



Stunt News

Precision Aerobatics Model
Pilot's Association

November/December 2012 \$5.00

2012 WORLD CHAMPIONSHIPS



Home International
F2B Competition

features 8 2012 F2B World Championships by Paul Walker

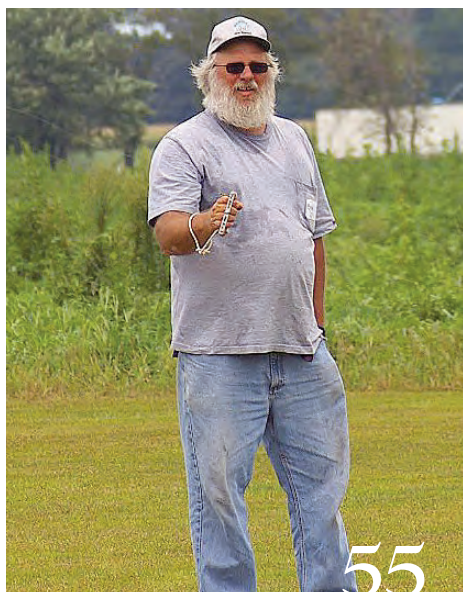


22 Home International F2B Competition by Bill Crossan

On the cover: The new F2B World Champion, Igor Burger, rolls in his lines after an early morning practice flight at Pazardzhik, Bulgaria. Igor became the first flier in history to win an F2B gold medal flying an electric-powered model. He flew his original-design Max Bee. Photo by Tania Uzunova.

Inside cover: Here's the victorious 2012 United States F2B Team with their planes, adjacent to one of the official circles in Bulgaria. Left to right are Orestes Hernandez with his Yatsenko Shark, Paul Walker with his original-design Impact, and David Fitzgerald with his original-design Thundergazer. Photo by Kaz Minato.

PAMPA, an AMA approved Special Interest Group, was founded in July 1973. Objectives include a means of communications among Control Line Stunt fliers, voting on issues affecting Control Line Stunt, and administration of the Control Line Precision Aerobatics event at the Nats.



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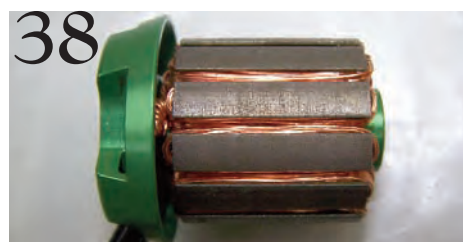
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President's Column

by Don McClave

I hope you're working on an exciting new project for 2013

Hello, everyone, and best wishes for a happy holiday season. PAMPA has experienced a fine year of growth and improvement in service that will continue to improve in 2013. We have a strong Executive Committee, representing the eleven districts, with the only change being Don Hutchinson's retirement from District VIII and replacement by Nats Champion Doug Moon.

Doug is going to be an excellent representative for his district and a strong addition to the Executive Committee. In addition, Matt Neumann has been re-elected PAMPA Vice President once again and will continue to serve as an excellent source of advice and good ideas.

Secretary/Treasurer Jim Vornholt has served his first year in office after being elected last fall and was supported by Dave Gardner and Noel Drindak, who had shared the position, during a very smooth transition. He has done a splendid job and has received lots of assistance from Bob Hunt in improving the range and quality of PAMPA products and service.

Once again, Bob Hunt has done a superb job of publishing *Stunt News*, with the more than able assistance of Liz Helms, Chuck Holtzapple, and Bob Kruger. All of these people deserve our thanks. A year ago Bob Hunt also accepted an appointment to serve as District III PAMPA Director, so he's been a very busy person on our behalf.

On August 31, The USA CL Precision Aerobatic Team of Paul Walker, Dave Fitzgerald, and Orestes Hernandez won the World Championship Team award in Pazardzhik, Bulgaria, and stood in USA uniforms on steps in the town center to receive Gold Medals and hear our National Anthem played in front of a large crowd of spectators as the sun set.

After a tough week in several respects, Paul, Dave, and Orestes flew their best on the final day and finished comfortably ahead of the Chinese team. The next CL world championships will be held in Poland in 2014, and the trials to select the next US team will be selected early in September 2013.

There are quite a number of extremely talented pilots in our midst, and I hope that many of them are able to show up and compete for positions on the 2014 team.

This past year has seen a strong emphasis on attracting new members to CL flying. Bob Hunt, Mark Weiss, and many others have stressed the importance of helping new fliers and exposing potential new modelers to our hobby. As Derek Barry described in the August-September issue of *Stunt News*, the



"...we are an organization dependent on volunteers ..."

annual Joe Nall event has become a magnet for potential CL fliers and hopefully will remain so for many years to come.

Local contests or fly-for-fun activities provide excellent venues for introducing CL flying to new modelers and helping them along. It's an important activity for your club if you're not already at it.

As 2012 draws to a close soon, two major 2013 stunt events are already on the calendar: First is the 25th anniversary of the Vintage Stunt Championships (VSC) for beautiful OTS, Ignition, and Classic airplanes in Tucson, Arizona, from March 19 -23. This event has become an annual celebration for friends all over the country in a beautiful late winter locale. You will find more information about VSC and an entry form elsewhere in this issue of *Stunt News*.

Second is the National Championships from July 14-20 at the AMA flying site in Muncie, Indiana. There will be an additional PAMPA class this year in addition to Beginner, Intermediate, and Advanced. This year the final PAMPA class of Expert has been added to the Nats list for those who want to have a higher level of competition but do not want to enter the AMA Open, Senior, or Junior classes and be eligible to compete for the Walker Trophy.

For most of us, the holiday season is also building season, so I hope you're working on an exciting new project for 2013 and enjoying every moment. Once again, happy holidays! **SN**

—Don

This past year has seen a strong emphasis on attracting new members to CL flying.



We come to the end of 2012 only to find that the Mayans weren't so enlightened after all. Hope none of you sold all your stuff in preparation for the end.

Lots of neat stuff happened in the CL Stunt world in 2012. We saw the crowning of a brand new, first-time National Champion. Doug Moon's victory was convincing and popular; a real success story stemming from lots of dedication and hard work. Could not have happened to a nicer or more deserving guy!

Our F2B FAI Team of Paul Walker, David Fitzgerald, and Orestes Hernandez did us proud by winning the Team Gold Medal at the World Championships in Bulgaria under some very challenging circumstances.

Another great story from 2012 was the overwhelming success of control line activities at the Joe Nall Fly-In.

Another great story from 2012 was the overwhelming success of control line activities at the Joe Nall Fly-In. Mark Weiss is the man responsible for taking a leap of faith and contacting Pat Hartness about the possibility of incorporating CL into one of the most successful RC Fly-In's in modeling history.

That it was a success in Pat's eyes is evidenced by the fact that he has invested in three new CL circles that, from all accounts, are world class in every respect.

Elsewhere in this issue you will find a one-page report by Mark Weiss on how the preparations for CL operations at the 2013 Joe Nall are proceeding. What Mark needs from us is support in any way possible. If you can attend the Joe Nall in May as a volunteer, that's great; he needs lots of help for the expected turnout at the circles after last year's success.

If you can't make it to the Fly-In, but still want to help,

Level Laps

by Bob Hunt

The Mayans weren't so enlightened after all ...

please contact Mark and ask him what he needs in the way of models and/or equipment. This exposure has the potential to grow CL greatly and gain us a great deal of respect from the entire RC community in the process. Each of us should try to contribute to Mark's work there on our behalf in any way that we can. I plan on being there to help out.

I've mentioned this to many of my friends and they all want to help out, as well. Some can make the trip and some can't, but many of them have volunteered to help me build several electric-powered CL trainers for use there.

Tom Morris has committed to building several more advanced models for those who have a bit more CL experience to use and enjoy. Please do whatever you can to help Mark make the 2013 affair an even bigger success than in 2012.

New Hall of Famers

I'm very pleased to announce that several noted modelers and/or service personalities have been elected into the PAMPA Hall of Fame. In alphabetical order the new inductees are as follows: Allen Brickhaus, John D'Ottavio, Shareen Fancher, Ted Fancher, David Fitzgerald, Frank McMillan, Tom Morris, Winfred Urtnowski, and Bob Whitely. When you see these new Hall of Famers at the field, please take a moment to congratulate them.

Inside

This issue's construction is a bit different from the norm in that we have only two feature articles and one regular special interest column. Our District Director column package is quite long, with lots of photographs this time, and we have taken the opportunity to let Howard Rush bring us up to date with contest results from around the country. That took a few pages to accomplish, but now we can start out 2013 with a clean slate.

Paul Walker's coverage of the 2012 F2B World Championships is our lead feature, and it is an in-depth report of the affair from a top competitor's perspective. If you've ever wondered just what it is like to compete at that level, then read Paul's candid report.

We also have a report on the 2012 Home International contest by Bill Crossnan. This unique meet pits fliers from four countries—Scotland, England, Wales and Northern Ireland—against each other for F2B dominance of the "Isles." Looks as though they had a great time, but it also looked to be cold!

In the January/February issue we will return to a more normal mix of special interest columns and more features. My thanks once again go out to Howard Rush for the fantastic job he is doing with the Contest Calendar and the Contest Reports. I'm quite certain that doing that job is not exactly a fun thing. When you see Howard at the field, give him a big "Attaboy."

And, since we've reached the end of another year, I'd also like to take the opportunity to thank my amazing *Stunt News* production crew. So, kudos big time go out to Liz Helms, Chuck Holtzapple, and Bob Kruger. You people are just the best!

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

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

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GENERAL:

1. All new or renewal membership applications received after September 1st of the current year will be considered an application for the next year.
2. Dues structure will be as noted on the Membership Form.
3. If you qualify for a Complementary Membership (Hall of Fame, Contest Board, or other) please fill out and return the form, with the appropriate box checked. This is to keep our records and mailing lists up-to-date.
4. Notify the Membership Chairman of seasonal address changes — there are no automatic transfers of mailing addresses. Both your addresses will be kept on file — you need to tell us when to switch.
5. All members have full access to the website and all online back issues. These can be read online or downloaded to your computer. You can file them, burn CD's or print them from the files.

RENEWALS:

1. For renewals to be considered timely, they must be **postmarked** by December 31st.
2. Renewals after January 1st, of the membership year, will be considered as late renewals.
3. Late renewals will **not** get back issues mailed to them; back issues are available on-line or may be purchased from PAMPA Products.

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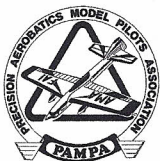
1. New members joining before September 1st will receive all back issues for the year they join, as part of their membership.
2. New members joining after September 1st will receive a membership for the remainder of the year, and for all of the following year. However, they will receive no back issues.

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

Option #2 Scan your application form, along with the first 8 digits of your credit card. Send a second e-mail with the second set of 8 digits. Send another e-mail with the expiration date and V-Code (3digits on the back of your card)

James Vornholt
PAMPA Membership Chairman
Phone: 317-268-4473
jvornholt@indy.rr.com



PAMPA Membership Application or Renewal Form

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

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----------------------	------------	---------	-----------------

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Note: Term of all Memberships are from January 1st to December 31st

Mail Form To: **PAMPA**
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Issue	Deadline
March/April	Jan. 20, 2013
May/June	March 20, 2013
July/August	May 20, 2013
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November/December	Sept. 20, 2013

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2012 F2B World

The 2012 World Championships were held in Pazardzhik, Bulgaria, which is about 80 miles east south east of Sofia. Dave Fitzgerald, Paul Walker, and Orestes Hernandez were the F2B entrants from the United States. The Junior team member, Matt Colan was unable to attend as he was in his first week of college at the time of the Championships.

Ryan Young was also unable to defend his Junior World Championship as he had just started a new job and was unable to take time off. The three senior members were accompanied by Don McClave who was the stunt team's coach and the Assistant Team Manager.

The four of us left the US on Tuesday, August 21st and met in the Sofia, Bulgaria airport on Wednesday the 22nd in the afternoon. David and Orestes arrived a few hours earlier than Don and I, and had the rental van ready by the time we arrived. Our luggage arrived intact and on schedule, and we left for Pazardzhik. After an hour and a half drive, we arrived at the Grand Hebar Hotel in down town Pazardzhik. The person on duty at the front desk was expecting us, and soon we were in our rooms unpacking.

We were located on the fourth floor of the hotel. This necessitated the use of the elevator to get up and down. However, these were the smallest elevators known to man! Okay, four people could get in one, but it was cozy. There were two elevators, and neither David's nor my plane would fit into one of them. Orestes had the luxury of being able to use either.

David and I had to carefully fit ours in diagonally and only one person could fit in at that time. This became a bit difficult in the morning when everybody was headed to the field. Just another one of the small issues that we had to deal with!

After unpacking, we headed to the competition site to assess the condition of the field. The competition site didn't exist six months earlier, and there was concern about its ability to host the championships. There was a newly poured concrete donut for F2B (stunt). It appeared to be ready for the competition.

The second "official" F2B circle was an area that had been recently planted with grass seed. The organizers were madly watering it trying to get the last bit of growth before the competition started. It didn't appear that the surface was prepared prior to the seed being spread as most of the area was "hills and valleys" and unsuitable for a competition stunt plane. We left not feeling very good about the grass circle, and returned to the hotel for dinner and then headed upstairs to assemble the planes.

Thursday morning we headed out to the site to get in as many practice flights as possible. The concrete circle was not too busy and we were able to get in three flights before it got too crowded. During this time the grass circle was available, but no one was willing to attempt a flight on it due to the uneven surface and the height of the grass.

We stayed until late in the afternoon. The winds were light and the temperature in the 90s. We then learned that the concrete circle was to be used for a two-day World Cup competition. We were too late to enter, and thus had no place to fly for the next two days as the grass circle was closed due to preparation for the competition. Once it was established that practice was no longer possible due to the number of people waiting in line, it was back to the hotel for dinner. Before leaving the site, we discovered where the "official" practice area was located.

Victorious Team USA, Paul Walker, David Fitzgerald, and Orestes Hernandez.



World Championships

by Paul Walker

Photos by Paul Walker unless otherwise noted.





Driver in Command, David Fitzgerald, bringing the team van into the competition site down the long entryway.

The next morning we headed for the “official” practice site. It was about a quarter mile west of the official site and was “primarily” used as a soccer field (well, sort of, maybe, if nothing else was available). As has been the “norm” at many other Championships, the practice site was surrounded by trees. Further the grass on the field was unlike any normal grass known to man. It had large—for the lack of a better word—*branches* that came out of the ground and spread like crab grass, and was easy to trip over. All that didn’t matter as there were several people there attempting to mow the grass and we were not allowed to use the site.

There was a secondary practice site on the north part of town across the street from a prison, but it also was used for the Combat portion of the World Cup competition. Friday ended without a practice flight!

Saturday was going to be a repeat of Friday, as the World Cup competition was still ongoing. The Japanese team was staying at the same hotel as we were. Their trip was much more problematic than ours had been. Only one of their models arrived, and most of their luggage was missing. They ended up driving to Sofia every day to check for any luggage that might have arrived.

On Saturday morning we found them at the same practice circle we were chased away from the previous day. Unlike us, they used their smarts when they went there Friday. At first they got the same result. However, on Saturday they arrived with a case of beer for the workers. Suddenly the workers were bending over backwards for them and mowing exactly where they were directed to.

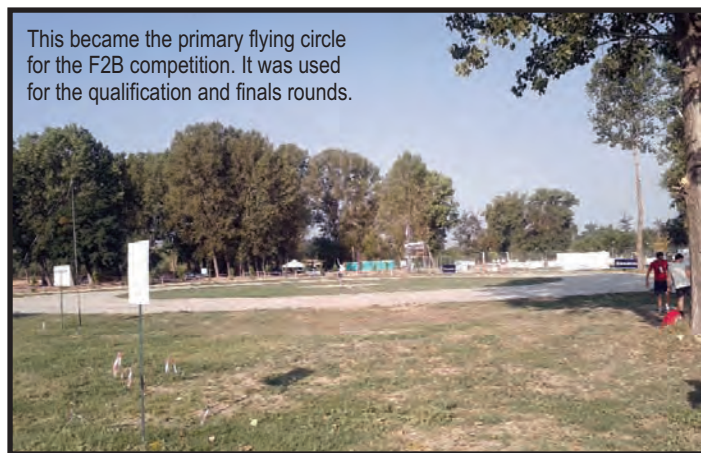
It seems that the Japanese team collected everything piece of “model stuff” they actually had and found that they could get one plane in the air. It was their only electric plane to boot. They flew two flights while we were there and the second flight ended with a broken carbon landing gear and prop due to the quality of the surface.

Orestes and I decided not to fly there,

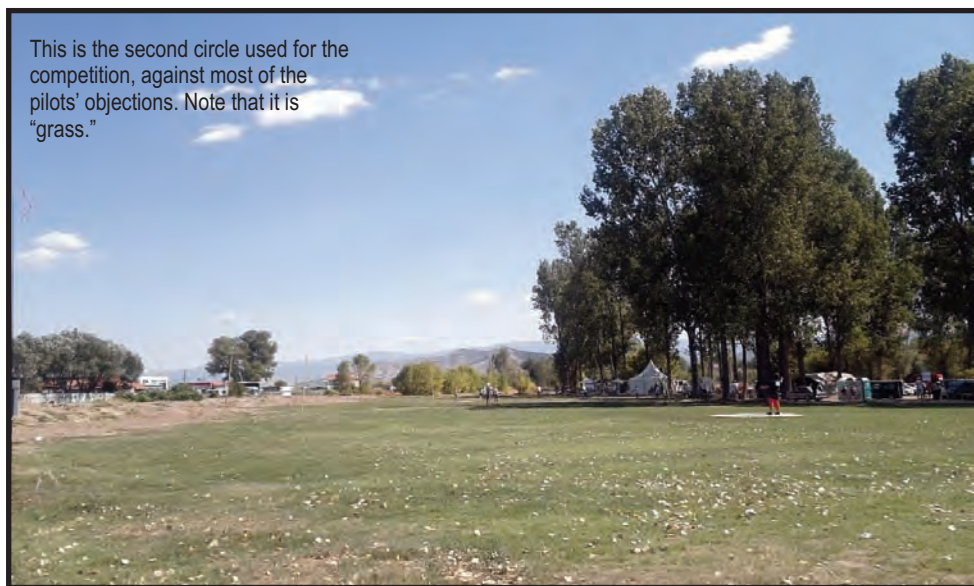
but David insisted on flying several flights to check “something.” After two flights, he conceded that we were right. We then headed back to the official site just to see how the World Cup was progressing. Still, the grass circle was posted with a “no flying allowed” sign, and there was no one flying there. I had had enough and decided to check with the head F2B judge about why flying was not allowed on that circle. I was told that there was no reason not to, so go ahead. So, quietly we moved our models to the grass circle and proceeded to fly. We each got two flights in, without incident, before the rest of the stunt world realized what was happening and then descended on the grass circle.

We remained there long enough to get three flights each. It turned out that there was one 20-foot section that was useable. As more and more people used this grass circle, there became more and more resistance to using it for the competition. This time, we elected to let others do the complaining about the use of the grass circle. There was even some discussion about using it for competition and throwing out the takeoff and landing points. However, after discussions with the F2B CD and contest organizers, it was decided to fly on it as if it were perfect. No consideration for the conditions was adopted.

The site was not prepared well when we arrived. They had set up the pits in the *dirt*. Again, after some complaining they agreed



This became the primary flying circle for the F2B competition. It was used for the qualification and finals rounds.



This is the second circle used for the competition, against most of the pilots’ objections. Note that it is “grass.”

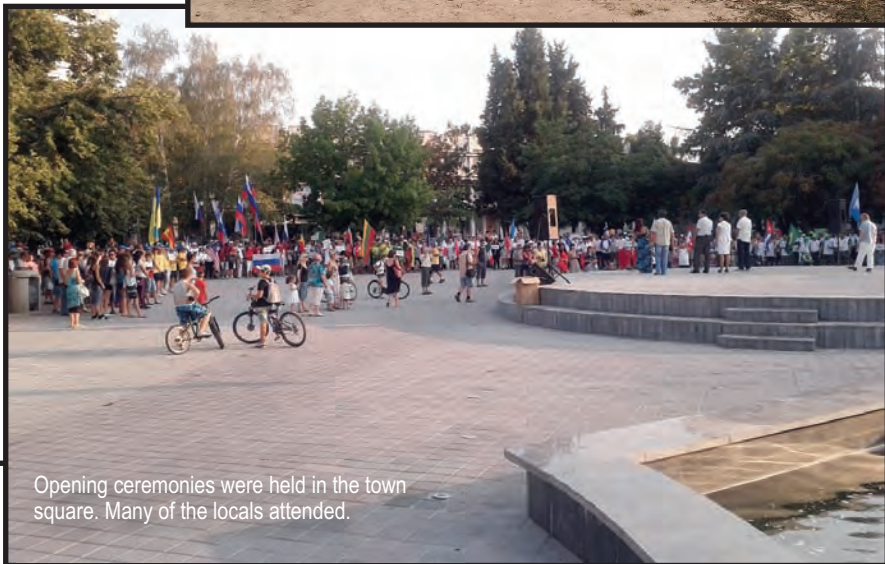
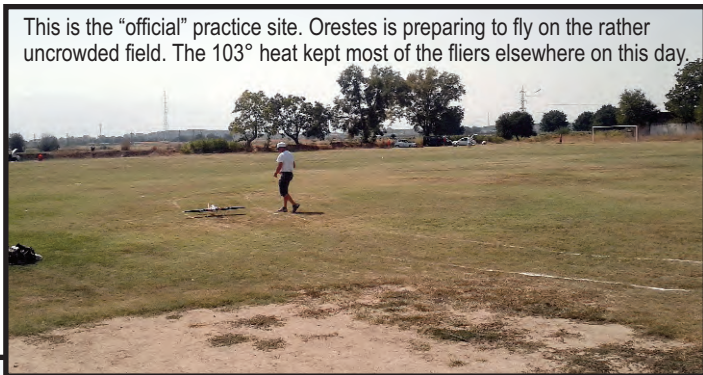
to place a layer of something on the ground to protect the lines. It was a mixture of a fabric tarp and plastic runner. The picture of us in the pits shows that arrangement. In the end, it worked, and didn't come loose in the high winds.

Sunday was time for "Official Practice." Every team is given a time slot on the official circle for their *one* practice flight. We were scheduled in the early morning. We each flew, and then quickly repacked the van to go to our processing time slot, in town, near the hotel.

Every time we process at a world champs it seems they have new and different rules and processes they decide to inspect for. Yes, we checked the spinner radius to meet the 5 mm minimum radius, and the weight of the plane. It turns out they wanted to check every one of my batteries to make sure they complied with the 42-volt maximum allowance. I also resisted their need to "mark" the motor. I was not going to let them engrave the can or put a paint mark on it possibly throwing it out of balance. They finally gave up and agreed not to mark the electric motor. In the end, all were found to be compliant, and we retired to the hotel.

Since the day we arrived, there was a dire warning about a storm front that was going to hit sometime during the weekend. Predictions were for 40-plus mph winds combined with rain. By

This is the "official" practice site. Orestes is preparing to fly on the rather uncrowded field. The 103° heat kept most of the fliers elsewhere on this day.



Opening ceremonies were held in the town square. Many of the locals attended.



Team USA at the opening ceremonies. The Assistant Team Manager and F2B coach, Don McClave is in the dark pants to the left of the USA flag.



Above: David Fitzgerald is toasting the day at morning breakfast.



Right: Team USA's planes in the pits getting ready for their "official" practice.

Sunday noon, none of that storm was evident, and it looked nice. We checked the "official" practice schedule and noticed that the grass circle was to be done around noon.

We headed out to the grass circle to get some final practice in. There was a line there so we headed to the practice area across the street from the prison (a prison you would *never* want to be in). Only Orestes flew as it was 105° out. No problem for Orestes, as he flies in Miami, right? Orestes only lasted two flights before he "melted." Even Orestes admitted that it was hot! We headed back for dinner at the hotel.

For the world championships, the hotel supplied breakfast and dinner for a modest cost. We elected to purchase breakfast and dinner at the hotel. Breakfast and dinner was served buffet style. The first few times it was nice. The food tasted good, and there was plenty to eat. However, the menu never changed. The same thing was served for breakfast every day, and likewise for dinner.

Nearly a week into the trip, it was getting monotonous. The Japanese, Chinese, Brazilians, Aussies, and Brits were staying at the same hotel, and in general we ate at the same time. As time went on, fewer and fewer people used the buffet dinner, and opted to find restaurants near the hotel to eat. The stunt team was cheap, and since we paid for it, we were going to eat breakfast and dinner there. However, we were on our own for lunch. We ate lunch most every day at a bar and grill near the hotel. The food there was good, and quite inexpensive.

With the weather forecast hanging over us, we went to bed to try to get a good night's sleep before the first day of qualifying. At the 2012 World Championships, the FAI rule limiting the

number of flights a judge could look at in a given day was followed. The limit was 50 flights a day. This forced the four qualifying flights to be squeezed into three days.

This meant that everybody flew two flights on one day of qualifying, and one on each of the other days. Unfortunately, Dave was scheduled to fly two flights (one on the grass and one on the concrete) on Monday. I only flew one flight on the grass on Monday. Orestes drew two flights on Tuesday, and I had two on Wednesday. The other odd thing was that David flew both of his two flights on Monday before I flew one.

When the sun rose Monday morning I looked out the window and didn't think it looked too bad. However, Don looked a little closer and realized that the trees were whipping around badly. Since none of us had a real early flight, we decided to practice at the field across the street from the prison. There were not very many trees there. The wind didn't appear to be too bad there, and each of us flew. However, none of us got a complete pattern in.

The wind above 45° was just horrible. This didn't do much to instill confidence in us before putting in our official qualifying flights, in that wind, around those trees! The other issue was that it was now 30° cooler than Sunday's flights!

The qualifying rounds started on schedule. The head judge had a wind meter and was checking it every flight. In FAI the limit is nine meters per second (mps), which is about 20 mph. Sustained wind above that for 30 seconds stops the competition. There were clearly times when the wind was above nine mps, but not for 30 seconds, so the competition went on.

Dave was up at 10:00 on the grass. This circle was the closest



to the trees, and the wind was swirling around the trees on the east side of the circle. The first problem was finding a place to take off with that wind direction. Dave found one little bald spot that was almost level. His takeoff was fine. However, there was a time in his overheads that it looked like his plane stopped dead heading into the wind. It managed to keep going, but that flight didn't score very well.

He received an 839 for his efforts. Orestes flew 24 minutes later and he as well had trouble with the wind. He scored a 929. Hard to compare scores here as Orestes was on the concrete circle and David was on the grass. Not long after Orestes flew, thunder and lightning along with some rain stopped the competition.

Once the worst of the storm passed, the competition started again. Each time the head judge would walk to the center of the concrete circle and sample the wind, and then signal the next pilot to start. David flew next on the concrete, and improved his score with a 947. After David flew, we went to lunch near the hotel once again.

On this day we chose a different bar and grill, and the food was excellent. However,



Top: Once Team USA got the ball rolling on the grass circle, it quickly got crowded. Photo courtesy of Tania Uzunova.

Bottom: Paul Walker and Igor Burger discuss the "quality" of the grass circle. Alex Schrek walks off in disgust. Photo courtesy of Tania Uzunova.



USA at the grass circle for some early morning practice. Photo courtesy of Tania Uzunova.

later in the day I felt a twinge in my stomach. I decided to take an Imodium to head off the problem. Returning to the field, I flew late and was scheduled just after a judge's break. During the "10" minute break, a rules issue came up and all the judges discussed it in the judging tent *for more than hour*. During that down time, the wind backed off and actually was quite pleasant.

I was beside myself wondering where the judges were. I could

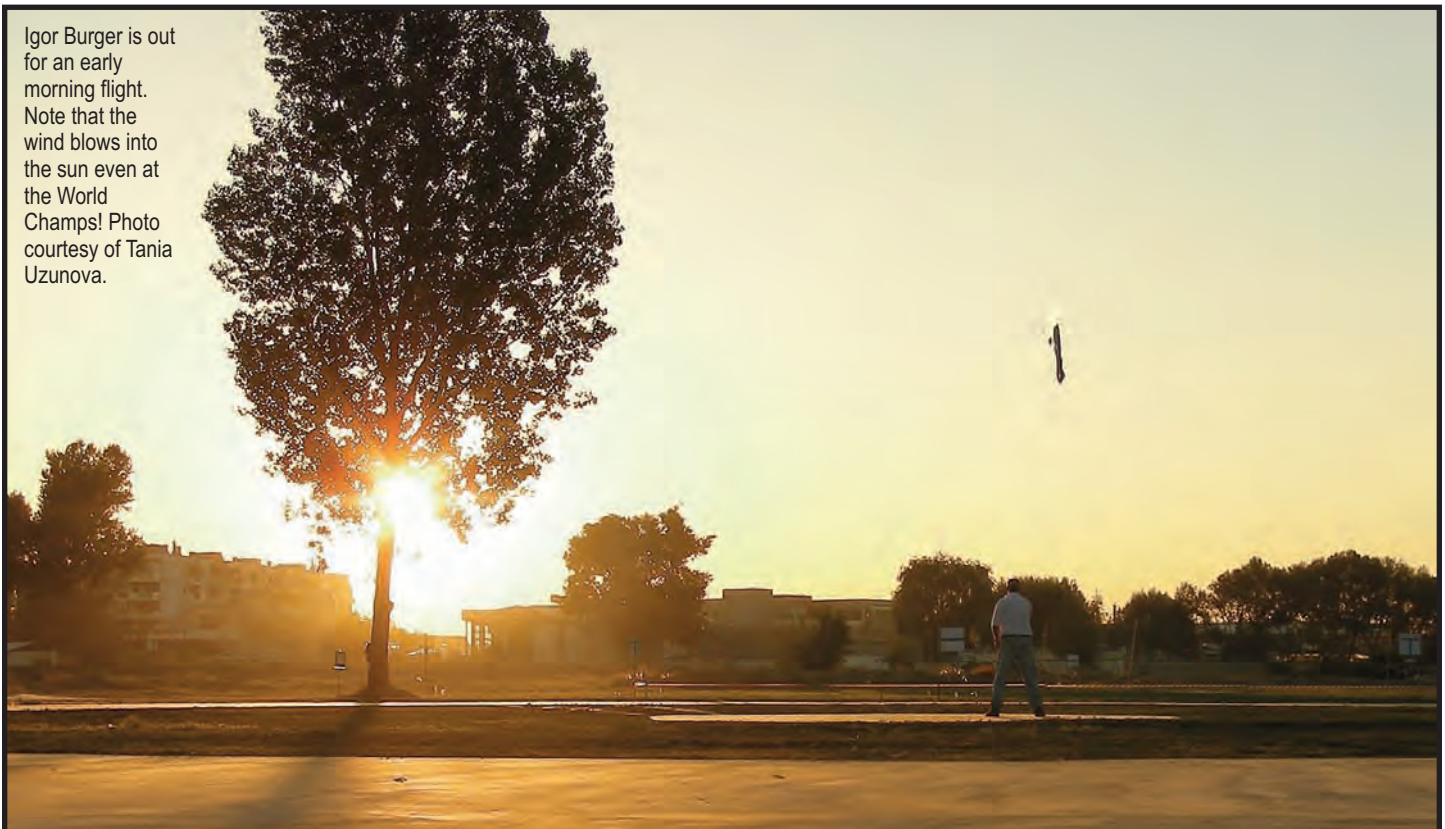
have snuck in a flight in nice conditions. However, before the judges reappeared, the wind found its past ferocity and was in form once again. Finally I flew and did fairly well. I received a 949 which was the second highest score on that circle for that round. It is not known if the person who had a 960 flew on Monday or Tuesday on that circle. Regardless, everyone knew that more than likely this was going to be a throw-out score.

On Tuesday Orestes had two flights. He started at 9:30, followed an hour later by myself. David was later in the afternoon, and then Orestes was to fly at 5:00 p.m. The weather was better on Tuesday. The wind speed was lower by about five mph! Bottom line: more of the same conditions as Tuesday, lots of bumps and still fairly strong winds coming through the trees.

That day's problem was that one flight for Orestes and one flight for David were going to count towards the top 15 cut! Orestes flew on the grass first and scored a 923. I followed on the concrete circle and received a 981. Dave flew next on the grass and posted a 1013. This was his score that was going to count from the grass circle.

Orestes flew late on the concrete circle and improved his score to 1031. This was his score that was to count from the concrete circle. Once again, we returned to the hotel for another exciting buffet dinner! Once again, I took another Imodium to ward off "that feeling."

Wednesday was my turn for two flights. On Wednesday the wind had backed down to about 10 mph, but still coming through the trees, creating less than ideal flying conditions. The order for Wednesday was David, me, Orestes, and then me. David's flight on the concrete went well and he scored a 1046. This was obviously a keeper for the concrete circle. I flew next on the grass and put up a 1012. This was to be my keeper for the grass circle. Orestes flew at near 4:30 pm and scored a 1004. This was his keeper from the grass circle. My last qualifying flight



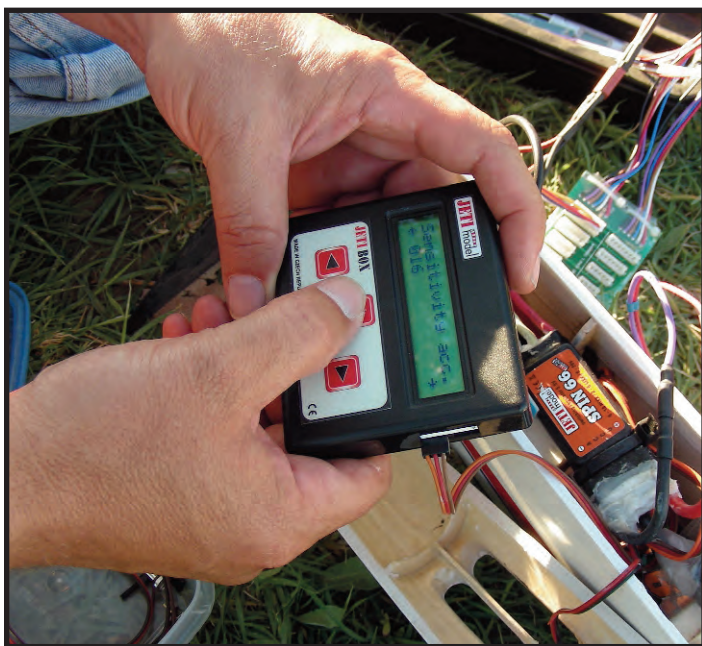
Igor Burger is out for an early morning flight. Note that the wind blows into the sun even at the World Champs! Photo courtesy of Tania Uzunova.



Igor Burger is busy charging his battery between flights. Note that he charges the battery while inside the model. I asked him about this and he produced a log of thousands of flights with no issue.



Igor's championship plane waits for a flight. He designed and optimizing its performance with electric in mind. He even used a graphic designer, Tania Uzunova, to develop the paint scheme.



Igor caught changing some parameter in his speed control or timer.



Tania loaned her "lucky critters" to Paul for his last flight, but by that time Igor had sucked all the luck out of them! Photo courtesy of Tania Uzunova.

was on the concrete circle. My flight went well and it scored a 1066.

As mentioned previously, the first flight on each circle was not going to count, and it turns out that all of the top 15 threw away their first round flights. All of the USA stunt team made the cut to the top 15 easily. On the other hand, the Chinese team barely snuck into the top 15. In fact only the Chinese and the USA sent all three of their team members to the finals.

The battle for the team gold appeared to be between the US and China. The Ukraine had two members in the top 15, and their third team mate was 16th. The method to calculate the final team placing was simply to add the ordinal placing's for the three members, and the team with the lowest total was the winner. The Slovak team had a third team member, however he placed 40th, and that eliminated them from team medals.

It was back to the hotel for some dinner and rest prior to the finals. Once again, because of the 50-flight rule, the finals would be held over two days. The first two rounds were to be flown on Thursday and the final round on Friday. Unfortunately for me, that "feeling" was for real and I was unable to sleep. Finally at 3:00 am, it came to a head. It was a relief, but made life difficult.

Bright and early, Dave and Orestes knocked on our room door ready for an early practice session near the prison. I stayed in the room, and awaited their return. It turns out that I had contracted an intestinal virus, and there was nothing I could do about it. What resulted was a total lack of energy, vertigo, and dehydration. The rest of the team returned from practice and collected me and drove to the field. Fortunately for me, I didn't fly until nearly noon.

As opposed to the previous days, the weather for the finals was a steady wind of *zero*, with variable gusts to maybe two mph. The real problem was the direction changing every minute or two. In FAI, the judges don't move once positioned, so the real challenge was to figure where the wind was going to be during



Above: Team Slovakia, Igor Burger left, Alex Schrek right, and Jan Skrabalek center. Photo courtesy of Tania Uzunova.

Right: Paul Walker holding his plane, and Tania Uzunova holding Igor's plane. Tanis designed the paint scheme on Igor's plane. Photo courtesy of Tania Uzunova.

Below: Top three finishers in 2012, Igor Burger center 1st, Alex Schrek left 2nd, and Jiri Vejmla left 3rd. Photo courtesy of Tania Uzunova.



your flight. Ha! There were many flights flown with the pilot flying directly up wind.

I did nothing but sit in a chair in the shade trying to build enough strength to get my flights in. I sat and watched everybody fly and also watched the wind patterns. Based on that, I decided where the wind was going to be during my flight. Yeah, right! My observations paid off, as I flew *mostly* downwind on my two flights.

When I flew, I ran into a problem I didn't anticipate. I was so sick, that when flying I was unable to concentrate on shapes, sizes, intersections, bottoms, etc. It was so bad, that as I finished the third inside loop I completely lost count and had that moment of panic not knowing where I was. I

felt like a green rookie! I made a decision and stuck with it. Then, I lost count on the inverted laps. The solution was to simply do a few extra laps. Then, knowing I had counting problems with the insides, I concentrated harder on the outside loops only to lose count once again. Then, after the horizontal eight I couldn't remember what was next. I finally figured it out, and flew the remainder without losing count or placing. This was not the condition one wants to fly the finals of the World Championships in! This is where hundreds and hundreds of practice flights come in handy. I was on autopilot!

Don watched all the team's flights, and commented that it was one of my better flights there! How did that happen? I outscored the remainder of the US team on



Team USA proudly stands on the top podium while the Star Spangled Banner played at the closing ceremonies. Team China was 2nd, and Team Ukraine finished 3rd. Photo courtesy of Team Japan.



Paul Walker and Don McClave pose with Team Japan at the closing ceremonies. Kaz Minato was their coach and his son Yuhi flew in the junior category. Japan team members were: Shoichiro Nogome, Masahiro Muramatsu, and Mitsuru Yokoyama.



Paul Walker posing with longtime rivals Team China. Team China has mostly turned over now, as there were two new members, Shu Jun Guo, and Jun Yang, both on the right. On the far left is Xin Ping Han, multitime Champion, and next to him is Niu An Lin, who has been a longtime competitor and is now their coach. I failed to get their translator's name.

that flight! David flew his second round flight with significant portions of it upwind! Orestes and I put in our second round flights without incident. After the scores were posted, I was in third, David in fifth, and Orestes in ninth.

Friday was the last day of finals. Again, the weather conditions were identical to Thursday. I flew my last flight facing the wind a good portion of the time. In those conditions one does not back up like in the calm. To keep the plane out of its wake safely, one steps into the wind. That is not something most people practice! Once again, Dave and Orestes had solid flights. It was then time to sit and wait to see the final placing's. The only real issue was whether Jiri or I would finish third.

After nearly an hour's delay, it was determined that I had finished fourth, David fifth, and Orestes ninth. This gave the US as team score of eighteen. The Chinese team finished in sixth, 11th, and 13th. This gave them a score of 30, and second place. The US claimed their Gold Medals in the team competition, just as we had planned!

The weather conditions claimed one plane in the finals. Shoichiro Nogome from Japan hit his wake on his first finals flight and pancaked the plane. The entire Japanese team pitched in and repaired it enough for two additional flights. He was able to capture 10th place. The other two Japanese fliers were unable to make the finals as they didn't get their planes until the morning of processing. This didn't allow any time to adjust and practice.

The Chinese team was once again led by Han Xin Ping. There were two new Chinese team members this year, and all three used the Saito four stroke engines.

Igor Burger won using his Max Bee design. It was perfected for electric power, and worked well. Paul had vortex generators, and Igor had turbulator strips on his. Igor's plane flew very well, and also featured a "Rabe" type rudder. In fact, it deflected quite a bit. However, the size was fairly small and centered close to the vertical CG. Watching it closely, no yaw was detected in the corners, so it was obviously working well.

Yes, Igor had it working this year. When we arrived, Igor was already practicing. We took one look and knew that he was going to be hard to beat. In fact he won the World Cup competition, with Alex Schrek second, in convincing fashion. Once he got through the wind in qualifying, he had the three highest scores of the finals. His plane turned tightly with a good turn and stop, flew at 45°, had nice round rounds, and his bottoms were consistent. It is good to see Igor have success since he has worked so hard at getting to the top. Congratulations Igor!

Electric power has made its presence known in full force. Places one through four were captured by electric-powered planes. Also, 10th place was an electric-powered plane, and there were numerous other electric-powered planes entered. There was even a "Shark" with electric power that flew very well, but didn't make the final cut. Every time someone opened their plane to load a battery, the Chinese were there with their cameras. They seemed very interested in this propulsion system.

Friday evening, in the town center square, the medals were handed out. The Star Spangled Banner played loudly with the USA team standing on the top of the podium. We proudly held our medals and team trophy during the anthem. We were very

Walker wondering “what if” about the competition at the closing ceremonies with David Fitzgerald and “The Coach” Don McClave. Photo courtesy of Tania Uzunova.

happy to have won, and repeat the win in Landers in 2008. It sure made the ride home much faster!

There was one person there that made the time in Bulgaria better. Tania Uzunova resides in Sofia, and was a contact for the Championships. She spoke wonderful English, as well as other languages. She mostly hung out with Igor at the field.

During the first day we were at the site practicing, and I needed to access the battery in the van to charge my batteries. The entire US Team could not find the battery, and the owner’s manual was in Bulgarian. When she discovered we could not read Bulgarian, she stepped in to go through the manual and find where it was. She read the manual and translated out loud as she read. In no time at all the battery was found under the floor mat at the driver feet.

Tania also had a few “lucky” plastic animals that always seemed to find a way to reside on Igor’s plane somewhere. Finally, on the last day of the finals, I asked if I could “borrow” those critters for good luck. They stood on my planes horizontal tail, but apparently that wasn’t the lucky spot! Or, the luck had all been used up on Igor. As seen in at least one of the pictures, she was always smiling. Thank you, Tania, for making this competition a little more relaxed.

As it turns out, Tania had a part in Igor’s plane. She is a graphic designer in Sofia, and Igor contacted her to design a paint scheme for his plane. She had this comment: *“It was a great privilege for me as a graphic designer and photographer to work for Igor Burger and his plane. For me that is one of the best examples how a stunt model and pilot complement each other to perfection!”*

Tania couldn’t be more right. It seems that Igor had some idea on colors for his plane that an engineer might come up with. However, Tania convinced him that it was not that pleasing, and that her ideas were correct. Fortunately for Igor, he listened and now has a beautiful model!

There were a few interesting observations by Dave. The drive from the hotel to the field was only about 5-6 minutes. It was just a couple of miles through town to the flying site, which was actually an island in the middle of a dry riverbed. The trip took us past a couple of interesting places.

The first was a very nice store front just down the block from our hotel, with large red neon lights advertising massages and relaxation. We never saw anyone in this shop, but our practice schedule was a bit different than the shop’s normal operating times! Each morning about sunrise, the time we drove to the official circles, there were dozens of ladies out with brooms sweeping the streets. Not real effective when the wind was 20 gusting to 30 and leaves blowing everywhere, but it did keep them busy.

The second interesting place was a self-service car wash. We first noticed what looked like a junkyard dog laying down in the gutter full of water, on the day that was about 107° F. We all



thought, smart dog. But each day we drove by, including colder and windy days, he was in the same spot—must be his turf. Funny what is noticed about a place you’ve never been to.

The most interesting day was when we saw a person power washing his car. Not that unusual, except he was power washing the interior... What happened in there that needed that drastic action?

Dave’s favorite day was our last day. The banquet was Friday night, and the next morning, we drove back to Sophia. We arrived at their hotel in the early afternoon by the airport. Unfortunately, I was still sick (note: this was my worse day, which included the drive back to Sofia) and did not feel like going out (this is an understatement).

Orestes and Dave cornered the concierge and asked about touring Sophia. It was easy to get to, and it was a brilliant day, so off they went. They managed to drag Don with them and they walked all over Sophia for the better part of the day. They also asked about a good restaurant, and the concierge did not hesitate, and pointed the way to a small restaurant in the southwest side. It had no more than a dozen tables, and was a converted house. Each room in the house had a couple of tables. They sat in the front yard under some very nice trees. The food was absolutely fantastic, and some of the best wine Dave has ever had, and he lives in Napa!

Navigating around was also a trick. They could tell from the map roughly where they were, but everything was in Cyrillic. Street names, directions, everything. A sign in English was rare. They navigated by matching symbols on the street signs to the map, but even that was touch and go. Dave ended up driving the wrong way down a “trolley only” street just one time. It gave them an excuse to ask some cute college girls for directions.

They walked to anything on the map that looked interesting. The most sobering place they visited was probably the Russian embassy. It looked very much like what you would imagine a large communist cement block building would look like. But the guards out front were in costume belying the communistic surroundings.

The oldest building in Sophia was a Christian church. It was



Our new World Champion, Igor Burger, enjoying the closing ceremonies. Photo courtesy of Tania Uzunova.

started sometime in the third century, shortly after the Romans allowed Christianity to openly worship. That was a long time ago. A lot of history, a lot of old despotic oppression, but the Bulgarians seem to be doing well in their newfound freedoms.

Another interesting fact is that many more of the competitors now speak some level of English. This makes communication much easier, and creates a better understanding of fellow competitors. I spent as much time as I could talking to competitors from other countries that I was unable to previously. Of interest was a conversation I had with Sergiy Belko about the use of fluorescent paint on his plane. His tail and wheel pants were a bright orange. So bright that it made my fluorescent orange fuselage look pale!

Travel nearly half way around the world for a competition is seldom easy. Between lost luggage, illnesses, hardware problems it seems there is always something to overcome. It simply is not as easy as it would appear to someone watching from afar. Yes there are videos of the flights, but the background (prior history) of the flight is lost.

Hopefully this narrative will give you some insight into the flights you may have seen on YouTube. All in all, we had a good time and enjoyed ourselves. Most folks there were friendly (see Tania).

Someone on-site asked me if David's plane was made with the Bulgarian flag colors on purpose. They smiled when I indicated he had done it on purpose. Yes, things could have been better, but sometimes that adversity bonds team mates together. David, Orestes, and I will never forget this World Championships!

The next World Championship will be held in the country side of Poland. Get those take-apart planes ready for the Team Trials next summer! You too can write your own WC memories! **SN**

Below: Close up of Igor with a very interesting reflection in his glasses. Photo courtesy of Tania Uzunova.



F2B - AEROBATICS
Individual Results

Place	N°	NAME Surname	Nation	Circle A		Circle B		Fly-off 1	Fly-off 2	Fly-off 3	Result
				Flight 1	Flight 3	Flight 2	Flight 4				
1	B57	BURGER, Igor	SVK	1020,30	1095,80	928,76	1057,76	1099,15	1086,75	1087,03	1093,09
2	B58	SCHREK, Alexander	SVK	1018,70	1066,20	891,50	1017,26	1056,71	1043,56	1050,45	1053,58
3	B17	VEJMOLA, Jiri	CZE	1012,23	1086,40	923,26	988,90	1021,43	1049,13	1040,11	1044,62
4	B66	WALKER, Paul	USA	981,70	1066,10	949,60	1012,46	1040,16	1041,38	1026,45	1040,77
5	B64	FITZGERALD, David	USA	947,93	1046,56	839,66	1013,20	1025,33	1036,25	1032,85	1034,55
6	B13	HAN, Xin Ping	CHN	957,76	1033,83	931,06	980,23	1019,75	1016,50	1046,06	1032,90
7	B52	YAKOVLEV, Evgeny	RUS	962,20	1078,66	908,93	966,50	1037,23	1012,50	1017,40	1027,31
8	B60	YATSENKO , Andrii	UKR	1038,96	1065,40	924,96	956,37	1024,71	1027,88	306,40	1026,29
9	B65	HERNANDEZ, Orestes	USA	929,36	1031,73	923,83	1004,50	1005,83	1020,45	1031,60	1026,02
10	B39	NOGOME, Shoichiro	JPN	1009,13	1050,90	930,23	1009,33	193,90	1021,53	1027,73	1024,63
11	B14	GUO, Shu Jun	CHN	938,36	1036,80	861,26	966,06	1010,20	1010,36	1033,23	1021,79
12	B61	YATSENKO , Yuriy	UKR	979,40	1061,00	761,56	993,70	1023,98	1005,38	1003,73	1014,68
13	B15	YANG, Jun	CHN	961,06	988,56	870,63	1011,23	1004,80	1001,60	1018,60	1011,70
14	B41	BYELKO, Sergiy	MDA	898,96	1015,80	876,36	997,26	998,35	972,60	1015,31	1006,83
15	B03	RODRIGUES, Bene	BRA	975,10	1033,76	816,93	983,30	1023,25	980,43	986,91	1005,08
16	B62	SOLOMYANIKOV , Sergiy	UKR	969,63	1038,23	960,83	857,03				1999,06
17	B38	MURAMATU, Masahiro	JPN	1001,76	1014,26	912,23	978,06				1992,32
18	B53	GARFUTDINOV, Albert	RUS	898,63	997,00	820,23	989,36				1986,36
19	B35	VALLIERA, Marco	ITA	933,13	978,83	940,60	1005,06				1983,89
20	B26	CHAPOULAUD, Nicolas	FRA	900,70	1015,30	910,40	966,33				1981,63
21	B18	KRAVCIK, Zbynek	CZE	944,66	1042,16	838,03	938,76				1980,92
22	B51	VANYAGIN, Dmitry Junior	RUS	934,76	1008,13	871,23	966,83				1974,96
23	B37	YOKOYAMA, Mitsuru	JPN	987,70	983,56	816,60	984,36				1972,06
24	B46	BORZECKI, Krystian	POL	937,53	1021,86	853,93	945,46				1967,32
25	B11	BAJAIKINE, Konstantine	CAN	936,06	1036,80	892,13	926,93				1963,73
26	B25	GAUTHIER, Alexandre	FRA	965,00	1000,06	885,26	958,06				1958,12
27	B27	GAUTHIER, Philippe	FRA	914,03	992,43	855,86	927,53				1919,96
28	B54	SALENEK, Viktor	RUS	955,03	961,56	812,33	953,63				1915,19
29	B55	MALILA, Lauri	SUI	631,36	961,60	280,26	953,30				1914,90
30	B63	KONONENKO , Pavlo Junior	UKR	814,86	952,40	853,53	955,80				1908,20
31	B33	BOSIO, Aivia	ITA	881,76	956,86	857,06	946,86				1903,72
32	B04	ALVES, Rogerio Vincente	BRA	885,40	1005,80	788,63	880,03				1885,83
33	B29	KITLEY, Robert	GBR	864,90	956,46	881,60	914,46				1870,92
34	B45	MIĘSIĄK, Jarosław Junior	POL	884,63	930,36	843,56	938,63				1868,99
35	B44	NELL, Loren	NZL	793,23	936,20	808,83	924,86				1861,06
36	B01	BOND, Russell	AUS	839,53	937,26	806,96	917,40				1854,66
37	B34	FIUSSELLO, Mauro	ITA	410,13	963,36	811,80	882,10				1845,46
38	B49	RENECLE, Keith	RSA	0,00	968,80	801,56	873,63				1842,43
39	B12	HANSON, Van Peter	CAN	920,10	938,73	846,50	901,33				1840,06
40	B59	SKRABALEK, Jan	SVK	844,13	901,60	853,96	938,33				1839,93
41	B30	ROBINSON, Barry	GBR	841,83	917,43	795,06	919,76				1837,19
42	B16	MEISL, Michal Junior	CZE	747,00	917,76	739,93	901,53				1819,29
43	B23	HUSSO, Mikko	FIN	842,93	920,50	792,43	888,20				1808,70
44	B48	JANIK, Karol	POL	848,13	868,33	830,80	874,33				1742,66
45	B36	MINATO, Yuhi Junior	JPN	835,20	908,06	0,00	824,63				1732,69
46	B22	ESCRIBANO, Rafael	ESP	816,40	844,20	868,86	886,00				1730,20
47	B20	OTERINO, Jose Luis	ESP	811,86	866,36	0,00	842,63				1708,99
48	B47	KUBIK, Sylwester	POL	912,90	914,40	775,53	765,80				1689,93
49	B19	DOBROVOLNY, Radomil	CZE	826,53	838,93	783,03	844,26				1683,19
50	B32	MALYSHEV, Victor	ISR	401,56	846,73	758,10	824,26				1670,99
51	B42	ANKER, Bram	NED	709,36	838,50	747,46	814,70				1653,20
52	B05	QUARTIM, Martinano C.	BRA	704,56	781,73	719,76	845,13				1626,86
53	B28	JONES, Mervyn	GBR	703,86	798,73	750,36	23,86				1549,09
54	B24	ROSTISLAVOV, Anthony Junior	FRA	731,36	775,03	710,80	653,13				1485,83
55	B02	ANGLBERGER, Peter	AUS	0,00	901,56	480,90	0,00				1382,46
56	B06	MARGAROV, Angel	BUL	631,20	656,90	616,03	703,23				1360,13
57	B50	ATTFIELD, Percy	RSA	604,53	633,70	0,00	680,33				1314,03
58	B67	OCTAVIAN, Dan	ROU	347,33	570,66	10,00	642,40				1213,06
59	B68	MIKLOS, Szabo	ROU	344,36	536,50	522,10	543,03				1079,53
60	B40	VASILIAUSKAS, Vytautas	LTU	0,00	0,00	520,26	0,00				520,26
61	B08	SINAPOV, Svetoslav	BUL	250,40	0,00	0,00	0,00				250,40
62	B43	MELTZER, Clamer	NOR	0,00	0,00	175,73	0,00				175,73

B10	DOHERTY, Kim	CAN
B09	PAZVANSKI, Damyan Junior	BUL
B21	SOLERA, Alberto	ESP
B07	ZAHARIEV, Zahari	BUL

HOME INTERNATIONAL F2B COMPETITION

by Bill Crossan

MAY 5-6, 2012

This annual competition, involving the four home countries, Scotland, England, Wales, and Northern Ireland, was held at the Dunfermline Aero Model Club's control line flying site at Pitreavie in Fife. Scotland was this year's host country and the competition was planned, arranged, and hosted by the Dunfermline Model Aero Club in conjunction with the Scottish Aeromodellers Association (SAA).

The organizing CD was Iain Ward, who was also CD for the competition. David and Michael Hambley were the scorers; Nancy Hutchison and Tim Clay were the runners; with other members of the Dunfermline Club on hand to help where necessary.

The event was sponsored by Dunfermline and West Fife Sports Council, Carnegie Dunfermline Trust, Fife Council, and The Scottish Scouting Association (who provided the marquee, erecting and taking it down after the competition). Other sponsors who supplied prizes for fundraising were Marionville Models, Edinburgh, Scoonie Hobbies, Kircaldy and Abbey Models, Dunfermline.

Three of the teams came with their own National Judge, Northern Ireland's being unable to make the trip. The presiding judges were Bill Grieve (Scotland), Dot Dickinson (Wales), and Ken Reeves (England). Each team comprised three fliers, and five rounds were scheduled over the two days—three on Saturday and two on Sunday.

On Friday evening the visiting countries were welcomed with a buffet provided by the Dunfermline Club and catered by Pitreavie Academy of Sport. With the weather sunny but cold, the contest nevertheless gave the fliers the opportunity to become

reacquainted, many of them having flown against each other at many National Events over the years and, in particular, the 27 years of this event.

On Saturday two circles were available, one for practice flights throughout the two days of competition which started promptly at 10:15 a.m. At the start of the competition the weather was clear and bright with a slight shifting breeze, which would be the weather pattern over the two days with the exception of a short hail shower on the Sunday. The opening flight was flown by Peter Miller. Then more or less on time, the team Captains opened with their first flight and the competition began.

The flying drew an audience who, in many instances, without any real knowledge of the



Barry Robinson's Dago Red performs a wingover.

competition pattern, nevertheless showed their approval by clapping and cheering when each model completed its schedule and landed. There were many young people in the crowd, and some of the Dunfermline Club members took the opportunity to explain what was happening with a view to recruitment. The need for this was apparent when taking into consideration the average age of most of the competitors who, as I have already mentioned, had been flying with and against each other for well over 30 years.

In the first round the leading fliers were Barry Robinson,

On the left is Welsh Judge, Dot Dickinson and on the right is Ken Reeves, England.



England (3044.5), flying his Dago Red - ROJett .61; John Hamilton, Ireland (3152), flying his Happy Hour 1V - ST .60; Ray Lloyd, Wales (2661), flying his Nimrod - ST .46; Ken Morgan, Wales (2652.5), flying his Strega - OS .46LA; Bill Draper, England (2603.5), flying his Super Hawk - ST .51; Eddie Sharp, England (2578), flying his Starfire - ROJett .61; Ken Barry, Ireland (2529), flying his Arkucho - Stalker .61RE; Charles Gilbert, Ireland (2495.5), flying his Happy Hour 1 - ST .60; Iain Ward, Scotland (2430.5), flying his Spectre - Enya .61; Eddie Burr, Scotland, (2441), flying his Score - ST .51; Jim Kergon, Wales (2296.5), flying his SV11 - Enya .61CXS; and Dave Hutchison, Scotland (1950), flying a Nobler - Stalker .40.

In the second round the results were better, with England retaining its lead and Ireland with one “no-fly,” giving Wales the edge in second place.

The third round produced even better scores, with Wales retaining its second place from Ireland: Wales (8242), Ireland (8218).

On Saturday evening a dinner was arranged for the competitors and their families at Forrester Park Golf Resort.

On Sunday the weather became somewhat inclement with a clear sky to start off, but later a freshening breeze brought darker clouds which produced rain and hail. The fourth round got underway despite the worsening weather, Barry Robinson and John Hamilton maintaining their high scoring: Barry (3187.5) and John (3055), the only two fliers to score over 3000 in the round.

A hail shower with a promise of even worsening weather

Right: The flags of all the participating countries were displayed prominently.

Below: Welsh team (L-R) Ray Lloyd, Kevin Morgan, and John Kergon.



Photos by the author.





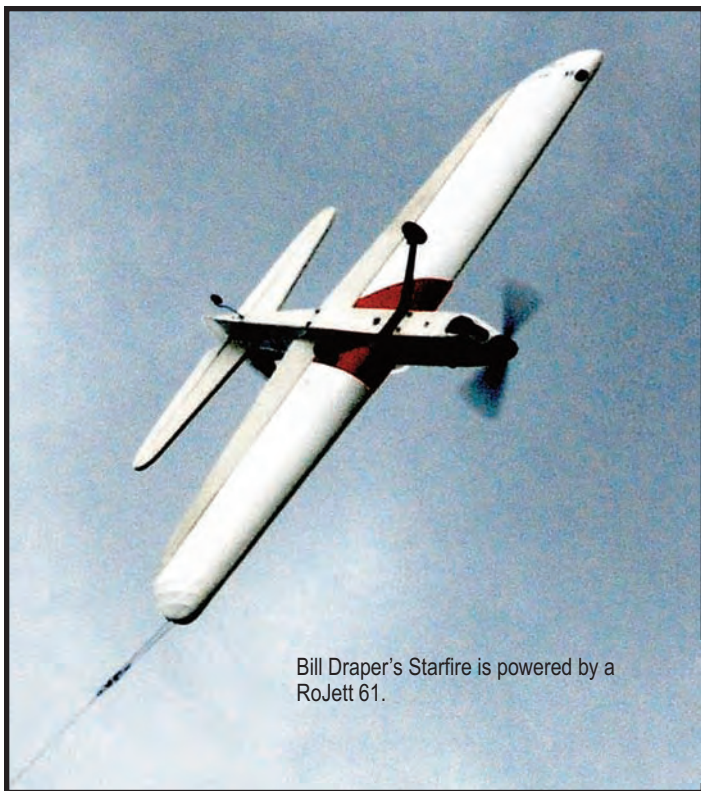
Scottish team (L-R) Eddie Burr, Iain Ward, and Dave Huchison.



John Hamilton (L) assists Chris Gilbert. Both are from Ireland.



Judges (L-R) Bill Grieve, Scotland; Ken Reaves, England; and Dot Dickinson, Wales.



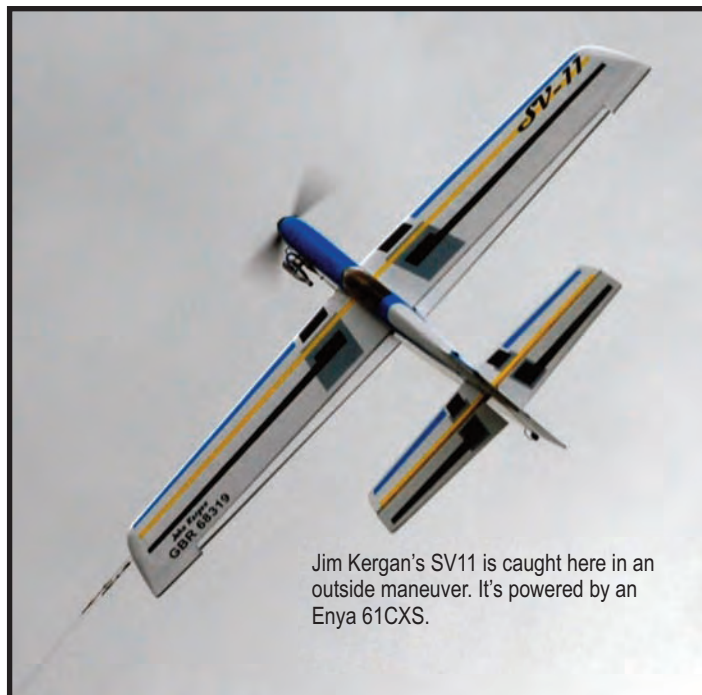
Bill Draper's Starfire is powered by a RoJett 61.

brought about the decision to reduce the fifth round to Captains only. In this round Scotland's Iain Ward was the high scorer (2830); Ken Morgan, Wales (2827.5); Bill Draper, England (2763); and Ken Barry, Ireland (2637).

The final two day scores saw England the winners with (25,927) points; second, Ireland (24,813); Wales with (23,938); and Scotland (20,330).

A leisurely lunch followed with much talk among the fliers about the present state of control line flying in the UK. It was acknowledged that there were not enough young people coming into the sport, this being underscored by the average age of the fliers in this present competition being somewhat at the high end.

Bill Grieve pointed out that this problem was not shared by the other competing countries. He saw this first hand when visiting



Jim Kergan's SV11 is caught here in an outside maneuver. It's powered by an Enya 61CXS.



Talk about concentration! Ray Lloyd of Wales is very intent on level flight.



Tabulators Michael Hamblly (L) and dad Dave Hamblly stayed warm and dry.



Team England: (L-R) Bill Draper, Barry Robinson, and Eddie Sharp.

World Championships and judging competitions outside Scotland. He discovered in conversation with a cross-section of International fliers that America, Asia, and Europe were attracting young people to the sport. He said that in Singapore he was told

there were over 300 clubs healthily attracting young people to the sport.

I believe much of the problem is down to the phenomenon of the computer age we are now living in. Young people are



Kevin Barry's Yatsenko shadow is very colorful.



Eddie Burr's Score accelerates on takeoff roll.



Ray Lloyd's Nimrod goes straight over the top in a wingover.



Ken Morgan (L) holds for Ray Lloyd.

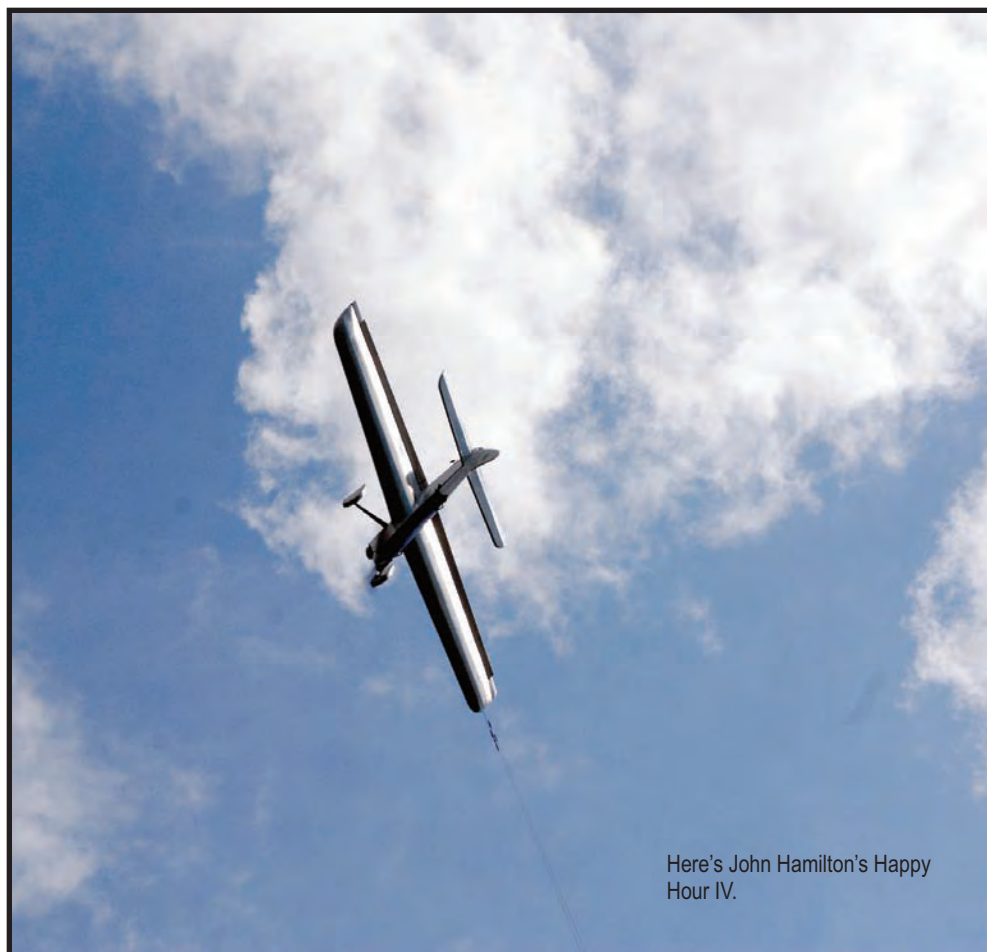


(L-R) Bill Draper, Barry Robinson, and Eddie Sharp of England.

growing up with games software which enables participants to compete, in many cases realistically, in practically every sport. You can play golf with Tiger Woods or Formula 1 race with Vettels or Hamilton. Badminton, tennis, ten-pin bowling, and even snooker have software programs that allow you to participate competitively within the comfort of your own home.

We already know that within our own sport there is a formidable array of software that can get us into the air with flying disasters eradicated at the pressing of a computer button: no rebuilding or patching up. They will even, if they haven't already, be able to create disaster situations by introducing a weather conditions button where rainfall and wind speeds can be introduced and regulated. We are breeding an age of computer sportsmen and women, and maybe in the not-too-distant future there will be an alternative Olympics Games: the Computer Olympics.

In the absence of the SAA Chairman, Ken McCormick, who had to cancel his visit due to business commitments, the medals were presented by the Chairman of the Dunfermline Model Aero Club, Bill Crossan. *SN*



Here's John Hamilton's Happy Hour IV.

Joe Nall 2013 Update

It is early December, but my shop thinks the Joe Nall is only a few weeks away! To prepare for this year's (2012) event, I spent three full months down here getting airplanes, a tether for the radio control line planes, and other stuff ready and just made it in time. So, it is not early for me or any of the guys helping to make next year's "CL at the Nall" an even greater success.

Pat Hartness sent me an aerial photo that he took flying over the *new* CL circles at Triple Tree Aerodrome, home of the Nall. As if the circles we flew on this past May were nothing short of terrific, he decided to plow them under, make them larger, slope them just a smidge for drainage and add underground irrigation! I am betting these will be the finest CL circles in the US and maybe the world. Hmmm, I was just thinking...

The buzz from the 2012 event spread quickly as I met a bunch of guys at the Brodak Competition who were all excited about attending the 2013 Joe Nall. Many others are coming out of the woodwork to help, and that group includes Bob Hunt.

Bob and a group of CL stunt Who's Who are designing and building more advanced CL trainers for next year's Nall. Tom Morris is bringing a small fleet of his wonderful electric-powered stunt ships ready for the experienced pilots to handle. I will be bringing a few electrics as well for the beginners.

The net result is that folks attending the Nall will have the opportunity to fly our CL planes for their enjoyment. The better they fly, the more advanced ships we will present for them. Remember, in 2012 we did over 240 training flights with more not recorded. Next year, it will be really crazy.

We will dedicate one circle for training and one circle for open flying. The third circle will be used for what line is the longest at that moment and the demonstrations. Everyone will have plenty of circle time.

This is also the time of year where I start "begging" manufacturers for CL products to be used for the Nall. I am very happy to report the following arrangements thus far:

- Castle Creations will supply some of their fine Ice Lite 50 speed controls for the 35-40 size electric CL stunt planes we are building.
- Will Hubin has been gracious enough to offer a bunch of FM-9 timers, as well as a programmer. Will may be attending, too!
- ThunderPower RC will be supplying LiPo batteries and a dual port charger for the e-powered planes, as they also did in 2012.
- Horizon Hobby has agreed to help, and I am hoping they will provide some electric motors.

I will also be contacting those companies that support the glow community. I did not want you to think this was an electric event. It is a CL event!

Based on this year's experience and lessons learned, what we need the most are experienced CL pilots to help teach the newcomers. While Bruce Jennings is planning to spend the entire week with me next year, it takes a team of folks to pull this off. All I am asking is for a morning or an afternoon for the eight days. That's about sixteen shifts.

I can tell you from 241 personal experiences last year, the thrill and enjoyment these new pilots experienced was worth all the effort. It is always more gratifying to give than to receive.

Please call me or shoot me an email so we can chat and I can start assembling a core of training pilots. My email is ama82824@yahoo.com, and my phone is (302) 547-4917.

I am working to get all phases of CL to come, have fun, and put on demonstrations. I do not think there is a better venue for us to capture more CL pilots and to swell the ranks of us "stringers."

—Mark Weiss

My next project is going to be a profile version of my Thundervolt. It is a 579-square-inch, 50-ounce airplane. I needed a motor for it, and like the full-bodied Thundervolt, so I went with a Cobra motor. The motor I chose was a 2826/12 760 Kv. I ordered it from RC Dude Hobbies (rcdude.com) in Pahrump, Nevada. I also ordered a cooling fan and some Hyperion prop adapters.

I thought I'd share a mini-review of the motor. What interested me in the Cobra line was that they use "oversize" bearings compared to the Scorpion line which I've used in the past. Both lines are imported by Innov8tive Designs (innov8tivedesigns.com) out of Vista, California.

My order arrived the same week I ordered it and everything was there. RC Dude has free USPS Priority Mail shipping on orders of \$99 or more. The Cobra line of motors is manufactured by Danlions, the same company that makes the Pulso motors.

The Cobra motors are *not* Pulso motors. The Cobra line was derived from the Pulso motor with some very good upgrades and changes. The changes are increased cooling hole size, larger bearings for better support and longer bearing life, color change, laser-engraved motor specs, and new packaging for better protection during shipping.



Photo 1 shows the box that it came in. It is quite small. It was designed to fit in the small USPS Priority Mail boxes for easy shipping. The motor size is clearly marked on the outside of the package.

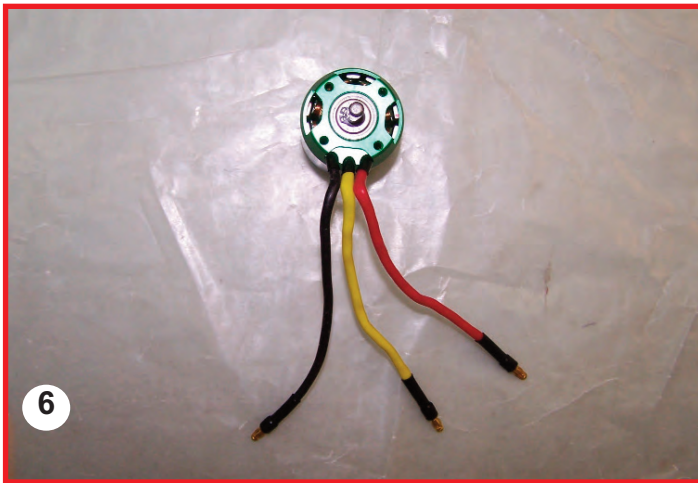


Upon opening the box (2 and 3) and removing the top piece of rather dense foam, you'll find the instructions. The print is rather small and chocked full of information on the all their motors.

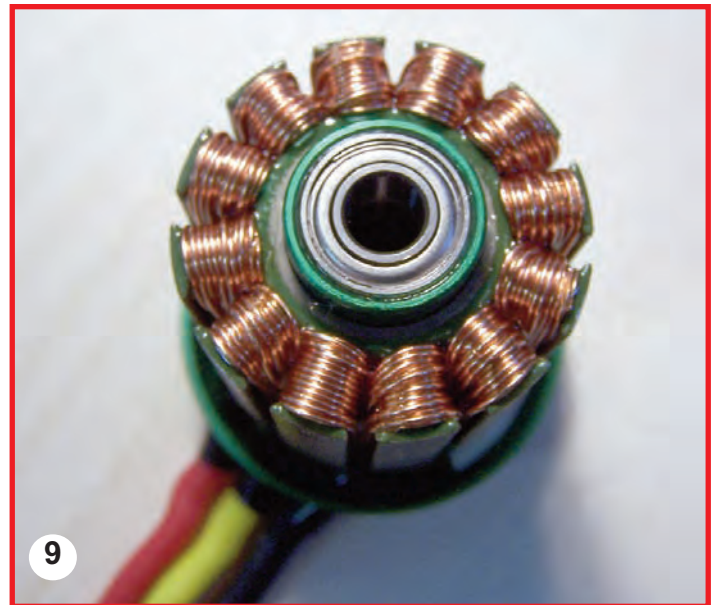


In the box (4 and 5) were the motor, the cross mount, and a bag which contained the prop adapter and screws, cross mount screws, bullet connectors (3.5mm) for the ESC, three pieces of heat shrink tubing, and a collar and set screw.

The collar is optional and is used to replace the snap ring when forward mounting the motor.



The motor leads are covered with very flexible silicone tubing, and the bullet connectors have heat shrink tubing over them (6), which shows the front end and the large 16 x 5 x 5mm bearing used.



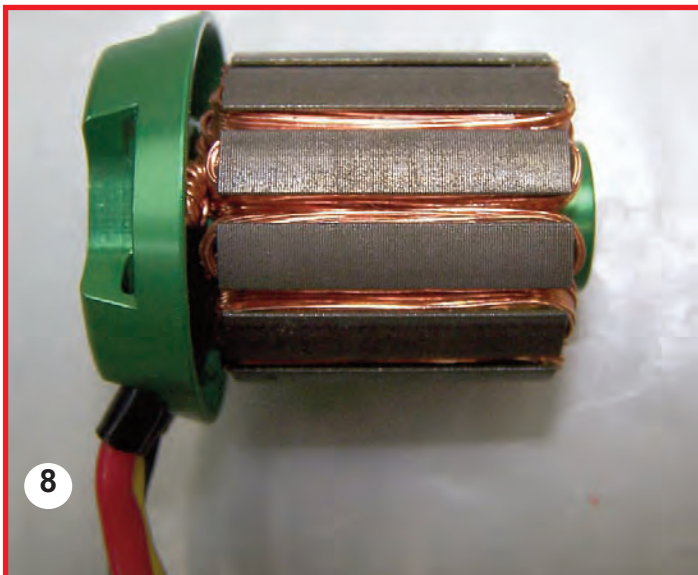
The windings (8 and 9) were done in a very neat fashion, and they had some kind of a coating to hold them in place. None of the windings were out of place and they were all pretty tight. The laminations are .2mm thick and nicely stacked. The photo shows the inside bearings. They are 11 x 5 x 5mm and there are two of them. All the bearings turned very smoothly.



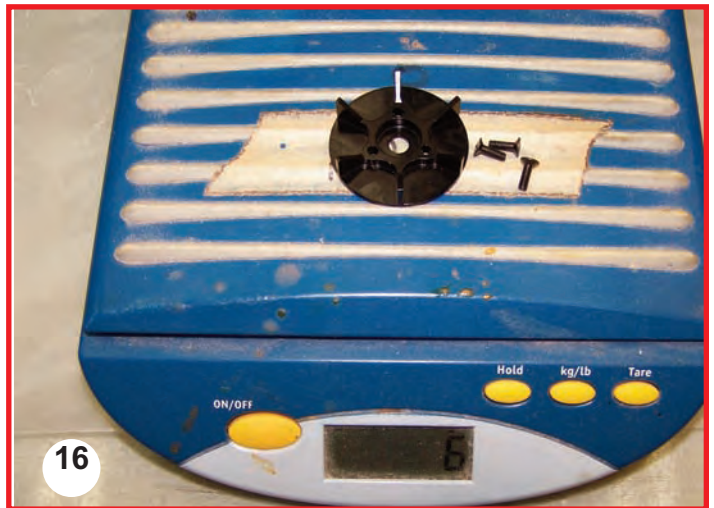
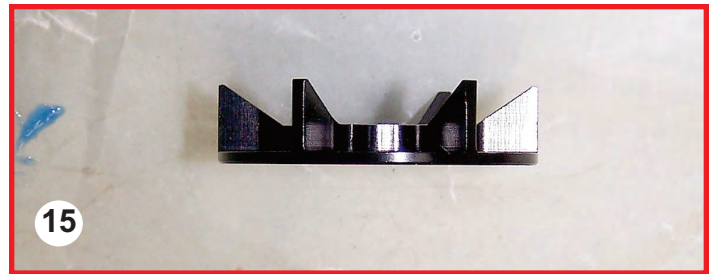
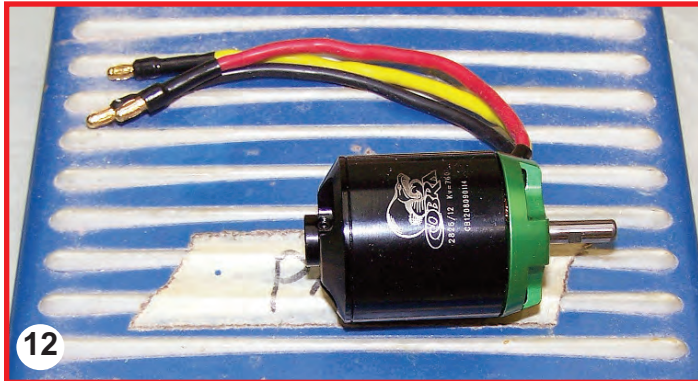
On to the back of the motor (7). It is evident that the effort was made to increase the size of the cooling holes. After removing the snap ring, I opened up the motor for examination.



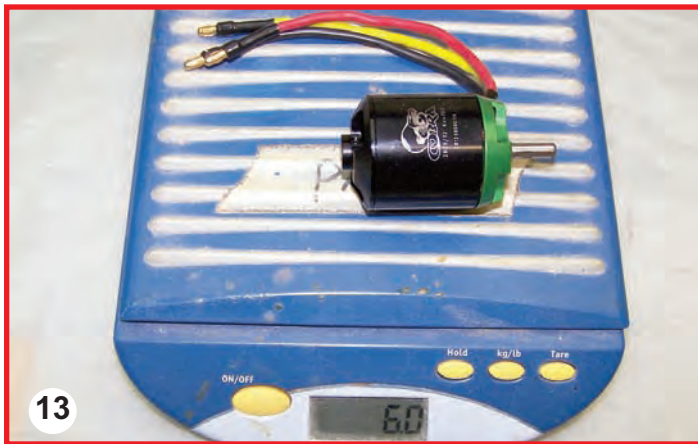
This photo (10) shows an inside view of the "can." The shaft is 5mm in diameter and is smoothly finished. There are 14 magnets. This is one place where I can see some money was saved. The magnets are not curved as in the Scorpion motors.



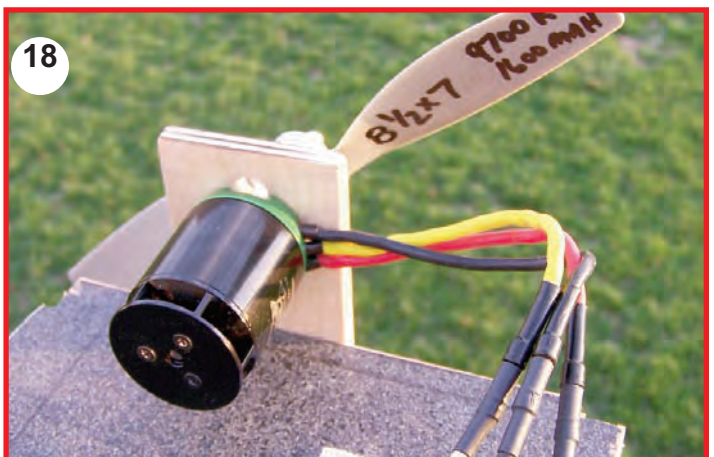
While I had the motor apart, I lubed the bearings. I use the Scorpion lube (11). It comes with two different length needles. I usually just dab some lube on the side of the bearing I can reach. I let it sit there for a minute or two and dab the “puddle” with a paper towel to absorb the excess. I used the long needle to lube the second bearing, going in from the back of the motor.



I also ordered the cooling fan option for the motor. The fan was priced at \$5.95 and weighed six grams (16), which included the mounting screws. The fan is anodized black and machined very nicely (14 and 15). It was a tight fit.



After reassembly I weighed the motor. It came out to be 169 grams, or six ounces, on my scale (12 and 13). It is advertised as weighing 171 grams. The code on the motor shows that it is a Cobra (CB), was manufactured in 2012 (12) on August 9 (0809), and was the 114th (0114) motor made that day.



Okay, time to run the motor up. I wasn't too interested in the actual amp draw, etc. I wanted to see if the cooling fan really helped or not. The first run I recorded the amp draw and the temp during run-up and a few times after shut-down without the fan.

The second run-up was with the fan, taking the same measurements. The fan did help in cooling the motor. During run-up, there was only a few degrees difference, but after shut down, the difference was about eight degrees F. The amp draw was negligible and the total mA used was about two or three mA higher with the fan (17 and 18).

The motor ran very smoothly. I'll keep the fan on for now.

Next is a tool that I've been using for a while (19). It is a collet removal tool. I got it from RC Dude. It makes the job of removing the collets much easier and is well worth the \$12.95 I spent. It is made by Hyperion and will work for both M5 and M6 adapters. *SN*



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VSC Registration

REGISTRATION AND PAYMENT: VSC-XXV (25) March 19 – 23, 2013 (Five Days)

Please complete ALL sections including AMA #, EMail Address, Banquet Choice, and Signature (required)

NAME: _____

AMA # _____

STREET: _____ **CITY:** _____

STATE: _____ **Zip** _____

EMAIL ADDRESS: _____

License Plate # and State: _____

Needed if you would like entry conformation (Only if staying in park overnight)

FOR ANY AND ALL EVENTS: I hereby certify that I have read all information accompanying the entry form, and that the model(s) entered by me will be built by me (if required) and flown in compliance with the current Competition Regulations (both AMA and PAMPA), and will previously have been successfully flight tested and proved to be airworthy in accordance with the Official AMA Safety Code.

Signature: _____

EVENTS ENTERED:

OTS @ \$20.00 _____ **(Tues. 19th – Wed. 20th)**

IGN @ \$20.00 _____ **(Tues. 19th – Wed. 20th)**

CLS @ \$20.00 _____ **(Thru. 21st – Sat. 23rd)**

ARF's. ARC's. Purchased, or Borrowed models are allowed in all event, but, models entered in Classic receive a zero (0) for appearance points. For details refer to the Cholla Chopper web site; (See Item #1)

BANQUET _____ **@ \$26.00** _____

(Sat Night the 17th)

Please provide names of attendees:

Must be Received Not Later Than Friday March 8, 2013 by 9PM Mountain Time

Make Checks Payable to JIM HOFFMAN (EMail)

Mail to: 2658 W. Montgomery Drive, Chandler, AZ 85224

(Cholla Chopper Web Site: <http://ccmaonline.org/>)

Rules and Additional information:

1) VSC 25 Headquarters Hotel is the Riverpark Inn (520-239-2300) at 22nd street & I-10. Access is from the frontage road going South along I-10. Mention Vintage Stunt when making your reservations. To get the room rate (\$70 plus 13% tax & \$2 bed charge per night) reservations must be made by February 19th, 2013. Rates change after two (2) people per room.

2) **All** contestants entering VSC are required to sign the entry form where indicated. A builder of the model rule, as it applies to VSC, is included in the current Competition Regulations for VSC and is posted on the Cholla Chopper Web Site. Please read it if you have not already done so. Pull Test for Old Time and Classic Stunt will be per the current AMA rules for Control Line Precision Aerobatics. (10g pull test based on the weight of the model). Scoring for Classic will be per the 2011 – 2012 rules for Control Line Precision Aerobatics. This means pattern points will be included in the scoring.

3) During the two official flight days for Old Time and Old Time Ignition (March 19 & 20), the two unused grass circles will be reserved for Old Time and Old Time Ignition practicing until 10:00AM. No Classic practice flights will be permitted on these two circles (at the contest site) before 10:00AM these two days (Tuesday & Wednesday) unless the ignition stunt competition ends early. If ignition stunt ends early, that grass circle is open for practice to any and all competitors. The asphalt circle not used for Old Time competition (circle #1) is reserved for Classic practice both days of Old Time Competition until 10:00AM. After 10:00AM all the unused circles are open for practice to any and all competitors. The rules for Old Time Stunt are per the current PAMPA rules. This means Builder of the Model (BOM) get a 5 point bonus. The no flap bonus is reduced to 5 points from 10 points.

4) There will be three days of Classic competition at VSC 25; one round each day using all three asphalt circles. The two highest scores will be added together for the final score and placing. Classic Stunt official flights will start no latter than 7:30AM each day (Thursday - Saturday; March 21 - 23) with the pilots meeting taking place at 7:00AM each day. Because of the early start the Classic flight order will be posted at the Riverpark Inn during appearance judging Wednesday March 20th.

5) The Dinner and Awards Banquet will take place Saturday night March 23rd at the Riverpark Inn located at 350 S. Freeway (I-10 at 22nd Street). Cash Bar at 5:00PM; Dinner is scheduled for 6:30PM.

6) The Cholla Chopper web site is: . Additional important information is posted there and can be printed, downloaded, or both. You should visit the web site and carefully read all the information provided. Please go to the site and download a full copy of the VSC 25 Flyer. Call **Robin Sizemore (520-749-4434)**, **Lou Wolgast (520-749-1812)**, or **Jim Hoffman (480-897-0630)** if you do not have internet access.

7) If you plan to stay in Christopher Columbus Park over night, fill in the State and License Plate number of your RV, Camper, etc.; the State if different from the address. We need to know this information so that we can provide it to Tucson Parks and Rec. which will keep the authorities from knocking on your camper door at 11PM.

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

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



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

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

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

consistently in aerobatic competition.

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

Stunt News 36

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

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

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

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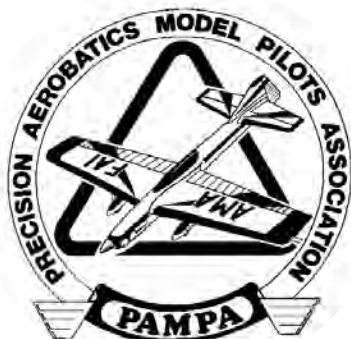
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The PAMPA Officers, PAMPA Past-Presidents, and Hall of Fame members, the voting body for the Hall of Fame, take pride in announcing the 2012 inductees to the PAMPA Hall of Fame.

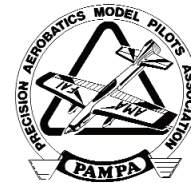
Each of these outstanding people have contributed in countless ways to the common good of the sport of Control Line Precision Aerobatics and have distinguished themselves in competition and/or service to that community.

Please take time to congratulate them when you see them on the field or at a club meeting.

The 2012 PAMPA Hall of Fame Inductees
(In alphabetical order)

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

PAMPA News & Reports



Vice President Report

by Matt Neumann

The squeaky wheel gets the grease ...

First off, I would like to congratulate the FAI team in taking the gold medal at the World Championships. I am anxious to read more of their exploits in this issue. I hear the weather, as usual, was “interesting” at times. Of course, isn’t the weather always “interesting” at times—especially over a several-day period? Anyway, congrats again on a job well done.

I am writing this on September 16, the day after the Nats schedule meeting at the AMA, and have just learned that the Nats will be held on the 15-20 of July, 2013, for our event. This past week David Fitzgerald, the event director for the 2013 Nats, discovered that there was a possibility that the dates would be changed to the week of July 4. This would have caused a lot of problems for the organizers of the Nats.

The last time we had the Nats over the July 4 week, attendance was down and getting volunteers was next to impossible. This was due to family commitments over the holiday causing some people not to be able to attend.

David Fitzgerald then requested that there be a write/phone-in campaign to see if it would be possible to get it changed back. Requests were put up on “Stunt Hangar” and “Stuka Stunt,” as well as emails sent to individuals requesting that members send correspondences to the AMA requesting the dates that we wanted.

Don McClave, as President, and I, as Vice President, each sent emails on behalf of PAMPA. I am aware that many of the individual EC members also sent in requests. As it turns out, this worked. The dates for the CL Nats are back to July 15-20, 2013.

Now I mention this for several reasons. One is a complaint from CL fliers over the years that the AMA does not seem to listen or care about us, the CL people, in general. I have to admit that at times I, too, may have felt that way. Well, this time they did listen to us, and I want to publicly thank the AMA for doing so.

In their defense, scheduling the entire year, and in particular the warmer summer months, has to be rather tough. It is not just the Nats that they have to schedule; it is other organizations’ requests that also must be scheduled. Let’s face it; there are only so many summer days. And there are an even smaller number of days between school ending and starting up again.

It is a tough job, and there are going to be conflicts with too many requests for the time available, with the result that, unfortunately, someone will lose and walk away unhappy. (In this case, I think it was the FF guys because they got stuck with the week of July 4.)

Now in the past I think we just sat back and took our lumps. This time we stood up and let our thoughts be known. This to me is a good thing. Now I am *not* for complaining about every little thing. Everyone (I am talking about the modeling community in general) will have to deal with certain issues at some point in time.

There is a saying: “The squeaky wheel gets the grease.” My day job is selling parts for semi tractor trailers. I have seen many times where the *wheel* has gotten replaced due to too much squeaking. So I caution everyone about constant complaining. *We* do not want to get replaced! I do hope that this episode leads to a

better open communication between the AMA and all of the SIGs. I think the biggest failure was the lack of communication and the requirements of the individual events. Hopefully this will bring this to light so it can be fixed.

If you do have a complaint about something, do feel free to mention it. But... be courteous. The fastest way I know of to get my email deleted is to be rude or obnoxious to the recipient. If I were to get a rude or obnoxious email, I would be very likely to hit the delete button myself. So would most anyone.

Also, make sure to try to look at the problem from the other person’s/entity’s point of view. If you do that, it may be easier to come to an understanding. CL Aerobatic guys are known for their hospitality and class. Let’s keep it that way.

With that in mind, I would encourage people to thank the AMA for letting us have the time frame that we requested for the Nats. After all it is the right thing to do. *SN*

—Matt Neumann





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Secretary/Treasurer Report

by Jim Vornholt

Four valuable lessons I have learned

After the Muncie Nationals in 2010 and the anniversary flight of my 50-year-old Carousel, I found myself still in need of something to fly. I have a brand-new Steve Wooley Cobra with a new Brodak-40 hanging on my wall. Well fly that one, you say!

I fly around six flights a year, and that's not a sufficient amount of flight time to remove the fear of demolishing my new Cobra. I don't like to fly on grass and the darn concrete is so hard on balsa wood.

Ha! I have the answer, I will implement Plan B. Those of us in the Midwest were all familiar with the work of Mike Condon. Mike passed away back in 2009, leaving behind some very beautiful CL Stunt models and a few that were not so beautiful—damaged, not workmanship.

I heard through the grape vine that Mike's son, Scott Condon, had acquired his father's models and was in the process of liquidating the inventory. Scott lives about 65 miles away, but I was a man in need of a flying machine, so I picked up my old sidekick, Jack Sheeks, stopped at the ATM and filled my pockets with cash, and headed east.

I had never been to Scott's house, and when I arrived I was

Charles Mackey with his Lark at the 1959 Nationals.



My Mike Condon Lark, ready for paint..



amazed at what I saw. There were model airplanes everywhere. My problem was that the really beautiful ones were out of my price range, which left me with the not-so-beautiful one to choose from (damaged, not workmanship). That's when I spotted the old, damaged Charles Mackey Lark.

It really wasn't what I had hoped for but as Charlie Brown said about his Christmas tree, "it just needs a little love". I remembered when I was 13, I built a Lark from the workshop table to first flight in just seven days, but that was then and this is now. Now I don't have the time or physical energy to repeat that performance.

Mike's Lark had kissed the ground upside down but the damage was minimal. So, after what seemed like 36 hours of heated negotiations and several calls to my attorney, I finally drove away with my new Lark.

Within a week I had repaired the damage and it was ready for paint, but matching the greenish colors that Mike used was impossible, so I was forced to do a complete refinish. I decided on Brodak Cub yellow; I like bright colors on my airplanes.

Everything was looking good until my wife remarked that my Lark reminded her of a taxi cab. Wow, she really knows how to hurt a guy.



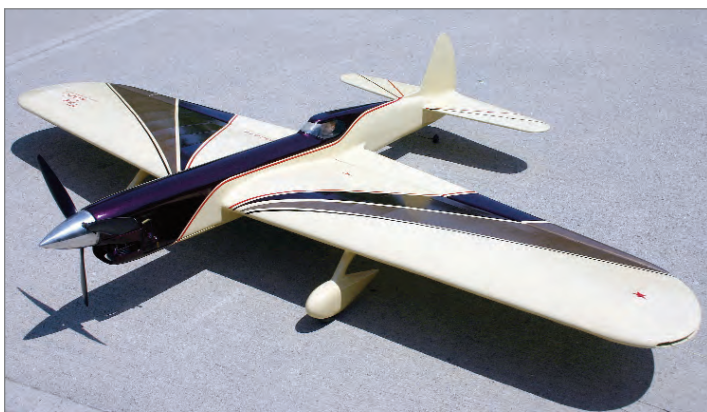
I live in Indianapolis where there are no real hobby shops that a modeler can find building materials except for balsa wood and glue. If you are ever in Indy, stop by a hobby shop and ask for a

bellcrank or control horn. The guy behind the counter will look at you as if you have cockroach's crawling out your ears!

It's really sad when I think back to the days when you didn't go to the hobby shop just to buy foam replacement parts. The hobby shop was a gathering place for modelers to hang out and discuss their new projects.

I ordered a can of Brodak white—I already had the yellow so my next color was cream, which looked really good. This was when I learned a valuable Lesson #1. I decided to trim the Lark using automotive spray lacquer from a local auto parts store.

I have always trimmed with my trusty air brush and Brodak dope. I have no good excuse for why I switched to these spray cans; just getting lazy, I guess.



My Lark ready to travel to the flying field.

I must say I was happy with the results and now I finally had something to fly. Unfortunately, now the weather was changing. It was cold and windy, and the Lark was hung on a plastic hook on the wall in the garage. Now you might notice I specifically said a plastic hook!

One evening, I was in the living room watching the tube when I heard a loud boom. I checked out front then out back, but found nothing unusual. The next day I went to the work shop (garage) to work on my new project, and that's when I discovered what the strange noise was.

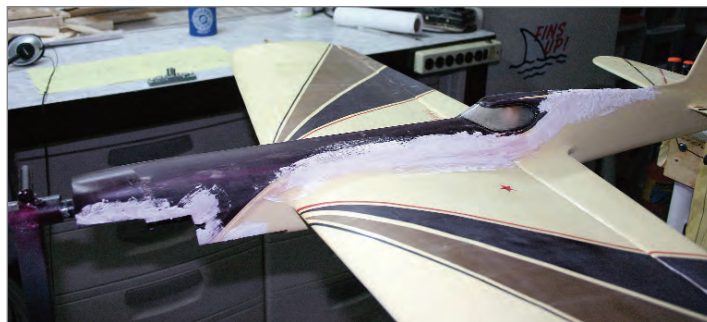
Yes, you guessed it. My Lark had fallen off the wall hitting my 10-speed bicycle on the way down. Well this is just what an old fat man with a bad heart wants to see early in the morning.

I grabbed my bottle of Zap, told the wife I would be having dinner in the garage, and to hold my phone calls. Now I was in full repair mode and determined to make the Lark flyable again. Close inspection found that most of the damage was confined to the fuselage and a long split down the bottom outboard wing planking. (Keep reading it gets better!)

I wanted to know why the plastic hook broke. The official NTSB investigator (me) noted that the Lark was hanging next to the overhead garage door. On windy days, if the overhead door was open, the wind would make the Lark bounce around and sometimes bang against the wall. This action caused the cord around the hook to cut through the plastic, resulting in catastrophic damage. Catastrophic. That's NTSB talk for mucho damage!

Now the repairs were complete and the Lark ready for paint. This was when I learned valuable Lesson #2. Don't mix Brodak dope with other types of paint; keep it all the same.

I have been building model airplanes for 54 years and should have known better. Everywhere I sprayed the Brodak dope the paint under it crinkled and bubbled made sizzling noises like boiling a lobster. Okay, I'm embellishing a little; there was no sizzling noise. What a mess!



After a few days of drying, I began sanding in an attempt to apply another coat of Brodak cream but no luck. Now I had a larger mess, which required a more drastic approach. Now I'm off to Lowe's for family size can of Homer Formby's paint stripper. I

removed the covering and now the model was down to bare balsa wood. The wood filler was sanded and now I was ready for silkspan.

This was when I learned a valuable Lesson #3. I think I only have to say this once: If you use a paint stand, as I do, always, and I mean always, check the little safety screw that holds the mount secure in the stand. I had placed the mount into the paint stand, but failed to take my own advice.



Not knowing the safety screw was loose, I gave the Lark a big spin like I was Pat Sajak on Wheel of Fortune. That was when, to my surprise, the Lark spun right off the paint stand and landed 90° vertical on the wing tip. Remember, there was no covering on the model and the wing disintegrated. This whole project had become a disaster.

I removed what was left of the wing, salvaging the fuselage. I called Bob Hunt to relay my sad story. Bob said, "That's not a problem. I have all the information on the Lark wing and will ship you one in a week or two."

While waiting for the wing to arrive, I covered, primed, and wet sanded the fuselage and tail surface. This time I used Brodak brand dope *only*! In just a few days I had a really sweet Lark foam wing with landing gear mounts installed.



The Lark fuselage and foam wing are ready to be married up and should be ready for next flying season. I still scratch my head, wondering how so many things could go wrong in such a short period of time. Looking back on the whole experience, I had no one to blame except myself.

Then I realized valuable Lesson #4. That is you have to be able to laugh at yourself and move on. *SN*

—Jim Vornholt

District I

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

by Don Herdman

From early August into September, District I has kept control line flying alive in New England.

On August 5th and 6th, the New England Stunt Team held a contest in Lee MA, at which Bill Hummel was the CD. Saturday was designated as a fun-fly and practice day for control line enthusiasts. On Sunday the contest started with the usual pilots' meeting conducted by Bill Hummel. At 9:00 AM the first plane was in the sky. By 10:30 wind and wind gusts began, but it did not dampen the spirit of the pilots. The contest continued regardless of the wind, and the first round was completed by noon.

After lunch the winds continued to increase, and a decision was made with the approval of all the contestants to pass on the second round. Based on the morning performance, the awards were given out.



Matt Colan's winning flight in Expert at the August meet at Lee MA.



Steve Buso preparing to fly his new plane at the Lee meet.

Lyle Spiegel won first place in the Beginner category, and in the Intermediate category Steve Teerlinck took first place. In the Advanced category Norm Liversidge won first place, and in the Expert category Matt Colan was the winner.

Everyone agreed that a good time was had by all. It was also great seeing Steve Buso returning to the hobby after an absence of a number of years.

From September 6th through the 9th Horizon Hobby sponsored a Jet Rally at the Sanford Airport in Sanford ME. On display were scale turbine jets for viewing as is evident from the photos. There

were also two scale Corsairs that flew in formation for the spectators. Matt Chapman put on a demonstration in his Cap 580, which is painted in the school colors of Embry Riddle Aeronautical University in Daytona FL. For four days full-size planes, including jets, entertained the spectators.



The full size Eagle 580, which is flown by the aerobatic champion, Matt Chapman



A scale model of the A-10 with twin turbine engines.



A partial flight line of jets for spectators' viewing.



Another flight line of jets for viewing.



A 1/4 scale of the famous F4U Corsair with folding wings and a 7 cylinder radial gas engine. Behind the Corsair is a 33% Hangar 9 extra 300.



The flight line of control line planes.

An area was set aside with circles for CL Combat and Precision Aerobatics. Ara Dedekian organized the event with Neil Simpson and the New England Combat Team. Fliers from New York, Massachusetts, and I from Vermont took part in this activity. Thanks goes to John Brodak for sponsoring this event in CL.

For added entertainment a track was set up for remote car and truck races. There was also model boat racing on a local lake a few miles from the airport.

On September 8th and 9th Chris Sarnowski was the CD for the control line contest in Wrentham MA. On Saturday the Old Time and Classic were held. The first place winner in OT was Leon

Bowen, and in Classic Perry Rose took first place.

On Sunday was PAMPA Stunt. The first place winner in Beginner was Damian Sheehy, and Steve Teerlinck took first place in Intermediate. In Advanced Perry Rose took first place and Dick Carville took first place in Expert.



Damian Sheehy accepting his First Place Beginner Award from Chris Sarnowski at the Wrentham MA meet.



Steve Teerlinck accepting his First Place Award in Intermediate.



Chris Sarnowski presenting the First Place Advance Award to Perry Rose.



Dick Carville
accepting his First
Place Expert Award.



Perry Rose, the winner of the
2012 Mass Cup, at Wrentham
MA.

The winner of the 2012 Mass Cup was Perry Rose after he competed against the winners in the other classes. Good job, Perry!

'Til next time, fly Stunt! *SN*

—Don

District II

by Bud Wieder

Hi, all. The contest season here in District II is finally over; Hurricane Sandy has done her damage and the building season is upon us. However, the really big news is that John D'Ottavio and Windy Urtnowski have been elected to the PAMPA Hall of Fame.

Each of these men is deserving of this honor, as each has done great things for our hobby over the past 55 or so years. Congratulations to both John and Windy.



Left: A young John D'Ottavio poses with three examples of his J.D. Falcon design at the legendary Rich's Tri-O-Rama field in Parsippany, New Jersey in 1960. The model appeared as a construction feature in a 1961 issue of Model Airplane News.

Above: John served as the Event Director for the CL Stunt event at the 1961 Nats in Willow Grove, Pennsylvania. Here he is preparing to fly a warm-up/training flight for the judges, who were, by the way, Navy officers. The model is his Starlight, which was an extension of the J.D. Falcon design.

In other news, the electric bug has bitten a few more District II fliers. Rich Giacobone, Frank Imbriaco, and John D'Ottavio are all switching over to electric. Frank is flying his beautiful Bob Hunt-designed Caprice, which is powered by an E-flite Power 15 motor and Hyperion 4S 2500 mAh batteries.

Giacobone is finishing up his second Caprice (the first one was gas powered), also to be powered by an E-flite Power 15 and 2500 mAh Hyperion batteries, and John D'Ottavio's Silencer will be powered by an E-flite Power 32 and use 5S 2700 mAh Hyperion batteries.



Above: Rich Giacobone is shown here working on his second Bob Hunt-designed Caprice. He is preparing here to change the model over from glow to electric power.



Above: Frank Imbriaco also built an electric powered Caprice. He powers this one with an E-Flite Power 15 motor and uses a Castle Creations Phoenix 45 ESC, a Will Hubin FM-9 timer, and a Hyperion 4S 2500 mAh battery. Below: Frank proudly poses with his excellently finished Caprice. He used the DuPont Chromabase paint system on this ship.



Tom Hampshire has a number of new electric planes that he has recently completed, and all are flying really well. One of these is an original design, semiscale, profile Vought Kingfisher that will appear as a construction feature in *Stunt News* in the future. Another great flying electric ship is Tom's Ultra Hobby Products' Gieseke Nobler. That one features the very popular E-flite 15 and 2500 mAh batteries. Tom really seems to be enjoying his electric-powered planes and has been putting in some fantastic patterns lately.



Above: Tom Hampshire prepares to hit the start button on his electric powered, original design, profile Vought Kingfisher, as Mike Kijesky holds. This model was designed around a Buccaneer 746 foam wing. Below: Tom's Kingfisher flies extremely well and is powered by a Scorpion SII-3026-890 v2 brushless motor. Other items in the power train include a Castle Creations Ice Lite 50 ESC, a Will Hubin FM-9 timer and a Hyperion 4s 4000 mAh battery. This model will be the subject of a future construction article in *Stunt News*.



Tom Hampshire also built this Gieseke Nobler. It was built from an Ultra Hobby Products kit, and Tom fitted it with an E-Flite Power 15 motor, a Castle Creations Ice Lite 50, a Hubin FM-9 timer, and a Gens Ace 25C 2500 mAh battery.

I know that Bob Hunt is covering the 12th Annual Cleveland Area Stunt Championships that he and I attended in North Canton, Ohio, at the MAPS (Military Aviation Preservation Society) museum in September, but I just wanted to say how much we enjoyed the flying site, the area, and the hospitality that was afforded us by all the people involved in running the two-day event.

I know that Bob and I are planning to attend this contest again next year and would highly recommend it to anyone who can

make the trip. It was great making some new friends and getting together with old friends Wesley Dick, Bob McDonald, Bill Werwage, and others.

Big Jim Greenway Memorial Stunt Contest

I would like to say thanks to Ron Heckler for all the help he has given me with his photo coverage and write-ups of the local contests this season. He has helped me a ton and has done a great job.

Ron has sent along a report on the Big Jim Greenway Memorial Stunt Contest that was held at Flushing Meadows, New York, on September 23 of this year. So, as usual, take it away Ron...

"It was a very windy day but that did not deter our contestants from flying and having a good time. There were a total of 14 entrees: three in Beginner; two in Intermediate; one in ARF; five in Advanced; and three in Expert.



Bob Lampione and Henry Forbes judged for Beginner, Intermediate, and RF.



Sleepy Dawson and Jim Borelli judged Advanced and Expert.



George Waters flying his version of the Moonie with a Strega wing.



Bob Krug signals the judges while Joel Costantino assists.



Bob Krug performs a takeoff.



The Retirement Council (sitting left to right): Grover O'Neil, Bob Gost, Dwain Rothman, Rudy Rybak, and Tom Cappadonna.



Frank Kern flew his Brodak ARF P-40 in his first Beginner competition.



Ryan Barry racks up the score while the judges write it down.



Joel Costantino flying his Big Jim Pattern Master.



Mike Chiodo's ARF winning flight.

"The judges for Beginner, Intermediate, and ARF were Bob Lampione and Henry Forbes. The judges for Advanced and Expert were Jim Borelli and Sleepy Dawson. Lorraine Lampione and Muriel Heckler tallied up the score sheets and posted the scores. Their help was greatly appreciated, and the scores were posted in a very timely manner.

"Before the contest began, I mentioned to everybody that next year we are planning on having a Bar-B-Q and fun-fly all in one. The title for the day will be 'Burgers and Flies' by the New York Stunt Team."

—Ron Heckler

Ron also sent along a few photos of his new, original-design Illusion. This electric-powered stunter features a Bob Hunt foam-core Caprice wing, a built-up fuselage, an Exceed Rocket 3020-860 KV motor from Hobby Partz, a Castle Creations Ice Lite 50 ESC, and a Will Hubin FM2-A timer with remote start button and RMP adjustment pot.

Ron used UltraCote for the main covering and MonoKote trim sheets for the trim. He uses an 11 x 5.5 pusher prop on this ship. Nice work, Ron!



That's it for this time. Please send me photos and stories from District II events, fun-flies, shop photos, at-the-field photos, and anything else that you feel your fellow District II members might enjoy seeing in this column. **SN**

—Buddy

District III

by Bob Hunt

I had a chance to do a bit of traveling in District III in September, along with District II PAMPA Director Buddy Wieder. Buddy and I decided to attend the 12th Annual Cleveland Area Stunt Championships that was hosted this year by the Akron Skymasters. Normally, this contest is held at the Berea Fairgrounds site near Cleveland, but due to some construction there, it was decided to move the venue to the MAPS (Military Aviation Preservation Society) facility at the Akron Canton Airport.

The weather report looked plenty iffy for the weekend of the meet, and right up to the last minute Buddy and I were not sure that making the trip would be prudent. After all, who wants to travel 400 miles and watch it rain?

Well, we decided to go anyway. Glad we did, too, because it didn't rain after all, and this turned out to be one delightful

contest with some of the most gracious, friendly, and helpful people that we've ever met running and staffing the affair. My thanks go out to Contest Director Ray Rowh, Akron Skymasters club president Roger Strickler, Serge Krauss, Gary Tultz, and all of the members of the Akron Skymasters and the North Coast Control Liners.

Ohio, Pennsylvania, West Virginia



Left to right are Ron Lutz, Nelson Erbs, and "Speed King" Carl Dodge, at the sign in area. Note the C-47 wing above them. Carl handled the pull testing for the contest.



Akron Club president Roger Strickler with his Darling.



Bob Hunt with CD Ray Rowh, who met the challenges of running his first contest. Way to go, Ray!



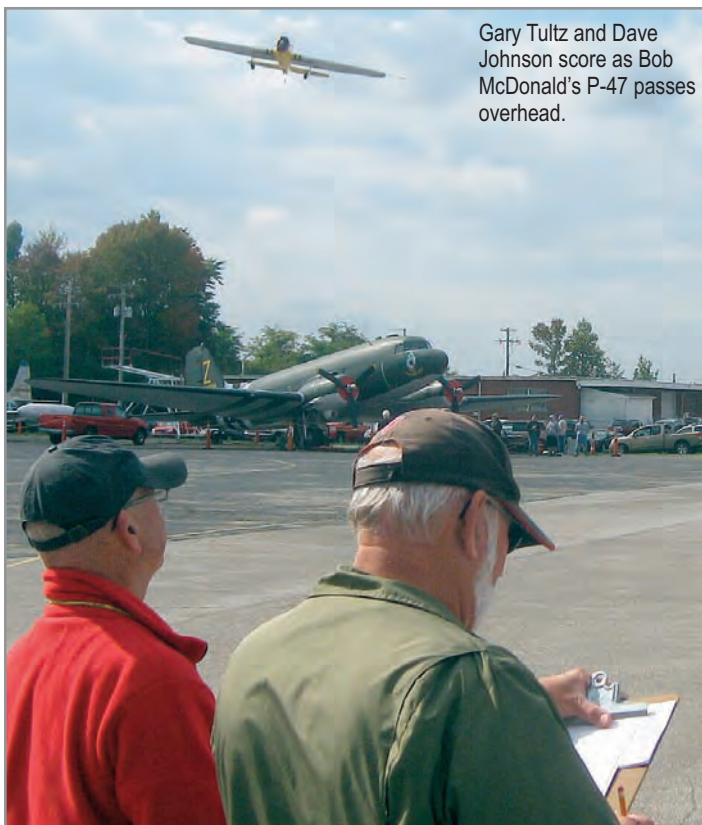
Dave Evar with Jerry and Merry Phelps. They made the contest the first stop on their vacation.



Skymasters site: Ron Lutz, Will Hubin, and Serge Krauss discuss the contest during break.



Ron Lutz and Gary Hull run up Ron's Firecat.



Gary Tultz and Dave Johnson score as Bob McDonald's P-47 passes overhead.

The contest actually ran over two days, with OTS and Classic being run on Saturday the 29th of September and the PAMPA classes contested on Sunday.

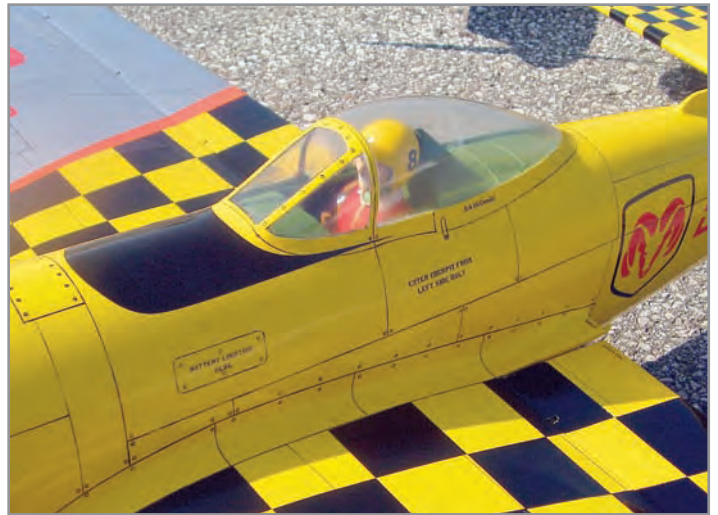
Buddy and I arrived around midday on Saturday hoping to get a few practice flights in while the contest was in progress. As luck would have it, there was an open circle at the MAPS site that was dedicated to practice flying. Buddy and I flew a few there and then, once the Classic flying was done, moved over to the circle on which Expert would run the next day.

There were three circles on the apron in front of and adjacent to the MAPS hangar, and they were outstanding for our use; there were even permanent circles painted on the asphalt! It seems that the MAPS people have embraced the Akron group as they certainly went out of their way to make us all feel welcome.

It is my understanding that the Akron club can use that facility any time that it is not being used for a MAPS function. Amazing!



Here's Wes Dick with his Bill Werwage-designed '62 Ares. He powers it with an AeroTiger 36 engine.



This close-up shot of the canopy area of Bob McDonald's P-47 shows the fantastic detailing job he did. Just outstanding!



Here are Bob McDonald's Detroit and P-47 with which he won Classic and took second in PAMPA Expert. His dad, Roland McDonald, designed the Detroit in the 1960s!



Roger Strickler's More Fiercer Arrow was constructed in honor of the late Bill Netzeband and his famous design.



Wes Dick flew his original design Velvet in Expert and displayed his bi-directional, double-slotted flaps. Exotic!



Bob Hudak scores Clyde Richie as his profile Nobler passes by. The 747 in the background awaits a pull test by Carl Dodge.



Here's Jim Skinner's OTS Guided Whistle. This design is seldom seen in OTS, but it is a great flying ship.



Bud Wieder flew his original-design Ryan's Eagle. It's electric powered.



Carl Allendorf Releases Firecat for Ron Lutz.



Don Sopka and Frand Zabudske prepare Don's Tutor II for a flight.



Nelson Erbs, Dan Bregar, Bob Hudak, and Jeff Traxler discussing important "stunt stuff."



Bob Hunt buttons up the hatch on his Crossfire Extreme after installing a battery.



Scott Reynolds' Voltaire, another new e-stunter. Scott took 5th in PAMPA Expert.



Bill Werwage, Steve Hines, Wes Dick, Bob Hunt, and Bob McDonald enjoying the day.



Bill Werwage releases Wes Dick's Velvet.

A word or two about the MAPS facility is in order here. This is an all-volunteer, non-profit organization whose members work to restore and display the many examples of military aircraft that are there.

On Sunday of the contest weekend, there was a pancake breakfast going on in the MAPS hangar to raise funds for the restoration projects. Buddy and I took advantage of the opportunity to have breakfast amidst many gorgeous full-scale aircraft.

Among the planes in that hangar are a Russian MiG 17, an F-86D Sabre Jet, a Ryan L-17B Navion that looks like it just rolled off the assembly line (I found out later that this plane was totaled several years back and was fully restored and then won the Silver Wrench award at the EAA Fly-In at Oshkosh, Wisconsin!), and many other display planes.

The highlight for me was seeing the innards of the B-26 Marauder that is being reconstructed there. I'm sure my old friend, Leon Shulman, would love to go and see that one, as he flew B-26 bombers during WWII and even volunteered to test-fly the repaired ships that had been shot up and somehow made it back to base!

I've only briefly touched on the many finely restored aircraft that are billeted at the MAPS facility. There are also many ships there that are awaiting restoration. If you would like to know more about this organization, here's the website address: <http://mapsairmuseum.org/>.

If you are an aircraft history fan, please try to visit this facility. Hey, you can make one trip do double duty by coming to this contest next year! Keep an eye on the contest calendar in *Stunt News* for the dates in 2013. This is one contest you don't want to miss!

One neat thing that happened was the appearance of three-time World Champion, Bill Werwage. Billy is one of my oldest and

dearest friends, and it was great to visit with him. I had brought along my Genesis Extreme to be able to offer some fliers a "ride" on an electric-powered plane.

Billy had flown this ship when I first converted it from glow in 2005. Since that time I've converted it to a front-mount system and installed a Will Hubin timer and changed props several times; it is currently (no pun intended...) flying on a 13 x 4.5 APC pusher prop.

To say that the performance has improved since 2005 would be a monumental understatement. Billy checked the handle setting and then simply put on a flying clinic during his flight that will be long remembered. Needless to say, "The Man" hasn't lost a thing! Billy was very impressed with the electric power, so don't be surprised if you see him flying an electric-powered ship soon.



Bill Werwage and Bob Hunt check neutral elevator before Bill tries out Bob's converted, electric-powered Genesis Extreme.

I was also happy to be able to visit with a few other longtime friends at this meet. Merry and Jerry Phelps were just starting out on a vacation trip and made the contest their first stop. If you've never tasted one of Jerry's pies, you just haven't lived!

No pies on this occasion, but it was great to visit with Merry and "Poopsie" again. I did learn that Jerry is planning on putting a flying circle behind his new house in Ohio. So, next year we'll all meet at their place for a fly-in! (I'll be receiving a phone call from Mr. Phelps when this issue breaks...)

It was also great to be able to visit a bit with Wes Dick, Samantha and Steve Hines, Bobby McDonald, Gary Tultz, and Jeff Traxler. Jeff brought along a couple of guitars, one of which he built himself! Billy and I took turns jamming with Jeff between rounds.



Bob Hunt and Jeff Traxler jammed a bit between rounds of Expert. Bob is playing one of Jeff's home-crafted guitars.

I made a lot of new friends on this trip, as well. I'm making plans now to visit them and my old buddies once again at the MAPS facility next year.

Serge Krauss, editor of the *North Coast Control Liners*, wrote an in-depth story about the contest in the club's October newsletter. I'm sure Serge would be pleased to forward a copy of that newsletter issue to anyone who might be interested. Serge's email address is as follows: skrauss@ameritech.net. Serge also provided the photos from the contest that are included.

My most sincere thanks go out to Serge for his help in bringing this report to fruition. I think there were moments during the process at which he wanted to strangle me, but he restrained himself and came through with the information and photos I requested in championship fashion.

The results from the Cleveland Area Stunt Championships should be listed in Howard Rush's "Contests" section elsewhere in this newsletter.

Sandy's Visit

Hurricane Sandy went right through much of District III, but it appears that all of our members made it through without too much damage or inconvenience. I can tell you that my family is fine, but we were without electricity for several days (some would call that ironic, considering my CL Stunt power preferences of late...). There was not much to do but catch up on sleep!

I did manage to position my drawing board near a window in my shop, allowing me to do a bit of designing at least. Because of the faint light coming from the window, and the way it dimly illuminated the board, the urge to call the resulting design "Sandy's Shadow" is almost overwhelming.

Our thoughts and prayers still go out to our brethren in District II and some in District I, as well. There was much damage done in those areas, and it will take several months, if not years, for all of it to be fully repaired.

I understand that in District II the famed Middlesex field is closed to flying because it is being used by the town's municipal works department as a collection point for debris strewn about from Sandy's wrath. Hopefully, that will be cleaned up soon and those guys can have their flying field back!

Congrats to a Couple of Icons

Even though the two gentlemen I'm going to write about now are from District I, I still feel that it is important to recognize them here. John D'Ottavio and Windy Urtnowski have been inducted to the PAMPA Hall of Fame. My congratulations go out to each of these legendary modelers, and I'm sure I speak for all of District III in offering those congrats, as well.

I've known John since I was a very young boy who yearned to fly stunt competitively. John passed along to me many very valuable tips about flying the pattern that I still use to this day, and I then passed them along to the next generation of fliers.

John, who is turning 90 years old this year, spends a lot of time at my shop these days, along with his best friend, Rich Giacobone. We have building sessions here one day each week during the winter season.

To say that we have a good time during these sessions would be a monumental understatement. I'm very pleased that John is finally getting some of the recognition that he richly deserves. John has been a mentor to many of us on the East Coast for many years.

New Jersey's Frank Imbriaco is one of John's many stunt students. Frank got a number of us together a while back to act

as a nominating committee for John to the Hall of Fame. Frank also coordinated a luncheon at which we recently celebrated John and Windy's inductions. (Wish I had thought to bring my camera to that affair.)

Dave's New Junar

In my last column Dave Heinzman told us his story of "Why I Fly Stunt." He included with that report several photos of his beautiful planes. I just received some more photos from Dave, this time images of his brand new Bill Werwage-designed Junar. I asked Dave to send along some information about his new Junar and received the following from him:

"Hi Bob: The final weight of the Junar with everything except fuel is 61.7 ounces. The wingspan is 60.5 inches and it is powered by a PA .61 with a Randy Smith pipe and a 12.5 x 3.8-inch, 3-blade Bolly prop. The lap time with 65-foot long (eyelet-to-eyelet) .015 stranded lines is 5.4 seconds.

"I built the wing using the Lost-Foam Wing Building System with Warren Truss style wing rib arrangement and molded-shell leading edges. The finish is Brodak dope all the way, including the clear coats. The control system is a Tom Morris bushed flap horn and elevator horn, with Central Hobbies carbon fiber pushrods. I have approximately 15 to 20 flights on it. It looks good so far."





Thanks, Dave. What Dave didn't write about is the fact that the designer, Bill Werwage, flew the ship and declared it a winner. I spoke with Bill about Dave's Junar, and he was very complimentary of its flying ability and of the fantastic building and finishing job that Dave did.

Electric Yellow Birds

Joe Adamusko sent in a photo of himself and Mike Palko at this year's Brodak Fly-In. They are shown holding their electric yellow birds. Joe, at left in the photo, is displaying his new, original design Cheetah. It features take-apart construction, and Joe built two different fuselages for it. One is for electric power and one is setup for glow power.

Needless to say, the workmanship and finish on this model is outstanding in the normal Adamusko fashion. He's now flying the electric version and likes it a lot!

At right in the photo is Mike Palko holding his veteran, Bob Hunt-designed P-51 Mustang. With this ship Mike won Expert at Brodaks for the fourth time! It is also flawlessly built and finished.

I recently had the opportunity to fly Mike's Mustang and was well pleased with its performance. I started to build one of my own a few years back but it got sidetracked by other projects. I sold the parts I had made for that ship in a weak moment. After flying Mike's Mustang, I'm seriously considering starting another one for myself!



Joe Adamusko (L) and Mike Palko must have teamed up to buy their paint.

That's about it for this issue. Hey, please continue to send in photos and stories. This is your column and I want to be able to highlight everyone in District III if I can. To do that, I need input from all of the members in District III. Feed me!

—Bob Hunt

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District IV

by Steve Fitton

Hello, everybody! The holidays are around the corner as this goes to print, yet summer is just drawing to a close as these electrons are committed to word, and one of the biggest contests in District IV is right around the corner.

In Virginia the fall season has by far the best weather of the year, with many calm, sunny days. I hope everybody is out enjoying them!

The weekend of August 11th saw the Eastern Shore of Maryland welcome pilots from up and down the East Coast for the Jim Coll contest. Lots of nasty thunderstorms threatened early, but Saturday's events of Profile and OTS were squeezed in okay and the weather was great for Sunday and the PAMPA events.

Attendance was up this year and the work done by Tim Staggs, Jack Rosemere, and the whole club made for a great event. Look for this event to continue to grow, thanks to their hard work. Your columnist was away on vacation for this event, but John Tate was kind enough to provide a bunch of pictures of the fun:



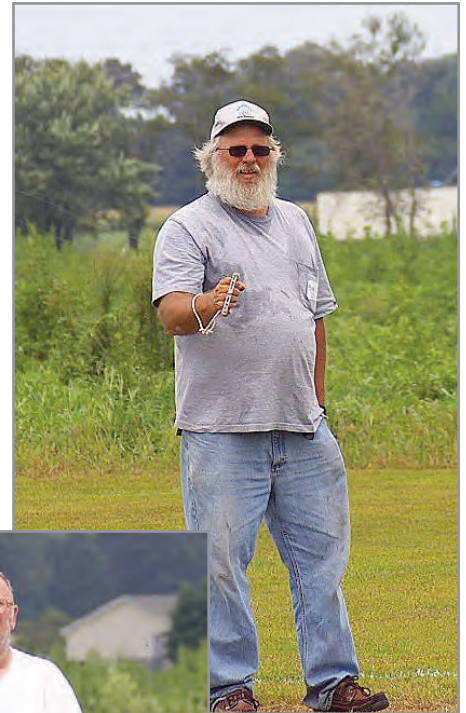
Above: Phil Spillman launches on a flight that would garner him a third place in Expert Profile at the Jim Coll. Phil recently switched his P-40 from one of his many LA .46s to an ST .46 and couldn't be happier with his motor run now.



A motley crew of East Coast stunt pilots listen as Tim Staggs gives the pilots' briefing for the Jim Coll contest.



During Profile and OTS on Saturday, Phil Spillman strikes a commanding pose while Scott Richlen walks out his lines and Brad Smith scans the horizon for more rain.



Right: Brad Smith guides his El Diablo through the OTS pattern.



Left: Dennis Hastings cranks his Super Clown around the OTS loops.



Tim Stagg and Dick Houser take their turns judging at the Jim Coll. Once the rain stopped, it was sweltering up there and any shade was very welcome! The club had plenty of EZ ups to keep the judges from cooking.



Scott Richlen concentrates as he fuels his profile Mustang for a flight on Saturday.



Dick Houser shows off his Cobrette profile model with the matching color anodized LA .46.



After a three-way brawl between Banjock, Mike Palko, and Bob Hunt, Mike comes out on top in PAMPA Expert. Jim Coll's widow, Ann, presents Mike with his 1st place trophy. Mike used his electric-powered Bob Hunt-designed Mustang, and Bob wrote a detailed piece in the Stunt Hangar electric forum discussing not only their fun Expert duel but useful technical details about the trim and handling of the Mustang vs. his Genesis Extreme.

A month after the Jim Coll, The NVCL club held their annual Stuntfest contest at their Lorton VA, flying site. This year some nasty winds threatened to turn it into a "crashfest," and Jimmy Welch suffered the worst as his e-powered SV-11 was completely demolished.

There were a lot of other close calls, but now and then the wind moderated a bit and everybody was able to get their flights in.

Congratulations are in order for Tim Stagg, whose first-round flight in Expert held up to give him the win. Electric also powered the winning plane in Advanced as John Tate came through with his Vector 40. Tom Smeltzer earned the win in Intermediate, and my son Stephen won Beginner over young Eli Cortez in what became a battle of who could keep their trainer plane aloft longest in the wind. Stephen's Flite Streak trainer's larger size and power handled the wind better than Eli's 1/2A job, although Eli's mentor, Joe Bucci, told me Eli's second round flight was his personal best!

OTS is the other Stuntfest event besides the PAMPA classes at this one-day venue, and here again Tim Stagg took top honors, making it a pretty productive day for him.

A big thanks to all the NVCL guys for getting together to have the contest! The NVCL club is not huge but they really have a dynamic group of people who are always doing something. When they turn their energies to having a contest, they really make sure it's well run and that the site is in tip top shape.

The contest site is really maybe five minutes max from I-95, so it's super easy to get to. It's amazing to go from DC Beltway style interstate traffic to an area surrounded by trees and chirping birds so quickly! All in all a cool little event and one I highly recommend. Take a weekend, hit the contest Saturday, and then take Sunday to visit Mt. Vernon, which is right around the corner.



Stuntfest CD Dick Houser gives the pilots' briefing at the northern Virginia contest.



Jimmy Welch's e-power SV-11 was an early victim to the winds at the contest. His SV got shot down by a wind gust in the outside loops during a morning practice flight.



A look at the pits for the northern Virginia Stuntfest.



Above: Frank Dobrydney holds John Murphy's e-power Cardinal before one of John's flights in PAMPA Intermediate.

Above: John Murphy's e-Cardinal with the long greenhouse canopy takes flight.

Right: John Murphy guides his Cardinal through the level laps amid the swirling wind.



Above: Jack Rosmere has his concentration on as he pilots his e-power Brodak P-40 through the pattern.

Right: Young Eli Cortez looks a little nervous about the wind as he waits for Joe Bucci to get the Brodak .049 started up for Eli's flight in Beginner.





Eli's little Baby Clown leaps into the air.



Frank Dobrydney, builder of the massive .60-sized TEOSAWKI you saw pictured in this column last winter, is shown here flying a regular-sized TEOSAWKI at the Stuntfest. He does report that after some delays the supersized TEOSAWKI is ready for flight testing. Stay tuned!



Joe Bucco coaches up Eli between rounds. Getting a 1/2A-sized plane through the wind was a man-sized job! Young Eli did a great job on his second round flight getting his plane through.

Right: Most TEOSAWKI's have the transparent combat plane (is it still Fascal?) covering. With regular film on Frank's example, you can see a good amount of wing flex as the plane maneuvers.



Left: If this photo transfers at all well, you will be able to see that the propeller has stopped and the lines are slack as Frank runs out of fuel in the clover. With the wind we had, Frank would have had to run all the way to Bethesda to get any line tension back.

Right: The other Beginner contestant was my 11-year-old son Stephen! This was his first-ever contest (he actually volunteered to go!). He learned to fly this year with a Brodak Flitestreak trainer and is now ready to move up to a more capable plane. The wind didn't faze him and he put up two complete flights to win the first place trophy!



Scott Richlen looks on as Frank's TEOSAWKI runs out of altitude. The front was broken off before the wing, but I bet the plane is already back in the air. Frank relearned the lesson that when the engine sputters in the overhead eight, it probably won't make it through the clover.



Left: Bob Krug brought his RoJett .76-powered Strega down from New Jersey to join the fun. Here he takes off for a flight in Advanced.



Bruce Jennings poses with a superbly finished '59 Ares. The model has a film finish over the wings and has a Magnum .36 for power. Bruce came in second in Advanced with this fine model.

Right: Bob's Strega inverted. It was good to see Bob with another Strega going after he lost one at the Nats due to a broken handle cable. As always, Bob also brought down a bunch of Powermaster fuel to sell.



Left: John Lindberg and Jack Rosemere judge Expert at the Stuntfest.

Below: Tim Stagg off on his winning Expert flight.



Bob Krug's Strega in the overheads, showing his header muffler RoJett .76 powertrain to good effect.



Scott Richlen taking his Legacy stunt to a 3rd place finish in Expert.

Below: Eli Cortez collects his 2nd place Beginner trophy from CD Dick Houser.

Right: John Lindberg's profile Cavalier off on a flight that would place third in Advanced. Several sources informed me that his Cavalier is actually just a cleverly modified Pathfinder (!).



One closing note: I received an email from KOI CD Tom Weedman that the 2013 King Orange will be back at the Navy airfield at Whitehouse.

The good news is that means tons of practice space and nice, clean runway air to fly in! The (possibly) bad news is that it's often cold and windy there, and there is no longer a building to hide in, so be prepared! Enjoy the fall weather, have a great Christmas, and we will see everybody at Huntersville and the KOI! **SN**



District V

by Eric Viglione

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

Wind! Rain! Then more wind! That's been the theme since our last column. Several hurricanes threatened then fortunately passed us by. Tampa Bay had a record year for rain this year, already 12 inches above normal, and the year's not over yet. South of us has over 26 inches above the norm. Great flying weather... Not!

But, if nothing else, this has probably sent many of us packing from the field back to our shops to putter. Thanks to the duality of our event, we also have that indoor portion of the event we love to discuss on forums so much, building our models! Heh.

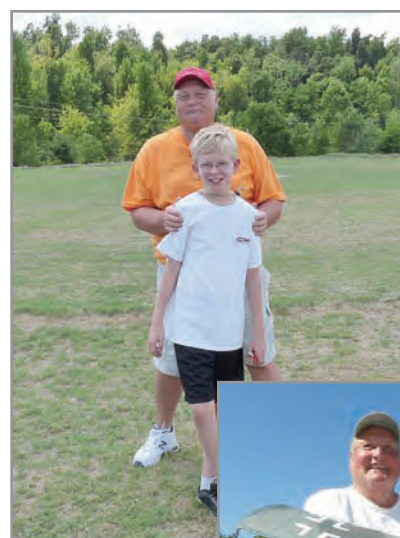
All jesting aside, I do hope this issue finds you all doing well, and finding at least some way to continue to enjoy our great hobby/sport even in the off seasons.

We have new regular contributors to our column it seems; that would be JoAnn and Jim Lynch. Along with Allen Brickhaus' photography (Allen is fellow District VI Director), they are a worthy addition, and I think we should all welcome JoAnn to our growing list of roving reporters. Thanks!

The following pictures are from the 2012 Brodak contest and the recent Western Kentucky contest. Captions are provided by the JoAnn and Jim Lynch.



Jim Lynch and Allen Brickhaus enjoy a brief snack, Brodak 2012.



Left: Jim Lynch and Ben Mills. Ben placed 1st in Basic Stunt at the Western Kentucky contest.



From left to right: Paul Taylor, Jim Lynch, and John Ashford at the 2012 Brodak Fly-In.



From left to right: Ryan Taylor, Paul Taylor, and Jim Lynch: 1st place Junk Yard Wars, Brodak 2012.



Below: Jim Lynch and Jack Sheeks with Jack Sheeks' 1968 Folke Wolf design at 2012 Brodak.



Left: Jim Lynch receives his 3rd place award from Charles Reeves at the recent Western Kentucky contest.



Left to right: Jim Lynch, Paul Taylor, Lou Rakin, and Zuriel Armstrong at the recent Western Kentucky contest.



Lou Rankin of Atoka TN, and Zuriel Armstrong of Little Rock AR, judging Advanced at the recent Western Kentucky contest.



Above: Paul and Ryan Taylor of Collierville TN, at 2012 Brodak.



Right: Paul Taylor of Collierville TN, prepares for his official flight at the recent Western Kentucky contest.

We also have some new events. Well, new is a relative term, but there are some newer contests in District V to choose from these days, and thanks to Howard Rush's hard work, you can even read about them and decide to go ahead of time.

One of these recent events was the Memphis Stunt Classic held in Millington TN. Paul Taylor attended and sent me some nice pictures, once again taken by JoAnn Lynch. I'm sensing a theme here ... thanks for sending them Paul, and thanks yet again, JoAnn!

The contest was hosted by the Millington Barnstormers RC club. The CD's were Louis Rankin and Jim Lynch. It looks as though that event is going to do well.



Above: Zuriel Armstrong and Mike Brooks judging.

Right: Jim Lynch and Steve Kocher judging PA.



Below: Mike Brooks, Curtis Shipp, Zuriel Armstrong, and Allen Brickhaus.





Mrs. Peacemaker, Mrs. Donovan, and Mrs. Shipp.



Ronnie Thompson prepping in the pits.



Robert Storick and Jim Lynch.



Above: Allan Brickhaus sporting his nifty Olympus.

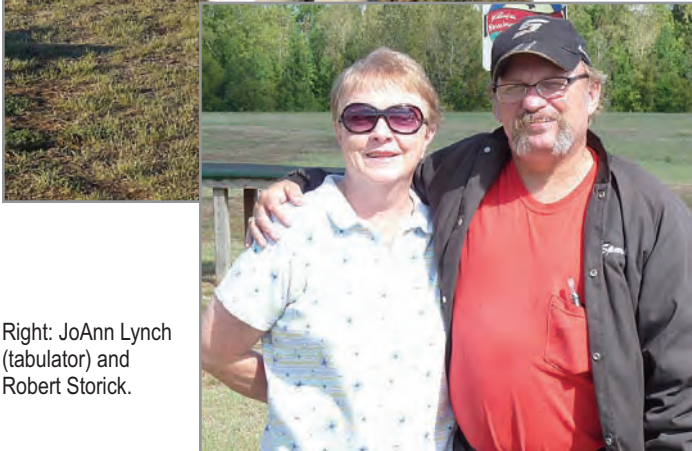
Left Zuriel Armstrong and Charlie Reeves.



Louis Rankin, John Simpson, Mike Donovan, and Tom Morris watching the action.



Left: John Simpson with his own-design Cavalier.



Right: JoAnn Lynch (tabulator) and Robert Storick.



Pilots' Choice Award was Sparky's P47.



Pilots at the event.



Left: Bryon Rahilly (L): 1st Place Beginner.

Right: Jim Howel (R): 2nd Place Beginner.



Left: Paul Taylor (R): 1st Place Intermediate.

Right: Tom Morris (R): 1st Place Advanced.



Left: John Simpson (R): 1st Place Expert.



Left: Charlie Reeves (L):
1st place Classic.

Below: Tom Morris (L): 3rd
Place Classic.



I'm embarrassed to admit that I just found a few nice pictures, also from Bob Whitney, that with all of the hubbub that goes along with my taking a week off for the Nats, I didn't get into my last column. Sorry, Bob!

Bob sent these pictures along with a note: "Eric, Dave, and I just got back from Brodaks. We did okay. Dave got 3rd in Beginner profile and 3rd in PAMPA Beginner with the Swamp Cat that the Smith brothers lent him; I got 2nd in Advanced Old Time with the Big Job and 2nd in N-30 Advanced with my new Electric Scorpio. They had about 142 total entries."



Dave and Bob with Swamp Cat and Scorpio, showing off awards.

This just in! Tom Dixon sent me the results for another emerging contest, the Fall Fly-In Vintage Meet in Ellijay GA. That was held on September 14th and 15th, 2012. This contest is sponsored by the North Georgia Sky Rebels. I've typed them up, and you should find them in the contest results section of this issue.

Tom says, "Join us next year... This is a nice small town airport site in the mountains of North Georgia."

Thanks for the write-up, Tom. Sounds great!

I've been spending a little bit of time in the shop myself lately, with all the rain I mentioned earlier. My new bird is coming along, a Randy Smith Katana, and it will be my first PA75 plane. I've been very happy with the PA65, and am excited to see what the 75 is all about for myself. Who knows, it might even get done early enough to have time for a few practice flights before its first contest appearance.



Tom Hampshire presents Bob Whitney with his 2nd place Advanced OTS award.



Left: Tom again
presents Dave
Hallas his Beginner
award for 3rd place.



For some reason I always look forward to shaping away on blocks with my razor plane. Probably because it means I'm not sanding and sneezing!



Side view of fuselage with built-up rudder, molded turtle deck, and hollowed front block, cowl etc.

By the time you receive this issue, you will be deep into the holiday activities. Don't forget to get out and see your CL buddies, especially in District V where our weather permits some contests later in the season than our northern brethren. For instance, we are hosting the Southeast Stunt'N Fun on November 3rd and 4th, and the X47's King Orange International will be the next event on the horizon in January.

Thanks again to all our contributors this month, and for 2012 for that matter. You all made it a great year, I think, for District V and *Stunt News*. There wouldn't be much of a column without your input!

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

Illinois, Indiana, Kentucky, Missouri

The summer has given us a wide selection of weather, from the mundane to the "Holy cow!" This column celebrates the trips to the AMA Nationals, the SIG contest in Montezuma, Iowa, and the Western Kentucky/Southern Illinois Champs in Paducah.

The SIG contest in Montezuma, Iowa, has the strength of many fine people and pilots attending each year. I got to the event early Friday morning and took the time to re-set lines, check props, fill fuel bottles, and put up my 12 x 12-foot Easy-Up for shade. The day was quiet at first while the local SIG crew went about their business stretching barriers, cutting grass, and painting white lines denoting the competition circles.

I met the new owners, the Martin family, and was pleased with their focus on the company continuing their fine products and services to the modeling fans.

More pilots began to show Friday night. I found a broken line on the up portion of my handle, so I elected to go to a new handle. The new handle was an exact copy of the one I had on the Olympus, and by measuring carefully, the first flight on the new combination was as good as the last flight on my older handle. I was happy. The day ended with dinner with friends.

The weather for Friday and Saturday was "Stunt Heaven" with some minor gusts of wind. The Adams' Special, TEOSAWKI, and my Olympus did well for me. Sunday was another matter with winds gusting to 20 mph. I did not fly on Sunday, although registered, to keep the Olympus in one piece for the Nats and subsequent following contests. The SIG results have been posted on the "Stunt Hangar" and "Stuka Stunt" forums for your perusal.

The Nats is a wonderful venue, and I highly encourage each one of you to attend at least once, or better yet, on a yearly basis. Good friends—some who are more focused than others—good field conditions, a wonderful museum to see, fine-tasting food at multiple restaurants, and a quick learning experience available each year.

A variety of wind- and weather-related conditions also controlled the event. This year's drought kept the grass from growing, and the 900 x 900-foot grass area northwest of the "L" pad was a delight to take off of and land on all week long. There were no complaints from pilots this year. At last the 2013 Nats

dates have been confirmed. They will be July 14 (Sunday) until July 20 (Saturday).

The Western Kentucky/Southern Illinois Stunt Champs was run in the middle of August for 2012. Beginner, Basic Flight, Old Time Stunt, Profile, and Nostalgia 30 were run on Saturday, while Intermediate, Advanced, and Expert finished on Sunday. We got off the field with everything all cleaned up at 2:30 p.m. on Sunday. Look for the WKSI on August 17 and 18 of 2013. **SN**



Dennis Vander Kuur and Michael Schmitt make a deal on the SIG grounds during the Montezuma contest held in late June. Check out the event for next year.

District VI

by Allen Brickhaus



Kenny Stevens Jr., Kenny Stevens Sr., your columnist, and Charlie Bauer at the 2012 Nationals.



Derek Barry's Concours-winning Matrix is shown on display on the grass circles at the Nats this summer. Behind Derek's Matrix is his dad's (Dale's) Jamison Special.



Beth Mills of Ozark, Missouri, launches for her husband James during the Classic event at the Nats this past summer.



My Dee Rice Oriental is finally finished and ready for its first flights. The final weight is just under 44 ounces with an L&J Fox .35.



Kenny Stevens shows off his SVE-22 to his dad during the scale dates at the 2012 Nats.

This is a shot of the under-nose area of the Dee Rice Oriental. I have since put five flights on the bird at the Paducah site and now have the wings level and the handle setting close to where I desire.



Wesley Dick of Fort Wayne, Indiana, has a great flying '62 Ares designed by Bill Werwage. The power is an Aero-Tiger .36.



Kenny Stevens has rebuilt and refinished one of Lew McFarland's Shark 45s (originally designed as the Humbler).



Dennis's sister, Dennis Vander Kuur, and Jordan Segal watch Bill Allen fly on the far southern circle of the SIG event.



Brad Jungheim, Mike Schmitt, and Dennis Vander Kuur watch circle three on the "L" pad at the 2012 Nationals.



Roger Wildman builds such a finely finished model, and his Bob Hunt-designed Caprice with an Aero-Tiger for power is a winner.



Left: This is Mike Schmitt's Bob Gialdini Eclipse on display at the Nats this summer. The powerplant is a PA .65 with a specially made muffler to bypass the nose gear on this fine model.



Allen Goff is no slouch in the building and finishing model trade, and his Bob Gieseke Nobler has a Brodak .40 for motivation.



Gary Frost and Bill Allen have a good time at the SIG contest in Montezuma, Iowa. Look for this contest the Saturday and Sunday after Father's Day in June for 2013.



Mike McKinney from the Aurora, Illinois, area brought his well-flying Bare Bones to the SIG contest.



Allen Goff, Mike McHenry, Roger Wildman, and Scott Harness have a great time at the Nats this past summer.



Robert Storick took his well-finished Thunderbolt to the Nats, and it sat in the front row again. To follow up, he lost the bird at the Memphis contest as the model ran out of fuel on the last upward leg of the four leaf clover. He had little time to recover the model before it impacted the flying surface at the Millington TN, event.



Larry Lindburg and Tony Kares take the time to work in a little hangar talk at the SIG event in Montezuma.



Here I caught Bill Allen during one of his flights at the Nationals' Beginner event this past summer.



Gerry and Merry Phelps accepted the Fireball Award at the annual SIG contest. They are a great couple and indeed worthy of the presentation.



The Basic Flight winner at the 2012 WKSJ in Paducah is Ben Mills of the Ozark, Missouri, area.



Allen, Bill Allen, and Gary Frost spent a bunch of time under the columnist's shade and solved the any-and-all flight problems with each other's models.



The Beginner winners at the WKSJ were Mike Londke, Steve Drake, Larry Davis, and Walter Bowden.



Buzz Paricka, Jim Renkar, Ron Woodman, and Larry Lindburg share the stories of the day at the SIG contest.



2012 Old Time Stunt WKSJ top fliers were Michael Schmitt, James Lee, and Bob Whitney.



Profile WKSJ pilots with the highest score were Jim Lynch, Tom Morris, and Larry Fruits.



The Advanced WKSJ top-scoring pilots were Tom Morris, Larry Fruits, and Ronnie Thompson.



The Expert WKSJ recipients were John Simpson, Matt Neumann, and Eric Taylor.



The Classic WKSJ winners were John Simpson, Tom Dixon, and Jim Lynch.



Top Pretty Planes were Jim Lynch and his Bill Werwage-designed Super Ares, Robert Storick and his Thunderbolt, and Jim Lee's Bob Palmer-designed Go-Devil.

District VII

by Bob McDonald

It's time for the District VII column again, so I thought I would cover some of the contest activity from this past summer. I am not going to talk about results and such but mostly about the event and those in attendance.

The two events that are held in our district that I have info on are the SIG meet from June and our event here in Westland, Michigan, in August.

The SIG contest has been going on for a very long time (about 30 years), and for us in the Midwest probably the largest control line contest except for the Nats. SIG, as most of you know, is about the only large model company to be supportive of control

line over a very long period of time. The event takes place usually the third weekend in June on what is essentially Hazel (Sig) Hester's backyard in suburban Montezuma, Iowa. Does Montezuma have suburbs?

They have all of the CL Stunt events as well as Carrier and Combat. Best of all, it lets us stunt fliers do what we do best on Saturday evening—yup, that's right! Chow down and shoot the... well, you know... (See the photos for proof of this.) The Sig folks put on a pretty fair spread for all entrants. Also, they have continuous door prize giveaways of their products throughout the event.

Iowa, Michigan, Minnesota,
Wisconsin



Banquet at SIG field. From left to right, Mike Schmidt, Allen Brickhaus, Dennis Vaner Kuur, and across from Allen, Christ Rigotti. (Paricka photo.)

No event happens without the people behind it, particularly in this case the new SIG owners, Herb Rizzo and Ron Petterec. Thanks to CD Mike Gretz, the judges, and, of course, Hazel herself.



Just two of the judges at the Sig meet, Floyd Layton and Jim Renkar. (Paricka photo.)



Here are Jerry Bobb, Pete Mick, Hazel, and Buzz Paricka. (Paricka photo.)

At an event this size you always see a few interesting or exceptional models. One of these was Jim Schuetts' Raptor. Jim is a long time competitor at this event and has used this model for the last several years. The 20% larger Nobler, which is a vintage model, belongs to Jerry Jaks and is something of a legend in this area.



Jim Schuetts' Raptor. (Paricka photo.)



Here's Jerry Jaks' 20% enlarged Nobler. It's powered by a Fox .59. (Paricka photo.)

Now that we have covered some of the stuff from SIG, let's look at a few bits from the Signalseekers stunt contest in Westland, Michigan. The Signalseeker model club is an RC club that for the past 20 years has become inclusive of all forms of model aircraft. I was the president of the club for 16 years, with that tenure ending two years ago. The contest has been going on now for 18 years.

The field, as you can see from the photos, is a very nice grass venue with two circles on the main runway. There will be a new, separate control line field by next spring when the new grass comes in.

The event usually runs the third weekend in August, although it may move to the second as it conflicts with other events that many of our members are involved in on those dates. We run all stunt classes except ARF.

The best thing is the Saturday night hot dog roast at Randy Ryan's house where stunt fliers do what they do best (chow down and shoot the stuff). Randy (this year's CD) also has a stunt circle in his backyard which is really nice, except for the occasional mole intrusion.

Following are some photos from this year's event, which believe it or not had two days of the best "Stunt Heaven" weather you could imagine.



Big Art Adamisin holding court. (Nixon photo.)



Corry McKenzie helps me ready my USA 1 for a Classic flight (I placed 1st).



Rick Sawicki ready for an Old Time flight with Vince Bodde helping. Rick uses electric power in all his models (even in his OTS ships). (McDonald photo.)



Corry McKenzie landing his Chipmunk after his first ever official Intermediate flight. (Nixon photo.)



John Paris ready for his winning Old Time flight. (McDonald photo.)



Wess Dick trying to explain what all those extra flap things do. Wes's Velvet features unique split fowler-type flaps. I don't know if they help, but they do seem to work. (Nixon photo.)

Well, that's about all I have for now, except that by the time you read this, you probably will know that I will be the Assistant Event Director at the 2013 Nats and the Event Director for 2014. So if you are interested in helping this year, particularly by judging or serving in any other capacity, please contact me or Dave Fitzgerald.

'Til next issue. Send me stuff at bobsp47@sbcglobal.net; Snail mail Bob McDonald, 28746 Westfield, Livonia MI 48150. **SN**

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

District VIII

by Don Hutchinson

“Here we go, round again...” as the Kingston Trio once put it. Anyone remember them? They were performing before many of you were born! (This is also kind of a lead into the last paragraph.)

Even though we still have several contests coming up after the deadline for this column, the contest season will be long over by the time you are reading this, so I will be brief on the Southwest Regionals we held in Dallas in September. The turnout, while light in Intermediate and Advanced, was really great in Expert with 12 fliers, all highly capable pilots and a real shootout it was! The reigning National Champion vs. everybody else! The weather was good and temps reasonable.

A special surprise was the appearance of Howard Rush, whose GPS must have mysteriously led him astray! Though he missed being in the top three by a mere few points, I did have the honor of awarding him the Pilots' Choice award. I could have gone into more detail here, but with a few clicks of your mouse you can get much better info plus many photos.

Page back in the “Stunt Hangar Open Forum” to Sept. 10 and find the Dallas contest thread. Further coverage of Howard's travels is also posted there on Sept. 17. Nice to have a ghost writer when you don't have much material for a column!

Having been at this post for a while now, most of you have figured out I'm an old-timer and refer often to the OTS event and the quirky rules by which it is flown.

While preparing to judge at the recent Dallas contest, I got to thinking about the climb and dive maneuvers. I realized that going the required 15 feet of vertical flight takes only one-fifth of one second and covers about 14 degrees! Thus, by going up to about 60-plus, degrees you are well over the needed 15 feet. Between quirky rules and judges who make up their own rules and don't tell you what they are, OTS is always a fun event.

While typing this, an airplane with the unmistakable sound of radial engines just flew past my home. Looked out the window and it was the B-29, Fifi, on final for Meacham airport! Not something one sees every day. Neat airplane and it sounded really good!

Will Hubin took a photo of Fifi as it did a low pass over the Nats venue back in 2004, and he's offered to put that in here so you can see what I saw!



The famed B-29, Fifi, makes a pass over the Nats site in 2004. Almost like seeing a ghost!

After seeking a good replacement for this esteemed position for a number of years, a willing volunteer has appeared. Mr. Doug Moon will be taking over the position of PAMPA District VIII Director beginning January 1.

This will be a giant step forward for all of you, as you will now have a representative who is on the cutting edge of stunt technology, and a superb builder and flier who just happens to be the reigning National Champion! Can't get any better than that.

Please support him in getting out the *Stunt News* columns and in any other District VIII business items. I know that there is a lot of knowledge here in the district that deserves to be shared with the stunt community, so take a little time and give Doug some good material for his columns.

I needed a few photos for this column, so I will post a shot of the fabulous lady who put up with my 60-plus years of building and flying control line stunt airplanes. Also, a model built in 1948! Would like to make an OTS legal model out of it but do not have enough information.

With this issue, I will have “gone around again” for my last *Stunt News* column. It's been a long run, and now with great pleasure I will pass the baton on to Doug. **SN**

—Don



My wife Flora holding my Lonestar model. K&B .40 with the exhaust rotated to the outside of the circle.

Below: Orwick .64 model built by Keith Lightfoot up in St. Paul, Minnesota. A great builder and flyer, I could write a whole column about him. Too long out of the game, I now have the Orwick!



District IX

by Carl Shoup

No report this month. *SN*

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

District X

by Jim Hoffman

Arizona, California, Guam, Hawaii, Nevada, Utah

Leroy Black's YAK-9: Prolific builder Leroy Black, of Buckeye, Arizona, has completed a new Classic contender in the form of a YAK-9, scratch-built from John Miller plans.



Leroy Black's YAK-9.

Leroy relates that it is likely to be a kit soon. It is Classic legal, has a 54-inch wingspan, and weighs 50 ounces. Power for this ship is provided by a Double Star 54. Leroy formed his own clear canopy using the pop bottle method.

Leroy Black's Heinkel He-177

Leroy has also been an enthusiastic supporter and competitor of the local 1/2A scale event in October in Tucson. He has built many over the years and currently has at least five 1/2A ships in his fleet. Since the event is littered with stunt fliers, perhaps we ought to share a photo or two of his latest entry.



Leroy Black's
Heinkel He-177.



Check out the detail on Leroy's 1/2 A Scale.

It is unique in several ways, including that it was not finished the night before the contest. The cowls are made from 1/32 plywood that was molded around a glass bottle. Balsa sheet was then added to the front and back of the cowl to complete the fore and aft tapers. Leroy's He-177 features throttle control also. The paint layout is from a plane flown in East Prussia during the late spring and early summer of 1944. Getting all four main landing gear wheels to roll on the ground and to roll straight was difficult.

Glen Allison's Humonguii

Glen Allison of Tucson has completed not one, but two beautiful OTS Ignition Humonguses (Humonguii sp.?) Aircraft #1 uses a Super Cyke repro .60 that has been upgraded with a balanced crankshaft, sub-port inductions and a modern spray bar and needle valve. It has a Larry Davidson ignition module and coil. Aircraft #2 has an original Anderson Spitfire .61. The engine was un-run until this year.



Glen Allison and two new Humongous Stunters. (Photo by Rickii Pyatt.)



Glen gives us a top view of his two new Humongous Stunters. (Photo by Rickii Pyatt.)



Glen Allison's dueling antique powerplants. (Photo by Rickii Pyatt.)



Glen and Betty Allison ready for OTS. (Photo by Rickii Pyatt.)

Both plane's open-bay areas are covered with Thermal Span; the entire plane is then covered with medium silkspan. Base yellow is dye and the balance of the paint is Brodak. Glen formed his own canopy from a soft drink bottle. The photos do not do justice to these two beautiful models.

Ed Capitanelli's Workshop

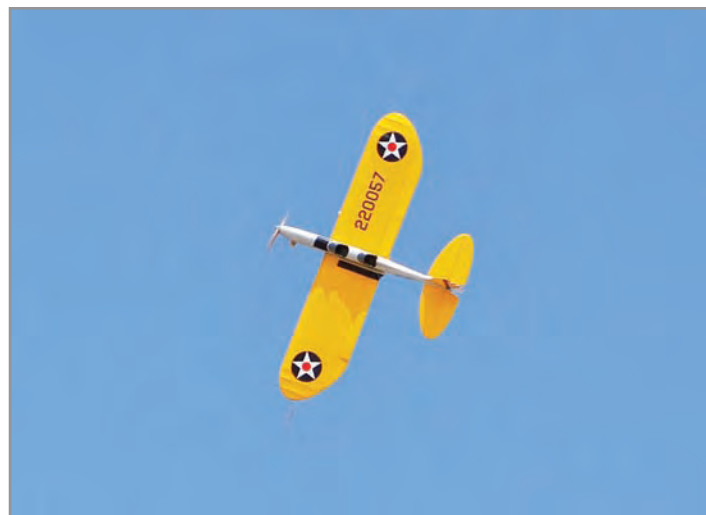
Ed and Peggy Capitanelli recently remodeled their workshop in Tucson in an effort to go from well organized to superbly organized. The garage workshop has an insulated door and a small AC unit to keep it comfortable in the summer. Ed's airplane factory has produced quite a few beautiful stunters over the years. *SN*



Here's the power tool section of Ed Capitanelli's new shop.



Ed Capitanelli's remodeled workshop looks far too clean to actually have been used for model building!



Fort Collins's Mark Gerber built this beautiful Ryan PT 20.



Above: There are lots of cooling louvers on John Callentine's new E-stunter.



Right: Jim Hoffman's Galloping Comedian for OTS is finally done.

District XI

by Bruce Hunt

I got my start pretty much like many others in this hobby: flying such planes as a Jim Walker Firebaby, assorted 1/2A models, and on to Ringmasters and such. Before I knew it, I was competing in Combat with Voodoos and eventually Sneekers with Super Tigre G21 engines on bladder pressure.

I watched a little Stunt being flown at Sand Point NAS in the early 1960s, but it seemed a little slow to me. Combat was "it" for me continuing right on into the Navy. Getting married and having a family put it all on hold for thirty years. Pretty familiar story...

In 2001, with my family grown, I found time to resurrect my former interest in CL. So, what to build? I acquired a Super Tiger G21 .40 and built a Flite Streak with, of course, a bladder! After I found out where Combat had gone with Nelsons at 130 mph, a Fox .35 seemed like a better option for my Flite Streak. No more Combat for me. Suddenly, slow seemed like a good idea. Anyway, how hard could it be? I figured I already knew how to do the tricks; just a matter of putting them in the right order. Yeah, right!

My first stunt contest was September 14, 2001, and I flew that same Flite Streak with the Fox .35 and bladder! Looking back, it

Alaska, Idaho, Montana, Oregon, Washington

worked okay. I had to put a restrictor in the fuel line, but it worked! That weekend I met Bruce Hunt.

Bruce didn't laugh at me with my obvious goofy setup, but went out of his way to make sure everything went as smoothly as possible for the three events in which I was flying.



Bruce Hunt poses with his Southwick Lark, probably his most successful model. Always a force to reckon with in Classic and Expert. (Flying Lines photo.)



Bruce's Impact; ST .60, of course. A beautiful model with a short life span due to a faulty handle cable. (Flying Lines photo.)

He was flying a Shark 45 with a ST .60. A .60! I honestly couldn't believe it. Of course, I didn't even know what Schnurle porting was, much less tuned pipes. Bruce let me launch his Shark at that contest and clued me in on stunt etiquette. It was apparent that attention to detail was important.



Dan Rutherford assists for a launch of the Shark. (*Flying Lines* photo.)



The Shark takes flight. That model put a test to any mileage warranty it may have had. (*Flying Lines* photo.)

The following spring I had graduated to a Fancy Pants and a Ringmaster. At the spring contest there was Bruce again. More help; he even sat in the circle and read the Old Time pattern to me.

I thought everybody flew OTS and didn't know that he did not. It turns out that at one time he also had a Fancy Pants. He didn't think much of it, but I used mine for three years. By this time Bruce was judging and competing in Expert PA with an Impact and ST .60, of course.

I don't remember how many years Bruce has been a PAMPA District Director, but his service was very much appreciated around these parts. He was always there to judge and do whatever was necessary to have a successful contest. His hospitality cannot be overlooked, either! How about those food-fests at his house at the Salem Fall Follies contest? Of course, his wife, Kristen, had a lot to do with that, also.

Bruce has relocated to Washington State. I'm not sure if the Shark made the trip, but a good source has it that there is something new in the works. In any case, this region is fortunate to have him here. Thank you, Bruce.

A few years ago I met Kazuhiro "Kaz" Minato at VSC. We became friends, partly because my wife is from Japan. (Okay, that had a lot to do with it.) She made lunch for him and his friend Masaru Hiki. Anyway, he and I have a connection.

For the past two years I've had the pleasure of flying with him

at the Nats in Muncie. This year he had planned on bringing a new model of his design. His Blue Max design is a proven design and formidable at any venue. He didn't know about the new travel restrictions regarding "luggage size" and was forced to bring his F4F Hellcat from previous campaigns.

If you have seen this model, that doesn't seem like a hardship. I can tell you, it was way out of trim. When he started out he had the wrong fuel, prop, venturi size... three days of changing things to make his PA .75 happy. Also, because of an injury to his elbow, he hadn't practiced for three months.

It didn't show much, except for the two-handed flying between maneuvers. Five or six flight per day was all he could handle and the pain was obvious. If you have ever seen him and Hiki-san at work, you would know that six flights would usually just get a needle setting!



Kaz fueling for a flight in finals with his borrowed fuel. (Haverly photo.)



Kaz's gorgeous Hellcat. (Minato photo.)

Kaz cruised into the Top 20. His flying style was smooth and very consistent. He was excited and I told him I really thought he had a shot at the Top 5. Polite, as usual, he said, "I don't think so. There are too many very good fliers here."

He's pretty good, too. He made it! He said to me in a very sincere tone, "Mike-san, I am very happy today!" I was happy, too, because I got to pit for him! He flew well and finished fourth. Not bad for a sore arm and an airplane that he considers to be a "handful."

I also need to note a deed of sportsmanship. The morning of

the finals I showed up to help Kaz with his warm-up flights when he informed me that he had run out of the fuel he had been using all week. The afternoon before the finals he had purchased a quart of fuel, and that was barely enough to feed his thirsty PA .75 for the day.

Well, it didn't work. Bill Rich came up with a gallon of the correct stuff and the rest is history. I applaud the constant examples of sportsmanship I see from PAMPA members.

We have had a couple of contests since Bruce's last report. For the best and complete coverage, please take a look at John Thompson's website, "Flying Lines" <http://flyinglines.org>.



Grandson Colton Lutz with his model, ready for his first competition. (Haverly photo.)



Proud competitor with his second place trophy. (Haverly photo.)

I can't resist one report, that would be my grandson's first contest. That is eight -year-old Colton Lutz flying his 1/2A Little Wizard copy. He got a trophy and increased his hat size considerably. *SN*



Colton in total concentration. (Haverly photo.)

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Wanted: Articles and Columnists for the pages of *Stunt News*.

Reward: Everlasting satisfaction that you have contributed to the advancement and enjoyment of the greatest hobby/sport on earth!

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

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

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

Contests

Brodak Fly-In June 12-16, 2012, Carmichaels PA Results from <http://brodak.com>

Expert

Judges: Peabody, Spillman, Zambelli

1	Mike Palko	592.33	P-51 Mustang	Electric
2	Joe Gilbert	592	Sea Hawker	PA .65
3	Dan Banjock	588.33	Vista 39	PA .75
4	Bud Wieder	585	Ryan's Eagle	Electric
5	Tim Stagg	581.33	Charger	Electric
6	Joe Adamusko	578.67	Dreampiece	RO-Jett .61
7	John Simpson	574.33	Cavalier	Aero Tiger .36
8	Craig Gunder	568.67	Mr.Awesome	RO-Jett .67
9	Wesley Dick	568.33	Velvet	PA .65
10	Keith Sandberg	568	P-47	Saito .62
11	Jim Lynch	567	Super Ares	PA .40
12	John Saunders	565.67	Legacy	Supertigre .60
13	Rich Giacobone	563.33	Caprice	TT .36
14	Dick Carville	560.34	Raven	Electric
15	Len Bourel	556.67	Fortune	DS .60
16	Scott Richlen	556.67	SL-2	PA .61
17	Larry Robertson	555	P-51	PA .75
18	Will Davis	550	Skydancer	OS .35
19	Gary Lutz	549	Dream Girl	RO-Jett .61
20	Mike Donovan	548	Vector 40	Aero Tiger .36
21	Mike Cooper	536.67	Stiletto	PA .51
22	Phil Cartier	521.33	GVI	.46
23	Neal Thompson	455	Legacy	OS .46

Advanced

Judges: Dawson, Taffinder

1	Tom Morris	504.5	Profile Cavalier	Electric
2	John Rakes	487.5	Cardinal	OS .46LA
3	Bob Reeves	481	Latency	Saito .56
4	George Waters	480	Thunderbird	.40
5	John Ashford	473	Pole Dancer	OS .46LA
6	Linheart Smith	469	Shark	Electric
7	Bob Krug	467.5	Strega	RO-Jett .76
8	Peter Schlessner	467	Vector 40	.40
9	Norm Liversidge	466.5	Cardinal	PA .75
10	Alan Buck	465	SV-22	PA .65
11	John Lindberg	461.5	Pathfinder	OS .46
12	Frank Imbriaco	460.5	SV-11	Electric
13	Bob Whitney	458.5	Scorpio	Electric
14	Bernard Suhamski	458	Oriental	OS .40LA
15	John Tate	457	Vector	Electric
16	Chris Sarnowski	455	Kestrel	OS .46LA
17	Brad Smith	451.5	Gennis Wing	Supertigre .60
18	Tony Kubes	448	SV-11	OS .46
19	Ivars Greizins	444.5	Enterprise	Pro .40
20	Ken Armish	438	Satona	PA .51
21	Randall Holcroft	425.5	T-Rex	T-60

Intermediate

Judges: Imbriaco, Moore

1	Bruce Jennings	492.5	Ares	Mag .36
2	Paul Taylor	461.5	Vector	OS .46LA
3	Keith Morgan	460.5	SV-11	.65
4	Scott Bolton	448	Chipmunk	OS .46LA
5	Bob Hudak	438	Legacy 40	Electric
6	Thomas Smeltzer	416.5	ARF Pathfinder	OS .46LA
7	Jeff Traxler	412.5	Pathfinder	Electric
8	Rexford Abbott	407	Legacy	Saito .56
9	Joseph Grash	407	Vector 40	Brodak .40
10	Brian Moore	397	Veco Mustang	Saito .40
11	Steve Schlessner	396	Vector	OS .46LA
12	Bernie Trent	393	Vector	.40
13	Ryan Taylor	392.5	ARF Tutor II	OS .46LA
14	William Stewart	391.5	Stiletto 660	PA .40
15	Eric Keller	390.5	Vector	Aero Tiger .36
16	Dennis Moritz	390.5	Vector	OS .46LA
17	Ted Heinritz	383	Banshee	.40
18	Dennis Thomas	365.5	Chipmunk	Fox .35
19	Jack Rosemere	362.5	Brodak P-40	Electric
20	Frank Sparacino	355.5	Vector	OS .46LA
21	Nelson Erbs	343	Medic	OS .25LA
22	Tom Taylor	326.5	ARC Impact	Electric
23	Dalton Hammett	78	Wedell-Williams Racer	Supertigre .51

Beginner

Judges: Hammett, Heinritz

1	Chris Keller	259	Brodak ARF P-40	.46
2	David Felinczak	240	Katana	PA .60
3	David Hallas	232	Swampcat	TT .40
4	Tim Clifford	219.5	Home Design	Mag .40
5	Brian Malin	196	Mustang	Saito .40
6	Jennifer Fedorick	182.5	Tutor II	OS .46LA
7	Daniel Grill	181.5	Super Clown	.35
8	Stephen Grill	176	Flite Streak	.35
9	Ron Young	161	Flite Streak	Brodak .25

Classic Expert

Judges: Ashford, Rakes

1	John Simpson	562	Cavalier	Aero Tiger .36
2	Joe Gilbert	561.5	Gypsy	Supertigre .60
3	Jim Lynch	559.5	Super Ares	PA .40
4	Allen Goff	558.5	Greseke Nobler	Brodak .40
5	Keith Sandberg	543	Panther	OS .35FP
6	Wesley Dick	536	62 Ares	Aero Tiger .36
7	Dan Banjock	534.5	Comedian	Fox .35
8	Rich Giacobone	531.5	Caprice	TT .36
9	Dick Carville	526	Mustang	Supertigre .46
10	Bob Zambelli	515.5	Nobler	Fox .35
11	Roger Wildman	513	Caprice	.36
12	Will Davis	505	Sky Dancer	OS .35
13	Larry Robertson	457.5	Shark	PA .65
14	Neal Thompson	292	Nobler	.40

Brodak Fly-In 2012, continued

Classic Advanced

Judges: Carville, Stagg

1	Doug Benedetti	504	Cavalier	Brodak .40
2	Tom Morris	497.5	Profile Cavalier	Electric
3	George Waters	483	T-Bird	RO-Jett .40
4	John Lindberg	483	Cavalier	OS .46
5	Artie Jessup	482	Nobler	Brodak .40
6	John Tate	479	Dolphin	Electric
7	John Ashford	476.5	Shady Lady	OS .46LA
8	Terry McDowell	473.5	Viking	Supertigre .51
9	Bernard Suhamski	465.5	Oriental	OS .40LA
10	Frank Imbriaco	423.5	ARF Nobler	OS .46

Classic Intermediate

Judges: Sarnowski, Zambelli

1	Bruce Jennings	499	Ares	Mag .36
2	Scott Bolton	498.5	Chipmunk	OS .46LA
3	Joseph Grash	496	59 Ares	
4	Tony Kubes	494.5	Pow Wow	OS .40
5	Rexford Abbott	492	Detroit Stunter	Saito .40
6	Bob Hudak	486.5	Smoothie	Webra .32
7	Don Sopka	484.5	Nobler	OS .40FP
8	Jeff Traxler	478	Ruffy	OS .46LA
9	Nelson Erbs	477	Smoothie	Fox .35
10	Brian Moore	464.5	RSM Toney	Supertigre .51
11	Ted Heinritz	419.5	Nobler	
12	Dennis Thomas	382.5	Chipmunk	Fox .35
13	Dennis Moritz	335.5	Magician	Tower .40
14	Larry Talley	117.5	Cavalier	Electric

Classic Beginner

Judges: Moritz, Wilks

1	Dan Bregar	253.5	Magician	.09
2	Stephen Grill	211.5	Flite Streak	Fox .35
3	Daniel Grill	133.5	Super Clown	Fox .35

Old Time Expert

Judges: Davis, Palko

1	Dan Banjock	293.25	Comedian	Fox .35
2	Joe Gilbert	285	Humongous	.65
3	John Saunders	277.5	Humongous	Supertigre .36
4	Keith Sandberg	259.5	Viking	K&B .40
5	Bob Zambelli	257.5	Igarus Jr	ETA .29
6	Richard Houser	249	Zilch	Enya .40
7	Dick Carville	246	Barnstormer	OS .25FP
8	Terry McDowell	245.5	Viking	Supertigre .51
9	Len Bourel	217	Ringmaster	OS .25LA

Old Time Advanced

Judges: Banjock, Spillman

1	Tim Stagg	320	Viking	TT .36
2	Bob Whitney	296.5	Big Job	Supertigre .60
3	Randall Holcroft	296.25	Super Clown	Fox .35
4	Tony Kubes	294.5	All American	OS .35
5	Bernard Suhamski	288.5	Viking	OS .35
6	Norm Liversidge	265	Madman	Supertigre .60
7	Brad Smith	214.75	Super Zilch	Merco .49

Old Time Intermediate

Judges: Benedetti, Hermans

1	Bill Mandakis	265.5	Viking	Brodak .40
2	Eric Keller	252	Viking	OS .46LA
3	Keith Morgan	244.5	Galloping Comedian	.35
4	Larry Talley	224	Humongous	.46
5	Chris Keller	209	Super Firecat	OS .25
6	George Marenka	198.5	Viking	OS .40

Old Time Phase 2 Expert

Judges: Davis, Palko

1	Mike Donovan	259	Black Tiger	Fox .35
2	Phil Spillman	257	'49 Airtrails	OS .40LA
			Smoothie	

Old Time Phase 2 Advanced

Judges: Banjock, Spillman

1	Frank Imbriaco	254	ARF Nobler	OS .46
2	Paul Smith	251	Chief	OS .35
3	Peter Schlessler	238.5	Mars	.25
4	Watt Moore	188.25	Go Devil Jr	Brodak .25

Old Time Phase 2 Intermediate

Judges: Benedetti, Hermans

1	Brian Moore	214.5	Black Tiger	Fox .35
2	Nelson Erbs	212.5	Smoothie	Fox .35
3	Rexford Abbott	202.5	Mars	Saito .40
4	Don Sopka	189	Smoothie	OS .40FP

Nostalgia 30 Expert

Judges: Ashford, Rakes

1	Len Bourel	528.5	Stiletto	Supertigre .51
2	John Saunders	524.5	59 Ares	Brodak .40
3	Phil Spillman	477.5	Original Tutor	Brodak .40
4	Mike Cooper	450.5	Stiletto	PA .51

Nostalgia 30 Advanced

Judges: Carville, Stagg

1	Bob Krug	479.5	Nobler	OS .46LA
2	Bob Whitney	454	Scorpio	Electric
3	Alan Buck	448	Oriental	Aero .36
4	Paul Smith	443.5	Magician	OS .40

Nostalgia 30 Intermediate

Judges: Sarnowski, Zambelli

1	Bill Mandakis	507	Thunderbird	.40
2	Thos. Cappadona	484.5	TF Nobler	OS .40LA
3	Steve Schlessler	479.5	Stiletto	OS .54
4	Thomas Smeltzer	476	Nobler	OS .46
5	William Stewart	426	Stiletto 660	PA .40

Nostalgia 30 Beginner

Judges: Moritz, Wilks

1	Joe Maxwell	225	Nobler	OS .46LA
2	David Felinczak	216	Midwest	Supertigre .34
			Skyraider	

Brodak Fly-In 2012, continued

Profile Expert

Judges: Brookins, Giacobone, L. Smith

1	Joe Gilbert	511.5	AT-6	Saito .40
2	Len Bourel	498	Cardinal	OS .46LA
3	Tim Stagg	489.5	F-86 Pathfinder	EF .25
4	Keith Sandberg	478.5	Mustang	Saito .40
5	Dan Banjock	473	Bearcat	Fox Twin .35
6	Mike Palko	472	PT-19	OS .40FP
7	Will Davis	466.5	Teosawki	OS .46LA
8	Bob Zambelli	465.5	Brodak P-40	Aero Tiger .36
9	Mike Donovan	461.5	Vector	Tower .40
10	Phil Spillman	438	Brodak P-40	Supertigre .46
11	Phil Cartier	412.5	Streak III	Mag .36

Profile Advanced

Judges: Hudak, Mandakis

1	Tom Morris	496.5	Cavalier	Electric
2	George Waters	487.5	M-201	.61
3	John Tate	467.5	P-47	Supertigre .51
4	Artie Jessup	461.5	P-40	Supertigre .51
5	Ivars Greizins	456	Enterprise	Pro .40
6	Alan Buck	452	Buccaneer	Supertigre .51
7	Tony Kubes	451	Banshee	.40
8	Doug Benedetti	448.5	P-40 ARF	Supertigre .36
9	Bob Whitney	443	Swamp Cat	TT .40
10	Randall Holcroft	439.5	Brodak P-40	OS .46LA
11	Chris Sarnowski	433.5	Flite Streak	Enya .19
12	Peter Schlessler	427.5	Stiletto	.46
13	Norm Liversidge	426.5	Prowler	Aero Tiger .36
14	Bernard Suhamski	398.5	P-40	OS .40LA
15	John Ashford	385.5	Naughty Girl	Brodak .40
16	Watt Moore	275.5	Swamp Cat	Fox .36

Profile Intermediate

Judges: Fedorick, Jessup, Suhamski, Waters

1	Nelson Erbs	440	Medic	OS .25LA
2	Scott Bolton	438	P-63	OS .46LA
3	Bob Hudak	437	Legacy	.40
4	Eric Keller	435	Pathfinder	OS .46LA
5	Keith Morgan	433.75	Mod. Cardinal	.46
6	Don Sopka	426.5	Tudor	OS .46LA
7	Jeff Traxler	426	Pathfinder	Electric
8	Brad LaPointe	420.5		
9	Ryan Taylor	416.75	ARF Tutor II	OS .46LA
10	Jack Rosemere	407	Brodak P-40	Electric
11	William Stewart	405	Pathfinder II	DS .54
12	Paul Taylor	400	Tutor II	OS .46LA
13	Bernie Trent	392.25	Cardinal	.40
14	Larry Talley	385	Cavalier	Electric
15	Frank Zabudske	385	Cardinal	OS .46LA
16	Rexford Abbott	373.25	Strathmoor	Saito .40
17	Kenneth Dawson	367.75	Cardinal	OS .40
18	Frank Sparacino	363.25	Pathfinder	Supertigre .51
19	Dennis Moritz	358	Primary Force	OS .40LA
20	Dennis Thomas	350	Pathfinder	OS .46LA
21	Bruce Jennings	348.25	Pathfinder	OS .46
22	Dalton Hammett	295.75	Wedell-Williams Racer	Supertigre .51
23	Thomas Smeltzer	242.75	Pathfinder	OS .46LA

Profile Beginner

Judges: Buck, Hastings

1	Dan Bregar	242	Magician	.09
2	George Marenka	237.5	ME-109	OS .46
3	David Hallas	227	Swampcat	TT .40
4	David Felinczak	224.5	Pathfinder	Enya .45
5	Joseph Pekny	208.5	Twister	OS .40
6	Stephen Grill	191.5	Flite Streak	Fox .35
7	Kevin Hines	185	Warhawk	
8	Jennifer Fedorick	174	Tudor II	OS .46LA
9	Ron Young	158.5	Flite Streak	Brodak .25
10	Daniel Grill	125	Super Clown	Fox .35

Spirit of '52: Brian Moore

Rusty Brown Award: Bob Pardue

Spirit of the Sport Award: Vickie Easter-Albert,
Nikki Panepinto

CDs: Allen Brickhaus, Tom Hampshire

Appearance Judging: Pete Klepsic, Woody



Joe Adamusko's Dreampiece, Elwyn Aud photo



Spirit of the Sport award, Elwyn Aud photo

Dallas Aero Summer Heat

June 16-17, 2012, Garland TX

Results from Dale Gleason, CD

Expert

1	Doug Moon	565.5
2	Richard Oliver	551
3	Steve Moon	519.5
4	Darrell Harvin	517.5
5	Joe Bowman	503.5
6	Mike Greb	474

Advanced

1	Don Cranfill	524.5
2	Allan Perret	518
3	Jim Svitko	514
4	Robert Redmon	504.5
5	Mike Finnigan	487.5
6	Stephen Jeansonne	483
7	Norm Faith	466.5

Intermediate

1	Louis Keller	505.5
2	Greg Elling	472.1
3	Richard Staight	396.5
4	Tom Hamblet	138

Beginner

1	Lana Holub	87.5
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Classic

1	Allan Perret	535.5
2	Don Cranfill	503
3	Bruce Cunningham	483
4	Greg Elling	479
5	Norm Faith	409

Old Time

1	Don Cranfill	289
2	Greg Elling	262.5
3	Richard Staight	193.5

**Wisconsin Stunt and Scale
Championship**

June 10, 2012, Pewaukee WI

Results from Peter Mick, CD

Expert

1	Michael Schmitt	541
2	Jim Schuett	538.5
3	Buzz Paricka	518

Advanced

1	Gene Schederer	437.5
2	Jordan Segal	436.5
3	William Smith	375

Beginner

1	Scott Pahlow	122
2	Art Johnson	101

Stunt-A-Thon

June 23-24, 2012, Puyallup WA

Results from Flyinglines.org

Expert

Judges: Don McClave, Steve Helmick

1	Chris Cox	596
2	Paul Walker	594
3	Alan Resinger	560
4	Mike Haverly	543
5	John Thompson	487

Advanced

Judges: Mike Conner, Randy Powell

1	Rick Cochrun	477.5
2	Steve Helmick	466
3	Pete Ferguson	461
4	Mike Massey	458
5	Richard Entwistle	435
6	Dane Covey	420.5

Intermediate

Judges: Mike Haverly, Paul Walker

1	Tom Strom	425.5
2	Doug Knoyle	415
3	Jim Harper	365

Beginner

Judges: Pete Ferguson, Bob Parker

1	Tim Strom	242
2	Robert Ladd	227.5

Classic

Judges: Mike Conner, Steve Helmick

1	Alan Resinger	537
2	John Thompson	492
3	Dane Covey	397.5

Old Time

Judges: Dave Gardner, Gary Letsinger

1	John Thompson	253
2	Chris Sackett	200

Expert Profile

Judges: Mike Haverly, Paul Walker

1	Steve Helmick	441
2	John Thompson	426

Sportsman Profile

Judges: Mike Haverly, Paul Walker

1	Rick Cochrun	451.5
2	Mike Massey	433
3	Tom Strom	427.5
4	Dane Covey	404
5	Doug Knoyle	370

**52nd Toronto and District
Championships**

June 2-3, 2012, Toronto, Ontario

Results from Balsabeavers.CA

F2B

Judges: Naomi Macklem, Stu Henderson

1	Len Bourel	138.75
2	Peter Hanson	133.5
3	Geoff Higgs	120.25
4	Mike McMahon	108.5
5	Chris Brownhill	107.75

Profile

Judges: Naomi Macklem, Stu Henderson

1	Len Bourel	132.5
2	Peter Hanson	129
3	Mike McMahon	120.75
4	Chris Brownhill	106.5

Tabulation: Jack Humphries

Beanfield Grand Prix

July 7-8, 2012, Dresden, Ontario

Results from Balsabeavers.CA

F2BJudges: John McFayden,
Chris Brownhill

1	Konstantin Bajaikine	143.4
2	Peter Hanson	135.6
3	Len Bourel	131.95
4	Keith Morgan	110.4

Old Time

1	Len Bourel	288.5
2	John McFayden	287
3	Keith Morgan	284.5
4	Paul Smith	284
5	Stu Henderson	273.25
6	Tom Morgan	272.25

Profile

Judges: Len Bourel, Stu Henderson

1	Keith Morgan	141.55
2	John McFayden	136.3
3	Tom Morgan	128.5
5	Paul Smith	128.88
6	Doug Blackmore	121.25
7	Chris Brownhill	117.5

Tabulation: Naomi Macklem

Sig Control-Line Contest
June 23-24, 2012, Montezuma IA
Results from Wayne Willey and Mike Gretz

Expert

Judges: Paul McIlrath, Floyd Layton

1	Dennis Vander Kuur	552
2	Bob McDonald	544.5
3	Mark McKinney	538.5
4	Keith Sandberg	534
5	Jim Schuette	533
6	Jim Lee	529.5
7	Michael Schmitt	515
8	Greg Voumard	512
9	Dan McEntee	499.5
10	Crist Rigotti	498
11	Ed Prohaska	496
12	Allen Brickhaus	316

Advanced

Judges: Jim Schuett, Randi Gifford

1	Pete Plunkett	495
2	Scott Molck	490.5
3	Peter Mick	469.5
4	Tony Kubes	457.5
4	Skip Spoula	457.5
6	Glen Peterson	432.5
7	Jordan Segal	418
8	Bob Brookins	402
9	Ivars Greizins	267.5
10	William Smith	198.5

Intermediate

Judges: Art Johnson, Bob Furr

1	John Christensen	432
2	James Pescetto	378

Classic

Judges: Floyd Layton, Jim Renkar

1	Allen Brickhaus	540.5
2	Dennis Vander Kuur	527.5
3	Dan McEntee	524
4	Keith Sandberg	514
5	Jim Schuette	504.5
6	Michael Schmitt	504
7	Jim Lee	500.5
8	Scott Molck	484.5
9	Buzz Paricka	482.5
10	Ed Prohaska	478
11	Peter Mick	455
12	Tony Kubes	431.5
13	William Allen	221.5
14	Greg Voumard	480
15	Larry Lindburg	459
16	Bob Brookins	280

Old Time

Judges: Keith Sandberg, Wayne Willey

1	Crist Rigotti	287.5
2	Allen Brickhaus	286.5
3	Dan McEntee	285
4	Tony Kubes	283
5	Bob Brookins	241
6	Michael Schmitt	232
7	Jim Jorgensen	213.5
8	Steve Gerding	187
9	Jim Lee	181.5
10	William Smith	31.5

Beginner

Judges: Art Johnson, Bob Furr

1	Steve Gerding	220.5
2	Rick Bollinger	209
3	William Allen	205

Profile

Judges: Skip Spoula, Bob Furr

1	Dennis Vander Kuur	527
2	Crist Rigotti	516.5
3	Michael Schmitt	505.5
4	Allen Brickhaus	500.5
5	Keith Sandberg	489.5
6	Dan McEntee	489
7	Larry Lindburg	480.5
8	Jim Schuette	480
9	Peter Mick	454.5
10	John Christensen	452
11	Tony Kubes	450
12	Jordan Segal	443.5
13	Ivars Greizins	440.5
14	Alan Hahn	416
15	Gary Frost	398.5
16	Bob Brookins	391.5
17	Glen Peterson	374.5
18	Jim Jorgensen	368
19	Jim Funk	364.5
20	Steve Gerding	173
21	William Allen	156.5

Fellowship of Christian Modelers FCM at AMA

August 25-26, 2012, Muncie IN
Results from Allen Goff, CD

Masters

1	Matthew Neumann	553
2	Howard Rush	549
3	Kenny Stevens	545.5
4	Bob McDonald	541.5
5	Mike McHenry	532.5
6	Allen Goff	523.5

Expert

1	John Garrett	482.5
2	Wes Dick	475
3	Michael Schmitt	474.5
4	Scott Reynolds	465.5
5	Larry Robertson	457.5
6	Mark McKinney	456.5
7	Vince Bodde	453
8	Crist Rigotti	420.5

Advanced

1	Les Byrd	472.5
2	Michael Stinson	462.5
3	John Jordan	437

Intermediate

1	Jeff Traxler	443
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Beginner

1	Harry Crespo	235
2	Ron Young	157
3	Jim Howell	111

Classic

1	Bob McDonald	504.5
2	Wes Dick	481
3	Allen Brickhaus	480.5
4	Michael Schmitt	471.5
5	Larry Robertson	467
6	Vince Bodde	431
7	Les Byrd	381.5

Old Time

1	John Garrett	292
2	Michael Schmitt	277.5
3	Crist Rigotti	255
4	Les Byrd	165

Profile

1	Michael Schmitt	513
2	Allen Brickhaus	508
3	John Garrett	506
4	Crist Rigotti	492.5
5	Les Byrd	490.5
6	Vince Bodde	479
7	John Jordan	477
8	Jeff Traxler	451.5

Judges: Mike McHenry, Matt Neumann, Kenny Stevens, Mike Stinson, Crist Rigotti, Michael Schmitt, Roger Wildman, Jack Sheeks, John Brodak, Will Hinton, Mike Eber

Pull Test: John Brodak

Tabulators: Buzz Brodak, Jan Goff

NorCal Midsummer Stunt Fest
 June 24, 2012 Davis, CA
 Results from Pete Cunha and Walt Ghio, CDs

Expert

1	David Fitzgerald	572
2	Brett Buck	569
3	Jim Aron	548.5

Advanced

1	Clint Ormosen	512.5
2	Heman Lee	506.5
3	Pete Cunha	502
4	Carter Fickes	494
5	Bob Duncan	487
6	Larry Wong	481
7	Mike Scholtes	457.5

Intermediate

1	Fred Staley	432
2	Dick Myers	221

Beginner

1	Jim Cunningham	145
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Stunt 25

1	Heman Lee	466.5
2	Bob Duncan	445.5
3	Clint Ormosen	412
4	Gerry Arana	394
5	Mike Scholtes	364.5
6	Richard Myers	216

From Pete: The NorCal Stunt Fest is a one day event that was previously known as the Woodland Davis Aeromodelers Stunt Contest. Weather was about as good as it gets for this time of year-- calm in the morning, shifting winds in the afternoon, temp in the low 80's. Attendance was a little light this year but all who attended had a good time. The most closely contested class was Advanced where scores were very close. Clint Ormosen came out on top and was voted "most likely to advance to Expert real soon" by a panel of his peers. As often happens here Expert was a bit like a mini Walker Cup fly-off with Dave coming out on top by a slim three point margin.

This was the second contest where the "Stunt 25" class was flown. This is a local event limited to .25 and under engines. Planes flown ran the gamut from Flite Streaks, a Jamison Special, two Ringmasters, and purpose built designs such as Mike Scholtes's Elliot Scott designed "Sakitumi" which also won the appearance award for the event.



Larry Wong and Bob Duncan with Larry's Imitation Plus

Lew McFarland Bluegrass Stunt Championships

July 28, 2012, Lexington KY
 Results from Wynn Paul, CD

Expert

1	Eric Taylor	550.5
2	Wesley Dick	520

Advanced

1	Les Byrd	507
2	Curtis Shipp	448.5
3	Jim Jordan	432

Intermediate

1	Ty Marcucci	369
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Beginner

1	Steve Drake	248.5
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Classic

1	Wesley Dick	491.5
2	Les Byrd	471
3	Curtis Shipp	435.5
4	Ty Marcucci	404.5

Concours D'Elegance Award: Wesley Dick, 1962 Ares

Judges: Ed Robbert, Kenny Stevens, Chris Stevens

56th Annual Red River Valley Championships

July 28-29, 2012, Fargo ND

See <http://stunthanger.com/smf/index.php?topic=28061.0> for details.

Advanced

(Total of four flights)

1	Howard Rush	2374
2	James Varno	2107
3	Glen Peterson	2101
4	John Christensen	2058
5	Roger Olsen	
6	Jim Jorgensen	
7	Ivars Greizins	
8	Pete Plunkett	

Beginner

(Total of two flights)

1	Wes Samuel	633
2	Glen Nyhus	588
3	Scott Woodham	296
4	Steve London	245

Classic

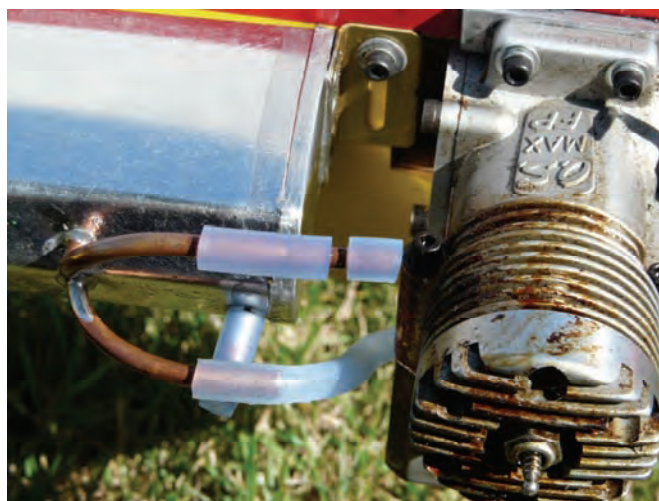
1	Jim Jorgensen	
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Saturday dinner is part of the deal at the Fargo contest.



The Fargo stunt circle is close to houses, but the neighbors don't complain. Mike Olson used to fly jet speed here.



Glen Peterson adds a plug with little holes in the side to his vent tube to give a static pressure source immune to wind.

Stunt in the Berkshires

August 5, 2012, Lee MA

Results from Matt Colan

Expert

1	Matt Colan	483.5
2	Mike Chiodo	473
3	Will Moore	470.5
4	Dick Carville	465
5	Rick Clark	440
6	Steve Buso	419
7	Guerry Byers	390
8	Don Herdman	297.5

Advanced

1	Norm Liversage	459.5
2	Vinnie Langella	408.5
3	Chris Sarnowski	366
4	Perry Rose	206

Intermediate

1	Steve Teerliner	423
2	Jerry Rudzinski, Sr.	378
3	Jerry Rudzinski, Jr.	341
4	Bill Brown	339.5

Beginner

1	Lyle Spiegel	113
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Ted Goyet Memorial
August 25-26, 2012, Davis CA
Results from Walt Ghio, Co-CD

Expert

1	Brett Buck	552
2	Paul Pomposo	508.5
3	Rich Walbridge	484

Advanced

1	Clint Ormosen	486
2	Brian moore	479
3	Heman Lee	459.5
4	Lanny Shorts	459.5
5	Larry Wong	455.5
6	Fred Staley	376.5

Intermediate

1	Jeremy Schulz	388
2	Gerald Martin	338

Beginner

1	Don Chandler	185
2	Fred Cadiente	147
3	Jim Cunningham	147

Classic

1	Pete Cunha	499
2	Carter Fickes	482
3	Lanny Shorts	467

Old Time

1	Bob Duncan	277.5
2	Heman Lee	250



Paul Pomposo's pretty new stunter at the Goyet
Note the perfect stunt terrain at the new Davis field.

Stunt 25

1	Brett Buck	496
2	Heman Lee	458
3	Bob Duncan	419.5

Profile Advanced Expert

1	Bob Duncan	482
2	Heman Lee	445
3	Lanny Shorts	439
4	Fred Staley	423

Profile Beginner, Intermediate

1	Gerald Martin	388
2	John Donaldson	325

High Desert Control Line Fiesta

August 18, 2012, Albuquerque NM
Results from Richard Perry, CD

Expert

1	Joe Gilbert	573	T-Rex
2	Dale Gleason	559	Impcat III
3	Lou Wolgast	553	Pentastar
4	Robert Compton	548	
6	Chris Brainerd	544.5	Kairos
7	Leroy Black	542	Chipmunk
8	Jack Pitcher	527.5	Centennial

Advanced

1	Burt Brokaw	504	Sniper
2	Don Cranfill	483	Skylark
3	Mark Gerber	450	PT-20

Old Time

1	Lou Wolgast	293.5	Madman 56
2	Joe Gilbert	292.5	Ringmaster
3	Leroy Black	291	Jamison Special
4	Chris Brainerd	284.5	Jamison Special
5	Burt Brokaw	279.5	Jamison Special
6	Don Cranfill	256	Swee' Pea

Rockford Stunt Classic

August 12, 2012, Roscoe IL
Results from Mike Schmitt

Expert

1	Dennis Vander Kuur	507.5
2	Mark McKinney	502.5
3	Crist Rigotti	502
4	Mike Schmitt	491.5
5	Fred Krueger	469
6	Jim Schuett	466
7	Larry Lindburg	433

Advanced

1	Jordan Segal	476
2	Bill Calkins	325
3	William Smith	180

Beginner

1	William Allen	230
2	Mike Bolen	229.5
3	Scott Pahlow	153.5

Western Canada Stunt Championships

August 4-5, 2012, Richmond, BC
Results from Flyinglines.org

Expert

1	Chris Cox
2	Alan Resinger
3	Mike Haverly

Advanced

1	Steve Helmick
2	Lanny Shorts
3	Pete Ferguson

Intermediate

1	Bryan Carr
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Beginner

1	Bob Baldock
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Classic

1	Alan Resinger
2	Bruce Hunt
3	Lanny Shorts

Profile

1	Bruce Hunt
2	Lanny Shorts
3	Bryan Carr

Dick Scobee Memorial

August 18-19, 2012, Auburn WA
Results from Flyinglines.org

Expert

Judges: John Leidle, Paul Walker

1	Howard Rush	536
2	Chris Cox	527
3	Alan Resinger	516
4	Pete Peterson	500
5	Mike Haverly	489.5
6	Keith Varley	480.5
7	Bruce Hunt	470.5
8	Randy Powell	468.5

Advanced

Judges: John Leidle, Bruce Hunt

1	Dane Covey	476
2	Steve Helmick	467.5
3	Pete Ferguson	457.5

Intermediate

Judges: Mike Haverly, Randy Powell

1	Tom Strom	452
2	Tim Wescott	421

Beginner

Judges: Pete Ferguson, Dave Gardner

1	Tim Strom	253
2	Marc Winz	210

Classic

Judges: Randy Powell, Steve Helmick

1	Pete Peterson	532.5
2	Alan Resinger	508
3	Mike Haverly	499.5/502.5
4	John Leidle	502.5/498.5
5	Bruce Hunt	499.5
6	Dane Covey	452.5

Old Time

Judges: Mike Haverly, Pete Peterson

1	John Thompson	253
2	Chris Sackett	200

Profile

Judges: Randy Powell, Dave Gardner

1	Bruce Hunt	498.5
2	Pete Peterson	493.5
3	Steve Helmick	473.5
4	Dane Covey	465
5	Tom Strom	449

TONGUE MUFFLERS

Fox .35
OS .34-.40
LA .46
OS .35S
LA .25



ST .51
ST .46
ST .60
Brodak .40

CNC Machined from Aluminum
Weighs 5-1/2 Grams (2/10 oz)

\$19.99

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Western Kentucky/Southern Illinois Stunt Championships

August 18-19, 2012, Paducah KY
Results from Allen Brickhaus, Co-CD

Expert

Judges: Jim Lynch, Charles Reeves

1	Matt Neumann	574.5	Stuka	PA .75, pipe
2	John Simpson	551	Cavalier	Aero Tiger .36
3	Eric Taylor	546	SV 23	PA .61, pipe
4	Tom Dixon	545	Cardinal	DS .61 rear exh.
5	Robert Storick	536	P-47	PA .75, pipe
6	James Lee	523	Sunflyr	Evolution .60
7	Dan McEntee	519.5	Score	Saito .56
8	Michael Schmitt	500	Gialdini Eclipse	PA .65
9	Mark McKinney	494.5	Bear-Bones	PA .61, pipe

Advanced

Judges: Jerry Norlin, Marshall Busby

1	Larry Fruits	485	Tutor II	ST .51
2	Tom Morris	483.5	Profile Cavalier	Electric
3	Ronnie Thompson	483	Checkers	ST .51
4	James Mills	474.5	Shark 45	ST .51
5	Zuriel Armstrong	466.5	Tutor II	OS .46LA
6	Curtis Shipp	457	Vector 40	Aero Tiger .36
7	Steve Smith	456	Sirius	ST .46
8	Jordan Segal	455.5	Palmer Hurricane	Brodak .40
9	Bob Whitney	453.5	Big Job	ST .60
10	John Ashford	452.5	Shady Lady	OS .46LA
11	Paul Taylor	445	Tutor II	OS .46 LA
12	Les Byrd	426	Saturn	Enya .61 CSX

Beginner

Judges: Jerry Norlin, Allen Brickhaus

1	Steve Drake	272.5	Banshee	Electric
2	Mike Londke	239.5	Lightning Streak	OS .46LA
3	Larry Davis	182	TEOSAWKI	OS .46LA
4	Walter Bowden	173.5	Brodak P-40	OS .46LA

Basic Flight

Judges: Jerry Norlin, Allen Brickhaus

1	Ben Mills	200.5	Sig Skyray	Fox .35
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Nostalgia 30

Judges: Matthew Neumann, Charles Reeves

1	Tom Dixon	538	Sweet Pea	DS .40
2	John Simpson	526.5	Cavalier	Aero Tiger .36
3	Jim Lynch	508.5	Super Ares	PA .40 side exh.
4	Tom Morris	485.5	Profile Cavalier	Electric
5	Dan McEntee	480.5	Shark 45	ST .51
6	James Mills	467.5	Shark 45	ST .51
7	Michael Schmitt	467	Gialdini Eclipse	PA .65
8	John Ashford	451.5	Shady Lady	OS .46LA
9	Curtis Shipp	443.5	Cavalier	Aero Tiger .36
10	Bob Whitney	430.5	Scorpio	Electric
11	Paul Taylor	210	ARF Nobler	OS .46LA
12	Les Byrd	27.5	Fierce Arrow	Fox .46

Old Time

Judges: Jerry Norlin, Allen Brickhaus

1	James Lee	283.5	Go-Devil	Atwood Super Champ
2	Michael Schmitt	278.5	Jamison	OS .40FP
3	Bob Whitney	261	Big Job	ST .60
4	Dan McEntee	251.5	Ringmaster	Brodak .25
5	James Mills	232.5	Ringmaster	Brodak .25

Profile

Judges: Louis Rankin, Zuriel Armstrong

1	Tom Morris	487.5	Profile Cavalier	Electric
2	Jim Lynch	486.5	Barracuda	OS .46LA
3	Larry Fruits	485	Tutor II	ST .51
4	Jim Lee	475.5	Primary Force	OS .46LA
5	Michael Schmitt	471.5	Encore 40 Prof.	OS .46LA
6	Robert Storick	458.5	F-Twister	OS .46LA
7	Steve Smith	452.5	F-Twister	OS .46LA
8	Dan McEntee	441.5	Primary Force	OS .32
9	John Ashford	436.5	Naughty Girl	Brodak .40
10	Les Byrd	430.5	Pathfinder	OS .46LA
11	James Mills	429	Flite Streak	OS .25LA
12	Paul Taylor	415.5	Tutor II	OS .46LA
13	Jordan Segal	411.5	P-51 original	OS .46LA
14	Bob Whitney	347	207 Ringmaster	Electric

Oops Award: Paul Taylor and his Nobler

B.A.R.F. Award: Dan McEntee (highest scoring Best Almost-Ready-to-Fly model on PA day)

Best OTS model: Jim Lee's Go-Devil

Best Nostalgia model: Jim Lynch's Super Ares

Pilot's Choice PA model: Robert Storick's P-47

High Point Flyer: Michael Schmitt with 28 points

Weigh Master and Pull Test Boss: Roland Trevino

Runners: Jennifer Jacobson, Rebecca Smith

Tabulators: Randall Hopkins, Jim Franklin, Ruth Thoms, Paul Thoms, Rebecca Smith

Food Service: Jim Nygaard

Wind clean-up early Saturday morning: Jim McBride, Mike Shelton

Thanks for the support of the Paducah Aero Modelers, McCracken County Road District, and the McCracken County officials.

The Western Kentucky/Southern Illinois Stunt Champs were flown under much nicer temperature conditions with 82 degrees being the average; instead of the 107 heat index contests we have had several years ago. Twenty-seven (four more than last year) pilots from ten states entered and flew eight events over our two day contest time schedule. August 17 and 18 will host the 2013 version of the WKSI. Put it on your calendar for next year, the third weekend of August. Signed: co-CD's Allen Brickhaus and Charlie Reeves.

Wichihawks Contest

August 11-12, 2012, Wichita KS
Results from De Hill

Expert

Judges: Lew Woolard, Kevin Seaton

1	Dale Gleason	555	Impcat III	PA .75, pipe?
2	Jim Lee	539.5	Sunflyr	OS .46 SF?
3	Joe Gilbert	492.5	T-6 Texan	Bob Reeves Saito .40

Advanced

Judges: Lew Woolard, Kevin Seaton

1	Robert Redmon	532.5	Legacy	eflite 25
2	Bob Brookins	397.5	Strega	RoJett .65

Classic

Judges: Marvin Denny, De Hill

1	Bob Brookins		Oriental	Brodak .40
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Old Time

Judges: Marvin Denny, De Hill

1	Joe Gilbert	295	Ringmaster	OS .20FP
2	Jim Kraft	273	Ringmaster	McCoy .35 redhead
3	Jim Lee	271	Go Devil	Atwood .64 ignition
4	Bob Brookins	265	Humongous	Silver Foxx Tower .46
5	John Holliday	245	Int'l Stunt Winner	Fox .35

Profile

1	Joe Gilbert	T-6 Texan	Bob Reeves Saito .40
2	John Holliday	WBN Doodlebug	OS .40FP
3	Bob Brookins	Primary Force	Silver Foxx .35

Concours: Robert Redmon

Sportsmanship: De Hill

CD: Kevin Seaton

Fall Fly-In Vintage Meet

September 14-15, 2012, Ellijay GA
Results from Tom Dixon

Classic

Judges: Richard Schneider, Doug Patterson

1	John Simpson	536.5	Cavalier	Aero Tiger .36
2	Bob Dixon	524	Nobler	Fox .35
3	Tom Luper	505.5	Victory	Supertigre .60
4	Tom Morris	489	Cavalier	Electric
5	Roy Trantham	483	Humongous	DS .54
6	Curtis Shipp	456.5	Cavalier	Aero Tiger .36
7	Ed Ruane	429.5	Saturn	Rustler .40
8	Leroy Polk	422	Jamison	Brodak .40

Old Time

Judges: Richard Schneider, Tom Dixon

1	Tom Luper	304	Victory	Supertigre .60
2	Roy Trantham	268.5	Humongous	DS .54
3	Dennis Toth	248.5	Ringmaster	OS .25FP
4	Ed Ruane	244	All American Sr.	Supertigre .35
5	Leroy Polk	224.5	Jamison	Brodak .40

Charles Ash Memorial Southwestern Championship

September 1-2, 2012, Dallas TX
Results from Tom Niebuhr

Details at <http://stunthanger.com/smf/index.php?topic=28565.0>

Expert

1	Richard Oliver	547.5	Maverick	RO-Jett .67, pipe
2	Doug Moon	540	Riff Raff	PA .65
3	Steve Moon	527	Furias	Disc. Retro .60
4	Howard Rush	523	Impact	Plettenberg 20-16
5	Dale Gleason	518	Impcat III	PA .75, pipe
6	Frank Williams	514.5	Vortex	Plettenberg 25-14
7	Joe Gilbert	507.5	Thunderbolt	PA .65, pipe
8	Don Cranfill	506.5	Skylark	RO-Jett .40 SE
9	Mike Greb	497.5	Strega ARC	RO-Jett .65
10	Darrell Harvin	490	e-flight	Plettenberg 25-14
11	Gaylord Elling	479.5	Impact	PA .61, pipe
12	Sean McEntee	457	Legacy	OS .46 LA

Advanced

1	Robert Redmon	483	Legacy	eflite 25
2	Dale McCord	466.5	Pyro Nobler	Brodak .40

Intermediate

1	Greg Elling	440	Venus	Aero Tiger .36
2	Tom Hamlet	187	Hurricane	OS .46 LA

Classic

1	Sean McEntee	491	Frisky Pete	OS .25 FP
2	Gaylord Elling	462	Ringmaster	OS .25 FP
3	Dale McCord	428	GB Nobler	Brodak .40
4	Greg Elling	351	Venus	Aero Tiger .36
5	Jim Karl		Smoothie	McCoy .35

Old Time

1	Frank McMillan	318.5	Madman	Orwick .64 ignition
2	Sean McEntee	305	Frisky Pete	OS .25 FP
3	Gaylord Elling	304	Wildman	ST .60
4	Don Cranfill	294	Sweet Pea	Thunder Tiger .36
5	Greg Elling	284.5	Humongous	ST .60
6	Joe Gilbert	109.5	Humongous	Anderson .65 ign.

Concours: Gaylord Elling, Ringmaster; Howard Rush, Impact

Special Service Award: Linda Gleason

CD: Mike Scott, Old Time and Classic ED: Tom Niebuhr

Judges: Don Hutchinson, Steven Jeansonne, Doug Patterson,
Dale Gleason, Les Demmet, Gary McClellan, Phil Nichols

Tabulators: Sheila Cranfill, Priscella Scott

Midwest Regional CL Championships

September 2, 2012, Sugar Grove IL
Results from Fred Krueger

Expert

Judges: Jim Schuett, Jim Renkar

1	Allen Brickhaus	488
2	Mike Schmitt	481.5
3	Dennis VanderKuur	481
4	Mark McKinney	475
5	Crist Rigotti	466
6	Larry Lindburg	313.5
7	Buzz Parika	133.5

Advanced

Judges: Jim Schuett, Larry Lindburg

1	Peter Mick	448.5
2	Jordan Segal	442
3	Gene Scheiderer	420.5
4	Bill Smith	359

Intermediate

Judges: Fred Krueger, Skip Spoula

1	Brad Jungheim	489.5
2	Steve Gerding	345

Beginner

Judges: Fred Krueger, Skip Spoula

1	Scott Palow	170.5
2	Mike Bolen	95.5

Profile

Judges: Fred Krueger, Skip Spoula

1	Mike Schmitt	515.5
2	Dennis VanderKuur	512.5
3	Crist Rigotti	506
4	Allen Brickhaus	500
5	Peter Mick	488.5
6	Jordan Segal	463

Pilots' Choice Award: Jordan Segal,
RSM Hurricane. Jordan's profile P51
was second in the voting.

CD: Jim Renkar

Stunt Event Director: Fred Krueger

Central Alabama Stunt Squadron Contest

October 6-7, 2012, Clanton AL
Results from Jim Oliver, CD

Expert

1	Jim Lynch	521
2	Allen Brickhaus	515
3	Bob Dixon	465

Advanced

1	Allen Perret	498
2	Ronnie Thompson	488
3	Rollin Keszler	462
4	Curtis Shipp	447

Intermediate

1	Ty Marcucci	434
2	Steve Drake	428

Classic, Nostalgia 30

1	John Simpson	529.5
2	Bob Dixon	520.5
3	Jim Lynch	519.5
4	Allen Brickhaus	515
5	Allen Perret	509.5
6	Ronnie Thompson	504
7	Tom Morris	500
8	Steve Drake	415.5
9	Ty Marcucci	402.5
10	Curtis Shipp	392

Old Time

1	Allen Brickhaus	295
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Profile

1	Jim Lynch	511.5
2	Allen Brickhaus	507
3	Tom Morris	496
4	Ronnie Thompson	489, 480
5	Allen Perret	489, 479.5
6	Rollin Keszler	449
7	Ty Marcucci	439
8	Curtis Shipp	403

Indiana-Kentucky Championship

September 29, 2012, Sellersburg IN
Results from Mike Stinson

Expert

1	Kenny Stevens
2	Allen Brickhaus
3	Allen Goff
4	Wes Eakin

Advanced

1	Larry Fruits
2	Michael Stinson
3	Curtis Shipp

Intermediate

1	Steve Drake
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Beginner

1	Bud Layne
2	Andrew Saunders

Old Time

1	Wes Eakin
2	Allen Brickhaus

Expert Nostalgia 30

1	Allen Brickhaus
2	Allen Goff
3	Wes Eakin

Advanced Nostalgia 30

1	Curtis Shipp
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Intermediate Nostalgia 30

1	Steve Drake
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Expert Profile

1	Allen Brickhaus
2	Wes Eakin

Advanced Profile

1	Larry Fruits
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Beginner Profile

1	Andrew Saunders
2	Bud Layne

**R. F. Stevenson Memorial
Raider Roundup**

September 8-9, 2012, Auburn WA
Results from Flyinglines.org

Expert

Judges: Steve Helmick, Bruce Hunt

1	Chris Cox	578.5
2	Howard Rush	577.5
3	Alan Resinger	531
4	Mike Haverly	518.5
5	Keith Varley	511
6	John Thompson	476

Advanced

Judges: Mike Haverly, Bruce Hunt

1	Steve Helmick	490
2	Dane Covey	472.5
3	Pete Ferguson	456.5

Intermediate

Judges: Mike Haverly, Steve Helmick

1	Tom Strom	460
2	Rex Abbott	434.5

Beginner

Judges: Steve Helmick, Pete Peterson

1	Marc Winz	227
2	Colton Lutz	71

Classic

Judges: Steve Helmick, Bruce Hunt

1	Mike Haverly	520
2	Alan Resinger	515.5
3	John Thompson	491
4	Dane Covey	478.5
5	Pete Peterson	464

Old Time

Judges: Mike Haverly, Alan Resinger

1	Tom Strom	222
2	John Thompson	218
3	Chris Sackett	213
4	Rex Abbott	168.5

Profile

Judges: Mike Haverly, Steve Helmick

1	Bruce Hunt	521
2	John Thompson	465.5
3	Dane Covey	454
4	Tom Strom	452.5
5	Rex Abbott	428
6	Marc Winz	112.5

Crock Pot Award: John Thompson

Memphis Stunt Classic

September 8-9, 2012, Millington TN
Results from Steve Kocher

Expert

1	John Simpson	546.5
2	Robert Storick	546
3	Allen Brickhaus	543.5
4	Charlie Reeves	543
5	Zuriel Armstrong	536.5
6	Mike Donovan	534

Advanced

1	Tom Morris	506
2	Allen Perret	497.5
3	Curtis Shipp	491.5
4	Ronnie Thompson	490.5

Intermediate

1	Paul Taylor	470
2	Ty Marcucci	454
3	Mike Makepeace	437.5

Beginner

1	Bryon Rahilly	224.5
2	Jim Howell	147

Classic

1	Charlie Reeves	480.5
2	John Simpson	460
3	Tom Morris	437.5
4	Curtis Shipp	416.5
5	Mike Makepeace	297.5
6	Ty Marcucci	119

Old Time

1	Charlie Reeves	272.5
1	Mike Donovan	272.5
3	Mike Makepeace	115.5

Profile

1	Tom Morris	545
2	Allen Perret	490
3	Ty Marcucci	445.5
4	Mike Makepeace	390

CD: Louis Rankin

**Mitch Lilly Memorial
Massachusetts Cup**

September 8-9, 2012, Wrentham MA
Results from Chris Sarnowski, CD

Expert

1	Dick Carville	508
2	Will Moore	496
3	Neal Thompson	492

Advanced

1	Perry Rose	492.5
2	Norm Liversidge	489
3	Linheart Smith	480
4	Neil Simpson	459
5	Bob Krug	457
6	Vinnie Langella	444
7	Jim Sumner	382

Intermediate

1	Steve Teerlinck	454
2	Bill Brown	430
3	Jerry Rudzinski Jr.	409.5
4	Jerry Rudzinski Sr.	377

Beginner

1	Damian Sheehy	194.5
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Classic

1	Perry Rose	467
2	Norm Liversidge	447.5
3	Jerry Rudzinski Jr.	258.5
4	Jerry Rudzinski Sr.	57

Old Time

1	Leon Bowen	274.5
2	Bob Gost	246.5
3	Jerry Rudzinski Sr.	138.5
4	Norm Liversidge	101.5
5	Jerry Rudzinski Jr.	79.5

Massachusetts Cup Fly-Off

1	Perry Rose
2	Dick Carville
3	Steve Teerlinck
4	Damian Sheehy

NVCL Stunt Fest
 September 22, 2012, Lorton VA
 Results from Steve Fitton the Elder and Scott Richlen

Expert

1	Tim Stagg	550.3
2	Craig Gunder	542
3	Scott Richlen	535.5
4	Stephen P. Fitton	527.5

Advanced

1	John Tate	467.5
2	Bruce Jennings	462.5
3	John Lindberg	456.5
4	Jim Welch	445.5
5	Bob Krug	432
6	Frank Debrydney	329.5

Intermediate

1	Tom Smeltzer	470.5
2	Jack Rosemere	392.5
3	John Murphy	307

Beginner

1	Stephen L. Fitton	71.5
2	Eli Cortez	22

Old Time

1	Tim Stagg	282.5
2	Dave Reichard	215.5

Nostalgia 30

1	Dan Banjock	530
2	Stephen P. Fitton	528.5
3	John Simpson	527
4	Charlie Reeves	510
5	Jim Lee	508.5
6	John Saunders	508
7	John Tate	486.5
8	Artie Jessup	446
9	Brian Moore	435.5
10	Bernard Suhamski	432

Profile

1	Allen Brickhaus	471.5
2	Dan Banjock	463.5
3	Artie Jessup	459.5
4	Curtis Comer	457.5
5	John Tate	452
6	Brad LaPointe	431
7	Bernard Suhamski	423.5
8	Dennis Moritz	421
9	Phil Cartier	408
10	Ray Copeland	400.5



CD Dick Houser with Stunt Fest winner Tim Stagg



Dick Houser presents the Beginner first place cigar to Stephen L. Fitton.



Eli Cortez took second in Beginner at the Stunt Fest.

Karl Marschinke Memorial
September 22-23, 2012, Tucson AZ
Results from Lou Crane, CD



Karl Marschinke Memorial winners Jim Hoffman,
Lou Wolgast, and Kirk Mullinix

Expert

Judges: Jack Comer, Ed Capitanelli

1	Lou Wolgast	573.5
2	Jim Hoffman	570.5
3	Kirk Mullinix	567.5
4	John Callentine	557.5
5	Warren Tiahrt	550.5
6	Randy Cuberly	548.5
7	Le Roy Black	535.5
8	Robin Sizemore	531.5
9	Sean Chuang	523.5
10	Bob Whitely	483

Advanced

Judges: Jim Hoffman, Le Roy Black

1	Gary Gingerich	462
2	Lew Corbett	430.5
3	Nick Lemak	280

Classic

Judges: Rickii Pyatt, Jack Comer

1	Bob Whitely	573
2	Le Roy Black	563
3	John Callentine	558.5
4	Jim Hoffman	551
5	Robin Sizemore	522
6	Gary Gingerich	486

Old Time

Judges: Warren Tiahrt, John Callentine

1	Jim Hoffman	324.5
2	Keith Trostle	307
3	Lou Wolgast	310
4	Bart Klapinski	306
5	Le Roy Black	302.5
6	Bob Whitely	274
7	Robin Sizemore	263
8	Lew Corbett	245
9	Steve Holt	242

Super 70s

Judges: Rickii Pyatt, Jack Comer

1	Warren Tiahrt	547.5
2	Lew Corbett	478.5

Tabulation: Peggy Capitanelli, Monica Iverson

Pull test and score runners: Mark Smith,
Brian McPhail, Lou Crane

Jim Renkar's "This is Only a Hobby" 1/2A Contest

September 16, 2012, Sugar Grove IL
Results from Fred Krueger

Expert

Judges: Art Johnson, Bill Calkins

1	Fred Krueger	302	150 Ringmaster	Norvel .049
2	Jim Schuett	287	Stork	Norvel .061
3	Jim Renkar	275.5	Baby L. Streak	Cox
4	Larry Lindburg	262	Twin Ringmaster	Testors .049s

Advanced

Judges: Art Johnson, Fred Krueger

1	Skip Spoula	285.5	150 Ringmaster	Norvel .049
2	Alan Hahn	273.5	Baby Flite Streak	Norvel .049
3	Bill Calkins	151.5	Sea Vampire	Norvel .049
4	Bill Smith	104.5	Pinto	Norvel .049

Beginner

Judges: Fred Krueger, Jim Renkar

1	Art Johnson	140.5	Baby Flite Streak	Norvel .049
2	Scott Palow	40		Cox

All events flew the Beginner pattern.



Stunters at the TIOAH
Jerry Lindburg's Twin Ringmaster was the hit of the event.

Meet 'n Meet XIV
September 22-23, 2012, Davis CA
Results from Jim Aron, CD

Expert

Judges: Clint Ormosen, Lanny Shorts

1	David Fitzgerald	573	Thunder Gazer II	PA .75
2	Brett Buck	571.5	Infinity	RO-Jett .61
3	Jim Aron	552.5	Systrema	PA .65
3	Igor Panchenko	552.5	Extra 300S	R&B .75 SS
5	Paul Pomposo	533.5	Temptation IV	PA .75
6	Robert Harness	525.5	Coca Cola Spl.	PA .65
7	Rich Walbridge	515.5	Diva	OS .40VF
8	Ted Fancher	358	Trivial Pursuit	RO-Jett .61

Advanced

Judges: Brett Buck, Ted Fancher

1	Clint Ormosen	513	JVL Chipmunk	Brodak .40
2	Bob Swan	505.5	The Peep	Magnum .36
3	Pete Cunha	503.5	Olympian	RO-Jett .61
4	Lanny Shorts	500	Impact	OS .46VF
5	Bob Duncan	490.5	Tazer	Axi 2826/10
6	Brian Massey	485.5	Trophy Trainer	OS .46LA
7	Jerry Arana	478.5	P-40 Shark	OS .46LA
8	Lewis Lingwood	478	E-Pathfinder	Axi 2620-10
9	Brian Moore	475	Gieseke Nobler	Stalker .40
10	Heman Lee	471.5	Half-Lite Stunter	NorAsp .061
11	Mike Massey	470	Profile Pathfinder	OS .46LA

Intermediate

Judges: David Fitzgerald, Paul Pomposo

1	Gerald Martin	436		
2	Norm Gayer	425	Fancy Pants	OS .35
3	Dick Myers	338	Profile Nobler	ST .46

Beginner

Judges: Brian Moore, Pete Cunha

1	Don Chandler	234	Primary Force	OS .40LA
2	Fred Cadiente	193.5	Profile Stuka	OS .25LA
3	Jim Cunningham	147	TF Flite Streak	OS .25LA

Classic

Judges: Brett Buck, Rich Walbridge

1	Ted Fancher	550	Ruffy	Rustler .40
2	Paul Pomposo	527.5	Coyote	Aero Tiger .36
3	Clint Ormosen	522.5	JVL Chipmonk	Brodak .40
4	Pete Cunha	504.5	Olympic	Aero Tiger .36
5	Heman Lee	473	Smoothie ARF	OS .46LA
6	Brian Massey	472	Trophy Trainer	OS .46LA
7	Jeremy Schulz	459.5	Profile Nobler	OS .25LA
8	Larry Fernandez	456.5	Thunderbird	Aero Tiger .36
9	Lanny Shorts	402.5	Tony K1-61	Aero Tiger .36

Old Time

Judges: Doug Barton, Ted Fancher

1	Jim Aron	288	Circle King X2	OS .46LA
2	Bob Duncan	282	Jamison	Magnum .32
3	Jim Goss	262	Jamison	OS .46LA
4	Heman Lee	259.5	Ringmaster	Electric
5	Jerry Arana	224.5	Jamison Special	OS .25FP

Fox .15 Hurl

1	Robert Harness	202 feet (new world record)
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Carolina Criterium

October 20-21, 2012, Huntersville NC

Results from Steve Fitton

Expert

1	Dan Banjock	546.5
2	Derek Barry	541.5
3	Steve Fitton	537
4	John Simpson	522
5	Jim Lee	507
6	Charlie Reeves	506.5
7	John Saunders	503
8	Allen Brickhaus	493.5

Advanced

1	John Rakes	457
2	John Tate	442
3	Artie Jessup	441.5
4	Aaron Little	437.5
5	Ken Armish	434
6	Bill Ballinger	429.5
7	Bob Krug	413
8	Bernard Suhamski	412
9	Alan Buck	370

Intermediate

1	Brad LaPointe	484
2	Brian Moore	464
3	Alex Givan	457.5
4	Dennis Moritz	450
5	Bill Mandakis	421.5
6	Ray Copeland	411.5

Beginner

1	Don Jenkins	272
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Basic Flight

1	Olivia Mills	125
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Old Time

1	Charlie Reeves	316.33
2	John Sanders	313.33
3	Dan Banjock	308.66
4	Terry McDowell	299
5	Tom Luper	297
6	Jim Lee	296.33
7	Allen Brickhaus	294
8	Bernard Suhamski	287
9	Brian Moore	271
10	Bill Mandakis	265

Nostalgia 30

1	Dan Banjock	530
2	Steve Fitton	528.5
3	John Simpson	527
4	Charlie Reeves	510
5	Jim Lee	508.5
6	John Sanders	508
7	John Tate	486.5
8	Artie Jessup	446
9	Brian Moore	435.5
10	Bernard Suhamski	432

Profile

1	Allen Brickhaus	471.5
2	Dan Banjock	463.5
3	Artie Jessup	459.5
4	Curtis Comer	457.5
5	John Tate	452
6	Brad LaPointe	431
7	Bernard Suhamski	423.5
8	Dennis Moritz	421
9	Phil Cartier	408
10	Ray Copeland	400.5

CD: Everett Shoemaker

Cleveland Area Stunt Championship

September 29-30, 2012

Results from the North Coast Control Liners Newsletter and Bob Hunt

Expert

1	Bob Hunt	604.5	Crossfire	Electric
2	Bob McDonald	600.5	P-47	PA .75
3	Bud Wieder	589.5	Ryan's Eagle	Electric
4	Wes Dick	574	Velvet	PA .65
5	Scott Reynolds	532.5	Voltaire	Electric
6	Dave Heinzman	529	Satona	OS .46LA

Intermediate

1	Eric Keller	424	Primary Force	OS .40LA
2	Bob Hudak	406.5	Legacy 40	Electric
3	Nelson Erbs	401	Medic	OS .25LA
4	Jeff Traxler	388	Pathfinder	Electric
5	Clyde Richey	222	El Diablo	Fox .35

Beginner

1	Dan Bregar	243	Magician	Electric
2	Samantha Hines	190.5	Hole Shot	Enya .30
3	Ron Young	155.5	Tutor II	OS .46LA

Classic

1	Bob McDonald	585	Strathmoor	Detroit PA .40 Lt
2	Wes Dick	550	'62 Ares	Aero Tiger .36

Old Time

1	Jim Skinner	260.5	Guided Whistle	Fox .35
2	Ron Lutz	250	AJ Firecat	Fox .35
3	Clyde Richey	222	Barnstormer	Fox .35

Profile

1	Scott Reynolds	514	Cardinal	Supertigre .46
2	Don Sopka	470.5	Tutor II	OS .46LA
3	Ron Lutz	341	Cardinal	OS .40LA
4	Clyde Richey	329		

ARF

1	Scott Reynolds	509	Vector	Supertigre .46
2	Don Sopka	442.5	Tutor II	OS .46LA

CD: Ray Rowh

Judges: Nelson Erbs, Bob Hudak, Gary Tultz, Dave Johnson, maybe others

Fall Follies

October 6-7, 2012, Salem OR

Results from Flyinglines.org

Expert

Judges: Don McClave, Bruce Hunt

1	Paul Walker	618
2	Chris Cox	606.5
3	Howard Rush	596.5
4	John Leidle	530.5
5	Mike Haverly	522.5
6	Keith Varley	503
7	John Thompson	497.5
8	Steve Helmick	489.5

Advanced

Judges: Dave Royer, Bruce Hunt

1	Mark Scarborough	520
2	Tom Strom	480
3	Richard Entwistle	474.5
4	Mike Hazel	472

Intermediate

Judges: Dave Royer, Bruce Hunt

1	Rex Abbott	475
2	Tim Wescott	446.5
3	Mike Denlis	434.5

Beginner

Judges: Dave Royer, Bruce Hunt

1	Marc Winz	243.5
2	Dave Denison	220.5

Classic

Judges: Don McClave, Leo Mehl

1	John Leidle	514.5
2	John Thompson	494.5
3	Mark Scarborough	493

Old Time

Judges: Don McClave, Leo Mehl

1	Dave Royer	302.5
2	Roy DeCamara	298.75
3	John Thompson	257.5
4	Tom Strom	238.5
5	Rex Abbott	229.75

Nostalgia 30

Judges: Don McClave, Leo Mehl

1	Dave Royer	493.5
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Profile Expert

Judges: Dave Royer, Steve Helmick

1	Bruce Hunt	491.5
2	John Thompson	465.5

Profile Sportsman

Judges: Dave Royer, Steve Helmick

1	Tom Strom	473
2	Mark Scarborough	
3	Rex Abbott	419.5
4	Richard Entwistle	137

CD: Mike Hazel

Field mowing and setup: Mike Hazel

Registration: Mike Hazel and Barbara White

Pull-testing: Rex Abbott, Mark Scarborough, Mike Hazel

Tabulation: Barbara White

Sunday barbecue: Mike Hazel

From the Flyinglines.org report: "The Follies is also the place where the annual Vintage Stunt Trophy race is settled. The trophy, sponsored by Don McClave, is awarded to the top scorer in the Flying Lines Northwest standings in combined Old-Time and Classic Stunt. This year's trophy points race ended in a tie, with John Thompson catching up with Alan Resinger on the final day of competition. Alan scored all his 21 points in Classic Stunt; John flew in both Classic and Old-Time. Trophy sponsor Don McClave generously decided to provide a second trophy so that both John and Alan would receive the award. Previous winners have been Bruce Hunt (2006, 2008, 2009, 2010), Scott Riese (2005), Pat Johnston (2007) and Pete Peterson (2011)."

2013 AMA Control Line Aerobatics National Championships

July 14-20, 2013

Friday, July 12-Saturday July 13

7:00 a.m. Control Line Precision Aerobatics Practice

Grass 600 x 600 Only

Sunday, July 14

7:00 a.m. Control Line Precision Aerobatics Practice

Grass 600 x 600 Only

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

Grass Circles

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

Grass Circles

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

Grass Circles

12:00 noon Old Time and Classic Stunt Registration*

Grass Circles

Monday, July 15

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

12:00 noon Jr/Sr/Open/Advanced/Expert entries close

Nats Headquarters

2:30 p.m. Open/Advanced/Expert Models Presented for

Appearance Judging

180 Building

3:00 p.m. Pilots meeting

180 Building

4:30 p.m. Concours Voting

180 Building

Tuesday, July 16

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

7:00 a.m. Judges Seminar Phase (Flight)

L-Pad Circle 4

8:00 a.m. Old Time & Classic Stunt Events Pilots Meeting*

Grass Circles

8:30 a.m. Old Time & Classic Stunt Events*

Grass Circles

6:00 p.m. Judges Seminar Review (Rules review)

AMA Board Room

Wednesday, July 17

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

8:00 a.m. Open/Advanced/Expert Qualifications Rounds 1 & 2 L-Pad

AMA Board Room

5:00 p.m. PAMPA EC meeting

AMA Board Room

6:00 p.m. PAMPA General meeting

Thursday, July 18

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

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

Friday, July 19

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

8:00 a.m. Open Top 20

L-Pad

8:00 a.m. Advanced/Expert Finals

L-Pad

Saturday, July 20

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circle

7:30 a.m. Jr/Sr processing and Appearance Judging

L-Pad

8:00 a.m. Jr/Sr Finals

L-Pad

8:00 a.m. Open Finals

L-Pad Circle of choice

12:00 noon. Walker Cup Fly-off

L-Pad Circle of choice

6:00 p.m. PAMPA Reception

AMA McCullough

7:00 p.m. PAMPA Banquet

Education center

(by AMA Museum)

*Unofficial Event

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

Thank you all for contacting the AMA over the scheduling fiasco caused by the AMA EC acting unilaterally. We will not be having the CL Nats over the 4th holiday week. A couple of notes:

Flying will only be allowed on the grass 600 x 600 field starting on Friday. The same R/C overflight and safety issue will prevent us from using the paved road. An alternate grass access will be necessary. The L-pad should be open by mid day on Sunday.

Beginner and Intermediate will be held on Sunday July 14th instead of Monday. Bob Brookins requested to try this and see if we can increase participation. Unfortunately, the grass area will also be used by combat, and carrier that morning, so space will be limited and only 1 grass circle will be available for practice until the L-pad opens up. The up side is that the normal 3 circles on grass area will be available for practice all of Monday.

Expert. Expert will be run concurrently with Advanced and Open on competition days Wed-Friday. I have no idea how many entries we might expect for Expert. Presumably this will mainly effect the number of Advanced entries more than Open. So, I will be limiting the number of Advanced trophies, and the number of Expert trophies will be determined by the AMA trophy policy, or number of entries.

My plan will be to run Advanced first, then Expert, then Open on Qualifying days. There will be only 10 finalists in Advanced, and at most 10 in Expert for Friday. They will be flown on one set of circles Friday. Open top 20 day will not be changed and will fly on the other two circles, at least for this year.

PAMPA has 25 rooms blocked at the Holliday Inn Express right off of McGalliard by Ball State. Be sure to mention the PAMPA and AMA rates for the Nats.

Holiday Inn Express

4201 West Bethel Ave.

Muncie, IN 47304

765-289-4678

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So far, I do not have an event director for Old Time and Classic. If you would like to volunteer your time to be the ED, please contact me, David Fitzgerald at DavidLFitzgerald@sbcglobal.net or phone, H: 707-259-0626, C: 707-332-9564 The danger here is that if I do not have an ED, the events will not be run.

I also need one Pit Boss. You get your own shirt with your name on it. However, if you want one, you'll have to provide your own bull horn.

Note from the CL Stunt Event Director, David Fitzgerald:

Brenda Schuette has informed me that due to a scheduling conflict, the grass practice area at the Nats will not be available for use on Friday, July 12, until the Free Flight event is over. That may not be until later in the day.

Appearance Point

Rachel's Butterfly

by Rachel and Keith Sandberg

My daughter, Rachel, has been coming to contests with my wife and I since she was one year old. She is now five. Last year, she asked if she could have a plane of her own. Predictably, I said, "Sure honey as long as you help build it with me."

We started by digging through my scrap balsa box and found the fuselage from a Baby Skyray, and that was the starting point. The tail, wing, and horizontal stab/elevator were what I thought would work and what Rachel would accept. I added a spruce spar and covered everything with carbon-fiber veil just to make it durable enough to handle a five-year-old's abuse.

Rachel was very specific on the finish: It had to be pink and purple with rainbows, Care Bears, and puppy dogs. On the inside

I thought, "That's asking a lot for a sheet balsa 1/2A plane." On the outside I said, "Okay honey, anything you want."

So Rachel helped by

Model name: Butterfly
Designers: Rachel and Keith Sandberg
Construction type: Sheet balsa, spruce spar, carbon-fiber veil
Wingspan: 26 inches/130 square inches
Length: 18½ inches
Moment arms: Nose moment 4 inches; tail moment 5½ inches
Weight dry: 7.6 oz.
Power package: Cox .049
Propeller: Nylon 6-3
Finish: Rattle can enamel, Minwax clear poly
Line length: 40 feet

picking the colors at the hardware store and putting down the masking tape. Not surprisingly her attention waned at times, but she did help put on the stickers and pose for pilot images. Now Rachel has a plane she is really proud to show off. She flies other planes, but is afraid to fly her "butterfly."

While at the 2012 Brodak Contest, I met and took pictures of Samantha Hines and her pink plane to show Rachel. Right away there was talk about coming to Brodak 2013 to fly planes with "the other girl." I like the fact that Rachel enjoys our hobby and spending quality time with her dad, so for now we'll build all the pink planes that she wants and attend whatever contests we can together. Soon there will be cars and boys to distract her, but for now she just wants to spend time with her dad. *SN*





