; willmoore2@cox.net

District II

Windy Urtnowski
93 Elliott Pl.
Rutherford NJ 07070; (201) 896-
8740; WindyU@aol.com

District III

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

District IV

Stephen Fitton
104 Mill Stream Way
Williamsburg VA 23185; (757) 897-
4696; spfvmi90@aol.com

District V

Eric Viglione
2126 Viola Dr.
Clearwater FL 33764; (727) 530-
4947; eric@fcelaw.com

District VI

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

District VII

John Paris
10120 N. Jennings Rd.
Clio MI 48420; (810) 686-5914;
parisjm2@aol.com

District VIII

Don Hutchinson
9405 Side Saddle Trl.
Fort Worth TX 76131; (817) 306-
0226; dhutch2@sbcglobal.net

District IX

Carl Shoup
3172 Glendam Dr.
Grand Junction CO 81504; (970) 424-
0764;
shoupenstatorrepair@prodigy.net

District X

Dave Fitzgerald
2063 Monticello Rd.
Napa CA 94558; (707) 259-0626;
DavidLFitzgerald@sbcglobal.net

District XI

Bruce Hunt
2237 Joseph St. S.
Salem OR 97302; (503) 361-7491;
bh7726@comcast.net

Deadlines

Ad and Editorial copy

Issue	Deadline
Jan/Feb 2011	Nov. 20, 2010
March/April 2011	Jan. 20, 2011
May/June 2011	March 20, 2011
July/August 2011	May 20, 2011

Postmaster: Send address changes to: Dave Gardner, 15107 SE 145 Pl., Renton, WA 98059-7308

Stunt News (ISSN 1076-2604) is the official newsletter of the Precision Aerobatics Model Pilots' Association (PAMPA), a not-for-profit hobby association, and is published bimonthly at 209 Old Easton Rd., Stockertown PA 18083. Annual membership dues are \$50.00, which includes a subscription to *Stunt News*. Periodical postage rate paid at Rockport IL.

Advertising rates: Page size and cost per issue

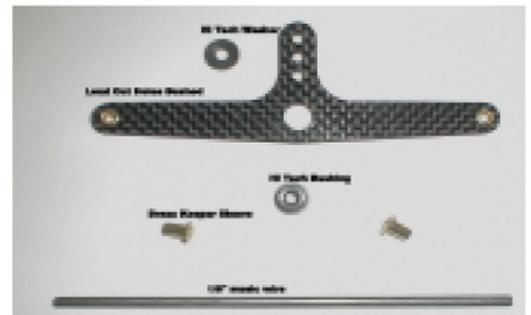
(H) x (W)
1/8 page: 2.25 x 3.50 inches
\$10.00
1/4 page: 4.75 x 3.50 inches
\$35.00
1/2 page: 4.75 x 7.00 inches
\$70.00
Full page: 9.50 x 7.00 inches
\$140.00

Send camera-ready ads and payment to:

Gene Martine
11248 Martin Lakes Dr.
Jacksonville FL 32220-3706
Phone: (904) 786-8650
gmflyng@bellsouth.net

CARBON FIBRE BELL CRANKS

Machined from
1/8" Commercial Sheet



\$ 19.95

WWW.RSMDISTRIBUTION.COM

951-678-1406



2010 F2B CONTROL LINE WORLD CHAMPIONSHIPS

GYULA, HUNGARY

By Derek Barry

The 2010 World Championships were held in the small town of Gyula, Hungary which is about a three hour drive southeast of Budapest. The town of Gyula was a quaint little town with a variety of old buildings, great restaurants and an old castle that provided a home for many entertaining festivals. I thought that a lot of the local cuisine was very good and I think most of the

people that joined us would agree. I feel fortunate to have been able to visit this part of the world. I would like to thank the town of Gyula and the Bekeskaba airport for having us.

I was the first of our team to land in Budapest. My luggage and plane showed up almost immediately at the baggage claim and this was a big relief. One of my team



The entire USA 2010 Control Line Team. Shareen Fancher photo.

members was not so lucky but we will get to that shortly. I made an expensive call from a credit card phone at the airport to let Melissa know that my plane and I had arrived safely. I had a two-hour wait before the rest of the team was due to show up so I used this time to get some local currency and to get familiar with the airport. I had already noticed that it was very hot there, not much different than my home in Georgia.

I would be glad to get with the rest of the team and make our three hour drive to Gyula. Once in Gyula we would be able to take showers and relax in our rooms. (Little did I know that this would not be the case.) Dave, Bill Rich, Orestes, and Ted and Shareen Fancher showed up on time and with all of their belongings. Bill and Sandra Lee, Ryan Young and his Grandparents Bill and Maryellen Rutherford had a delayed flight which made them miss a connecting flight. This caused the airline to misplace both of Ryan's planes and all of the Lees' luggage. After filling out some

paperwork on missing luggage we were all on our way.

The drive to Gyula was not bad, it took about three hours and we got to see a lot of the Hungarian countryside. We all told stories of past trips to pass the time. Other than the missing luggage it was starting out to be a pretty good trip.

We approached the flying site just before dark on our way into town so we decided to stop and have a look. The two official circles were in okay condition and the practice circles were not as nice but flyable. These were all grass circles. That surprised Bill Rich, who was on his first ever team trip, but after hearing all of the past horror stories about World Championships I was not unhappy with the conditions.

We proceeded to the hotel to get some rest. We arrived at the hotel and checked in; on the way up to the room Bill Rich and I discussed the probability of not having an air conditioner in the room. When we had entered the lobby just a few minutes earlier it was very hot with only one fan

and *it* was blowing on the *receptionist*; this was not a good sign.

Bill and I entered our room only to receive a blast of hot air from inside. We opened the windows and turned on the fan that was in our room. Turns out we were the lucky ones that night. None of the other team members and supporters had fans and some only had one small window (Bill and I had four). I think that we were the only ones to have a refrigerator in our room too.

There was a little jealousy from the other team members and the comments about our "premium room" went on for a few days. Before we knew it, we had all of the extra stuff like the rear bench seat out of our rental van and the extra fuel piled into our "premium room." To be honest, I think the term "premium" was a stretch but our room was clearly better than some of the others.

The next morning we went straight to the store to buy necessities; water and fans were high on that list. (I think that the





Above: Dave is assembling his plane on the team's first night in Gyula.

Right: This is what passed for Hungarian air conditioning in the "premium room!" Barry photos.



US Team bought every fan in Gyula.) After that, we drove to the field to hopefully find Bill Lee and our fuel. We were lucky here; he was waiting on us at the field and we immediately started flying, except for Ryan whose planes had not shown up yet.

We all put in some flights on both practice and official circles. I felt pretty good and everyone else looked to be in good form also. We decided to not push ourselves too hard so we



went back to the hotel to try and get some rest. Bill Rich and I were on the hunt for a pool we had seen in the hotel information that we were given.

After a few minutes Bill returned with two passes for the "health club." We walked outside only to discover a huge water park. There were five or six thermal spas as well as the same number of pools. There were all kinds of vending stands with a variety of food and drinks. This was a welcome surprise; we spent an hour or so relaxing in the wave pool.

When we went back to the rooms we discovered that Ryan's backup plane had showed up and Dave was in a frenzy to get one of his PA 75s shoehorned into the front of the plane before dark. He managed to get it in, just in time for Ryan to get one flight at the field. The next morning we would start really practicing.

The next day at the field the weather was much better. The temperature had dropped some and there was a little wind; just right for flying. Dave was flying well, so he spent a lot of time with Ryan trying to get his plane trimmed and ready to compete. Orestes looked a little rough; he told me a couple months before the trip that he lost his practice facility and was not able to do any flying.

For one month leading up to the contest he had not flown a single flight. This would not slow him down; he was getting better with every flight and



Bill Rich assembles his plane in the hotel room on the first night. Barry photo.

looking more like the Orestes we know.

I did not have such a good day; I snagged my lines on takeoff in one of the practice circles causing me to lose my number one prop. This was not the end of the world but I was now down to only one good prop. I was a little nervous but we kept on practicing.

For some reason I was having a hard time flying my plane. I could not fly flat bottoms, or fly with any kind of consistency. It got so bad that we (Ted and I) started chasing trim problems and changing everything on the plane. I knew in the back of my mind that the plane was fine the day before and I thought I was just having a really bad day.

Dave decided to watch a flight and as soon as I landed he checked the wings. The outboard wing was fine but the inboard was flexing quite a bit. (Looking back, I think that the grub digging I did with my prop earlier that day had contributed to the wing damage.) I called it quits for the day; we needed to get back to the hotel anyways to clean up for the opening ceremonies.

I never could see what was moving once I took the wing off but there was no doubt that something was starting to fail. I put as much J B Weld as I could on all the take-apart hardware, added some reinforcements to what I could and left it to dry over night. The next morning I would put everything together in hopes that it was fixed.

I was lucky, everything seemed to be fixed. I put all the trim back to the way it was when we arrived and my airplane was back to normal. What a relief; this was the



Above: Ryan Young prepares for an official practice. It was cold and wet!

Right: Trying to keep our planes dry!



official practice day and our last day of practice before the contest. We were up first for the official practice; we all put in our flights and decided to call it a day. The weather on that day was pretty nasty: cold, rainy, and windy.

I don't think anyone was on the practice circles and I am sure that some teams skipped their official practice flights. We decided that at trip to the castle was in order. The team plus Ted and Shareen spent a few hours walking around and taking pictures. This was fun, we were able to relax for a little while and enjoy each other's company. We all went and had a nice dinner and awaited our flight order for the next day. Ted could not get his hands on the list until later that evening after a long team manager meeting (there would be many of these nights for Ted and Bill Lee over the next couple days).

I would like to take a minute to thank Bill Lee and Ted Fancher for all of their hard work; there were many late nights and long frustrating meetings with the FAI jury that we only know a little about. They both did outstanding jobs and we as a team owe them a lot of thanks. Special thanks to Ted for taking the time out of his crazy



days to critique our flights and help in any way he could (like retaping my hinge lines and getting the grass cut for us as often as possible). I would also like to thank Shareen Fancher for spending most of her days checking our score sheets for mistakes. We would not have had the time to do this on our own, her effort was a big help.

The first day of qualifying

The weather was nice—a little cool in the morning but it was not raining and there was just enough wind to make for perfect flying. I was the first of our team to fly, I was up seventh and I felt like this was a good draw. Not too early, not too late. I put up what I and the rest of the team thought was a solid flight. When I got my first score I was not so sure, it did not seem very high but I had nothing to compare it to.

There seemed to be some problem with getting scores posted (they did not post any; this was the problem). We did not know that until later that they had decided that it would



Above: Orestes is getting some practice in before the official flights.

Right: Orestes and Bill are relaxing between practices.

Far right: We all know who this is! Barry photos.





Above: The US team atop the castle in Gyula.

Right: The Chinese team poses with a few of the US team members. Fancher photo.



There was lots of activity at the practice site. Fancher photo.



The US team and Uwe Kehnen (R) seem to be mulling over a problem with Derek's plane. Fancher photo.



Top: Our premium hotel.

Right: Our friends from Great Britain are enjoying some drinks and dinner. Barry photos.



Orestes and Dave prepare Orestes' Shark for a practice flight. Barry photo.

be best to post all scores once the round was over. One flight per day and two flights to equal a round; so that meant we would see the scores at the end of the second day once they had been approved by the officials. This made it impossible to tell where we stood in the pack. Not that it would do any good but frustrating none the less.

Ryan flew after me and put in a really good flight, everyone on the team was very proud of him. He had taken his backup plane (with hardly any flights on it prior to leaving Texas), learned how to use Dave's package and fly the plane in just a couple days. This kid has real talent! Dave and Orestes flew late in the first round; they both put in good flights and had what looked like very strong scores. After the first day I was in what looked like a deep hole. Bill Rich was 20 points above me but still not in great shape. We both flew good flights but were nowhere near Dave and Orestes. All we could do was hope for better scores in the next round.

There was also a funny little issue with the Chinese team, or more specifically Han Xinping. Somehow he managed to take off and fly his plane and not make it an official flight. For those of you unfamiliar with FAI rules, once the model is released the flight is official. Now I

have video of him taking off, and then after the first lap he began to have engine trouble causing him not to be able to fly. Somehow he was allowed an attempt and received a very nice score on his reflight.

Day two of qualifying

The weather was nice again. I was on a different circle and was one of the last of the day to fly. Dave and Orestes flew early that day and as I remember Bill and Ryan were in the middle of the pack. Dave and Orestes flew well again and put up some more high numbers. They were firmly in the top 15 and were actually in the top five of qualifying.

Bill and I needed big scores in that round to have a chance. I was able to put up a much better score than the previous day (60 points better) and Bill although having another very good flight just could not seem to buy any love from the judges. We were all baffled by this but what could we do? Round two was over and for some of us it was not looking so good. Bill and I still had two more flights to go so it was not over yet.

Another interesting thing happened on day two. Han Xinping did not finish his pattern. He went up very rich

and did not have enough fuel to finish his flight. He was not allowed a reflight this time but if he would not have been allowed one the day before he would have been in a very tight spot. I went back to the scores and he would have still qualified just under a lot more pressure!

Day three of qualifying

The weather was not good at all on this day. We had high turbulent wind and steady rain. You could see by looking at

the scores that nobody was improving their placing on this day. This would be a throw-away day for everyone. I almost lost my plane in the square eights in what became known as the Gyula Triangle! There was at least one plane lost here and numerous close calls as people flew over this one spot in circle "A." I think it claimed a few props on takeoffs too. We could not describe it but something about that spot just wanted to swallow up airplanes.

Ryan flew another good flight on day three despite





Above: Author Derek Barry's final flight. Ryan Young photo.

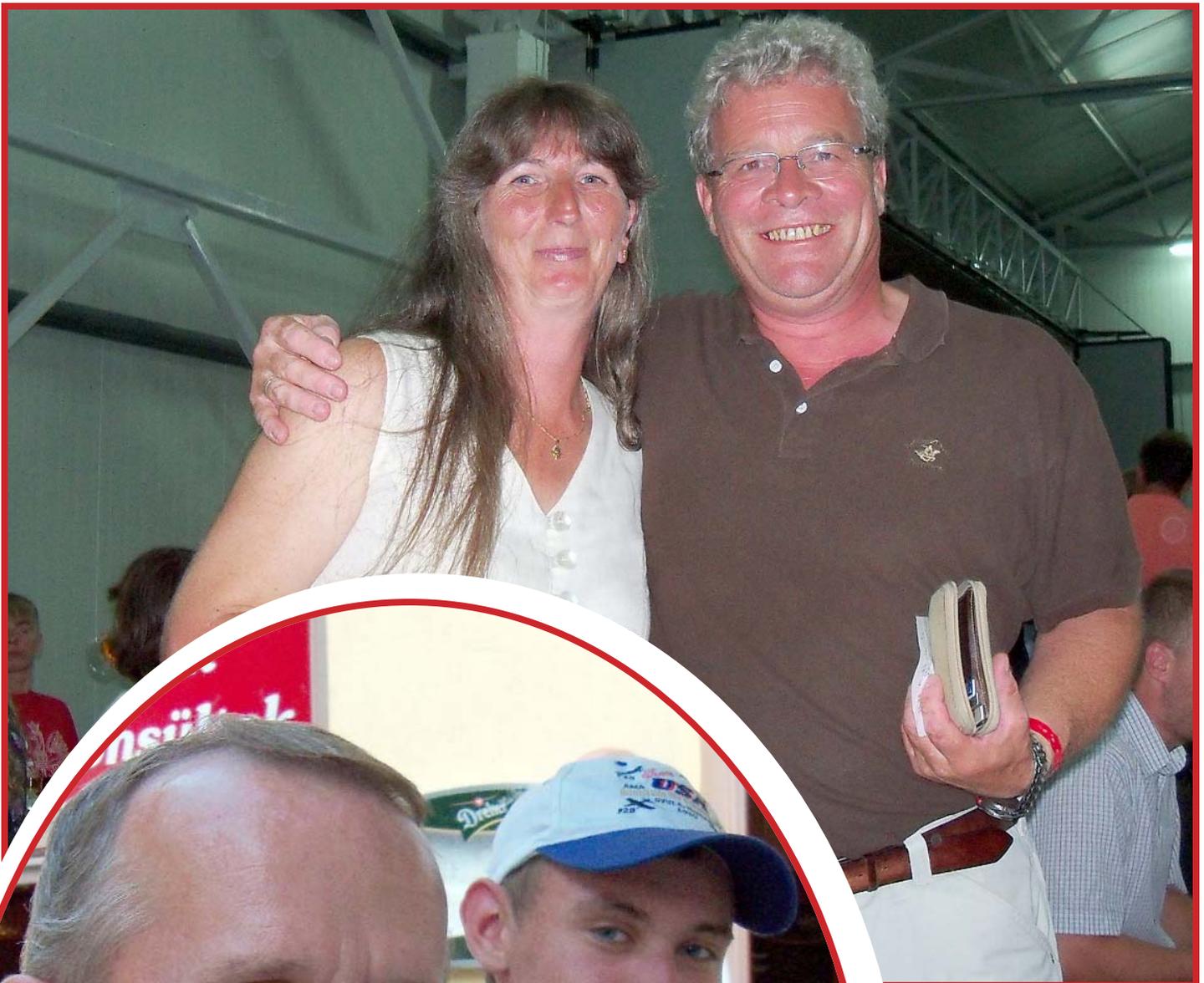
Left: Ted autographing a Brazilian-built Trivial Pursuit. Barry photos.

the bad weather. He, like the others, would not improve though. He was in a solid second and that is all that mattered as they would be taking the top three juniors to the finals.

Day four: The last day of qualifying

This was going to a tough day for Bill and me. Dave, Orestes, and Ryan were firmly in the finals but only a very good score would get Bill and I through to the next day. We flew late on day four; this made the day seem very long. We (Bill and I) did a little practicing to pass the time and get ready for possibly our last official flight in the 2010 World Champs. No matter what happened we both wanted to put on a good show. I was a little luckier than Bill; I put up a very good flight. I knew it would get me close, if not into the finals. Bill also put in a good flight but he was already a little further behind than I was and had a lot of ground to make up. Unfortunately Bill did not proceed to the next round.

Bill flew, in my opinion, some of the best looking and most consistent hard flat bottoms of anyone there. I watched many of his flights in practice and competition. I just do not understand why he did not place much higher. It seemed as if the judges had put him in a bracket and would not let him out. He flew some of the best triangles and hourglasses (both high K factor maneuvers) of anyone but did not get the scores. Bill is not the only one who got mistreated, there were many people that did not make the cut who were excellent fliers. I can only imagine how tough it is to pick 15 of the best out of such a large group of outstanding pilots.



Above: Uwe and Claudia Kehnen at the banquet. Claudia took hundreds of great pictures at the contest, and Uwe helped us get unofficial scores posted throughout the event.



Left: Dave and Ryan getting ready to enjoy some pizza. Barry photos.

That day was one of the most stressful days of my competitive life. We did not find out who the top 15 were until about eleven that night. I knew that I had a good score but I did not know if it was going to be enough. Ted came to my room and woke me up (I had given up on finding out if I made it until the morning).

He said, "Wake up; you want to know when you're up tomorrow, don't you?" I was in disbelief; I had almost given



Look at the size of that piece of pizza! Getting fed wasn't a problem in Gyula. Fancher photo.

up on the idea that I would make it. After all of the problems I had faced that week (losing both of my props, losing my number one motor, [the bearings were whining horribly], almost having a wing fail because of a weak take-apart component, and hitting the ground in my square eights causing damage to my landing gear), I felt lucky just to be able to still fly my plane. When I found out that I was in the finals I could not have been happier.

First day of Finals

Everyone who made the cut would be flying two flights on this day and one final flight on the next day. Of course, the wind was blowing 15-18 mph and also coming right over, through, and around three large tents set up for spectators and the tabulation booth that was only 10 feet off the edge of the circle. You can imagine the turbulence these obstructions caused.

The first round and most of the second round were survival at best. None of our first round scores were very impressive. I was unfortunate enough to be the second one

up in the second round. The wind had let up some but was still 12 gusting to 15 mph during my flight. I managed to improve my score some but I knew that it was not going to be enough. The wind slowly eased up as round two went on. By the last four or five flights it was very nice and the scores reflected that.

Orestes was up almost last in the second round, he put up one of the best patterns I had seen anyone fly all week and he got a good score for it. Orestes was looking the strongest out of our group with Dave not far behind. Ryan had really got in tune with his plane and was leading the Junior Finals for both of the first two rounds. I have to say that Ryan seemed to fly as well in the wind as he did in the calm. He really put in good flights in rounds one and two. We had one more day to prove ourselves. I was so far behind the leaders it would take nothing short of a miracle to put me in the top five.

Last Day

There were no miracles for me. I went out and put in

the best flight I could. It was good but not good enough to move my placing higher. I had a very respectable last score but my two previous flights held me back. Dave and Orestes were in much better shape and could possibly still win.

Dave put in a very strong flight that early on looked like one that might capture him another gold medal. He was one point ahead of Igor Burger; this was early in the round but a good place to be. Orestes had not flown yet, but was very capable of putting in a big number.

Richie Kornmeier had been leading all week and had not flown his last flight either. This was going to be a very close last round. There were a few people in contention

for the Gold; that is until Richie put up a show-stopping 1099.16. This was the high score of the week and put him firmly in first place. The next closest person was Jiri Vejmola from the Czech Republic and he was forty points behind Richie. Orestes was one point behind Jiri, which put him in third. After all the scores were up Dave ended up 5th I was 13th and Bill Rich 31st.

Now let's take a minute to talk about Ryan Young. This young man did an outstanding job. This was his first World Championships but I feel that it will not be his last. He flew and acted like the Champion he is. He is the third US Junior to bring home the Gold and he did it all with his backup plane and an unfamiliar engine. It is rare to see



The guys are enjoying some terrific Hungarian ice cream. This was a treat that we all looked forward to every night. Barry photo.



Bill Rich and Ryan Young. I wonder what they were discussing? Joe Parisi photo.

Inset: Ryan poses for Shareen's camera.

the determination that he showed in competition especially in someone his age.

He did not lead during the qualifying rounds and I know that he had to be feeling the pressure in the finals. Despite all that he went out and flew better than five of the top 15 in the horrible wind during the first two rounds. This put him comfortably in front of the other two juniors. He came back the next day and proved himself to be an outstanding flier by putting up another high score and making himself a Junior World Champion! His final score was only 10 points lower than the 15th-



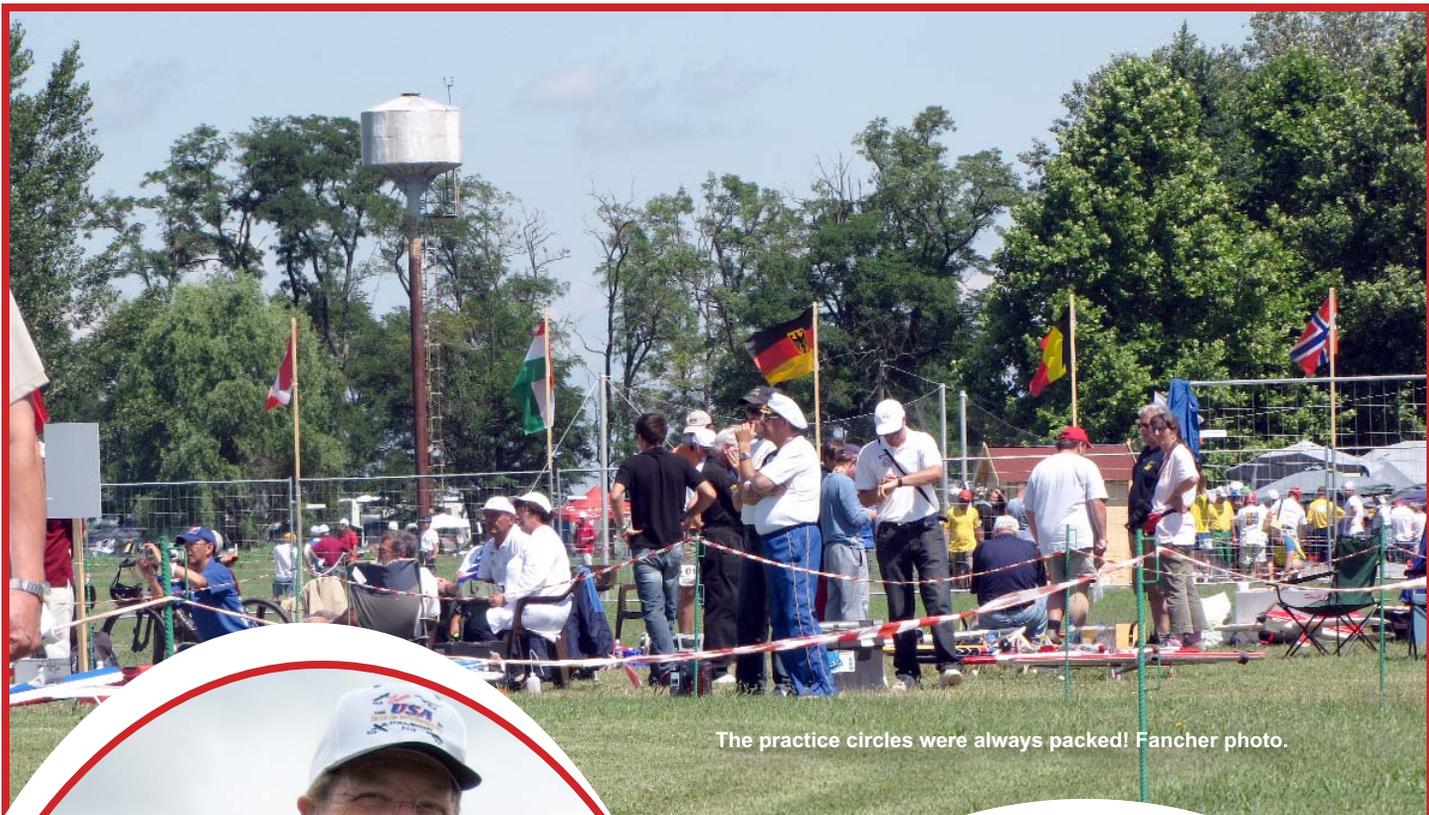
Above: Bill Rutherford gets ready to launch Ryan's plane for a practice flight.

Inset: Bill gets those RPMs right before a practice flight. Fancher photos.



Above: Orestes displays rock-solid inverted flight.

Left: Team Japan at the banquet. Fancher photos.



The practice circles were always packed! Fancher photo.



Bill and Sondra Lee having some fun watching Team Race. Fitzgerald photo.



Shareen Fancher and Uwe Kehnen made possible the posting of the scores despite the FAI jury. Thanks! Dave Fitzgerald photo.

place Senior flier; an outstanding job by a great young man! Congratulations Ryan.

Some random thoughts

I know some people have asked “What happened?” in reference to where the team ended up this year, so I will give my personal views on this matter. First of all I think the team as a whole (and yes we are a team) did very well. The competition was extremely tough this year and the quality of fliers was very high.

The reason none of us won, and we did not dominate the top three spots is simple; we did not fly well enough. (Except for Orestes) None of us had “the sparkle” as Ted would say. As I looked around the field on the final days I could not believe the number of great fliers that did not make the final cut. I was congratulated by many people just for making the

There were a lot of PA 75s there. I was looking around every time one took off. I ended up putting my #3 engine, tank and pipe in Ryan's backup plane. All of Ryan's luggage and both planes were lost somewhere in Amsterdam. His backup plane made it there a day late, so we worked on getting it set up and trimmed. No engine, tank, pipe, or props. I just happened to have enough stuff to set him up. Turns out, his version of Brett's Infinity works pretty well with a PA 75. He had the 2-port version, and I was running the new 5-port, only because it was the last engine I bolted in before I left. They both ran extremely well. I think we have



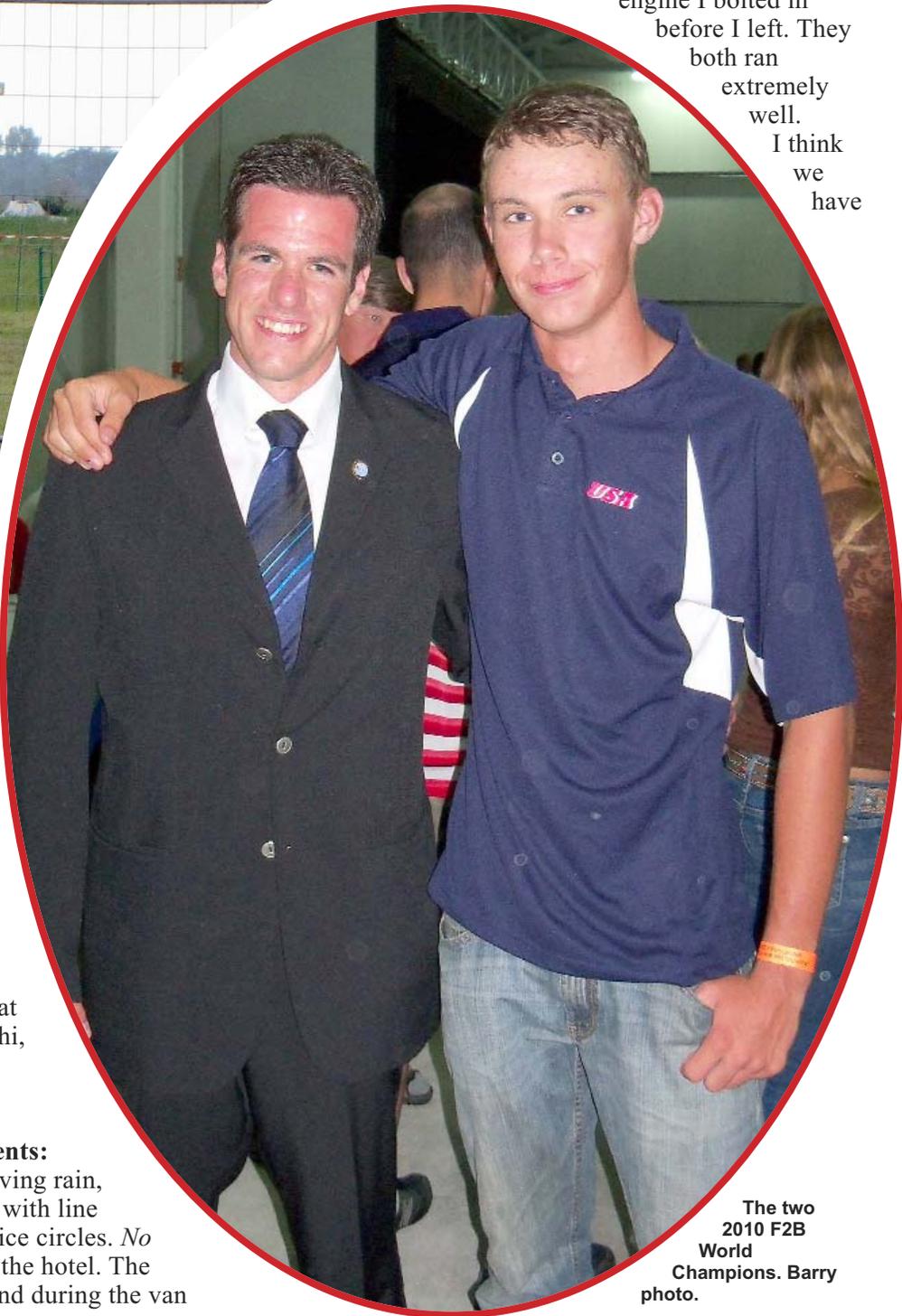
Our coach, Ted, hard at work. Thanks again Ted. Shareen Fancher photo.

top 15, which I feel is like making the top five at our Nats. I am happy just to have been able to fly on those last two days and I am sure that everyone there felt the same way.

Congratulations to all of the teams that participated and especially to Ryan, Richi, Jiri, and Orestes for making it onto the podium.

Dave Fitzgerald also has a few comments:

Sweltering oppressive heat, wind, driving rain, cold, wind, and back to heat, long grass with line grabbers and mid-air collisions on practice circles. *No air-conditioning anywhere*, and none in the hotel. The only relief we had was at McDonald's and during the van rides to the field.



The two 2010 F2B World Champions. Barry photo.



Ryan has some fun at Dave's expense!
Fancher photo.

finally reached the limit of usable power. I flew my first official final flight in the worst wind of the entire contest, 20 mph with substantial gusts. The plane and engine never gave up. Not once did it come loose anywhere, but the gusts were so severe that the plane was translating 3-5 feet in maneuvers and level flight.

The wingover was really interesting. Before my flight there were strong but flyable winds, after my flight it calmed down to Stunt heaven air. My second



Joe Parisi and his Beautiful Hot Pursuit. Fitzgerald photo.

flight in the second round was better, but again, I had some large gusts during my flight—and of course right in the middle of the square eight. Now I felt like Paul Walker did last time. My last round flight was really pretty good in very good air, but it was not going to be enough to overcome either of the first two rounds. Add the best two flights to get your final total. Just like the Walker Cup.

Jiri Vejmlola from the Czech Republic, who placed second, was flying well. Jiri was running a metal pipe, I wasn't sure what his engine was, but it sounded an awful lot like an O.S. VF. He had some of the best corners and bottoms of the entire contest.

Han Xinping, in fourth, was very lucky. His shapes were the same as he has always flown and with his first two official flight problems, it was looking grim. Ask Bill Rich: he might have a few interesting things to say about Han Xinping's flying.

Derek did well to qualify and place as well as he did. He had to borrow a prop from the Brazilians after a near disastrous crash on an official flight. He cracked his gear mount, which later broke again, on a hard landing in the wind. He had to take an attempt on his second finals flight to glue the fuselage back together. He was happy to finish in 13th, and was flying very well. If we had more flights, he would have finished better.

Bill Rich was flying just as well as Derek, but none of the judges, except Joan had ever seen him before, and Joan didn't remember him. Bill also kept breaking props on the long grass. The organizers said they would cut, but it was difficult to get the work done. Neither Ryan nor I broke any props, so, sorry, no extra prop sales for us.

Orestes, he says he doesn't talk much, but every time any of us lost him, which was often, he was off talking Spanish to someone and chatting away. He got more practice flights at a World Championships than I have ever seen from anyone else. He burned almost 2 gallons of FAI fuel, 4 ounces at a time. That's a lot of flights. He just got better and better.

Everyone except a few pilots were bouncing the bottoms—Orestes, Ryan, me, Ritchi, Jiri, and Igor. The air was very thick and "poppy." We all added just a touch of nose weight to counter the pop so we could fly nice flat bottoms.

Ryan: Wow, can this kid fly! He is very driven and wants to practice as much as Bill Rich and Orestes—and he is very coachable. He drives the down leg of the Hourglass so hard and late that Derek and I both couldn't watch that last corner—Bamm 4-feet. It hurt to watch. We finally had him calm down and soften up just a bit so as to not scare the judges.

At first Ryan didn't know what to expect with the PA 75. Initially we used an industrial tach that Bill Rutherford had, but it didn't have a sample rate high enough to let us set a needle valve/RPM reliably so we



Richi Kornmeier, the new Senior F2B World Champion! Fitzgerald photo.



Here's Derek flying an official flight. Fancher photo.



Left: Team Australia. Frank Battam, Joe Parisi, and Murray Howel.

missed the speed on several practice flights. Ryan prefers 5.2-5.3 second laps. He doesn't need to fly that fast with the 75. One flight I sent him up at 5.7, by accident. He bailed out of the pattern thinking the 75 wouldn't pull it over the top of the wingover at that speed. I yelled at him to fly, no problem.

After that and an official flight in a lot of wind, he knew it would go through anything. He had the last flight of the last round, and sealed his gold-medal finish with his best flight of the week. The French junior, Alexander Gauthier, was really good and it was a close battle until Ryan's last flight.

There has been a major shift in the European flying styles. They flew a lot more corner than I've ever seen before. Igor and Jiri had the hardest corners there except for possibly Ryan. Also, there were a lot more piped setups there than I have ever seen before, and a lot of them were 75s.

There were fewer pilot-built planes. About 1/3 of the planes were Yatsenkos and a lot of those were Sharks with Discovery Retro 60s. And yes, we have been catapulted back to the 70s and 80s as Ritchie won with a Tom Lay ST 60. I told Ritchie I would not be trading in my PA 75 for an ST 60 though.

Overall I was very happy with the 75 and I think so was Ryan, thanks Randy Smith and Brian Eather. There were very few problems for either of us and with the equipment once we had Ryan's trim straightened out. Ted was a very big help in coaching and assistant team manager. I don't know if we could have done as well without him.

A world championship is a lot like Forrest Gump's box of chocolates, you never know what you're going to get. This World Championships could have been better organized with maybe a bit more help tabulating and timely posting of the scores, and volunteers with a better working knowledge of the rules would have helped in several situations.

As an example, we all know that grass grows, and eventually I had to stop flying on the practice circles. Every take off risked the plane and prop. One Italian and one Chinese had a midair on the two practice circles, space was a bit tight but didn't need to be. The Chinese put the damaged plane back together with glue and packing tape, and I think the Italian used a backup plane. There was also no room for a pit on either practice circle. A lot of lines got walked on.

The weather was definitely a factor and, unfortunately, the contest results were affected. I can't really complain about it since it was a factor in my winning in 2008; and played a part in Ryan's win.

Boy that kid can fly. He flew in some fairly nasty wind too, and did fine. However Alexander had some trouble in the wind, and as a result factored in Ryan's win. Ryan pretty much sealed the deal with his last flight in good air.

In conclusion, these are my personal observations, and I am going to be blunt. I am happy that Ritchie won, he worked very hard for the victory and deserved every accolade.

It's nice to have some new blood at the top. However, the FAI event director was not really prepared with manpower and a working knowledge of the rules. The goal to running a large event should be that the administration be fast, efficient, and not affect the results of the contest. I'm not sure we could say that for these championships.

The judging was interesting. They were mainly European judges. They are used to seeing their own people fly, so if you were not a recognized name, you had a very tough road. At this level you need to judge what you see, not *who* you see. The Australians also had an unexpectedly rough time of it.

Hungary is a wonderful place, great towns, people, great food, but I think it is time to have the F2 Control Line Championships back in Muncie again. We need to have consistent judging as well as efficient contest administration. What do you all think about this for a time line? Bulgaria in 2012, Brazil for 2014, and Muncie in 2016. How about it?

Any volunteers? **SN**



The US team after the contest was over. Everyone put forth a good effort. Barry photo.

2010 World Championships Control Line Stunt Results

		Finals 1	Finals 2	Finals 3	Results
1. Richard Kornmeier	GER	1035.15	1078.98	1099.16	2178.14
2. Jiri Vejmola	CZE	1029.73	1057.98	1081.11	2138.56
3. Orestes Hernandez	USA	973.01	1063.85	1073.25	2137.10
4. Xinping Han	CHN	973.61	1055.46	1080.05	2135.51
5. David Fitzgerald	USA	1006.08	1048.15	1067.15	2115.30
6. Igor Burger	SVK	1045.53	1032.91	1069.26	2114.79
7. Hiromi Ohata	JPN	1023.30	1046.58	1066.03	2112.61
8. Andriy Yatsenko	UKR	1034.08	1041.51	1059.43	2100.94
9. Alexander Schrek	SVK	1034.08	1046.05	1053.23	2099.28
10. Jun Yang	CHN	1010.38	1032.80	1066.10	2098.90
11. Maurizio Milani	ITA	1011.81	1035.23	1057.88	2093.11
12. Shoichiro Nogome	JPN	1003.08	1017.01	1067.88	2084.89
13. Derek Barry	USA	975.91	1006.24	1064.18	2070.42
14. Shujun Guo	CHN	841.70	982.88	1076.53	2059.41
15. Marco Valliera	ITA	966.43	995.71	1056.06	2051.77

RSM DISTRIBUTION NEWEST KIT 2008 WORLD CHAMPION

THUNDER GAZER



Designed by
David Fitzgerald

* Area 630 Sq. In.

* Wing Span 60-

3/4"

* 10-1/2" Nose Moment

* 24-3/4" Stabilizer Span

* Contest Grade Balsa

* Laser Cut Parts

* Wing Tip Weight Box

* Deluxe Hardware

* Adjustable Lead Out Guide

* 18-1/2" Tail Moment

* 4" Carbon Fibre Bell Crank

* Full-Size Plans

* Rib Cut Outs for

Jig Construction

* Medium Silk Span

\$224.95

Phone: 951-678-1406

Email: rsm1rule@rsmdistribution.com

Order by Phone or On Line at:
www.rsmdistribution.com



2010 NATS BEGINNER STUNT

Monday morning, July 12 saw the opening of the AMA Beginner Control Line Stunt Nationals. This unofficial event is held on the nine circle grass area just northwest of the "L" pad at the AMA site. To find the site all one had to do was go to the Pavilion at the "L" pad and look toward the AMA



Above: Zackary Stein of Abilene Texas was first in Junior/Senior and AMA Beginner Nats Champ.



Left: Ben Mills of Ozark Missouri finished fourth in the Junior/Senior division of the Beginner Nationals.

Museum and Headquarters. Six Open aged Beginner pilots and four Junior/Senior pilots vied for honors at the most northwest grass circle.

Help was donated by the following clubs: Peoria Illinois Wyreflyers, New Albany Indiana Skyliners, Paducah Kentucky Aero Modelers, and the Chicago Illinois Circle Cutters. The pilot's meeting opened at 8 a.m. with a briefing by Event Director Allen Brickhaus. Questions were fielded and answered. The flying began soon after. The judges were: Wes Eakin, Mark Overmier, John Leidle and Eric Taylor. Tabulations were accomplished by Ruth Schroeder and Jane Barker. Pit Boss Byron Barker kept everyone on time and in line during the day's contest. Dale Josephson and Steve Smith served as pilot critique individuals. Roland Trevino did a masterful job of pull testing the models prior to entering the circle.

The winners in the younger Junior/Senior event were 1st through 4th: Zackary Stein from Texas, Steven Johns also from Abilene Texas, Fred Marrow another Texan, and Ben Mills from Ozark Missouri. The Open winners were 1st through 4th: Mike Stinson from Louisville Kentucky, Rex Abbott from the state of Washington, Robert Schroeder from Ohio, Harry Crespo from Pennsylvania, Jeff Traxler, and William Allen of DeKalb Illinois. For more pictures of the event go to www.modelaircraft.org/events/nats/natsnews.aspx on the AMA NatsNews site. Look for July 12, 2010.

All the prizes chosen by the contestants at the Beginner Stunt event were donated by friends of the sport. Many modelers gave so the winners could look through the line and pick six items this year. We allowed the Junior/Senior winner to choose an item first, then the Open winner took his turn. This followed suit until all the items were taken home by the competitors. Allen would like to ask of anyone who has a kit, engine, handle, lines, fuel, etc. to bring that item to Allen at a local contest or ship to his address so we can begin collection of the 2011 prizes. Each competitor received a framed certificate and the top "daws" took home an equal perpetual trophy for one year. Contact Allen at abkb801@sha

wneelink.net or mail items to PO Box 206 or 321 E. Patton Street, Golconda, Illinois 62938. *SN*



Above: Harry Crespo stood out with his Bell X-1 model to take fourth in Open Beginner Stunt.



Left: Robert Schroeder drove from northern Ohio to seek his third-place finish in Open Beginner Stunt.



Above: Fred Marrow followed Steven Johns with a third in the younger Beginner Nationals. He is an Abilene, Texas, fellow.



Above: Rex Abbott took the long distance award coming from the state of Washington to place second in Open Beginner.

Right: Steven Johns was second in the younger class of the AMA Beginner Nationals and he, too, is from Abilene, Texas.





Above: Bill Allen of DeKalb, Illinois, rounded out the competitors with his sixth place at the Nats this year.



Right: Jeff Traxler has since gone to electrics but his internal combustion engine brought him a fifth in Open Beginner Stunt.



Left: Mike Stinson of Louisville, Kentucky, took the top honors in the Open class of the AMA Beginner Nationals.



INTERMEDIATE STUNT



Larry Fruits of Plymouth Indiana took the Intermediate crown at this year's AMA Nationals. This shot taken at the Western Kentucky/Southern Illinois Champs.

2010 Nats. The same morning of Beginner, Bob Brookins and his wonderful staff started the unofficial AMA Intermediate Control Line Stunt event. Nine fliers took to the grass circles at the upper northern portion of the grass circles at the AMA flying site. This was just east of the Beginner event. John and Buzz Brodak of Brodak Manufacturing sponsored the contest and all prizes were donated by the company.

The winners in order of finish were: Larry Fruits, Vince Bodde, Bob Krug, Rob Young, Alan Buck, Dennis Moritz, Mike Paris (Junior), Ken Armish and Don Sopka. The Judges were John Brodak and Dale Gleason; the Score Sheet Runner was Edie Oliver; Pull Test was handled by Kent Tysor; Tabulators were Karyn Urtnowski and Elaine Brookins. The Weight-Master was Joe Peters; Pit Bosses were Shelly Gordon and Linda Gleason; while Buzz Brodak took on the official Photographer Position and Score Sheet Poster.

For more pictures go to the AMA webpage and go to the Nationals and click on www.modelaircraft.org/events/nats/natsnews.aspx. Mike Paris' Cardinal model was chosen as the Best Brodak kit and Pilot's Choice. Nice job Mike! *SN*



Vince Bodde is prepping his model at the AMA site for the Intermediate competition. He finished second at the event.



Left to right are Alan Buck and Ken Armish. Alan finished fifth in Intermediate and Ken took eighth. This shot taken at the Brodak Fly In 2010.

Folkerts Speed King SK3

Part 2

1960s Vintage Stunt Model By John Havel





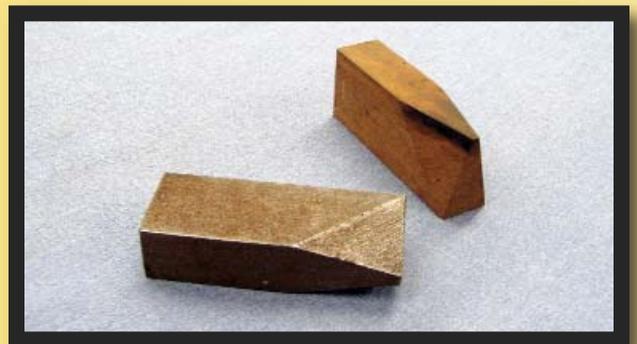
Left: Original Speed King (SK I).



Lower left: Speed King II.

Last month in Part I John covered the early history of this design, the construction of the wing, the engine mount and the fuselage. This time he will finish up on the construction details, touch a bit more on the later history of the model and discuss finishing - Ed.

From here on you can pretty much finish constructing this model following the plans like you would with any other ship. I used $\frac{1}{2}$ inch and 1 inch balsa blocks for fuselage top and bottom. The stab and elevator were cut from $\frac{1}{2}$ inch sheet. The canopy was molded over a balsa wood form made to fit the lines of the plane. I papered over the back half of the canopy so



Above top: Gas tank forming blocks. Left one is steel; right is wood.

Middle: Balsa canopy form.

Bottom: Canopy close-up: papered over to form windows.

it could be painted after the windows were cut out of the paper. I think the plans should pretty well explain the rest, at least until you get to finishing and painting.

Gerry Cipra, Jim Silhavy and I all had new airplanes based on this design that we took to the '63 Nats. I completed mine in the spring of 1963 and flew it at a number of local contests. I absolutely loved it. Besides being the best looking plane I ever built, it was without a doubt the best flying airplane I've ever had. It was the only plane I ever beat Jim Silhavy with. Actually I always figured I beat him with my appearance points.

Gerry's Palomino and Jim's Caudron were finished later that year and they had very little practice time with them before heading for California. Gerry felt more comfortable flying the same dark metallic blue Nobler he had won the Walker Trophy with as a Junior in 1962 so he stuck with it for the '63 Nats. While Gerry's Palomino was identical to the Speed King except for the paint scheme, in an effort to make it "better," Jim had made several changes to the design for his Caudron version of the model and he was never able to make it turn to his satisfaction.

I flew the Speed King at the 1963 Nats but my flying wasn't spectacular. I'll readily admit to being a much better builder than flier, but I did manage to win the Testors Best Finish Award. I got this mammoth silver trophy to keep for a year and we had to figure out how to get it back home. We lashed the big wooden crate holding the Testor trophy on top of the trailer used to carry our planes and hauled it back to Cleveland. My mother was happy to see it go a year later when she could finally quit dusting it.

Painting pointers

The paint jobs we put on our planes used to drive people crazy with speculation about how we did them. We heard all kinds of wild stories about secret additives to the paint and that they were all painted by the same person. To give credit where it's due, Emil Cipra was the architect of those paint jobs. He had learned by painting cars.

Anybody who knows anything about painting will tell you that the most important part of the process is in the preparation. When you're trying to paint over balsa wood and paper the preparation is all the more important. Our airplanes were papered all over. No balsa filler coat was used before papering other than to fill cracks and blemishes. I used SGM grade Silkspan and I think that cost me in the weight department. As I recall the rest of the guys said they used the lighter GM grade. As a plus, however, my planes have stood the effects of time much better than others with no deterioration of the covering.



Clockwise from top left: Gerry Cipra's Palomino, Gerry's Nobler, John's "23-Pointer," and the Speed King.

We applied three or four coats of clear to the wood sanding between coats before papering. We used automotive lacquer thinner in our clear, color and filler coats. It was a whole lot cheaper than dope thinner and it's basically the same thing.

After papering the first coat of clear was rubbed into the paper over all the wood surfaces, then dry sanded. Two more coats of clear were applied and wet sanded. This process was repeated two more times. Next a heavy coat of balsa filler was applied and wet block sanded with #320 grit paper until nearly all the filler was removed. Finally a thin second coat of filler was applied and wet sanded with #500 grit paper. Essentially, we used balsa fillercoat like you'd use automotive primer when painting metal. At this point the model was ready for the first coat of color. Up until this point all coats were brushed on.

The base color and final clear coats were sprayed. Emil did this because he was the one who owned the spray equipment. We used Aero Gloss color, but we switched to Sig clear because it had less of a tendency to turn yellow with exposure to sunlight (something I never told the Testors people).

Once the base color was applied a light coat of clear was also sprayed on to seal the base color from subsequent trim colors. The only sanding done at this point is a once over lightly to remove any dust specs that might have adhered. The trick to getting clean masked edges is to rub the tape down with the back of your thumbnail and then brush a thin coat of clear over all the taped edges. This way any paint that flows under the tape is clear and won't show. Today you can get "Fine Line" tape that works much better than the tapes we had back then. Trim colors were brushed on and wet sanded to remove brush marks. After removing the masking tape all taped edges were carefully wet sanded to reduce the buildup from masking. The object being to eliminate any detectable edge after final finishing.

The plane was thoroughly washed before a final heavy coat of clear was sprayed on and the airplane left to dry. As mentioned earlier, the longer the paint is left to dry the better the finish will last. Back in the early 1960s #600 grit wet-or-dry sandpaper was the finest grit we could find. Today you can



Above: Under side of tail. SK II has solid surfaces; SK I had built up.

Right: Access panel on bottom of inboard wing tip to allow adjustment of lead-out positions.

Below: Underside of cowling and landing gear.



get paper at least as fine as #1500 grit but I think that's overkill. I've tried it on other painted surfaces and I find that I still like #600 grit sandpaper. Maybe sanding with progressively finer grits would help, but be careful not to sand through the paint.

After wet sanding we rubbed with DuPont white "Polishing Compound." If you use this and you're still not satisfied with the results, try one of the professional swirl removing compounds used to buff out automotive paint.

If you plan to build the Speed King and paint it like I did with all the graphics of the original SK3, you can expect to have to resort to some gymnastics to paint all the logos. For example the DX logo and the words "Lubricating Motor Fuel" have to be done



Hand-painted nose markings. Top is SK I. Bottom is SK II.



upside down because the wing is in the way. The same is true of the words "Folkerts Speed King" on the tail.

All the thin black lettering and lining was done with India ink and a drafting pen. The DX logo was all painted with dope. I tried white ink for the white lettering but it faded away when covered with clear. I'd suggest you practice the lettering first to get the spacing right. The base color was a mix of Aero Gloss yellow and white to produce a more pale shade of yellow. I've

looked through all my notes but I haven't been able to find the exact proportions I used. I think it was something like two parts yellow to one part white. It doesn't matter as long as you get a color you like.

Last of the history

My original Speed King crashed spectacularly at the FAI qualifications in Milwaukee in 1964. Weather was bad all

weekend and we ended up flying in a gale on Sunday. Winds had to be in the 25 to 35 MPH range, and mine wasn't the only plane to crash that day. I was finishing my outside squares and suddenly the controls wouldn't return to neutral. Everything happened so fast there was no chance of saving it. The plane hit the blacktop at what seemed like at least 50 MPH. The engine broke into several pieces and the rest of the airplane started to blow away in the wind. After gathering up the pieces we found the entire control system was still intact from the tip of the lead-outs to the elevator horn. I've never been able to



Fuselage markings. Top is SK II; Center is SK I. Lettering must be done with airplane upside-down due to wing and stab interference.



figure out what happened.

I went back to flying the 23 Pointer for the rest of 1964 and built a jet styled plane for 1965. I could never get it to turn the same both ways; I suspect either a warped or misaligned wing. So, I just kept flying the 23 Pointer which has to have at least 1000 flights on it.

I got married in October of 1965 and I built Speed King II in 1966. I just managed to clean up the mess in the second bedroom of our

Left: Overall view of SK II from left rear showing all markings.

apartment two weeks before our son was born. SK II has never been rubbed out and has only made about three or four flights. I still have the 23 Pointer and the second Speed King; in fact some of the pictures accompanying this article are actually of SK II.

During 1966 I took on a different position with my employer, started traveling regularly and just no longer had time for modeling. I eventually moved on to collecting and restoring old British motorcycles. I retired in 2001 and I now do some woodworking of the more conventional type. I hadn't flown a model airplane since test flying SK II in 1966 until the 2007 Brodak Fly-In where Windy Urtnowski was kind enough to let me fly one of his planes.

Gerry Cipra went on to win Senior Stunt at both the 1965 and 1966 Nats with his Palomino. Gerry's winning flight in 1965 was a real thriller. Time was running out and Gerry didn't have the top score. We could see that he would be the last one to fly if he even got the chance. We had the plane filled with fuel, control lines stretched out, Gerry at the handle and me with the airplane along with an army of other helpers. As the flier ahead of Gerry finished his flight we moved into the circle before the previous flier was even out of the way. I cranked the engine and it fired and quit. I tried again with the same result. Then I looked at the fuel tank vents and saw the piece of tubing I had joined the two vents with to keep fuel from leaking out while we were waiting. I ripped off the tubing, flipped the prop, turned the plane over and launched it in less time than it takes to read this. The plane left the ground on what became the winning flight with what they said was only about five seconds left before the 5:00 PM deadline. If that little bit of drama shook Gerry up, it didn't show in his flying.

Gerry is the only other person to ever fly my Speed King I, and he said our two planes flew very much alike. I saw more of Gerry's flying between 1960 and 1965 than anyone other than Emil and I can tell you that when Gerry was *on* he was a "Flying Machine." Every flight looked almost identical.

Jim Silhavy had to be frustrated after building the Caudron and not having the result he had hoped for. Knowing how much time and effort it takes to build a Stunt model of the caliber we did, I can understand Jim's disappointment. However, as I said earlier he did not build the same airplane that Gerry and I did. In an effort to make it better, he made changes that had an adverse effect. If you decide to build this model, please do not make any changes to the design!

In closing I'd like to say that writing this article has brought back a lot of great memories as I poured over old drawings, my old airplanes and sorted through old pictures in an effort to reconstruct the events related here. I'd like to dedicate this effort to the memory of "The Old Walrus" Emil "Abe" Cipra from

Table of Weights and Measures

Wingspan	53.75 inches
Wing area	560 sq. inches
Tail span	22 inches
Stabilizer & elevator area	110 sq. inches
Nose moment from leading edge	8.5 inches
Tail moment between hinge points	15.5 inches
Target flying weight	44 ounces
Wing skeleton—ribs, spars, leading edge, trailing edge cap strips and bell crank floor	3 ounces
Wing complete less flaps and paper	8 ounces
Wing complete with flaps less paper	9.5 ounces
Wing complete with paper	10 ounces
Wing complete with paper plus 6 coats of clear	11 ounces
Plywood nose box plus fuselage sides	4 ounces
Fuel tank	1.5 ounces
Stabilizer & elevators with control horn less hinges & paper	1 ounce
Fuselage with tank & top blocks, less bottom block	7 ounces
Fuselage bottom block—hollowed	1 ounce
Airplane complete with paper, less engine & landing gear	25 ounces
Airplane complete, after color & light clear coat, less engine & landing gear	27.5 ounces
Airplane complete, fully painted, less engine & landing gear	29.5 ounces

whom I learned a great deal about building, painting and finishing. I'd also like to give special thanks to Allen Brickhaus who was instrumental in getting me to take on this project. I hope you enjoyed the reading, and if you build the plane, I hope you enjoy it as much as I did mine. **SN**

By Rudy Taube

“E” Power at the Nats, PTG’s Elroy

The First Electric National Champion: Sam Niebel will always be known as the first CLPA National Champion to have used an electric power system in his winning model. I think it is fitting that the Senior Champion would be the first one to use this modern power source. Mike Palko was the first to fly in the CLPA Nats with electric power, and now we have our first Champion. Congratulations, Sam.

If you think Sam is happy, then you should talk to his very proud grandfather, Wayne Smith. Wayne says that his grandson expressed an interest in CL flying after joining other family members at the 2006 Brodak event. That summer, with his grandfather’s help, Sam assembled a Flite Streak ARF and used it to learn to fly CL.

Sam is a very good student so he had to fit flying into his busy school schedule. Over the next few years Wayne and his brother Jim taught Sam the full pattern and helped him polish the skills he would eventually need to win his National Championship.

Sam’s Nats electric-powered system consisted of the excellent Plettenberg 25-12 motor, Shulze 18-46 ESC, Z-Tron timer, and Thunder Power 5S (18.5V) 3900 mAh V2 batteries. Sam has since changed to the Castle Creations 75 amp Ice Lite ESC and now they can get data logged information; they have also put in one of the new outstanding Hubin FM-9 timers.

The plane is one of Bradley Walker’s well-designed T-Rex ARCs from Brodak CL Models. As you saw in the last issue’s photos, it looks like a scale P-47. This design and electric power combination makes for a great flying Championship CLPA plane. With Sam’s skills and the

excellent support of his wonderful family, it won’t surprise anyone to see him holding the Open Championship trophy someday. And the odds are very good that he will be using electric power to win it.



Sam Niebel is the first to win a CL Stunt event at the Nats using an electric-powered model.



2010 Nats winners: Michael Paris, Junior Champ; Sam Niebel, Senior Champion; Bill Werwage, Open Champ; and Eric Viglione, Advanced winner.

Top view of Phil Granderson's new Elroy.



Below: Motor and electronics bay of the Elroy and a nose view of the beautifully painted aircraft. Note the massive amount of cooling air intake area.



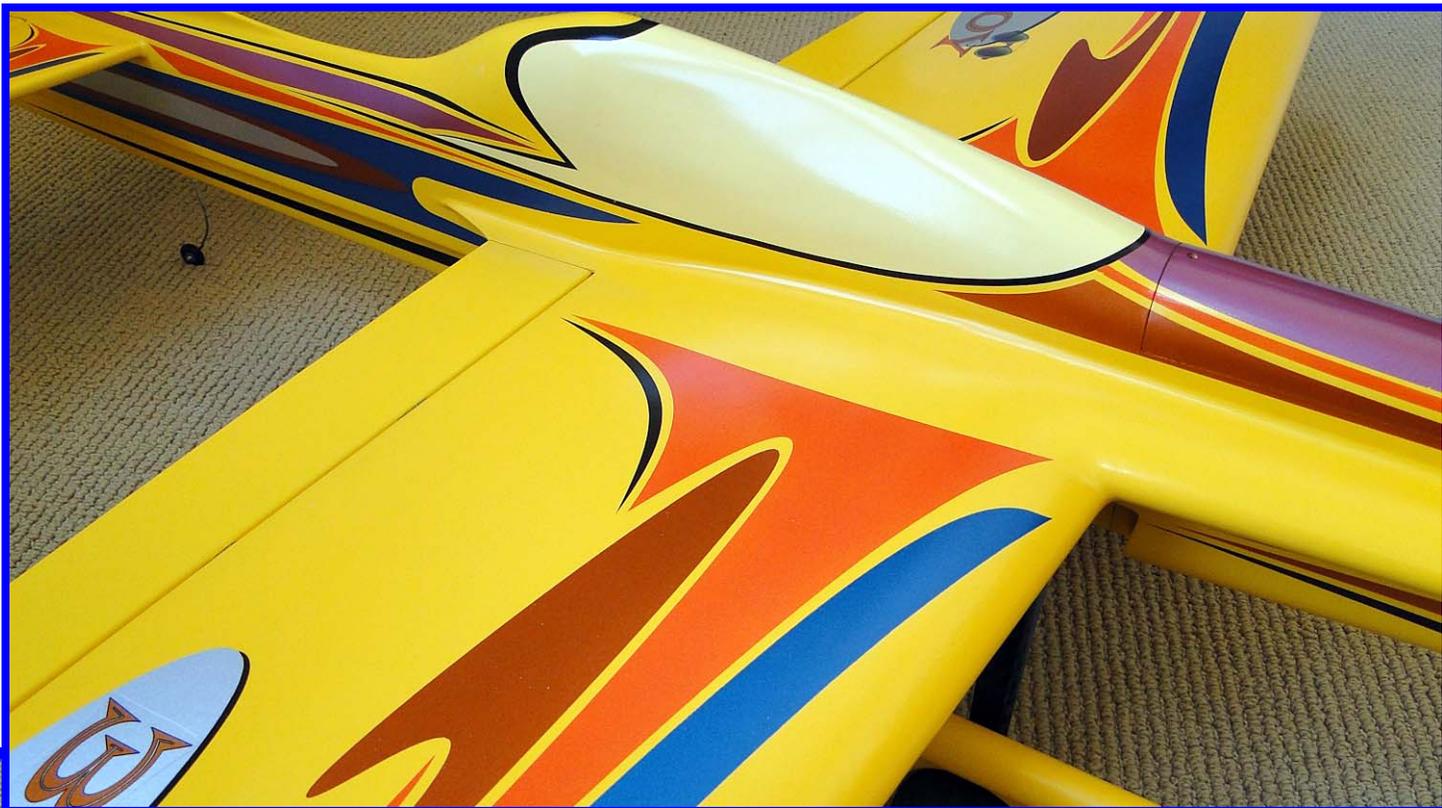
Beautiful new ECL plane from PTG: A century ago in sunny California, Phil Granderson and I were young college kids having fun flying CL Combat. Most National CL Combat champions will kill you within the first few laps. Not Phil, he was a real gentleman to us mere mortals.

He would let us get several laps of wiggling our wrists so that we could at least try and delude ourselves that we knew what we were doing and have the illusion of being competitive. Then, I think out of boredom on his part, he would politely cut the sting and put us out of our misery before we had a chance to embarrass ourselves further.

We all liked Phil, even though he lived on Mt. Olympus and we lived down on the farm. It's kind of like flying CLPA against a gentleman like Paul Walker today. While some of us wasted our time in the college library, Phil was spending his time wisely on **Stunt News 46**

building beautiful models and dating beautiful women. I once asked Phil if he liked school, he said "not really, but I knew it was a target-rich environment." Spoken like a true fighter pilot!

The reason I mention the above is that while Phil was a Nats Champion Combat pilot, he was also a fantastic builder. Even his *combat* planes looked great! I swear, he even put fillets and nice



Above: Phil's artistic talents are readily apparent in his intricate paint schemes.



finishes on his combat planes! I think everyone that has been in modeling for any length of time is familiar with Phil's beautiful CLPA planes, and his many articles on building and finishing models.

His new electric-powered plane, Elroy, is the first completely purpose-built electric CLPA plane that is uninhibited by the lines of the past, both inside and out. Cooling was a major part of the design and dictates many of its lines. A large top hatch for easy access to the battery, FW-190 cowl front end, and top of the line Plettenberg motor all make for a great electric CLPA plane. His beautiful finish only adds to the attraction of this outstanding work of art.

Phil tells me that this is the best CLPA plane he has ever flown. Coming from a top flier like Phil, that says a lot about this new ECL plane. World Champion pilots have flown it and they

Top 10 Reasons that ECL May Be for You!

10. Your wife/girlfriend does not think of burnt castor oil as an appealing men's cologne.
9. The last finger cut you received starting your belch-fire .60 was a little less than fun.
8. On your last competition flight you *really* wished you hadn't turned the NV in that last quarter turn!
7. You are getting tired of driving past that nice park ½-mile from your home every time you drive to the nearest CL field 35 miles away.
6. You just got over the sticker shock of buying a gallon of glow fuel at your LHS, then found out that ECL batteries cost 25% less than wet fuel costs per flight! Then you found out that these batteries costs are going down while your wet fuel prices are continuing to go up!
5. You just saw the look on your wife's/girlfriend's face when you dribbled fuel from your plane's tank all across the living room rug ... again!
4. You know the guys are talking about that last Hourglass you performed and you wish you could hear what they are saying.
3. You are very, very tired of losing CL flying sites due to noise complaints!
2. You spend almost as much time worrying about, and correcting for, your "not perfect" engine run during your flight as you do concentrating on the maneuvers during practice and at contests.

And the # 1 reason that ECL may be for you:

1. During a City Council meeting to decide if your CL flying site will be closed do to noise complaints, you are "not" the guy who stands up and says: "Mufflers? We don't need no stinkin' mufflers!"

agree with Phil's assessment.

Enjoy the photos. I hope you go and see them in bright living color in the online version of *SN*. (Editor's note: Phil told me that the aesthetic styling for his new ship was inspired by the vehicles that were seen in the old cartoon show, The Jetsons! It was just natural to name it Elroy. —BH)

Electric wins the top spot at big contest: If you want to see some of the best CLPA pilots in the world fly, then make plans to come to next year's Golden State Stunt Championships (GSSC). If you want to fly in this contest you may want to bring your "A" game.

I don't know of any CLPA contest in the USA that has tougher Expert competition than this contest has. This year there were six (6) CLPA National Champions with more than 20 National Championship trophies between them. This is in addition to the two World Championship Gold Medals. If you plan on just competing for the beautiful Concourse trophy, then

you better rub out your finish at least one more time because you will be up against Jim Aron's fantastic Nats 20-pointer, PTG's beautiful work of art, and several more outstanding planes.

This means that Paul Walker's first-place victory against this very stiff competition is an indication that:

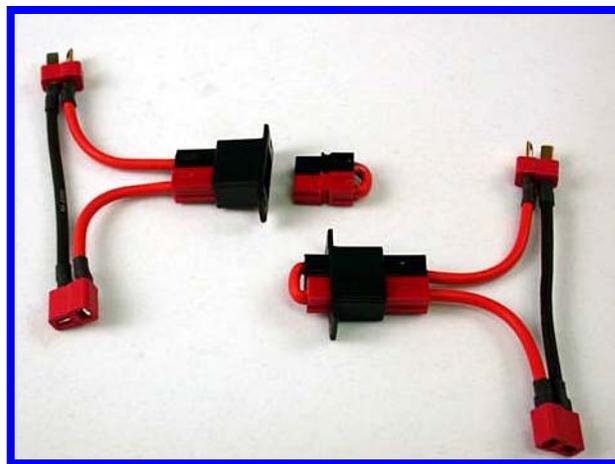
1. Everyone had better look out in 2011; Paul's back from vacation!

2. There should be no doubts about the ability of our modern electric power systems to win at the very highest levels of CLPA competition.

If you have ever seen Paul fly then you really know what the pattern is "supposed" to look like. With his latest Plettenberg-powered electric Impact XS, Paul has a near-perfect brush with which to paint intricate figures in the sky.

Phil Granderson took an impressive 5th place among this very tough field of 14 top pilots. Phil only had around 30 flights on his brand-new ECL plane named "Elroy" before the contest. Erik Roger's Plettenberg-powered E-Gazer placed him in 4th place in a tough Advanced field. Ron Anderson took 3rd in Intermediate with his ECL plane, and his brother Gary also placed with his ECL plane.

In all it was a very good showing for ECL at one of the most competitive contests in the nation.



Safety plug: don't have fun without one! The Safety Plug in the photo is a "plug-and-play" safety device that is very easy to install and use. It is one more layer of safety for our ECL A/C.

It allows us to safely install and hook up our batteries at a convenient time before our next flight. It will help prevent inadvertent startups if someone inadvertently pushes the start button in the pits or after retrieving the plane upon completion of the flight. It is very easy to train helpers to just "pull the plug" to safely shutdown the complete power system.

Here is the link to buy this safety plug: www.maxxprod.com/mp/mpi-21.html#arming.

The photo clearly shows how this works; it's KISS at its best. If you are counting every gram then you can cut out the two connectors and just solder the red wire directly into your existing wiring harness. This is a simple, inexpensive, lightweight safety device that will help keep an already very safe power system even safer.

Please keep those e-mails and questions coming to: imacone@aol.com.

Till next time, may the power of Tesla be with you! *SN*

Remembering My Friend, Arlie Preszler

7/11/1934-7/26/ 2010

by Lanny Shorts

Arlie and I usually went to lunch together once or twice a week. We had the type of friendship where we could confide in each other about our business problems. During lunch time in September of 1976, he informed me that he was going to be the event director for the 1977 Nats in Riverside, California, and I was going to be, as he put it, the co-director. (That's code talk for 'assistant director.') My response: Oh. Really? You and I attended our first Nats in 1975, where Wynn Paul said you placed 48th, and then this year (1976), you improved to 29th? And you have been selected to be the ED for next year's Nats!?" "Yes," he said, "and we have a lot of planning to do." After our first meeting, it was obvious that Arlie had already done much 'planning' about the 1977 event.

The year is 1967, and I am flying a Nobler (green box) in the park across the street from the apartment my new wife Joyce, and I were renting. After landing, this fellow walks over to me and says; "I heard the model airplane engine and had to check it out. I'm Arlie Preszler and I was hoping to find someone else who flew Stunt." That was the 'casual' start of our relationship with model airplanes.

During one of our flying sessions in the summer of 1968, Arlie showed up with a brand new beautifully finished, 'civilian type'

model that had dihedral in the wing. That's when I started to wonder about this guy. Dihedral in a Stunt model?

As Arlie was hooking up his flying lines to that model, my little Beagle dog I had with me lifted his leg and peed all over the outboard wing. Arlie watched the pee run down the highly polished wing and into the flap hinges. He looked at the dog, then up at me. He slowly shook his head, began to grin, and then laugh. It was at that time I knew that a special, one of a kind friendship was being born.

"We need to form a model airplane club," said Arlie. "We must fly every Saturday and Sunday in order for others to see that there are modelers (Stunt fliers) here in Lodi. We must be consistent." As a result guys came out of the woodwork. Fellows that had flown models years ago, to youngsters who had never flown one. Arlie was the "Pied Piper" of modelers, and kids flocked to his garage where resided a cornucopia of model stuff. The kids used his tools, his wood, his glue, his time, his talent, and his heart, as they dreamed of their special "flying machine."

Out of his "garage" came Doug Haas and Bob Murphy who won various events in junior speed at the 1975 Nats. And Jeff Anderson, who under Arlie's guidance became the Senior Stunt Champion at the 1986 Nats.

As a result of Arlie saying, "We need to form a model club," in November, 1968, a group of about 12 got together to do just





Arlie with his Citation at Woodland/Davis, California in 2005.

that at my house. Arlie continued; “We need to call it the “Escadrille Model Airplane Club,” with the “Hat in the Ring” design from WWI, as our logo.” So we did. “We need to fly in all the WAM (Western Associated Modelers) contests that we can. And, we should look a step apart from the others.” And so we did. Arlie showed up wearing a white shirt with a large Hat-in-the-Ring design on the back, with the name of the club on it. However, he was also wearing red, white and blue striped pants. To my amazement, other members followed. (I wore the shirt, but no way was I buying into the pants!)

In 1969, Arlie started a newsletter for the model club called, *The Headwind*. Each month, for about fifteen years, he would spend several nights at his office putting this newsletter together. Modeling in Lodi grew to where in 1972 there were the Escadrilles (EMAC), The Tokay Radio Control Modelers (TRCM) and the Society of Lodi Area Rocketeers (SOLAR).

Again, the influence of Arlie. Lodi, at that time, was the farming capitol for Tokay table and wine grapes. Thus, Tokay Radio Control Modelers. (Dumb name.)

Wanting to keep everyone’s needs before the public and city officials, Arlie brought the clubs together via *The Headwind* calling the group “The Lodi Model Association.” As a unified group of modelers Arlie was then able to get the Lodi Recreation Department to be a sponsor. He then went to the City of Lodi and got a lease (no charge) for a plot of land to be used as a flying site for control line, radio control and rockets in 1973.

Arlie always seemed to know what needed to be done and how to do it. Not only “seeing” things, but going ahead and “doing” them. Several of us went out to our new “field of weeds” flying site only to see a self-propelled lawn mower going around in a circle mowing down the weeds as it was tethered to a post and pulley at the center of the circle. He was the CD for many WAM contests. It’s interesting



how many things seem to be accepted as OK for a long time. At the first WAM contest the Lodi club hosted, Arlie was the CD. He bought bright yellow water ski ropes, and laid out two ropes twelve inches apart, sixty feet long within which to lay out flying lines. Perhaps other clubs were doing this also, I don't know. When Arlie saw something that would improve or make things better, he would spend his own time and money, without a lot of consultation with others in order to get it done. One of the blessings and curses (!) of having Arlie host judging clinics for Stunt in the area was his being an architect by profession. All angles correct, circles round and bottoms and heights at their proper elevations.

After spending two years in the Army, Arlie earned a degree in Architecture, with Honors, from University of California, Berkley in 1963. He had designed structures through the central California area as well as Australia. He was also a Registered Class A Hospital Inspector. As a member of the Lodi Lions Club he received the Melvin Jones Fellow Award for dedicated Humanitarian Service from the Lions Clubs International Foundation.

Arlie also served as a member of the Board of Trustees of San Joaquin Delta College. He was also one of the main judges for the Lodi Grape Festival Art Show each year and other Art Shows in the area. Needless to say, Arlie was also a member of the Parkinson Association of Northern California and the local Parkinson's Support Group. It was Parkinson's that took his life.

Phase 2 (Did I say there was a phase 1?)

I have shared with you a little about Arlie, before many of you came to know him by way of being an Event Director for Stunt at the Nats. I thank Wynn Paul, our PAMPA historian, for sending me much of the historical information regarding Arlie's contributions and service to Precision Aerobatics. Also a thank you goes out to David Fitzgerald and Ted Fancher for helping me remember some things. A thank you goes to Ray Ghio, David Fitzgerald and Cleon Lingwood for some pictures. It all helped in jogging my memory and putting all the past years in order.

If I have gotten any of the following out of order or incorrect, please fill out the proper "protest forms" and submit them to your District Director, who will then send them on to our PAMPA president, Bill Rich, who will then send them on to Keith Trostle who will then forward them on to Wynn Paul, who will then slap me on the side of my head. (Don't you just love big Stunt government? —Ed.)

I'm not going to cover the past history of the flight procedures for the Nationals and PAMPA. For that go to *Stunt News*, Special Issue 2009. Wynn Paul has an excellent historical write up on everything from 1972-2004.

At the 1976 Nationals, at the advice of PAMPA president Keith Trostle, Event Director Bart Klapinski, and his assistant Jim Fasimpaur, four circles were used instead of three. The top five scores from each circle, a total of 20, advanced to the Finals on Saturday. Many of the fliers expressed a concern that after spending much time and money in getting to the Nats, they only got to fly twice if they didn't make the top 20 cut.

It was decided at a meeting among some of the shakers and movers of our national competitors to "radically" change the format by having two days of qualifications, taking the top five from each circle going to a Top 20 day, and the Final Top Five Open fliers, along with the Junior and Senior Champions, flying for the Open winners and Walker Cup Champion. In addition, Keith Trostle wanted a Concours d'Elegance award for the most beautiful Stunt plane, voted on by the pilots. This would be, and became a great addition to the Nats. In addition to this, there was the unofficial Half-A Stunt plus Old Time Stunt added for the first time as an unofficial event. This was all to be put into effect at the 1977 Nationals, in Riverside, California.

Arlie would try to have a meeting every Friday for the next 7-8 months discussing the best parts of past Nationals, parts that could be improved upon, and those parts that could be deleted. Arlie was the "architect" the planner, the organizer, the one who wanted "plans" to be right! His architect office was laid out for efficiency. My business was trying to operate three hobby/craft stores at the same time. Arlie was the solid foundation; I was his water on a hot skillet.

Obviously Arlie had a lot of support for his Model Aviation Hall of Fame (AMA Hall of Fame) induction, and many of his friends turned out to help him celebrate the occasion. Photo by Dave Fitzgerald.





Here's Phil Granderson showing Arlie his 20-point, 2008 Nats, Concours-winning Zealot. Phil got the last hand-carved prop that Arlie made for this award. The reason for the gathering was to award Arlie the Dave Barton Sportsman of the Year award. Photo by Dave Fitzgerald.

The result of all this detailed planning was Arlie's four sided score board with the tabulation system for two days of qualifications, with the top five from each circle going to the top 20 fly-off, deciding the top 5 open fliers plus Junior and Senior Champion flying to be the National Champion and Walker Cup winner. Contestants were happy (happier?) as they now got to at least fly four times, and I guess his scoring system was OK, as it is still in use today.

Everyone who has ever been an Event Director or an assistant knows of the long late hours spent in "seeding" the top fliers. Trying to place the "best" on circles where they don't knock each other off prior to being one of the top twenty. Also, the many score sheets that have to be filled out for all the judges for each contestant's flight, on each of the four circles. (Arlie and I had an "Ace in The Hole" for all this writing and tabulating. It was Shareen Fancher and her assistant Joyce Shorts.) By looking at past records of where many of the pilots placed at national competitions and local events (where available), seeding the top four or five on each circle wasn't too difficult. One



Here is Arlie and his wife Margie at the Hall of Fame Induction Dinner. Photo by Dave Fitzgerald.

of the main complaints Arlie heard about was deciding flight order. How do you assign each pilot a flight order where it would be completely random and fair. Thus entered the famous “ping pong balls” with a number on each one up to the number of pilots on each of the four circles. Pick a pilot’s name, pick a numbered ping pong ball, and that’s your flight order; no matter *who* you were.

When Arlie brought up his idea of how he wanted to do the appearance judging at one of our luncheon meetings, much discussion ensued along with some indigestion. We both remembered the form we filled out at the 1975 Nats. How much of the model did we build? What parts did we buy that were “ready made?” Then the long wait as each model was placed on a table and meticulously gone over one at a time by the Event Director and his Assistant. Not that this was bad. It was just that the pilots had nothing to do while standing in a long boring line waiting to get their appearance point score and model back.

So, how do you make the appearance judging “un-boring” and fit it in with the Concours d’Elegance award voted on by the pilots? And how do you get all this working together in an appropriate amount of time? Arlie said; “We will have all the models presented at the same time in a large enough area. We will examine each model, in detail, and then place them in rows with the highest awarded points up front, with rows of models in diminishing points to the back. After looking at each model, we can then do any fine adjustments as necessary.” (This is where the term, “Front Row Model” came about.) I asked Arlie, “How will these very experienced national fliers take to a couple of rather unknowns placing their “pride and joy” in various valued point rows?” Remember, Arlie was an experienced judge for art shows already. “I have the answer,” said Arlie, “I will call Bart Klapinski to be one of the judges with us. Who would argue with Bart?”

With all the planes now laid out on the floor, the pilots could now watch with great anticipation, to see which models would get into the next higher point row (and where their model would end up). After all models were assigned their points, the pilots could walk around them, between them, take all the pictures they wanted and vote for their “best of show” Concours d’Elegance winner without leaving the area. It was an evening of great entertainment.

This format has become one of the highlights at the Nats. As a result the construction and finish quality of the models has become unimaginable—in a very good way! Ted Fancher won the first Concours award; a beautiful silver bowl provided by Keith. In 1982 Arlie started making 34 to 36-inch long California Redwood hand carved props as the Concours award. This tradition he continued until 2008 when his health started to fail and Eric Taylor took over the duty for 2009 and 2010. I believe Windy Urtnowski has four or five of these props. Phil Granderson won the last of Arlie’s hand carved redwood props. As a side note, in addition to awarding the Grand Champion award, which, in 1977, went to Al Rabe, I asked Arlie if we could have a “fun award” at the expense of the pilots. I explained it to Arlie and he said, “These guys have been under stress and pressure all week. Go for it.”

As you know, or so they say, elephants are supposed to be known for their great memory. Thus the Pachyderm (elephant) award was introduced and presented to the flier who forgot to do something or screwed up in some way at the Nats. To the best of my memory, it went to Bob Gieseke, who forgot to do the hourglass in one of his flights. I don’t know if this is still being done or not. “Big Art” loved it.

Arlie directed the 1977, 1978 and 1982 Nationals. He also judged at the 1981 and 1984 Nationals. He was elected as the second President of PAMPA in 1982 following Keith Trostle. In 2006, at a surprise dinner party, many of Arlie’s friends and



Arlie and Lanny are shown preparing to judge at the Golden State Championships in Gilroy, California, in 1984.

wives gathered as Ted Fancher presented Arlie with a plaque inducting him into the PAMPA Hall of Fame.

On October 25, 2009, at Arlie’s home, Arlie was presented with the Douglas E. Barton, Sportsman of the Year Award, “In Recognition of Outstanding Service, Support and Promotion of Control Line Stunt Competition and Sport Flying.” This award is presented annually by PAMPA District X. David Fitzgerald made the presentation.

Some random thoughts

It is interesting some of the “things” you remember. I’m not sure which of the following took place during one of Arlie’s or my directorships. We did a lot together. Here are just a few.

Lincoln Nats, during very strong winds: Les McDonald calls out while attempting his Four Leaf Clover “Heads up!” To Bob Gieseke; “How you feel about flying in this wind?” To which Bob said, “I don’t think I will be able to keep my pipe lit.” During a half-A flight by Bob Baron, Bob Hunt has all the judges turn their backs to Bob and when he turns to signal the starting of his engine no one is looking at him. In Seguine, I mike Bob Gieseke’s lines and one of them is .005 undersize. To which Bob said, “How did that happen?” In Riverside Arlie tells Al Rabe, “This is how the landing will be scored.” In Seguine; “Arlie, free flight models are landing in the middle of the circle during official flights. What now?” After Wynn Paul finishes a half-A flight, I turn to Arlie and say, “I just gave him 40 points for his inverted flight. Did I see right?” Arlie’s response; “I know, no one should get 40 for anything, but I gave him 40 also.” And the best memory of all was Ramada Inn in Lincoln, NE having the “Hunt Cleaning Service” wash down the inside of the motel ...

Arlie was always ready to sit down with anyone who had a question or complaint about any procedure, judging call, or format at the Nationals or local contest. He was always the gentleman in considering other’s concerns and opinions. And of course, he always had the “rule book” in his hip pocket.

I am sure that many of you can remember your own association or experiences with Arlie. I trust they have left you with many good memories. I am grateful for having had the good fortune of being able to call Arlie, my friend. I hope you had gotten to know him well enough that he was your friend also. Thank you Arlie, for all you have done for each of us and for your contribution to the Stunt community. You will be missed by all. *SN*

An Attempt to Understand More about Flying Stunt

By Wesley Dick

This is a non-technical explanation concerning some technical aspects of the discipline.



The purpose of this article is to pass on some information available to engineers, which may not be in possession of modelers who are not technically trained. Building and flying stunt is a *hobby—sport* to make it more appealing to the rest of the world—that is very satisfying and enjoyable to people with diverse backgrounds.

We will begin with engine speed, torque, and horsepower.

What is horsepower anyway? It is defined as the time rate of doing work. Before modern machines and engines, the horse was a major source of man's available energy that could be used for doing useful work. A standard horse could do a certain amount of work in a day.

The agreed amount of work is: one horsepower is the ability to lift one pound of weight 550 feet in one minute. If you do the math, old Dobbin could raise 60 pounds to a height of 550 feet each hour. *Note:* A standard man can produce about $\frac{1}{6}$ horsepower. In an 8-hour day, old Dobbin could hoist 4,800 pounds into a haymow 55 feet above. That is a lot of hay!

Speed is the time rate of motion. How far you can go in a minute, hour, or day? Engine speed is simply rotary motion, turning round and round a certain number of times in a minute, hour, or day.

Torque is the measure of rotary force. Like how hard you have to twist the screwdriver, to tighten the bolt or screw.

Speed, torque, and horsepower are tied together inseparably. An engine running at a certain speed and torque produces a given amount of horsepower, no matter the size of the engine. The amount of horsepower produced is the speed x the torque divided by a magic number that is determined by whether you are measuring speed in revolutions per minute, second, or hour. Torque is measured in inch ounces, inch pounds, or foot pounds, etc.

For the technically minded here is the equation.
Horsepower=Torque x Rotational Speed divided by a constant, i.e. a number. $HP = \text{Torque (in ft-pounds)} \times \text{Revolutions per minute} / 5252$.

In order to fly the smoothest pattern it would be desirable to have an engine that would run at a constant speed, thus keeping the plane speed constant. We have at our disposal some ways of doing this: The two-four break, a tuned-pipe engine setup, and electric power management of an electric motor-driven plane.

The two-four break.

With a slightly right needle setting, a two-cycle engine will run in four-cycle mode. When the engine is loaded by starting a climb as into a loop, it seems to have a tendency to go to two-cycle mode, thus producing more horsepower. Another cause of this is that when the nose is raised, the engine has to draw fuel from the tank which is now lower than it was in normal level flight.

Many experienced fliers will check for this before launch, by pointing the nose up to see if it goes into two-cycle mode. Some experienced fliers are able to set up so the engine will two-cycle when climbing into a loop and then go back to four cycle on the dive out to level flight. The plane stays at near constant speed, making the maneuver look smooth. Line tension is maintained due to the constant speed.

The piped engine.

The function of a tuned pipe is also a power-management system aimed at maintaining constant flying speed. What is going on inside the tuned pipe is as follows.

The engine exhaust produces a shock wave that travels back through the pipe to the baffle. Some of the exhaust gas will go on through the hole in the baffle and some will be reflected back toward the engine in the form of a shock wave. This is much like an echo bouncing off a canyon wall.

When the shock wave hits the engine it will again bounce back toward the rear. If the shock wave reverses before the exhaust port opens, it will tend help propel the exhaust gasses rearward and clean out the cylinder so the next power stroke will be stronger.

If the shock wave reaches the cylinder after the exhaust port has opened it will tend to restrict rearward motion of the gasses and some residue is trapped inside, thus reducing the amount of power created by the next explosion. So, if the engine is slowed by the need for more power as in a climb, the shock wave will be early, and bounce back, pulling the exhaust gas with it and more power will be produced.

In a dive, the engine tends to overspeed, and the shock wave will get there late, after the exhaust port has opened, blocking the exhaust, and slowing the engine down.

The ability of this system to allow the engine to run at constant speed while changing the amount of torque, results in two horsepower levels. There is more horsepower for climb and less horsepower for dive. Remember it is horsepower that is required to lift a weight a given distance in a certain amount of time.

Keeping the airplane at constant speed makes the maneuvers smooth, and is good for timing especially to keep squares square. Constant speed also tends to keep line tension constant: another component of smooth-looking maneuvers.

Electric flight.

Brushless electric motors can be set up to run at constant speed. This is done by increasing power when the motor is loaded and decreasing power when load is removed. The desired constant speed and constant line tension can be achieved within the horsepower capability of the system. There has been a great amount of progress in this type of power plant operation in just the last few years. The goal is of course the same as with the four-two break and the piped engines.

Line tension.

Line tension is the pull on the lines that is exerted by the airplane. Where does it come from? Centrifugal force, engine offset, and yaw (the outward pointing of the fuselage to the outside of the circle and rudder offset), are the contributors.

Centrifugal force.

A body in motion will continue to move in a straight line in the direction of its motion. In space, where there is no friction, it would go on forever or until interfered with by the gravity of another solar body or by impacting the other body itself.

If you attach a string to a rock and swing it around, it wants to go straight. In fact it will if you let go of the string. Since it wants to go straight, you must pull on the string to make it go in a circle. That pull is centrifugal force.

How much force is there? Centrifugal force is a natural phenomenon that follows the laws of physics. It involves the length of the string (radius), the weight of the rock, and the rotational speed of the system. Swing it faster and it will pull harder. Add weight to the rock at the same swing speed and it will pull harder. Add length to the string while keeping the rotational speed the same and it will pull harder.

For the technically minded here is the equation:

Centrifugal Force = Mass x Radius x Rotational Speed Squared.

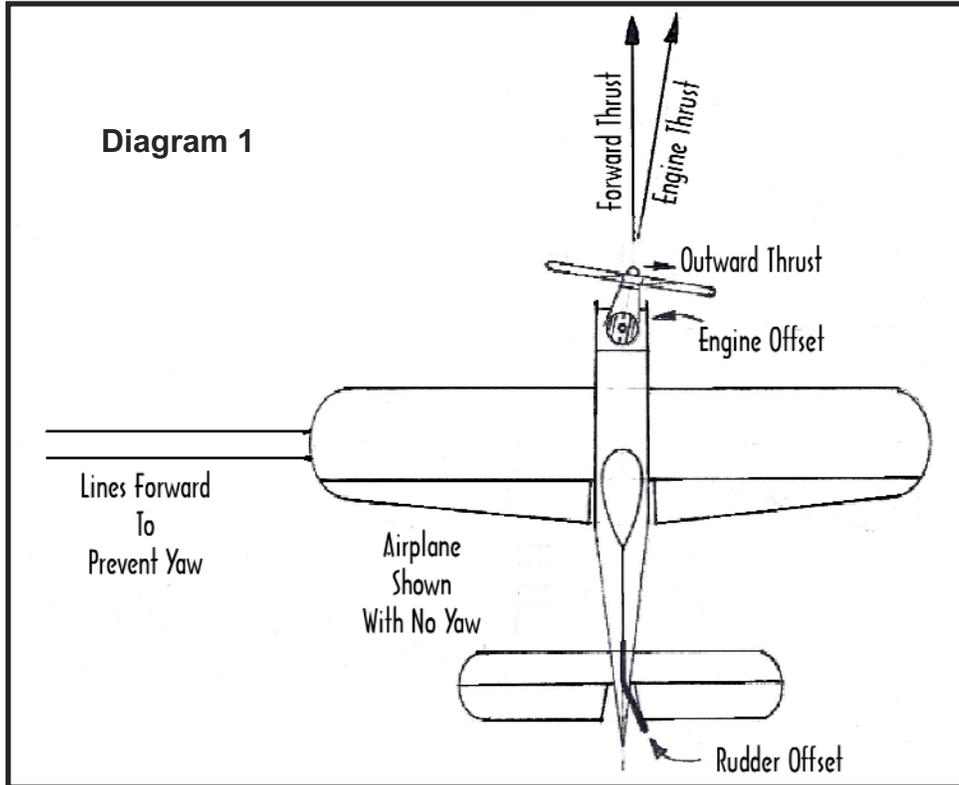
Here: Mass = Weight in pounds/32.2 x Line Length x rotational velocity in radians per second. Rotational velocity in radians per second is the lap time in seconds divided by $2 \text{ Pi} \times \text{Line Length}$.

A table showing common line lengths, lap times, and the calculated G force is attached. The G force times the weight of the model is the line tension. Typically at stunt speed, roughly 55 mph, a plane will pull about 3 Gs. So a three-pound plane would have

nine pounds of line tension as a result of the centrifugal force.

When doing a loop, centrifugal force is also created. This component acts in the plane of the loop, which is perpendicular to the lines. The G force created multiplies the weight of the model. On 70-ft. lines with a loop flown at level to 45 degrees, the loop will have a diameter of roughly 50 ft. (25 ft. radius).

From the table a 25 ft. radius at 55 mph gives us 8.1 Gs. So the wing has to lift 8.1 times the weight of the plane. A 3-lb plane would require 24 lbs of lift from the wing to do a loop this size.



Engine Offset, Diagram 1.

If the engine is offset toward the outside of the circle some of the thrust will contribute to line tension. As an example, 10 degrees of offset would produce an outward pull of about 1/2 lb when the engine is producing 3 lb of thrust. In this case, the forward thrust to keep the plane moving would be reduced from 3 lb to about 2.95 lb. As can be seen offsetting the engine to improve line tension has a tradeoff in forward speed, thus reducing line tension from centrifugal force.

Yaw (pointing the nose of the plane outward), Diagram 2.

The wind force resulting from forward speed acting on the body will produce an outward force and contribute to line tension. The amount of force produced will depend on the sideward area of the body and how effective an airfoil the body has in that direction. In a plane with a tall, narrow body like a Nobler, there would be more pull than in a plane with a pencil-slim body.

Yaw can be created by two easy methods: 1-Offsetting the rudder, or 2-Moving the lead-out lines toward the trailing edge of the wing.

Offsetting the rudder will produce some drag and reduce the effective side area that can contribute outward force. Moving the

lead-outs back will produce the yaw without the rudder drag and loss of side area. Both methods tend to reduce the available thrust to keep the plane at the desired speed. Experimenting with the trim of these methods, one can arrive at solution or feel most desirable to the individual pilot.

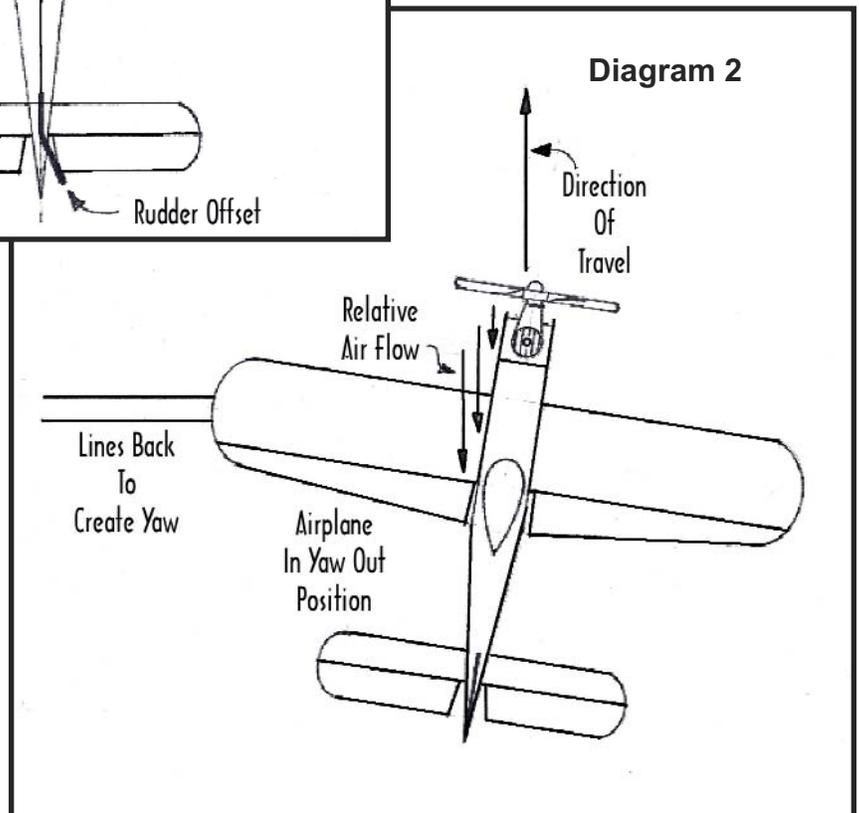
Wind.

We all know that the plane tends to be blown toward the pilot when upwind, and away from the pilot when it is downwind. Line tension is of course less when upwind.

When doing loops on a windy day, the plane will tend to go faster thus creating more line tension. In an inside loop, the wind is effectively blowing on the bottom of the plane, tending to reduce the size of the loop.

To compensate, the pilot reduces the amount of up elevator to maintain the loop size. The plane is now acting like a blade on a windmill, with the angle of attack or pitch forcing the plane in the upwind direction, much as in a glide. If the glide path into the wind is steeper, the plane will go faster.

In an outside loop, the exact same thing occurs, except the wind is acting on the top of the wing and less down elevator is required in order to maintain the size of the



loop. Some other maneuvers, like round horizontal eights, can also be wind flown. Actually the plane reacts in the same manner as a controlled kite and many of the same maneuvers can be accomplished.

Over the top.

The wingover is started directly upwind. Initially the wind is

blowing the plane toward the pilot, and reducing line tension. As it passes over the top the wind begins to blow it away from the pilot, increasing the line tension needed for pullout. On the climb, part the pilot can move with the wind in order to help maintain line tension.

As soon as the plane starts its climb it will tend to slow down, just like going up-hill in your car. More horsepower will be required to maintain speed and line tension. This is because centrifugal force is the major component of line tension. This is where the two-four break, piped engine, and electronically controlled electric motor become most useful.

A large plane can be flown in level flight with a very small motor. A good .19 would probably pull your .85 job, but maneuvers would be out of the question for lack of horsepower. Trying to climb or starting a loop would result in slowing down and reducing line tension.

A big engine, tuned to run at a relatively constant number of revolutions per minute will produce just the right amount of horsepower required to maintain speed in level flight. When in a climb, the plane tends to slow down and more horsepower is required to keep the prop and plane at the desired speed.

With a small engine, extra power is not available so the plane slows down and line tension due to centrifugal force and the other minor contributors is greatly reduced. The big engine is able produce more horsepower; that in turn keeps the plane up to speed and line tension nearly constant.

This answers the question of why we feel there is more line tension when using a more powerful engine. The laws of physics tells us that the plane with either the small engine or the large engine, at the same weight, and trimmed the same, will have exactly the same amount of pull in level flight.

With the big engine we have enough horsepower to keep the speed up as desired, and line tension stays good. Since line tension is not greatly reduced every time you go into a maneuver, you naturally feel the big engine pulls harder. It does increase pull over

the small engine, but only in situations where the extra horsepower is utilized to maintain speed.

The heavy truck analogy.

Consider a big truck with an engine power full enough to go up a hill at 40 miles per hour. Say it has a 10-speed transmission and the hill can be climbed in 8th gear. At full throttle, the speed of the truck on level ground will be restricted to about 40 miles per hour by the governor.

When climbing the hill, the governor will open the throttle and create more horsepower, allowing the truck to maintain the same 40 miles per hour even when climbing the hill. Going downhill the engine becomes a braking device, again restricting the truck speed to 40 mph.

The braking is enhanced by changing the engine's valve timing so it becomes an air compressor and as a result can absorb a lot more energy. This is the same thing we do with the two-four break, a piped engine, or an electronically controlled electric motor.

How to Use the Table.

Speed of the model is down the left side of the main box. Line lengths are across the top. The main box shows the number of Gs of line pull due to centrifugal force.

A model flying level at 55 mph. on 70 ft. lines would pull 2.9 Gs. If it weighs 3 lbs, the line tension from centrifugal force would be $2.9 \times 3 = 8.7$ lbs. When turning a 10 ft. radius in the corner of a square loop it would be at 20.2 Gs and the wing would have to lift $20.2 \times 3 = 60.6$ lbs! With that much load it will likely stall, and mush through the corner.

The small box shows lap times in seconds for the various speeds.

*A model flying level at 55 mph. on 70 ft. lines would have a lap time of 5.45 seconds. **SN***

"Gs" Experienced by Control Line Airplane for Various Speeds and turn Radii															Lap Time (Seconds)		
speed (mph)	Line Length Ft. Or (Radius of Corner or Loop Ft.)														line length (ft)		
	70	65	60	55	50	45	40	35	30	25	20	15	10	5	70	65	60
40	1.5	1.6	1.8	1.9	2.1	2.4	2.7	3.1	3.6	4.3	5.3	7.1	10.7	21.4	7.50	6.96	6.43
45	1.9	2.1	2.3	2.5	2.7	3.0	3.4	3.9	4.5	5.4	6.8	9.0	13.5	27.1	6.66	6.19	5.71
50	2.4	2.6	2.8	3.0	3.3	3.7	4.2	4.8	5.6	6.7	8.4	11.1	16.7	33.4	6.00	5.57	5.14
55	2.9	3.1	3.4	3.7	4.0	4.5	5.1	5.8	6.7	8.1	10.1	13.5	20.2	40.4	5.45	5.06	4.67
60	3.4	3.7	4.0	4.4	4.8	5.3	6.0	6.9	8.0	9.6	12.0	16.0	24.0	48.1	5.00	4.64	4.28
65	4.0	4.3	4.7	5.1	5.6	6.3	7.1	8.1	9.4	11.3	14.1	18.8	28.2	56.4	4.61	4.28	3.95
70	4.7	5.0	5.5	6.0	6.5	7.3	8.2	9.4	10.9	13.1	16.4	21.8	32.7	65.5	4.28	3.98	3.67
75	5.4	5.8	6.3	6.8	7.5	8.4	9.4	10.7	12.5	15.0	18.8	25.1	37.6	75.2	4.00	3.71	3.43
80	6.1	6.6	7.1	7.8	8.6	9.5	10.7	12.2	14.3	17.1	21.4	28.5	42.8	85.5	3.75	3.48	3.21
85	6.9	7.4	8.0	8.8	9.7	10.7	12.1	13.8	16.1	19.3	24.1	32.2	48.3	96.5	3.53	3.28	3.02
90	7.7	8.3	9.0	9.8	10.8	12.0	13.5	15.5	18.0	21.6	27.1	36.1	54.1	108.2	3.33	3.09	2.86
95	8.6	9.3	10.0	11.0	12.1	13.4	15.1	17.2	20.1	24.1	30.1	40.2	60.3	120.6	3.16	2.93	2.71
100	9.5	10.3	11.1	12.1	13.4	14.8	16.7	19.1	22.3	26.7	33.4	44.5	66.8	133.6	3.00	2.78	2.57

It's in the Details

By Matt Neumann

Last time I discussed how to attach plywood fuselage doublers. I will call this the “classic” way to do doublers. This time as promised, I will tell you how I did the “high tech” way of making doublers.

Disclaimer: I did not come up with this method. Randy Smith (among others) has been incorporating this into his designs for several decades with good results. So even though my plane has not flown yet with these doublers, I am quite confident that it will hold up to the many, many flights that I tend to put on my airplanes.

In a nutshell, instead of using various thicknesses of plywood, this process incorporates carbon fiber and balsa to make the doubler. To do what I did, you will need some carbon mat around the $\frac{1}{2}$ half ounce/square yard variety and some carbon unidirectional tow cloth around the 3-ounce or higher range. The unidirectional carbon fiber tow comes in a roll with a backing to keep the carbon tow in place until used that is about 8-inches wide and can be bought in what ever length you want. It also comes in different weights, with my choice being the 3 ounce variety.



Here is a picture of the roll of unidirectional carbon tow. For those of you who get this in color, the pink color is the backing that holds the fibers in place and is peeled off later.

Now, I have to admit that the new plane is my first attempt at doing doublers this way. So, since this was my first time, I will tell you how to do it the way I did and then what I would do differently the next time because, after all was said and done, I found a better way. Go figure.

First of all, cut out your fuselage sides like normal. A typical Stunter has $\frac{3}{32}$ -inch balsa sides. The next step is to cut out the balsa part of the doublers. I used 7- to 8-pound “C” grain $\frac{3}{32}$ balsa for these. “C” grain is best because it is generally the stiffest grain. You do not have to use “C” grain as long as you search through your stockpile and find the stiffest pieces in the

recommended weights. I have seen some “A” grain balsa that seems to be stiffer than “C” grain in a given weight. So choose your wood on stiffness more so than the type of grain pattern in a given weight.

Okay, here is what I did next. You can read through this and then see where I would suggest changes to the procedure.

I precut my carbon pieces slightly oversized. Yes the carbon is expensive but so is messing up a piece. I then mixed up some slow cure 30-minute epoxy glue, and applied a thin coat on the side of the balsa doubler that will go between the doubler and the fuselage side. (Note: There will be a left side and a right side, so make sure you make one of each side instead of two of the same side.)

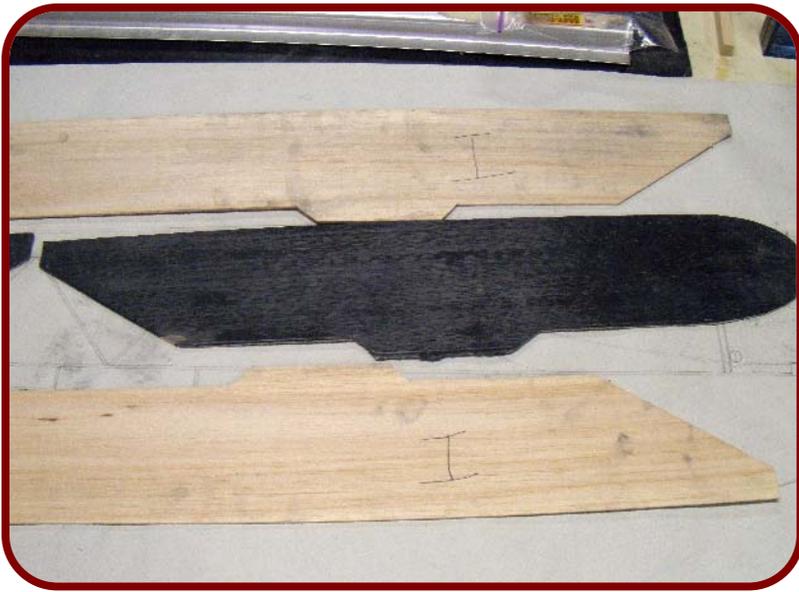
Next I stretched out some waxed paper on a sheet of plate glass and put the unidirectional carbon tow on the waxed paper. The wet side of the balsa doubler was then placed onto the carbon tow. After the doubler was firmly placed onto the unidirectional carbon tow the backing was then removed and the carbon fiber set on the waxed paper. Epoxy was then applied to the “up” side of the balsa doubler and the half ounce carbon mat applied with a layer of waxed paper and then another plate glass. Some weights were added to evenly weigh down the assembly and it was left to dry overnight. (Okay, here comes the problem.)

The next morning it was discovered that the epoxy had not soaked through the fibers of both mats, so more epoxy was mixed and applied, and the whole thing weighted down again. If the carbon fibers are not firmly secured to the balsa wood, there will be a severe loss of strength. So it is really important to make sure all the carbon fibers are attached to the balsa. (This is where I went wrong the first time and will tell you a little later on what I would do differently.)

After that, the doublers were trimmed of excess carbon fiber and then some more epoxy was applied to the 3-ounce side and this was then glued to the balsa sides. This sandwich was again placed between the glass sheets and weighted down. After about 12 hours of curing the assemblies were taken out from between the glass and the whole thing was trimmed to final shape.



Here is a picture of the carbon laminate doublers with the balsa sides.



Here is a close up of the carbon laminate doubler and the balsa sides. Notice the letter "I" on the balsa sides. This stands for "Inside." This means that this is the inside of the fuselage side and helps prevent making two of the same side.

was a bit difficult to cut with an X-Acto knife. You may want to use something that does a bit better job of cutting these holes.

Okay, now for the way that I should have done it and that would be best for you to follow as well:

Proceed like I have mentioned earlier to the point where I first added glue to the balsa doubler. Now, instead of adding it to the balsa doubler, I would add it to the carbon fiber tow first. I would add some glue along the entire width of the unidirectional tow and then spread the glue with a business card along the grain of the carbon fiber. Since this material has a backing, doing it this way should soak the entire carbon fibers with epoxy glue on both sides at once.

I would then put the doubler on the fiber mat and remove the backing. If you squished the glue through the carbon fibers properly, the side from which you just took off the backing should also be wet.

Place this side of the wetted carbon mat on your balsa sides and line up the doubler with the side the best you can. Now apply some glue to the balsa doubler that is "up" and put on your 1/2 ounce veil. Put the whole thing between two sheets of glass and weigh this assembly down.



This is a picture of the doublers getting glued to the balsa sides. Here you can see the waxed paper to help prevent the sides from sticking to the glass along with the glass.

What this produces rather amazed me. It was incredibly stiff. Much stiffer than the 1/32-inch plywood doublers I had used previously, and I estimated that even though I goofed by having to add more epoxy, I still saved about 1/4 ounce of weight over the plywood. It should be noted, however, that when I had to cut some holes in the side of the fuselage for bellcrank movement, it

When cured, everything should now be glued together well. Wetting the unidirectional mat first should take less glue to adhere the carbon to the balsa. Less glue means less weight. More strength, less weight: a good combination when building an airplane!

Randy Smith has used half ounce veil on both sides while I used the unidirectional carbon tow between the fuselage side and doubler. The method is the same when it comes to attaching it but the material has changed. The way I did it is probably stronger than the other but the other is lighter. And since Randy

has been doing this for quite some time, it is obviously strong enough. I decided to err on the side of caution (I being a bit of a chicken) and used the stronger and slightly heavier carbon fiber tow on my first attempt. It is the builder's choice as to what he or she decides to use.

Remember, it is in the details. *SN*

First, we need to address something that cropped up from the article on electrics. I made reference to the RSM Top Secret Test Site. Eric Rule, the owner of RSM, received several communications asking where the secret flying site was located. He says it's so secret that even he doesn't know where it is! The fact of the matter is; I was having some editorial fun with words, and there is *no* RSM Top Secret Test Site. There are several very-well-known fliers and craftsmen that proof everything from plans, parts, and procedures to performance and purchasing in Eric's kitting process. If there would be a Secret Site, it would be in at least four places that I know of—and none of them secret. Sorry for the confusion.

Question: Is there any special way to hold a Control Line Plane?

Short Answer: That depends a great deal on if you own it or not ...

Long Answer: Those of you who know me, also know that I seldom have a problem with being short-winded. This answer has got so many different facets to it that is just best to let you know what practices I use, and have seen used, then let us build on it in the future.

First, the most common thing that happens is that someone that you don't know asks you to hold or carry a plane for them. Situational awareness is the best thing to take into account. Be aware of what is in your shirt/jacket pockets or on your head. If you agree to help, and bend over to pick it up or hold for engine start, and that pair of sunglasses tumbles off your head or out of your pocket onto their prized possession, you will inadvertently damage the plane and your reputation forever. Believe me, the ball point pen or small adjustment screwdriver from your pocket sticking out of their wing will not make you popular. Rings, watches, buckles, buttons, fingernails, and even seams on your clothes or gloves can leave a nasty scar on otherwise prepared balsa.

My prized Jamison suffered from a lapse in thinking on my part when my ni-starter battery slipped from my chest pocket as I bent over to pick the plane up. Silk makes a nerve-grating pop when it surrenders to a falling ni-starter. It went clean through my wing right next to the tip-weight box leaving a hole approximately the same size. A half inch over and it would have hit the box instead with little or no damage, of course. These pocket-bombs are very difficult to stop, especially if you have two hands full of airplane.

Assume the wing bays are open tissue, and check for structure before you assume there is actually something there and stick your finger through. Be careful with cleaning, or even brushing off debris; you can rub a smudge too hard, or whisk dirt and sand off leaving scratches in the finish. Open wing bays are pretty easy to spot, but there may be similar bays in the

fuselage and on the stabilizer as well. Some builders are talented enough with their finishing that you can't always tell where the wood stops and the fabric begins. It's best to ask if you're not sure. A lot of fliers will tell you where they want you to hold.

While helping a friend, I poked a finger through the wing center-section sheeting at the belly of his prized Stunter. That is usually a safe spot, and I felt really stupid until he assured me that it was his fault for not telling me, that he had sanded way too much in that area and that nearly everyone else that held the plane had done the same thing. When he turned it over to check the damage, I could see the repairs from at least a half-dozen other helpers. I asked him why he didn't just put some clear vinyl tape over the spot. He thought that was a great idea, so he CA glued the spot and the tape he applied over it has been in place over the weak area for at least five years that I know of ...

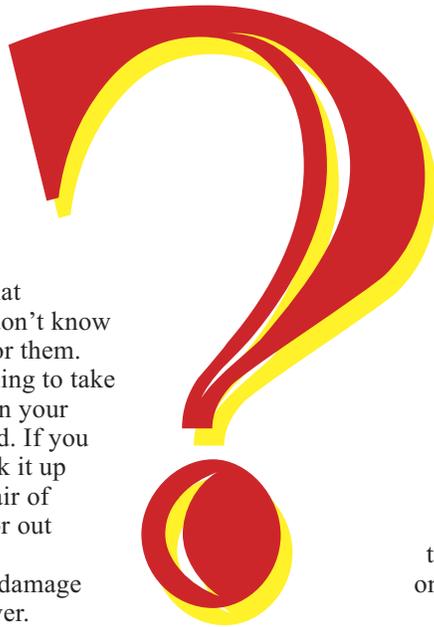
One thing that can help is to never pass tools and equipment over the plane itself, unless it can't be helped. You can't hit the plane by fumbling a passed tool if the plane is not under it. Be aware of loose clothing, and neckwear (like stopwatches, towels or rags, or even ties) that can snag the plane or get tangled in the prop of a running engine. If you are not over the plane then any loose stuff will usually not cause problems. Staying true to form, I've violated this piece of advice as well when a towel that I had around my neck got caught on the stabilizer hinge-line of a friend's plane and dislodged the elevator when I moved to get a better grip for starting.

Experience is a wonderful thing especially if you don't have to experience it to get it. Sometimes I do and sometimes I don't. While I've seen others lean into a running engine with a stopwatch around their neck, the sight and sound of that timepiece being rapidly disassembled was enough for me to remember to secure stuff around my neck while starting engines. It did not, however, act as transferred knowledge when I did something very similar on the other end of the plane with a towel.

OK, Safe is Safe, and Stupid is Stupid. Safe, most times, will not get you hurt. Stupid on the other hand, is what Safety Stories and most experiences are made of. Assuming that you are clear on how to carry and hold a plane, let's move on from the pit area to the circle and back again safely:

1. Make sure the person on the opposite end of the lines from you has a good grip before you move. The ground has a way of making grass, or rocks, or tarmac, or cracks, or something else grab onto and hold flying lines. If you pick up and start to move your end, and the other guy isn't ready, you will either snatch the handle out of their hand or (God forbid) the plane. The worst that I've done here (knock on wood) is move the handle out of the grip of the other guy just before he got to it. It's kind of "Keystone Cops" funny, but you can really hurt your back by making sudden moves while bent over (don't go there).

2. Keep the lines tight as you move to the circle. I've seen lines pop a hat off a fellow flier kneeling at his plane, as well as flip a plane over when they were finally pulled tight. Again, not much trouble on the home front for this one, but I have picked up the wrong handle before, and that can cause problems of its own.



3. Standing or kneeling for the start, the holder should always be outside the circle. There are way too many things that can go wrong if you hold the plane from the tail or while kneeling inside the circle. If you are outside the circle, then being hit on launch is a slim possibility. I usually encourage standing for start. Not because it is much rougher for me to actually stand up these days, but rather because standing puts the plane where you have much more control of it both in the holding and starting positions. I keep the lines tight from the beginning of the walk out to just after mounting the safety thong and grasping the handle. This keeps the lines off the ground and safe from snags. I don't let go until signaled, and I don't assume the pilot has stepped back for clearance either. I get the starting gear and step back before the first lap is complete, and I keep an eye on the plane until it passes the first lap safely.

Holding:

- Make sure the line clips are straight, engaged, and properly closed.
- Make sure the back of the pilot circle (the part the pilot can't see because he is facing you) is clear.
- Don't push down on the plane, it will spring up and possibly tip the prop if you do.
- Don't shove the plane, let it accelerate and take off on its own.
- It is better to get a smooth release than a "clean" release, and your pilot will score better because of it.

Starting:

- Never remove your glow-starter, tach the engine, or set a needle-valve from the front of the engine. That means you will be reaching around the prop arc, and could get hurt. Always tach, needle and remove the glow-starter from behind the prop. That puts you inside the circle and behind the plane.
- Never prop, pull-through, prime, or attempt to start your engine bare handed. The props today are sharper than a steak knife, and you can get a nasty cut from a dry engine as quickly as a primed and ready one.
- Use a "Chicken Stick" (or similar device) or gloves to start your plane. Leather, or wool, or disposable mechanic's gloves are readily available, and they put at least one more layer between you and the prop. "Chicken Sticks" come in a lot of varieties and a length of hose can be used as well. I have a Fillet Glove, also called a Shark Glove that I have used for around ten years now. You can see in the attached photos what the new props have done to my favorite finger, but it took ten years to get through. I think I got my money's worth.

4. Before you pick up the plane, take note where the fuel, oil, and residue are (unless you're flying electric—then you will not have this problem). There has been more than one plane that slipped the carrier's grip and had a part punctured, broken, or crushed by tightening the grip on a slippery plane. Make sure the lines are tight and clear of the ground. I don't always do this next one, but it only makes sense to carry the plane to the pits outside of the rest of the planes. It is much easier for the person at the handle to spot and step over lines and handles than it is for the plane carrier to step around or over planes and accomplish this while trying to look around a slippery plane.

Is there a way special way to hold a control line plane? Yes,

every plane has particular needs, and with the application of some common sense, as well as asking the owner about anything peculiar, it can be done without loss of blood, planes, or even hats ... Happy Trails. **SN**



This is my ten-year-old fillet glove. It just frayed through this year after thousands of sharp prop starts. You can tell I've switched to my pointer for starting; it would be smarter to get a new glove. The most common fix for the holy glove is duct tape—of course! You can see I subscribe to the only what's necessary flight box, there are three sets of lines in the bottom!



Mike Fitzgerald shows us the wrong hold for launching a plane. This one puts the launcher inside the circle. Not a good place to be in case of a line snag or when a down line breaks.

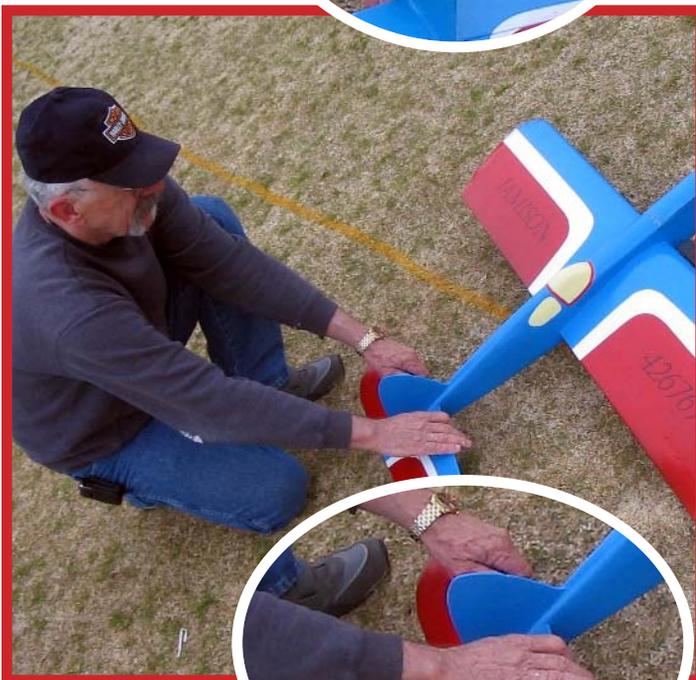


This is the wrong way to start and adjust your plane. LeRoy Black serves as the bad guy for this shot. Eric Rule left his Jamison with us so LeRoy could wring it out before Eric went to the VSC. We had lots of fun with his plane, but we took the streamer off before we took the photo ... combat Stunt. Hmmm.



LeRoy shows us the correct position to be in to adjust the engine. Be careful not to stick your fingers into the back of the prop, but at least the back is usually more forgiving than the front.

Mike shows us the best way to hold for launch. Remember, don't push down on the plane and let it slip through your hands instead of executing a quick release.



This is how my Father showed me to hold and so did a lot of your fathers. It is a common position to launch from. But again, it is exactly the wrong place to be if anything goes awry during launch.



LeRoy is holding for Mike's Brodak Flying Tiger. It's nice to know that we practice what we preach.

Robin's View Productions

BOB HUNT'S LOST-FOAM WING BUILDING SYSTEM

In 1968 Bob Hunt began experimenting with foam wing cutting, eventually becoming one of the world's most acknowledged and accomplished experts at the art. He liked the inherent and easy-to-achieve accuracy that a properly cut and covered foam wing virtually assures.

Bob has developed a wing building system that takes advantage of the accuracy of the foam cradle pieces, which are just as accurate negative airfoil shapes as the foam cores are positive airfoil shapes. He has devised a system in which the foam wing blanks are marked for desired rib positions for a built-up wing, prior to being cut into a wing shape.



Once the core is cut, the rib positions are marked accurately onto it and labeled, and they are also marked and labeled in the lower cradle section. The core is then cut up into extremely accurate rib stations to be used as templates for generating equally accurate balsa ribs. An absolutely perfect built-up representation of the original foam core shape can then be assembled in the lower cradle half, which is at this point a form-fitting building fixture.

Bob first tried this process in 1993, and the very first wing built in the system was absolutely accurate in every respect. That wing was

built for Bob's Tucker Special, which went on to win the Vintage Stunt Championships. Its wing was light, strong and true!

Since that time, Bob has been constantly developing and improving his Lost-Foam Wing Building System, incorporating many unique innovations and ever more accuracy-ensuring techniques. Its success is evident by the large number of top aerobatic champions who have chosen Lost-Foam as their preferred wing building method. Included on that list are Bill Werwage, the 2004 World Champion, and David Fitzgerald, the current World Champion.

The Lost-Foam Wing Building System has many advantages over any other type of built-up wing fixture system. The ribs that are generated from the cut-up foam core templates are accurate to within a few thousandths of an inch, and they fit perfectly into the lower foam fixture to yield a perfectly shaped wing. No other system keys on and trues the outside shape of the wing as it is being built! Foam leading edge molds—which are exact replicas of the front of the wing shape—are used to generate hyper-accurate leading edge shells that have a perfectly shaped leading edge radius. Improperly shaped leading edges are a major cause of poor model performance. The Lost-Foam system solves that problem completely!

Lost-Foam Wing Building Systems are available for any straight taper or constant chord wing, and either straight or Warren Truss rib schemes can be ordered.

RVP offers a two-DVD set that takes you through every aspect of



the Lost-Foam process For those of you who have your own foam cutting equipment, the DVD program covers all aspects of making your own Lost-Foam fixture components. For those who do not have foam cutting equipment, the DVD program offers a complete step-by-step narrated video tutorial on making a perfect Lost-Foam wing with fixtures purchased from Robin's View Productions.

Bob Hunt's Lost-Foam Wing Building System DVD set (two DVDs totaling 207 minutes) is available from Robin's View Productions, PO Box 68, Stockertown PA 18083. Phone: (610) 746-0106 or e-mail Bob at robinhunt@rcn.com. The two-DVD set is list priced at \$39.95, but is available for a limited time to PAMPA members for \$24.95, plus \$5.00 postage and handling (US only).

Start building better, lighter, stronger, and much more accurate wings today! This system and these techniques are, according to Bob, his most significant modeling contribution to date.

Bob also offers a custom building service for Lost-Foam wings. Please contact Bob at RVP for pricing and delivery times and terms. Bob has built more than 250 Lost-Foam wings to date!

Robin's View Productions
PO Box 68
Stockertown PA 18083
(610) 746-0106
robinhunt@rcn.com

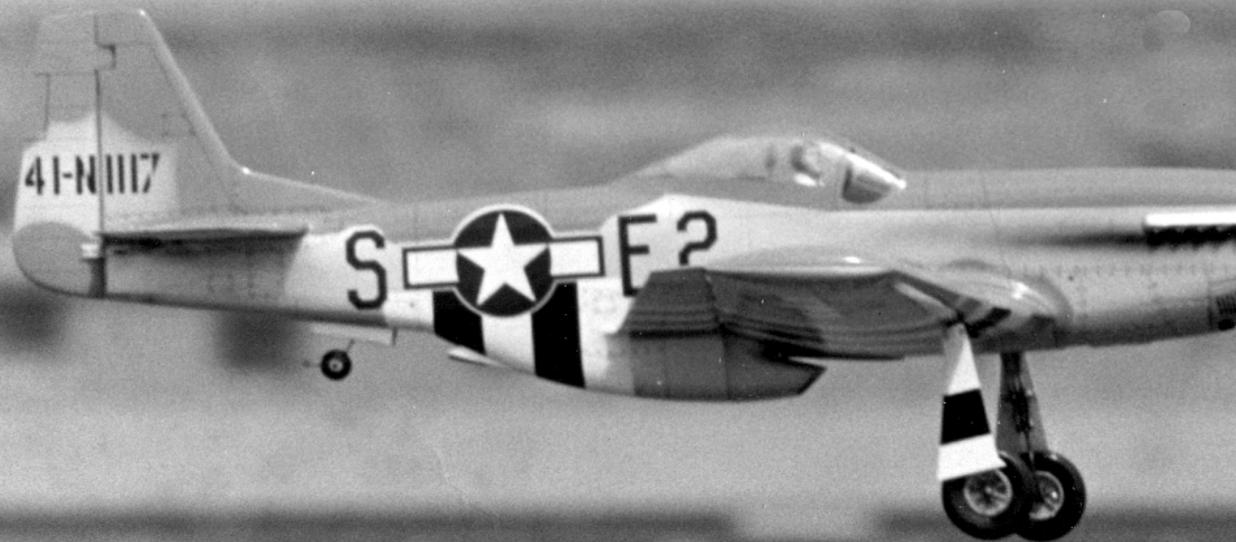


Our motto:

RELENTLESS INNOVATION!

Level Those Wings! (By Design)

By Pat Johnston



Al Rabe's "Easy Two Sugar" P-51D Mustang flying is a great example of perfectly leveled wings. It takes some planning and some knowledge of vertical center of gravity to achieve this, especially with models that have dihedral like this one does. This photo was taken by legendary photographer, Jim Boyd, at the 1974 Nats in Lake Charles, Louisiana.

The trimming process on most stunters starts by checking that the wings are level in both upright and inverted flight. This all hinges on the premise that the wing is built absolutely true and there is close to the appropriate amount of tip weight to counter balance the weight of the lines.

On a "normal" stunt ship, the wings are level in both upright and inverted flight. The configuration for this type of design, by nature, makes the vertical center of gravity reside directly on the centerline of the wing. With the leadouts exiting the center of the wing tip, the plane "hangs" out on the lines with both tips and the vertical center of gravity all lined up. This is Stunt Ship Trimming 101.

Now, what does a person do with a design that is not conventional? To give a couple good examples, we can look at Al Rabe's *Bearcat*, or my *P40K MkII*. Both have wings that are mounted low in the fuselage and have dihedral raising both tips to line up with the vertical center of gravity.

Al's *Bearcat* is one of the most famous planes to utilize dihedral to configure the design so it will fly with the wings level. Likewise, when designing my second version of my *P40K*, I deepened the fuselage an inch and lowered the wing to provide a much more scale-like appearance. Once again, this necessitated dihedral to raise the tips up to the vertical center of gravity. Both planes fly beautifully with no adverse effects from the dihedral.

I wanted to develop a way to determine if the amount of

dihedral was appropriate. In strict engineering terms, all the components can have their vectoral components summed up, and this will determine how much dihedral to install.

All the variables from wood selection to the type of finish, to different hardware (like wheels) make a pure engineering approach practically impossible. So, all that is left is to use the old standby, the SWAG method (something about stupid guesses and the like...).

The beauty of the SWAG method is that it shifts real engineering from a mathematical basis to more of a black art form. This keeps the masses guessing and when, by good luck, the results work out well, the user of the SWAG method is bestowed with the mantle of genius.

So now I needed to check various designs to see just how well the SWAG method worked. I devised a simple method to measure how close the guess was for the amount of dihedral actually used. This is simply a wire attached to the top of a door trim with two hooks on it to hang the plane by the leadouts.

The distance from the door jam to the left tip is measured and compared to the similar distance to the right tip. Of course all this is dependent on a plumb door. This way, the completed plane acts like a big plumb bob with the absolute center of gravity of the plane hanging directly below the leadout wires. I guess, really, where else would it hang? Ideally, both tips should be very close



to the same distance from the doorjamb. I really think there can be a reasonable amount of differential, (probably less than an inch), but the zero figure is what we are looking for.

I started out by measuring my Rabe *Bearcat*. This measured with only a $\frac{1}{4}$ inch difference between tips. Altering the position of the leadouts by $\frac{1}{8}$ inch would make this perfect. Also, changing the wheels out for lighter ones would be helpful, too. Unfortunately, the plane already has the Dave Brown light weight wheels on it, so they are about as light as possible.

Either way, $\frac{1}{4}$ -inch is altogether too close to visually see on a plane when in flight and is perfectly acceptable. The next plane measured was my *P40K MkII*. To my delight, it was only $\frac{1}{8}$ inch off. No problems there. As a reference, the next plane was my prototype for the RSM *P-40K* kit. This one hit the figure on the nose with zero difference between the tips.

As a crass commercial pitch, this is one of the nicest planes I have ever flown. My current plane for the 2006 season is my new P-51D Mustang. I checked it and both tips measured out with zero difference. This is satisfying as the Mustang will be coming out as a construction article in *Model Aviation* magazine.



Now I was on a roll. I grabbed my prototype plane for the Brodak Shark 402. This measured $\frac{1}{8}$ inch. Good enough. I did this so I could have a base line to compare the Ringmaster. It is valuable to understand that the Ringmaster was originally designed for engines without mufflers.

Measured without a muffler on the 25FP, the Ringmaster tip difference was about $\frac{1}{4}$ inch. I have a set of somewhat heavy $2\frac{1}{2}$ inch diameter wheels on the plane. This is our training plane for kids flying over grass.

With a set of lightweight $2\frac{1}{4}$ inch wheels, the tip difference should be just about zero. Installing the muffler swung the plane out $\frac{1}{4}$ inch. Functionally all the weight of the muffler is all below the centerline of the wing, so this was no surprise. If a person were building a Ringmaster, then the leadout guides could be installed a little lower in the tip to allow for the weight of the muffler.

This sets the stage for the enlightening part of how much tip offset is manageable. The Brodak P-40B profile is taking the country by storm. I set up the original design for $\frac{1}{2}$ inch dihedral in each tip. The ARF units come with no dihedral and all reports I have received indicate that the plane is flying extremely well.

I measured my P-40B ARF and came up with an offset of $1\frac{1}{2}$ inches. If the $\frac{1}{2}$ inch of dihedral (per wing) were installed, that figure would be reduced to less than $\frac{1}{2}$ inch. Also, the weight of the wing would be raised slightly, reducing the figure probably another $\frac{1}{8}$ inch to $\frac{1}{4}$ inch. Additionally, the wheels included in the kit are very light and a slightly heavier wheel would reduce the tip offset even more.

Getting back to the dilemma of the existing setup, it appears that there is a range of tip offset that does not harm the flying characteristics too badly. The proof is in the pudding as the saying goes. My friend Dee Rice (designer of the famous Oriental) and his flying partner David Gresens both flew Brodak ARF P-40B's (powered with Saito 40's) in the Texarkana contest in May and scored over 500 points for all official flights.

This contest is run without appearance points. Dee came in third behind a two top fliers in Expert PA, which is quite an achievement when flying a profile plane. David took first in Advanced PA. Both put in stellar performances.

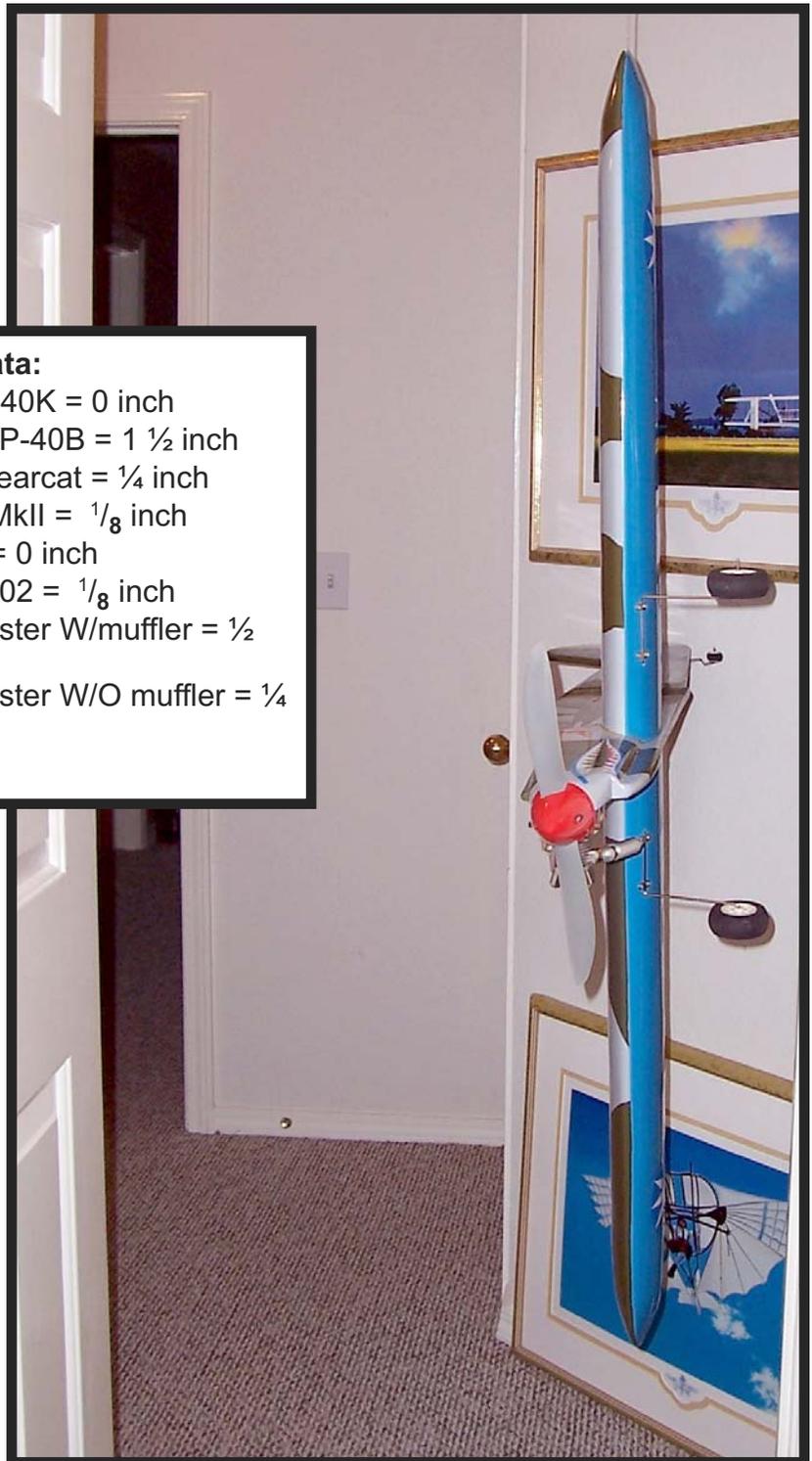
We may try to design our planes to be as close to perfect as possible, but, as the P-40B ARF indicates, there is a fairly broad leeway of tolerance for not having the perfect figure setup for dihedral.

Of course, I would not recommend using a design with a shoulder wing plane with the engine installation inverted and dihedral in the wing. This all would be asking for trouble. The plane will fly with the outboard tip high in upright flight if the wing is true. I believe that it was Vic Macaluso who did a design on the Tomcat F-14 jet fighter.

This design had an inverted engine, shoulder wing design with anhedral in the wing to allow the tips to line up correctly. Although I am not a big jet fan, this is my all time favorite jet stunter design. It had the coolest look and was wicked with its

Raw Data:

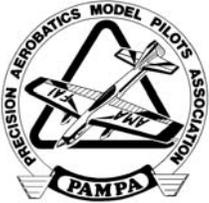
RSM P-40K = 0 inch
Brodak P-40B = $1\frac{1}{2}$ inch
Rabe Bearcat = $\frac{1}{4}$ inch
P-40K MkII = $\frac{1}{8}$ inch
P-51D = 0 inch
Shark 402 = $\frac{1}{8}$ inch
Ringmaster W/muffler = $\frac{1}{2}$ inch
Ringmaster W/O muffler = $\frac{1}{4}$ inch



anhedral. Mostly, the design spoke to me that it was well thought out and very well executed.

When considering a new design, think about the overall configuration so it will not present negative forces that need to be trimmed for. Many headaches and even heartaches can be avoided this way. I hope this article provides some food for thought. Feel free to get in touch with me for further discussion if you wish. **SN**

Pat Johnston
13274 W. Tapatio Dr.
Boise, ID 83713
pjohnston@idahopower.com



PAMPA Products Price List

Prices Effective April 2010

Please Note: Some items are now available only as a download from the PAMPA website. You can visit the website at www.control-line.org for these items and past issues of Stunt News. Download items may be available to PAMPA members only.

STUNT BIBLIOGRAPHY: 10.00
42 Page List Chronologically By Subject of (4000) Published Stunt Articles

ARTICLE REPRINTS: *As Listed in Bibliography per Page*25

PAMPA PAMPHLETS:

Life Time Competition Records by Wynn Paul (20 Pages)2.00
Master Plans List by Bill Dawson (30 Pages, 600 Planes)3.00
Control Line Source Book by Ralph Wenzel(14 Pages, 140 Suppliers) ..2.00

PAMPA BOOKS:

Old Time Stunt Page Plans by Tom Morris (84 Pages) 8.00
Classic Era Page Plans by Tom Morris (148 pages) 12.00
Pioneers of Control Line Flying by Charles Mackey (184 pages)..... 12.00

PAMPA TEE SHIRTS:10.00

Sizes - M, L, XL, XXL, XXXL (*Add \$1.50 for XXL and XXXL*)
Colors - White, Black, Red, Sky Blue, Royal Blue, Navy, Teal
Note: List several color choices in case your first choices are out of stock

PAMPA POLO SHIRTS: \$25.00

Sizes - L, XL, XXL, XXXL (*Add \$1.50 for XXL and XXXL*)
Colors - White, Black, Red, Royal Blue
Note: List several color choices in case your first choices are out of stock

PAMPA CAPS:..... 10.00

Size - One size fits all
Colors - White, Black, Red, Sky Blue, Royal Blue, Navy
Note: List several color choices in case your first choices are out of stock

PAMPA DECALS:

Small (1 1/2"Black on Clear, Fuel Proof)..... .25
Full color water transfer decals Sheet with one large & two small2.00

PAMPA PATCH: (*Cloth 3" Four-Color*)2.00

PAMPA PIN: (1 1/4"Metal Lapel Pin, Five-Color)..... 4.00

PAMPA Coffee Mug5.00

BACK ISSUES OF STUNT NEWS: (*Cost for Entire Year*) (# Issues)

1973 - \$10 (6) 1974 - \$15 (12) 1975 - \$15 (12) 1976 - \$15 (11) 1977 - \$15 (12)
1978 - \$15 (9) 1979 - \$10 (7) 1980 - \$ 5 (2) 1981 - \$15 (9) 1982 - \$10 (7)
1983 - \$ 5 (3) 1984 - \$ * (8) 1985 - \$ * (9) 1986 - \$15 (4) 1987 - \$15 (4)
1988 - \$15 (3) 1989 - \$30 (6) 1990 - \$30 (6) 1991 - \$30 (6) 1992 - \$35 (7)
1993 - \$ * (7) 1994 - \$ 10 (2) 1995 - \$20 (4) 1996 - \$ 6 (6) 1997 - \$ 6 (6)
1998 - \$ 6 (6) 1999 - \$ 6 (6) 2000 - \$ 6 (6) 2001 - \$ 6 (6) 2002 - \$ 6 (6)
2003 - \$ 6 (6) 2004 - \$ 6 (6) 2005 - \$ 6 (6) 2006 - \$30 (6) 2007 - \$30 (6)
2008 - \$30 (6) 2009 - \$30 (6)

* Call for prices, Prices the same for CD PDF version of

PAMPA COLOR BROCHURE:15
(*A Great Handout at Contests, Shows & Hobby Shops*)

PAMPA PLANS:

ADAM'S SPECIAL by Allen Brickhaus15.00
BEARCAT III & MUSTANG III by Al Rabe (*two sheets*) 15.00
BERSERKER by Noel Drindak 10.00
CAPRICORN by Orestes Perdomo 15.00
CAVALIER by John Simpson (*two sheets*)..... 15.00
CHALLENGER by W.E. Semler (*two Sheets*)..... 15.00
CUTLASS by Jim Kostecky (*two sheets*)..... 18.00
DOCTOR by Ted Fancher..... 10.00
DRAGON by J.C. Yates..... 10.00
FORCE by Mike Pratt 10.00
GOLDEN FALCON by Chris McMillin 15.00
GRANDPA'S BIPE by Charles Mackey 10.00
Halmark by Gene Schaffer 15.00
LANCET by Vic Carpenter 10.00
LEGACY 40 by Allen Brickhaus 15.00
MADMAN by J.C. Yates..... 10.00
MEDIC by Ted Fancher 10.00
MO'BEST by Larry Cunningham (*two sheets*)..... 15.00
Moitle by Francis D. Reynolds 10.00
NAKKE by Juhani Kari..... 10.00
NUTS & BOLTS by Sam Dehelean..... 15.00
Oriental by Dee Rice 15.00
Oriental Plus by Dee Rice (*two sheets*)..... 15.00
O'TOOLE TUCKER by Don McClave.....15.00
PIUMA by Bob Zambelli (*two sheets*) 15.00
PROFILE NOBLER by Jim Harris 10.00
Profile P-51D Mustang by Tom McClain 15.00
RUFFY by Lew McFarland 15.00
SATURN "Mystery Detroiter" by Don Ogren 15.00
Scared Kiten by WildBill Netzeband 10.00
SHAMAN by Steve Moon..... 10.00
Sharpy 29 by Carl Malmsten..... 15.00
STUKA '97 by Matthew Neuman (*two sheets*) 15.00
STUNTRESS by Joe Adamusko (*two sheets*)..... 15.00
STUNT TRAINER by Pat Johnston..... 10.00
Super Caudron by Frank McMillan (*two sheets*).....20.00
TRIVIAL PURSUIT by Ted Fancher15.00
Trophy Trainer by Tom Warden..... 15.00
Tucker 4 by Alan Resinger 15.00
TWISTMASTER by Bob Reeves 10.00
VALKYRIE by Harold Price (*two sheets*) 15.00
VEGAS by Steve Buso 15.00

Order form on the next page.

PAMPA Product Ordering Form

Item Description	Quantity	Price Each	Total
<p style="text-align: center;">*Minimum order \$5.00 Please</p> <p>**Shipping: US Orders Under \$60 add 25%; US Orders \$60 or Over add 20% Other Nations Airmail add 40% Other Nations Surface Mail add 30% Canada and Mexico add 35%</p>	Total for Products*		
	Shipping**		
	6% Tax (MI Residents)		
	Total Cost		

Mail Order to:
PAMPA Products
c/o Jim Snelson
7200 Montgomery NE, #287
Albuquerque, NM 87109

(505) 332-8007
pampaproducts@hotmail.com



Method of Payment

Cash M.O. Check No. _____
(All checks payable to PAMPA must be drawn on US Banks)

Credit Card Master Card Visa

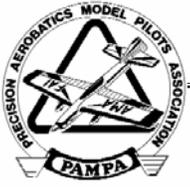
Account #: _____

Expiration Date: _____

Signature: _____

Telephone #: _____

Ship to: _____



PAMPA News & Reports

By Dave Gardner

Secretary/Treasurer's Report



2010 PAMPA Election Results for 2011-2012 term

Your new officers and directors are:

Office	Total Votes	Votes	Results
Vice-President			
Matt Neumann	230	218	<input checked="" type="checkbox"/>
Len Neumann		1	
Robin Sizemore		1	
No Vote		10	
District 1	2		
District 2 Director	23		
Windy Urtnowski*		16	<input checked="" type="checkbox"/>
Bob Lampione		2	
Rich Peabody		1	
Brian Manaut		1	
Buddy Weider		1	
No Vote		2	
District 3	9		
District 4 Director	11		
Steve Fitton*		11	<input checked="" type="checkbox"/>
District 5	22		
District 6 Director	32		
Allen Brickhaus*		28	<input checked="" type="checkbox"/>
Jim Renkar		1	
Mark Overmeier		1	
No Vote		2	
District 7	14		
District 8 Director	31		
Don Hutchinson*		29	<input checked="" type="checkbox"/>
No Vote		2	
District 9	4		
District 10 Director	56		
Jim Hoffman		53	<input checked="" type="checkbox"/>
Larry Renger		1	
Elliott Scott		1	
No Vote		1	
International	15		

* Incumbent

Notes:

A 'No Vote' means that the ballot voted for one position, but not the other. Eleven ballots were not counted; no name, no district, 'all' votes, or late. 'All' votes mean that the ballot had voted for all candidates, not just the individual district.

Submitted by: Dave Gardner, PAMPA Secretary-Treasurer

Well, elections have come and gone, and the results are posted here. No big surprises here, since there were no contentious items or people on the ballot!

Also, by this time, you will have received the 2010 Membership Directory. We've held it off until late in the year to make sure that as many folks as possible were included in it.

As some of you may have noted, we got the rules set together for the Nostalgia 30 Event. At the same time, the Classic rules format was slightly modified, so the two sets of rules use the same general format, with the details and differences noted in the rules content.

Additionally, I've been working on getting some consistent (and new) score sheets worked up, for access on the Web site. You may or may not have noticed that the only score sheets listed for OTS were the original GSCB sheets, which used the same scoring as the original 1951-1952 rules. PAMPA had made an optional score sheet, using a 0-10 score, with a K-factor. This gave the score per maneuver the same value as the original score values, but with the simplification of scoring each maneuver on a 0-10 basis, for the benefit of more consistent judging.

These sheets are now available, along with the rules for PAMPA OTS. The primary differences are in the designs allowed for competition and the minor mods allowed for the older designs.

In that vein, I volunteered to create a current list of "approved" OTS designs, to be updated annually, for availability to CDs and builders. This will include all currently approved designs from lists from Garden State Circle Burners, PAMPA, and other international listings, including the latest contenders seen in the OTS circles!

At this time, this is a work in progress!

For the future meeting in 2011, keep in mind that the position for the Secretary/Treasurer position will be vacated because I took the position for one term (2 years) nearly 3 years ago. It's time for new and (hopefully) younger blood to handle this position.

Please note that I have no higher aspirations within PAMPA! I'm again putting out an early "heads-up" because it takes a bit of a transition time, with moving the money around, possibly a new bank setup, along with a new setup for managing credit cards. It's not insurmountable, but it takes deliberate planning...a bit like a retirement move!

All you need is to be somewhat fiscally literate, with a good set of ethics and a desire to give back to PAMPA and the hobby/sport for all the years of services and benefits it has given out. You don't have to be a "brain" or a financial whiz to manage it ... just some attention to detail ... and that's just what you do when you build your models, isn't it!?

In any case, think about someone to do this job, or possibly yourself, and let us know!

Tight lines! *SN*

Aero Products

"World Class Stunt Stuff"

Custom made SV Laser cut kits; Precision Aero Engines; Cf Props; CF Gears & Wheel pants; Custom cut foam wings.

Enya Engines; Magnum; Super Tiger; OS; SAITO; Evolution engines; Custom CC mufflers; Old Time; Classic; Modern kits.

Send \$3.00 for Catalog:

Randy Smith: Aero Products

980 Winnbrook Drive, DACULA GA 30019, USA

Ph (678) 407-9376; Fax (678) 985-5085

Web site: www.Aeroproduct.net

ELECTRIC CONTROL LINE

Field adjustable timers/flight managers for Electric CL, for all ESCs, for all modes. Also throttle emulators for ground checks or test stands. \$10 and up.

Will Hubin, 719 Cuyahoga St.,
Kent,
OH 44240; 330-678-9319;
whubin@kent.edu.



J & J Hobbies -

Control Line Central

Coming Soon!

Don  Hutchinson's Dauntless Kit



 Lil' Dude T-Shirts

Custom Vinyl Decals and Logos



 Window Decals

I Fly Control Line

Sand Blasted

Trophy Awards 



   Military Insignias  & More

Custom Spray Mask

AMA Numbers

www.clcentral.com

505-332-8007

We have had some nice activity over the Summer months in District I with two contests. First was the Lee, MA contest up in the Berkshires. Bill Hummel tirelessly executed his duties as Contest Director and saw to it that the RC club grass field was manicured and cut back sufficiently for the control line event. The field was magnificent, but unfortunately, the weather decided not to cooperate and it rained most of the day. You know, the funny thing is, we have had a succession of incredible beautiful days in New England this Summer, with about 14 weeks of clear weather. It decided to rain this weekend of all weekends. A brave bunch of airplane

fanatics came anyway, and got in one official flight for all the categories.

Ray Johnson took 1st place in Beginner flying his well built Chipmunk. Ray is an RC guy who has decided to come back to control line and have some fun. He is flying very well. Perry Rose placed 1st in Intermediate, and Norman Liversidge took the honors in Advanced. Dick Carville scooped up 1st in Expert and also shared Best in Show honors with Don Herdman. Both of these gentlemen are excellent builders so that was no surprise.

It was soggy and, well, wet at the field but everyone claimed to have a good time. Hats off to Bill Hummel and Noel Drindak for judging the events. Without such volunteers there would be no contests.

The Mass Cup, held at the State Fair Grounds in Wrentham, on September 11 and 12, was a small but very well run contest. Dick Wolsey was Contest Director. Dave Cook made sure the grass was cut perfect, because he trucked out his own riding lawn mower, and he cut two circles for us, early in the Saturday morning sun. We thank you David for all



the hard work you put in for us! The weather was good, not too much wind, but a little tricky at times. There was good turnout, but some felt it could have been better. Another contest in New Jersey was scheduled on the same weekend, unfortunately, and prevented the New York pilots from coming up. We need to coordinate these dates better, next year so that doesn't happen. You cannot be in two places at the same time, and good turnout is key to having an exciting contest.

But, even still, there was a lot of enthusiasm in the air. On Saturday Bob Gost placed 1st in Old Time. Nice going Bob! It was nice to see Dave Cook fly a little this weekend and offer his Judging skills, along with Earl Midgley. It was also nice to see Guerry Buyers flying in Classic. He flew so well, he placed 1st.

Ray Johnson took 1st again, with Damien Sheehy hot on his trails, in Beginner on Sunday. Damien is another gentleman who has returned to control line. He was wringing out an old Ringmaster that he bought at my family's Hobby Shop, back in the 80s! Steve

Teerlinck took 1st in Intermediate. And then there was Advanced. Wow, what a battle went on there! We had eight entrants competing with some real good equipment. Norm Liversidge got ahead of everyone, placing 1st with his tuned pipe equipped Sky-Gunner, a David Chang design. He was followed by Rick Clark and Perry Rose.

Expert entrants were a little shallow, but the excitement was there. Yours truly placed 1st with my John Ashford designed Thunder Cloud, retro-fitted with an electric power system. Dick Carville had his Raven out at this contest, placing 2nd, and David Chang placed 3rd with a more modern Sky Gunner variant. I ended up with the Mass Cup fly-off trophy which I really did not think I was going to win. But it happened, and I get to keep it for at least a year.

This was a good contest, and the last in New England for this season. Soon it will be back to building and finishing ideas and dreams. It will be Winter before you know it. Thanks to everyone for such a nice year. Hope to see you at the field! *SM*

District II

By Windy Urtnowski

New Jersey, New York

No report this issue.*SN*

District III

By Patrick Rowan

Ohio, Pennsylvania, West Virginia

Just got home from one of the great Stunt contests in District III at Cleveland, Ohio. Everything went well. Well, except for Phil Spillman's first OTS flight. Phil's Humongous came in hard contact with a Swallow (a darting bird). It tore out the engine crutch causing the plane to fall tail first to the ground, breaking the fuse off at the tail. Bad day for Phil! There were a few other crashes but none compared to the bird strike.

Thank you Dave Heinzman and his crew for putting on a well run contest.



Dave Johnson of the Akron Skymasters club flying at their new flying site, the MAPS Museum next to the Akron/Canton airport. Roger Strickler photo.



One of Akron's best Stunt fliers Gary Tultz holding his Cyclone piped Stunt plane. Strickler photo.



Beanhill Club member Bill Stewart and Mike Detrick. Dalton Hamett photo.



Dave Johnson getting his Stunter ready for a flight at the MAPS site. Strickler photo.



Skymasters President Roger Strickler holds his Mike Starret-design model and a Brodak P-51.



Mason Brown of the Beanhill Club showing two of his Stunters. Hamett photos.



Roger Strickler flying at MAPS. Strickler photo.



Gary Tultz with Dave Johnson. Gary is holding a jet-styled Stunter profile at the Skylarks Funfly.



Dave Heinzman, CD of the 2010 Cleveland Stunt contest hard at work. Thanks Dave.



Nelson Erbs from Cleveland, OH getting his Vector ready for an official flight at Cleveland.



Dave Heinzman placed in the top 20 in Nats in Advanced with his LA 46-powered Jaguar. Muncie IN. Heinzman photo.



Norton Ohio's best Stunt flier Ray Rohw holding his LA 46 powered Cardinal. Ray took third in three events at Cleveland; OTS, ARF and Classic.



Mike Palko receives the plaque for his second-place finish in PAMPA Expert from Randy Holcroft at the Philly Flyers Stunt contest in July. Jack Weston photo.



Dave Heinzman's Jaguar is up next in the pull test line at the Nats. Heinzman photo.

I'll have more Cleveland Stunt photos next issue. Till next time fly Stunt. *SN*



Eric Keller, from Edenburg PA, displays his nice Classic plane. Eric took second in PAMPA Intermediate at the Cleveland contest.

T&L SPECIALTIES CATALOG - Tom Lay

"Ask anyone running a T&L motor, how it runs!"

T&L Products

- Reworked over 1400 U/C Stunt motors.
- Serviced PAMPA members & Stunt flyers around the world.
- Nat's winners in 9 different countries.
- World Champion used T&L products.

Need a T&L Catalog?

- Email me at thelayster@aol.com to request an electronic copy.
- OR**
- Send me a S.A.S.E. and I will send you a catalog right back!

I can economically rework your motor, or I can usually supply the complete T&L reworked motor. Super Tigre V.60, Super Tigre G .51, Super Tigre G21/46, OS .35-S, McCoy .40, and McLayed hybrids. I also stock 3/4oz. Hyflo Tube Mufflers (formerly T&L Mufflers)

Contact: Email: thelayster@aol.com Phone: 626-964-5724
Address: Tom Lay, 1441 Paso Real Ave. #82, Rowland Heights, CA 91748

District IV

By Steve Fitton

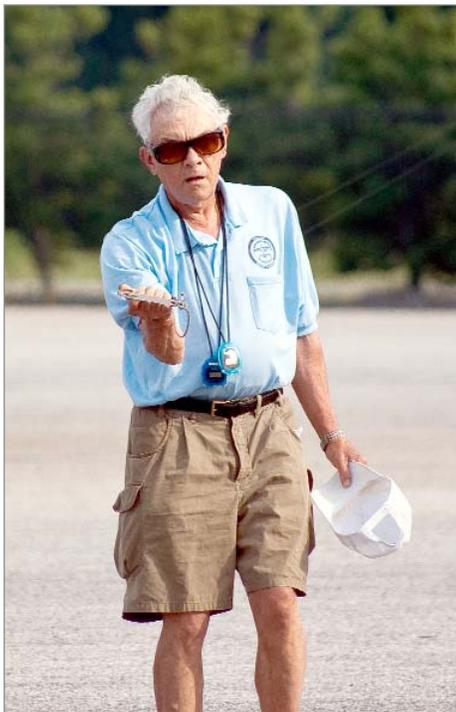
Delaware, District of Columbia,
Maryland, North Carolina,
Virginia

Hello District IV. I hope you are getting ready for the holidays and reminiscing about the flying season that has just about wrapped up, and working on that killer new plane for next year!

It's been a very somber late summer as I commit this report to electrons for our magazine. As many of you already know, tragically this September we lost two cherished members of the District IV stunt community in the persons of Larry Fulwider and Willis Swindell. Larry passed away after a short episode of esophageal cancer on 12 September, 2010, and, just three days later, Willis was struck down by a heart attack

Larry Fulwider was, as Howard Rush pointed out, a skilled combat flier in his earlier days who won Open combat in the 1965 Nats, but he didn't brag about it. In Stunt he was an intermediate level pilot who had a blast not only flying but in trying to figure out everything there was to know about trim, motors, etc.

Since Larry was a mathematician by education, some of his discussions about the forces at work on a CL plane could get a bit esoteric, but he could usually find a



Larry Fulwider, in a picture taken this past May, puts up a winning flight in Marietta, Georgia.

way to translate them so plainly that in person you might never know of the formidable intellect that resided under the white hair. (That and with his dry wit you might be too busy laughing as well.)

I'm glad that this past spring I got to spend an hour or so with Larry in practice at the Marietta contest, we had a few laughs and I could see that he continued to improve and better himself in stunt all the time. It's a great loss that he didn't get more time, and I know that his flying buddies in the Metrolina club, and his family, are hurting in his absence.

Another thing that Larry did not brag about much was his solution to many of the print quality issues that had dogged the printed copies of *Stunt News* until quite recently, but as Bob Hunt pointed out in his editor's column in the previous issue of *Stunt News*, Larry used his long work experience in the printing field to arrive at improvements that made the printed magazine copies instantly look much better. It's a terrible shame that this collaboration in printing excellence had to be so short lived. We will miss you Larry!

Our other loss is much more difficult for me to talk about here. As a district director, it's pretty much my job to dispassionately report on the various events in the region, the good things and the bad. It's hard to objectively report when the bad news is the loss of somebody you see at almost every flying session, every contest, every club meeting, and even the morning he was called from this world.

For far longer than I have been flying stunt, Willis was one of the core characters of the Norfolk Aeromodelers, and had been active in speed, racing, combat, and finally stunt since the late 1950s. Willis was a skilled pilot who could have easily been an upper-tier expert, but his first and foremost love was tinkering, whether it be multiengines, four strokes, canards, or converting some lousy RC engine to a great stunt run, he loved those sorts of challenges most of all, and gave embodiment to the credo I have heard from Windy and many others, that there is no wrong way to enjoy this hobby.

Willis was an incredibly patient person, undaunted by facts like having the first seven canard planes he built go out of control and crash. Before too long, he was sending out pictures of canard number

eight, confident that *this* one would finally work. Arriving at the field late the day of the test flight, I saw Willis smiling and laughing with the other guys, but no Canard #8. Peeking in the back of his van, I saw that #8 had shared the fate of its predecessors, but that didn't get Willis down one bit.

That was just the sort of person Willis was, having the most fun when he was tinkering around with stuff that often might never work, but the challenge was the fun and he was always happy attempting (and often doing) the impossible. If something didn't work, that patience he had let him smile about it, think about it, and come back to it later with some fresh ideas. I know in the coming years, the Willis stories, like the Garmon stories, will never go away. They might be embellished a bit over time, but they won't fade, ever.

Many years ago, at a Brodak contest, Willis had some heart trouble that led to a bypass surgery upon his return home. I asked him later why he didn't want us to take him to the hospital right then and there at the contest. His answer surprised me. Willis said that he would be happy if he passed away at the field doing what he loved to do, surrounded by all of his buddies and the sound of the planes going round and round.

At the time we laughed it off, pointing out that there were better (unmentionable) places to be in that situation, but we didn't forget his words. In the end, Willis only missed that goal by an hour or so. We went flying the morning of his passing, and my last image of Willis was him moving his lines out of the way of my car as I left early, a quick wave, and it was goodbye.

That shock at the sudden loss made it hard for me to write anything for this missive about our friend, but, at his funeral this week, the Fire Department chaplain said something that helped make sense, not only sense of Willis's loss, but of Larry, Clayton, Jim Coll, and all the losses that the stunt community has suffered and will continue to suffer.

As I cringed through the chaplain's attempts to describe control line modeling to the mass of people in the chapel, it was clear he didn't quite get the concept that control line is a very rigid, confined activity, restrained by gravity and the

unrelenting seventy feet of steel wires in our little hemisphere. The chaplain instead segued control line flying into Psalm 55:6: "oh that I had the wings of a dove, that I might soar away and find rest." It was at that moment that I decided the chaplain actually had it perfect, in his juxtaposition of control line and ... free flight.

Willis, and all of our lost friends, had gone free flight on us at the end. Free flight on a long, out of sight flight, but not really lost. As long as one of Willis's planes remains, sitting on the circle reflecting the sun off its wrinkled Monokote, the wind gently rocking its wings, as long as there is just one of us who still remembers that smile of his, while his soul soars, his memory will remain alive down here with us. As each club or group of friends suffers their loss, each of them will in turn become the caretakers of the memory of their friends, till they can get together again, on that last out of sight flight ...



Willis Swindell, at the Huntersville contest this past May. The sneaky smile means that he was up to something, and that smile makes this one of my favorite pictures of Willis. He will be missed.

In August, the second annual Jim Coll Memorial contest was held in Hurlock, on Maryland's Eastern shore. The weather was almost perfect until after trophy time, when rain dampened the departing fliers and brought Dan Banjock's post contest flying antics to an abrupt halt!

This facility is superb and even included electrical power so all the e-power guys could charge batteries! The grass circles were flat and had golf green-quality grass, and having three of them meant that one could be used for practice flying at all times during the contest.

Tim Stagg did a fantastic job CDing this event, and the guys from the RC club did a great job supporting Tim and the gang with tons of great food and drinks, etc. This year the contest was expanded to a two-day format, which left plenty of time for Classic and Old Time on Saturday and the Pampa classes on Sunday. It also left plenty of time for a relaxed dinner

Saturday night at the local seafood joint, where Bob Hunt entertained loads of people with the sort of stories only Bob can tell!

One of the treats at this contest was meeting former District IV director Al Reed, who has returned to active stunt flying after a long layoff. He still has his 1992 vintage Patternmaster with the Big Jim ST 60 and it is a joy to watch it fly! All in all this was a great contest and I suggest you get some free time on your calendar in mid August 2011 for next years edition!

I'll leave this off with some pictures from the Jim Coll contest, and my prayers that this next flying season has more smiles and less tears than the one that is soon ending ...*SN*



Scott Richlen donned his "ice cream suit" (his buddies hung that on him, not me!) in order to fly Tom McClain's old I beamer in Expert Classic at the Jim Coll Memorial Contest.



McClain's plane had some motor run issues that were the reason Scott was laughing in the preceding photo. Scott worked through the issues to put up a decent flight and bring Tom's plane back in one piece.



Judges Kent Tysor and Tim Stagg look less than inspired as they wait out the erratic motor run of Scott's first round flight.



John Saunders came down to take first place trophies in OTS and Expert Classic.



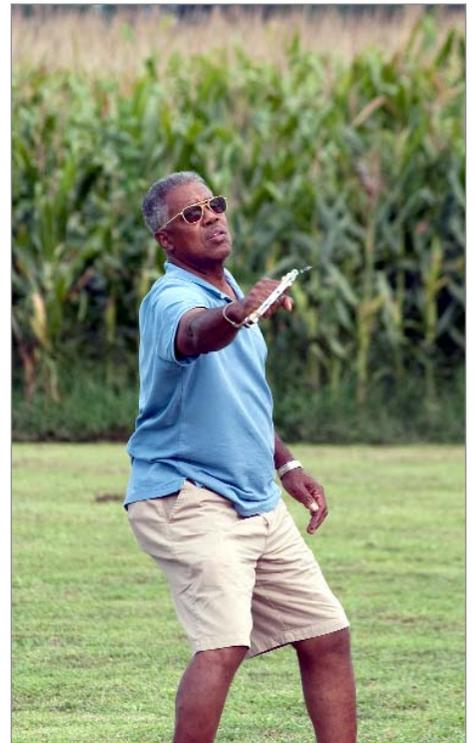
Bub Reese came out east to fly OTS at the Jim Coll Memorial.



Here is Al Reed's gorgeous 1992 vintage Patternmaster. The plane looks brand new up-close; a masterful finishing job!



Tim Stagg pitches up into the wingover to begin his Expert flight with his e-power Tsunami.



Al Reed busy maneuvering his big Patternmaster.



Kent Tysor holds as Al Reed tachs the Big-Jim Tigre 60. The motor is just as well preserved as the airplane.



Kent releases Al's Patternmaster on a practice flight Saturday evening.



John Tate and Al Reed served as the judges for Expert during Sunday's PAMPA events.



Adrian Dominguez came up from Carolina with his PA-powered Yatsenko Shark for some Expert competition.

District V

By Eric Viglione

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

The F2B FAI World Championships are in the history books now folks! District V was the lion's share of the team, and so it's only appropriate to report on them for our column this issue.

Bill Rich did an outstanding job as a last minute fill in. What are the chances that the second alternate would have a take-apart ship ready to go if called upon? This was an excellent save for the USA Team. Thanks Bill, you must have been a boy scout!

Our final team standing was nothing to be ashamed of in this tough field of the world's best fliers. I would also like to convey our hearty congrats to Orestes Hernandez for making a podium Bronze Medal finish and to Derek Barry who also made a heroic effort and fought his way back up from some near disasters with weather and on site plane repairs to make the top 15 fly-off. Also a big attaboy should go out to



FAI processing Team USA.

Ryan Young of District VIII, our new Jr. World Champ. I'm sure there will be full coverage else where in this issue, so I'll just post some photos that I requested and were graciously granted by Claudia Kehnen. Claudia is a great photographer, thanks so much!



Derek Barry on practice day.



Derek burning one in with his Dreadnought.



Bill Rich getting fueled up for an official, Ryan Young holding.



Derek taching-up before an official, Bill holding.



Orestes Hernandez with his Shark on finals day.



Orestes (on left) on the podium getting his Bronze Medal. Way to go!



Team USA L-to R: David Fitzgerald, Bill Rich, Derek Barry, Orestes Hernandez, Team Manager Ted Fancher & Jr. flyer Ryan Young.

Another youth graces our circles, in the form of Trevor Venable. Trevor and his grandpa had been under the tutelage of Warren Wagner, our resident snow bird, until Warren went back up north. As you will see, Warren has him trained well; not only in flying, but Trevor also does his own pit work in attaching his lines, fueling up the plane, etc. Grandpa still starts engine for him, but I wouldn't be surprised to see Trevor starting his own someday soon too. Kudos to everyone

involved! We've infected another hapless youth with the lifelong CL bug! Heh ... Here is a nice write up I got from Warren Wagner on the subject:

A youth success story

One day, about three weeks ago (this was in April), I was at the CL circle preparing to get some more trimming flights on my new "T-Rex," when a young boy and his father appeared with a Horizon Hobby PT-19, and starting to prepare it for flight. They were excited, and obviously novices at this activity, so I introduced myself, and asked if they needed any help. It turns out that the excited boy was 9 year old Trevor Venable, and his dad, Bill, from somewhere around Tampa-St. Petersburg area. Trevor had just joined MCRC and was now anxious to fly the new PT-19 that his dad was feverishly working on.

Wanting to see every newcomer meet with success in this hobby, I jumped in with both feet, to lend assistance. We got the PT-19 prepped, the EVO-36 running well, and I made a couple of flights to check it out before including Trevor in the flying. This particular example of the PT-19 did not perform well, and was a real challenge for me to fly.

We did not make much progress that first flying session, but several changes were made, and by the third time we got together, I felt conditions were satisfactory enough to consider letting Trevor fly by himself. By this time, he was able to fly out a tank of fuel as long as I helped him through the takeoff and landing.

Finally, I asked Trevor if he thought he was ready to solo. He said yes, but still wanted to have me in the center of the circle with him. I said okay, I'll stand behind you for takeoff, and I'll be prepared to jump up and help if you get into trouble. Well, with me in the circle with him, Trevor flew two flights like a real trooper (kids really don't have too much fear).

Next came the acid test. I asked Trevor if he was ready to fly by himself, with me on the "outside" of the circle. He was willing, so his Grandfather held the plane, I started the engine, and Trevor flew completely by himself with no coaching from me. That ended with smiles and "high fives" all around. That was so successful, that we turned around, and did it all over again!

So, now Trevor had made a total of four flights with no assistance from me, so I declared him as officially having soloed! It was great fun, helping Trevor, his dad, and his grandfather through all the hurdles of a beginning control line flier, and it

gave me a lot of satisfaction in watching him progress through his soloing. Wish we had a million kids like him ... Our hobby/sport needs that. (Trevor was awarded his "Soloing Certificate" at our next club meeting.) He's a great young kid, and I hope that his interest lasts.

—Warren

Thanks for that great story Warren. Here are some photos from a recent visit in September. When it gets too cold in up state NY, get back down here quick Warren!



Trevor Venable winding up after a successful Sunday outing.



Ward Van Duzer with his new great flying, bright orange P'Force with FP40.



Grandpa keeps a watchful eye on Trevor and is a constant source of guidance and encouragement.



Trevor mugs it up for the camera with his colorful PT-19 after several solo flights.

Well, that's about it for Dist V news that I have. I still am getting to know a lot of you members out there, and Dist V is more than just Florida, and Georgia, we also have Alabama, Mississippi, South Carolina, Tennessee and Puerto Rico.

To those of you in those other states I don't get to see very often, I'd still like to hear from you, get pictures and contest results, etc. My email is eric@fcelaw.com. Or if you are not comfortable with technology, you can mail stuff to me and I'll type it up and scan your pictures if you want me to. Mail to: Eric Viglione, 2126 Viola Dr., Clearwater, FL 33764.

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

District VI

By Allen Brickhaus

Illinois, Indiana, Kentucky, Missouri



Joe Gilbert and his lovely wife attended the Nats and Joe brought his T-Rex in typical P-47 style. Joe qualified and placed 17th in Open at his first Nats. Nice work and congratulations to the Gilbert family.



Don Ogren and Jim Vornholt display their Charles Mackey designs immediately after the Classic event ended at the 2010 US AMA Nationals.



A similar shot to this was posted in the AMA NatsNews this summer. Jim Aron is seen waiting for a flight early one morning at the AMA "L" pad.



Eric Taylor signals for his official at the US AMA Nats this past summer. Wes Eakin is doing the honor of pitting for Eric.



Michael Schmitt fires up his Eclipse while Dennis Vander Kuur holds. Michael and I have been working on publishing this fine model designed by Bob Gialdini and it is in the late workings for submission to *Model Aviation*.



Steve Smith is enjoying a soft drink at the Cammack Station in Cammack, Indiana. This great '50s style restaurant should be a stop for any Nats flier and family.



Mark Overmier is contemplating his next drive with his new Camaro. Mark is Head Judge for the Nats and has worked hard to develop a cadre of trained individuals.



Bob Whitney of Florida is in deep conversation with Howard Terrell early Saturday afternoon. Bob is currently busy creating some very nice carbon fiber props.



Bill Allen of DeKalb, Illinois, contemplates his first Stunt Nats appearance and is making plans to improve himself. Knowing him, he will succeed.



James Mills watches the competition in Classic Stunt while preparing his Shark 45.



Kenny Stevens of Lexington, Kentucky, qualified for the first time to fly in the Walker Cup Fly-Off. Here he is checking out his plane's alignment prior to a flight.



Les Byrd brought his rendition of a Charlie Mackey Monster to the Nats. This ship is powered by a Fox 35. He has had some tank problems and is sorting them out.



Allen met with John Benzing and Paul Winter at the Nats this summer. The two Londoners helped Allen with his trip to Great Britain and Germany in late July and early August.



John Paris is assisting his son Michael with their Brodak Cardinal on Walker Cup day. Michael finished second to Bill Werwege in the Walker Cup Fly Off. Congratulations to Michael and his family.



(L-R) Senior winner Michael Paris, Junior winner Samuel Niebel, Open winner and Walker Cup winner Bill Werwege, and Advanced winner Eric Viglione.



Matt Neumann finished third in the Open Finals which preceded the Walker Cup Fly-Off.



The top five in Open at the 2010 US AMA CLPA Nationals (L-R): Doug Moon second, Richard Oliver fourth, Bill Werwege (kneeling) first, Kenny Stevens fifth and Matt Neumann third.



Take in Cammack Station when you can during any visit to the Muncie area.

Right: The inside of Cammack Station is a throwback to another era.





Howard Terrell admires the memorabilia at Cammack Station during a visit to this fine eatery.



John Benzing met us on our last night in London for a fine meal. John and Paul Winter were so helpful to us on our trip.



Here is my Pastor Jim Rivett, his wife Sue, my wife Kathy, and Claus Maikis. Claus helped us with our laundry in the Ulm area and on the eighth day of our sixteen-day trip to London and Germany. Behind them is the beautiful Rathaus (City Hall) in Ulm.



Charlie Reeves made a decision to retrofit his short-shaft Fox 59 in his Big Job. The finish on this ship is impeccable.



You cannot tell that this was not the first rendition of the Big Job. Charlie is so talented in his sanding and painting.



This is the crew that met at the Fellowship of Christian Modelers contest at AMA last summer.



Dennis Vander Kuur holds for Michael Schmitt as he starts his Bob Gialdini Eclipse.



Kenny Stevens preps his Bob Hunt-designed Caprice for the Classic event at the FCM contest.



Glad to see John Sunderland of the Columbus Ohio area get back in the Stunt fray at the FCM contest.



Roger Wildman takes in a practice flight on Friday prior to the FCM event at Muncie.



Mike McHenry readies to fire up the third version of his Zero Stunter with Allen Goff assisting.

District VII

By John Paris

Iowa, Michigan, Minnesota,
Wisconsin

I was unable to make the deadline last time around to include some information on the Milwaukee event, but would like to thank Peter Mick and Buzz Paricka for sending along the highlights. Peter reported that the turnout was a little light, but it appears that everyone had a good time. Judging was carried out by Gene Scheiderer, Buzz Paricka, Jim Krueger and Peter Mick.



Bill Smith weighs his Profile Cardinal while Art Johnson looks on.



Peter having a conversation with Gene.



Buzz and Gene judging.



Some District VI members enjoying the District VII sponsored contest.

Sometimes I like to think of the time after the Nats as a slow period. However, as I sit here summarizing what has happened over the last couple of months, it was far from slow. The first event that took place in District VII with some ties to Stunt was the Flint, Michigan leg of the Tour d'Michigan on 31 Aug 10. Attendance was a little light due to threatening rain, but we did have 5 people participate in Fun Stunt. The top three were Michael Paris, Terry Bentley and Keith Trimmer. We have been working with Terry recently and I hope to see him at some regular contests next season.

The next District VII event was the Signal Seekers CL Championships held on 21-22 Aug 10. Saturday saw the OTS, Classic and Profile events flown with the regular PAMPA classes on Sunday. While I made the event on Saturday, I did not take notes on the scores. With some luck, Curt will have reported them in the contest section. I will say that the turnout was fair in spite of the rain and we even had Todd Lee competing for the day in Profile. He was lucky enough to get a break in his schedule to bring the family over to attend the contest and visit with friends and family.

There must have been something about this contest as John Sunderland made the trip up from District III along with a few friends adding some new and not seen for a while faces to the crowd. I think that the travel award probably goes to Gary Lutz who usually makes the trip up from Maryland to visit with family and get in some flying here in Michigan.

Those who have attended this gathering know that Randy Ryan puts on a little gig called the "Weenie Roast" over at his

place which is usually well attended by the pilots. This year there was a little delay in Randy's arrival as his "cursed" Shoestring took a poke at a couple of his fingers after adjusting the needle for a flight. A few stitches and he was ready to roast the weenies, but it should be remembered that our precious little airplanes with their engines don't really have any respect for us, so keep your hands away from the props! Randy is doing well but I don't think that the Shoestring is. There was a little story about a cut off loop and ripping some gear off but I am sure he has it repaired by now.

As I mentioned above I only made one of the two days for the Signal Seeker's event. The second day, I travelled to Canada to attend the SOCC (Southern Ontario Controlline Championships) to fly a little F2B and Profile with our MAAC brothers. There were about 10 pilots in each class with many flying both. Paul Smith was there for the other events as well and flew in Profile. For some of us in District VII this is an easy contest to make and the field is one of the nicest I have seen as long as the wind is right. Don't forget your passport. I did manage to finish second in both events. Note the arm of the pit-boy. He now knows that the kick start on the motorcycle is to be kicked and not pressed by hand. He was almost out of competition for about a month.



John and Michael getting in some international competition.

This year the FCM contest aligned itself well on the calendar to make attendance possible for District VII. I saw Crist Rigotti and Frank Carlisle as well as Michael and me up on the L-Pad. This is always a great contest to attend and well

worth the trip. This year it worked out quite well for camping right at the field.

Right after we returned from SOCC Michael was ready to try flying a pattern left handed since his right was immobilized. He had flown a little bit of level flight and loops the week before, but now he was determined to try to get the Beginner's Pattern in. Other than the wing over, it really did not look like he had any issues with flying his Brodak ARF Super Clown. So he thought that he would try flying this way at FCM. After checking in with management, there were no problems with him flying this way. In the end he was on top of the Beginner pile flying with his left hand. Surely this is something that I would not stand a chance at.



Dennis Vander Kurr holds, Mike Schmitt signals, and Allen Brickhaus distracts. District VI teamwork in action.



Crist Rigotti flies inverted at FCM.

Next on the list of events was the Tree Town Modelaires Midwest C/L Championships at the Aurora airport in Sugar Grove, IL. From District VII I saw Wayne Willey over in the Scale circle with

his PBY, Crist Rigotti with his electric fleet, Michael Paris using his newly freed right arm with his Profile Cardinal and me with my SV-11 and Profile Oriental. Team Paris did well at this event. This is another unique event that takes place right at an airport with a very active runway. You can see things from simple personal aircraft to warbirds flying in and out. Additionally, you will be hard pressed to find another flying site that is this flat or this smooth.



Crist Rigotti pulls his airplane after a weigh-in with a fully charged battery.



Here's "Team Paris."

On the lighter side, there was another gathering at Broome Park in Flint, MI for the Kilsdonk Memorial Fly-in. This gathering pulls together people from different areas of control line flying for a day of remembrance of those that have passed and provides a chance for us to get together to fly and enjoy each other's company. We have run a theme at the last few gatherings and this year it was 1/2A airplanes. Dave Keats brought out a Firebaby to fly and helped us to realize just how far we have come.



Attendees of the Kilsdonk Memorial Fly-in.

The last event that I was able to attend was the Cleveland Area Stunt Champs near Cleveland, OH. This is always a good gathering and generally fairly busy for me as they offer OTS, Classic, Profile and ARF on Saturday and the PAMPA classes on Sunday. This year was good in that there were no hurricane remnants rolling through and the temperatures remained nice. Bob McDonald, Rich Malick, Tom Polk, Frank Carlisle, Michael and I were there representing our district.

We did well this year with Bob bringing back top honors in Expert and Classic, Tom bringing top honors in Advanced and me bringing top honors in Profile and ARF. The NCCL club had the field in great shape with the grass trimmed right down. I had a couple of interesting flights with a medical helicopter flying in close to land at a nearby field and a couple of geese that were headed towards the airspace that I was flying in. I was lucky and did not have any issues. However, I did hear that Phil Spillman had a bird strike that took out his Humongous that was flying OTS in honor of Willis Swindell. Phil said that he will have it ready for his next contest.



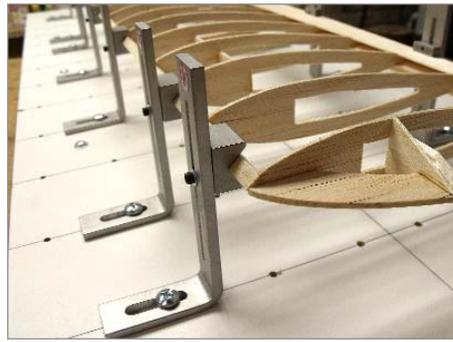
Attendees of the Cleveland Area Stunt Championships.

Next are some pictures of a wing in the CLC wing jig. It is a smaller airplane from Ray Stone, aka Minnesota Modeler who

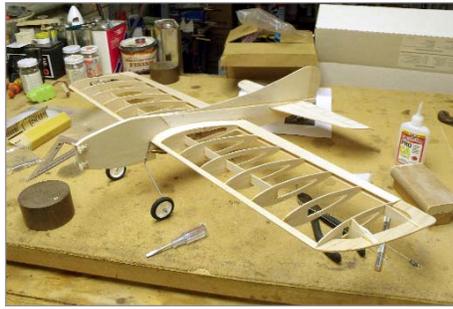
lives in District VII and is called the Skywriter. This model was given to me by Frank Carlisle and will be fitted with the Brodak 1/2A electric set up. The wing jig worked well for this application, keeping the very light structure straight. The kit was a pleasure to assemble with very good wood selection and great fits. Ray provides all of the hardware to get started with his kits and can be reached at: <http://snipurl.com/9igp>.



The wing in the CLC jig.

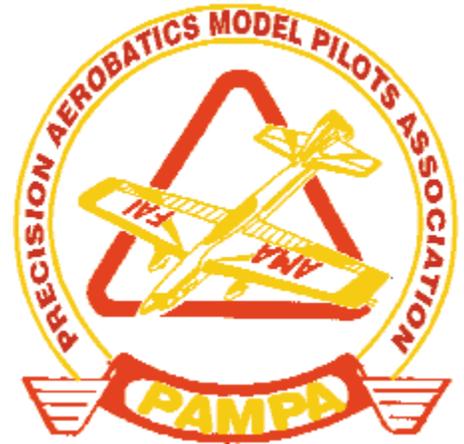


A closer view.



Ready to cover.

That just about brings the competitive flying season to a close for this year. Please send along any building photos that you take along the way so that others in the district can see what we are working on. *SN*



District VIII

By Don Hutchinson

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

Calling all Cars, Calling all Cars, this is an APB! Be on the lookout for any member of District VIII that would consider being a judge at the 2011 Nats. Assistant ED David Fitzgerald is seeking judges from each district to make the judge pool as neutral as possible and is seeking volunteers. If you would even consider it, please let me and or David know so he can put his mind to rest on this subject. Think about all those kind souls who judge while you fly; here's your chance to pay them back. I would do it except I'm not sure I am strong enough anymore to take the hours on my feet and high temperatures. While we are at it, maybe we can find a volunteer to take over this column as well!

Over the Labor Day weekend, the Dallas club hosted the Charles Ash memorial contest. We were blessed with good weather and had a really good turnout in the Stunt events; about ten fliers in most of them. Yours truly judged three of them (a tune up for the 2011 Nats?), and I saw some real good stuff along with some not so real good stuff. If you have been at this game for a while and have never

volunteered to judge you really should give up flying now and then and observe from the outside of the circle with score sheets in hand. You will learn a lot and your own scores will improve, just from watching your peers mess up their own flights! I did the Experts and am now ready to switch from Stunt to HO railroading, these guys are good! But they do make errors, just more subtle than mine!

You may have noticed in my column that I am not real big on lots of photos. If you wish to see some great coverage of the above contest, go back in time on the Stuka Stunt forum to the DMAA Charles Ash Memorial contest posted on Sept. 8, 2010. This way you can see all the great photos by David Russum along with the witty commentary of the day's activities. If you want to see a photo of your model in here, send me a few good shots, but please, not a disc full!

In the July/August issue of *Stunt News* I discussed the existence of a larger sized JC Yates Madman model in a photo I got from Bill Heyworth. Since that time a set of drawings has been completed and the model verified as a legitimate OTS design

at the PAMPA Nats meeting. It came out at 506 square inches of wing area, 18% airfoil and a 21% tail so it should be a good looking, fine flying airplane. The drawings show either an Orwick 64 or LA46 size engine. Copies have gone to the UK and Oz, as well as the USA. If you are interested, I still have some prints left. I hope to see a few of them at VSC in 2011. Maybe I should get off my tokus and build one myself. I have the Orwick, hmmm! I also received photos of the first one built by Floyd Carter. Couldn't have found a better choice, Floyd flew with Yates and Palmer back in the golden age of Stunt. Actually I did too except I lived 1400 miles away from the California scene.

Speaking of plans, also want to let ya'll know I have sort of retired from the warbird profile plan business (until I do a new one) and have turned all the masters over to Jim Snelson at Control Line Central. If you want a copy of any of them contact Jim and if you want a kit? With enough interest in a particular airplane, he may be able to fix you up! The Albuquerque (Home of CLC) gang also throw a great contest every August so if

you are hankering for some western hospitality and Stunt fun, put it on your schedule for 2011. A lot of the DMAA members make this a regular stop. I hope to make it next time as the best man from my wedding lives nearby. He also was a very good Stunt flier. May light his fire once again!

Lots of other contest activity in District VIII too. Right off the top of my head I count an even dozen annual events and the list keeps growing! No excuse for getting rusty here! You can find the schedule on the DMAA website, www.dmaa-1902.org. Ya'll come visit now.

With that, I will close with one more groaner:

There once was a young man from Kent, whose Stunt engine's crankshaft was bent. His prop tips would wobble and his pull outs would bobble, thus he never could win this event. **SN**



Floyd Carter with the larger-sized, Orwick 64-powered Madman.



A beautiful job on a beautiful airplane. Its weight somewhere around 45 ounces.



A different view of the madman.

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

District IX

By Carl Shoup

I received this report for Jerry Higgins:

The 2010 annual Rocky Mountain Control Line Championships were held on Labor Day weekend at the Front Range Airport near Watkins, Colorado. Pilots from Colorado, Utah, New Mexico, and Arizona showed up to compete. Unfortunately, this year the weather was "Stunt heaven" on Friday for practice, but

contest days Saturday and Sunday were less than ideal. The wind was gusting 8 to 13 mph Saturday morning, so we managed to get in two rounds of OTS. But by Noon, it was more like 13 to 17 mph, so Classic was postponed until Sunday hoping for better conditions. By flight time on Sunday the wind was hitting 20 mph and no one was too thrilled about risking their airplane. Despite the wind it was a great time seeing all the pilots and talking Stunt.

Since the wind was howling, there was plenty of time for pictures. Photo 1 is of Brian Hadley of Colorado Springs with his new SV-11 ARF powered by a Saito .62. Photo 2 shows Russ Gritzko from New Mexico holding his OTS Easy with a Saito .40 for power. Steven Diaz from Olathe, Colorado is holding his FP .25 powered Ringmaster in photo 3.



1



2



3



Photo 4 shows Carl Shoup, from Grand Junction, with his LA .46 powered Belfrey Bound.



Dave Myer holds his ST .60 powered King Bear in photo 7.



Jerry Higgins is holding his LA .46 powered Oriental in photo 10.



Photo 5 is Jim Rhoades of Salt Lake City, Utah holding his PA .51 powered Sultan.



Photo 8 shows our newest addition to Colorado Stunt fliers, Jack Pitcher, who recently moved here from the Portland area. Jack's plane is the Centennial powered by a PA .61SE.



Keith McMahon is holding his Katera (ST .51 powered) in photo 11.



Photo 6 shows Jerry Chambers holding his Brodak .40 powered Nobler ARF.



Keith McMahon is shown in photo 9 holding his classic Gladiator powered by a Magnum .36.



The lineup in photo 12 includes the top three contenders in OTS. From left to right, Carl Shoup (1st), LeRoy Black (2nd), and Chris Brainard (3rd).



13

Photo 13 is a group shot of the entire Stunt gang. Tom Chambers served as the Event Director and Mark Gerber and Linda Brainard were OTS judges.

Please send photos from your latest projects. Thanks. *SN*

Arizona, California, Guam,
Hawaii, Nevada, Utah

District X

By Dave Fitzgerald

This is my last report as District X Director, so this is the last kid update too. I've enjoyed writing to you all about model stuff and the occasional kid update.

Please, all of you welcome Jim Hoffman to the job and above all else, please, please, send him comments, pictures, thoughts you have, about anything. He'll be looking for material and input for the articles. windswept4@cox.net.

Football season has started, and both Eric and Michael so far are 2-0. Michael is playing the positions of Running Back again, and Middle Line Backer. As good and fast as he is at Running Back, he flies all over the field at Linebacker. Often he is making solo tackles where the DB should have been.

Eric is one of those quiet types that just goes about his business. He is playing Left Guard and Tackle. Once the other team figures out they have to stop him, he is often double teamed. He isn't really noticed by the parents until he comes out for a break.

Then on offense, his team stops moving the ball and they get line penetration. On defense, the other team starts moving the ball. He is pretty much

an anchor on both sides. You aren't going to move him out of the way, and you'd better stop him from getting to your Quarterback.

Rachael is having a blast as a cheerleader. However, there was a small incident involving this week's half time show.

The show was over, and while running off the field, the girls often do flips, cartwheels, round-offs. Well, Rachael did a cart wheel and promptly landed on her rump. More than a little embarrassing for a 10-year old athletic girl.

Many of you already know that in the space of a week, we lost 2 fine modelers and friends. As Bob Hunt mentioned in the last issue, Arlie Preszler has not been in good health for a number of years, and finally lost his battle in early August.

Also, as I posted on Stuka, we lost Jim Tichy in a shockingly short time. Jim had been battling lung cancer for over a year, and thought he had it beat. He only found out it had come back mid July and was starting a fresh round of treatments.

I talked to him the day we left for the world champs, he sounded very upbeat, but that day, he found that the cancer had spread throughout his body. I had to

work as soon as I got back from Hungary, so I called as soon as I could after my trip to tell him about the world's, only to find out he had passed away that morning, August 9th.

He was a grandfather to my kids. We would often go over to the Tichy's in the summer and have hot dogs and burgers, and swim in his pool. He was always working on that pool, and complaining about keeping the pumps running and clean.

The kids' favorite thing to do there was this dumb gum ball machine. I have no idea why, but the kids always had to get gum balls from his machine.

As Ted said, Jim was a modeler's modeler. He had some of the best finishes on planes anywhere in the country. Jim would always say, he took too much time on the finish, and on this latest thing, he cut a bunch of corners and saved a bunch of time. I could never tell, beautiful as ever.

My favorite was his Paul Walker Mustang. He was always experimenting on new paints and finish techniques—that drove Phil Granderson nuts. Just that alone is worth the telling.

Jim would try something—beautiful, then Phil would have a go at it, horrible crinkles peeling, etc.



Jim Tichy with the Golden State 2004 Concours award.



Jim's immaculate Paul Walker Mustang.



Jim at the 2007 Meet & Meat.



Very cool in-flight shot of Jim's Mustang.



Jim poses with his stunning Pathfinder at the 2009 Golden State contest.

October 3rd, is the next Napa Valley Vintage Stunt Contest, now known as the Jim Tichy Memorial. It'll be long done by the time you read this. I am also working with the county to get the field named after Jim, and a plaque of recognition and memorial trophy for Doris and his family.

Arlie Preszler passed away on July 26, 2010 in Lodi at the age of 76. He was born in Lodi on July 11, 1934 to Henry and Dora Preszler. He was preceded in death by his parents and sisters, Bernice Smith and Ethel Lawon. Arlie is survived by his wife of 55 years, Marjorie; his daughters Ann Preszler (Dennis Dahlquist), Gwen Preszler, and Jeanette Bedford (Steve Bedford); and his grandchildren, Jeanette's daughters, Marisa and Megan Bedford, and Ann's daughter and son, Lana Preszler and Dylan Dahlquist.

Arlie graduated from Lodi Union High School in 1952 and served in the U.S. Army in Fort Lewis, Washington for 2 years. He earned his degree in Architecture, with Honors, from UC Berkeley in 1963. He was an architect in the Lodi area for 40 years and also designed structures in other areas including Danville, Modesto, Stockton, Turlock, Kirkwood, and Australia. He was also a CA Registered Class A Hospital Inspector. Arlie was an active member of the Lodi Noon Lions Club and received the Melvin Jones Fellow Award for dedicated Humanitarian Service from the Lions Clubs International Foundation and

was the Editor of the Newsletter. Arlie was also a retired member of the Board of Trustees of San Joaquin Delta College. He was a member of model airplane clubs, the local Parkinson's Support Group, and the Parkinson Assoc. of Northern CA. He received many awards for writing newsletters and magazine articles. An avid Jazz enthusiast, he and his wife attended the Sacramento Jazz Jubilee for 30 years and belonged to the Stockton Symphony for 20 years.

In lieu of flowers, contributions may be made in his memory to San Joaquin Delta College and The Michael J. Fox Foundation for Parkinson's Research. (Published in *Lodi News* on August 3, 2010.)



Arlie Preszler.

On a happier note, I got an E-mail from my friend Gunter Wagner with pictures of his new model. It's powered by none other than a PA 75.



Gunter's new Scirocco.



Another view of the Scirocco.

And now, for a few words from Larry Fernandez, ED of the infamous Fox 15 hurl. It seems there was a bit of controversy this year, I may have been named, but I swear I didn't have anything to do with it, really. I was not even there—

which was part of the problem. Apparently Ted was rushing to my defense, and according to Jimby, was not helping my case. In fact he argued so poorly, he actually helped the protest. I make no warranty for the validity of the purported facts. As distasteful as the results are, here is Larry's report, unedited by me:

2010 Fox .15 Hurl Report

The 2010 Fox .15 Hurl was held Sunday September 19 at the "World Famous Meet 'n Meat Bar-B-Que and Stunt Extravaganza." The Hurl was a bit more complicated this year due to attempts to bend the rules and push the boundaries of ethics in our honored pastime.

Three former National Stunt Champions became involved in an ordeal which had to be settled by the Contest Director, Uncle Jimby, and a select committee which he convened to rule on an issue that was protested. Here is how the whole event played out.

On Saturday, former Nats and World Champ David Fitzgerald approached an innocent bystander who will remain nameless for obvious reasons, and asked said innocent person if he could possibly Hurl for him on Sunday. Apparently, David could not attend the contest on Sunday due to prior family plans. (Football with the kids.)

The said innocent person didn't think it would be right to hurl for someone else, but Dave, being the sort he is, talked said person into Hurling for him left handed. (No I didn't, he did this all on his own. — DF.) Now this innocent person is in fact right handed, so he figured that it would be no harm to "Proxy Hurl" for Mr. Fitzgerald, *left handed*.

What you have to understand at this point, is that this innocent individual is the nicest guy in Stunt and only wanted to be a nice guy and help out Dave. (I can assure you, no money changed hands! — DF).

On Sunday, the first round of PAMPA classes got underway with a light rain that cleared halfway through the round. During the break between rounds, the Hurl was held with much fanfare! (Uncle Jimby puts together a great contest, but it is a known fact that most fliers come for the Hurl.) As the event was winding down, Former Nats Champ, Brett Buck noticed that the competition was looking a bit weak this year, so he decided to come out of retirement and give it one more Hurl.

Brett is also a former Fox .15 Hurl Champion, and in fact is the only person on the planet to hold the title of Nats Champ and Hurl Champ at the same time.

When Brett stepped onto the Hurling circle, Brian Baker was sitting in first place with a 142 Foot Hurl. Brett's first official Hurl was 140 feet. There was a bit of a tailwind and I think Brett was trying to take advantage of it. It was a decent hurl and carried well, but he got a poor bounce with minimum roll. His second attempt was Hurlled with a little less arc and did not carry that well. But he got a remarkable bounce and a fair roll that came to a stop at the 143 mark. At this time Bret thinks he's the new Hurl Champ!

It was at this time that the individual who shall remain nameless, announces that he will be making a "Proxy Hurl" for Mr. David Fitzgerald, and to keep it fair, he will be hurling left handed. Bret was overheard saying that the innocent Hurler "Probably throws like a girl." (I did hear him say that.)

The innocent Hurler, who is to remain nameless, put up a 167 foot Hurl, *left handed!* Brett gets edged out again. But Brett is not going to stand for such shenanigans, and files an official protest with the Contest Director, Uncle Jimby.

Uncle Jimby makes it quite clear, that above all else, the integrity of the Hurl is at stake here and convenes a select committee to rule on the matter. He appoints "Circle Jerk" Jim Goss and the evil Lingwood Brothers, Lewis and Cleon, to rule on this matter after all of the evidence and facts have come to light. There is one small problem though. David is not there to defend himself. Enter former Nats Champ Ted Fancher.

Ted felt that David should have a voice in the matter and stepped up to defend him. (All I can say about this, is that Ted is a much better pilot than he is a lawyer.) I don't want to get into all of the legal details and precedents, (Larry, that's precedents ... —DF) but after Brett stated his case and was rebutted by Ted, Uncle Jimby turned the matter over to the Select Hurl Committee for their ruling.

After deliberating for about three minutes, they ruled in favor of Brett and the protest was upheld!

Congratulations to Brett Buck on his second victory of the Fox .15 Hurl. As he took possession of the trophy, he was heard muttering something about Disneyland ...

Here are the overall results. This year's turnout was low due to the rain.

- 1: Brett Buck, 143
- 2: Brian Baker, 142
- 3: Jim Goss, 139
- 4: Erik Rodgers, 138
- 5: Jeremy Baker, 113

6: Paul Pomposo, 104

7: Fred Cadiente, 63

Anonymous hurler (left handed), 167
David Fitzgerald disqualified for cheating.

More left over pictures from the 2010 NW regionals.



A well practiced/familiar pose by Ted and Jim Aron.



Or is this pose a bit better?



Appearance line up at 2010 NW Regionals.



Once again, thanks to everyone that helped me out over the years sending in letters and pictures. It's been a roller coaster of a ride. I never thought back in high school, that I would ever need to write something coherent on a regular basis—but that opinion, I suppose, is up for debate. *SN*



These three shots are of Paul Walker's new electric model. Very cool stuff.



District XI

By Bruce Hunt

Alaska, Idaho, Montana, Oregon, Washington

With the McMinnville Evergreen Aviation Museum flying site out of the picture, the mid to late August contest in the Northwest has been searching for a home and may have found one in Auburn, Washington. With its site located at the far south end of the Auburn Municipal Airport on a large parking apron, and within easy walking distance to motels and a choice of fast food eateries, it could be the perfect site for the future.

Two days of excellent flying weather and a Saturday dinner at Mike Haverly's made for a very enjoyable weekend for the first installment of the Dick Scobee Memorial Stunt contest. With a full slate of Stunt events Old Time led off with Pete Peterson, of Tacoma, WA, taking first with Dan Rutherford close behind in second and Keith Varly, of Vancouver, B.C., in

third. Classic Stunt was won by Bruce Hunt followed by Pete Peterson and Mike Haverly in second and third, respectively. Profile Stunt was won by Randy Powell using a newly completed version of his Ringmaster Deluxe (any similarity to Ringmaster ends with the name). Dan Rutherford was once again a close second and Steve Helmick flew his very reliable Twister to third. On Sunday it was all PAMPA Stunt with several Intermediate fliers flying in Advanced. Keith Varley was first in Advanced followed by Steve Helmick and hometown flier Pete Ferguson. Expert was won by Howard Rush, of Bellevue, WA, followed by Bruce Hunt in second and Dan Rutherford in third.

A couple weeks later it was back to Washington for the annual R.F. Stevenson

Raider Roundup held, for the third year at Chehalis, Washington. In Old Time Dan Rutherford managed to edge out Don McClave with Don and Dan both flying Dan's well setup Ziltch X. Dan has been burned a couple times loaning out his model to others at a contest. He was relieved that Don wasn't able to get more airtime on the Ziltch before the official flight. Pete Peterson was third in Old Time with his Jamison Special. Classic Stunt was won by Bruce Hunt followed by Pete Peterson and Alan Resinger in second and third. In a repeat from the Auburn contest, Expert Profile Stunt was won by Randy Powell followed by Dan Rutherford. Sportsman Profile was won by Keith Varley with Richard Entwistle and Rex Abbott in second and third. On Sunday the PAMPA Beginners event was won by Jim

Harper, of Portland Oregon, and second went to Robert Ladd, of Milwaukie, Oregon. Richard Entwistle was first in Intermediate with Geoff Christianson, of Portland Oregon in second. Rex Abbott was third. Keith Varley was the lone entry in Advanced and did not fly. The real "shoot off" took place in Expert with two electric powered models taking First and Second. Surprisingly Paul Walker came in Second to Norm Whittle, of Layton, Utah, who flew a beautiful rendition of his Sultan design, named the "Sultan e" to edge out Walker in the second round (Editor's note: The Sultan e will be a future construction feature in the pages of *Stunt News!*). Bruce Hunt was third managing a good second round flight moving ahead of Pete Peterson and Alan Resinger.

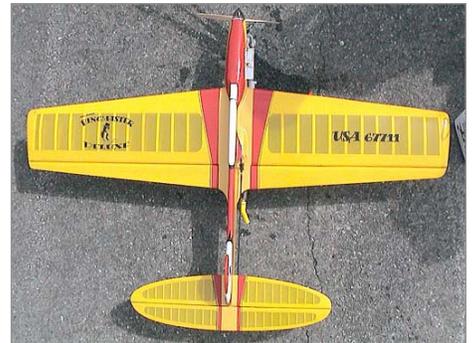
As always you can get an excellent report on everything going on in the Northwest by checking out the news on the website: <http://flyinglines.org>. **SN**



Dave Gardner with his Nakke at Auburn.



The wing art on Randy Powell's Ringmaster Deluxe.



The top view of Randy Powell's Ringmaster Deluxe. Not your father's Ringmaster.



A view of the pits at the Dick Scobee Memorial Stunt Contest in Auburn, Washington.



Bob Emmett with a nice-flying Smoothie at Auburn.



Here's Alan Resinger with his downsized Firecracker. With a smooth-running Stalker engine, it makes a nice combination.



Dane Covey makes some last-minute adjustments to his Nobler.



Steve Helmick pits for Randy Powell as he prepares to fly the winning flight in Profile Stunt.



Here's Hube Start's method of mounting a Saito .40 four-stroke.



The Auburn pits on Sunday morning. All ready for PAMPA Stunt.



Mike Haverly with his Old-Time entry ready to fly.



Scott Riese, models his yellow checks for our viewing pleasure.



Dan Rutherford's Ziltch X in the air. Perfect trim, impossible to land on asphalt.



A close-up of the business end of Scott Riese's profile Pathfinder.



The lineup of Classic models at the Chehalis Raiders Roundup.



Mike Haverly's Shrike takes to the air.



The Experts take over the pits at Chehalis. Two outstanding electric-powered models were the best of the lot.



The Portland fliers arrived at Chehalis sporting a covey of yellow planes and took home a few prizes.



Norm Whittle's "Sultan e" made off with the Electric bragging rights nosing out Paul Walker's Impact XS.

Contests ←

2011 AMA Control Line Aerobatics National Championships July 4 - 9, 2011

Friday, July 1-Sunday July 3

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

Monday, July 4

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 Jr/Sr/Open/Advanced entries close Nats Headquarters
2:30 p.m. Open/Advanced Models Presented for
Appearance Judging 180 Building
3:00 p.m. Pilots meeting 180 Building
4:30 p.m. Concours Voting 180 Building

Tuesday, July 5

7:00 a.m. Control Line Precision Aerobatics Practice L-Pad, Grass Circles
8:00 a.m. Old Time & Classic Stunt Events Pilots Meeting* Grass Circles
8:30 a.m. Old Time & Classic Stunt Events* Grass Circles
7:00 a.m. Judges Seminar Phase (Flight) L-Pad Circle 4
6:00 p.m. Judges Seminar Review (Rules review) AMA Board Room

Wednesday, July 6

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 7

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 8

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 9

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.

Western Kentucky/Southern Illinois Stunt Champs

Calm winds and hot temperatures greeted the 2010 participants of the Western Kentucky/Southern Illinois Stunt Champs on August 14 and 15. Look for the WKSI on August 20 and 21 of 2011.

Twenty-seven total event pilots from seven states attended. Allen Brickhaus and Charlie Reeves: WKSI CD's.

Allen Brickhaus: Home (618) 683-7611 or cell at (618) 841-0089 or at the e-mail address of abkb801@shawneelink.net.

Saturday, August 14

Place	Name	Home	Model	Engine	Score 1	Score 2
-------	------	------	-------	--------	---------	---------

Basic Flight: Judged by Allen Brickhaus and Zuriel Armstrong

01	Bill Allen	DeKalb IL	Twister	OS Max 46la	155.5	157.0
02	Ben Mills	Ozark MO	Super Clown	OS Max 25la	055.0	048.0

Beginner: Judges were Allen Brickhaus and Zuriel Armstrong

None

The future of our event is in the Beginner and Basic Flight; help us expand the number of pilots.

Profile Stunt: Judges were Charles Reeves and Jason Pearson

01	Kenny Stevens	Lexington KY	Tutor II	OS Max 46la	478.0	463.5
02	James Lee	Topeka KS	Primary Force	OS Max 40fp	428.5	400.5
03	Louis Rankin	Drummond TN	Tutor II Bear	ST 51	428.5	396.5
04	Dennis Vander Kuur	Northbrook IL	Pathfinder	OS Max 40fp	426.0	419.5
05	Larry Fruits	Plymouth IN	Tutor II	ST 51	414.0	409.5
06	Howard Terrell	Kearney MO	Tutor II	ST 51	407.0	400.0
07	Michael Schmitt	Greyslake IL	Pathfinder	OS Max 46la	384.0	369.5
08	Lewis Popwell	Clanton AL	Profile Cavalier	Aerotiger 36	343.5	359.0
09	Michael Stinson	Louisville KY	Own design	Magnum 46	311.0	308.0
10	Curtis Shipp	Cullman AL	Profile Cavalier	Aerotiger 36	308.0	Pass
11	Phil Coopy	Lake Wales FL	G B Sportster	OS Max 46la	291.0	Pass

Old Time Stunt: Judges were Allen Brickhaus and Tom Morris

01	James Lee	Topeka KS	Humongous	Madewell 49	252.5	269.0
02	Michael Schmitt	Greyslake IL	Jamison Special	OS Max 40fp	239.5	246.5
03	Zuriel Armstrong	Little Rock AR	Ringmaster	Brodak 25	153.0	244.0
Concours OTS model by Zuriel Armstrong						
04	Ty Marcucci	Huntsville AL	Barnstormer	L&J Fox 35	Pass	Pass

Nostalgia 30: Judges were Jim Lynch and Matt Neumann

01	Kenny Stevens	Lexington KY	Caprice	Aerotiger 36	494.0	508.0
02	John Simpson	Fyffe AL	Cavalier	Aerotiger 36	491.5	500.5
03	Michael Schmitt	Greyslake IL	Eclipse	PA 65	458.0	467.5
Concours Nostalgia 30 model by Michael Schmitt						
04	James Mills	Ozark MO	Formula S	Magnum 36	328.0	455.5
05	Zuriel Armstrong	Little Rock AR	Gieseke Nobler	Ro-Jett 40	420.5	063.0
06	Rob Young	Grove City OH	Thunderbird	OS Max 46la	415.5	388.5
07	Lewis Popwell	Clanton AL	Profile Cavalier	Aerotiger 36	368.5	409.5
08	Curtis Shipp	Bhom AL	Cavalier Prof.	Aerotiger 36	396.0	407.5

Sunday, August 16

Intermediate Stunt: Judged by Allen Brickhaus and James Mills

01	Rob Young	Grove City OH	Thunderbird	OS Max 46la	399.5	427.0
02	Charles Fowler	Toledo IL	Profile Oriental	OS Max 40	416.5	426.5
03	Michael Stinson	Louisville KY	Own design	Magnum 46	334.5	411.5
04	Lewis Popwell	Clanton AL	Profile Cavalier	Aerotiger 36	383.5	386.5
05	Phil Coopy	Lake Wales FL	Vector 40	Brodak 40	344.0	374.0
06	Brian Harris	Sullivan MO	Buccaneer 740	OS Max 40	338.5	301.5
07	Ty Marcucci	Huntsville AL	Mimic	OS Max 46	321.0	117.5
08	Jim Oliver	Clanton AL	Score	PA 61	Pass	Pass

OOPS Award to Jim Oliver

Advanced Stunt: Judged by Michael Stinson and Jerry Norin

01	Jason Pearson	Mcleansboro IL	ARF Nobler	Dixon Max 40fp	493.0	472.5
02	Ronnie Thompson	Athens AL	Dreadnought	PA 65	476.5	458.5

Stunt News 94

03	Larry Fruits	Plymouth IN	Tutor II	ST 51	423.0	461.5
04	James Mills	Ozark MO	Formula S	Magnum 36	163.5	458.0
05	Howard Terrell	Kearney MO	Tutor II	ST 51	419.5	444.0
06	Curtis Shipp	Cullman AL	Profile Cavalier	Aerotiger 36	374.0	357.0

Expert Stunt: Judged by Charles Reeves and Bill Allen

01	Matt Neumann	Vincennes IN	Stuka	PA 75 pipe	516.5	547.75
02	Kenny Stevens	Lexington KY	SV-22	Brodak 65 elec.	519.75	531.75
03	Eric Taylor	Henryville IN	SV-22	PA 61 pipe	514.0	530.5
04	Mark Hughes	St Louis MO	Macchi Castoldi	PA 65 pipe	448.5	513.25

Pilot's Choice for PAMPA model built by Mark Hughes

05	Dan McEntee	Florissant MO	Score	Saito 56	419.0	509.25
----	-------------	---------------	-------	----------	-------	---------------

B.A.R.F. Award for the (best) highest scoring ARF on Sunday to Dan McEntee

06	John Simpson	Fyffe AL	Cavalier	Aerotiger 36	501.0	499.75
07	Dennis Vander Kuur	Northbrook IL	Legacy 60	PA 65 pipe	476.0	499.75
08	Louis Rankin	Drummonds TN	GEO JR	PA 40 lite	479.25	492.75
09	Zuriel Armstrong	Little Rock AR	Gieseke Nobler	Ro-Jett 40	408.0	484.25
10	Michael Schmitt	Greyslake IL	Eclipse	PA 65 muffler	442.0	474.5
11	James Lee	Topeka KS	Sunflyer	OS Max 46sf	397.0	Pass

Local rules in 2011 will encourage everyone to double-check your scores sheets, and extra calculators will be available to run through your scores. Once the pictures are taken at the Olympic Stand, at the end of the Award Ceremony, the scores and placements will stand as posted at the Ceremony.

Look at August 20 and 21 of 2011 for the 28th running of the Western Kentucky/Southern Illinois Stunt Championships.

Saturday workers:

Pull Test Agent: Roland Trevino
 Tabulators: Randall Hopkins and Jim Franklin
 Runner: Melany Shipp

Sunday workers:

Pull Test Agent: Roland Trevino
 Tabulators: Paul and Ruth Thoms
 Runners: Sammy Jacobson and Melany Shipp

CONTROL LINE ENGINES



L&J Fox .35 Competition Tuned
 Steel P&L \$179.95
 Ceramic P&L \$209.95



AP WASP .061 C/L version
 With Jan Holuszko venturi
 \$ 84.95



MAGNUM .15 XLS
 BB/ABC \$ 89.95
 Custom Venturi & Needle Valve Installed



LA .25 CONTROL LINE VERSION
 \$ 94.99
 Custom Venturi & Needle Valve Installed
 Back Plate Cover Sealed, Remote NV Removed



LA.46 COMPETITION TUNED BY L&J
 \$ 179.95

WWW.RSMDISTRIBUTION.COM

951-678-1406



**C. F. SLATTERY
 CO.**

BYRON BARKER, 2101 LOGAN AVE.,
 NEW ALBANY, IN 47150
 (812) 948-9167, E-MAIL:
LINECONTR@AOL.COM

**NEW, STUNT-TUNED: THUNDER
 TIGER 36 STUNT \$135.00 MAG
 \$130.00**
**PAINT STANDS, BODY JIGS, AND
 ALIGNMENT JIGS**
**VENTURIS, TONGUE MUFFLERS,
 TUBE MUFFLERS**
**STUNT MOTORS: MAGNUM, ST,
 THUNDER TIGER**

DEALERS FOR SIG, BRODAK, AND RSM
 VISA, MASTER, DISCOVER CARDS
 SEND S.A.S.E. FOR CATALOG

Bluegrass Stunt Championships, July 31, 2010, Lexington, Kentucky

Good turnout, good weather, good flying, and a good time by all. Holding the contest on Saturday this year seemed to be a good choice as we had the best turnout in several years. Flying started at 10:00 am and we were finished by 3:00 pm.

Expert

1. Eric Taylor	Henryville, Indiana	Katana	504.50
2. John Sunderland	Columbus, Ohio	Own Chevelle	491.00
3. Wes Eakin	Hardinsburg, Kentucky	Legacy	456.50

Judges: Kenny Stevens and Ed Robbert

Advanced

1. Chris Stevens	Lexington, Kentucky	Vector	458.50
2. Don Ogren	Spring Hill, Florida	Gobbleschwantz	456.00
3. Bob Campbell	Vienna, Ohio	Magnum	440.50
4. Mark Messmer	Upper Sandusky, Ohio	USA-1	439.00

Judges: Byron Barker and Ed Robbert

Intermediate

1. Rob Young	Grove City, Ohio	Thunderbird	392.00
2. Mike Stinson	Louisville, Kentucky	Original Profile	379.00

Judges: Ed Robbert and Kenny Stevens

Beginner

1. Dale Drew	Jeffersonville, Indiana	Nobler ARF	209.00
--------------	-------------------------	------------	--------

Judges: Ed Robbert and Kenny Stevens

Classic Stunt

1. Don Ogren	Spring Hill, Florida	Gobbleschwantz	459.00
2. Wes Eakin	Hardinsburg, Kentucky	Super Clown	455.50
3. Rob Young	Grove City, Ohio	Thunderbird	426.50

Judges: Kenny Stevens and Byron Barker

Old Time Stunt

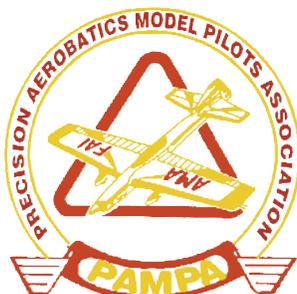
1. Wes Eakin	Hardinsburg, Kentucky	Super Clown	235.00
--------------	-----------------------	-------------	--------

Judge: Byron Barker

Concours D'Elegance - Mark Messmer - USA-1

Tabulator: Randy Hancock
Runners: Paul Wells and Jim Spurlock
Event Director: Wynn Paul
Honorary Event Director:
Lew McFarland

Thanks to those fliers who participated this year and thanks to our workers.



Philly Flyers July 2010 Contest

Pampa

Expert
Dan Banjock
Mike Palko
Rich Giacobone

Advanced
George Waters
Bob Krug
Rich Peabody

Intermediate
Steve Dinerman
Rob Roberts
Dennis Moritz

Beginner

Dennis Baer
Larry Wilks
Jen Fedora

Ad/Ex OTS

John Saunders
Price Reese
Bernie Shamanski

Randy Holcroft was the CD.

NEST Stunt in the Berkshires

August 22, 2010

Huge downpour, we only flew one round due to the weather...a few hardy souls hung in there!

Beginner

Ray Johnson	171.5	Sig Chip	Brodak 40
Ray Kinsella	139	Super Clown	OS 25 LA
Ben Teerlinck	85	Hole Shot	OS 35 FP

Intermediate

Perry Rose	418.5	Padre	Fox 40
Steve Teerlinck	363	Dixon Cardinal	OS 46 LA

Advanced

Norm Liversidge	428	SG-1	PA 75
Jim Sumner	406.5	Triumphant	ST 56
Chris Sarnowski	404	Stunt Machine	OS 40 FP
Bob Krug	Pass Strega	Jett 76	

Expert

Dick Carville	474	Raven	ST 60
Don Herdman	460.5	P-47	OS LA 46
Matt Colan	456.5	Oriental Plus	PA 40 UL
Dick Wolsey	89.5	SV-11	DS 60 RE

Concours:

Tie between Dick Carville and Don Herdman

Judges: Noel Drindak and Bill Hummel

Staff: Eric Jensen, Chris Sarnowski, Sarah Hummel, Ben Teerlinck

Thanks to all who braved the rotten conditions...

—Bill Hummel, CD

ELECTRIC POWER SYSTEMS FROM RSM DISTRIBUTION

FULLY PROGRAMED
READY FOR FLIGHT

GLOW POWER
EQUIVELENTS

.049-.061

.15

.25

.35-.40

.46-.51

.60-.74

WWW.RSM DISTRIBUTION.COM

951-678-1406



LEE MACHINE SHOP

*Quality Products for the
Discriminating Modeler*

- Propeller Scribes
- 2 oz and 5 oz fuel syringes with o-ring plunger
- Venturies for OS FP, LA 2046
- Ball Drivers and Finger Drills
- Gasket Cutters, Line Wrappers
- Derek Moran Line Clip Bender

Write or e-mail for prices:

James Lee
827 SE 43rd St.
Topeka KS 66609
Jlee@cox.net (785) 266-7714

AEROPIPES

Bill Werwage & Randy Smith

Tuned pipes for all makes from
.25 to 1.08 Displacement

980 Winnbrook Dr.

Dacula GA 30019

(678) 407-9376

(678) 985-5085 Fax & Order Line

Used by Champions Worldwide

www.Aeroproduct.net

The Appearance Point

Here's the latest creation from the innovative mind of Bill Wilson. He has named it New Fat Plane-2 and upon seeing this beautiful model, that seems to be most appropriate. This is the second version of the design and is quite different from the typical stunt ship, both in construction and aesthetics. Bill calls it a balsa/fiberglass composite airplane. Let's take a look at the construction features first.

The fuselage is built from molded balsa shells over a few bulkheads. An outer layer of glass cloth completes the composite structure. The wings are covered with sheet balsa over ribs spaced about 3 inches apart. Tail surfaces are done similarly. All the balsa is from 1/16 sheet of about 7-8 pound stock.

The entire model is covered with .5 ounce fiberglass. Bill laid the glass on using automotive clear as the adhering agent. He says it is very easy and adds almost no weight!

Another unique feature is the built in expansion chamber muffler under the wing. Bill lined this area with two layers of 6-ounce fiberglass and high temperature resin and has it set up with the exhaust piped into the front of the chamber and out the back through the "stinger." The cowling is made from fiberglass over a mold.

Bill Wilson's NFP-2

Specifications:

Model Name: NFP-2

Designer: Bill Wilson

Construction:
balsa/fiberglass composite

Wingspan: 63 inches, wing area 710 square inches

Moment arms: Between hingelines, flaps to tail 17.5 inches; nose moment 9.5 inches

Power: RO Jett 65 rear exhaust, tank 8-ounce clunk

Propellor: Eather 13-4 three-blade

Finish: Automotive color and clear

Line length: 68 feet



The built-in muffler area under the wing. Bill can paint!

Aesthetically, the model resembles the old radial-engined Spartan executive airplane. It has that big cowl and a spacious cabin area. Aerodynamically, it features an almost all flying tail, panted wheels in shock absorbing struts, and a superb front row finish thanks to the use of automotive primer, color base coats and clear coats. Plus a bit of artistry with the spray gun!

Bill's years of experience doing high quality automotive body work shows well in his models. He also can fly them right up with the best of the bunch here in Texas. Watch out for the NFP-2! *SN*

—Don Hutchinson



Above: Pretty airplane with a front-row finish.

Right: Canopy detail.





FALLS CHURCH
CONTEST
2004

NFP-2

500612

NFP-2's master craftsman Bill Wilson.